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***EXPRESSIONS AND TERMS IN SHIPPING***

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## EXPRESSIONS AND TERMS IN SHIPPING

### General Shipping Terms

**Arbitration** - a method of settling disputes by one or more arbitrators. Quicker and cheaper than taking a case to court.

**Bareboat** - the hiring or leasing of a vessel from one company to another (the charterer), which provides crew, bunkers, stores, etc. and pays all operating costs.

**Barrel** - measure for oil. There are 7.1 barrels of oil in one ton. Each barrel is approximately 159 liters.

**BBB** - Before Breaking Bulk - freight to be paid, i.e. the money deposited into the shipping company's account, prior to discharging.

**Benchmarking** - to compare someone or something with the best that can be achieved within a specified field.

**Bill of Lading (B/L)** - negotiable document issued by ship owner to shipper of goods. Contains terms and conditions of the contract.

**Box** - everyday term for **container**.

**Break-Bulk Cargo** - goods shipped loose in the vessel's hold and not in container.

**Bulk cargo** - homogeneous dry cargo (not packaged), e.g. coal, grain, iron ore, etc.

**Bunkers** - ship's fuel. To take on fuel, is called bunkering.

**Cabotage** - coastal trade, i.e. the movement of goods by ship between ports on the same coast or between ports within the same country.

**CAP** - Condition Assessment Programme - inspection of a vessel to determine its technical condition.

**Capital intensive tonnage** - vessel demanding relatively large capital investments, e.g. cruise ships, gas- and chemical tankers, etc.

**Charterer** - cargo owner or another person/company who hires a ship.

**Charter-party** - transport contract between ship owner and shipper of goods.

**Chartering** - to hire a ship to carry goods/cargo.

**Chartering agent** - shipbroker acting on behalf of charterer in negotiations leading to the chartering of a ship.

**CIF** - Cost, Insurance, Freight. Designates that the cargo is carried free of charge for the buyer; seller pays all transportation costs.

**Classification society** - organization which carries out surveys of new buildings and at regular intervals when in commission sets and maintains quality standards for ships and their equipment. Acts on behalf of the flag state's maritime authorities.

**Civil Liability Convention - CLC**

**COA** - Contract of Affreightment - quantity contract: An agreement between ship owner and shipper concerning the freight of a defined amount of cargo. The ship owner chooses ship.

**Commission** - shipbroker's remuneration, normally 1.25 per cent of gross freight. Calculated also for sales and purchases of vessels at one per cent of purchase price.

**Conference** - organization of a group of lines operating in one trade where the companies agree to use a common tariff.

**Cross Trade** - the freight of cargoes between foreign ports. Nearly 95 per cent of the Norwegian owned tonnage is cross-trading.

**Crude** (oil) - un-refined oil directly from the well.

**Dead Freight** - money payable by shipper or charterer to ship owner or shipping line for failing to load the amount of cargo stipulated in contract.

**Demurrage** - money paid to ship owner by charterer, shipper or receiver, for failing to complete loading/discharging within time allowed according to charter-party.

**Dispatch** - remuneration payable by ship owner to charterer, shipper or receiver for loading/discharging in less than the time allowed according to charter-party.

**Dry cargo** - grain, coal, ore, general cargo, etc.

**Dynamic positioning** - keeping the ship's position with the help of automatically controlled propellers.

**FIO** - Free in and Out - charterer pays for loading/discharging.

**Fixture** - successful conclusion of negotiations between ship owner and charterer, normally with the aid of a shipbroker.

**Flag discrimination** - national legislation reserving cargo for own ships.

**Flag of convenience (FOC)** - term used by labour organizations about countries allowing unlimited registration of foreign-owned ships in order to achieve low wage levels and low or no taxation payable to the flag state. Some FOC- flag states had previously very lax control routines or no control at all, concerning the vessels' technical standard and their seaworthiness.

**FOB** - Free on Board - seller is responsible for delivering cargo to the port, paying also for the loading.

**Force Majeure** - a clause limiting responsibility for charterer, shipper or receiver of cargo.

**Free pratique** - ship inspected and cleared by the health authorities of a country.

**Fund Convention** - see **Oil spill compensation**.

**General cargo** - goods unpackaged or packaged, but not shipped in bulk.

**GEOROT** - Geographical Rotation - sequence in which ship calls at ports on her itinerary.

**Grain Cap** - Grain Capacity - a ship's grain-carrying capacity.

**Heavy Grain** - grain filling the ship to full deadweight capacity.

**Intermodal transport** - carriage of goods employing various modes of transport, i.e. sea/land, rail/sea, etc., between sender and receiver. Also called Multimodal Transport.

**Itinerary** - list of a ship's ports of call.

**Joint service** - two or more shipping companies jointly operating a service.

**Knot** - measure of speed for ships, i.e. one nautical mile (1,852 meters) per hour.

**KTM** - Keel to Top of Mast - the height from the keel to the highest point of a ship, normally the top of the mast.

**Kommandittselskap (K/S)** - limited partnership. A form of ship financing very popular in Norway before the tax reform in 1991. Now almost obsolete.

**Liner service** - cargoships operating regular schedules between advertised ports.

**Liner conference** - two or more shipping companies operating a service in common between designated areas. Conference partners agree special freight rates and terms for the trade, in order to stabilize market and service.

