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MARINE CARGO INSURANCE INTERNATIONAL TRADE TERMS AND ABBREVIATIONS

We are giving hereunder some of the important terms and abbreviations relevant to cargo insurance and their meaning.

1	Abaft:	"Aft"- Towards the rear (stern) of a vessel.
2	Abandonment:	In marine insurance, a term used to define the act of an insured giving up the proprietary rights in insured property to the underwriter in exchange for payment of a constructive total loss.
3	Abeam:	At right angle to a vessel's centerline.
4	ABI:	An abbreviation for "Automated Broker Interface", an EDI facility available to Customs Brokers for the reporting of customs entry information to U.S. Customs and which facilitates release of cargo.
5	ABS:	An abbreviation for "American Bureau of Shipping", the classification society of the USA. Also, their publication listing the names and particulars of vessels classed by them and others.
6	Absolute Exclusion:	A clause in an insurance policy that excludes certain types of losses or causes of loss without qualification (Example: excluding shortage, leakage or contamination).
7	Access Trunk:	The passageways between the various vessel decks, for example from the weather deck to the tween deck or from the tween deck to the lower hold.
8	Accident To A Conveyance:	An accident to the vessel or other conveyance transporting cargo that usually results in damage to the conveyance and/or cargo.
9	Accident:	In marine insurance, an unforeseen occurrence or event; a fortuitous event, usually resulting in physical damage to a conveyance or cargo.
10	Accumulation Clause:	A clause in a cargo policy which automatically increases the policy limit (usually to twice the amount) if shipments accumulate at some point or place during transit without the assured's (or assignee's, if any) knowledge or consent.
11	Acknowledgement:	In marine insurance, a form issued to acknowledge that insurance is in effect for a specific shipment. Usually issued to a consignee by the shipper or someone acting on their behalf, such as a freight forwarder. The issuer may not have details of the actual coverage provided by the policy.



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12	ACS:	An abbreviation for "Automated Commercial System". an electronic system of U.S. Customs which allows on line access to certain trade information.
13	Act of God:	Any fortuitous act which could not have been prevented by any amount of human care and forethought.
14	Actinic Degradation:	The diffusion of light and impedance of heat rays.
15	Actual Cash Value:	"ACV" - In general, the actual value of the subject matter at the time of loss. Usually its cost when new less depreciation, but including covered expenses/costs.
16	Actual Total Loss:	An actual total loss exists when the shipment has been completely destroyed, or damaged to such an extent that it is "no longer the thing that it was", or is lost without any chance of recovery.
17	Ad Valorem Bill of Lading:	"Valued Bill of Lading" - A bill of lading issued by the carrier which indicates an amount which the shipper has declared as the value of merchandise. The carrier will be liable for this amount in the event he is found liable for loss or damage to the merchandise.
18	Ad Valorem Duty:	Customs duty assessed on the value of the goods.
19	Ad Valorem:	In general, any charge based on a monetary value.
20	Addendum:	"Endorsement" - In general, an attachment to an insurance policy which adds, deletes or changes coverage provided by the basic policy form. An addendum.
21	Adjuster:	Individual charged with the responsibility of determining if a particular loss is covered by the insurance policy and, if so, the amount which will be paid to the claimant. May be a company employee or independent (public) adjuster acting on the company's behalf.
22	Adjustment:	Settlement of a loss incurred by insured
23	Admitted Insurance:	Insurance which must be placed in a domestic insurance market with an appropriately licensed insurance company.
24	Adrift:	Floating at random
25	Advance:	Part of the formula used to determine insured value. It is an agreed percentage increase applied to the total of invoice and ocean/air freight. This provides for unknown expenses at the time of shipment, such as port fees, clearance charges and inland freight in the country of destination, and a portion of the assured's profit. It also may be used to develop sufficient value on the merchandise in order to prevent coinsurance in the event of a General Average.



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26	Advanced Freight:	Freight paid to the carrier by the shipper or consignee (depending upon the terms of sale) or someone acting on their behalf, such as a freight forwarder, when merchandise is accepted for shipment. Not refundable, even if the vessel and/or cargo does not arrive at the intended port of discharge. Also referred to as Prepaid Freight.
27	Advising Bank:	A bank, usually in the country of origin, that receives a letter of credit from the issuing bank and advises the shipper, or other party named in the letter of credit as the beneficiary, that a letter of credit has been opened in their favour and of the steps they must take to collect payment. The advising bank assumes no obligation to pay the credit.
28	AES:	An abbreviation for "Automated Export System", an EDI facility enabling exporters to electronically file SED data with multiple federal agencies simultaneously.
29	Affreightment:	"Contract of Affreightment", "Contract of Carriage" - A contract which sets forth the obligations of both a shipper and a carrier concerning transportation of the merchandise. The most common forms of affreightment are known as Bills of Lading and Waybills.
30	Agent:	One who represents a principal or buys or sells for another.
31	Aground:	Vessel resting on the ground.
32	AICC:	An abbreviation for "American Institute Cargo Clauses", a set of standard insurance clauses adopted by the American Institute of Marine Underwriters for voluntary usage by member companies. Though these clauses have worldwide recognition and acceptance, not usually used outside USA.
33	AIMU:	American Institute of Marine Underwriters - A non-governmental, non-profit trade association representing ocean marine insurers in USA. AIMU establishes voluntary standards for insurance coverage wording, vessel classification criteria, loss control practices and claim procedures.
34	Air Bags:	"Inflatable Dunnage" – Heavy rubber, or other non-porous material, bags that can be inflated and are used to fill gaps between stacks of cargo to prevent their shifting during transit. Usually used in trucks, railcars and containers, but can be used in holds of vessels.
35	Air Carrier:	Refers to regularly scheduled and charter airlines, airfreight forwarders and air cargo integrators, who combine both forwarding and transport functions, that accept cargo for shipment by this mode.



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36	Air Waybill:	"AWB" - A contract of affreightment issued by an airline acknowledging receipt of merchandise and indicating conditions for carriage.
37	All Cargo Aircraft:	An aircraft that is designed specifically for the carriage of cargo only. Also called a "freighter". Cargo is loaded into both the main cabin and lower decks of the plane.
38	All Other Like Perils:	A phrase used in a Perils Clause to denote that perils other than those listed but of the same nature is also insured. May also be stated as "all other perils and misfortunes."
39	All Risks:	"A/R" - An insuring term meaning that coverage is provided for loss due to fortuitous events, not just from named perils, unless the loss or cause of loss is excluded in the policy or by an implied exclusion.
40	Allision:	The striking, or collision, of a moving vessel of a stationary object.
41	Ambient:	The temperature, relative humidity and other climatic conditions present in any given location.
42	Amidship:	At, or in, the middle of a vessel; located midway between the forward and aft perpendiculars of the vessel.
43	AMS:	An abbreviation for "Automated Manifest System", an EDI facility enabling carriers and port authorities to file required ship's manifest information with U.S. Customs.
44	Angle of Repose:	The angle at which a dry bulk cargo settles in the hold of a vessel. It is the angle formed between the horizontal plane of the hold's floor and the conical slope of non-cohesive (freeflowing) granular material. The smaller the angle of repose the greater the chance of the cargo shifting within the hold of the vessel.
45	Anti-dumping:	A term used to denote laws enacted to penalize anyone involved in the unfair trade practice of dumping. Penalties may be imposed in the form of additional duties, fines, penalties or imprisonment.
46	Antioxidant:	The material, typically ethoxyquin or butylated hydroxytoluene, that is used as a stabilizer to prevent the spontaneous combustion of cargoes such as fishmeal and iron ore briquettes. The antioxidant has to be applied in certain amounts (parts per million) and at certain times (during production but not more than 12 months prior to shipment) in order to achieve effectiveness.
47	Apron:	The portion of a pier, dock, wharf or quay directly adjacent a vessel on which cargo is assembled prior to loading or subsequent to discharge.



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48	Arbitration:	Method of settling disputes which is usually binding on the parties concerned – clause usually found in charter – parties.
49	Arrest:	The detention of a vessel.
50	Arrived Sound Value:	Refers to cargo which is the subject of a claim. A comparison of the arrived sound value and the actual arrived damaged value shows the difference as a percentage of the estimated arrived sound value for the purpose of arriving at the percentage of depreciation. The percentage is applied to the insured value to arrive at the claim.
51	Assailing Thieves:	A marine peril meaning the forcible taking of the vessel or cargo as opposed to clandestine theft.
52	Assessor:	Person who estimated the value of goods for the purpose of apportioning the sum payable by the underwriters to settle claims.
53	Assignee:	A party to whom certain rights or benefits have been transferred.
54	Assignment:	A marine cargo policy is freely assignable to any person who has an insurable interest in the property at risk. The policy may be assigned either at the time the interest passes or before. It cannot be assigned after the interest passes, because a person who has no insurable interest has no valid policy to assign. In practice, agreement is made or implied to assign the policy before the interest passes.
55	Assured:	Party indemnified against loss by means of insurance. The Insured.
56	Assurer:	The company providing insurance under a marine policy of insurance. The Insurer.
57	Astern:	"Abaft" - Towards the rear (stern) of the vessel.
58	Athwartships:	Across the vessel from side to side. Usually refers to cargo stowed facing side to side in the vessel's hold, as opposed to lengthwise, or fore to aft.
59	Atmospheric Conditions:	Essentially these are ambient conditions or weather experienced at a given location at a given time.
60	Atmospheric Pollution:	The contamination of cargoes by airborne particulates. This can range from dust to acid rain to fallout from chemical processing facilities.
61	Auto Carrier:	"Car Carrier" - A RO/RO vessel especially designed to carry automobiles.



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62	Average adjuster:	Independent expert who assesses the liabilities of the various parties to a common maritime adventure when a claim arises – and to marine insurance contracts, and to classify the various items of expenditure between general and particular average, viz., ship, freight and cargo.
63	Average Agreement:	Document signed by cargo owners whereby they agree to pay General Average contributions due so that cargo will be released after a General Average has been declared by the carrier. A “Bond”, or other financial guarantee, may also be required. In lieu of a “Bond”, Average Adjusters will often accept a General Average Guarantee signed by an insurance company. Some adjusters may provide a combined average agreement/bond/guarantee which would be signed by the cargo owner and his insurer.
64	Average Clauses:	In marine insurance, policy clauses which stipulate the coverage which applies. See Insuring Terms. In other forms of insurance, average refers to co-insurance.
65	Average:	Loss – usually termed general or particular average.
66	Award:	The decision in arbitration.
67	B/B (Breakbulk):	An abbreviation for “Breakbulk Cargo”, in general, a term used to denote cargo that is not carried in containers, or which is not shipped as liquid or dry bulk.
68	Back To Back Letter of Credit:	The practice of using a letter of credit as collateral to open a second letter of credit in favor of the ultimate supplier. Usually used by a middleman selling goods of others.
69	Baffles:	The vertical or upright members of a tank that serve to separate the cargo space into smaller compartments. These are particularly important in preventing sloshing, and possible resultant loss of stability, of bulk liquid shipments in less than full tank trucks, vessel tanks or rail cars.
70	Bale Capacity:	The total cubic capacity of a vessel's hold available for the carriage of cargo which is not capable of filling the spaces between the frames of a vessel. It is a measurement expressed in cubic meters or feet and used by countries to assess port charges on vessels.
71	Ballast Tanks:	Any tank or compartment of a ship used, primarily, for carrying ballast.
72	Ballast:	Any substance, usually seawater, carried in the ballast tanks of a ship to ensure stability and handling. Liquid cargoes may also be used as ballast.
73	Banded:	The process of securing or unitizing items through the application of metal or plastic straps. While items can be



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		banded to each other, typically, bands are used to secure multiple items to a skid or pallet.
74	Bare Surfaces:	Refers to uncoated, exposed surfaces of materials such as metal. Surfaces that are bare generally require some protection from rust, oxidation and corrosion.
75	Bare-boat Charter party:	A charter party whereby the Charterer obtains use of the vessel only (normally for period of few years) and must supply the crew and be responsible for navigation and all other operations and liabilities of a shipowner.,.
76	Barge Carrier:	An ocean going ship that carries barges. Barges are loaded with cargo at distant points and towed to the overseas vessel where they are loaded on board.
77	Barge:	Usually a flat bottom vessel used to carry cargo on rivers and short sea voyages; and used as lighters. Barges can be self-propelled but most are not and must be towed or pushed during operation.
78	Barratry:	All willful acts of misdemeanour committed fraudulently and with criminal intent by the Master and/or Crew against the vessel or cargo without the knowledge or consent of the owners.
79	Barrier Bag:	Refers to moisture/vapor barrier bag that is used to protect items susceptible to water damage. The item to be protected is placed inside a metal foil barrier bag. The air within the bag is removed by a vacuum pump and then the bag is heat sealed to ensure its integrity.
80	Bast:	The cellular fibers that are in the outer layer of the stems or stalks of plants. It is used to make ropes and mats.
81	Beaching:	Voluntarily stranding of a vessel.
82	Beam:	The maximum width of a vessel at its widest part, usually amidships, measured from the outer hull.
83	Beaufort Scale:	A rating scale (1 through 17) for measuring and defining sea conditions at varying wind speeds.
84	Belly Holds / Belly Pits:	Compartments located beneath the cabin of an aircraft and used for the carriage of cargo, mail and passenger baggage.
85	Bending:	Forming an arc or curve. To assume a direction or shape other than as intended.
86	Berth:	Area allocated at a quayside to a particular Shipping Services or Company for berthing; or a point to which a chartered ship is ordered to load or discharge; or operating a service.
87	Bilge:	A hollow area at the lowermost portion of a vessel or hold where liquids drain to.



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88	Bill of Exchange:	Written request from a creditor to a debtor ordering the debtor to pay a specified sum to a specified person or bearer at a certain date. Common international method of financial settlement.
89	Bill of Lading Number:	A unique number shown on a Bill of Lading by the carrier at the time merchandise is accepted for shipment.
90	Bill of Lading:	“BOL”, B/L” - The most common form of affreightment. It can serve three purposes: 1. As a receipt for merchandise shipped. 2. As a contract of carriage which sets forth the responsibilities and the liabilities of shipper and carrier. 3. As a negotiable document in that interest in the merchandise described can be assigned to someone other than the original party of contract. (See Ocean Bill of Lading and Ocean Waybill also.)
91	Binder:	Completed application stipulating the particulars of the risk and the conditions of coverage which has been signed by both the underwriter and the individual offering the risk, and is evidence that insurance is in effect pending issuance of a formal contract.
92	Bitumen Paper:	A paper fabricated of Kraft-type material sandwiched around a core of asphaltic material and used to line packages to provide a degree of water resistance. This material has fell into dis-use and has been replaced with more modern, and effective, technology.
93	Bitumen Tape:	The alternative name for a tape used to seal corrugated cartons known as K/A/K. This was a paper tape fabricated of Kraft-type material sandwiched around a core of asphaltic material and used to provide some degree of weather-resistance. This method of closure has been replaced by pressure-sensitive or filament-reinforced paper tape.
94	BKG or BKGE:	An abbreviation for “breakage”, the exposure to loss/damage resulting in most instances from improper or rough handling but the level of protective packaging is a factor. Certain categories of cargoes, such as glass and china, are particularly prone.
95	Blank Endorsement:	“Endorsement in Blank” - By endorsing the reverse of a Special Cargo Policy or a Certificate of Insurance, the assured may assign his rights to insurance to another party. The assured's name is typed or stamped on the back of the document and it is signed by the individual authorized to execute the Special



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		Policy. Order Bills of Lading are negotiated in the same manner.
96	Blind Markings:	Refers to those package (cartons, drums, bags, crates, etc.) markings that are designed to conceal the true nature of the contents. These marks, which may be codes, are particularly important when high value and/or attractive/target commodities are being shipped. Blind markings are the opposite of descriptive markings.
97	Blister Pack:	A method of interior packaging that uses plastic to encapsulate the items. This is commonly used in retail ready or P-O-P (Point-of-Purchase) packaging. Typically, the packaging is formed by drawing a heated plastic film over a vacuum forming apparatus.
98	Block Stow:	The method of placing packages in a cargo space. The items are stacked to make use of all available cubic capacity with no voids in the stow.
99	Blocking:	The term used to describe various means and materials used to prevent movement of the cargo within the package and the package within the cargo space.
100	Blue Stain:	A bluish or grayish stain on lumber caused by microscopic fungi that feeds on the sapwood of trees. It does not affect the strength of the wood, just its appearance.
101	Blue Water:	A term used in marine insurance to denote that coverage applies only to voyages involving ocean transit or long sea passages.
102	Board Feet:	A measurement term for timber and lumber. A board foot being equal to a dimension of one foot wide by one foot long by one inch thick.
103	Bonded Goods:	Goods on which duty has not been paid are held in bond by the Customs in a bonded warehouse. Goods which are only in the port for transhipment are held in bond. Bonded value means the value of the goods whilst in bond and may be used in place of gross value where bonded goods are damaged and are the subject of a claim.
104	Bonded Shipments:	Shipments on which duty is payable, but which are permitted to travel to inland destinations before customs inspection is made and duty is actually paid.
105	Bonded Warehouse:	Accommodation under Customs surveillance housing dutiable cargoes, which may be stored on importation and withdrawn at importer's convenience on payment of relevant duty. No duty would be charged if goods are re-exported.



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106	Borings:	The residue of metal borings, usually with a high concentration of volatile chemicals used in the boring process which, if not removed, present a severe exposure to combustion.
107	Bottomry Bond:	Process of Master pledging his ship or part of it to secure money to enable voyage to continue.
108	Bow Ramp:	A ramp at the front of a RO/RO vessel which allows vehicles to be driven on and off.
109	Bow Thruster:	A small propeller housed in a tunnel at the bow of the vessel below the waterline which is used to improve side to side maneuverability at slow speeds, usually while docking.
110	Bow:	The curved portion of a vessel's hull where the two sides of the vessel meet at the forward end (stem) of the vessel.
111	Box:	A term used to denote any type of container.
112	Boxmaker's Certificate:	A statement printed on a corrugated or solid fiberboard box identifying the manufacturer of the box and the construction features such as bursting test and gross weight limits. In addition, it also verifies that the box was constructed according to the applicable freight classification.
113	Bracing:	The process of providing physical and/or mechanical protection to cargo by means of materials such as wood timbers and inflatable air bags. These devices are positioned to prevent any movement of the cargo within the conveyance (vessel, railcar, airplane, container or truck) and serve to distribute or transfer concentrated loads over a broader supporting area.
114	Breach of Condition:	When a condition of the insurance contract is broken by the assured the insurer may avoid the contract from inception.
115	Breach of Warranty:	When a warranty is broken, the insurer is discharged from liability from the date of the breach, whether or not the breach is repaired before a loss occurs. The insurer may waive the breach if he wishes. The insurer is still liable for losses proximately caused before the breach.
116	Breakage:	Refers to the exposure to loss/damage resulting in most instances from improper or rough handling but the level of protective packaging is a factor. Certain categories of cargo, such as glass and china, are particularly prone.
117	Brix:	The term used to describe the sucrose level and polarity of raw sugar and other sucrose bearing substances.



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118	Broken Lots:	Usual to the apparel trade. Refers to lots of goods which are missing a part of the original make up of the lot; for example a lot of goods may originally consist of pre-sorted sets, such as a range of styles, colors or sizes but a portion of the lot was lost or damaged and is no longer available. The entire remaining 'broken lot' is sold as a single unit.
119	Broken stowage:	Space wasted in ship's hold or container by stowage of uneven cargo i.e., irregularity shaped consignments.
120	Brown Water:	A term used in marine insurance to denote that coverage is confined to inland and/or coastal waters only.
121	Bucket Crane:	"Grab" - A crane equipped with a device which, when lowered into the hold of a ship grabs a quantity of cargo. Used to load and unload bulk cargoes. Also called a clamshell or bucket crane.
122	Bulbous Bow:	A rounded projection at the lower forward end of a vessel designed to reduce water resistance when the vessel is in ballast.
123	Bulk Cargo:	Cargo, usually a homogeneous material shipped in bulk, i.e., complete shipments (unpacked dry cargo shipped in bulk such as grain, coal, ore etc.)
124	Bulk Carrier:	Purpose built vessel (Bulker) specializing in the shipment of bulk cargoes i.e., iron, ore, grain.
125	Bulk Container:	An overseas container designed for the carriage of dry bulk cargo. Usually fitted with a hatch in the roof for loading cargo and a hatch in the door for unloading. May also be of open top design fitted with a full width door that swings open when the other end is tipped up.
126	Bulk Packaged:	Refers to individual items that are loose but placed unwrapped within a carton. Often commodities such as fruits and vegetables and nails are packed in this manner.
127	Bulk/Container Carrier:	A ship designed to carry either bulk cargoes or containers, or both.
128	Bulkhead Doors:	Watertight doors let into a bulkhead to allow movement from one compartment to another.
129	Bulkhead:	The walls on the inside of a ship which divide the interior into compartments.
130	Bumbershoot:	A marine insurance term used to identify an insurance policy which insures marine liability exposures in excess of a primary insurance policy as well as incidental non-marine liability exposures.
131	Bung Hole:	A small opening in a barrel, cask, keg or drum through which product is let into or out of the unit.



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132	Bung:	A plug used to seal the fill opening in a barrel, cask, keg or drum. Commonly called a 'plug' when referring to a steel drum closure.
133	Bunker Tanks:	The tanks on a vessel used to store the fuel (bunkers) that their engines will consume during a voyage.
134	Bunkers:	Ship's fuel.
135	Burning:	In marine insurance, refers to the actual burning of a vessel's structure by fire.
136	Burnt:	In marine insurance, refers to damage by fire to any part of a vessel's structure.
137	Bursting Of Boilers:	A basic marine peril included in marine policies as a specific peril or as part of an Inchmarree Clause. Refers to the rupture of steam boilers or their piping through excessive pressure or defects.
138	Bursting Strength:	The strength of fiberboard material used in the construction of boxes (cartons); expressed in pounds per square inch as measured by testing. For export quality boxes, a minimum bursting strength is 275 pounds psi.
139	C&F:	"Cost and Freight" - A former INCO Term replaced by the abbreviation "CFR" - A term of sale whereby the seller quotes a price that includes the cost of the merchandise and the cost of all transportation to a named port of destination. Although the seller bears all charges incurred in transporting the merchandise to the port of destination, he is only responsible for loss or damage to the merchandise until loaded on board the vessel at port of shipment. The buyer bears all costs in unloading the merchandise at the port of discharge, including any duties or taxes, and all subsequent costs in moving the merchandise to a final location. The buyer is responsible for loss or damage to the merchandise once it has been loaded on board the vessel at port of shipment. CFR can only be used for vessel shipments.
140	C.A.D. :	Cash against documents.
141	C.I.F.:	Cost, Insurance and Freight. Valuation basis for the price of goods. Prime cost of the goods plus insurance charges plus freight charges. When goods are sold on this basis, the seller retains the interest in the goods until the documents are delivered to the insurance on behalf of the buyer, passing the policy to the buyer with the documents.
142	C.K.D. :	Completely knocked down consignments which are assembled at destination as distinct from being transported as complete unit.
143	C.O.D.:	Cash on delivery.



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144	CA:	An abbreviation for "Controlled Atmosphere", usually refers to containers that carry a mixture of gases, such as nitrogen and carbon dioxide that are released within the cargo space so that the atmosphere can be maintained at a pre-set level to meet the carrying requirements of certain commodities. The purpose of these units is to extend the post-harvest and storage life by retarding the ripening process of the commodity; usually used on shipments of fruits and vegetables.
145	Cable Layer:	A vessel designed for the purpose of laying cable along sea bottoms. Cable is held on reels in the holds of the vessel and played out over devices affixed to the bow or stern of the vessel while the vessel is underway.
146	Cable:	A measurement equal to about 100 fathoms or the tenth part of a nautical mile.
147	Cabotage:	The practice of a country to allow only vessels owned by its nationals and registered in their country to carry cargo and passengers in purely domestic trades.
148	Caking:	The forming of a material into a hardened mass. Many powdered or granular commodities will cake at the surface when contacted by any form of moisture.
149	Calibration:	Refers to the means used to balance or adjust machinery or instrumentation to ensure accuracy.
150	Capesize Vessel:	A ship which is too large to transit the Suez and Panama Canal and must therefore transit the "Capes" of South America and Africa in moving from one ocean to another.
151	Car Carrier:	A RO/RO vessel especially designed to carry automobiles.
152	Carboy:	Glass container protected by basket work for liquid cargo shipments, particularly acids.
153	Cargo Handlers:	Personnel assigned to physically handle cargo either manually or through the use of mechanical handling equipment.
154	Cargo Insurance:	"Ocean Cargo Insurance" - In general, the insurance on goods being shipped in international trade by vessel, aircraft or overland conveyance.
155	Cargo manifest:	Inventory of cargo shipped.
156	Cargo plan:	Plan depicting space in a ship occupied by cargo.
157	Cargo Quilt:	The specially designed insulating blanket-like material used to protect temperature-sensitive products from damage due to exposure to climatic extremes. Their manufacturer, Q Sales and Leasing, claim that this rolled material "keeps frozen product frozen, cool products cool and warm products warm."
158	Cargo Sweat:	"Condensation" - A term used to denote moisture that forms on cargo when a vessel sails from a cooler climate to a warmer



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		one and the air around the cargo warms up quicker than the surface of the cargo.
159	Cargo Worthy:	The vessel is reasonably and suitably fit to carry the cargo insured. This is an implied warranty in the policy at the commencement of the voyage (along with seaworthiness and legality of the adventure), but there is no implied warranty that the cargo insured must seaworthy.
160	Carnet:	An international customs document allowing for temporary importation of goods into a country, usually for exhibition or display, without paying duty or without having to post a bond for duties payable on goods permanently imported. Usually issued by a national Chamber of Commerce.
161	Carriage and Insurance Paid To (Named Place of Destination):	“CIP” - A term of sale similar to CIF except that the price quoted includes transportation to the named place of destination (vs port of destination under CIF) and delivery is made to the named carrier at an agreed upon place in the country of origin (vs port of shipment under CIF). CIP can be used for any mode of transportation.
162	Carriage Of Goods by Sea Act:	“COGSA” - The U.S. equivalent of The Hague Rules. All shipments of cargo, for which Bills of Lading are issued between the United States and foreign ports, are subject to the provisions of this act.
163	Carriage of Goods by Water Act:	“COGWA” - The Canadian equivalent of the Hague Visby Rules. All shipments of cargo, for which Bills of Lading are issued between Canada and foreign ports, are subject to the provisions of this act.
164	Carriage Paid To (Named Place of Destination):	“CPT” - A term of sale similar to CFR except that the price quoted includes transportation to the named place of destination (vs port of destination under CFR) and delivery is made to the named carrier at an agreed upon place in the country of origin (vs on board the vessel at port of shipment under CFR). CPT can be used for any mode of transportation.
165	Carrier:	In general the firm that transports merchandise from one point to another. May be a vessel owner/manager/operator, an airline, a truck operator or a railroad. In marine insurance, carrier is used to denote the ocean carrier. See Direct Carrier and In-direct Carrier.
166	Cases:	In general, a fully enclosed shipping package constructed of nailed or screwed solid wooden boards or sheets. Usually affixed to a wooden pallet or skids.
167	Cash in Advance:	A method of payment whereby the buyer agrees to pay the seller before merchandise is shipped. Normally used for one-time shipments, or where the credit worthiness of the buyer is not ascertainable.



