

# SMART

## SOUTHEAST MARITIME AND TRANSPORTATION CENTER

### MARITIME TERMINOLOGY

#### - A -

**able bodied seaman:** A member of the deck crew who is able to perform all the duties of an experienced seaman; certificated by examination; must have three years sea service. Also called Able Seaman and A.B.

**aft:** In, near, or toward the stern of the vessel.

**anchorage:** Port charge relating to a vessel moored at approved anchorage site in a harbor.

**APICS:** American Production and Inventory Control Society- a resource for supply chain and operations management professionals obtain education and certifications in Transportation and Logistics careers

**apron:** The area immediately in front of or behind a wharf shed on which cargo is lifted. On the “front apron,” cargo is unloaded from or loaded onto a ship. Behind the shed, cargo moves over the “rear apron” into and out of railroad cars.

**ARI:** Apprentice Related Instruction

**astern:** backward direction in the line of a vessel’s fore and aft line; behind. If a vessel moves backwards it is said to move astern; opposite to ahead

**at sea:** a ship which is free from its moorings and ready to sail

**AWO:** American Waterway Operators, the national trade association for the barge and towing industry and the shipyards employed in the repair and construction of these craft

**amidships:** the middle portion of a vessel.

**AWS -** American Welding Society - education and certifications for professional welders

**- B -**

**backhaul:** To haul a shipment back over part of a route which it has already traveled; a marine transportation carrier's return movement of cargo, usually opposite from the direction of its primary cargo distribution.

**bagged cargo:** various kinds of commodities usually packed in sacks or in bags, such as sugar, cement, milk powder, onion, grain, flour, etc.

**bale capacity:** cubic capacity of a vessels holds to carry packaged dry cargo such as bales/pallets.

**ballast:** Heavy substances loaded by a vessel to improve stability, trimming, sea-keeping and to increase the immersion at the propeller. Sea water ballast is commonly' loaded in most vessels in ballast tanks, positioned in compartments right at the bottom and in some cases on the sides.

**barge:** A large, flat-bottomed boat used to carry cargo from a port to shallow-draft waterways. Barges have no locomotion and are pushed by towboats. Barges carry dry bulk (grain, coal, lumber, gravel, etc.) and liquid bulk (petroleum, vegetable oils, molasses, etc.).

**beam:** The width of a ship. Also called breadth.

**berth:** (verb) To bring a ship to a berth. (noun) The wharf space at which a ship docks. A wharf may have two or three berths, depending on the length of incoming ships.

**berth cargo:** When a liner cargo vessel accepts extra cargo to fill up the empty space remaining.

**bill of lading:** A contract between a shipper and carrier listing the terms for moving freight between specified points.

**black cargo:** Cargo banned by general cargo workers for some reason. This ban could be because the cargo is dangerous or hazardous to health.

BLS: Bureau of Labor Statistics, Department of Labor.

**boatswain (bosun):** The highest unlicensed rating in the deck department who has immediate charge of all deck hands and who in turn comes under the direct orders of the master or chief mate or mate.

**bollard:** A line-securing device on a wharf around which mooring and berthing lines are fastened.

**bow thrusters:** A propeller at the lower sea-covered part of the bow of the ship which turns at right angles to the fore-and-aft line and thus provides transverse thrust as a maneuvering aid.

**bonded warehouse:** A building designated by U.S. Customs authorities for storage of goods without payment of duties to Customs until goods are removed.

**breakbulk cargo:** Non-containerized general cargo stored in boxes, bales, pallets or other units to be loaded onto or discharged from ships or other forms of transportation. (See also: bulk and container.) Examples include iron, steel, machinery, linerboard and wood pulp.

**breakbulk vessel:** A general, multipurpose, cargo ship that carries cargoes of non-uniform sizes, often on pallets, resulting in labor-intensive loading and unloading; calls at various ports to pick up different kinds of cargo.

**bridge:** Used loosely to refer to the navigating section of the vessel where the wheel house and chart room are located; erected structure amidships or aft or very rarely fore over the main deck of a ship to accommodate the wheelhouse.