**LOF** - Lloyd's Open Form - standardized salvage contract. Current version is called LOF-90.

**Tramp shipping** - ships trading where they can get cargo.

**Manifest** - list of all cargo on board (Cargo Manifest). Term used also for passenger list on cruise vessels, passenger ferries, etc

**Maritime inquiry** - an inquiry conducted by maritime and legal authorities following an accident or near-accident at sea, resulting in a maritime declaration. The purpose of such hearings is to uncover the cause of accident or mishap. The inquiry is primarily conducted between members of the crew, but may also involve bystanders who may shed light on the events. The maritime inquiry serves three purposes according to Norwegian maritime law:

- Enables maritime authorities to consider amending or improving existing rules and regulations in order to prevent similar accidents.

- Determines whether or not someone should be prosecuted for criminal neglect or breach of rules.

- Uncovers liabilities in connection with insurance claims.

**Merger** - the joining of two or more (ship owning) companies.

**MOLOO** - **M**ore **o**r **l**ess **o**wner's **o**ption - a margin which the shipowner has for the amount of cargo a vessel should carry. I.e. "30,000 tons 5 per cent moloo" means that the vessel can load between 28,500 and 31,500 tons.

**NOKUS-company** - (**N**orsk-**K**ontrollert **U**tenlandsk **S**elskap i lavskatteland - Norwegian Controlled Foreign Company in Low-tax Country) - company established in a country where corporate taxes are less than two thirds of Norwegian corporate tax, and Norwegian interests own or control minimum 50 per cent of the shares. Norwegian participants in such companies are taxed in Norway for their share of profits (§7 in Norwegian Tax Law).

**Offshore activities** - for ship owning companies, O.A. include activities connected with the exploration for, development of and operation of oil and gas fields at sea. Most important are: Collecting seismic data, test drilling, field development, towing and anchor handling, the supply service, transportation of equipment and modules, heavy lifts, diving operations and underwater work, the use of ROVs, pipe laying, construction jobs. Salvage and rescue operations are also important aspects of this. The loading of oil tankers offshore by means of buoys or fixtures on the seabed, is still another feature of Norwegian offshore activities.

**Oil spill compensation** - compensation for oil spills is internationally regulated by two conventions - The Civil Liability Convention - CLC - (i.e. International Convention on Civil Liability for Oil Pollution Damage - 1969) regulating the shipowners' liability, and The Fund Convention (i.e. International Convention on the Establishment of an International Fund for Oil Pollution Damage, 1971), with a fund financed by the cargo owners (oil companies) paying compensation if the ship owner

cannot be held responsible, or if compensation paid is not adequate, with a maximum limitation clause.

**Pax** - abbreviation for passenger(s). Used in cruise shipping and on passenger ferries.

**Protectionism** - flag state protection of own shipping by the elimination of certain competitive elements.

**Pooling** - cargo or profit sharing by cooperating companies in lines or liner conferences.

**Rate** - the offered/agreed price for the transportation of goods.

**SBT** - Segregated Ballast Tanks - tanks in a tanker solely used for ballast.

**Shipbroker** - person who - on behalf of ship owner/shipper - negotiates a deal for the transportation of cargo at an agreed price. Shipbrokers are also active when shipping companies negotiate the purchasing and selling of ships, both secondhand tonnage and new-building contracts.

**Short Sea Shipping** - short distance international trade. Commonly used for trading between countries in the European Union.

**Subsidiarity principle** - EU-rule that decisions should be taken on the lowest possible level, e.g. that any case should be decided nationally.

## Types of Affreightment

**Bareboat Charter-Party (Demise C/P)** - contract for the hire of an empty ship. All operating costs are covered by the charterer.

**Charter-Party (C/P)** - contract for the hire of a ship or space in a ship.

**Contract of Affreightment, c.o.a.** - contract for the hire of a ship. The ship owner undertakes the transport of certain amounts of goods for one or several voyages.

**Hire-purchase Charter-Party** - C/P where the charterer gets ownership of the vessel at the conclusion of the C/P.

**Leasing** - when a ship is leased, the owner may in fact utilize it as in a bareboat or hire-purchase- C/P, but without entering into a charter-party-contract. The price is agreed between the shipping company (lessee) and the vessel's legal owner - the leasing company (lessor). The agreed fee will normally give the lessor a return on the investment with a profit during the leasing period. When the agreed period expires, the lessee may extend the leasing, but at a reduced fee (e.g. 1/12 of previous fee), or purchase the vessel at its estimated value.

**Spotrate** - rate for single voyage based on the market situation on the day.

**T/C-trip** - the ship is hired for one voyage, but under T/C terms.

**Time-Charter (T/C)** - the hiring of a vessel for a specified period of time.

**Voyage-Charter** - contract of carriage where the charterer pays for the use of the vessel's cargo spaces for one or more voyages. Payment is calculated per ton goods carried. The owner pays all operating costs.

## Types of Ships

**Bulk ship (bulk carrier)** - single deck ship carrying homogenous unpackaged cargoes. Loaded through large hatchways.

**Bulk-oil carrier** - multipurpose vessel built to carry cargoes of coal as well as oil. Most bulk-oil carriers are reinforced to carry ores and are called **OBO**-ship (ore/bulk/oil).

**Chemical tanker** - special tanker built for the transportation of bulk chemicals. Newer tonnage is equipped with stainless steel tanks. Ships may carry many different cargoes simultaneously, because each tank has its own pump and pipeline system for loading and unloading.

**Combination carrier** - ships for the transportation of both liquid and dry bulk cargoes. There are two main types: Ore carriers and bulk-tank-ships.

**Container vessel** - Ship specially designed to carry standard containers (TEUs). Generally called Cellular container ship. The larger part of the cargo-carrying capacity consists of containers carried on deck or in cells in the hold. Containers are lifted on and off with special cranes and are then called lift

**on-lift off-ships** (see special entry). Container ships are generally fast, operating regular sailing schedules (lines).