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168	CAT Funding:	A term used in cargo insurance to refer to that portion of premium required to fund for CAT losses.
169	CAT Loss:	A term used in cargo insurance to broadly identify losses attributable to FPA and shock losses.
170	Catalogue Sales:	In marine insurance, this term refers to a form of valuation whereby the basis of value of the goods is tied to the vendor price list of the importer (insured) that is in effect at the time of shipment. Also, sales of merchandise through catalogues supplied by retailers as opposed to in-store shopping.
171	Cause of Loss:	“Nature of Loss” - A phrase used to identify the peril or action that caused loss or damage to merchandise. Sometimes used to describe resultant loss. For example, steel products may arrive rusted because of having been wetted during transit. The cause of loss may be identified as rust because the actual peril (rain, condensation, seawater or moisture) may not be determinable.
172	Caused Bill of Lading:	Bill of Lading which has been endorsed by the shipowner as the goods described thereon do not conform to what is offered for shipment, e.g. package missing, damaged, stained, inadequately packed.
173	Cautionary Markings:	Marks on the exterior of a package that are designed to provide cargo handlers with information concerning the susceptibility to damage of the contents as well as instructing them on the optimal way to handle the package. Some customary cautionary markings include “Fragile, Handle with Care”, “Use No Hooks”, “Keep Dry”, “Lift Here”, “Do Not Stack”, “Top Heavy” and “Center of Gravity”.
174	Cellular Containership:	A vessel designed to carry standard intermodal containers in cells formed by a system of guides below deck. On hatchless container ships, the cell guides extend above the main deck.
175	Cement Carrier:	A ship specially designed for the carriage of cement. Most are equipped with self unloading equipment.
176	Centerline:	An imaginary line running along the center of a vessel between the midpoints of the bow and stern, essentially dividing the vessel into two halves along its length.
177	Certificate of Cleanliness:	The document provided by a competent authority, such as a independent marine surveyor, attesting that the cargo space, typically a vessel tank or hold is clean and suitable for the loading of intended cargo. This certificate is normally given after a physical inspection of the cargo space. If for some reason this inspection cannot take place, the ship's master is asked to provide a waiver, stating that they affirm that the



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		cargo space is clean, dry and altogether ready to accept/transport cargo.
178	Certificate of Inspection:	A document issued by an independent survey company certifying that goods are of the quantity, quality and pricing specified in the contract. Some countries require pre-shipment inspections as a condition of importation.
179	Certificate of Insurance:	Document generally issued where goods are insured by a floating policy covering other goods as well as the particular goods in question.
180	Certificate of Origin:	A document required by government agencies which certify the actual country of origin of the goods. May be incorporated as a clause appearing on a Commercial Invoice. Usually require validation by a consulate office of the country of destination or a local chamber of commerce office.
181	CFR (Cost and Freight-Named Port of Destination):	“C&F” - A term of sale whereby the seller quotes a price that includes the cost of the merchandise and the cost of all transportation to a named port of destination. Although the seller bears all charges incurred in transporting the merchandise to the port of destination, he is only responsible for loss or damage to the merchandise until loaded on board the vessel at port of shipment. The buyer bears all costs in unloading the merchandise at the port of discharge, including any duties or taxes, and all subsequent costs in moving the merchandise to a final location. The buyer is responsible for loss or damage to the merchandise once it has been loaded on board the vessel at port of shipment. CFR can only be used for vessel shipments.
182	CFS:	“Container Freight Station” - A term used to indicate that cargo has been carried in containers only from the carrier's freight station in the country of origin to their freight station in the country of destination. Also referred to as Pier to Pier.
183	Change In Flavor:	In marine insurance, a term that refers to the altering of the flavor of a product brought about by passage of time or contact with foreign substances or odors, water, humidity or dryness.



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184	Change of Voyage:	<p>There is said to be a change of voyage where the destination is voluntarily changed after commencement of the risk. Unless the insurer agrees to the change he is discharged from liability as from the time the decision is made to change the voyage. This is the position under the Marine Insurance Act.</p> <p>Institute Cargo Clauses however provide that where after attachment of the risk, destination is changed by the assured, insurance is "held covered" at a premium and on terms and conditions to be arranged, subject to prompt notice being given to underwriters.</p>
185	Charter Broker:	A firm that arranges a charter between a vessel owner and Charterer.
186	Charter Freight:	The monies paid by a Charterer to the vessel owner under a voyage or space charter.
187	Charter Hire:	"Hire" - The monies paid by a Charterer to the vessel owner under a bareboat or time charter.
188	Charter Party:	The actual contract between a vessel owner and a Charterer setting forth the rights, obligations and liabilities of each.
189	Charter:	<p>A contract between a shipowner and another party for the use of a vessel for one or more voyages or for a specific period of time. Terms of the charter party govern the rights and obligations of each party, and may not contain the same responsibilities that exist under other contracts of affreightment. There are three common types of charters, but variations exist. Cargo insurers must look to the terms of a charter party to determine who is responsible for loss or damage to cargo. The three most common types of charters are:</p> <p>Bareboat Charter: A charter party whereby the charterer obtains use of the vessel only and must supply the crew and be responsible for navigation and all other operations and liabilities of a shipowner.</p> <p>Time Charter: A charter party whereby the charterer contracts with the vessel owner to use the vessel and its crew for a specified period of time. The owner being responsible for the carriage of the cargo and navigation and most other responsibilities and liabilities of a vessel owner.</p>



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		Voyage Charter: A charter party whereby the charterer contracts with the vessel owner to use the vessel and its crew for a specific voyage. The owner being responsible for the carriage of the cargo and navigation and most other responsibilities and liabilities of a vessel owner.
190	Charterer:	Person who hires a vessel either on voyage or time basis.
191	Chartering:	Process of hiring a vessel under charter party terms for a voyage or period of time.
192	Charter-Party:	A contract whereby a shipowner agrees to place his ship or part of it at the disposal of a merchant or other person (known as a charter) for the carriage of goods from one port to another on being paid freight; or to let his ship for a specified period, his remuneration being known as hire money.
193	Chassis:	In general, a trailer on which containers is carried.
194	Chemical Carrier:	A ship specifically designed to carry liquid chemicals with tanks constructed of or coated with stainless steel.
195	Chilling Injury:	Damage to refrigerated products due to low, but not freezing temperatures.
196	Chime:	In general, the rim that projects above the cover of a cylindrical container such as a metal or fiber can, a metal, fiber, or wooden drum, or cask.
197	Chipboard:	A paperboard generally made from reclaimed/recycled paper stock. This is used for many purposes but works best as inner plies for solid fiberboard panels or partitions/dividers. This is not a recommended material for construction of boxes to be used in shipping. The material does not hold up well during handling and transit, especially if exposed to moisture.
198	Chipping:	A form of cargo damage evidenced by the removal of a piece of the surface material usually through impact with something else.
199	Chlorides:	Refers to chemical compounds found in salt or seawater. The presence of chlorides in a silver nitrate test usually indicates that the items being tested have been contacted by salt or seawater.
200	CIP:	An abbreviation for "Carriage and Insurance Paid To", a term of sale identical to CIF except that the price quoted includes transportation to the named place of destination (vs port of destination under CIF) and delivery is made to the named carrier at an agreed upon place in the country of origin (vs port of shipment under CIF). CIP can be used for any mode of transportation.



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201	CISG:	An abbreviation for "Contracts For International Sale Of Goods" - a Convention sponsored by the United Nations and signed in Vienna, the CISG establishes uniform rules for developing international sales contracts and the legal rights and obligations of a seller and buyer under such contracts. CISG applies automatically to all contracts for the international sale of goods if the countries of the seller and of the buyer have ratified the CISG unless the contract states that all or a portion of CISG do not apply or if expressed in the contract that laws other than CISG will apply.
202	Civil Commotion:	Internal national disorder. Loss of or damage to the insured interest is not covered against this peril unless the policy is issued incorporating the relevant 'Strikes' or 'S.R.C.C.' Clause.
203	CKD:	An abbreviation for "Completely Knocked Down", Usually referring to vehicles that are shipped in pieces in packages for assembly at destination.
204	Claimant:	An individual filing a claim with an insurance company for loss or damage to merchandise.
205	Clamp:	The special cargo handling attachment of a forklift truck. This device, actually two semi-circular arms, is used to handle rolled products, such as paper.
206	Clamshell:	"Grab" - A crane equipped with a device which, when lowered into the hold of a ship grabs a quantity of cargo. Used to load and unload bulk cargoes. Also called a clamshell or bucket crane.
207	Classification Clause:	A clause appearing in, or attached to, a cargo policy which sets forth criteria which vessels used by an assured for their shipments must meet. Shipments by the assured on vessels which do not meet this criteria may not be covered by the insurance policy; or may be covered but subject to an additional premium charge.
208	Classification Society:	A non-governmental maritime organization which set standards for the design, construction and maintenance of vessel's hulls, machinery and equipment. Vessels are usually built to the design specification of a particular classification society whose surveyors oversee the building, equipping, launching and sea trials of the vessel. Once built, and having met all the criteria set by the classification society, the society will issue a Certificate of Classification to the vessel. Continued certification during the life time of a vessel is dependent upon its adherence to the society's standards which are enforced through periodic inspections at regular intervals by Classification Society surveyors.



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209	Claused Bill of Lading:	"Foul Bill of Lading" - A bill of lading on which exceptions have been noted as to the condition and quantity of the goods received. See Clean Bill of Lading.
210	Clean Bill of Lading:	A Bill of Lading which has no superimposed clause(s) expressly declaring a defective condition of the packaging or goods.
211	Clean Receipt:	A delivery receipt upon which no exceptions for damage or shortage have been noted by the party receiving the merchandise.
212	Clingage:	The property of a substance that causes it to adhere to surfaces with which it comes into contact. The higher the viscosity of the substance, the greater the amount of adherence.
213	Clip-on:	A term used to denote a portable power unit which can be attached to a refrigerated container.
214	Coaming:	"Hatch Coaming" - A short steel structure on all sides of a hatch opening extending up from the deck and designed to prevent free running water and waves from entering the hatch and to offer protection to persons working around open hatches.
215	Coastal:	"Coastwise" - The body of water directly adjacent to a single coast of a country. Also, a voyage confined to ports within a single coast of a country.
216	COFC:	An abbreviation for "Container On Flat Car" - A form of piggyback cargo service whereby an intermodal container is lifted off its chassis or truck bogie and loaded and secured on to a railroad flat car. Today, we have single stack, double stack (one container being secured to the top of another per railcar) and even triple stack.
217	Co-insurance:	When two or more insurers each have a part of the risk under a single insurance. In practice it is usual for the insurer with the smaller line to follow the decision of the insurer with the larger line, but he need not do this and is not obliged to accept it. Further, where an assured is underinsured, he is regarded as his own insurer for the amount of the under-insurance and it is therefore referred to as a coinsurer. A term used to denote that a risk is insured by more than one insurer.



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218	Cold Treatment:	A quarantine treatment required by some countries for citrus products grown in areas susceptible to fruit fly infestation. The treatment requires that the cargo be stored for a specified continuous period of time at a specified temperature (usually below 36 deg F [2.2 deg C]) depending upon the type of fruit, place of origin and specie of fruit fly. It is usual for treatment to take place on the vessel for the specified time period immediately prior to arrival at port of destination.
219	Collapse, Subsidence Of Docks or Wharves:	In marine insurance, a phrase referring to the actual collapse or settlement of all or a part of a dock, pier quay or wharf through natural causes, including normal wear and tear, or defect in materials.
220	Collect Freight:	Freight charges paid to a carrier by the shipper only if the cargo is delivered at the agreed place of destination. Cargo which is delivered in a damaged condition is considered delivered unless it is "no longer the thing that it was."
221	Collier:	A vessel built specifically for the carriage of coal.
222	Collision:	In marine insurance, an insurance term referring to contact between moving vessels only. This term was devised to limit the ordinary meaning of the term 'collision' which, at some point in time, was expanded by courts to include any form of contact between a vessel and any other moving object.
223	Combination Aircraft:	"Combi Aircraft" - An aircraft capable of transporting both passengers and cargo on the same flight.
224	Combination Carrier:	In general, a ship designed to carry liquid and dry bulk cargoes. Also, a ship designed to carry bulk cargo and containers on deck, or in specially constructed portable racks in the hold.
225	Comingling:	A term used to refer to bulk cargoes shipped or stored in a single tank intended for multiple receivers. Also refers to the inadvertent mixing together of cargoes of differing quality, or species.
226	Commercial Invoice:	A document issued by the seller to the buyer which clearly indicates the terms of sale, the merchandise being sold, type of packaging used, number of units being shipped, per unit cost and the total cost up to the point named in the terms of sale. It should also include names of seller and buyer.
227	Commercial Risk:	A term used to denote the financial risks a seller assumes when extending credit to a buyer and when no other recourse, such as insurance, is availed of.
228	Commercial Set:	A term used to denote the basic documents required to satisfy letters of credit or drafts. This usually includes the Commercial



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		Invoice, the Bill of Lading or Waybill and a Special Cargo Policy or Certificate of Insurance.
229	Common Carrier:	Person/Company inviting clients – in return for a consideration to transport goods from one place to another.
230	Compound Duty:	Customs duty assessed on the value of the goods and some other factor such as weight or quantity.
231	Compressed Bales:	The method of packing baled commodities such as cotton and rags in such a way that their dimensions can be reduced by mechanically squeezing the contents under heavy pressure and securing them into a package form by applying a series of banding straps or wires.
232	Compression Damage:	This refers to damage to bottom-stowed cargo due to the weight of superimposed loads in stacks or stow. The damage is usually in the form of crushing and/or deformation. In many instances only the exterior packaging is affected and the contents are undamaged.
233	Compression:	The application of force applied to opposite sides of a box to show deflection or deformation. Relates to the forces a Package will encounter during transit and storage.
234	Condensation:	<p>“Sweat” - A physical phenomenon that occurs through the movement of ambient air in a cargo space (ocean vessel, warehouse, container etc), the moisture content of the cargo, and differences in temperature between the atmosphere/climate of the cargo space and the cargo over a period of time. Condensation, suspended moisture, occurs when there are differences in temperature caused by changes in latitude, the presence of artificially warm or cold metal surfaces and spontaneous internal “heating” of the cargo. This can, and often, does result in water damage to cargo. Condensation can also occur within cargo packages when contents contain high levels of moisture. The two most general form of condensation (sweat) are Cargo Sweat and Ship’s Sweat. Container Sweat is a variation of Ship’s Sweat in that the interior structure of the container reacts to temperature changes in the same manner as do vessel cargo compartments.</p> <p>Cargo Sweat: Occurs when a vessel sails from a cooler climate to a warmer one and the air around the cargo warms up quicker than the surface of the cargo causing condensation to form on the cargo itself.</p>



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		Ship's Sweat: Occurs when a vessel sails from a warm climate to a cooler one and the interior metal surfaces of the ship cool faster than the ambient air in the compartment causing moisture to form on the ship's interior surfaces and which, without proper ventilation or dehumidification, would condense and drip onto the cargo.
235	Condition:	A condition is imposed in the contract by the insurer and must be literally complied with unless it is waived by the insurer. A condition goes to the root of the contract and non-compliance by the assured enables the insurer to avoid the policy from inception.
236	Conditional Exclusion:	A clause in an insurance policy that excludes certain types of losses or causes of losses unless certain events or actions take place (Example: excluding shortage, leakage or contamination unless caused by stranding or collision of the vessel).
237	Conditional Warranty:	A warranty in a policy which imposes certain obligations, or stipulates that certain conditions exist, in order for insurance coverage to apply.
238	Conference Lines:	A liner conference is a group of shipping lines regularly serving a particular trade route and aimed at reaching agreement on the stabilization of freight rates and on organization and working conditions in that trade. The overall object is to foster trade in the area served by the Conference by providing regular services and stable rates of freight with ships designed for the trade and maintaining a common high standard. Conferences vary from very informal associations to well developed organizations with permanent secretariats depending on the character and importance of the trade.
239	Conference:	An affiliation of shipowners servicing the same shipping routes and agree to operate under the same rate tariff and other terms of carriage.
240	Confirmed Irrevocable Letter of Credit:	Essentially means that the confirming bank guarantees payment of the credit to the beneficiary regardless of whether or not the issuing bank meets their obligation to pay.
241	Confirming Bank:	A bank, usually in the country of origin that, in addition to performing the same functions as an advising bank, assumes an obligation to pay the amount of the credit upon presentation of certain documents at an agreed time and place.



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242	Confiscation:	Confiscation of a ship is usually a political act and, provided it is not a direct act of war, the risk is excluded by the standard War Clauses. Under the same principle, confiscation of cargo, other than as a direct act of war is not covered under a cargo policy with War Clauses attached. Confiscation of cargo may however arise from various clauses which include contravention of import regulations as well as political acts.
243	Connecting Conveyance:	Any conveyance used to transport goods to or from the principal conveyance. Could be a vessel, truck, aircraft, or rail. See Lighter and Feeder Vessel.
244	Consequential Loss:	A loss following and consequent on a loss proximately caused by a peril insured against. The insurer is not liable for consequential loss. Neither is consequential loss allowed in general except where it is directly consequential on the general average act. Loss of market is an example of consequential loss.
245	Consignee:	The party that is intended to receive the goods. The receiver. May be the buyer of the goods or a third party.
246	Consignor:	The party that ships the goods. The shipper. May be the seller of the goods or a third party.
247	Consolidated:	A term originally used to describe the idea that individual items of break bulk cargo shipped by one entity have been combined with other like items shipped by others and stowed together in an ocean container, air container or other unit load device. The term is more commonly used today to refer to break bulk cargo of a single entity which has been stowed into a container by someone other than the shipper after leaving the original point of shipment but before being loaded onto a vessel.
248	Consolidator:	A person or firm that performs the cargo consolidation process. It can be done by steamship lines, airlines, freight forwarders or other third parties, such as "Container freight Stations" (CFS). Regardless of who actually completes the task, they are responsible to both load and secure the cargo by proper blocking and bracing.
249	Constructive Total Loss:	Occurs where the subject matter insured is reasonably abandoned because either (a) its actual total loss appears to be unavoidable or (b) to prevent it from total loss would incur expenditure greater than its value when preserved. In the case of cargo, (c) is arrived at by comparison between the arrived value at destination named in the policy and the cost of recovery, reconditioning and forwarding to destination.



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250	Consular Declaration:	Similar to a "Consular Invoice", a special invoice required by some countries to control merchandise shipped to them. The form required may vary from country to country, and it must be notarized or validated by the country's consulate prior to shipment of merchandise.
251	Consular Invoice:	"Consular Declaration" - A special invoice required by some countries to control merchandise shipped to them. The form required may vary from country to country, and it must be notarized or validated by the country's consulate prior to shipment of merchandise.
252	Consumption Entry:	"Customs Entry Form" - A form required by U.S. Customs for all merchandise entering the United States. It indicates country of origin, description of merchandise and amount of estimated duty to be paid. It must be filed with Customs before merchandise will be released, unless other arrangements have been made.
253	Contact With Other Cargo:	A type of cargo damage referring to damage caused by actual physical contact with other cargo.
254	Container Number:	A unique identifying number affixed to a container. Container numbers, as well as the container seal number, should be shown on all documents issued in conjunction with a shipment. Parties taking delivery of a container should verify against their documents that the container number and seal number are correct. It is also important to be certain that the seal has not been tampered with. Exceptions should be noted if any discrepancies exist.
255	Container Seal Number:	An identifying number embedded or embossed onto a "Container Seal". May contain a code identifying the manufacturer and/or user. Container seal numbers, as well as the container number to which it is affixed, should be shown on all documents issued in conjunction with a shipment. Parties taking delivery of a container should verify against their documents that the container number and seal number are correct. It is also important to be certain that the seal has not been tampered with. Exceptions should be noted if any discrepancies exist.



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256	Container Seal:	A metal, steel, aluminum or plastic device affixed to the locking mechanism of a container door to deter unauthorized opening. Usually affixed by the party packing the container for shipment. Each seal is numbered and may contain a code identifying the manufacturer and user. Container numbers, as well as the container seal number, should be shown on all documents issued in conjunction with a shipment. Parties taking delivery of a container should verify against their documents that the container number and seal number are correct. It is also important to be certain that the seal has not been tampered with. Exceptions should be noted if any discrepancies exist.
257	Container Shortage:	In general, refers to any containerized shipment that arrives at destination missing a portion of the cargo said to have been loaded into the unit. This situation can occur due to container tampering and cargo pilferage or be the result of intentional or unintentional short shipment at origin.
258	Container Sweat:	A term for the moisture, which condenses on the metal surfaces of the container when these metal surfaces cool faster than the ambient air in the container. Cargo can be damaged by container sweat if the the condensed moisture drips onto the cargo within the container.
259	Container Yard:	“CY” - A facility operated by steamship lines in the country of origin at which stuffed containers are received for shipment, or that are located in in the country of destination where loaded containers are released for delivery to customers.
260	Container: (CTNR)	“Freight Container”, “Intermodal Container” - Any of a variety of ocean and air cargo unit load devices designed for the overseas transport of cargo and which allows multiple items to be shipped together and travel between and on different modes of transportation without the need to de-stow and restow the cargo. Standard ocean containers are usually of metal construction, twenty to forty foot lengths, eight feet wide and high, fully enclosed with full height rear doors and plywood lined floors with lashing points welded to the bottom side rails. Non-standard containers in 45 and 53 foot length are also available as are special purpose containers such as reefers, flat racks, open tops, and bulk. Each container in use usually has a unique identifying number assigned to it. Originally designed to reduce handling time of loading and unloading. Used on door-to-door shipments, well maintained containers with cargo properly stowed and secured inside, offer excellent protection to the cargo from exposure to the elements, handling damage and theft. The most common types of containers are:



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Bulk Container: An overseas container designed for the carriage of dry bulk cargo. Usually fitted with a hatch in the roof for loading cargo and a hatch in the door for unloading. May also be of open top design fitted with a full width door that swings open when the other end is tipped up.

Controlled Atmosphere Container: "CA" - These containers carry a mixture of gases, such as nitrogen and carbon dioxide that are released within the cargo space so that the atmosphere can be maintained at a pre-set level to meet the carrying requirements of certain commodities. The purpose of these units is to extend the post-harvest and storage life by retarding the ripening process of the commodity; usually used on shipments of fruits and vegetables.

Half Height Container: An open top intermodal container that has the same dimensions as standard containers but only half as high. It is used for very dense cargoes.

Modified Atmosphere Container: "MA" - These containers carry a mixture of gases, such as nitrogen and carbon dioxide that are released within the cargo space so that the atmosphere can be maintained at a pre-set level to meet the carrying requirements of certain commodities. The purpose of these units is to extend the post-harvest and storage life by retarding the ripening process of the commodity; usually used on shipments of fruits and vegetables.

Enclosed Container: The most available intermodal container that is a fully structural unit that has a steel, or aluminum framework with wood or plywood sheathed inner walls and flooring. They come in both the more common end loading with access doors at the rear or side loading with the cargo space accessed through side doors, more useful on rail sidings. These units are designed for all types of general cargo that does not require any controlled temperature or environment during transit.

Flat Rack Container: Refers to the style of intermodal container designed especially for heavy loads and overwidth cargo. These 20 and 40-foot units have strong bottom construction with fixed endwalls but no top or sides. There are numerous very strong lashing devices on the corner posts, longitudinal rails and on the floor for securing purposes.

High Cube Container: The common name for "Extended Height Container" - These intermodal shipping units are 9.5 feet in height (as opposed to the standard 8.5 feet) and are particularly well suited for high volume, low weight goods such as garments, and can significantly increase the cubic space available for cargo stowage.

Insulated Container: These intermodal units are provided in either ventilated or non-ventilated models and are often used in conjunction with containers that have mechanical refrigeration properties. They are constructed with extra insulation between the wall panels to protect cargo against heat loss or gain. Internally, they are equipped with t-section flooring to allow for air flow.

Open Top Container: An otherwise standard container but without a roof. Usually used for cargoes that cannot be easily loaded through the end doors. Once cargo is stowed in the container a tarpaulin is used to cover the open top. Machinery and scrap are two cargoes usually carried in open top containers. Cargoes that are too high for standard height containers are often shipped in open top containers often without adequate thought being given to special handling, stowage or transport consideration leading to damaged contents.

Refrigerated Container: "Reefer" - an intermodal unit fitted with its own refrigeration equipment, powered by direct electrical connection or by diesel or gasoline powered generator sets. These units are primarily used for food products but can also serve a host of perishable commodities such as pharmaceuticals and others requiring a temperature and humidity controlled environment.



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		<p>Tank Container: "Tanktainer" - A cylindrical tank, usually of 5-6000 gallon capacity, built within the framework of a 20 foot container for the carriage of bulk liquid cargoes on containerships. Its construction allows it to be shipped and handled in the same manner as other containers.</p> <p>Ventilated Container: An intermodal container equipped with ventilation ports along the top rails and are used for heat-generating cargo such as coffee, cocoa and potatoes that require protection from condensation. The vents are either fitted with baffles or offset from internal vents to prevent water ingress.</p>
261	Containerboard:	The paperboard components; e.g. linerboard, corrugating material and filler chip, from which corrugated and solid fiberboard are manufactured.
262	Containerized:	The term used to indicate that cargo has been placed inside an ocean (often referred to as intermodal since they are interchangeable between transportation modes-ocean, rail and road) container or air cargo unit load device.
263	Containership:	A vessel designed to carry overseas containers in specially constructed cells below deck, and on deck in cells or stacked one atop another and lashed to the deck. Usually not equipped with cranes and must be loaded and unloaded with shore based equipment.
264	Contamination:	Refers to transit damage occasioned when cargo has been tainted by contact with a foreign substance or by absorption of odors (See "Noxious Odors") from adjacent cargo, fuel or other source material, including industrial and atmospheric pollutants.
265	Contingency Insurance:	A secondary insurance coverage which will protect an assured's financial interest if the primary insurance coverage effected by others does not respond for a covered loss.
266	Contingent Interest:	An insurable interest which may attach during the currency of the adventure by the happening of a contingency. Buyer's interest may be a contingent interest if he acquires title to the goods after the commencement of the transit.



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267	Contra Proferentum Rule:	Any ambiguity in the policy must be construed against the party drafting the contract. If the insurer drafts the policy, ambiguity is construed to the benefit of the assured. If the assured employs a broker who drafts the policy, this has the same effect as though the assured drafted his own policy (because a broker is an agent of the assured) and any ambiguity will then be construed to the benefit of the insurer. In all cases of ambiguity, the question of "intention" of the parties at the time the insurance was effected must be considered, as any court ruling will undoubtedly take this into account, together with usage and custom.
268	Contract of Affreightment:	"Affreightment" - A contract which sets forth the obligations of both a shipper and a carrier concerning transportation of the merchandise. The most common forms of affreightment are known as Bills of Lading and Waybills.
269	Contract of Carriage:	"Affreightment" - A contract which sets forth the obligations of both a shipper and a carrier concerning transportation of the merchandise. The most common forms of affreightment are known as Bills of Lading and Waybills.
270	Contribution:	In general, the proportion of a loss parties which share a loss must pay. A co-insurer's portion of a loss. Monies one party must pay to another in General Average.
271	Contributory Value:	The value of property saved as a result of General Average Act which forms the basis for determining each party's contribution in General Average.
272	Controlled Atmosphere Packaging:	A packaging method in which selected atmospheric concentrations of gases are maintained throughout the storage, shipping, and display process in order to extend product shelf life. Gas may either be evacuated or introduced to achieve the desired atmosphere.
273	Conventional Cargo:	"Breakbulk Cargo" - A term used to denote packaged cargo that is lifted on and off a vessel by conventional means such as by ship's cranes and requires no special handling or stowage requirements.
274	Conventional Container:	Any standard twenty or forty foot freight container used for the transport of cargo.
275	Conveyance Clause:	A clause in a cargo policy which enumerates the types of conveyances on which insured cargo can be transported. Shipments on conveyances other than those enumerated would not be insured.