**bulk cargo:** Loose cargo (dry or liquid) that is loaded (shoveled, scooped, forked, mechanically conveyed or pumped) in volume directly into a ship's hold; e.g., grain, coal and oil.

**bulk carrier:** Ship specifically designed to transport vast amounts of cargoes such as sugar, grain, wine, ore, chemicals, liquefied natural gas; coal and oil. See also LNG Carrier, Tanker, OBO Ship.

**bunkers:** Fuel consumed by the engines of a ship; compartments or tanks in a ship for fuel storage.

**bulkhead:** A structure used to protect against shifting cargo and/or to separate the load.

**buoys:** Floats that warn of hazards such as rocks or shallow ground, to help ships maneuver through unfamiliar harbors.

**- C -**

**cabotage:** Shipment of cargo between a nation's ports is also called coastwise trade. The U.S. and some other countries require such trade to be carried on domestic ships only.

**capacity:** The available space for, or ability to handle, freight.

**captive cargo port:** When most of a port's inbound cargoes are being shipped short distances and most of its export products come from nearby areas, the port is called a captive cargo port. (Contrast with a transit port.)

**cargo:** The freight (goods, products) carried by a ship, barge, train, truck or plane.

**cargo plan:** A plan giving the quantities and description of the various grades carried in the ship's cargo tanks, after the loading is completed.

**Carrier:** An individual, partnership or corporation engaged in the business of transporting goods or passengers (See also: ocean carrier.)

**cartage:** Originally the process of transporting by cart. Today, the term is used for trucking or trucking fees.

**catamaran:** A double or treble-hulled vessel constructed in wood, aluminum or reinforced glass fiber and is also composed of two or three hulls diagonally joined together by various methods. Normally no ballast is needed to counteract the center buoyancy since it enjoys good stability at sea.

**catwalk:** A raised bridge running fore and aft from the mid-ship, and also called "walkway". It affords safe passage over the pipelines and other deck obstructions.

**certificate of registry:** A document specifying the nation registry of the vessel.

**chandlers:** Like a hotel at sea, a ship needs many supplies to operate and serve its crew-- groceries; paper products; engine parts; electronics; hardware; etc. A chandler sells these supplies to the ship's agent.

**chief engineer:** The senior engineer officer responsible for the satisfactory working and upkeep of the main and auxiliary machinery and boiler plant on board ship.

**chief mate:** The officer in the deck department next in rank to the master; second in command of a ship. He is next to the master, most especially in the navigation and as far as the deck department is concerned. The chief mate assumes the position of the Master in his absence.

**chock:** A piece of wood or other material put next to cargo to prevent it from shifting.

**clerks:** When cargo is unloaded from a ship, a clerk checks the actual count of the goods (number of boxes, drums, bundles, pipes, etc.) versus the amount listed on the ship's manifest. He will note shortages, overages or damage. This is used to make claims if needed.

**combined ships:** Ships which can carry both liquid and dry bulk cargoes.

**common carrier:** Trucking, railroad or barge lines that are licensed to transport goods or people nationwide are called common carriers.

**Compartment:** unit of division of space in a ship that can be sealed-off from adjacent compartments

**CONEX Box:** Cargo container system used on cargo ships which can be transferred to rail or semi-truck

**consolidator:** The person or firm that consolidates (combines) cargo from a number of shippers into a container that will deliver the goods to several buyers.

**container:** A box made of aluminum, steel or fiberglass used to transport cargo by ship, rail, truck or barge.

**container ship:** A ship constructed in such a way that she can easily stack containers near and on top of each other as well as on deck. A vessel designed to carry standard intermodal containers enabling efficient loading, unloading, and transport to and from the vessel.

**container freight station:** The facility for stuffing and stripping a container of its cargo, especially for movement by railroad.

**container crane:** Usually, a rail-mounted gantry crane located on a wharf for the purpose of loading and unloading containers on vessels.

**container terminal:** A specialized facility where ocean container vessels dock to discharge and load containers, equipped with cranes with a safe lifting capacity of 35-40 tons, with booms having an outreach of up to 120 feet in order to reach the outside cells of vessels.