**Cruise ship** - passenger vessel carrying passengers on trips between various ports, normally with the same starting and ending port. Standards of accommodation and recreation normally high.

**Feeder Vessel** - a short-sea vessel used to fetch and carry goods and containers to and from deep sea vessels.

**Flo-flo-ship** - special ship which may be submerged to allow cargo to be floated on or off, i.e. jack-up platforms which may be carried "piggy-back"-fashion on a flo-flo-ship.

**Gas tanker** - special ship for the transportation of condensed (liquid) gases. The most important cargoes are:

-LNG - Liquefied Natural Gas (mostly methane).

-LPG - Liquefied Petroleum Gas (propane, butane).

-Ammonia.

-Ethylene.

On board, gases are kept liquid with highly effective insulation (thermosbottle-principle), by high pressure or by low temperature. LNG-ships must be able to carry cargoes with temperatures as low as -163°C.

**HSS - Highspeed Sea Service** - fast ferry concept with double- or multihulled vessels with carrying capacity of up to 1500 passengers and around 400 cars.

**LASH** - Lighter Aboard Ship, i.e. ships which can carry lighters "piggy-back" fashion.

**Liner** - Vessel serving a regular defined route or trade, following a published sailing schedule.

**Lo-lo-ship** - Lift on-lift off-ship. Containers or other goods are lifted on board and ashore by cranes.

**Multipurpose ship** - general cargo ship which can also carry containers.

**OBO-carrier** - vessel built for the carriage of diversified bulk cargoes (i.e. Oil/Bulk/Ore).

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**Oil-tanker** - ship carrying crude oil or refined products. If a ship is equipped to carry several types of cargo simultaneously, the ship type is called Parcel tanker. A shuttle tanker is a tanker carrying oil from offshore oil fields to terminals. An oil tanker especially built for the transportation of refined oil products, often with tanks painted or coated on the inside, is called a product carrier.

**Ore/oil carrier** - ship with separate cargo holds for ore cargoes. When the ship is carrying oil, the ore holds may also be filled with oil, in order to utilize the deadweight capacity to the fullest.

**Parcel tanker** - see **Oil-tanker**.

**Product carrier** - see **Oil-tanker**.

**Reefer Vessel** - vessel with refrigerated cargo hold(s).

**Ro-ro-ship (Roll on - Roll off)** - the cargo is driven on board and ashore, either by means of own engine (cars/trailers), or by means of special trucks. There are three main areas:

-Ro-ro-ship operating in lines carries containers, pallets, flats or general cargo, and any type of cargo that can be driven on board.

-Ro-ro-ship for the transportation of new automobiles (specialised: Pure Car Carrier - PCC), may also carry other rolling cargo.

-Ro-ro-ferries carrying a combination of rolling cargo (cars/lorries/trailers) and passengers.

**SWATH** - Small Waterplane Area Twin Hull - fast and economical hull design, primarily used for highspeed ferries, etc.

**Tanker** - ship carrying liquid bulk cargoes.

**Aframax** - American Freight Rate Association - approximately 80,000 - 105,000 dwt - term for a tank ship of standard size.

**Capesize** - vessel which is too large to navigate the Suez Canal to and from the Arabian Gulf, therefore being forced to voyage around the Cape of Good Hope - approximately 80,000 - 175,000 dwt.

## Vessel Sizes

**Handymax** - dry bulk vessel of approximately 35,000 - 50,000 dwt.

**Handysize** - dry bulk vessel or product tanker, 15,000 - 50,000 dwt.

**Panmax or Panamax** - the largest bulk carrier which can pass through the Panama Canal fully loaded (approximately 80,000 dwt.).

**Suezmax** - the largest tank vessel which can pass through the Suez Canal fully loaded (120,000 -165,000 dwt.).

**ULCC** - Ultra Large Crude Carrier - oil tanker of 300,000+ dwt.

**VLCC** - Very Large Crude Carrier - oil tanker between 200,000 and 300,000 dwt.



## Offshore Terms

**Abandoned Well** - an oil well where production has ceased.

**Acid Gas** - gas with pollutants causing a low pH-value. Creates corrosion problems.

**Acidizing** - the injection of hydrochloric acid into the production zone in order to stimulate greater yield. The acid corrodes the sedimentary partitions, thereby increasing permeability.

**Aerated Mud** - drilling mud mixed with oxygen to increase efficiency.

**Anchor Piling** - mooring point on the sea bed.

**Annular Blowout Preventer** - safety valve during drilling operations. Consists of rubber gasket stopping the flow of mud outside the drill string.

**Annulus** - the distance between the drill string and the casing or the wall of the drilling hole.

**Articulated Platform** - or **Oscillating Platform** - an offshore structure fastened to the sea bed by means of an articulated hinge, stabilized by buoyancy elements near the surface. Usually used in connection with loading buoys and flare towers.

**Barrel** - volume measurement. Many abbreviations: b, bbl, bar. Sometimes written with capital letters. Barrels per day (Bd or b/d) specifies the production rate per day.

**Bell Diving** - carrying out diving within a diving vessel, shaped like a bell.

**Bit** - drill bit.

**Block** - denotes an area awarded for test drilling or production. Block sizes may vary.

**Blowout** - uncontrolled blow out of oil or gas due to excessive pressure in the reservoir.

**Blowout Preventer- BOP** - also called "Christmas Tree", a safety valve placed on the well head.

**Bumber Sub** - an approximately 20 meters long tool allowing a certain amount of vertical movement.

**Bury Barge** - vessel especially equipped to bury oil and gas pipelines on the sea bed.

**Casing** - pipe with thick walls placed in the drill hole and cemented in place. Prevents the hole from caving in.

**Cave-in** - the walls of the drill hole disintegrating and filling up the hole.

**Cellar Deck** - the level beneath *Rotary Table* on a rig. On a jack-up this means the well-head and *BOP*. On a floating rig, it is the deck from which the guidelines are controlled. May also have a Marine Riser.