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276	Conveyance:	Craft, lighter, rivercraft, barge, road transport, rail or similar. The overseas vessel is not intended to be embraced by the term. Aircraft where no sea transit is involved are not embraced, nor where the use of aircraft is not a customary method of moving the goods inland to or from the port.
277	Cornerpost:	A steel support member affixed to the top and bottom side rails of an intermodal container at each of the four corners of the container for structural support.
278	Corrosion:	Rust damage to metal surfaces resulting from extended exposure to atmospheric moisture, condensation, rain or seawater.
279	Corrugated Board:	Linerboard or paperboard, plain or kraft, with fluted ridges glue to one or more flat face panels of board. May be: single wall - one corrugated inner member glued between two flat facings; double wall - three flat facings with two intermediate corrugated members; or triple or tri-wall - having four flat facings and three intermediate corrugated members. Used for making cartons, separators and stiffeners.
280	Corrugated Carton:	A carton made of corrugated board. May be: single wall - one corrugated inner member glued between two flat facings; double wall - three flat facings with two intermediate corrugated members; or triple or tri-wall - having four flat facings and three intermediate corrugated members.
281	Cosmetic Damage:	Refers to damage that is deemed to be superficial and without deleterious effect on the cargo.
282	Cosmoline:	One of the contact preservatives applied to bare, uncoated metal surfaces in order to protect from deterioration resulting from exposure to environmental conditions during shipment and storage.
283	Cost, Insurance and Freight (Named Port of Destination):	“CIF” - A term of sale whereby the seller quotes a price that includes the cost of the merchandise, all transportation charges to the named port of destination and the costs of insurance coverage. The obligation of the seller and buyer are the same as those under “CFR” except that the seller provides insurance, on behalf of the buyer, from the point of origin to the final place of destination named in the contract. Title to this insurance is usually transferred from seller to buyer through the use of a negotiable Special Cargo Policy, or a Certificate of Insurance. CIF can only be used on vessel shipments.
284	Count Bill of Lading:	A bill of lading which shows the actual number of units being shipped. Especially important on lumber shipments, which are normally shown in number of board feet (although actually



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		shipped in bundles). A count bill of lading would show the actual number of bundles shipped.
285	Countertrade:	The practice of accepting goods or services as payment for goods. The goods or services May be supplied by the original buyer or another in the country of importation. Usually used in trades with countries whose currencies are not easily convertible, or which lack adequate financing facilities, or which are seeking export markets for domestic products.
286	Country Damage:	Damage or deterioration occurring to baled or bagged goods (such as cotton or coffee), prior to loading on the overseas vessel, caused by the absorption of excessive moisture from damp ground or exposure to weather, or damage or deterioration from grit, dust or sand forced into the subject matter by windstorm or inclement weather.
287	Country Exposure:	“Country Risk” - A term used, in general, to refer to certain hazards or perils unique to a specific country or group of countries. These could be naturally occurring hazards, but more often "man made".
288	Country Risk:	“Country Exposure” - A term used, in general, to refer to certain hazards or perils unique to a specific country or group of countries. These could be naturally occurring hazards, but more often "man made".
289	Cover Note:	A non-negotiable document evidencing insurance which may or may not indicate the terms of coverage. Cover notes may be issued for individual shipments or as evidence of an Open Policy. May also be a document issued by an insurance company pending issuance of a formal open policy. The Cover Note summarizes in some detail the coverages agreed to. In some insurance markets, the insurance broker prepares the Cover Note for signature by the insurer.
290	Cracking:	Through separation of part of the surface of an object due to impact or stress.
291	Cradle:	Refers to a foundation used to facilitate handling, blocking and bracing and transportation of heavy, out-sized or uniquely configured cargo, such as yachts.
292	Craft Clause:	A clause appearing in some cargo policies which extends coverage on cargo while being transporting to or from the overseas vessel by craft or lighter. This clause is unnecessary if the Conveyance Clause of the policy includes connecting conveyances.
293	Craft:	In general, a barge, or boat or a ship not designed for deep water navigation.



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294	Crates:	Method of cargo packing for shipment usually of wooden or aluminium construction.
295	Credit Insurance:	Export Credit Insurance" - Insurance a seller may purchase which responds in the event a buyer does not pay for goods received.
296	Crimping:	A term referring to damage to the surface of an object through the creation of ridges or folds.
297	Cross Delivered:	Refers to situations when shipments are discharged at the incorrect ports or delivered to the wrong consignee. This usually results when packaged cargo comes adrift and/or shipping marks are obliterated, making delivery difficult but can also be caused by administrative mistakes.
298	Cross Voyage:	In general, the carriage of cargo from one country to another neither of which is the domicile of the seller or buyer of the cargo.
299	Crushing:	Refers to a loss/damage category usually occasioned by rough handling in the form of poor stacking (heavy superimposed cargo atop lighter packages) during storage or stowage
300	Cubic Capacity:	"Cube" - The usable internal load-carrying space within an intermodal container, air cargo container, truck trailer, barge or vessel hold. This is expressed in cubic feet, meters, gallons or liters.
301	Cushioning Material:	This refers to a wide variety of interior packaging materials used to protect cargo from damage by effectively absorbing the energy of shocks, impacts and vibrations. These materials can range from wadded paper all the way to highly engineered plastic foams. Each of the materials commonly used in export packing has its own unique characteristics that make it particularly suited for certain applications.
302	Customs Broker:	A firm which specializes in clearing imported merchandise for transit to the interior. Normally responsible for obtaining and submitting all documents for clearing merchandise through customs and arranging inland transport as well as paying all charges related to these functions.
303	Customs Declaration:	A written statement attesting to the accuracy of the description, quantity, value and other characteristics of a shipment that is required by some governments for importation.
304	Customs Entry Form:	"Consumption Entry" - A form required by U.S. Customs for all merchandise entering the United States. It indicates country of origin, description of merchandise and amount of estimated duty to be paid. It must be filed with Customs before



		merchandise will be released, unless other arrangements have been made.
305	Customs Invoice:	An invoice, separate from the Commercial Invoice, which certain countries require for tariff purposes.
306	Cutting Clause:	A cargo clause in respect of pipes or similar cargos of length, which provides that damaged portion should be cut off leaving the good portion for the account of the assured. Insurer's liability is limited to the insured value of the damaged parts and cost of cutting. Some Cutting Clauses provide that unless a minimum agreed length is sound, the whole length shall be deemed lost.
307	CY/CY:	A term used by carriers to denote that cargo was received by them in a container at their container receiving facility ("Container Yard") and that they will deliver that container to the consignee.
308	CY:	"Container Yard" - A term used by carriers to denote that cargo was delivered to them in a container at their container receiving facility ("Container Yard") at the place of shipment named in the bill of lading, or that cargo which they carried in a container will be delivered to the consignee in that container. Usually used in conjunction with another term, e.g. CY/CFS meaning goods are in a container when received by the carrier and will be delivered to the carrier's "Container Freight Station" at destination for de-stuffing.
309	d.w.t. :	Deadweight tonnage. Weight in tons of cargo, stores, fuel, passenger and crew etc., carried by the ship when loaded to her maximum-summer loadline.
310	D/A:	An abbreviation for "Deductible Average", used in conjunction with insuring terms. It is a specific dollar amount, or percentage of the insured value of the shipment, that will be deducted from all losses recoverable under a policy. It is normally used to correct adverse loss ratios by eliminating small or frequently occurring claims and their loss handling expense. It may apply to all losses, or only to specific types of losses.
311	D/D:	An abbreviation for "Door To Door", refers to merchandise shipped in containers, trailers or vans from the original point of manufacture to the final destination. Also referred to as House to House and CY/CY.



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312	DAF:	An abbreviation for "Delivered At Frontier", a term of sale whereby the seller quotes a price that includes all costs of the merchandise and transportation charges to a named point or place, cleared for export, at a frontier or border. This place could be at the country of origin, destination or somewhere in between. The actual place of delivery should be precisely named in the sales contract. This term is usually used for overland shipments, but can be used with any mode of transportation.
313	Damage Survey Threshold:	Usually a stipulation in an insurance policy which sets a monetary amount of estimated damage above which a damage survey will be required.
314	Damage Survey:	A survey conducted by a surveyor authorized by the insurer to determine the cause and extent of loss or damage.
315	Dampening Material:	Refers to those cushioning materials designed to minimize the effects of shock and vibration on cargo. These can range from bound fiber, wadded paper based products, corrugated and solid fiberboard, any number of foams to rubber and can come in a myriad of forms.
316	Dampness:	Cargo damage caused by the presence of high levels of humidity or moisture laden air.
317	Dangerous Cargo:	Cargo classified as dangerous for which special shipment precautions are recommended.
318	Dangerous Goods:	"Hazmat" - In general, goods which pose a health or safety hazard and which require specialized packaging and handling during transport.
319	Date Draft:	"Time Draft" - A draft issued by the seller, usually through the seller's bank, to the buyer's bank. Sets forth the purchase price for the merchandise shipped. The buyer's bank will release the documents needed to take delivery of the merchandise from the carrier to the buyer and the buyer agrees to make payment within an agreed upon number of days as stipulated in the draft. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit.
320	DDP:	An abbreviation for "Delivered Duty Paid", a term of sale whereby the seller quotes a price that includes the cost of the merchandise and all costs to deliver the merchandise to the agreed point at the place of destination, including payment of duties and taxes. The seller is responsible for loss or damage to the merchandise until delivered as agreed. The buyer being responsible from that point on. The actual place of delivery could be within the port area or at the buyers warehouse or anywhere in between. The sale contract should clearly state



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		the exact point at which delivery is to take place. DDP can be used for any mode of transportation.
321	DDU:	An abbreviation for "Delivered Duty Unpaid", a term of sale whereby the seller quotes a price that includes the cost of the merchandise and all costs to deliver the merchandise to the agreed point at the place of destination, excluding payment of duties and taxes. The seller is responsible for loss or damage to the merchandise until delivered as agreed. The buyer being responsible from that point on. The actual place of delivery could be within the port area or at the buyers warehouse or anywhere in between. The sale contract should clearly state the exact point at which delivery is to take place. DDU can be used for any mode of transportation.
322	Deadfreight:	Cargo space on a chartered vessel that is not used.
323	Debris Removal:	In cargo insurance, a term used to identify an additional insurance coverage which will pay the costs of removing the debris, or residue, of a cargo damaged by an insured peril. Some insurers provide coverage as part of their basic policies, others do not. A separate limit is usually applied to this coverage.
324	Deck Cargo:	Cargo carried on deck. Such cargo is not embraced by the terms of the Carriage of Goods by Sea Act. Insurance on cargo is deemed to apply only to cargo under deck unless the insurance specifically states the cargo is carried on or over deck.
325	Deck Line:	A line painted on the outside of the hull of a vessel at midship and parallel to the load lines. It indicates the position of the uppermost continuous deck running from stem to stern.
326	Decking:	Refers to the base of a pallet or skid base. Usually consist of solid wood members sized in relation to the weight of the cargo.
327	Declaration:	Form supplied by insurance companies, and used by assureds in reporting shipments under an Open Cargo Policy when no evidence of insurance is required.
328	Deconsolidation:	In marine insurance, a term used to denote that cargo has been unloaded from a container at a place other than its final destination for delivery as breakbulk cargo to its final destination.



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329	Deductible Average:	“D/A” - Used in conjunction with insuring terms. It is a specific dollar amount, or percentage of the insured value of the shipment, which will be deducted from all losses recoverable under a policy. It is normally used to correct adverse loss ratios by eliminating small or frequently occurring claims and their loss handling expense. It may apply to all losses, or only to specific types of losses.
330	Deductible:	Used in conjunction with insuring terms. It is a specific dollar amount, or percentage of the insured value of the shipment, which will be deducted from all losses recoverable under a policy. It is normally used to correct adverse loss ratios by eliminating small or frequently occurring claims and their loss handling expense. It may apply to all losses, or only to specific types of losses. Sometimes referred to as Deductible Average.
331	Deep Tanks:	Tanks situated between the holds of a vessel used primarily for the carriage of ballast, fuel, water or liquid cargo.
332	Defeasible Interest:	A defeasible interest is an insurable interest which ceases during the currency of the voyage. Such an interest would be the interest of a seller who loses title to goods whilst they are en route.
333	Delamination:	Separation or splitting of layers of material caused by lack of adhesive, inadequate adhesion or by mechanical disruption, especially wetting.
334	Delay:	Losses proximately caused by or consequential on delay are not recoverable under a policy of marine insurance. By the Cargo Clauses the insurance on cargo may be continued during delay, but in the absence of such a clause the insurer is discharged from liability in the event of unreasonable delay in the prosecution of the voyage, from the time such delay becomes unreasonable. The insurer may avoid the policy in the event of unreasonable delay in the commencement of the voyage. Delay is excused in the same circumstances as deviation is excused.
335	Delivered At Frontier (Named Place):	“DAF” - A term of sale whereby the seller quotes a price that includes all costs of the merchandise and transportation charges to a named point or place, cleared for export, at a frontier or border. This place could be at the country of origin, destination or somewhere in between. The actual place of delivery should be precisely named in the sales contract. This term is usually used for overland shipments, but can be used with any mode of transportation.



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336	Delivered Duty Paid (Named Place of Destination):	“DDP” - A term of sale whereby the seller quotes a price that includes the cost of the merchandise and all costs to deliver the merchandise to the agreed point at the place of destination, including payment of duties and taxes. The seller is responsible for loss or damage to the merchandise until delivered as agreed. The buyer being responsible from that point on. The actual place of delivery could be within the port area or at the buyers warehouse or anywhere in between. The sale contract should clearly state the exact point at which delivery is to take place. DDP can be used for any mode of transportation.
337	Delivered Duty Unpaid (Named Place of Destination):	DDU - A term of sale whereby the seller quotes a price that includes the cost of the merchandise and all costs to deliver the merchandise to the agreed point at the place of destination, excluding payment of duties and taxes. The seller is responsible for loss or damage to the merchandise until delivered as agreed. The buyer being responsible from that point on. The actual place of delivery could be within the port area or at the buyers warehouse or anywhere in between. The sale contract should clearly state the exact point at which delivery is to take place. DDU can be used for any mode of transportation.
338	Delivered Ex Quay (Named Port of Destination):	“DEQ” - a term of sale whereby the seller quotes a price that includes the cost of the merchandise and all transportation charges and costs up to the point of discharge from the vessel onto the quay (dock/wharf) at the named port of destination. The seller therefore being responsible for loss or damage to the merchandise until so delivered; including during unloading of the vessel and during lighterage if required. DEQ can only be used for vessel shipments.
339	Delivered Ex Ship (Named Port of Destination):	“DES” - A term of sale whereby the seller quotes a price that includes the cost of the merchandise and all transportation charges up to arrival of the vessel at the named port of destination. The seller is responsible for loss or damage to the merchandise until the vessel arrives at the point of unloading of the overseas vessel at the named port. The buyer being responsible from that point on; including during unloading of the vessel and during lighterage if required. DES can only be used for vessel shipments.
340	Delivery Order:	A document issued by a shipper, consignee or carrier directing to whom goods are to be released. Usually used when a shipment is to be released to multiple receivers.



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341	Delivery Receipt:	A document used by carriers to signify delivery of the merchandise to the intended party. May be a copy of the Bill of Lading or Waybill.
342	Demijohn:	Glass bottle packed in protective wicker basket.
343	Demise Charter:	Another term for "Bareboat Charter", a charter party whereby the charterer obtains use of the vessel only and must supply the crew and be responsible for navigation and all other operations and liabilities of a shipowner.
344	Demurrage:	A term used to denote excess time taken to load or unload a vessel, or clear goods from the port in a prescribed time period, or to return containers within a prescribed time period.
345	Denting:	Refers to cargo damage (deformation) typically to metal surfaces caused by improper or rough handling. It is a common type of loss on vehicles, metal cabinetry and canned goods.
346	Depreciation:	Loss in value. A percentage of depreciation is assessed in respect of cargo damaged in order to apply it to the insured value to ascertain a claim.
347	DEQ:	An abbreviation for "Delivered Ex Quay", a term of sale whereby the seller quotes a price that includes the cost of the merchandise and all transportation charges and costs up to the point of discharge from the vessel onto the quay (dock/wharf) at the named port of destination. The seller therefore being responsible for loss or damage to the merchandise until so delivered; including during unloading of the vessel and during lighterage if required. DEQ can only be used for vessel shipments.
348	Derailment:	The act of a train coming off its tracks.
349	DES:	An abbreviation for "Delivered Ex Ship" - a term of sale whereby the seller quotes a price that includes the cost of the merchandise and all transportation charges up to arrival of the vessel at the named port of destination. The seller is responsible for loss or damage to the merchandise until the vessel arrives at the point of unloading of the overseas vessel at the named port. The buyer being responsible from that point on; including during unloading of the vessel and during lighterage if required. DES can only be used for vessel shipments.
350	Descriptive Markings:	Shipping marks that appear on the exterior packages that specifically identify the contents. These marks can take the form of product name but also to highly recognizable company names, logos or trademarks. Descriptive markings are not



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		recommended, when high value and/or attractive goods are being shipped.
351	Desiccant:	Materials, such as silica gel or clay, designed to absorb ambient water vapor (moisture) within a shipping package. They come in various styles and sizes.
352	De-stuffing:	A term used to denote the removal of goods from an overseas container.
353	Detention:	In general, any time merchandise is stopped in transit short of final destination.
354	Detentions:	Used in the plural, a term that describes merchandise prohibited entry into the United States by the Food and Drug Administration or other government agency.
355	Deviation:	Deviation is the departure of the vessel from the laid down course or in the event of no stipulated course, the customary direct course, with the intention of returning to that course. The insurer is discharged from liability as from the time the vessel leaves its proper course, unless the policy contains a deviation clause. (Under the Institute Cargo Clauses insurance continues during delay, deviation etc., as above). If the vessel does not intend to return to its original course, there is a change of voyage, not a deviation. Deviation is excused when reasonably necessary for the safety of the ship or cargo or for humanitarian purpose or to go to the aid of a vessel where human life may be in danger or to obtain medical and surgical aid for a person on board or to comply with a warranty or where specially authorized by the insurer or where beyond the control of the master and his employer or where due to barratry. The vessel must immediately return to its course when the excuse for deviation has ceased to exist. The same excuse permits delay in the prosecution of the voyage. Such is the position under the Marine Insurance Act.
356	Dew point:	The temperature at which air or other gases become saturated with vapor, causing the vapor to deposit as a liquid. For example, the temperature at which 100% relative humidity is reached.
357	Difference in Conditions:	“DIC” - A secondary insurance coverage which provides coverage for perils which are not included under the primary insurance effected by others.
358	Difference in Weight:	The loss from original quantity of a bulk or bagged commodity due to leakage, spillage, infestation, sifting or natural causes. The difference is best determined through comparison of load and discharge weights by a recognized method, scale weight



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		or draft survey being the most common. Also referred to as Loss of Weight.
359	Direct Bill of Lading:	Acknowledgement in a Bill of Lading that cargo shipped between two specified ports of loading and discharge.
360	Direct Carrier:	A carrier that owns or operates their own conveyances.
361	Dirty Bill of Lading:	Bill of Lading which has been clause by the shipowner as the goods described thereon do not conform to what is offered for shipment i.e., package missing, damaged, soiled, inadequately packed.
362	Dirty Cargo:	This refers to certain commodities such as carbon black, camphor, essential oils and hides/skins that if in contact with other cargo will almost certainly result in immediate, if not permanent, adverse effect. These cargoes are also called "obnoxious" and should be segregated from most other consignments.
363	Disaster:	In marine insurance, any calamitous event causing widespread damage.
364	Discoloration:	Refers to damage that can occur to certain commodities when they are contacted with any form of moisture, other substances, even adjacent cargo and ambient moisture and atmospheric impurities.
365	Distortion:	Refers to cargo loss/damage usually experienced by sensitive electronics/electrical equipment or components. This usually results from poor interior or exterior packaging, improper handling or improper design, or the combination of the three.
366	DOC:	An abbreviation for "Document of Compliance", a document issued by an independent authority (such as an IACS member) certifying that a vessel owner's shore based management has developed a satisfactory "Safety Management System" as required the "International Safety Management Code" established by IMO.
367	Dock Receipt:	A form issued by a carrier or his representative as evidence that merchandise was in fact received by the carrier for shipment. Often referred to as a Received For Shipment Bill of Lading.
368	Document of Compliance:	"DOC" - A document issued by an independent authority (such as an IACS member) certifying that a vessel owner's shore based management has developed a satisfactory "Safety Management System" as required the "International Safety Management Code" established by IMO. See ISM.



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369	Documentary Collection:	A method of payment whereby shipping documents are given to the buyer either upon payment of the purchase price, or upon acceptance of the documents with a promise to pay within a specified period of time. See Draft.
370	Documentary Letter of Credit:	Document whereby at the buyer's request the importers bank authorities the exporter to draw a financial amount by a specified date for a particular shipment subject to the detailed documents being fourth-coming.
371	Documents Against Acceptance:	Essentially the same as a "Time Draft". A draft issued by the seller, usually through the seller's bank, to the buyer's bank. Sets forth the purchase price for the merchandise shipped. The buyer's bank will release the documents needed to take delivery of the merchandise from the carrier to the buyer and the buyer agrees to make payment within an agreed upon number of days as stipulated in the draft. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit. May, or may not involve a bank.
372	Documents Against Payment:	Essentially the same as a "Sight Draft". A draft issued by the seller which sets forth the purchase price for the merchandise shipped. Upon payment of this amount by the buyer the seller will release the documents needed to take delivery of the merchandise from the carrier. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit. May or may not involve a bank.
373	Domestic Transit:	In general, a term used to denote transit within the contiguous boundaries of a single country.
374	Door to Door:	Refers to merchandise shipped in containers, trailers or vans from the original point of manufacture to the final destination. Also referred to as House to House and CY/CY.
375	Double Bottom:	A term used to denote the space between the bottom of the lowest hold or tank of a ship and the ship's bottom. Its purpose is to prevent the entry of water into the holds if the ship's bottom is ruptured and to prevent leakage of cargo into the sea if a hold is ruptured. Ballast, however, is often carried in these spaces. Not all vessels have double bottoms.



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376	Double Insurance:	Double insurance occurs when two or more policies are effected on the same interest and adventure so that the total sum insured exceeds the properly insurable amount. The assured may claim on either policy but he may not retain more than the properly allowable indemnity. Any amount recovered by the assured in excess of that properly allowable is deemed held in trust by the assured for the insurers, it is usual for the insurers to decide between themselves how recovery of the excess amount shall be apportioned between them. So far as the insurers are concerned, each insurer is bound to bear the loss in proportion to the amount for which he is liable under his policy. Should he pay more than his due proportion, he may claim the balance from the other insurer or insurers. Any premium paid by the assured in excess of the proper premium due by reason of double insurance is returnable to the insured, provided the double insurance was not effected knowingly.
377	Double Stack Trains:	Containers or trailers stacked two high on specially designed railcars used extensively on the mini-landbridge service connecting west and east coasts of the United States.
378	Draft Surveys:	The method to determine the quantity of cargo loaded onto a vessel. This is done through reading of a vessel's draft marks that indicate the depth that it is immersed in the water and measuring liquid levels of all tanks- potable water, bunker fuel, etc.
379	Draft:	A method of payment whereby a payment order is prepared by a seller instructing the buyer to pay the face amount at a certain time. Presentation of the draft to the buyer is usually done by a bank and payment is required either at the time of presentation (Sight Draft) or within a specified period of time (Time Draft). See Documentary Collection.
380	Drawback:	A refund of duties paid on imported goods which are substantially further processed and reexported.
381	D-rings:	One of the many cargo tie-downs devices used to secure cargo in place and prevent any free movement during handling or transportation. These devices are generally structurally integral to shipping conveyances: ocean vessel, rail car or truck but can also be present in containers.
382	Drop Test:	Determines the resistance of a filled package to shocks caused by dropping on corners, edges, faces onto a solid surface. Used to measure protection afforded contents against handling.
383	Dry Cargo Vessel:	A vessel designed for the carriage of all types of cargoes except liquids in bulk.



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384	Due Course of Transit:	"In Transit" A phrase used in marine insurance which means that once goods leave the place of origin they will be transported to the intended destination over the most common or usual route without delay or interruption. Intentional delays or interruptions of transit, or changes in the most common or usual route of transit may void the insurance. Delays or interruptions which are normal or usual during transport, however, would not void coverage. Quite often, policies will contain clauses which excuse certain delays or interruptions, usually when they occur for reasons beyond the control of the assured or assignee.
385	Dumb barge:	Barge/lighter without any engine for propulsion or sails.
386	Dumping:	The selling of goods at a price below the cost of the goods or at an unusually low price in order to gain a competitive advantage. This is considered an unfair trade practice by most international trade organizations.
387	Dunnage:	Any material, but usually wood, used to brace, separate, and secure cargo in the hold of a ship or in a container.
388	DWT:	An abbreviation for "Deadweight", a measurement term to denote the maximum amount of weight a vessel can carry which includes cargo, fuel, stores, ballast, crew and passengers.
389	E.T.A.:	Estimated time of arrival of a particular sailing, consignment, etc.
390	E.T.D.:	Estimated time of departure of a particular sailing, consignment, etc.
391	E.T.S.	Estimated time of sailing.
392	Ecommerce:	The ever developing practice of transacting business via "EDI" using proprietary systems interface or the internet.
393	Edge Damage:	This refers to defects found on cargo due to improper handling, shifting in stow or other untoward events. Certain commodities are particularly susceptible, notably plywood, paper and steel goods.
394	Edge Protection:	The disposable outer layer of packaging used to protect edges of cargoes such as plywood, paper and steel products from being damaged through handling, stowage or other untoward events.
395	EDI:	In the broadest sense, the exchange of data directly from one business partner's computer to another's.



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396	EIR:	An abbreviation for "Equipment Interchange Release". A document which allows trailers and containers on chassis to travel across borders of countries without payment of duties. A carnet for trailers or containers on chassis. A form used by terminal operators to document the condition of trailers and containers on chassis accepted or released by them. See TIR.
397	Electro Static Discharge:	"ESD" – refers to sudden and unexpected discharge of electrical current. One of the most potentially debilitating exposures to electronics damage.
398	Embargo:	In general, a governmental order prohibiting the shipment of goods to or from specified countries.
399	End Caps:	The cargo protective devices used to prevent or, at least, minimize damage to cargo ends such as lengths of steel pipe and rolls of paper.
400	End of Season:	This refers to the produce (fruits and vegetables) that is picked and shipped at/near the end of the normal growing season. The conventional wisdom toward these shipments is that they have less transit & shelf life and are less hearty. These two factors make end of season goods more likely to be damaged, and have less salvage value if they are damaged.
401	Endorsement in Blank:	"Blank Endorsement" - By endorsing the reverse of a Special Cargo Policy or a Certificate of Insurance, the assured may assign his rights to insurance to another party. The assured's name is typed or stamped on the back of the document and it is signed by the individual authorized to execute the Special Policy. Order Bills of Lading are negotiated in the same manner.
402	Endorsement:	"Addendum", "Rider" - In general, an attachment to an insurance policy which adds, deletes or changes coverage provided by the basic policy form.
403	Environmental Contamination:	Contamination of cargo through exposure to pollutants in the environment or from industrial fallout or from natural occurring liquid, gaseous or solid elements contained in the environment to which the cargo is exposed.
404	Equipment Interchange Release:	"EIR" - A document which allows trailers and containers on chassis to travel across borders of countries without payment of duties. A carnet for trailers or containers on chassis. A form used by terminal operators to document the condition of trailers and containers on chassis accepted or released by them. See TIR.
405	ESD:	An Abbreviation for "Electro Static Discharge", refers to sudden and unexpected discharge of electrical current. One of



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		the most potentially debilitating exposures to electronics damage.
406	ETA:	An abbreviation for estimated time of arrival.
407	Ethylene:	A gas given off during respiration of agricultural products. Presence of this gas hastens ripening.
408	Ex Gratia Payment:	A payment made by the insurer in respect of a claim for which he is not legally liable. It is important to note that a reinsurer is not obliged to follow an ex gratia payment made by the original insurer.
409	Ex Quay:	Expression in sale contract whereby all charges are the responsibility of the buyer once the goods are delivered to the quay.
410	Ex Ship:	Seller pays freight to port of discharge and the buyer landing and other charges.
411	Ex works:	Exports sold free of any insurance and freight (transport) charges.
412	Ex Works:	“EXW” - A term of sale whereby the buyer and seller agree on a place and time that the merchandise becomes the risk of the buyer. Under these terms, the price quoted applies only to the costs of the merchandise at the point of origin. The seller may assist the buyer in obtaining documents issued in the country or origin. “Ex Works” indicates that the buyer’s responsibility for loss or damage begins at the plant, warehouse, mill, etc. of origin.
413	Exception Warranty:	A warranty in a policy which excludes certain types of losses or certain causes of loss.
414	Exceptions:	Notations on a delivery receipt, made by the person receiving the merchandise, stating that the container or shipping package or merchandise was received in a damaged condition or that total quantity was not received. Establishes evidence that the shipment was not sound, or complete, at time of delivery. If no exceptions are taken during the course of shipment, it may be difficult for a claimant to prove that a loss actually occurred prior to their receiving the merchandise. See Foul Bill of Lading.
415	Excess:	A deductible. An amount or percentage specified in the policy which must be exceeded before claims are payable. When the amount or percentage is exceeded, only the excess of that amount or percentage is payable.
416	Exclusion:	A term used to denote certain types of losses or causes of loss which are not covered by an insurance policy. Exclusions may be expressed in a policy or implied by law or custom. In general, there are two types of exclusions:



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		<p>Absolute Exclusions state that certain types of losses or causes of loss are excluded without qualification (Example: excluding shortage, leakage or contamination);</p> <p>Conditional Exclusions state that certain types of losses or causes of loss are excluded unless certain events take place (Example: excluding shortage, leakage or contamination unless caused by stranding or collision).</p>
417	Expediting Expenses:	In general, extra expenses incurred to expedite repairs to or replacement of lost or damaged property. Usually not covered by an insurance policy unless specifically stated or agreed to at the time of adjustment of the loss.
418	Export Declaration:	A document required by a government agency of the country of exportation which identifies the goods being exported, to whom and their value. May also refer to a form used by insureds to report shipments to their insurer.
419	Export Grade:	Refers to the level of protective packaging designed for international shipments. This usually translates into more robust packaging (fiberboard cartons with higher levels of bursting test strength, nailed wood crates with larger structural members, etc.) to protect for added handling, longer transit and storage and specific protection against water damage, particularly seawater
420	Export House:	Responsible as an export merchant for buying goods outright and selling them on their own account; acting as an export department or agent on behalf of a client; or acting for an overseas buyer.
421	Export Management Company:	An organization established primarily to export goods and services, of others or to provide export related services to others.
422	Export Packer:	An individual or entity that specializes in preparing shipments for export shipment.
423	Express Warranty:	A clause in a marine policy which stipulates that certain actions will or will not be taken, or that certain conditions will or will not exist in order for coverage to apply.
424	Extent of Loss:	The dollar amount (insured value) of the merchandise lost or damaged.
425	Extreme Temperatures:	This refers to the range of temperatures at the high (hot) or low (cold) end that can cause damage to cargo.