**craft:** A boat, ship or airplane.

**crew:** The personnel engaged on board ship, excluding the master and officers and the passengers on passenger ships.

**crew list:** List prepared by the master of a ship showing the full names, nationality, passport or discharge book number, rank and age of every officer and crew member engaged on board that ship.

**customs:** A duty or tax on imported goods. These fees are a major bonus to the economy.

**customs broker:** This person prepares the needed documentation for importing goods (just as a freight forwarder does for exports). The broker is licensed by the Treasury Department to clear goods through U.S. Customs. Performs duties related to documentation, cargo clearance, coordination of inland and ocean transportation, dockside inspection of cargo, etc. (Also known as a customhouse broker.)

**- D -**

**deadhead:** When a truck returning from a delivery has no return freight on the back haul, it is said to be in deadhead.

**deck barge:** Transports heavy or oversize cargoes mounted to its top deck instead of inside a hold. Machinery, appliances, project cargoes and even recreational vehicles move on deck barges.

**deck gang:** Officers and seamen comprising the deck department aboard ship. Also called deck crew, deck department, or just deck.

**deckhand:** Seaman who works on the deck of a ship and remains in the wheelhouse attending to the orders of the duty officers during navigation and maneuvering. He also comes under the direct orders of the bosun.

**deck log:** Also called Captain's Log. A full nautical record of a ship's voyage, written up at the end of each watch by the deck officer on watch.

**deck officer:** As distinguished from engineer officer, refers to all officers who assist the master in navigating the vessel when at sea, and supervise the handling of cargo when in port. deck house: Small superstructure on the top deck of a vessel which contains the helm and other navigational instruments.

**demurrage:** A penalty fee assessed when cargo isn't moved off a wharf before the free time allowance ends.

**DHS:** Department of Homeland Security - largest Federal Government agency - has domain over all areas of domestic national security

**DOC:** Department of Commerce - federal agency regulating commerce

**dock:** (verb) - To bring in a vessel to tie up at a wharf berth. (One parks a car, but docks a ship.)  
(noun) - A dock is a structure built along, or at an angle from, a navigable waterway so that vessels may lie alongside to receive or discharge cargo. Sometimes, the whole wharf is informally called a dock.

**dockage:** A charge by a port authority for the length of water frontage used by a vessel tied up at a wharf. draft: The depth of a loaded vessel in the water taken from the level of the waterline to the lowest point of the hull of the vessel; depth of water, or distance between the bottom of the ship and waterline.

**DOD:** U.S. Department of Defense - all branches of the U.S. Armed Forces fall under this agency

**DOE:** Department of Energy - federal department governing energy or may refer to a state  
Department of Education

**DOEd:** federal Department of Education

**DOLI:** Department of Labor and Industry - federal agency regulating labor issues including apprenticeship

**DOT:** Department of Transportation - federal agency regulating transportation

**drayage:** Transport by truck for short distances; e.g. from wharf to warehouse.

**dredge:** (noun) A waterborne machine that removes unwanted silt accumulations from the bottom of a waterway. (verb) The process of removing sediment from harbor or river bottoms for safety purposes and to allow for deeper vessels.

**dry bulk:** Minerals or grains stored in loose piles moving without mark or count. Examples are potash, industrial sands, wheat, soybeans and peanuts.

**drydock:** Large floating platform that allows vessels to be floated within - then water is pumped out to cradle the vessel for service and repair

**dunnage:** Wood or other material used in stowing ship cargo to prevent its movement. duty: A government tax on imported merchandise.

**- E -**

**Engineer** - person responsible for running and maintaining the engine and ship's propulsion systems

**- F -**

**fireman:** an unlicensed member of the engine, room staff whose duties consist in standing watch in the boiler room and insuring the oil burning equipment is working properly.

**fleeting:** The area at which barges, towboats and tugs are berthed until needed. The operation of building or dismantling barge tows. Foreign Trade Zone (FTZ): Known in some countries as a free zone, a foreign trade zone (FTZ) is a site within the USA (in or near a U.S. Customs port of entry) where foreign and domestic goods are held until they ready to be released into international commerce.