**Collar** - a thick piece of pipe closest to the bit.

**Completion** - making the hole ready for production.

**Conductor Pipe** - *casing* with large diameter - normally the first lining or guide pipe fitted during the drilling operation.

**Decompression** - slow, controlled reduction of pressure inside a pressure chamber to prevent divers from suffering the "bends" after a too fast ascent.

**Degassing** - the removal of oil and gas from the drilling mud which may then be used again.

**Dehydration Plant** - or **Water Separation Plant** - various types of equipment for the "drying" of gas or oil.

**Derrick Man** - platform worker handling the drill stem in the tower.

**Deviated Well** - a hole which intentionally is not drilled straight down.

**Diamond Bit** - the tip of the drill stem reinforced with diamond to prolong its lifetime.

**Dip Meter** - an instrument to measure deviations in the vertical component in the terrestrial magnetic field. Used to determine the position of the sediment and its structure, and to measure the deviation of the drilling hole.

**Disposal Well** - drilling hole which is prepared for the re-injection of produced saline into the reservoirs.

**Diving Bell** - bellshaped construction for deepsea diving.

**Donald Duck-effekt** - voice distortion due to the inhalation of the oxygen-helium mixture used in deepsea diving.

**Drag Bit** - one-bladed drillbit for drilling in soft sediments.

**Drift** - horizontal error during drilling operations.

**Driller** - the person in charge during drilling operations.

**Drilling Fluid, Drilling Mud** - a special mixture used during drilling operations to lubricate the bit and balance the pressure in the drilling hole.

**Drilling Supervisor** - the engineer in charge.

**Drilling Tender** - service vessel with personnel and equipment to the drilling rig.

**Drill Pipe** - pipes with thin walls used during drilling. Each section is normally approximately 10 metres long.

**Drillship** - vessel carrying out drilling operations.

**Drill Stem** - the string driving the bit into the sediments.

**Drill Stem Test** - standard procedure to test oil or gas discoveries during drilling.

**Exploration Well** - hole drilled during the search for new oil reserves.

**Flexible Joint** - or **Ball-joint** - the bottom part of the Marine Riser construction, utilized during drilling from floating rig or vessel. Allows a certain angle deviation when the vessel or rig is positioned.

**Fish** - object, e.g. a fragment of a drill bit, broken drill pipe, or other object lodged at the bottom of the drilling hole, preventing continued drilling.

**Fishing** - the work of removing a Fish.

**Flaring** - the burning of non-commercial oil and gas on the production platform or vessel.

**Flush Phase** - the initial production phase.

**Gas Oil Ratio** - the ratio between the produced gas in cubic feet, and the oil measured in barrels.

**Gas Lift** - the technique of mixing gas into the oil flow in order to enhance the flow.

**Gas Re-Injection** - *Secondary Recovery Technique* with the re-injection of "dried" and condensate free gas to maintain pressure in the reservoir.

**Gas Well** - the discovery of hydrocarbons with a high Gas Oil Ratio.

**Geological Survey** - detailed investigation for structure and type of sediment.

**Gooseneck** - curved section of pipeline where the drill mud reaches the flexible hosepipe for further transportation to the swivel.

**Gravity Structure** - platform firmly placed on the seabed without any special fastenings due to its high specific gravity. Several gravity structures have been installed in deep parts of the North Sea.

**Injection Well** - hole drilled to inject water or gas into the reservoir in order to maintain pressure. Also called Service Well.

**Inside Preventer** - a type of BOP which is installed on the drill stem.

**Instrument Pig** - an apparatus with various measuring instruments placed inside the pipeline. Transported along with the oil flow.

**Jacket** - the lower part of the production system from the seabed to the lower deck module.

**Jet Nozzle Bit** - a type of drill bit.

**Kelly** - the upper square or hexagonal part of the drill stem.

**Kick** - a sudden increase in the drill mud pressure from below. A kick may in extreme cases develop into a Blow-out.

**Kill** - the increase of the counter pressure in the well, e.g. achieved by using mud with higher specific gravity.

**Lay Barge** - or Pipe Laying Barge vessel laying pipelines on the seabed.

**Liner Pipe** - casing which does not reach quite up to the well-head.

**Marine Riser** - large diameter casing, consisting of many pipe sections coupled together, normally with floating elements on the outside. Installed between the Marine BOP and the drilling rig.

**Monkey Board** - platform in the drilling tower where the Derrick Man is handling the drill stem.

**Monopod** - type of rig where the foundation consists of a cylindrical stem from the seabed to the surface.

**Motion Compensator** - equalizes level variations during drilling from floating rigs or cranes.

**Mousehole** - hole in the Derrick platform where the next section of drill stem is placed awaiting to be coupled to the drill stem.