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426	EXW:	An abbreviation for "Ex Works", a term of sale whereby the buyer and seller agree on a place and time that the merchandise becomes the risk of the buyer. Under these terms, the price quoted applies only to the costs of the merchandise at the point of origin. The seller may assist the buyer in obtaining documents issued in the country or origin. "Ex Works" indicates that the buyer's responsibility for loss or damage begins at the plant, warehouse, mill, etc. of origin.
427	F.A.S.:	Free alongside steamer – seller (exporter) is responsible for expenses of delivering goods alongside the specified ship at nominated port.
428	F.C.&S.:	Free of capture and seizure – insurers not responsible if the ship or goods are seized by a foreign power.
429	F.C.L.:	Full container load.
430	F.C.S.R.C.C.:	Free of capture, seizure and Strikes riots and civil commotions.
431	F.O.B.:	Free on Board – exporter responsible for meeting all charges until cargo placed on board a vessel at which point importer responsible for all cost.
432	F.O.R.:	Free on Rail – exporter meets all charges until cargo placed on railway wagon from which point importer bears all cost.
433	f.w.d.:	Fresh water damage.
434	Factor:	One who engages in "Factoring", a credit practice of advancing monies at a discount to a seller in return for title to the proceeds of sale. Usually involves lower value, short term obligations.
435	Factoring:	In general, a credit practice of advancing monies at a discount to a seller in return for title to the proceeds of sale. Usually involves lower value, short term obligations.
436	Fait accompli:	(French) An accomplished fact or a thing already done.
437	FAK:	An abbreviation for "Freight All Kinds", - a term used by freight forwarders, consolidators and carriers to indicate that they accept different kinds of cargoes from different shippers, or that destined for different consignees, at a unified freight rate.
438	Fathom:	Measurement for assessing sea depth on basis that one fathom equals 6 feet or 1.8288 meters.
439	Faults or Errors In The Management Of The Vessel:	A basic marine peril included in policies as a specific perils or as part of an Inchmaree Clause. Essentially provides coverage for cargo damage due to certain acts, or inactions, of mismanagement by the owners of a vessel.



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440	FC&S Warranty:	A paramount warranty in a cargo policy which excludes coverage for losses due to warlike or other hostile acts, and piracy. A separate war risk policy can usually be obtained which provides coverage for certain of the perils or types of losses excluded by the FC&S Warranty.
441	FCA:	An abbreviation for "Free Carrier", a term of sale whereby the seller and buyer agree on a place and time that the merchandise is to be delivered to a carrier named by the buyer. The seller is responsible for loss or damage to the merchandise until it is delivered as agreed. The buyer is responsible from that point on. The point of delivery can be the place of origin, the port of shipment, or anywhere in between so it is important that the sale contract be very specific. FCA can be used for any mode of transportation.
442	FCL:	An abbreviation for "Full Container Loads", a term used to denote a shipment that makes up the full cubic capacity and/or weight limitation of a container.
443	Feeder Vessel:	In general, a term used to denote any vessel used to transport cargo on a short sea voyage connected with an overseas voyage. Usual to container trades which utilize a "hub and spoke" system whereby smaller containerships or barges service outlying ports which may be too shallow or unequipped to accommodate large containerships.
444	FEU:	An abbreviation for Forty-foot equivalent units which refers to the container carrying capacity of a vessel.
445	FIBC:	An abbreviation for "Flexible Intermediate Bulk Container" (also called a "super sack"), a combination of packaging materials and lifting system. These cubical devices are manufactured from a fabric or woven polymer, polypropylene, polyethylene, polyester or polyamide. They are manufactured with integral lifting tabs and are capable of transporting in excess of a metric ton and are thus a viable alternative to multi-wall bags/sacks.
446	Fiberboard:	"Fibreboard" - A general term used to describe a rigid fabricated paperboard used in the manufacture of shipping boxes (cartons), either of corrugated or solid construction.
447	Filing Claim:	The formal action taken against the party causing a loss by the party suffering a loss. Also, formal presentation to an insurance company of a claim under an insurance policy.



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448	Fines:	Powdery, or dustlike, particles of rock-like or granular materials produced as residue of processing, or occurring naturally through abrasion. When included with cargoes, or when occurring through abrasion of cargoes in transit or during handling, fines will often sift out of the cargoes and are usually not totally recoverable during discharge and thus represent a shortage loss.
449	FIO:	An abbreviation for "Free In and Out", a clause used in a charter party which indicates that the shipper is responsible for arranging for and paying the costs for loading and unloading of the goods. Such a clause may reduce the responsibilities and obligations of the carrier as respects damage in loading, stowage and delivery of the goods.
450	FIOST:	An abbreviation for "Free In, Out, Stowed and Trimmed", a clause in a charter party which indicates that the Charterer is responsible for arranging for, and paying for the costs of, loading and unloading of the cargo, and is responsible for the safe stowage and trimming of the cargo. Usually used in charters for grains and similar free flowing cargoes. Such a clause, essentially, relieves the vessel owner of any responsibility for loss or damage to the cargo.
451	Fire:	Essentially, combustion with a visible flame.
452	Flag of Convenience:	The registration of vessels in a country whose registration fees and taxes are low, or whose requirements for maintenance and operation of the vessel may be less stringent than other countries.
453	Flag State Control:	A systematic process of inspections whereby a flag state monitors registered vessels for compliance with its shipping regulations and International Conventions it has ratified.
454	Flag State:	A country, or autonomous region of a country, that has established or adopted regulations for registering ships under that nation's flag, and that imposes compliance with that nation's shipping regulations and certain International Conventions it has ratified.
455	Flag:	Indicates the national authority with which the ship is officially registered.
456	Flags of convenience:	Process of Shipowner Registering ships with countries that operate national fleets tax free or virtually tax free such as Liberia or Panama.
457	Flamepoint:	The lowest temperature at which a combustible material will sustain combustion.



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458	Flap Seams:	The junction created by any free edge of a carton flap or wall where it abuts or rests on another portion of the carton and to which it may be fastened by tape, stitches or adhesives in the process of closing.
459	Flashpoint:	The lowest temperature at which the vapor of a combustible liquid can be ignited momentarily.
460	Flat Packed:	Refers to cargo that is shipped flat inside the shipping carton. This is a carton type well suited for long items with small diameter or when the item to be packed is designed to be folded in this manner. Some likely candidates for this carton are certain articles of clothing. Flat packed can also refer to pre-cut component parts, and necessary hardware, ready for easy assembly into a finished product when unpacked. This is usual to the furniture trade and is also referred to as 'knocked-down', ready to assemble furniture.
461	Flat Rack:	Refers to the style of intermodal container designed especially for heavy loads and overwidth cargo. These 20 and 40-foot units have strong bottom construction with fixed endwalls but no top or sides. There are numerous very strong lashing devices on the corner posts, longitudinal rails and on the floor for securing purposes.
462	Fleeting Areas:	The locations where vessels, most commonly barges, are staged awaiting transit to loading or discharge ports. There are rather large fleeting areas in/around the U.S. Gulf ports, principally New Orleans. In fact many barge operators operate them all along the Mississippi.
463	Flexible Intermediate Bulk Container:	"FIBC" – Also called a "super sack". A combination of packaging materials and lifting system. These cubic devices are manufactured from a fabric of woven polymer, polypropylene, polyethylene, polyester or polyamide. They are manufactured with integral lifting tabs and are capable of transporting in excess of a metric ton and are thus a viable alternative to multi-walled bags/sacks.
464	Float on/Float off:	"FOFO" - A heavy decked semi-submersible vessel designed to permit oversized or modular cargo to be floated into position onto the deck for stowage. The reverse occurs at destination where the load can be floated free from the vessel from a deck submerged through ballasting.
465	Floating Crane:	A floating platform to which a crane is affixed and that is capable of being moved to any part of a port where it is needed. Usually used for heavy lift cargoes, or in ports where shore based cranes are not available.



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466	Flood:	In cargo insurance, the rising of navigable waters above normal levels. Does not include water damage due to excessive rain or snow melt, blockage or backup of drains.
467	Floor ready:	This refers to shipped items that are retail ready when received. Many consumer items--such as electronics, hand tools and apparel-- fit this description as no real added value services are required within the supply chain.
468	Flute:	A ridge, also called a corrugation or wave, in the inner portion of corrugated fiberboard; the types and thicknesses generally used today are "A" (3/16 inch), "B" (3/32 inch), "C" (9/64 inch) and "E" (3/64 inch).
469	FO/FO:	An abbreviation for "Float On/Float Off", a heavy decked semi-submersible vessel designed to permit oversized or modular cargo to be floated into position onto the deck for stowage. The reverse occurs at destination where the load can be floated free from the vessel from a deck submerged through ballasting.
470	FOB/FAS:	Used to denote shipments which are sold on FOB or FAS terms of sale. Also, a secondary insurance coverage added to a cargo policy to protect a seller's financial interest during the period of time that the buyer is not responsible for loss or damage when terms of sale are FOB or FAS.
471	FOB:	An abbreviation for "Free On Board", a term of sale whereby the seller quotes a price covering all expenses incurred until the merchandise is loaded on board a vessel at a named port of shipment. The seller is responsible for loss or damage to the merchandise until it has been placed on board and an On Board Bill of Lading has been issued. The buyer is responsible for loss or damage and pays for ocean freight and all other transportation from that point onward. FOB can only be used for vessel shipments.
472	Foc'sle:	A term of art referring to the "Forecastle" of the vessel, a raised platform at the bow.
473	Foil Bag:	A "barrier bag" constructed of an aluminized foil used to protect items susceptible to water damage. The item to be protected is placed inside the bag and the air within the bag is removed by a vacuum pump and then the bag is heat sealed to ensure its integrity.
474	Food Grade Freight Containers:	The intermodal units that are used to transport consumable goods. These are mostly ISO tank containers that have stainless or other suitable lining.



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475	Force Majeure:	Clause limiting responsibilities of the Charterers, shippers and receivers of the cargo. In general, a clause in a contract exempting one from fulfilling obligations if due to unexpected or uncontrollable events.
476	Forced Discharge:	Discharge of merchandise at a place other than the intended port of discharge due to an accident to the vessel, an impending peril or other force majeure.
477	Forfaiting:	In general, a credit practice of purchasing a seller's accounts receivable without recourse against the seller in the event of non-payment by the buyer. Usually involves higher values, medium to long term obligation.
478	Fork lift truck:	Cargo handling equipment designed particularly for palletized cargo to lift them vertically and transport them by means of twin blades mounted on the front.
479	Fortuitous:	In general, an accidental occurrence.
480	Fortuity:	Accident or any loss or damage which is not an inevitability.
481	Forwarding Agent:	Person responsible for making export/import cargo arrangement on client's behalf.
482	Forwarding Charges:	Under the Institute Cargo Clauses, provided the insured transit is terminated as a result of the operation of a risk covered, at a port or place other than destination, the underwriters will reimburse the assured for any extra charges, properly and reasonably incurred, in unloading, storing and forwarding the goods to the destination. However, such extra charges are not payable under the War and Strikes Clauses, as they are based on the loss or frustration of the voyage or adventure.
483	Foul Bill of Lading:	Bill of Lading which has been clause by the shipowner as the goods described thereon do not conform to what is offered for shipment, i.e., package missing, damaged, stained, inadequately packed.
484	FPA Losses:	In marine insurance, a term ascribed to losses attributable to one or more of the basic perils covered by a policy, including shore perils.
485	FPA Warranty:	A term used to denote an FPA average clause or insuring term which are warranties in that certain events must first take place before coverage will apply to partial losses.
486	FPA:	An abbreviation for "Free of Particular Average", an insuring term meaning that partial losses under the Perils Clause of a policy will only be covered if certain events first take place.



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487	FPAEC (Free Of Particular Average, English Conditions):	Average clause that allows recovery of partial losses under the Perils clause if the vessel has been stranded, sunk, burned, on fire, or in collision during the insured voyage.
488	Fractures:	Refers to cargo loss/damage resulting when items are cracked during handling and/or transportation.
489	Frames:	The vertical steel support members of a vessel's hull running from the keel to the upper deck line.
490	Franchise:	An amount or percentage specified in the policy which must be reached before a claim is payable. Once the amount or percentage is attained, the claim is payable in full.
491	Fraudulent Bill of Lading:	In cargo insurance, a term meaning, in general, theft of cargo through the use of fraudulent documents, or through fraudulent use of legitimate documents. A term used to refer to the policy clause providing this coverage, or to an endorsement adding this coverage if not included in the insurer's basic policy.
492	Free of Particular Average:	<p>"FPA" An insuring term meaning that partial losses under the Perils Clause of a policy will only be covered if certain events first take place. The two most common forms of FPA coverage are FPAAC and FPAEC:</p> <p>FPAAC (Free Of Particular Average, American Conditions): Average clause that limits recovery of partial losses under the Perils clause to only those losses actually caused by stranding, sinking, burning or collision of the vessel.</p> <p>FPAEC (Free Of Particular Average, English Conditions): Average clause that allows recovery of partial losses under the Perils clause if the vessel has been stranded, sunk, burned, on fire, or in collision during the insured voyage. Unlike FPAAC, the loss need not be actually caused by one of these events.</p>
493	Free Time:	The period of time during which a vessel may be loaded or unloaded, or during which goods can remain at a port before pickup, or allowed for return of containers without incurring additional charges.
494	Free Trade Zone:	"FTZ" - A geographic area licensed by a government agency to which goods can be imported without payment of duty for the purposes of manufacturing, processing and assembly and eventual re-export. Goods entering domestic commerce from a FTZ must pay all applicable duties at the time of entry. Also called "Foreign Trade Zone".
495	Freeboard:	The distance between the deck line and the applicable load line.



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496	Freight All Kinds:	A term used by freight forwarders, consolidators and carriers to indicate that they accept different kinds of cargoes from different shippers, or different kinds of cargoes destined for different consignees, at a unified freight rate.
497	Freight Container:	“Container” - Any of a wide variety of ocean and air cargo unit load devices designed to allow multiple items to be shipped together and travel on and between modes of transportation without the need to de-stow and re-stow the cargo. The standard sizes are 20 and 40-foot long by 8 feet wide by 8.5 feet high and the basic model is the general purpose, fully enclosed, end loading container. However, there are several other lengths available and purpose-built units for specialized commodities, such as perishables and heavy, oversize pieces.
498	Freight Forwarder:	Firm specializing in arranging transport of merchandise and completing documentation required for the orderly transport of merchandise. Occasionally, they will take merchandise for the purpose of packing or consolidating with other cargo for export to the same country. (See Consolidators also.)
499	Freight ton:	2240 lbs, or 40 cubic feet.
500	Freight:	Monies paid to a carrier for the transport of cargo. Ocean freight may be Collect; Prepaid or Advanced; or Guaranteed. Also refers to the cargo that is carried. Also, the monies paid by a charterer to the vessel owner under a voyage or space charter.
501	Fresh Water:	Any water other than ocean or seawater. In marine insurance, usually used to refer to actual contact of cargo with any water other than ocean or seawater.
502	FRT:	An abbreviation for “Freight”, the monies paid to a carrier for the transport of cargo. Ocean freight may be Collect; Prepaid or Advanced; or Guaranteed. Also refers to the cargo that is carried.
503	Full Container Loads:	“FCL” – A term used to denote a shipment that makes up the full cubic capacity and/or weight limitation of an intermodal container.
504	Full Value Declared:	“FVD” - A notation on an air waybill which indicates that a specific value has been declared to the carrier for carriage of the merchandise.
505	Fumigation Damage:	In cargo insurance a term used to describe sound cargo which has been damaged as the result of fumigation of other cargo, or cargo spaces. This may not be a covered cause of loss under all ocean cargo policies.



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506	Fumigation Expense:	In cargo insurance, a term used to denote the charges imposed on cargo owners for the fumigation of other cargo, or cargo spaces to prevent the spread of infestation. These charges may or may not be legally imposed but may be required to obtain release of cargo. Very few cargo insurers provide coverage for these charges.
507	Fumigation:	A term used to refer to the process of treating cargo or cargo spaces in a ship or warehouse which contains evidence of insect infestation.
508	FVD:	An abbreviation for "Full Value Declared", a notation on an air waybill which indicates that a specific value has been declared to the carrier for carriage of the merchandise.
509	G.R.T.:	Gross registered ton – Ship's cubic measurement based on 100 cubic feet equals on G.R.T.
510	Gantry Crane:	Mobile shore based cranes designed for loading and unloading containers from ships. They may be rail mounted or rubber tired to move alongside a ship or to move from ship to ship during loading and unloading operations. The boom of these cranes, equipped with special lifting devices (spreaders) can span the width of the vessel and have a general lifting capacity of 30-40 tons when fully extended.
511	Garment on Hanger Carton:	A shipping carton that is specially designed to accommodate apparel on hangers. These cartons are quite common in household goods transport and moving companies stock these cartons, fitted with a horizontal metal bar from which the individual garments are suspended.
512	Garment on Hanger Container:	"GOH Container" - specialized containers in both air and ocean modes designed for hanging garments. The containers have internal ceiling fixtures and tie-downs upon which the clothing is suspended.
513	Garment on Hangers:	"GOH" - refers to items of apparel, designed to be placed on a clothes hanger (dresses, suits, coats, etc.) during transit.
514	Gen Set:	"Power Pack" - A portable self-contained generator built into, or temporarily affixed to, a 20 or 40 foot container and used for supplying electrical power to refrigerated containers on or off a ship. Its design allows it to be easily transported on containerships.
515	General Average Adjuster:	An Average Adjuster specializing in the adjustment of General Average claims.



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516	General Average Bond:	"General Average security" - A bond guaranteeing payment of general average contributions. Usually required by Average Adjusters in conjunction with an Average Agreement. If the shipment in question was covered by a marine insurance policy, Average Adjusters will usually accept a General Average Guarantee issued by the assurer.
517	General Average Contribution:	The amount each party involved in a General Average must contribute. It is determined by applying the General Average percent to each party's contributory value.
518	General Average Deposit:	Monies, or other financial guarantees, a carrier requires from the cargo owner before releasing cargo which was involved in a general Average. Usually a General Average Guarantee, issued by a reputable insurer, will be accepted in lieu of a cash deposit.
519	General Average Essentials:	(a) The whole adventure must be in peril. (b) The peril must be factual and imminent. (c) The act must be intentional and voluntary. (d) The act must be reasonable and prudent. (e) The act must be for the purpose of preserving the whole of the interests in the adventure from total loss (f) The sacrifice or expenditure must be extraordinary in nature. (g) Only losses directly consequential on the act are general average.
520	General Average Guarantee:	A form issued by an insurance company guaranteeing payment of all general average contributions legally due from their assured.
521	General Average Percent:	A percentage derived by dividing the total amount of loss and expense incurred as a result of a General Average by the total amount saved as a result of General Average, which is applied to each party's contributory value.
522	General Average Security:	Some form of security guaranteeing payment of General Average Contributions, usually in the form of a bond but may be cash. Usually required by Average Adjusters in conjunction with an Average Agreement. If the shipment in question was covered by a marine insurance policy, Average Adjusters will usually accept security in the form of a General Average Guarantee issued by the assurer.
523	General Average Statement:	A formal document prepared by a General Average Adjuster which essentially sets forth the particulars of the incident, the interests involved at the time of the incident, the monetary value of each interest, the monetary value of property lost or



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		expenses incurred, and the amount of contribution due from each of the interests.
524	General Average:	“G/A” - A voluntary sacrifice or extraordinary expense incurred during ocean transit to protect all interests from an impending peril.
525	General Cargo Ship:	A vessel built for the carriage of general cargo. General cargo ships may also carry containers on deck.
526	General Cargo:	Essentially cargo which is not shipped in bulk or in containers or on vessels specially designed to carry that cargo.
527	General Purpose Container:	A standard freight container used, primarily, for general/conventional cargo.
528	Geographical Limits:	A clause in a cargo policy which defines the territory between or within which covered shipments will be insured.
529	Glassine Sheeting:	An interior packaging material that is often used to protect clothing and similar commodities from damage due to contact with dust and dirt.
530	Glassine:	A supercalendered, smooth, dense, transparent or semi-transparent paper manufactured primarily from chemical wood pulps, which have been beaten to secure a high degree of hydration of the stock. This paper is grease resistant, and has a high resistance to the passage of air and many essential oil vapors used as food flavoring and, when waxed, lacquered, or laminated, is practically impervious to the transmission of moisture vapor.
531	Global Insurance Program:	In general, a term used to denote an insurance program of multi-national firms which covers both their domestic and foreign exposures.
532	Glued Surfaces:	Refers to the construction of corrugated shipping cartons where the corrugation is glued between two (2) flat facings.
533	Gold standard:	Currency system whereby the standard money is by law made convertible into gold or its equivalent at a fixed rte and gold is freely imported and exported.
534	Gondola:	A railcar or container that has open frame sides and ends.
535	Grab Crane:	“Grab” - A crane equipped with a device which, when lowered into the hold of a ship grabs a quantity of cargo. Used to load and unload bulk cargoes. Also called a clamshell or bucket crane.
536	Grain Capacity:	The total cubic capacity of a vessel's hold available for the carriage of grain and similar free flowing cargoes that are capable of filling the spaces between the frames of the vessel.



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537	Green:	This refers to unseasoned wood that contains high levels of moisture. Generally speaking lumber used in the fabrication of crates, cases and skids/pallets should not have a moisture content in excess of 19 percent.
538	Gross Registered Tonnage:	“GRT” - The total of all enclosed space below decks of a vessel used for the carriage of cargo, passengers and fuel. Expressed in tons with one ton equivalent to 100 cubic feet.
539	Grounding:	The act of a vessel contacting the sea bottom or natural structure extending from the sea bottom. A temporary or momentary stranding.
540	Guarantee of Collectability:	An ocean cargo insurance term used to denote contingent insurance purchased by an importer. This is an optional coverage, the terms of which vary from insurer to insurer.
541	Guaranteed Freight:	Freight charges which are not paid to the carrier in advance of shipment but which the shipper promises to pay within a specified period of time. Guaranteed freight is considered earned by the carrier at the time of shipment and must be paid even if the cargo is undelivered or delivered damaged. Guaranteed freight is not refundable by the carrier even if they do not deliver the cargo except through subrogation proceedings.
542	Guaranteed Outturn:	An insurance term that provides coverage for all shortages no matter how they occur. This means that the insured value of any difference from the loaded quantity at destination is technically recoverable from the insurer.
543	Hague Rules:	“The Hague Rules” - International agreement defining the responsibilities and liabilities of an ocean carrier transporting cargo in foreign trade adopted by certain countries.
544	Hague-Visby Rules:	“The Hague-Visby Rules” - An updated variation of, but separate from The Hague Rules, which is an international agreement defining the responsibilities and liabilities of an ocean carrier transporting cargo in foreign trade adopted by certain countries.
545	Hair Slip:	The loosening of hair from hides and skins either improper curing or excessive heat.
546	Handling Damage:	Refers to a broad category of events that can result to loss to cargo. Chief among these are the use of improper/inadequate equipment and unskilled/indifferent labor which can only be exacerbated by the use of inadequate/improper packaging. Usual resultant losses are breakage, leakage, crushing.



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547	Handling Instructions:	Written instructions provided by the shipper/manufacturer and designed to ensure proper handling of the cargo. This can be in the form of marks (see Cautionary Markings) on the cargo or packaging itself or in a separate document such as the bill of lading.
548	Handy-sized:	Usually refers to bulkers at the lower range of sizes of bulk carriers (20,000 to 35,000 deadweight tons).
549	Harmonized Code:	An internationally accepted uniform method of classifying goods for customs and statistical purposes.
550	Harmonized System:	Formal name: Harmonized Commodity Description and Coding System. A numeric coding system adopted by most trading nations, including the United States, which uses a coding system to classify goods shipped in international trade. The code is used for tariff classification, quota identification and other trade statistics.
551	Hatch Coaming:	“Coaming” - A short steel structure on all sides of a hatch opening extending up from the deck and designed to prevent free running water and waves from entering the hatch and to offer protection to persons working around open hatches.
552	Hatch Cover:	Any watertight device or material used to seal off a hatch opening to prevent entry of rain, snow or seawater. Most are steel and may be portable or fixed and hydraulically operated. May also be a combination of wood and canvas. Deck cargo is often stowed on top of hatch covers.
553	Hatch:	The opening in a ship's deck through which cargo is loaded and unloaded.
554	Hazard:	Conditions which affect the occurrence of a peril.
555	Hazardous Cargo:	The materials that have been determined to be capable of posing an unreasonable risk to health, safety and property when transported in commerce. This cargo contains one or more known hazards (Explosive, Flammable/Non-flammable/Poisonous Gas, Flammable Liquid, Flammable Solid, Spontaneously Combustible, Water Reactive, Oxidizing Agent, Organic Peroxide, Poison, Infectious, Radioactive and Corrosive) and thus is regulated for transportation and must comply with mandated packaging, marking/labeling, placarding, handling, stowage rules. There are requirements for each mode of transport.
556	Head Damage:	The defect to a roll of paper goods, particularly of crushed/compressed, can result in damage as the roll cannot be efficiently "run" on today's high-speed presses.



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557	Heart Damage:	The inner pockets of burnt or otherwise discolored baled cotton. The cause often results during the ginning when the cotton passes through the pneumatic conveyor system on its way to the press during which friction sparks may find its way into the interior of the bale. Then by virtue of inherent oxygen content, the cotton continues to burn from the inside until extinguishing itself. Heart damage may also refer to discoloration due to heating in the center of compressed bales of cargoes other than cotton.
558	Heating Coil:	A series of pipes or tubing fitted into the sides of a ship's tanks through which steam is circulated to heat viscous cargoes for discharge.
559	Heating of Cargo:	This can refer to the intended raising of temperature such as is normal when a bulk liquid is being readied for pumping. Heating can also result from unintentional means in self-heating cargoes such as metal turnings, fishmeal and organic cargoes and this ends up in damage.
560	Heavy Lift Crane:	A crane designed to lift unusually heavy cargoes of 100 tons and more. Usually mobile. May be shore based or fixed to barges or platforms.
561	Heavy Lift Ship:	A ship designed for the carriage of exceptionally heavy pieces of cargo and equipped with heavy lift cranes for loading and unloading.
562	Heavy Lifts:	Those individual cargo pieces that weigh over a certain tonnage, usually in excess of 50 tons, the normal maximum lift capacity of standard gantry-type cargo cranes. Heavy lift cargo requires not only specialized handling equipment but, in many cases, transport conveyances such as multi-axle trailers and special purpose vessels. It is also quite likely that these cargoes are oversized as well with their dimensions requiring special road transit permits and procedures.
563	Heavy Weather:	Refers to unusual sea and wind conditions that an ocean vessel can encounter en route to destination. Normally, a vessel Captain will indicate that he passed through high winds and waves that may breach cargo spaces and/or do damage to the vessel. Typically heavy weather is expressed in relation to sea conditions and wind force (Beaufort Scale) and is usually greater than Gale Force conditions.
564	Hi-fashion:	Refers to apparel that is also called upscale or high end. These items are usually designer labeled and have an increased value to the consumer.
565	Hi-jack:	Refers to the forcible, normally by armed assailants, taking of a truck, trailer or container.