**fore:** front of the vessel

**freight forwarder:** An individual or company that prepares the documentation and coordinates the movement and storage of export cargoes. See also Customs house broker.

## - G -

**gangway:** narrow portable platform used as a passage, by persons entering or leaving a vessel moored alongside a pier or quay.

**gantry crane:** Track-mounted, shoreside crane utilized in the loading and unloading of breakbulk cargo, containers and heavy lift cargo.

**general cargo:** Consists of both containerized and breakbulk goods, in contrast to bulk cargo. See: breakbulk, container, bulk, dry bulk). General cargo operations produce more jobs than bulk handling.

**grain elevator:** Facility at which bulk grain is unloaded, weighed, cleaned, blended and exported.

**Great Lakes ships:** Cargo ship developed to carry raw materials and manufactured goods on the Great Lakes. Most carry bulk cargoes of grain, iron ore or coal.

**gross tonnage:** The sum of container, breakbulk and bulk tonnage.

## - H -

**harbor:** A port of haven where ships may anchor.

**harbor master:** A person usually having the experience of a certificated master mariner and having a good knowledge of the characteristics of the port and its whole area.

**hatch:** An opening, generally rectangular, in a ship's deck affording access into the compartment below.

**hawser:** Large strong rope used for towing purposes and for securing or mooring ships. Hawsers are now mostly made of steel.

**head:** toilet facilities on a vessel

**heavy hauler:** A truck equipped to transport unusually heavy cargoes (steel slabs, bulldozers, transformers, boats, heavy machinery, etc.)

**heavy lift:** Very heavy cargoes that require specialized equipment to move the products to and from ship/truck/rail/barge and terminals. This "heavy lift" machinery may be installed aboard a ship designed just for such transport. Shore cranes, floating cranes and lift trucks may also adapted for such heavy lifts.



**helm:** A tiller or a wheel generally installed on the bridge or wheelhouse of a ship to turn the rudder during maneuvering and navigation. It is in fact the steering wheel of the ship.

**home port:** Port from which a cruise ship loads passengers and begins its itinerary, and to which it returns to disembark passengers upon conclusion of voyage. Sometimes referred to as “embarkation port” and “turn around port.”

**hull:** Shell or body of a ship.

**hydrofoil:** A craft more or less similar to the Hovercraft insofar as it flies over water and thus eliminates friction between the water and the hull. Under acceleration it rises above water but remains in contact with the surface through supporting legs.

- | -

**interchange:** Point of entry/exit for trucks delivering and picking up containerized cargo. Point where pickups and deposits of containers in storage area or yard are assigned.

**I.L.A.:** International Longshoremen’s Association, which operates on the East and Gulf Coasts.

**I.L.W.U.:** International Longshore and Warehouse Union, which operates on the West Coast.

**IMO:** International Maritime Organization: Formerly known as the Inter-Governmental Maritime Consultative Organization (IMCO), was established in 1958 through the United Nations to coordinate international maritime safety and related practices

**inland waters:** Term referring to lakes, streams, rivers, canals, waterways, inlets, bays and the like.

**intercoastal:** Domestic shipping routes serving more than one coast.

**intermodal shipment:** When more than one mode of transportation is used to ship cargo from origin to destination, it is called intermodal transportation. For example, boxes of hot sauce from Louisiana are stuffed into metal boxes called containers at the factory. That container is put onto a truck chassis (or a railroad flat car) and moved to a port. There the container is lifted off the vehicle and lifted onto a ship. At the receiving port, the process is reversed. Intermodal transportation uses few laborers and speeds up the delivery time.

**international waterways:** Consist of international straits, inland and interocean canals and rivers where they separate the territories of two or more nations. Provided no treaty is enforced both merchant ships and warships have the right of free and unrestricted navigation through these waterways.