**Mud** - drill mud.

**Mud Line** - the sea bed, the borderline between the water and solid sediments.

**Mud Pit** - tank containing the drill mud.

**Mud Weight** - the weight of the drill mud in pounds per gallon. Light mud: 8 pounds/gln; heavy mud: 14 pounds/gln.

**Oil String** - the last section of the drill pipe to be cemented in place.

**On Stream** - the phase where the oil/gas production is started through the main pipe.

**Pay Zone** - the part of the reservoir which may be exploited economically.

**Penetration Rate** - the drill bit's speed through the sediments.

**Permeability** - the sediment's ability to let hydrocarbons pass through.

**Pipe-Laying Barge** - or Lay Barge - vessel constructed for the laying of pipes on the sea bed.

**Primary Recovery** - the initial extraction phase when the oil/gas is emitted naturally from the reservoir.

**Roughneck** - worker in the oil and gas industry.

**Toolpusher** - foreman on a drilling rig.

**Trunk Line** - the main oil pipeline.

**Umbilical** - actually the "umbilical cord" - lifeline with air, hot water and other necessities connecting diver/diving bell with the mother ship or rig.

**Water Drive** - an important task to maintain pressure in the reservoir.

**Wax** - paraffin wax which may cause production problems if condensed in production pipelines or in the valves.

**Well-Head** - heavy and strong construction installed on the surface string or conductor pipe as foundation for further pressure regulating equipment.

**Wildcatting** - speculative well drilling.

**Workover** - program for actions to increase/stimulate production from a well.

## Offshore Vessels

**Accommodation Unit/Floatel** - normally a semisubmersible or jack up equipped with cabins, catering facilities and office space for up to 800 persons. The installation is normally used for the accommodation and catering for personnel constructing or operating a fixed production platform. An accommodation unit may also be equipped with workshops and/or storage facilities.

**Anchor Handling Tug - AHT** - ship carrying out tasks such as the placing or moving of anchors, as well as towing drilling installations and barges etc. May double as a supply vessel and is in such cases termed Anchor handling Tug/Supply (AHTS).

**Crane and Construction Vessel/Unit** - normally a ship, a barge or a semisubmersible, equipped for the construction and maintenance of fixed installations. May sometimes offer accommodation. Other services offered are: Storage facilities, the supply of water, compressed air and electricity, office space, communications centre, helicopter landing pad, etc.

**Diving Support Vessel** - ship with diving equipment on board, carrying out various types of diving operations. May also be equipped with remotely operated or controlled sub-sea robots (Remote Operated Vehicle - ROV).

**Drilling Barge** - barge equipped for drilling operations in smooth seas. Normally not equipped with own propulsion machinery. Max. drilling depth approximately 150 meters.

**Drilling Rig** - drilling tower with turntable and mud pumping system. May be installed on an offshore rig or placed on a fixed or floating offshore installation like a drillship.

**Drillship** - ship equipped with drilling rig and its own propulsion machinery. Kept in position by Dynamic Positioning Equipment. Operating in waters with a max. depth of 2,000 meters.

**Drilling Tender** - ship serving drilling installations which are depending on a ship or a barge for storage, accommodation, etc.

**Jack up** - movable installation consisting of a large deck with legs which may be jacked up. During operation, the legs are resting on the seabed, and the vessel "jacked up", leaving the deck in secure position high above the surface of the sea. When moved, the legs are retracted and the installation floats. Usually not equipped with own propulsion machinery. (Max. water depths 110 to 120 meters.) Normally used as a drilling rig.

**Offshore service vessels** - common term for specialized vessels used during the exploration, development and production phases of oil and gas finds at sea.

**Production Ship** - specialized ship pumping oil through flexible pipelines from the seabed.

**Production Unit** - platform equipped for the production of oil and gas.

**Seismic ship** - vessel mapping geological structures in the seabed by firing air guns transmitting sound waves into the bottom of the sea. The echo of the shot is captured

by listening devices/hydrophones being towed behind the vessel. A seismic ship provides data which is an intrinsic part of the material determining if and when a test drilling should be initiated.

**Semisubmersible** - movable installation consisting of a deck on stilts, fastened to two or more pontoons. When in operation, the pontoons are filled with water and lowered beneath the surface. The installation is normally kept in position by a number of anchors, but may also be fitted with dynamic positioning equipment (DPE). Usually fitted with own propulsion machinery (max. water depths 600 - 800 meters).

**Stand-by Vessel** - ship permanently stationed in the vicinity of an installation with the task of evacuating the rig-crew in an emergency. Also carrying out guard duty keeping other ships away from the installation.

**Submersible** - movable installation constructed for drilling operations in shallow waters, where it is lowered until it rests on the seabed (max. water depth 30 - 40 meters).

**Supply ship** - vessel transporting stores and equipment to drilling rigs or installations being built or in the production phase. Often called Straight Supply, or Platform Supply Vessel (PSV).

**Tension Leg Platform** - floating platform or loading buoy fastened to the seabed with vertical chains or stays etc. , kept in position by its own buoyancy.

## Abbreviations

**ABS** - American Bureau of Shipping - American classification society.

**ACOT** - Advisory Committee on Offshore Technology

**ACP** - Area Contingency Plan

**ADB** - African/Asian Development Bank

**AFRA** - Average Freight Rate Assessment - average costs for the freight of oil with tank ships. Calculated by the World scale Association in London. based on an ongoing registration of all freight rates at particular points in time.

**AHT** - Anchor handling Tug - vessel employed in the offshore field moving anchors and performing towing operations.

**AHTS** - AHT which is also a combined supply vessel.

**AID** - Agency for International Development - US organization for civilian aid programs.

**AIMS** - American Institute of Merchant Shipping - the American ship owners' association for the major part of the privately owned tonnage.

**ALAMAP** - Asociación Latinamericana de Armadores - Latin-American Ship owners' Association (established in March 1963).