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566	Himalaya Clause:	A term used to refer to any clause in an ocean contract of affreightment which extends the carrier's limitation of liability to stevedores and terminal operators performing services on behalf of the carrier. The name of the clause is derived from a vessel of the same name, Himalaya, involved in a court's ruling that carrier's could narrowly assign certain limitations.
567	Hire:	"Charter Hire" - The monies paid by a charterer to the vessel owner under a bareboat or time charter.
568	Hogging:	A term used to denote a condition of a ship where the two ends extend below the bottom center of the ship. Caused by uneven distribution of the weight of cargo and wave actions at sea. Leads to early fatigue of the vessel's hull and framing.
569	Hogshead:	A large wooden barrel, usually of more than 60-gallon capacity.
570	Hold:	A compartment below the deck of a ship used for the carriage of cargo.
571	Hook Damage:	Holes torn in baled goods or made in sacks, causing leakage, by the handling hooks used by stevedores. This is an extraneous risk.
572	Hopper:	A design feature wider at the top than at the bottom which allows substances to flow out the narrow end by gravity. Railroad hopper cars and hopper barges are constructed in this manner as are holds of certain types of bulk carriers.
573	Horse Power:	A standard usually adopted for measuring mechanical power, estimated at 33,000 lbs. raised one foot in one minute.
574	House Air Waybill:	An Air Waybill (a non-negotiable contract of affreightment) issued by a freight forwarder to the shipper for an air shipment. The actual air carrier also usually issues their own waybill to the forwarder and liability under each may differ.
575	House to House:	"Door to Door" - Refers to merchandise shipped in containers, trailers or vans from the original point of manufacture to the final destination. Also referred to as House to House and CY/CY.
576	House Waybill:	Waybill (a non-negotiable contract of affreightment) issued by a freight forwarder to a shipper for air or truck shipments. The actual carrier may also issue their own waybill to the forwarder. The liability under each may differ.



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577	Hub And Spoke Routing:	A routing service pattern that feeds cargo from many origin cities into central hubs designed to connect with other conveyances to final destinations. The system maximizes operating flexibility by connecting many diverse markets without the necessity of offering more costly direct service from numerous origins. On the downside, transportation time and physical handling of shipments increases and thus so too the potential for loss, damage or delays.
578	Hurricane:	A tropical cyclone originating in the equatorial regions of the Atlantic Ocean or Caribbean Sea with winds in excess of seventy-four miles per hour and usually accompanied with heavy rain.
579	Hydro-cooling:	The process of reducing field heat from agricultural products by immersing them in cold water baths or by spraying them with chilled water.
580	Hygroscopic:	This refers to those cargoes that have the tendency to absorb, even attracting, moisture from the open atmosphere or adjacent shipments or materials.
581	I.A.T.A.:	An abbreviation for "International Air Transportation Association", an air transport trade organization that sets standards for safety and standardization of forms, including air waybills.
582	ICC:	An abbreviation for: International Chamber of Commerce; and Institute Cargo Clauses.
583	Ice Strengthened Ship:	A ship built with a reinforced bow and hull plating which allows it to navigate in ice conditions.
584	Igloo:	An airfreight form of pallet which conforms to contours of aircraft hold. An air container.
585	IMDG Code:	An abbreviation for the "International Maritime Dangerous Goods". The reference book that covers all the relevant regulations for the packing, handling and shipping of dangerous goods via ocean vessel. These rules are to be followed by all countries that are signatories to the International Maritime Organization.



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586	IMO:	An abbreviation for "International Maritime Organization", headquartered in London, it is a specialized agency of the United Nations permanently established in 1958 as the Inter-Governmental Maritime Consultative Organization (IMCO) and charged with the responsibility of establishing international guidelines for maritime safety. Its first formal act was revisions to the International Convention for the Safety of Life at Sea (SOLAS) and more recently established guidelines for the International Safety Management Code (ISM). While maritime safety remains their number one priority, IMO (as IMCO was renamed in 1982) has become more actively involved in developing guidelines for the prevention and clean up of pollution on the seas.
587	Impact Damage:	Refers to damage that occurs when cargo either strikes something or is struck by something. The most common occurrence is when an item is dropped from a height.
588	Impact Recorder:	A small instrument, which may be included in packages or in shipments with packages, to record shock and vibration to which the package is subjected. Ordinarily, impact recorders give a measure of shock in G's.
589	Implied Exclusions:	Excluded causes of loss or types of loss which are not written into a policy but which are conferred by law or custom and which have the same import as an exclusion written into a policy. Implied exclusions usually refer to non-accidental loss such as inherent vice, peculiarities of the subject matter or the way it is packed or shipped, or willful misconduct of an assured.
590	Implied Warranties:	A warranty which is not expressed in the policy specifically but which is understood by both parties to be incorporated in the contract. The two implied warranties in marine cargo insurance are seaworthiness of the vessel and legality of the adventure.
591	Import Quota:	"Quota" - Limitations imposed by a government agency on the quantity and origin of goods which can be imported. Quota levels are usually controlled by issuing import licenses to individual importers. Violations can result in delayed entry of the goods, fines, penalties, additional duties, import prohibition and even destruction of the goods..
592	Improper Stowage:	Refers to poor stowage practice, usually meaning that the item was not adequately blocked and braced within the cargo space or container for the intended transit. It may also refer to failure to adhere to generally accepted practices such as placing heavier, dense packages beneath lighter weight ones.



		Free Alongside Ship (FAS) Free Onboard (FOB) Cost and Freight (CFR) Cost Insurance and Freight (CIF) Carriage Paid To (CPT)	Delivered Ex Ship (DES) Delivered Ex Quay (DEQ) Delivered Duty Unpaid (DDU) Delivered Duty Paid (DDP).
598	Increased Value:	The difference in insured value between the importer's insurance policy and that provided by the seller's insurance policy. Also, a type of secondary insurance coverage which insures for this difference.	
599	In-direct Carrier:	In general, a firm that does not own or operate conveyances, but arranges for the transportation of the goods of others and issues their own contract of affreightment to the shipper. See NVO.	
600	Industrial Contamination:	Damage to goods caused by airborne pollutants emitted by industries.	
601	Inflatable Dunnage:	Heavy rubber, or other non-porous material, bags which can be inflated and are used to fill gaps between stacks of cargo to prevent shifting. Usually used in trucks and containers.	
602	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 or other contributing causes.	
603	Inhibitor:	A substance or agent which, when applied to a surface, slows or prevents chemical reactions, such as those of corrosion, oxidation and discoloration.	
604	Inland Waybill:	A Waybill (a non-negotiable contract of affreightment) issued by a trucker.	
605	Innage:	The quantity of liquid cargo loaded into a tank.	
606	Inner Packing:	"Interior Packing" - Materials used in protecting, supporting, cushioning or securing items in place within a shipping package.	
607	Institute Cargo Clauses:	A set of insurance clauses adopted as standard by national marine insurance organizations such as the American Institute of Marine Underwriters (AIMU) in the United States and the Institute of London Underwriters (ILU) in England.	
608	Insufficient Packing:	Packaging materials that are not adequate to protect the contents from damage by normal expected perils on the intended voyage.	



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609	Insurable Interest:	In marine property insurance (versus marine liability) the interest one has in property though ownership, statue or contract, the loss of which will result in financial loss. In marine insurance, insurable interest need only exist at the time of loss.
610	Insurance Declaration:	"Declarations" – A form supplied by insurance companies, and used by insureds in reporting shipments under an Open Cargo Policy when no evidence of insurance (Certificate or Special Cargo Policy) is required.
611	Insured Value:	The amount for which merchandise is insured. Usually computed by adding the invoice cost and any pre-paid or advanced or guaranteed ocean/air freight not included in the invoice plus a percentage (commonly 10%) to account for additional charges which are not known at the time of shipment. The actual formula to be used is specified in the Valuation clause of the policy.
612	Insuring Terms:	The clauses of a cargo policy which stipulate the perils insured against and conditions which must be met before losses are recoverable..
613	Integrated Tug and Barge:	"ITB" - A barge that has been designed so as to allow a tug to be secured in a well at its rear forming a semi-rigid integrated unit of a tug and barge.
614	Inter-coastal:	A voyage that is within ports on two or more contiguous coasts of the same country.
615	Interest Insured:	The subject matter of the insurance.
616	Interior Packing:	"Inner Packing" - Materials used in protecting, supporting, cushioning or securing items in place within a shipping package.
617	Interline:	An agreement between carriers allowing one carrier to carry cargo under waybills or bills of lading issued by the originating carrier.
618	Intermodal Containers:	Also referred to as "Freight Containers" - any of a wide variety of ocean and air cargo unit load devices designed to allow multiple items to be shipped together and travel on and between modes of transportation without the need to de-stow and re-stow the cargo. The standard sizes are 20 and 40-foot long by 8 feet wide by 8.5 feet high and the basic model is the general purpose, fully enclosed, end loading container. However, there are several other lengths available and purpose-built units for specialized commodities, such as perishables and heavy, oversize pieces.
619	Intermodal:	Carriage by different modes of transport, i.e., road rail, sea, aircraft etc., etc.,

620	International Air Transportation Association:	An air transport trade organization that sets standards for safety and standardization of forms, including air waybills.
621	International Association of Classification Societies:	“IACS” - Headquartered in London, it is a trade organization established in 1968 that establishes rules for standards in design, construction and maintenance of vessel's hull, machinery, equipment and, in more recent years, pollution controls. Over 100 flag states and national association use IACS rules as the basis for compliance with their statutory requirements for licensing of vessel owners and operators. Approximately 90% of world tonnage is classed by IACS's ten number countries and its three associated members.
622	International Chamber of Commerce:	Headquartered in Paris, France and recognized as the world business organization. Its principal purpose is to promote open international trade, banking and market economies worldwide through the establishment of standardized rules and procedures.
623	International Organization for Standardization:	“ISO” – An international standard making body that, among other things, sets forth specifications for the design and construction of intermodal cargo containers. Also referred to as the International Standards Organization.
624	International Safety Management Code:	“ISM” - A set of rules developed by IMO with the purpose of establishing international standards for the safe management and operation of ships, and for pollution prevention. Incorporated into SOLAS, ISM requires mandatory compliance by vessel owners and operators of vessels registered in countries (flag states) which have ratified that convention. ISM charges flag states with the responsibility of ascertaining and certification of, ISM compliance. Most flag states have delegated the certification process to IACS's members or other third parties as permitted by ISM.



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		Essentially, ISM calls for every vessel owner or operator to establish a Safety Management System (SMS) incorporating the general principles and objectives set out in the ISM. Documents of Compliance (DOC) will be issued to shore based management that have developed a satisfactory SMS. A Safety Management Certificate (SMC) will be issued to each vessel which is found to be equipped, manned and maintained in compliance with ISM and owner's SMS. ISM compliance and certification will be phased in over a period of time. Phase I, effective July 1, 1998, applies to all passenger vessels and all bulkers and tankers and high speed vessels of 500 GRT or greater. Phase II, effective July 1, 2002, applies to all other vessels of 500 GRT and greater and to mobile offshore drill rigs. Phase III, effective July 1, 2003, applies to all other vessels of 150 GRT or greater.
625	International Shipment:	In general, refers to cargo that is transported from one country to another. While it is usual to assume that this refers to overseas moves by vessel, many shipments between countries can take place without having to cross bodies of water and are transported by overland and air conveyances.
626	Invoice:	A "bill of sale" issued by the seller to the buyer indicating, among other things, the terms of sale, a full description of the items purchased and the cost. The two most common types being a Commercial Invoice and a Consular Invoice.
627	IOP:	An abbreviation for "Irrespective of Percentage", a phrase used with marine insuring terms meaning that no franchise applies. Usually used in conjunction with "With Average" insuring terms and expressed as WAIOP.
628	Irregulars:	Refers to merchandise that are not first quality, sometimes called "seconds".
629	Irrespective Of Percentage: "IOP"	A phrase used with marine insuring terms meaning that no franchise applies. Usually used in conjunction with "With Average" insuring terms and expressed as WAIOP.
630	Irrevocable Letter of Credit:	Essentially means that the issuing bank cannot cancel its obligation to pay the credit provided the beneficiary meets all conditions of the credit within the time period stipulated.
631	ISO:	An abbreviation for the "International Organization for Standardization", an international standard making body that, among other things, sets forth the design and construction specifications for intermodal cargo containers. Also referred to as the International Standards Organization.



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632	Issuing Bank:	A bank, usually in the country of destination, that issues a letter of credit on behalf of a buyer of goods authorizing the seller to collect payment for the goods upon presentation of certain documents at an agreed upon time and place.
633	Jason Clause:	In general a term used to refer to any clause in an ocean contract of affreightment which requires cargo owners to contribute in general average even if the carrier's negligence caused the general average "incident".
634	Jettison:	Voluntary act of throwing overboard cargo, stores, etc. in time of ship's peril.
635	Just In Time:	"JIT" - An acronym referring to a logistics or distribution or inventory concept that seeks to ship and receive goods just as they are needed for production or sale thereby eliminating the need for costly storage and high levels of raw materials or merchandise on hand.
636	JWO:	An abbreviation for Jettison and Washing Overboard. Jettison being the voluntary throwing overboard of cargo or of ship's material to protect other property from a common peril, whereas washing overboard is an involuntary action which results when goods carried on the weather deck of a vessel are lost overboard by wave action caused by storms.
637	K/D:	An abbreviation for "Knocked Down", a term used to denote articles which have been unassembled into component parts and which will require re-assembly before they can be used. Knocked down goods usually enjoy a preferred duty rate. Sometimes referred to as "Flat packed".
638	Keep Dry:	This is one of the many cautionary marks used in international trade. This is designed for shipments that are susceptible to damage from contact with any form of moisture. While many shippers transmit this message by simply using these words, the more preferred method is the verbiage along with the pictorial symbol, the Umbrella.
639	Kiln-dried:	A process whereby articles are artificially dried in a kiln to lower the moisture content; baked, dried, or hardened. Usually refers to lumber or wood products of a low moisture content, or to porcelains and pottery.
640	Kilogram:	2.2046223 lbs.
641	Knocked Down:	A term used to denote articles which have been unassembled into component parts and which will require re-assembly before they can be used. Knocked down goods usually enjoy a preferred duty rate. Sometimes referred to as "Flat Packed".
642	Knot:	A ship's unit of speed – a nautical mile (i.e., generally 6080 feet- 1.151 statute miles or 1853 meters) per hour.



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643	Kraft Paper:	A term meaning strength applied to paper produced from wood fibers by the sulfate process. This material is used in packaging for interior packing.
644	L/C:	An abbreviation for "Letter of Credit", a method of payment whereby the buyer opens a Letter of Credit, in favor of the seller, at his local bank by depositing the amount of the purchase price or obtaining credit from the bank and dictating certain documents which the seller must present in order to obtain payment. The Letter of Credit will be sent to a bank in the vicinity of the seller and upon presentation of the documents called for, the local bank will release payment.
645	Laker:	A bulk vessel built specifically for the carriage of cargoes on the Great Lakes of the USA. Usually built with a narrow beam for passage through the locks separating the lakes. And navigating rivers connecting to the lakes.
646	Landbridge:	Refers to a joint water, rail, water, truck movement of containerized cargo under a single bill of lading. A common example is the shipment from the Far East to Europe via the United States with ocean transport from the Far East to a west coast US port, , then train transit across country to an east coast US port, then vessel to a European port completed by truck cartage to final destination.
647	Landed Cost:	An imprecise term which can have different meanings. One example: the cost of the goods at the port of destination including all charges up to that point. Another: The cost of the goods at the final place of destination including all charges and duty to that point. If used as a basis of valuation in a cargo policy, the term should be clearly defined as to what costs and charges are included.
648	Landed Value:	"Landed Cost" - An imprecise term which can have different meanings. One example: the value of the goods at the port of destination including all charges up to that point. Another: The value of the goods at the final place of destination including all charges and duty to that point. If used as a basis of valuation in a cargo policy, the term should be clearly defined as to what costs and charges are included.
649	Landing, Warehousing and Forwarding Charges:	Charges incurred by a cargo owner at a port of refuge or port of distress for discharging cargo, temporary storage and on-forwarding.
650	LASH:	"LighterAboard Ship" - An ocean vessel designed and built specifically to carry specially designed barges.
651	Lashing Device:	Any material or device such as wire, rope or chain, used to secure cargo to lashing points.



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652	Lashing Point:	A device fitted to the deck of a vessel, or inside a container, or on a truck or on cargo which allows the attaching of straps, rope, wire or some other material to secure cargo.
653	Lashings:	Any material or device such as wire, rope or chain, used to secure cargo to lashing points.
654	Latent Defect In Hull Or Machinery:	An undiscovered, or undiscoverable, defect in the hull structure or machinery of a vessel. A basic peril in a marine policy included as a separate peril or as part of an Inchmaree Clause.
655	Laytime:	The length of time allowed under a charter party for the loading and unloading of cargo.
656	Legality:	An implied warranty that an insurance policy was obtained for legal purposes and that all risks insured by the policy are legal ventures.
657	Less Than Container Load:	“LCL” - An abbreviation for “Less Than Container Load”. Refers to partial shipments that are not large enough to fill an entire freight container.
658	Less Than Trailer Load:	“LTL” - Refers to partial shipments that are not large enough to fill an entire trailer.
659	Letter of Credit:	Letter issued by a Bank authorizing credit to a correspondent.
660	Letter of Subrogation:	A document giving authority to the insurer to sue a third party in the name of the assured for damages when that third party is responsible for a loss which has resulted in a claim under the policy. The insurer is entitled to his subrogation rights by the Marine Insurance Act.
661	Lever-Lock Type Rim:	A metal rim closure used at the top of a drum and equipped with an expanding and contracting lever-actuated device that can be locked in closed position.
662	Lift On/ Lift Off:	“LO/LO” - A term used to denote the lifting of cargo on or off a vessel by crane. Usually refers to containers loaded and unloaded in this manner.
663	Lifting Points:	Refers to the preferred points that an item should be lifted either manually or, more likely, by a mechanical device.
664	Lifting:	Refers to the hoisting of an item of cargo.
665	Lighter Aboard Ship:	“LASH” - An ocean vessel specifically designed to carry specially designed barges.
666	Lighter:	Any vessel used for lightering. May be a barge, steamer, raft or other small craft.
667	Lightering:	Carrying of merchandise aboard small craft between an ocean vessel and a port or between two vessels.



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668	Lightning:	A basic marine peril providing coverage for damage by lightning to the vessel or cargo even though no fire ensues.
669	Like Kind and Quality:	Refers to an item that while not the exact replica of an item lost/damaged, is close enough to be a suitable substitute.
670	Limit of Liability:	“Policy Limit” - A clause in a cargo policy which indicates the maximum amount the assurer will be liable for on any one covered loss. Usually stated as a conveyance limit or in any one place at any one time. Also referred to as the policy limit. A Limit of Liability clause may contain sub-limits for certain types of shipment.
671	Liner Conference:	Voluntary organization whereby a number of shipowners – often of different nationality – offer their regular services to a series of ports on a given sea route on conditions agreed by the members.
672	Liner:	A vessel that operates in a regular trade under a schedule of sailings with pre-established rates and a standard contract of affreightment that are available to all shippers.
673	Linerboard:	A paperboard used for the flat facings in corrugated fiberboard and also as the outer plies of solid fiberboard.
674	Liquid Natural Gas Carrier:	“LNG Carrier”, a ship designed to carry liquefied natural gas (methane). The gas is kept liquid by means of refrigeration and pressurization.
675	Liquid Petroleum Gas Carrier:	“LPG Carrier”, a ship designed to carry liquefied butane or propane. The gas is kept liquid by carrying under pressure at low temperatures.
676	Livestock Carrier:	A ship designed for the carriage of livestock, usually sheep.
677	LKGE:	An abbreviation for leakage.
678	Lloyd's Register of Shipping:	The British classification society. Also, their publication listing the names and particulars of vessels classed by them and others.
679	LNG Carrier:	“Liquid Natural Gas Carrier” - A ship designed to carry liquefied natural gas (methane). The gas is kept liquid by means of refrigeration and pressurization.
680	LNG:	Liquid natural gas, or liquefied natural gas. Essentially methane in a liquefied state.
681	LO/LO:	An abbreviation for “Lift On/Lift Off”, a term used to denote the lifting of cargo on or off a vessel by crane. Usually refers to containers loaded and unloaded in this manner.
682	Load Distribution:	A term used to describe how a shipment is placed within a cargo place. The ideal is to have the cargo properly distributed so not to exceed floor limitations of the transport conveyance



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		or result in some weight imbalance that can jeopardize its safe transit.
683	Load Limits:	The particular weight restrictions of a transport conveyance. These can be expressed either relative to the conveyance (limit per truck axle) or the shipping package (anything from a corrugated carton, paper shipping sack or fiber drum to an intermodal container).
684	Load Line Mark:	A symbol painted on the hull of the vessel consisting of a circle bisected by an horizontal line level with the summer load line.
685	Load Line:	A series of lines painted on the hull of a vessel at midship that denotes the depth to which a vessel can be safely submerged when loaded and transiting zones established by the International Conference On Load Lines. There are five zones: Tropical; Summer; Winter; Seasonal Tropical; and Seasonal Winter. Also called "Plimsoll Marks".
686	Load:	Can refer to the action of placing cargo onto or into a vessel or other conveyance, or the actual cargo itself.
687	Loading and Unloading:	In marine insurance, a term used to denote the actual loading and discharge of cargo onto and from the overseas vessel.
688	Loadports:	Refers to the sea or airports where cargo will be physically loaded for international transportation.
689	Location Clause:	A clause contained in an Open cover or similar contract, limiting the insurer's liability in any one location in respect of any one accident or series of accidents arising from the same event. The location could be the port of shipment at which the assureds various consignments are awaiting shipment or the port of destination at which they are awaiting clearance.
690	Logistics Manager:	A firm specializing in warehousing, distribution and transportation services.
691	London Institute Cargo Clauses:	"LICC" - A set of standard insurance clauses adopted by the Institute of London Underwriters. There are three general sets of Clauses: "A" Clauses being the broadest and "C" Clauses being the narrowest; and "B" Clauses being a bit broader than "C".
692	Long Ton:	2240 pounds, 1016.6 kilograms.
693	Longshoreman:	A person who delivers cargo alongside a ship for loading, or removes discharged cargo from alongside a ship. See stevedore. Essentially, a longshoreman works the dock, a stevedore works a ship.
694	Loose Bales:	The shipping package that is similar to the compressed bales, the only difference being the cargo is not mechanically squeezed into the package form.



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695	Loss of Content:	A cargo insurance term referring to the missing contents of a shipping package where there is no indications of damage to or tampering with the packaging. See Shortage also.
696	Loss of Market:	This refers to the situation where a seller receives its undamaged goods too late to sell them on the established market. This is considered a normal business risk and is not generally covered under an insurance contract.
697	Loss of Weight:	The loss from original quantity of a bulk or bagged commodity due to leakage, spillage, infestation, sifting or natural causes. Also referred to as Difference in Weight.
698	Lost Overboard:	In cargo insurance, a term which refers to deck stowed cargo which is lost overboard by reason other than heavy weather, such as lashings becoming undone. Very few cargo policies include loss overboard as part of named perils coverage.
699	LPG Carrier:	A ship designed to carry liquefied butane or propane. The gas is kept liquid by carrying under pressure at low temperatures.
700	LPG:	Liquid petroleum gas, or liquefied petroleum gas. Usually refers to butane or propane in a liquefied state.
701	LTL:	An abbreviation for "Less Than Trailer Load", refers to partial shipments that are not large enough to fill an entire trailer.
702	M.V.:	Motor vessel - essentially any vessel propelled by mechanical means.
703	M/T:	An abbreviation for Metric Ton, or 1000 kilograms or 2204 pounds.
704	MA:	An abbreviation for "Modified Atmosphere", usually refers to containers that carry a mixture of gases, such as nitrogen and carbon dioxide that are released within the cargo space so that the atmosphere can be maintained at a pre-set level to meet the carrying requirements of certain commodities. The purpose of these units is to extend the post-harvest and storage life by retarding the ripening process of the commodity; usually used on shipments of fruits and vegetables.
705	Main Carriage:	A term used to denote the portion of transit from the port or place of shipment in the country of origin to the port or place in the country of destination during international transit.
706	Manifest:	Inventory of cargo on board a ship. Used for customs purposes and unloading plans.
707	MAP:	An abbreviation for "Modified Atmospheric Packaging" - A packaging method in which an inert gas environment is introduced into the package at the time of closure. Purpose is to extend shelf life of the product packaged.



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708	Marine Extension Clause:	MEC" – A cargo policy clause that continues coverage on goods during deviation, delay, re-shipment, and transshipment, or any other variation in normal transit beyond the assured's control.
709	Marine Insurance:	<p>A generic term used to denote insurance applicable to marine related exposures. The principal divisions of marine insurance are:</p> <p>1) Hull insurance which is insurance placed on ships and their equipment;</p> <p>2) Ocean cargo insurance, or ocean marine insurance, which is insurance placed on goods shipped in international trade;</p> <p>3) Protection and Indemnity insurance which insures the liabilities of a ship owner, or charterer, for liabilities arising out of the operation of their vessels; and</p> <p>4) Marine liability insurance which insures the liabilities of persons involved in marine related services such as stevedoring and warehousing.</p> <p>In some countries, domestic transportation insurance and Yacht insurance are also grouped under the general definition of marine insurance.</p>
710	Marine Liability:	In general a division of Marine Insurance involving the insurance of the liabilities of persons involved in marine related services such as stevedoring and warehousing.
711	Marine Surveyor:	"Surveyor" – A specialist who supervises and assesses the quality and suitability of cargo packing, loading, stowage, handling and discharge operations, and/or who determines the nature, cause and extent of marine transportation casualties.
712	Market price:	Price which commodity would reach if sold on the open market.
713	Marks and Numbers:	"Markings" - Unique identifying information shown on the outside of all packages shipped. Usually include: Consignees name, port of discharge, package number in relation to total number of packages shipped (e.g., 5/50 indicates package number 5 of 50 shipped) and brief description of contents. International cautionary or handling markings, such as "Keep Dry", "Fragile", etc. should also be shown. Codes (referred to as "Blind Markings") are often used to hide the identity of merchandise which is highly susceptible to theft or pilferage.
714	Marring:	A blemish on, or a disfiguration of, the surface of an object usually caused by contact with another surface or object.



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715	Massing:	This refers to a condition that affects shipments of raw rubber or similar cargoes. The bales of rubber have a tendency to "mass" or adhere to one another if the commodity is loaded in a soft condition following lengthy exposure to the sun or the superimposed load of other cargo in storage or stow. This can also occur if the rubber is placed near sources of heat during the voyage. While this will not materially affect the cargo it will involve considerable expense to separate the individual bales at discharge. To minimize this type of damage, producers usually apply a talc to the outside of the bales.
716	Master Carton:	"Master Pack" – A shipping carton used to overpack or unitize a number of individual boxes or items.
717	Master Pack:	"Master Carton" - A shipping carton used to overpack or unitize a number of individual boxes or items.
718	Master's Protest:	Sworn statement by the ship's captain describing any unusual happening during the voyage.
719	Mate's receipt:	Document issued to the shipper for ship's cargo loaded and later exchanged for Bill of Lading.
720	Measurement tonne:	A measurement unit of 40 cubic feet used for goods shipped as measurement cargo.
721	MEC:	An abbreviation for "Marine Extension Clauses", a cargo policy clause that continues coverage on goods during deviation, delay, re-shipment, and transshipment, or any other variation in normal transit beyond the assured's control.
722	Mechanical Derangement:	Refers to physical damage to electronic, electrical and mechanical equipment making it non-functional. This is typically the result of improper or rough handling, improper packaging or improper design or a combination of all.
723	Megaports:	The ultra-large cargo ports that are being developed around the world. These marine cargo facilities enjoy ideal natural or man-made conditions such as enough water depth in their harbors to accommodate the newest generation container vessels and have sufficient land area to handle shorebased equipment and storage requirements. These ports will act as regional hubs for smaller nearby ports.
724	Merchandise:	Commodities or goods which may be bought or sold.
725	Metal Bands:	"Banded" - the process of securing or unitizing items through the application of metal straps. While items can be banded to each other, typically, bands are used to secure multiple items to a skid or pallet.