**intracoastal:** Domestic shipping routes along a single coast.

**- J -**

**Jones Act:** Merchant Marine Act of 1920, Section 27, requiring that all U.S. domestic waterborne trade be carried by U.S.-flag, U.S.-built, and U.S.-manned vessels.

**- K -**

**keel:** The lowest longitudinal timber of a vessel, on which framework of the whole is built up; combination of iron plates serving same purpose in iron vessel.

**knot:** Unit of speed in navigation which is the rate of nautical mile (6,080 feet or 1,852 meters) per hour.

**- L -**

**labor union:** An organization of workers formed to serve members' collective interests with regard to wages and working conditions. Some laborers don't belong to a union.

**LASH:** These 900-foot-long ships carry small barges inside the vessel. LASH stands for Lighter Aboard Ship.

**launch service:** Companies that offer "water-taxi" service to ships at anchor.

**LCAC:** Landing Craft Air Cushion - hovercraft program operated by the U.S. Navy

**length overall (LOA):** Linear measurement of a vessel from bow to stern.

**lifeboat:** A specially constructed double ended boat which can withstand heavy, rough seas.

**lifeboat drill:** The master of every vessel is bound by international law to make the officers, crew and passengers adequately acquainted with the procedures of lowering and the use of lifeboats in case of emergency.

**Lift On-Lift Off (LO/LO):** Cargo handling technique involving transfer of commodities to and from the ship using shoreside cranes or ship's gear.

**LNG carrier:** Liquefied natural gas carrier, perhaps the most sophisticated of all commercial ships. The cargo tanks are made of a special aluminum alloy and are heavily insulated to carry natural gas in its liquid state at a temperature of -285°F. The LNG ship costs about twice as much as an oil tanker of the same size.

**longshoremen:** Dock workers who load and unload ships, or perform administrative tasks associated with the loading or unloading of cargo. They may or may not be members of labor

unions. Longshore gangs are hired by stevedoring firms to work the ships. Longshoremen are also called stevedores.

## **- M -**

**main deck:** The main continuous deck of a ship running from fore to aft; the principle deck; the deck from which the freeboard is determined.

**manifest:** The ship captain's list of individual goods that make up the ship's cargo.

**marine surveyor:** Person who inspects a ship hull or its cargo for damage or quality.

**master:** The officer in charge of the ship. "Captain" is a courtesy title often given to a master.

**MARAD:** U.S. Department of maritime Administration; oversees subsidy programs to the United States Merchant Marine and assigns routes to subsidized liners.

**maritime:** (adjective) Located on or near the sea. Commerce or navigation by sea. The maritime industry includes people working for transportation (ship, rail, truck and towboat/barge) companies, freight forwarders and customs brokers; stevedoring companies; labor unions; chandlers; warehouses; ship building and repair firms; importers/ exporters; pilot associations, etc.

**marshaling yard:** This is a container parking lot, or any open area where containers are stored in a precise order according to the ship loading plan. Containers terminals may use a grounded or wheeled layout. If the cargo box is placed directly on the ground, it is called a grounded operation. If the box is on a chassis/trailer, it is a wheeled operation.

**MITAGS:** Maritime Institute of Technology and Graduate Studies

**MSMO:** Multi-Ship Multi-Option - contracts to repair a class of U.S. Navy ships

## **- N -**

**national flag:** The flag carried by a ship to show her nationality.

**navigator:** person responsible for navigating the ship at sea

**NAVSEA:** Standards and specifications to which contractors to the U.S. Navy must adhere

**NDT:** Non-Destructive Testing - used in the shipbuilding and ship repair industries to inspect

critical welds - nuclear and non-nuclear

**net tonnage:** Equals gross tonnage minus deductions for space occupied by crew accommodations, machinery, navigation equipment and bunkers. It represents space available for cargo (and passengers). Canal tolls are based on net (registered) tonnage.