**ALU-TUCP** - Philippine Seafarers' Union, member of TUCP (Trade Union Council of the Philippines).

**AMOSUP** - Associated Marine Officers' and Seamen's Union of the Philippines - Filipino union for officers and crew.

**AMVER** - Automatic Mutual-Assistance Vessel Rescue System - American warning system for international shipping.

**ASEAN** - Association of South East Asian Nations - Indonesia, Malaysia, the Philippines, Singapore.

**ASF** - Asian Ship owners' Forum – ship owners' association for East Asia and Oceania.

**ASO** - Arbeidsgiverforeningen for Skip og Offshorefartoyer - The Employers' Organization for Ships and Offshore Installations (Oslo).

**AWES** - Association of Western European Shipbuilders

**BEI** - Banque Europeenne d'Investissement - The European Investment Bank.

**BFI** - Baltic Freight Index - an index for bulk freight rates.

**BIAC** - Business and Industry Advisory Committee - OECD's advisory committee. Opposite to **TUAC**.

**BICC** - Bureau International des Chambres de Commerce - International information bureau for Chambers of Commerce.

**BIFA** - British International Freight Association

**BIFFEX** - Baltic International Freight Futures Exchange (London) - an exchange for the buying and selling of futures, based on the BFI.

**BIMCO** - The Baltic and International Maritime Council (Copenhagen)

**BIS** - Bank for International Settlements (Basel)

**BISCO** - British Iron and Steel Corporation

**BOSVA** - British Offshore Supply Ships Association

**BOTB** - British Overseas Trade Board (London)

**BROA** - British Rig owners' Association

**BSC** - British Shippers Council

**BSI** - British Standards Institution

**BV** - Bureau Veritas - French classification society.

**CAACE** - Comité des Associations d'Armateurs de la Communauté Européenne (Brussels) - organization for shipping companies from the EU.

**CACM** - Central American Common Market

**CAJEA** - Council of All Japanese Exporters' Association

**CARICOM** - Caribbean Community.

**CASO** - Council of American-flag Ship Operators (eight liner companies which left the **AIMS**).

**CBA** - Collective Bargaining Agreement (tariff agreement) - CBA for Filipino seamen between **AMOSUP** and **ASO** is an example. The term is used for any kind of tariff agreement, both for **NIS**ships and foreignflagged ships.

**CCA** - Chemical Carriers Association

**CCAF** - Comité des Armateurs de France - the French shipowners' association.

**CCC** - Customs Co-operation Council - forum for international cooperation between customs authorities, attempting to create harmony and uniformity of approach.

**CE** - Conseil de l'Europe (Strasbourg)

**C&E** - Customs and Excise - British Department for Tariffs and Customs.

**CEFOR** - Maritime insurers central association.

**CEMT** - Conférence Européenne des Ministres des Transports - OECD-affiliated organization for dealing with transportation problems on rails, roads and inland waterways.

**CEN** - European Standardization Organization

**CENSA** - Council of European and Japanese National Ship owners' Associations (London).

**CIS** - Commonwealth of Independent States

**CLC** - Civil Liability Convention of 1969.

**CMI** - Committee Maritime International - the international association for maritime law.

**COFR** - Certificate of Financial Responsibility - regarding the transport of oil to USA. Vessels must have a certificate guaranteeing the payment of up to USD 1,500 per dwt. in case of oil spills.

**COGSA** - Carriage of Goods by Sea Act (USA).

**COTTON CLUB** - informal forum for Western European and Japanese shipping attachés in Washington.

**CRISTAL** - Contract Regarding a Supplement to Tanker Liability for Oil Pollution - a voluntary system established by oil companies in order to "plug" holes in IMO-conventions concerning the financial settlement of claims in connection with oil spills. The oil companies' supplement to TOVALOP.

**CSC** - Container Safety Convention - convention for the promotion of safer containers.

**CSG** - Consultative Shipping Group - forum for the discussion of shipping policy on Government level. Fourteen West-European participants and Japan.

**DIS** - Dansk Internationalt Skibsregister - Danish International Shipregister.

**DG** - Directorate General - the term used for the various departments of the EU-Commission.

**DNME** - Dynamic Non-Member Economies (referring to dynamic countries which are not members of the OECD)

**DNMF** - Det norske maskinistforbund - the Norwegian association for ships' engineers.

**DNV** - Det Norske Veritas (NV) - Norwegian classification society.

**DoTI** - Department of Trade and Industry, UK

**DR** - Danmarks Rederiforening - the Danish Shipowners' Association.

**DSO** - De samarbeidende organisasjoner - cooperation between **DNMF** and **NS** for mobile offshore installations (Norway).

**DSRK** - Deutsche Schiffs Revision und Klassifikation - German classification society.

**EBRD** - European Bank for Reconstruction and Development.

**ECE** - Economic Commission for Europe, Geneva (UN)

**ECJ** - European Court of Justice (EU)

**ECLA** - Economic Commission for Latin America, UN-body under ECOSOC.

**ECMT** - European Conference of Ministers of Transport

**ECOSOC** - Economical and Social Council of the United Nations, New York - UN's main body for economic questions. The regional commissions - ECLA, ESCAP, ECA, etc. - answer to ECOSOC.