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726	Methods Of Payment:	<p>The means by which payment will be made by a buyer to the seller. Determines degree of financial risk during transit and establishes parameters for selecting a term of sale to control exposure to financial loss. The most common methods of payment are:</p> <p>Cash in Advance: A method of payment whereby the buyer agrees to pay the seller before merchandise is shipped. Normally used for one-time shipments, or where the credit worthiness of the buyer is not ascertainable;</p> <p>Open Account: A method of payment (similar to a charge account) whereby the buyer agrees to make periodic payments to the seller. Usually used between related companies or with customers of long standing where credit worthiness is not in question;</p> <p>Draft: A method of payment whereby a payment order is prepared by a seller instructing the buyer to pay the face amount at a certain time. Presentation of the draft to the buyer is usually done by a bank and payment is required either at the time of presentation (Sight Draft) or within a specified period of time (Time Draft). See Documentary Collection;</p> <p>Letter of Credit: An abbreviation for "Letter of Credit", a method of payment whereby the buyer opens a Letter of Credit, in favor of the seller, at his local bank by depositing the amount of the purchase price or obtaining credit from the bank and dictating certain documents which the seller must present in order to obtain payment. The Letter of Credit will be sent to a bank in the vicinity of the seller and upon presentation of the documents called for, the local bank will release payment.</p>
727	Metric ton:	A unit of weight of 1000 kilograms = 2204.6 lbs.
728	MFN:	Abbreviation for "Most Favored Nation", a trade designation given by one country to another signifying preferential tariff rates and import quotas.
729	MIL Specs:	"Military Specifications" - Minimum packaging specifications primarily for military use and military procurement. Although they may be used by other government agencies or private industry; the requirements are predicated on military needs.
730	Mildew:	"Mold" - A fungus that can appear on certain organic material (paper, wood, leather, etc.) especially when exposed to moist, damp conditions.



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731	Military Specifications:	"MIL Specs" - Minimum packaging specifications primarily for military use and military procurement. Although they may be used by other government agencies or private industry; the requirements are predicated on military needs.
732	Mini-Landbridge:	Refers to a joint water/rail/truck movement of containerized cargo under a single bill of lading. A common example is the shipment from the Far East to the east coast of the United States with ocean transport to a west coast port, then train transit across country completed by truck cartage to final destination.
733	Mis-delivered:	"Cross-Delivered" - refers to situations when shipments are discharged at the incorrect ports or delivered to the wrong consignee. This usually results when packaged cargo comes adrift and/or shipping marks are obliterated, making delivery difficult but can also be caused by administrative mistakes.
734	Mis-labelling:	The failure of a shipper to properly mark the cargo. This can result in mis-routing, (i.e. sending the goods to an incorrect destination) or, perhaps more problematically in delay, rejection, confiscation and/or fines if a hazardous material is not appropriately identified.
735	Modified Atmospheric Packaging:	"MAP" - A packaging method in which an inert gas environment is introduced into the package at the time of closure. Purpose is to extend shelf life of the product packaged.
736	Modus operandi: (Latin)	Plan of working
737	Moisture Content:	Refers to the amount of moisture, inherent or externally introduced in any material. Of importance in both cargo and its packaging.
738	Moisture Ingression:	The act of moisture entering a cargo space (vessel hold, trailer, railcar, container) or the packaging or the cargo itself.
739	Mold:	"Mildew" - Refers to a downy or furry growth on the surface of organic matter caused by fungi especially in the presence of dampness or decay.
740	Most Favored Nation:	"MFN"- A trade designation given by one country to another signifying preferential tariff rates and import quotas.
741	Mother Vessels:	The ships that are used to consolidate smaller cargo loads from various feeder vessels and carry them to final destination. The Mother Vessels will generally operate in single port to port calls from one megaport to another one on another continent.
742	Motor Vessel:	In general, a vessel propelled by mechanical means.



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743	Multimodal Bill of Lading:	A bill of lading issued by a carrier which indicates that carriage will be made from the place of shipment to the place of destination on more than one mode of transport such as rail, ship and rail and that the carrier's responsibility will apply during the entire transit.
744	Multimodal:	A term used to denote that more than one mode of transport is used in carrying goods from the place of shipment to the place of destination such as ship and rail.
745	Multi-national:	In general, a term used to denote a firm which has insurance exposures in more than one countries.
746	Multi-walled Carton (Corrugated Board):	The structure formed by two or more corrugated inner members glued between two or more flat facings in the construction of cartons. There are double (three flat facings and two intermediate corrugated members) and triple (four flat facings and three intermediate corrugated members) wall cartons.
747	Multi-walled Paper Bags:	A shipping container consisting of a paper bag constructed with multiple layers of paper; e.g. two, three, four or more ply paper bags.
748	Musty:	The condition of having a stale or moldy odor or taste due to prolonged exposure to a damp, inadequately ventilated space.
749	N/D:	An abbreviation for "Non-delivery", the unexplained disappearance of an entire shipping package, or container, rather than the contents themselves or a portion of the contents.
750	Named Perils:	Refers to limited insuring terms which cover losses only resulting from specified perils. See Perils Clause.
751	National Fire Protection Association:	"NFPA" – A U.S.A. not-for-profit organization that develops fire protection standards for commercial structures.
752	Nature of Loss:	"Cause of Loss" - A phrase used to identify the peril or action that caused loss or damage to merchandise. Sometimes used to describe resultant loss. For example, steel products may arrive rusted because of having been wetted during transit. The cause of loss may be identified as rust because the actual peril (rain, condensation, seawater or moisture) may not be determinable.
753	Nautical mile:	Maritime measurement generally of 6080 feet (1853 metres).
754	Negotiable Bill of Lading:	One capable of being negotiated by transfer or endorsement.
755	NES:	An abbreviation for "Not Elsewhere Specified", a term that often appears in air freight tariffs indicating that the amount stated in the tariff applies to all commodities within a larger



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		category. Can also be stated as "NOS"(Not Otherwise Specified).
756	Net Registered Tonnage:	"NRT" - The total enclosed space below decks of a vessel dedicated to the carriage of cargo. Expressed in tons with one ton being the equivalent of 100 cubic feet.
757	Net Selling Price:	A term used to describe the price of an item after all discounts, rebates and the like have been allowed.
758	Net tonnage:	Passenger and/or cargo accommodation expressed in a cubic measurement based on 100 cubic feet equals one net registered ton.
759	New for Old:	A term used within an insurance contract whereby an item lost or damaged beyond repair will be replaced with a new item regardless of the age or pre-casualty condition of the lost or damaged item.
760	No Cure, No Pay:	A form of salvage agreement whereby the salvor receives no remuneration unless the salvage operation is successful. Because of the extreme risks the salvor takes under this form of agreement, remuneration if efforts are successful can be substantial.
761	No Deviation:	An implied warranty that once a vessel starts a voyage it will proceed without undue delay or deviation from its normal and usual course to the intended destination. Usually waived in whole or in part in cargo policies. See Deviation Clause.
762	No Value Declared (NVD):	A notation on an air waybill which indicates that no specific value has been declared to the carrier for carriage of the merchandise. Liability of the carrier would therefore be as defined by statute or as incorporated in the waybill. Also referred to as a released Bill.
763	NOA:	An abbreviation for "Notify On Arrival", a term commonly used in air cargo shipments appearing on air waybills. This requires the airline to contact the designated person immediately upon arrival of the shipment at the destination city. This is most often used when rush or highly perishable items are shipped. This allows for expedited pick-up of the shipment.
764	Non door-to-door Containers:	This refers to those containers that are consolidated containers that are sent usually port-port because they must be stuffed at a container station at the port of loading or unstuffed at destination with the individual shipments delivered to the various consignees. This would be analogous to LTL (Less than Truck Load) moves in road transportation.
765	Non-Admitted Insurance:	Insurance which is exempt from a country's admitted insurance laws and which can be placed outside the domestic market.



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766	Non-Delivery:	“N/D” - The unexplained disappearance of an entire shipping package or container rather than the contents themselves or a portion of the contents.
767	Non-door-to-door:	Refers to a containerized shipment that either is loaded into the container after the goods leave the original manufacturing or shipping point or prior to delivery to ultimate destination. The terms most often associated with this method of shipping are “Door (House) to Port (Pier)”, “Port to Port” or “Port to Door”.
768	Non-Vessel Operating Common Carrier:	“NVOCC”, “NVO”, - A firm that offers the same services as an ocean carrier but which does not own or operate vessels. They usually accept small shipments (LTL), consolidate several into full containers and arrange, as primary shipper, transportation by ocean common carriers.
769	NOS:	An abbreviation for “Not Otherwise Specified”, a term that often appears in air freight tariffs indicating that the amount stated in the tariff applies to all commodities within a larger category. Can also be stated as “NES”(Not Elsewhere Specified).
770	Notify On Arrival:	“NOA” - A term commonly used in air cargo shipments appearing on air waybills. This requires the airline to contact the designated person immediately upon arrival of the shipment at the destination city. This is most often used when rush or highly perishable items are shipped. This allows for expedited pick-up of the shipment.
771	Noxious Odors:	Refers to any number of scents that could damage other commodities within the same cargo space. This occurs when the affected cargo is prone to absorbing odors.
772	Nuclear Exclusion Clause:	A paramount warranty in a cargo policy which excludes loss due to nuclear reaction, radiation or radioactive contamination even if caused by an insured peril.
773	NVD:	An abbreviation for “No Value Declared”, a notation on an air waybill which indicates that no specific value has been declared to the carrier for carriage of the merchandise. Liability of the carrier would therefore be as defined by statute or as incorporated in the waybill. Also referred to as a released Bill.
774	NVO:	An abbreviation for “Non-Vessel Operating Common Carrier”, a firm that offers the same services as an ocean carrier but which does not own or operate vessels. They usually accept small shipments (LTL), consolidate several into full containers and arrange, as primary shipper, transportation by ocean common carriers.
775	O/A:	An abbreviation for on or about; on and often.
776	O/D:	An abbreviation for “On Deck”, a phrase meaning that cargo is or will be stowed on the weather deck of a vessel.



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777	OBO:	An abbreviation for "Ore/Bulk/Oil carrier", a ship designed for carriage of both dry and liquid bulk cargoes.
778	Ocean Bill of Lading:	A bill of lading issued by an ocean carrier. A bill of lading is the most common form of affreightment. It can serve three purposes: <ol style="list-style-type: none">1. As a receipt for merchandise shipped.2. As a contract of carriage which sets forth the responsibilities and the liabilities of shipper and carrier.3. As a negotiable document in that interest in the merchandise described can be assigned to someone other than the original party of contract. (See Ocean Bill of Lading and Ocean Waybill also.)
779	Ocean Carrier:	A transportation company that owns and/or operates (directly or via chartering) oceangoing cargo vessels.
780	Ocean Marine Liability:	"Marine Liability" - In general a division of Marine Insurance involving the insurance of the liabilities of persons involved in marine related services such as stevedoring and warehousing.
781	Ocean Waybill:	A non-negotiable bill of lading issued by an ocean carrier.
782	OEM:	An abbreviation for "Original Equipment Manufacturer", the company that builds, fabricates or constructs the equipment. More commonly, refers to the product produced; i.e. OEM as opposed to a 'clone product'.
783	Off-Odor:	The condition caused by contact with a foreign substance, a malodorous cargo or as the result of moisture, mold or mildew. This is particularly troublesome to organic goods as they are more likely to absorb odors and retain them. Some odors will diminish over time if exposed to air or cleaning while others will not.
784	Offshore:	This is a term used to describe any manufacturing operation (owned or contracted) that takes place outside the base location of the manufacturer. These facilities perform outsourced functions, principally assembly of electronics, apparel and similar consumer goods.
785	Oil tanker:	Vessel designed to carry oil.
786	On Board Bill of Lading:	A bill of lading which, by its terms, confirms receipt of merchandise by the carrier and states that it has been loaded on board the ocean vessel.
787	On Deck Bill of Lading:	A bill of lading which, by its terms, confirms receipt of the merchandise and clearly states on its face that the cargo has been stowed on deck and is at the shipper's risk.



788	On Deck:	“O/D” – a phrase meaning that cargo is or will be stowed on the weather deck of a vessel.
789	OP or O/P:	An abbreviation for “Open Policy”, an insurance contract tailored to the needs of an individual assured which automatically insures all covered shipments for which insurance is required by the terms of sale. The contract remains in force until cancelled by either the assured or the insurance company.
790	Open Account:	A method of payment (similar to a charge account) whereby the buyer agrees to make periodic payments to the seller. Usually used between related companies or with customers of long standing where credit worthiness is not in question.
791	Open Crates:	Also called “skeletal”. This refers to crates that are formed of frame members only, without exterior sheathing attached. These are used for cargo that are not readily damaged by the elements and thus require limited protection. The crate design actually facilitates handling than serving any other function.
792	Open Policy:	One in a maximum amount is stated and the goods insured are allowed to be shipped in varying amounts in one or more vessels up to maximum sum but within the general terms of the policy.
793	Optional Stowage Bill of Lading:	A bill of lading which, by its terms, gives a carrier the right to stow cargo under deck or on deck as he sees fit. Regardless of the actual place of stowage, the carrier's responsibilities and liabilities are usually the same as if an under deck bill of lading was issued. Used primarily on shipments in containers.
794	Optional Stowage:	A phrase meaning that cargo may be carried under deck or on deck at the carrier's option. Usually used in reference to shipments in containers.
795	Order Bill of Lading:	A bill of lading which indicates delivery to the order of a named consignee. It is a negotiable document and interest is transferred from one party to another by endorsement in the same manner as a Special Policy or Certificate of Insurance.
796	Ordinary Course of Transit:	“In Transit” - The orderly transit of merchandise from the point of origin to the final destination without interruptions or delays resulting from the action or inaction of any party at interest.
797	Ore Carrier:	Ship built to convey bulk ores.
798	Ore/Bulk/Oil Carrier:	“OBO” - A ship designed for the carriage of both dry and liquid bulk cargoes.
799	Original Equipment Manufacturer:	Simply stated, the company that builds, fabricates or constructs the equipment. More commonly, refers to the product produced; i.e. OEM as opposed to a ‘clone product’.



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800	OS&D:	An abbreviation for overages, shortages and damage referring to a general grouping of a carrier's losses sustained to cargo carried. Most usual to U.S. truck and rail transportation providers.
801	Out-size:	"Oversize" - Refers to cargo that is beyond the normal length, width or height restrictions of a transport conveyance. This cargo usually requires variations on shipping methods (flat, open top or platform containers, for example) and special permits for surface transport.
802	Over Carried:	"Over Carriage" - A term used to denote cargo that has been transported beyond its intended port of discharge.
803	Over-carriage:	A term used to denote cargo that has been carried beyond its intended port of discharge.
804	Overpack:	An outer wrapping or packaging usually made of steel, wood, fiber or fiberboard designed to enclose and protect one or more less durable inner packages.
805	Overseas Container:	A "Freight Container" built specifically for international transit which can be any of a wide variety of ocean and air cargo unit load devices designed to allow multiple items to be shipped together and travel on and between modes of transportation without the need to de-stow and re-stow the cargo. The standard sizes are 20 and 40-foot long by 8 feet wide by 8.5 feet high and the basic model is the general purpose, fully enclosed, end loading container. However, there are several other lengths available and purpose-built units for specialized commodities, such as perishables and heavy, oversize pieces.
806	Overseas Vessel:	A term used to denote the vessel which makes the ocean or sea passage portion of an international shipment. The vessel used for the main carriage portion of an international shipment. The principal conveyance.
807	Oversize:	Refers to cargo that is beyond the normal length, width or height restrictions of a transport conveyance. This cargo usually requires variations on shipping methods (flat, open top or platform containers, for example) and special permits for surface transport.
808	Overstowage:	This is a term used to describe the practice of placing cargo atop other in cargo spaces. The issue of superimposed loads is that they must not present any hazard to the lower stowed items.
809	Overstuffing:	Refers to loading cargo within an intermodal container so as to fill out the available cubic capacity without due regard to weight limitations.



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810	Overweight:	Refers to cargo that is beyond the normal weight restrictions of a standard transport conveyance. This cargo usually requires special permits for surface travel.
811	Overwrapped:	This refers to the process where a cargo is packed in a primary wrap such as paper and then wrapped in a secondary material such as plastic.
812	Oxidation:	A cosmetic or surface condition of metal when bare, uncoated surfaces are exposed to the elements. Typically, a thin, sporadic layering of rust appears.
813	P&I:	An abbreviation for "Protection and Indemnity Insurance", a division of Marine Insurance involved with insurance of the liabilities of a shipowner, manager or charterer arising out of their operation of their vessels.
814	P.K.D.:	Partly knocked down – a consignment.
815	PA or P/A:	An abbreviation for "Particular Average", a term used in marine insurance meaning a partial loss which is borne only by the party whose merchandise was damaged.
816	Package:	Term includes carton, sack, crate or other forms of cargo packaging.
817	Packaging Materials:	Refers to those materials that are designed to protect items from loss and damage during handling and transportation. Packaging materials are used in fabrication and make-up of both interior (internal) and exterior (external) packing.
818	Packaging:	"Packing" - Devices designed for cargo to be securely placed into which will provide protection from the elements and handling during transit and will facilitate handling during transit.
819	Packer:	Refers to an individual or entity that prepares shipment for transportation. See also "Export Packer"
820	Packing Department:	Refers to a department within an organization specifically charged with shipment preparation functions.
821	Packing List:	Usually issued in conjunction with a Supplier's Invoice detailing the types of merchandise, size, quantity and cost per shipping unit.
822	Packing Surveys:	Technical risk assessments designed to provide underwriters with an idea of the adequacy of the shipment preparation to withstand the expected rigors of transport. These surveys should cover interior as well as exterior packaging along with shipping marks.
823	Packing:	"Packaging" - Devices designed for cargo to be securely placed into which will provide protection from the elements and handling during transit and will facilitate handling during transit.



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824	Pallet Carrier:	A ship designed for the carriage of cargo shipped on pallets. Equipped with side loading doors instead of hatches and with elevators to lift cargo to different deck levels. Originally designed for carrying paper products, they can carry any cargo shipped on pallets.
825	Pallet net:	A network of webbing which is affixed to a pallet to restrain the load on the load on the pallet.
826	Pallet:	Essentially a platform upon which individual items of cargo can be placed, consolidated and unitized thus facilitating handling. The standard pallet type is made of wood and measures 40x48 inches, although there are variations in both materials used and design.
827	Panamax:	Usually denotes the largest bulk carrier (60,000 DWT to 70,000 DWT) which can transit the Panama Canal.
828	Paper Shortage:	A difference between quantity loaded and outturned where actual measurements were not taken, or where differing weighting/counting devices or methods are used although all quantities onboard have been discharged with proper allowances. Usual to bulk cargoes, board feet measurements of lumber and metric weight of bagged cargoes.
829	Paperboard:	Materials made from cellulose fibers, most commonly wood pulp or paper stock.
830	Paramount Warranties:	Exception warranties in a policy which will not be overridden by any other clause in the policy, or by amendments to the policy, unless the clause or amendment specifically assumes the perils or types of losses excluded by the exception warranty. Paramount warranties usually contained in a cargo policy are: FC&S (Free of Capture and Seizure), SR&CC (Strikes, Riots and Civil Commotions), Delay Clause and Nuclear Exclusion Clause.
831	Parcel Carrier:	A ship designed to carry a variety of liquid cargoes at the same time. Tanks are constructed of, or coated with, stainless steel and usually have dedicated pipelines to prevent cross contamination of cargoes.
832	Particular average:	Any loss less than a total loss caused by a peril which is insured against and which is not of a general average nature.
833	Particular Charges:	An expense incurred by the assured, his agents or assigns to prevent or minimize a loss from an insured peril. Neither general average nor salvage charges are included in the term "particular charges".



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834	Payload:	The total weight of the cargo actually loaded into an intermodal or airfreight container; or the permissible maximum allowable weight of cargo that can be safely loaded into a container. The permissible payload is normally marked on the doors of a container; if not, it can be determined by subtracting the tare weight from the marked and tested maximum gross weight rating of the container.
835	Peril:	In general terms, a cause of loss. Also erroneously used to denote dangers or hazards to which the subject matter is exposed.
836	Perils Clause:	The basic Average Clause appearing in most ocean cargo policies. It enumerates the specific perils against which loss is insured. In practice, this clause is usually modified by insertion into the policy of insuring terms specific to the risk.
837	Perils of the sea:	Something fortuitous and unexpected in a maritime adventure.
838	Perishable:	Refers to any commodity that can degrade through either natural or external forces over a relatively short period of time. Chief among these are fruit and vegetables but can also encompass chemicals, pharmaceuticals, photographic film and kindred goods.
839	Pickling:	The process by which surface rust or mill scale on steel products can be removed. There are two (2) main pickling processes either using sulfuric acid or hydrochloric acid.
840	Pictorials:	Refers to symbols used to denote shipping and handling instructions. These are valuable ways to transit critical information to cargo handlers and transport personnel regardless of their native language. See also "Cautionary Marks".
841	Piece Goods:	Refers to textile and other raw materials and partial assembled clothing that are used in the manufacture of garments.
842	Pier To Pier:	"CFS/CFS" – A term used to denote breakbulk goods that have been stuffed into containers at a carrier's freight station at, or near, the port of loading and which will be de-stuffed from the container at the carrier's freight station at, or near, the port of discharge.
843	Piggyback:	The practice of carrying truck trailers or containers on rail cars.
844	PIL or PILF:	An abbreviation for "pilferage", the disappearance of the contents, or a portion of the contents, of a package, or other shipping unit such as a pallet or container, when external signs of tampering are present.



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845	Pilferage:	“PIL”, “PILF” - the disappearance of the contents, or a portion of the contents, of a package, or other shipping unit such as a pallet or container, when external signs of tampering are present.
846	Pitting:	Refers to a condition of steel and other metal cargo that can be characterized as very serious rust corrosion that has resulted in small surface hollows.
847	Plastic Strapping:	“Banded” - The process of securing or unitizing items through the application of plastic straps. While items can be banded to each other, typically, bands are used to secure multiple items to a skid or pallet.
848	Plastic Wrap:	Similar to shrinkwrap except it is not heated and shrunk to fit the contours of the packages. It is an inexpensive but poor substitute for strapping.
849	Plimsoll Line:	The summer load line, or the horizontal line of the load line mark, developed by Lord Plimsoll, an English navigator.
850	Plimsoll mark:	Horizontal line stipulated amidships inscribed on ships outer plating depicting limit to which ship may be submerged.
851	Ply:	A packaging term that refers to any of the several layers of solid fiberboard carton stock or layers of paper for paper shipping bags/sacks.
852	PML Funding:	A portion of all rates/premiums set aside to fund for major catastrophe losses.
853	PML:	“Probable Maximum Loss” - Meaning the estimated maximum loss amount that will be sustained if a loss occurs. Usually related to catastrophe or ‘shock’ type losses.
854	Point-of-Purchase:	“POP” - This refers to the place where the retail sale takes place. Many items are packaged so that they can be removed from their shipping container and be immediately ready for display.
855	Policy Limit:	“Limit of Liability” - A clause in a cargo policy which indicates the maximum amount the assurer will be liable for on any one covered loss. Usually stated as a conveyance limit or in any one place at any one time. Also referred to as the policy limit. A Limit of Liability clause may contain sub-limits for certain types of shipment.
856	Political Risk Insurance:	Insurance a seller may purchase to protect foreign assets from loss due to certain governmental, or political, acts such as confiscation, expropriation, nationalization, civil war and insurrection.



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857	Poly Bags:	An acronym for “Polyethylene Bags” – which are plastic bags often used to wrap the contents of shipping packages. These are helpful in protecting goods from dust and other airborne contaminants but have limited success against ingress of water/moisture.
858	Poly Lined:	This refers to shipping containers, such as boxes, crates and cases, or conveyances such as intermodal container or trailer, that are lined with a polyethylene sheeting in order to prevent any moisture entering from the outside (rain or seawater) to contact the contents.
859	Polyethylene Bags:	“Poly Bags” - Refers to plastic bags that are often used to wrap the contents of shipping packages. These are helpful in protecting goods from dust and other airborne contaminants but have limited success against ingress or water/moisture.
860	Polyethylene Foam:	Refers to foam type that can be used as both a cushioning agent or for blocking/bracing an item in place. This foam comes in numerous shapes (solid planks, sheets and various cuts or molds) and densities. Generally polyethylene foam can be described as having a low compression set and is non-corrosive, non-abrasive and virtually dust-free.
861	POP:	An abbreviation for “Point of Purchase”, referring to the place where the retail sale takes place. Many items are packaged so that they can be removed from their shipping container and be immediately ready for display.
862	Port of Discharge:	The port named in the bill of lading as being the port at which cargo is to be unloaded for delivery to the consignee.
863	Port of Distress:	“Port of Refuge” - A port, other than the port of discharge, at which a carrier terminates the voyage due to an accident to the vessel, frustration of the voyage or other liberties granted to him in the bill of lading.
864	Port of Loading:	“Port of Shipment” - The port named in the bill of lading identifying the place at which cargo was loaded, or received for loading, on board the vessel.
865	Port of Refuge:	“Port of Distress” - A port, other than the port of discharge, at which a carrier terminates the voyage due to an accident to the vessel, frustration of the voyage or other liberties granted to him in the bill of lading.
866	Port of Registry:	Home port of a vessel at which place she is registered.
867	Port of Shipment:	“Port of Loading” - The port named in the bill of lading identifying the place at which cargo was loaded, or received for loading, on board the vessel.
868	Port Side:	The left hand side of the ship/aircraft when facing forward;



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869	Port State Control:	A systematic inspection process whereby port states monitor vessels using their ports for compliance with that country's shipping regulations and certain international conventions it has ratified.
870	Port State:	A term used to denote countries that have established shipping regulations or which have adopted International Conventions with which vessels using their ports must comply.
871	Port:	A nautical direction referring to anything to the left of the centerline of a vessel while facing forward.
872	Power Pack:	"Gen Set" - A portable self-contained generator built into a 20 foot container and used for supplying electrical power to refrigerated containers on or off a ship. Its design allows it to be easily transported on containerships.
873	Precautionary Marks:	A form of "Cautionary Markings" that are designed to provide cargo handlers with information concerning the susceptibility to damage of the contents as well as instructing them on the optimal way to handle the package. Some customary cautionary markings include "Fragile, Handle with Care", "Use No Hooks", "Keep Dry", "Lift Here", "Do Not Stack", "Top Heavy" and "Center of Gravity".
874	Pre-existing conditions:	A term used to describe those conditions present to cargo prior to shipment. This usually comes into play when used machinery or equipment is being transported. The concern is to properly identify these conditions prior to transportation so that any alleged transit damage can be separated from those defects that were pre-existing.
875	Pre-packaging:	Refers to those activities that occur prior to the actual packing of the cargo for shipment. The key components of this process are cleaning, drying and applying preservatives.
876	Prepaid Freight:	"Freight" - Charges which are paid to the carrier by the shipper in advance of shipment and which is considered earned by the carrier even if they do not deliver the cargo at the agreed place of destination or deliver the cargo in a damaged condition. Prepaid, or advanced, freight is not refundable by the carrier even if they do not deliver the goods except through subrogation proceedings.
877	Preservatives:	Refers to materials that are applied to, or come into contact with items to protect them from deterioration resulting from exposure to environmental conditions during shipment and storage. There are both contact preservatives (protecting by acting as a barrier against moisture, air and other agents of corrosion) and volatile corrosion inhibitors (these release vapors that provide an invisible protective film on the items).