**NIMS:** National Institute of Marine Science

**NOAA:** National Oceanographic and Atmospheric Administration - under Department of Commerce agency that monitors weather and ocean systems that affect commerce

**- O -**

**ocean carrier:** Diesel-fueled vessels have replaced the old steamships of the past, although many people still refer to modern diesel ships as steamships. Likewise, the person who represents the ship in port is still often called a steamship agent. (See: steamship agent)

**officer:** Any of the licensed members of the ship's complement.

**off-load:** Discharge of cargo from a ship.

**offshore service vessels:** Special vessels employed in exploration for, development of or continuous production of, subsea oil and gas.

**oiler:** An unlicensed member of the engine room staff who oils and greases bearings and moving parts of the main engine and auxiliaries. Most of this work is now done automatically and the oiler merely insures it operates correctly.

**oil tanker:** A ship designed for the carriage of oil in bulk, her cargo space consisting of several or many tanks. Tankers load their cargo by gravity from the shore or by shore pumps and discharge using their own pumps.

**ONR:** Office of Naval Research - research arm of the U.S. Navy

**ordinary seaman:** A deck crew member who is subordinate to the Able Bodied Seamen.

**OSHA:** Occupational Safety and Health Administration - federal agency regulates health and safety of workers

**- P -**

**pallet:** A short wooden, metal or plastic platform on which package cargo is placed, then handled by a forklift truck.

**PANA MAX:** A vessel designed to be just small enough to transit the Panama Canal

**passenger ship:** A passenger ship that its authorized to carry over twelve passengers.

**pier:** A structure which just out into a waterway from the shore, for mooring vessels and cargo handling. Sometimes called a finger pier.

**pilot:** A licensed navigational guide with thorough knowledge of a particular section of a waterway whose occupation is to steep ships along a coast or into and out of a harbor. Local pilots board the ship to advise the captain and navigator of local navigation conditions (difficult currents; hidden wrecks, etc.).

**port:** This term is used both for the harbor area where ships are docked and for the agency (port authority), which administers use of public wharves and port properties. Additionally it means the left side of the vessel.

**port-of-call:** Port at which cruise ship makes a stop along its itinerary. Calls may range from five to 24 hours. Sometimes referred to as “transit port” and “destination port.” (See also: home port)

**pumpman:** A rating who tends to the pumps of an oil tanker.

**purser:** A ship’s officer who is in charge of accounts, especially on a passenger ship.

**- Q -**

**qualified member of the engine department (QMED):** Unlicensed members of the engine department who attend to a fully automated engine room.

**quartermaster/helmsman:** An able-bodied seamen entrusted with the steering of a vessel.

**quarters:** Accommodations.

**quay:** A wharf, which parallels the waterline.

**- R -**

**radio operator:** An officer who operates and controls the shipboard communication equipment.

**railhead:** End of the railroad line or point in the area of operations at which cargo is loaded and unloaded.

**railyard:** A rail terminal at which occur traditional railroad activities for sorting and redistribution of railcars and cargo.

**reefer:** A container with refrigeration for transporting frozen foods (meat, ice cream, fruit, etc.)

**ro/ro:** Short for roll on/roll/off . A ro/ro ship is designed with ramps that can be lowered to the dock so cars, buses, trucks or other vehicles can drive into the belly of the ship, rather than be lifted aboard. A ro/ro ship, like a container ship, has a quick turnaround time of about 12 hours.

**rudder** - movable surface that allows the ship to be steered in one direction or another

**- S -**

**screw** - the propeller of the ship

**short ton:** A short ton equals 2,000. Lifting capacity and cargo measurements are designated in short tons.

**SLEP:** Service Life Extension Program - U.S. Navy program to extend the service life of various transportation and weapons systems

**starboard** - Right of the vessel

**steamship:** Today, ships that transport cargo overseas are powered by diesel fuel instead of steam. Many people still use the term “steamship,” but the more modern term for the service is “ocean carrier” and for the ship itself, “motor vessel.”

**steamship agent:** The local representative who acts as a liaison among ship owners, local port authorities, terminals and supply/service companies. An agent handles all details for getting the ship into port; having it unloaded and loaded; inspected and out to sea quickly. An agent arranges for pilots; tug services; stevedores; inspections, etc., as well as, seeing that a ship is supplied with food, water, mail, medical services, etc. A steamship agency does not own the ship.