**ECSA** - European Community Shipowners' Association (Brussels)

**ECSC** - European Coal and Steel Community

**ECU** - European Currency Units. A financial unit used for EU accounting.

**EEA** - European Economic Area

**EFTA** - European Free Trade Association of Non-common Market Countries.  
**EIB** - European Investment Bank  
**ELA** - Euzko Langilleen Alkartsuna - Spanish-Basque trade union.  
**EMA** - European Monetary Agreement  
**EMIF** - European Maritime Industries Forum  
**EMU** - Economic Monetary Union  
**E&P FORUM** - The Oil Industry International Exploration and Production Forum (London). Statoil, Norsk Hydro and Saga Petroleum are full Norwegian members, while OLF is associated member.  
**ESA** - EFTA Surveillance Authority.  
**ESC** - European Shippers' Council (Hague)  
**ESCAPE** - Economic and Social Commission for Asia and South Pacific - under ECOSOC.  
**EUROS** - Planned ship register in the EU.  
**EXIMBANK** - Export-Import Bank of the United States to promote American exports.  
**FACS** - Federation of American Controlled Shipping - organization for US companies with ships under FOC, mainly the Liberian.  
**FAO** - UN's Food and Agriculture Organization (Rome)  
**FASA** - Federation of Asian Shipowners' Associations  
**FENSO** - Federation of Norwegian Ships Officers organizations (NMB in Norwegian)  
**FIATA** - Federation Internationale des Associations de Transitaires et Assimiles (Zurich) - International association of forwarding agents.  
**FMC** - Federal Maritime Commission - American independent control authority regulating liner services to the USA.  
**FOC** - Flag of Convenience  
**FONASABA** - Federation of National Associations of Shipbrokers and Agents  
**FR** - Finlands Rederiförening - the Finnish Ship owners' Association.  
**GATS** - General Agreement on Trade in Services - part of GATT - concerns trading in services, incl. shipping.  
**GATT** - General Agreement on Tariffs and Trade (Geneva).  
**GCBS** - General Council of British Shipping - the amalgamation of the former BSF - British Shipping Federation - and the UK Chamber of Shipping established in 1976.  
**GIS** - German International Ship register  
**GL** - Germanischer Lloyd - German classification society.  
**GMDSS** - Global Maritime Distress and Safety System  
**GBS** - Gravity Base Structure  
**HR** - Hellenic Register of Shipping - Greek classification society.  
**IACS** - International Association of Classification Societies  
**IADC** - International Association of Drilling Contractors (Houston/Amsterdam)  
**IAPH** - International Association of Ports and Harbors.  
**IBIA** - International Bunker Industry Association (Kingston on Thames).  
**IBRD** - International Bank for Reconstruction and Development (Washington) - the World Bank.  
**ICC** - International Chamber of Commerce  
**ICFTU** - International Confederation of Free Trade Unions



**ICHCA** - International Cargo Handling Co-ordination Association (London)  
**ICOTAS** - International Committee on the Organization of Traffic at Sea (London)  
**ICPL** - International Committee on Passenger Lines (for the CENSA-countries).  
**ICS** - International Chamber of Shipping (London)  
**IFC** - International Finance Corporation  
**IFSMA** - International Federation of Ship Masters Association (London)  
**ILA** - International Law Association  
**ILO** - UN's International Labor Organization (Geneva)  
**IMB** - International Maritime Bureau - bureau established by the ICC to combat fraud in the shipping industry.  
**IMDG** - International Maritime Dangerous Goods Code - rules for the labeling of dangerous goods at sea.  
**IMEC** - International Maritime Employers' Committee  
**IMIF** - International Maritime Industry Forum - a forum for banks and shipbuilders with the purpose of solving problems in connection with surplus tanker tonnage.  
**IMO** - International Maritime Organization (London) - UN's maritime authority.  
**IMPA** - International Pilots' Association  
**IMU** - International Maritime Union (Latin-American seamen's union with US affiliations.)  
**INMARSAT** - International Maritime Satellite Organization (London)  
**INSROP** - International Northern Sea Route Program - comprehensive, multi-national, multidisciplinary five-year research program investigating commercial navigation through the North-East Passage.  
**INTERCARGO** - International Association of Dry Cargo Ship owners (London) - Opposite number to INTERTANKO.  
**INTERTANKO** - International Association of Independent Tanker Owners (Oslo)  
**IOE** - International Organization of Employers  
**IOPC** - International Oil Pollution Compensation Fund  
**IOPP** - International Oil Pollution Prevention Certificate  
**ISF** - International Shipping Federation (London) - cooperation of maritime employers' associations.  
**ISM** - International Safety Management Code  
**ISMA** - International Ship Managers' Association  
**ISO** - International Standards Organization (London)  
**ISOA** - International Support Vessels Owners' Association (London)  
**ITF** - International Transport Workers' Federation (London)  
**ITOPF** - International Tanker Owners Pollution Federation Ltd. (London) - manages TOVALOP and cooperates closely with CRISTAL.  
**ITS** - International Tanker Service - planned cooperation in the market between independent tanker owners.  
**IWA** - International Wheat Agreement  
**JR** - Yugoslav Register - Yugoslav classification society.  
**KFK** - Koordinerende forskningskomite (Norway) - Coordinating Research Committee.  
**KPI** - Kesatuan Pelant Indonesia - Indonesian seamen's union.  
**LAFTA** - Latin America Free Trade Association  
**LLMC** - International Convention on Limitation of Liability for Maritime Claims

**LOF'90** - Lloyd's Open Form 1990 - standard form of salvage agreement.

**LR** - Lloyd's Register of Shipping - British classification society.

**MARAD** - Maritime Administration (USA) - authority under the US department for Trade. Handles subsidies etc. to American shipyards and shipping companies.

**MARINTEK** - Norsk Marinteknisk Forskningsinstitutt A/S (Trondheim) - Norwegian maritime research institution.

**MARPOL** - International Convention for the Prevention of Pollution from ships (London) MEIF - Mandatory Excess Insurance Facility - Norwegian-Swedish-Greek proposal to solve the COFR-question.