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878	Pre-shipment Inspections:	Inspection of goods prior to export from the country of origin by an independent inspection company required by the buyer to verify that the quantity, quality and pricing are within contract specifications. Some government authorities may also require pre-shipment inspections to ensure compliance with customs and foreign exchange regulations. The buyer or government authority nominates the inspection company which issues a Certificate of Inspection detailing their findings.
879	Pre-shipment Testing:	Tests performed on a shipping package and its contents to evaluate the adequacy of the package to carry the product in undamaged condition through the distribution channels under normal handling.
880	Pre-slung:	The practice of placing cargo in slings prior to delivery for loading. This greatly reduces the time required for loading and unloading and minimizes handling damages. Usually used on bagged cargoes such as coffee and cocoa.
881	Pre-sold:	In marine insurance, this term refers to goods that have been sold by the importer prior to the time, or at the time, that the goods are shipped from the overseas place of origin.
882	Pressure-sensitive Adhesive:	A permanently tacky adhesive which requires only lightly applied pressure at room temperature for adherence to a surface.
883	Principal Conveyance:	The conveyance used to transport goods during the international portion of a voyage.
884	Priority Air Freight:	A term used for air freight or air express service where shipments have a priority status. This can be flight specific shipments where a shipper designates carriage of their goods on a specific scheduled flight, or within a specified time frame. This is used for rush and/or time-sensitive shipments.
885	Pro Forma Invoice:	In general, a sample invoice advising a buyer of the details of the goods including description as to sizes, styles, weights and quantity; the point of delivery and/or trade terms; and the price up to that point of delivery. A Pro Forma Invoice is viewed as a contractual offer to sell and usually forms the basis of the Commercial Invoice if the offer is accepted. Importers may require a Pro Forma Invoice in order to obtain financing, foreign exchange permit or import licenses.
886	Probable Maximum Loss:	The estimated maximum loss amount that will be sustained if a loss occurs. Usually related to catastrophe or 'shock' type losses.



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887	Processing Coverage:	Usual to the apparel industry. A special form of insurance added to a policy to cover goods while on the premises of processors and during the course of processing. It does not cover errors or defects in processing itself nor damage done to the goods while undergoing processing, but merely physical damage to the goods from insure perils while on premises.
888	Promissory Warranty:	In marine insurance, a term which denotes a warranty in a policy which obligates certain actions to be taken, or not to be taken, in order for insurance coverage to apply.
889	Protection and Indemnity:	“P&I” - A division of Marine Insurance involved with insurance of the liabilities of a shipowner, manager or charterer arising out of their operation of their vessels.
890	Protective Packaging:	The functional aspect of packaging in contrast to the merchandising aspect. Protective packaging safeguards the contents from deterioration, damage or loss.
891	Protest:	A sworn statement by crew members of voyage particulars, involving bad weather or accident encountered and any emergency measures taken by the Master. The protest is made before a Notary Public or Consul, whenever possible.
892	Puncture Test:	A test for the puncture resistance and score line strength of boxes. The amount of penetration or resistance of the sample is indicated on a scale.
893	Purpose Built Containers:	The intermodal containers that have been designed for specific trades. There are numerous examples such as those for refrigerated, liquid bulk, dry bulk, livestock and automobile shipments.
894	Purpose Built Vessels:	The ocean-going vessels that have been designed for a particular trade in mind. Ro-Ro vessels for wheeled cargo, "reefer" vessels for perishable goods like fruit, vegetables and meat, and heavy lift for oversized and project cargo are just a few.
895	Quay:	A landing place built of stone or other solid material for loading or unloading ships.
896	Quay:	In general, a place where ships dock for loading and unloading cargo. A wharf.
897	Quick Lock Lid:	The locking ring of metal or fiber drums that is fastened and released with integral levers.
898	Quota:	Limitations imposed by a government agency on the quantity and origin of goods which can be imported. Quota levels are usually controlled by issuing import licenses to individual importers. Violations can result in delayed entry of goods, fines, penalties additional duties, import prohibition and, in rare cases, destruction of the goods by authorities.



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899	Rack Supports:	Refers to the structural members of temporary, knock-down frame and rack systems used in some GOH containers. Due to wear and tear of these systems, improper securing of structural members during assembly and excessive weight of goods, these supports are subject to 'racking' and collapse during transit.
900	Racking:	"Torsional Wracking", "Wracking" - Refers to a type of physical damage that can occur to machinery, most notably tall racks containing electronic or electrical components. Generally the items shifts or drops on an angle so that the base is twisted in some manner, affecting the entire item.
901	Radiant Heat:	The heat or energy that is given off by an object or material.
902	Rag Top:	"Open Top Container" - Another term for what is more commonly known as an Open Top Container, fitted with protective but removable tarpaulin, hence the term "rag" or "soft" top. This intermodal unit is well suited for the carriage of heavy, overheight cargo that cannot be easily loaded and unloaded through end doors.
903	Rate of exchange:	Price of one currency in terms of another.
904	Re-calibration:	Refers to the re-adjustment required to some precision machinery, equipment and instruments, if there are any indications that it may have been exposed to some movement during handling or transit.
905	Received for Shipment Bill of Lading:	A bill of lading issued by the carrier evidencing actual receipt of merchandise for shipment. Also referred to as a "Dock Receipt".
906	Receiver:	The importer. The consignee. May be the buyer of the goods or a third party.
907	Recommendations:	Refers to verbal and/or written formal suggestions submitted by marine surveyor or other marine/transportation professional designed to prevent or minimize loss or damage to cargo in any stage of transportation. Recommendations upon which coverage is dependent should be written into the insurance policy in the form of warranties.
908	Reconditioned:	Refers to any goods that have undergone some process to return them to their almost "as new" condition.
909	Reconditioners:	Specialized individuals or entities that provide reconditioning services, restoring merchandise that has been damaged or simply used in operation, for re-sale. See also "Reconditioned".
910	Reconditioning:	A term used to describe the actual process of restoring goods to like new condition.



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911	Recoopering:	Repairing damaged wooden containers for their continued use for completion of transit.
912	Recovery:	The actual act of pursuing damages from responsible parties under rights of subrogation. Also, the monies actually collected through subrogation proceedings.
913	Red Heat:	A reddish stain appearing on wet salted hides due to heating; or on dry salted hides due to wetting or dampness.
914	Refrigerated vessel:	Ship built to convey chilled or frozen cargo. i.e. meat, butter, eggs, etc.
915	Registered ton:	A 100 cubic feet or 2.8317 cubic metres of enclosed area, of a vessel viz., N.R.T., or G.R.T.
916	Reinsurance:	A mechanism used by insurance companies to insure their liabilities under insurance policies. Usually done to reduce exposure to severe or catastrophic losses.
917	Rejection:	The refusal of entry to a cargo into a country. This occurs to the category of cargoes that are regulated by a governmental body, especially edible products.
918	Released Bill:	“No Value Declared”, “NVD” – a type of affreightment where no specific value has been declared for carriage, liability of the carrier being limited to the amount set forth in the contract of affreightment, or tariffs to which it refers. This term, released bill, is not usual to ocean cargo insurance.
919	Remaining on Board:	“ROB” - The quantity of bulk cargo that is unable to be unloaded from a vessel's cargo space be it a hold or a tank. In liquid bulk, this is usually represented by cargo that clings to tank structural members or coagulates under the heating coils. In dry cargoes it is fines that cannot even be swept up and discharged.
920	Replacement Cost:	In general, the cost to replace lost or damaged property for its full value at the time and place of loss. The basis for replacement cost can be “with like kind and quality” or “new for old” which should be stipulated in the policy.
921	Respiration:	The process whereby organisms convert matter into energy. Usual to the conversion of starches to sugar, the release of gases such as carbon dioxide and ethylene, moisture loss and the generation of heat. All of which hasten the degradation of the product unless controlled or retarded by some means. The rate at which respiration occurs is dependent on product soundness, temperature, humidity and air flow.



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922	Restrictive Insurance:	Legislation or insurance regulations enacted by certain countries that require marine insurance to be placed in local insurance markets, or which restrict the purchase or sale of goods to trade terms which inhibit the placement of marine insurance. A summary of these countries is contained on AIMU's website (http://www.aimu.org).
923	Retail Cartons:	A package generally made from a bending grade of boxboard and used for merchandising consumer quantities of product.
924	Retting:	This refers to the process of separating fibers from stalks through immersion in water.
925	Rider:	"Addendum", "Endorsement" – In general, an attachment to an insurance policy that adds, deletes or changes the terms of the basic policy form.
926	Rigging:	Refers to equipment used to lift cargo. Usually heavy, outsize items are involved.
927	Risk:	Uncertainty of loss, fortuity. Also used to denote the subject matter of the insurance; e.g. house, auto, cargo.
928	ROB:	An abbreviation for "Remaining on Board", the quantity of bulk cargo that is unable to be unloaded from a vessel's cargo space be it a hold or a tank. In liquid bulk, this is usually represented by cargo that clings to tank structural members or coagulates under the heating coils. In dry cargoes it is fines that cannot even be swept up and discharged.
929	Rolling Cargo:	"Wheeled Cargo" - A term referring to cargo which is on wheels and that can be driven on to and off of a vessel. Usually refers to vehicles of all types, including railcars and locomotives.
930	Roll-on/Roll-off:	"RO/RO" - A vessel designed to carry wheeled cargo. The cargo is driven on and off the vessel through a series of ramps at the bow, stern and/or side ports of a vessel. Access to upper and lower decks is via permanently affixed, or hydraulically, operated ramps.
931	Rust Inhibitors:	Those substances that are used to coat exposed metal surfaces and are able to prevent the formation of rust on them. These inhibitors can come in paints or sprays or they can also be introduced into films and foams.
932	Rusting:	The process usually associated with a red deposit on iron and steel products and might best be described as corrosion resulting from the chemical reaction of the metal surfaces, given certain conditions. In virtually all instances, there must be some form of moisture, oxygen and another contaminant, like carbon dioxide, present in order for rusting to take place.



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		<p>The other possibility is the presence of certain corrosive chemicals used in cargo wrapping or adjacent cargo.</p>
933	Ryan Recorder:	<p>A proprietary name for a type of "temperature recorder" which is a device usually placed inside a refrigerated container that is used to monitor the temperature inside the container over a period of time.</p>
934	S/D:	<p>An abbreviation for sailing date, or "Sight Draft". A Sight Draft is a draft issued by the seller, usually through the seller's bank, to the buyer's bank. Sets forth the purchase price for the merchandise shipped. Upon payment of this amount to the buyer's bank by the buyer at presentation, the bank will release the documents needed to take delivery of the merchandise from the carrier. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit.</p>
935	Safety Management Certificate:	<p>"SMC" - A Certificate issued to individual vessels by an appointed authority certifying that the vessel is equipped, manned and maintained in compliance with both the ISM Code and the vessel owner's Safety Management System.</p> <p>Essentially, the ISM Code (International Safety Management Code) is a set of rules developed by IMO (the International maritime Organization) with the purpose of establishing international standards for the safe management and operation of ships, and for pollution prevention. Incorporated into SOLAS, ISM requires mandatory compliance by vessel owners and operators of vessels registered in countries (flag states) which have ratified that convention. ISM charges flag states with the responsibility of ascertaining and certification of, ISM compliance. Most flag states have delegated the certification process to IACS's members or other third parties as permitted by ISM. The ISM Code calls for every vessel owner or operator to establish a Safety Management System (SMS) incorporating the general principles and objectives set out in the ISM. Documents of Compliance (DOC) will be issued to shore based management that have developed a satisfactory SMS. A Safety Management Certificate (SMC) will be issued to each vessel which is found to be equipped, manned and maintained in compliance with ISM and owner's SMS. ISM compliance and certification will be phased in over a period of time. Phase I, effective July 1, 1998, applies to all passenger vessels and all bulkers and tankers and high speed vessels of 500 GRT or greater. Phase II, effective July 1, 2002,</p>



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		applies to all other vessels of 500 GRT and greater and to mobile offshore drill rigs. Phase III, effective July 1, 2003, applies to all other vessels of 150 GRT or greater.
936	Safety Management System:	<p>“SMS” – The methodology adopted by a vessel owner or operator to ensure compliance with the general principles and objectives set out in the ISM Code.</p> <p>Essentially, the ISM Code (International Safety Management Code) is a set of rules developed by IMO with the purpose of establishing international standards for the safe management and operation of ships, and for pollution prevention. Incorporated into SOLAS, ISM requires mandatory compliance by vessel owners and operators of vessels registered in countries (flag states) which have ratified that convention. ISM charges flag states with the responsibility of ascertaining and certification of, ISM compliance. Most flag states have delegated the certification process to IACS's members or other third parties as permitted by ISM.</p> <p>The ISM Code calls for every vessel owner or operator to establish a Safety Management System (SMS) incorporating the general principles and objectives set out in the ISM. Documents of Compliance (DOC) will be issued to shore based management that have developed a satisfactory SMS. A Safety Management Certificate (SMC) will be issued to each vessel which is found to be equipped, manned and maintained in compliance with ISM and owner's SMS. ISM compliance and certification will be phased in over a period of time. Phase I, effective July 1, 1998, applies to all passenger vessels and all bulkers and tankers and high speed vessels of 500 GRT or greater. Phase II, effective July 1, 2002, applies to all other vessels of 500 GRT and greater and to mobile offshore drill rigs. Phase III, effective July 1, 2003, applies to all other vessels of 150 GRT or greater.</p>
937	Sagging:	A term used to denote a condition of a ship where the bottom center extends below the two ends. Caused by uneven distribution of the weight of the cargo and wave action at sea. Leads to early fatigue of the vessel's hull and framing.
938	Said To Contain:	“STC” - A phrase used by carriers to denote that they have accepted containers for transport without viewing the actual contents or quantity of cargo said to be inside.



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939	Salvage Charges:	Expenses incurred by the vessel and/or cargo owners to save them both from a threatening peril.
940	Salvage Loss Adjustment:	In general, a form of loss adjustment which is used when damaged cargo must be sold at a place other than the final place of destination. A sale of damaged goods at auction.
941	Salvage Loss:	When merchandise has been damaged and an amount of depreciation cannot be agreed upon by the claimant and company, the company or their appointed surveyor will solicit bids from persons interested in buying the damaged merchandise ("Salvage Sale"). The extent of loss will be the difference between the amount realized from the salvage sale and the insured value of the damaged merchandise plus costs of arranging the sale.
942	Salvage Market:	Term used to describe the wide and highly diverse secondary market for damaged merchandise.
943	Salvage Sale:	Public sale of damaged merchandise. Usually when merchandise has been damaged and an amount of depreciation cannot be agreed upon by the claimant and company, the company or their appointed surveyor will solicit bids from persons interested in buying the damaged merchandise ("Salvage Sale"). The extent of loss will be the difference between the amount realized from the salvage sale and the insured value of the damaged merchandise plus costs of arranging the sale.
944	Salvage:	Can refer to the act of recovering lost or threatened cargo, or to minimizing the extent of loss by re-coopering and/or selling the goods on a secondary market, but usually refers to the amount of money realized from the sale of damaged goods.
945	Salvors:	Refers to the individuals or entities that sell "damaged" cargo to outside buyers. They also provide other added value services such as reconditioning (see "Reconditioners"), sorting and cleaning. The term "Salvors" can also refer to the entity engaged in the act of recovering or saving lost or threatened cargo.
946	Scale:	Technically, this is a flaky oxide film which forms on metals when they are heated or rusted. Millscale, a residue from the processing of metals will easily rust and its presence will be indistinguishable from transit related surface rusting.
947	SCM:	An abbreviation for "Supply Chain Management", a term which usually refers to the outsourcing of services such as warehousing, distribution and transportation.



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948	Scratching:	A usually thin and shallow cut into the surface of an object caused by contact with a sharp object.
949	Sea Waybill:	A term used to denote a non-negotiable ocean bill of lading. Usually issued on short sea voyages.
950	Seal Number:	A number embedded into, or embossed onto a seal that may, or may not be coded to identify the seal manufacturer or user.
951	Seal:	A metal, steel, aluminium or plastic device affixed to the locking mechanism of the door to a truck, railcar, airline igloo or container.
952	Seasoned:	Refers to wood that is suitably aged and dried with an acceptable level of moisture.
953	Seawater:	Water from the ocean or sea. Also known as salt water and can be the cause of cargo damage due to rusting and pitting and other contamination caused by wetting/water contact.
954	Seaworthiness:	The state of a vessel for a voyage. An implied warranty that vessels are in a sound condition and properly manned and equipped for the intended voyage.
955	Secondary Coverage:	Any form of insurance provided to an assured who is not responsible for loss or damage during main carriage but still has an unprotected financial interest. This may be a primary coverage such as FOB/FAS, or contingent coverage such as Export Contingency coverages.
956	Seconds:	Or "Irregulars" - refers to merchandise that are not first quality.
957	SED:	An abbreviation for "Shipper's Export Declaration", a term used to denote the "Export Declaration" required by the U.S. Census Bureau and filed by the exporter with U.S. Customs. Commonly abbreviated as SED.
958	Self-trimming Vessel:	A bulk vessel with holds configured in such a way that bulk cargoes will level itself when loaded into them.
959	Self-trimming:	The ability of some dry bulk cargo to level itself off during loading.
960	Self-unloader:	A bulk carrier equipped with mechanical means to discharge cargo without using shore based equipment.
961	Selling Price:	An imprecise term used in cargo insurance to refer to valuation of cargo. It can mean an insured's wholesale or retail selling price and can include all charges and expenses to the point of sale whether or not incurred at the time of loss. When used as the method of valuation under a cargo policy, the valuation clause should clearly state what charges and/or expenses will be included.



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962	Senescence:	The natural aging cycle of organisms, especially as it relates to degradation. Usual reference to the ripening process of agricultural products.
963	Sensitive:	Refers to the characteristic of some cargo to damage from shock and/or vibration. Electronics and machinery, equipment or instruments that have electronic components are particularly sensitive.
964	Service Contract:	An agreement between a shipper and a carrier which stipulates that the shipper will guarantee the carrier a minimum amount of cargo for a specified period of time. Usually results in lower freight rates or other preferential treatment. When entering such an agreement, the shipper should be certain he does not exonerate carriers from their normal obligations and responsibilities.
965	Settling Agent:	A local representative of an insurer who is authorized by them to settle claims on their behalf.
966	Sheathed Wooden Crates:	This is a crate in which the frame members are completely covered with sheathing, either wood, plywood or a combination of the two materials. These are used to provide protection to items that are susceptible to damage from outside forces, or for items that are too heavy to fall within the weight and dimensional limitation of an open crate or a nailed wood case/box. Sheathed crates are designed to support the weight of the item being shipped only when their ends and sides are fastened in place.
967	Shifting Boards:	Wooden boards placed in the hold of a ship to prevent bulk cargoes, such as grain, from shifting from one side of a hold to the other which, if left uncontrolled, could affect the stability of the vessel.
968	Shifting:	Refers, primarily, to the action of cargo breaking loose of its securing (blocking & bracing) and moving about (adrift) void spaces within the stow. Refers also, to the inherent tendency of dry bulk cargoes, such as grains and ores, to easily shift about with the movement of the vessel.
969	Shipment:	In general, the total of all cargo moving under a single bill of lading or waybill.
970	Shipped Bill of Lading:	Acknowledgement that cargo accepted on board a vessel for shipment as recorded on Bill of Lading.
971	Shipper:	The exporter. The consignor. May be the seller of the goods or a third party.
972	Shippers' Export Declaration:	"SED" - A term used to denote the "Export Declaration" required by the U.S. Census Bureau and filed by the exporter with U.S. Customs. Commonly abbreviated as SED.



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973	Shipper's Load, Stow and Count:	A phrase used by carriers to denote that they have accepted packages for transport without actual knowledge of the contents or of the quantity inside.
974	Ship's Sweat:	"Condensation" - A term used to denote moisture that forms on a ship's interior surfaces when it sails from a warm climate to a cooler one, which without proper ventilation or dehumidification, would condense and drip onto the cargo.
975	Shock Damage:	A type of cargo damage usually caused by excessive force due to dropping of packages, jarring of package contents from contact of the conveyance with another object or conveyance, or rapid acceleration or deceleration of the conveyance.
976	Shock Losses:	In marine insurance, a term to denote large losses which are unique to specific commodities or voyages and which occur with some predictable frequency.
977	Shock-indicating Instruments:	The devices used to register that a shock-causing event has occurred to a shipment. These instruments can range from inexpensive single event ones that are engineered to trigger when a certain G-factor is reached to very expensive, highly sophisticated models that record shocks on a virtual continuous basis and can do so on all three axes.
978	Shockwatch:	A device specifically designed and manufactured to record shock and vibration events that cargo experience during handling and/or transportation. These are inexpensive instruments but they are one-event indicators (not suitable if the shipment will be handled multiple times and concern is for successive untoward events such as drops from height) and are prone to damage or tampering since they are applied to the exterior of a shipping package.
979	Shore Clause:	A clause in a cargo policy which enumerates perils which are insured against while cargo is on land or while being transported on land. These may include accidents to the conveyance, fire, lightening, hurricanes, earthquake, flood, sprinkler leakage and collapse of docks. Usually shore perils are not subject to any FPA Warranty which is included in the cargo policy.
980	Shore Perils:	The individual perils contained in a Shore Clause, or in a Perils Clause, that are unique to storage or transport of cargo on land.
981	Shoring:	The practice of physically securing cargo against movement within a cargo space or container. The materials used to accomplish this. Also called bracing.
982	Short Delivery:	"Short Landed" - A term used to describe cargo which was manifested as being on board the vessel but which cannot be located at its port of discharge.



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983	Short Form Bill of Lading:	A summary-type Bill of Lading which does not incorporate all obligations and responsibilities of both parties. Unless a shipper is familiar with the carrier's tariff, he should request a full Bill of Lading.
984	Short Landed:	"Short Delivery" - A term used to describe cargo that was manifested as being on board the vessel but which cannot be located at its port of discharge.
985	Short Shipped:	"Shortage" - A term used to indicate non-receipt of a part of the total quantity shipped. Also refers to the disappearance of the contents or a portion of the contents of a shipping package, or container, when there are no signs of tampering.
986	Short Ton:	2000 pounds, 907.2 kilograms.
987	Shortage from Containers:	Refers to a situation where one or a number of items are missing from an intermodal container. This can result from theft/pilferage or be the outcome of a short shipment at the shipper's premises.
988	Shortage:	A term used to indicate non-receipt of a part of the total quantity shipped. Also refers to the disappearance of the contents or a portion of the contents of a shipping package, or container, when there are no signs of tampering.
989	Shrinkwrap:	The practice of wrapping goods with plastic and treating with heat which shrinks the plastic to fit the contour of the packages. Often used to secure bagged and boxed goods to pallets but does not provide the same protection as securing with strapping. Provides some protection from rain and other sources of moisture. Used improperly on goods with a high level of moisture, shrinkwrap can trap moisture within the package damaging the goods from the very exposure it is intended to prevent.
990	Shroud:	A protective cover of waterproof barrier material used to shed water from top and sides of the article allowing free circulation of air.
991	Shrouded:	Term used to describe cargo that has been protected from the effects of water, water vapor, dust, dirt and other harmful matter by applying a plastic covering or other repellent material over the item. Shrouds are designed to shed water and the other potentially damaging contaminants from the top and sides of the item, but allowing free circulation of air.
992	Shut out:	Cargo refused shipment (say it arrived after closing date).



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993	Sight Draft:	A draft issued by the seller, usually through the seller's bank, to the buyer's bank. Sets forth the purchase price for the merchandise shipped. Upon payment of this amount to the buyer's bank by the buyer at presentation, the bank will release the documents needed to take delivery of the merchandise from the carrier. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit.
994	Signature Service:	A service offered by some airlines designed to provide continuous responsibility for the custody of the shipment in transit. This is so named because a legible signature is required from each and every person who handles the shipment at every stage of transit from origin to destination. This is normally reserved for high value, attractive goods prone to theft and pilferage.
995	Silica Gel:	Material commonly used in desiccants. (see "Desiccants) These have the capacity to absorb ambient moisture several times of its actual size.
996	Single Point Mooring Buoy:	An off-shore buoy to which large tankers moor and discharge cargo through pipelines to shore facilities. They eliminate the need for deep water ports which these large vessels require.
997	Sinking:	The loss of buoyancy of a vessel usually due to the ingress of water, over loading or shifting of cargo causing the vessel to be submerged below the surface of the water usually to a depth below the vessel's waterline.
998	Skeletal Framework:	The framework of an "Open Crate". This refers to crates that are formed of frame members only, without exterior sheathing attached. These are used for cargo that are not readily damaged by the elements and thus require limited protection. The crate design actually facilitates handling than serving any other function.
999	Skid:	A generic term used to describe wood members affixed to the underside of individual, usually heavy or oversized, cargo. Usually constructed of larger heavy timbers (6X6 inches or more), skids facilitate the handling of these heavier cargoes. Skid is often used interchangeably to denote any type of pallet.
1000	Skimmings Clause:	A clause in a cargo policy, usually insuring coffee beans, which allows for the adjustment of water damage claims to be made on the basis of removal of damaged beans through skimming and sale of the beans skimmed. Water damaged beans float on the surface of water and can easily be skimmed off. The cost of skimming will be added to the amount of claim.



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1001	Slackage:	The loss of the contents of a package (usually bagged cargo) through natural openings in the packaging material or stitching used to close bags.
1002	Sling:	A rope, wire or chain used to lift cargo on and off a vessel. Usually used on bags and bales but can be used on any cargo singly or in tandem.
1003	Slip Sheet:	A flat sheet of material with tabs on one or more sides that is used as a base upon which goods can be assembled, stored or transported. This is best viewed as a less costly alternative to pallets.
1004	Slip:	A term used in British insurance markets to denote an application especially when more than one insurer shares the risk.
1005	Slot Sharing:	“Space Sharing” – The arrangement whereby two or more shipping companies have contractual ownership of a portion of the cargo space in each other’s vessels.
1006	Soft Goods:	This is another term used to describe cargoes such as apparel and other cloth or fabric goods.
1007	Sounding Pipes:	The metal tubes that run from the deck into a vessel cargo or bunker tank enabling the measurement of the liquid level in the cargo compartment.
1008	South American Clause:	A clause in some cargo policies which extends coverage during intentional delays in transit on insured shipments to South America; and also restricts coverage during unintentional delays which would usually be covered without time limit under Marine Extension Clauses. Once goods arrive in South America, coverage ceases 60 days after arrival or when delivered to the intended destination, whichever occurs first.
1009	Space Charter:	A contract between a vessel owner and another party whereby a portion of the vessel’s cargo space is chartered for a specific voyage, or specified period of time.
1010	Space Sharing:	“Slot Sharing” – The arrangement whereby two or more shipping companies have contractual ownership of a portion of the cargo space in each other’s vessels.
1011	Special Cargo Policy:	Similar to a Certificate of Insurance, except it is an insurance in and of itself and not subject to the underlying terms of an Open Policy when title has been transferred to a third party.
1012	Special Risk:	Individual shipment on which an insurance company has provided coverage and for which there is no Open Policy in effect. A Special Cargo Policy, or a Certificate of Insurance, indicating the insuring terms provided, is issued to the assured.



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1013	Specific Duty:	Customs duty assessed on a basis other than the value of the goods such as weight or quantity.
1014	Specified Perils:	Refers to limited insuring terms which only cover losses resulting from specified perils. See Perils Clause.
1015	Spontaneous Combustion:	Process of material (cargo) igniting spontaneously.
1016	Spotting:	The marring of a surface caused by contact with other substances, usually moist, that leave a 'spotty' residue on the surface upon drying.
1017	Spout Trimming:	The process whereby bulk cargoes such as grain is trimmed during loading by passing the loading spout over the entire length and breath of the hold being loaded.
1018	Spreader Bar:	A metal bar used as a spreader to separate the lifting point of slings in order to equalize vertical pressure when lifting cargo so as to prevent distortion or contact damage to the cargo being lifted.
1019	Spreader:	A devise used to separate the lifting point of slings in order to equalize vertical pressure when lifting cargo so as to prevent distortion or contact damage to the cargo being lifted.
1020	Sprinkler Damage:	Damage to cargo due to the intentional or unintentional operation of sprinklers, or the leakage of water from sprinkler heads and/or piping.
1021	Sprinkler Leakage:	Damage to cargo due to the unintentional leaking of water from sprinkler heads or piping.
1022	SR&CC Endorsement:	An addendum to a cargo policy which provides coverage for certain of the perils and types of losses excluded by the SR&CC Warranty.
1023	SR&CC Warranty:	A paramount warranty in a cargo policy which excludes coverage for certain acts or actions committed by persons taking part in strikes, labor disturbances, riots or civil commotions, and for vandalism, sabotage or malicious acts, including acts carried out for ideological, political or terroristic purposes. An addendum (SR&CC Endorsement) can usually be added to a policy to insure certain of the excluded perils or types of losses.
1024	Stack Train:	A train made up of special rail cars which allow for the stacking of containers two high.
1025	Stacking Strength:	Refers to the ability of a shipping package to withstand superimposed loads (weight), as is common in storage or stowage, without failure.
1026	Stale Bill of Lading:	In banking practice, a bill of lading presented so late that consignee could be involved in difficulties.