**stevedores:** Labor management companies that provide equipment and hire workers to transfer cargo between ships and docks. Stevedore companies may also serve as terminal operators. The laborers hired by the stevedoring firms are called stevedores or longshoremen.

**straddle carrier:** Container terminal equipment, which is motorized and runs on rubber tires. It can straddle a single row of containers and is primarily used to move containers around the terminal, but also to transport containers to and from the transtainer and load/unload containers from truck chassis.

**stripping:** The process of removing cargo from a container.

**stuffing:** The process of packing a container with loose cargo prior to inland or ocean shipment.

## - T -

**tank barges:** Used for transporting bulk liquids, such as petroleum, chemicals, molasses, vegetable oils and liquefied gases.

**tariff:** Schedule, system of duties imposed by a government on the import/export of goods; also, the charges, rates and rules of a transportation company as listed in published industry tables.

**terminal:** The place where cargo is handled is called a terminal (or a wharf ).

**terminal operator:** The company that operates cargo handling activities on a wharf.

**thruster:** small side-facing propeller that helps vessels dock

**towboat:** A snub-nosed boat with push knees used for pushing barges. A small towboat (called a push boat) may push one or two barges around the harbor. A large towboat is used to push from 5 to 40 barges in a tow is called a line boat.

**tractor-trailer:** Some trucks are a solid unit, such as a van, but many have three main units. The front section where the driver sits is called the cab or the tractor (because it pulls a load). Cargo is loaded into the metal box (container), which is loaded onto the wheel base called a chassis or a trailer. These big trucks are often also called 18-wheelers.

**tramp:** A ship operating with no fixed route or published schedule.

**transit port:** When the majority of cargoes moving through a port aren't coming from or destined for the local market, the port is called a transit (or through) port.

**transit shed:** The shed on a wharf is designed to protect cargoes from weather damage and is used only for short-term storage. Warehouses operated by private firms house goods for longer periods.

**transshipment:** The unloading of cargo at a port or point where it is then reloaded, sometimes into another mode of transportation, for transfer to a final destination.

**transtainer:** A type of crane used in the handling of containers, which is motorized, mounted on rubber tires and can straddle at least four railway tracks, some up to six, with a lifting capacity of 35 tons for loading and unloading containers to and from railway cards.

**trucks:** Heavy automotive vehicles used to transport cargo. In the maritime industry, cargo is often carried by tractor-trailers. The tractor is the front part of the vehicle, also called a cab. The trailer is the detachable wheeled chassis behind the tractor, on which containers or other cargoes are placed. (See: common carrier; heavy hauler; drayage)

**tugboat:** Strong v-hull shaped boat used for maneuvering ships into and out of port and to carry supplies. A ship is too powerful to pull up to the wharf on its own. It cuts power and lets the tug nudge it in. Generally barges are pushed by towboats, not tugs.

**twenty foot equivalent unit (TEU):** A unit of measurement equal to the space occupied by a standard twenty foot container. Used in stating the capacity of container vessel or storage area. One 40 ft. Container is equal to two TEU's.

**TWIC** - Transportation Worker Identification Card - identification credential for workers in transportation and logistics occupations

**- V -**

**vessel:** A ship or large boat.

**vessel operator:** A firm that charters vessels for its service requirements, which are handled by their own offices or appointed agents at ports of call. Vessel operators also handle the operation of vessels on behalf of owners.

**- W -**

**warehouse:** A place in which goods or merchandise is stored.

**way bill:** The document used to identify the shipper and consignee, present the routing, describe the goods, present the applicable rate, show the weight of the shipment, and make other useful information notations.

**wharf:** The place at which ships tie up to unload and load cargo. The wharf typically has front and rear loading docks (aprons), a transit shed, open (unshedded) storage areas, truck bays, and rail tracks.

**wharfage fee:** A charge assessed by a pier or wharf owner for handling incoming or outgoing cargo.

**- Y -**

**yard:** a system of tracks within a certain area used for making up trains, storing cars, placing cars to be loaded or unloaded, etc.