**MEPC** - Maritime Environment Protection Committee (IMO, London)

**MITS** - Maritime information technology.

**MSC** - Maritime Safety Committee (IMO, London)

**MTC** - Maritime Transport Committee (OECD)

**MUI** - Maritime Union of Indian Officers

**NASCO** - Norwegian Asian Seafarers' Conference

**NATO** - North-Atlantic Treaty Organization - Western defence alliance.

**NFD** - Norwegian Friendship Development - Norwegian recruiting office in Manila.

**NIS** - Norsk Internasjonalt Skipsregister (Bergen) - Norwegian International Ship Register.

**NK** - Nippon Kaiji Kyokai - Japanese classification society.

**NMB** - Norsk Maritimt Befalskartell

**NMU** - National Maritime Union (USA)

**NOKUS** - Special taxation scheme for Norwegian-controlled companies in low-tax countries.

**NOPEF** - Norsk Olje- og Petrokjemisk Fagforbund, Stavanger - Norwegian trade union for oil industry workers.

**NOR** - Skipsregisteret, Bergen. Often termed Norsk Ordinært Register - the Norwegian Ordinary Ship Register.

**NORDKOMPASS** - Nordisk Komite for Passasjerskip - Nordic forum for passengership and ferry companies and shipowners' associations.

**NR** - Norges Rederiforbund (Oslo) - Norwegian Shipowners' Association (NSA).

**NS** - Norsk Styrmandsforening - the former Norwegian association for ships' mates.

**NSF** - Norsk Sjomannsforbund - Norwegian Seafarers' Union, (also Norsk Skipsførerforbund - Norwegian Association of Master Mariners)

**NSOAF** - North Sea Offshore Authority Forum.

**NSU** - National Seafarers' Union (Sri Lanka)

**NTC** - Norwegian Training Center (Manila)

**NUMAST** - British trade union for officers and crew.

**NUS** - National Union of Seamen - British seamen's union.

**NUSI** - National Union of Seamen of India

**OAPEC** - Organization of Arab Petroleum Exporting Countries

**OCIMF** - Oil Companies' International Marine Forum (London)

**OECD** - Organization for Economic Co-operation and Development - 25 member countries.

**OFS** - Oljearbeidernes Fellessammenslutning (Stavanger) - Norwegian federation of trade unions in the oil industry.

**OFU** - Offshorenæringens Forhandlingsutvalg - negotiating committee for the offshore industry.

**OLF** - Oljeindustriens Landsforening (Stavanger) - Federation of oil industry employers.

**OPA** - Oil Pollution Act (USA)

**OPEC** - Organization of Petroleum Exporting Countries (Vienna)

**OSSL** - Oljeserviceselskapenes Landsforening - The Association of Norwegian Oil Industry Service Companies.

**OSV** - Offshore Support Vessel

**PBOS** - NATO Planning Board for Ocean Shipping (Brussels)

**P&I** - Protection and Indemnity Insurance

**POEA** - Philippine Overseas Employment Administration (Manila)

**PR** - Polish classification society.

**PSU** - Polish Seafarers' Union (formerly S-FUF or MR).

**PSV** - Platform Supply Vessel.

**RI** - Registro Italiano - Italian classification society.

**RLF** - Rederienes Landsforening - Association of Norwegian short-sea shipowners.

**ROV** - Remote Operated Vehicle

**RS** - the former Soviet classification society.

**SEATO** - South-East Asian Treaty Organization - defence alliance.

**SFT** - Statens Forurensningstilsyn - Norwegian Pollution Authority.

**SIGGTO** - Society of International Gas Tankers and Terminal Operators

**SIRE** - Ship Inspection Report Program

**SIU** - Seafarers' International Union (USA)

**SIØS** - Senter for Internasjonal Økonomi og Skipsfart ved Norges Handelshøyskole i Bergen - Norwegian center for maritime economics (Bergen).

**SOLAS** - Convention on Safety of Life at Sea (IMO, London)

**SRF** - Sveriges Redareförening, Gothenburg - Swedish Ship owners' Association.

**STCW** - International Convention on Standards of Training, Certification and Watch keeping (IMO, London)

**STUFT** - Ships Taken Up From Trade - merchant vessels chartered by the military.

**SUNAMAM** - Brazilian shipping organization representing the authorities.

**TIR** - Transport Internationale Routier - International customs' convention.

**TOVALOP** - Tanker Owners' Voluntary Agreement Concerning Liability for Oil Pollution (London)

**TUAC** - Trade Union Advisory Committee - advisory committee representing employees in the OECD.

**UGT** - Union General de Trabajadores - Spanish TUC.

**UNCLOS** - United Nations Conference on the Law of the Sea

**UNCTAD** - United Nations Conference on Trade and Development (Geneva)

**UNIDO** - United Nations Industrial Development Organization

**USCG** - U.S. Coast Guard

**USMC** - US Maritime Commission

**VDR** - Verband Deutscher Reeder - German Ship owners' Association.

**VTS** - Vessel Traffic System

**WFTU** - World Federation of Trade Unions

**WPC** - World Petroleum Congress

**WTO** - World Trade Organization

## **Geographical Abbreviations**

**AG** - Arabian Gulf - also called **PG** - Persian Gulf.

**ARA** - Antwerpen-Rotterdam-Amsterdam, often used as destination specification.

**CARIBS** - Caribbean Sea

**ECSA** - East Coast South America

**MED** - Mediterranean Sea

**NEOBIG** - Not East Of But Including Greece

**UK/CONT B/H** - United Kingdom/Continent Bordeaux/Hamburg range

**USAC** - United States Atlantic Coast

**USG** - United States Gulf (of Mexico)

**USNH** - United States North of Hatteras

**USWC** - United States West Coast

**WCSA** - West Coast South America