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1027	Starboard side:	The right hand side of a vessel/aircraft when facing forward.
1028	Starboard:	A nautical direction referring to anything to the right of the centerline of a vessel while facing forward.
1029	Steamer Extra:	Additional charge added to the regular marine rate under an Open Policy when the vessel used is over age, under tonnage, or not classed by a recognized classification society such as Lloyd's Register. All policy rates are predicated on the use of vessels which fall within the insurer's criteria unless otherwise agreed upon. In most instances, steamer extra's are reimbursed by the steamship company.
1030	Steamer:	A generic term applied to any motorized vessel.
1031	Stern Ramp:	A hydraulic ramp at the rear of a RO/RO vessel which, when deployed, allows vehicles to be driven on and off. Stern ramps may be fixed or capable of swinging (slewing) from side to side.
1032	Stevedore:	A firm, or person who works for a firm, that loads, stows and discharges cargo from a ship. See Longshoreman. Essentially, a stevedore works the ship, a longshoreman works the pier.
1033	Stitching:	Application of fasteners to form the joint of fiberboard shipping boxes or paper shipping bags/sacks. Stitching is done by machine, using drawn string or wire from a spool. This can also be accomplished by pre-formed metal staples
1034	Stowage Pattern:	The manner in which cargo is loaded and placed in a trailer, intermodal container, vessel or other cargo space.
1035	Stowage:	Refers to the placing of cargo within a cargo compartment of a vessel, or placing into or onto other transport conveyances.
1036	Straddle Crane:	A wheeled crane used at container terminals to move and stack containers. Cranes straddle the containers to be moved or stacked within the framework of the crane, hence their name.
1037	Straight Bill of Lading:	A bill of lading naming a specific party as the consignee. It is non-negotiable and only the named party can take delivery of the cargo. A waybill.
1038	Stranding:	The act of a vessel coming to a stop due to contacting the sea bottom or a natural or other structure extending from the sea bottom, and from which the vessel cannot be moved without assistance from others, lightening through removal of cargo, fuel or stores, or by incoming tides.
1039	Stretchwrap:	The plastic material that is used to wrap a cargo. This is typically applied to unitized/palletized shipments as a way to provide some securement and a degree of protection against moisture and airborne contaminants.



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1040	Strikes, Riots and Civil Commotions:	See SR&CC Warranty and SR&CC Endorsement.
1041	Stuffing:	A term used to denote the loading of goods into an overseas container.
1042	Subject Matter:	That which is insured by an insurance policy; e.g. house, auto, cargo.
1043	Subrogation:	Process of substituting one person for another in marine insurance matters in which the latter inherits the former's rights and liabilities.
1044	Sue and Labor Charges:	In general, expenses incurred by the insured after an insured event in an effort to minimize the extent of loss or to prevent further loss.
1045	Suit Time:	The period of time after a loss occurs, or is discovered that a claimant has to bring notice of suit, or to institute suit against a carrier as stipulated in the contract of carriage.
1046	Sump:	An area within a cargo space designed to collect any water run-off and thus preventing or minimizing the potential that the water will contact the cargo.
1047	Sunk:	The condition of a vessel of being submerged to the sea bottom due to loss of buoyancy caused by ingress of water, over loading or shifting of cargo. The vessel need not be fully submerged, but must be resting on the sea bottom to be considered sunk.
1048	Super Sacks:	“FIBC”, “Flexible Intermodal Bulk Container” – A combination of packaging materials and lifting system. These cubical devices are manufactured from a fabric of woven polymer, polypropylene, polyethylene, polyester or polyamide. They are manufactured with integral lifting tabs and are capable of transporting in excess of a metric ton and are thus a viable alternative to multi-walled bags/sacks.
1049	Supplier's Invoice:	An invoice issued by the supplier of the goods. May not be the invoice of the actual seller when he is acting as a 'middleman' in a particular transaction.
1050	Supply Chain Management:	“SCM” - A term which usually refers to the outsourcing of services such as warehousing, distribution and transportation.
1051	Survey Costs:	The costs incurred to pay for risk assessment analysis, loading and/or unloading supervisions, or for loss/damage surveys conducted by independent surveyors. These costs are usually paid by the insured, or in the case of loss/damage surveys, by the claimant. Loss/damage survey costs, however, are usually reimbursed as part of a covered loss payment.



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1052	Survey Report:	In general, a report issued by a surveyor appointed by the insurer which outlines the procedure employed for the survey and detailing their specific findings and/or recommendations.
1053	Survey Warranties:	The requirement set forth in an insurance policy whereby the assured is obligated to hire a surveyor to supervise the loading, stowage and discharge of the cargo. The use of survey warranties is common in policies insuring bulk cargoes and other cargoes most susceptible to damage during loading, stowage or discharge.
1054	Survey:	An examination of damaged merchandise by a qualified surveyor to ascertain the cause and extent of damage. Also, the inspection by a qualified surveyor of the packaging, and handling and stowage methods to ascertain their adequacy. Survey expenses are usually paid by the assured.
1055	Surveyor:	“Marine Surveyor” - A specialist who supervises and assesses the quality and suitability of cargo packing, loading, stowage, handling and discharge operations, and/or who determines the nature, cause and extent of marine transportation casualties.
1056	Suspect Damage:	Damage which is suspected to have occurred to merchandise due to exposure to an insured peril but which is indeterminable without testing at substantial costs or through destructive testing or which will not manifest itself except through passage of time or actual use of the merchandise. Suspect damage is not insured except through specific agreement by insurers.
1057	Sweat:	“Condensation” – The term used to describe the moisture that condenses on cold metal either forming on vessel's structural members (ship's sweat) or from the consequences of condensation taking place directly on a commodity (cargo sweat). The result is that this moisture will come into contact with cargo and potentially causing damage to the packaging materials and/or contents.
1058	Sweepings:	The residue of beans in bags which sift out into the hold of a ship during transit. It is "swept up" and sold as damaged beans at salvage thereby reducing the amount of loss which might be claimed for lost beans.
1059	SWIFT:	Society For Worldwide Interbank Financial Telecommunications which developed a system for electronic funds transfer between banks.
1060	T.L.O.:	Total loss only.
1061	Taint:	The type of damage that occurs to cargo when it is contaminated either by direct contact with another cargo, or foreign matter, or by the odor from either.



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1062	Tainting:	Process of cargo being soiled by atmospheric conditions arising for example from cargo in close proximity giving off odours such as oranges tainting tea.
1063	Tallying:	The process of checking, or taking an account of the goods placed into a ship or unloaded from a ship.
1064	Tamper-evident Tape:	Refers to a group of carton adhesives that are specially manufactured so that any attempt at package tampering will be apparent to personnel throughout the transport or supply chain. These tapes, that can be made in colors and imprinted with company logos, leave some sign of tapering, usually some printed message.
1065	Tank Barge:	A barge designed with below deck tanks for the carriage of liquid bulk cargoes.
1066	Tank Container:	"Tanktainer" - A cylindrical tank, usually of 5-6000 gallon capacity, built within the framework of a 20 foot container for the carriage of bulk liquid cargoes on containerships. Its construction allows it to be shipped and handled in the same manner as other containers.
1067	Tanker:	A ship designed for the carriage of liquids in bulk, cargoes usually being pumped in and out. Vessels that carry viscous oils are equipped with heating coils to facilitate the pumping of the oil.
1068	Tar Paper:	Also known as K/A/K paper. This is a waterproof material that is comprised of two outer layers of Kraft paper with an inner layer of asphaltum substance. This is often used as case/crate liners but are not recommended in those instances when the item being protected could be stained or otherwise damaged.
1069	Tare Weight:	"Tare" - The weight of the container or packaging materials. When a container or package is filled, or partially filled, the weight of the contents is termed the net weight. The net weight plus the tare weight (i.e. the weight of the container or packaging) is the gross weight of the shipment.
1070	Target Commodity:	A term used to describe that group of commodities whose high value and attractiveness to consumers makes them a target for theft and pilferage.
1071	Tariff:	A duty imposed on imports or exports. A list of services and fees.
1072	Telescope Box:	"Telescoping Box" - A box composed of two separate sections that consist of a tray and a similar-shaped lid. The length and width of the lid are slightly larger than those of the tray so that lid slides over the tray. A full telescoping box allows the lid to fit over the entire depth of the tray. A partial telescoping box



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		allows the lid to fit only over a portion of the whole depth of the tray.
1073	Temperature Extremes:	"Extreme Temperatures" – This refers to the range of temperatures at the high (hot) or low (cold) end that can cause damage to cargo.
1074	Temperature Recorder:	A device, usually placed inside a refrigerated container and used to monitor the temperature inside the container over a period of time. The most widely used temperature recorder is the "Ryan Recorder".
1075	Terms of Sale:	Usually refers to an internationally accepted set of definitions which outlines the responsibilities of a buyer and seller at various stages of transit. These responsibilities can include payment of costs, arranging carriage, clearance at port(s) and others. Responsibility for loss or damage is the basis used for determining insurable interest under ocean cargo policies. The most widely used set of terms is INCOTERMS (International Commercial Terms) which are published by the International Chamber of Commerce – Some INCOTERMS are as under: Ex Works (EXW) Carriage and Insurance Paid To (CIP) Free Carrier (FCA) Delivered At Frontier (DAF) Free Alongside Ship Delivered Ex Ship (DES) (FAS) Free Onboard (FOB) Delivered Ex Quay (DEQ) Cost and Freight (CFR) Delivered Duty Unpaid (DDU) Cost Insurance and Delivered Duty Paid (DDP). Freight (CIF) Carriage Paid To (CPT)
1076	TEU:	An abbreviation for twenty-foot equivalent units which refers to the container carrying capacity of a vessel.
1077	The Hague Rules:	International agreement defining the responsibilities and liabilities of an ocean carrier transporting cargo in foreign trade adopted by certain countries.
1078	The Hague-Visby Rules:	An updated variation of, but separate from, The Hague Rules.
1079	Theft:	In marine insurance, a peril which is defined as either the forcible or clandestine taking of an entire shipping package, including a container, or shipment, not just the taking of the contents of a shipping package or container (Including hijacking).



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1080	Third Party Logistics:	A term used to denote the outsourcing to a third party of warehousing, distribution or transportation of a product.
1081	Three-way Corner Construction:	Refers to a method to fasten adjoining crate panels. This has proven to be the strongest, most rigid corner construction. It is accomplished by nailing the top wood pieces of the two (2) sides and the top or bottom together.
1082	Through Bill of Lading:	An ocean bill of lading issued by a carrier which covers the transport of the goods from the place of shipment to the place of destination even though portions of the voyage will involve transport by other carriers.
1083	Tie Down Lugs:	Cargo tie-down devices.
1084	Tie Downs:	Any one of the devices used to secure cargo in place within a transport conveyance or cargo space.
1085	Tier:	One (1) layer. Usually refers to packages on a pallet load, containers stacked one upon another, or to layers of merchandise within a package.
1086	Time Charter:	A charter party whereby the Charterer contracts with the vessel owner to use the vessel and its crew for a specified period of time. The owner being responsible for the carriage of the cargo and navigation and most other responsibilities and liabilities of a vessel owner.
1087	Time Definite Delivery:	A term referring to a range of service performance standards offered by transportation providers. These allow a customer to select a specific time frame for delivery. This can be same day, next day AM or PM, second or third day delivery.
1088	Time Draft:	A draft issued by the seller, usually through the seller's bank, to the buyer's bank. Sets forth the purchase price for the merchandise shipped. The buyer's bank will release the documents needed to take delivery of the merchandise from the carrier to the buyer and the buyer agrees to make payment within an agreed upon number of days as stipulated in the draft. May be a separate method of payment, or used in conjunction with other forms, especially Letters of Credit.
1089	Time-bar:	A term used to denote the last date on which a claimant can file a claim against a carrier. If claim is not filed by this date, the claimant is barred from pursuing his claim against the carrier unless otherwise permitted by the contract of affreightment or statute.
1090	Time-barred:	A term used to denote a claim against a carrier which cannot be pursued because it was not filed with the carrier within the time period stipulated in the contract of affreightment.



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1091	Tip and Tell:	Refers to a device that indicates whether an item has been tipped or tilted beyond a safe angle during handling or transit. These are inexpensive, one-time use instruments. Again just as shock and vibration indicators (See "Shockwatch"), they are prone to damage and tampering.
1092	TIR:	An abbreviation for "Trailer Interchange Receipt/Release", a document that allows trailers and containers on chassis to travel across borders of countries without payment of duties. A carnet for trailers or containers on chassis. A form used by terminal operators to document the condition of trailers and containers on chassis accepted or released by them.
1093	Ton:	Usually means a metric ton; 1000 kilograms or 2204 pounds, but may mean a short or long ton depending upon usage of parties involved. To eliminate mis-understandings, the type of measurement should be used; i.e. metric ton, short ton or long ton.
1094	Tonnage:	Measurement of ships (G.R.T., N.R.T., D.W.T.) or cargo tonnage.
1095	Torn Bags:	A cause of loss attributed to the tearing of bags due to improper handling or stowage, or excessive contents.
1096	Torsional Wracking:	"Wracking", "Racking" - Refers to a type of physical damage that can occur to machinery, most notably tall racks containing electronic or electrical components. Generally the item shifts or drops on an angle so that the base is twisted in some manner, affecting the entire item.
1097	Total Loss:	In cargo insurance, total loss refers to the loss of the entire shipment. Total loss may be an Actual Total Loss or a Constructive Total Loss. An Actual Total Loss exists when the shipment has been completely destroyed, or damaged to such an extent that it is "no longer the thing that it was", or is lost without any chance of recovery. A Constructive Total Loss is a shipment that has suffered loss, or damage, which is so severe that its becoming a total can only be prevented by incurring that exceed the actual value of the goods. Total loss of a part of a shipment may not be covered under a named perils cargo policy.
1098	TPL:	An abbreviation for "Third Party Logistics", a firm that provides warehousing, distribution and transport services for other firms.
1099	TPND:	An abbreviation for the perils of theft, pilferage and non-delivery.



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1100	Trade Loss:	A loss unique to certain types of cargo. Examples may be seepage or evaporation of liquids from wood casks, or clingage of bulk cargoes to tank surfaces.
1101	Trade Terms:	In general, a generally accepted set of definitions for terms of sale. Also, a term used to refer to a generally accepted set of pre-defined insuring terms for specific commodities in certain trades.
1102	Trailer Interchange Receipt/Release:	"TIR" - A document that allows trailers and containers on chassis to travel across borders of countries without payment of duties. A carnet for trailers or containers on chassis. A form used by terminal operators to document the condition of trailers and containers on chassis accepted or released by them.
1103	Trailer On Flat Car:	"TOFC" - A common and perhaps the best known form of piggyback transportation. Truck trailers, mounted on a chassis or bogie are loaded and secured onto a rail car.
1104	Tramp:	Vessel engaged in time chartering business, i.e., not a liner.
1105	Transhipment or Transshipment:	In general, the transfer of cargo from one conveyance to another. This usually signifies transfer from one vessel to another at an intermediate port for onward carriage to the final destination. As more ports are being developed as regional hubs, more and more cargo is being transshipped. At the present time (July 2002), one in every four containers is being transshipped in the ocean voyage alone. Transshipment can, and do, also occur in air cargo traffic and is termed interlining, and in less than truckload and small package environments.
1106	Transit Damage:	The defects to a cargo that happen during the period that the cargo is being transported or in temporary storage awaiting transit, transfer or delivery to final destination. The major classes of transit damage are water damage, rough handling, theft/pilferage and fortuitous events.
1107	Transit Shed:	Port (quay) accommodation for cargo, pending shipment or inland transport distribution.
1108	Transpiration:	The natural loss of moisture from agricultural products. The rate at which this occurs is dependent on product quality, temperature, humidity levels and air flow.
1109	Transport Carrier:	"Carrier" - In general the firm which transports merchandise from one point to another. May be a vessel owner/manager/operator, an airline, a truck operator or a railroad. In marine insurance, carrier is used to denote the ocean carrier.



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1110	Transportation Providers:	In general, any firm that contracts with a shipper to transport goods from one place to another under some form of affreightment. The firm may be a carrier or an in-direct carrier.
1111	Transshipment Bill of Lading:	Bill of Lading permitting cargo to be transshipped enroute from one vessel to another to reach final destination.
1112	Transshipment Port:	An intermediate port where cargo is transferred from one vessel to another for on carriage to the final port of discharge.
1113	Tri-axial:	Refers to three axes. The more sophisticated shock and vibration indicators provide data on longitudinal (fore-aft), lateral (side- to- side) and up and down forces exerted upon an item during handling and transportation.
1114	Trimmed Cargo:	This refers to any dry bulk cargo which, after loading, has been leveled to a zero degree angle.
1115	Trip Transit:	In marine insurance, a term used to describe insurance which has been provided on an individual shipment and not under an Open Policy. Usually purchased by firms which only have occasional shipments and do not want to pay minimum premiums usually required to maintain an Open Policy.
1116	Turnings:	The residue from metal turnings, usually with a high concentration of volatile chemicals used in the turning process which, unless removed, present a severe exposure to combustion.
1117	Tween deck:	Deck inserted between two continuous decks.
1118	Twisting:	The act of rotating or turning an item so as to distort its shape into a spiral-like turn.
1119	U.L.C.C.:	Ultra Large Crude Carrier. A ship designed to carry exceptionally large quantities of crude oil. Usually 300,000 to 600,000 DWT.
1120	U.N.C.T.A.D.:	United Nations Conference on Trade and Development.
1121	Uberrima fides: (Latin)	The utmost good faith.
1122	Ullage:	The free space between the surface of a liquid cargo and the tank's ceiling. It is used in calculating the volume of cargo in the tank.
1123	Ultra vires: (Latin)	Beyond their legal powers.
1124	Under Deck Bill of Lading:	In practice, an ocean bill of lading which is neither an On Deck nor Optional Stowage Bill of Lading.
1125	Uniform Commercial Code:	"UCC" - A state by state codification of U.S. business law. Does not apply to international shipments unless expressly stipulated in the sales contract.



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1126	Uniform Straight Bill of Lading:	“Waybill” - a standard, non-negotiable, contract of affreightment used by truckers and rail carriers in the United States.
1127	Unit Load Device:	Any device employed, such as a pallet, air container (igloo), or container, onto which, or into which, individual items of cargo are consolidated into a single shipping unit.
1128	Unit Load:	A term used to describe cargo which has been prepared for shipment in uniform units to facilitate handling, stowage, loading and unloading. Cargo on pallets or in pre-slung bags are unit loads. Unitized cargo.
1129	Unitization:	The practice of combining smaller packages into a single shipping unit or package. Palletization and containerization are two forms of unitization.
1130	Unpaid Vendor:	A seller who ships merchandise before receiving payment. Usually used to denote a seller who is not providing insurance during ocean transit and who may need Export Contingency Insurance.
1131	Unseasoned:	A term used to refer to wood that is not been properly aged and contains an acceptably high moisture content. See also “Green”
1132	Use No Hooks:	Another of the commonly used pictorial, international cautionary marks. This symbol, an old-fashion grappling or cargo hook used by stevedores with an “X” drawn through it, is suitable for bales, bags and other shipping packages that can easily be damaged by the hooks.
1133	USITC:	An abbreviation for United States International Trade Commission.
1134	V.L.C.C.:	Very large crude carrier. A ship designed to carry large quantities of crude oil. usually 100,000 DWT to 300,000 DWT.
1135	Vacuum Bagging:	Another term for a “Barrier Bag” which refers to moisture/vapor barrier bag used to protect items susceptible to water damage. The item to be protected is placed inside a metal foil barrier bag. The air within the bag is removed by a vacuum pump and then the bag is heat sealed to ensure its integrity.
1136	Valuation Clause:	A policy clause which sets forth the basis for determining the insured value of a shipment and the basis on which losses will be adjusted.
1137	Valued Bill of Lading:	A bill of lading issued by the carrier which indicates an amount which the shipper has declared as the value of merchandise. The carrier will be liable for this amount in the event he is found liable for loss or damage to the merchandise.



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1138	Valued Inventory:	Usually used for shipments of household goods and personal effects. Lists actual items shipped and the individual value they are insured for.
1139	Vehicle Transport Module:	“VTM” – A unit load device (ULD) used to transport automobile or similar vehicles on board aircraft. Also refers to over-the-road trailers, or railcars designed specifically for the carriage of automobiles.
1140	Vent Openings:	This refers to louvers and other ventilation openings in shipping packages, principally crates, and some intermodal container designs. These openings allow for the exchange of air and thus seek to create equilibrium and avoid the formation of condensation. Care must be taken to ensure that there are baffles or other devices within the crate or container that will prevent moisture (rain, sea water/salt water spray) from entering and contacting the cargo.
1141	Ventilation:	The process whereby fresh air is let into the holds of vessels to warm or cool cargo holds; or to remove warm moist air in an effort to prevent condensation. Outside air having a high humidity level may need to be dehumidified before being introduced into holds. Ventilation may be mechanical or natural.
1142	Ventilator Cowls:	The gooseneck shaped weather deck openings that allow air passage into cargo spaces on board vessels.
1143	Vessel Sharing:	The arrangement whereby two or more shipping companies share ownership/operation of a ship. This can make sense in times of depressed freight volumes or rates, thus allowing the entities to share the expenses and thus minimize their monetary losses.
1144	Vessel:	In general, any conveyance built for navigation, or for being navigated, on or in water for the purpose of carrying passengers or cargo.
1145	Vibration Damage:	Refers to the untoward effect of varying levels of frequencies on cargo.
1146	Vibration Test:	A test for determining the resonant responses of a packaged item or a packing material or for determining the ability of a container to protect its contents against vibration.



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1147	Vienna Convention:	"Contracts For International Sale Of Goods" - A Convention sponsored by the United Nations in Vienna, Austria where the "Contracts For International Sale Of Goods" developed. Compliance by member states is voluntary. Commonly referred to as CISG, this international convention establishes uniform rules for developing international sales contracts and the legal rights and obligations of a seller and buyer under such contracts. CISG applies automatically to all contracts for the international sale of goods if the countries of the seller and of the buyer have ratified the CISG unless the contract states that all or a portion of CISG do not apply or if expressed in the contract that laws other than CISG will apply.
1148	Voyage Charter:	Vessel chartered for specified voyage.
1149	VTM:	"Vehicle Transport Module", a unit load device (ULD) used to transport automobiles or similar vehicles on board aircraft. Also refers to over-the-road trailers, or railcars designed specifically for the carriage of automobiles.
1150	w.o.b.:	Washed overboard.
1151	W/W:	An abbreviation for World To World; Worldwide; Warehouse to Warehouse.
1152	WA:	An abbreviation for "With Average", an insuring term meaning that partial losses under the Perils Clause of a policy are covered. Sometimes shown as WPA (With Particular Average) to distinguish it from General Average.
1153	WAIOP:	An abbreviation for "With Average Irrespective Of Percentage". An insuring term meaning that partial losses under the Perils Clause of a policy are covered. The phrase 'Irrespective of Percentage' used in this clause means that any franchise shown in the policy does not apply to With Average losses. Sometimes shown as WPAIOP (With Particular Average Irrespective of Percentage) to distinguish it from General Average.
1154	War Risk Policy:	A separate policy covering cargo against losses caused by war like or other hostile acts.
1155	War Risk:	Usually refers to insurance against loss or damage resulting from acts of war or similar hostile acts.
1156	Warehouse To Warehouse:	A phrase used to indicate that goods will be shipped in containers from the point of origin to the point of destination; or goods will be insured continuously from the point of origin to the point of destination.
1157	Warranty:	An implied condition or express guarantee or negation contained in marine policy.



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1158	Warsaw Convention:	Defines the responsibilities and liabilities of air carriers transporting merchandise in international trade.
1159	Washing Overboard:	An insuring term meaning that cargo which was carried on deck was lost overboard by wave action caused by storms.
1160	Waster Sheet:	"Waster Wrapper", the outer sheet of wrapper of certain cargoes, namely steel coils and plywood sheets, where this ply is very similar in design as the actual content cargo but instead this is designed as protective packaging and when delivered to the consignee will be discarded.
1161	Waster Wrapper:	"Waster Sheet", the outer sheet or wrapper of certain cargoes, namely steel coils and plywood, where this ply is very similar in design as the actual cargo but instead this is designed as protective packaging and when delivered to the consignee will be discarded.
1162	Water Absorbent:	Refers to the quality of some materials and cargo to absorb moisture.
1163	Water Damage:	Refers to fresh water, seawater or condensation damage to cargo.
1164	Water Resistant:	Refers to a material, such as fiberboard or paperboard, that has been treated (sized) with water repellent substances so as to have a degree of resistance to damage or deterioration in the presence of moisture.
1165	Waterborne Only:	A term used to denote that insurance coverage is only in effect while cargo is actually onboard the overseas vessel.
1166	Waterproofing:	A protective barrier in the form of a case liner, crate liner, shroud, wrap, or tarpaulin fabricated from one of several materials. Waterproof barriers are designed to prevent deterioration of the protected item (and its preservation of packaging materials, if present) by excluding the entry of liquid water, by eliminating water vapor, or by diverting water from the materials being protected from water damage.
1167	Watertight Integrity:	Term used to describe "watertightness" of a shipping packaging, intermodal container or cargo space to prevent water ingress of any type.
1168	Watertightness:	The structural ability of a shipping packaging, intermodal container or cargo space to prevent water ingress of any type.
1169	Wax Impregnated:	A process whereby materials such as fiberboard or paperboard is coated with a raffin wax or wax blend. This aids in the shedding of moisture.



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1170	Waybill:	A non-negotiable contract of affreightment issued by a carrier showing the merchandise to be transported and shipping instructions. It is usually used by airlines and truckers.
1171	Weather Deck:	The uppermost main deck on a vessel so named since it is exposed to the elements.
1172	Wet Marine:	A term used to refer to any of the divisions of ocean marine insurance to differentiate it from land based only transportation exposures usually insured as Inland Marine.
1173	Wetted:	A term used to describe cargo that has been in actual contact with fresh or seawater.
1174	Wetting:	A term used to describe damage to cargo caused by actual contact with fresh or seawater.
1175	Wharf:	A landing place or mole by the waterside on a harbour or river for landing or shipping goods.
1176	Wharfinger:	The owner or operator of a wharf.
1177	Wheeled Cargo:	"Rolling Cargo" - A term referring to cargo which is on wheels and that can be driven on to and off of a vessel. Usually refers to vehicles of all types, including railcars and locomotives.
1178	Wirebound Boxes:	A shipping container constructed from thin wooden boards and secured with wire closures. May be fully enclosed or open slats.
1179	With Average:	"WA", "WPA" - An insuring term meaning that partial losses under the Perils Clause of a policy are covered. Sometimes shown as With Particular Average to distinguish it from General Average.
1180	With Particular Average:	"WPA", "With Average". An insuring term meaning that partial losses under the Perils Clause of a policy are covered. Shown as With "Particular" Average to distinguish it from "General" Average.
1181	Without Prejudice:	Leaving the question open.
1182	World Trade Organization:	"WTO" - Headquartered in Geneva, Switzerland, the World Trade Organization is the successor to the General Agreement on Tariff and Trade which was formed following WWII. Since its founding, WTO has established rules and guidelines, and multilateral agreements in an effort to foster free and fair trade in goods and services, including finance and technology. The WTO is the principal arbiter of trade disputes between its 135 member nations.



Assurance

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1183	Wracking:	“Torsional Wracking”, “Racking” - Refers to a type of physical damage that can occur to machinery, most notably tall racks containing electronic or electrical components. Generally the items shifts or drops on an angle so that the base is twisted in some manner, affecting the entire item.
1184	York Antwerp Rules:	A set of international rules which establish uniformity in the adjustment of General Average.