

Worldyards

Vessel Segment Definitions

1. Bulkers			
	Sub-segment	Definition	Capacity Measure
1(1)	VLOC	Very Large Ore Carriers, or bulkers with 200,000 dwt and above typically purpose-designed for carriage of iron ore only with much smaller cargo cubic capacity than conventional bulk carriers	dwt
1(2)	Capesize	Bulkers between 120,000 - 199,999 dwt	dwt
1(3)	Handy Capesize	Bulkers with dwt <= 119,999 and breadth > 42m	dwt
1(4)	Post Panamax bulker	Bulkers between 50,000 to 104,999 dwt, and breadth >32.31m < 39m.	dwt
1(5)	Panamax bulker	Bulkers between 55,000 - 84,999 dwt, and breadth <= 32.31m and loa >= 200 m. The ships with 229 beam are called Kamsarmax with loa compatible with Port Kamsar bauxite loading terminal Guinea)	dwt
1(6)	Baby-Panamax bulker	Bulkers between 50,000 - 54,999 dwt, and breadth <= 32.31m and loa >= 200 m	dwt
1(7)	Supramax	Bulkers between 50,000 - 64,999 dwt, and breadth <= 32.31m and loa < 200	dwt
1(8)	Handymax	Bulkers with dwt 40,000 - 49,999	Dwt
1(9)	Handysize	Bulkers with dwt 10,000 - 39,999	Dwt
1(10)	Bulker < 10000 dwt	Bulker with dwt < 10,000	Dwt
1(11)	Self-discharging bulker	Ships that are able to discharge their cargo independently of shore side equipment, having been loaded by shore facilities.	Dwt
11(12)	Woodchip carrier	Woodchips carriers generally have six holds to carry woodchips in bulk. These bulk carriers are box-hold square bottom vessels with wide hatches. Vessel sizes are typically 40,000 dwt to 50,000 dwt, while capacity is measured in million cubic feet. A standard size is usually 3.6m cbm equating to 47,000 dwt. Because of their low specific gravity, woodchips require a relatively large hold capacity. Cargo handling equipment includes an unloading system measured in tonnes per hour.	cbft

2. Containers

	Sub-segment	Definition	Capacity Measure
2(1)	Containership above 10,000 teu	Pure (fully cellular) containerships \geq 10,000 teu	teu
2(2)	Containership 7,000 – 9,999 teu	Pure (fully cellular) containership between 7,000 - 9,999 teu	teu
2(3)	Post-panamax Containership < 7,000 teu	Pure (fully cellular) containerships with breadth > 32.31 m and < 7,000 teu	teu
2(4)	Panamax Containership > 4,000 teu	Pure (fully cellular) containerships with Breadth \leq 32.31m, and > 4,000 teu and \leq 6,999 teu	teu
2(5)	Containership 3,000 – 4,000 teu	Pure (fully cellular) containerships between 3,000 – 4,000 teu	teu
2(6)	Containership 3,000 – 4,000 teu	Pure (fully cellular) containerships between 3,000 – 4,000 teu	teu
2(7)	Containership teu 1,500 - 1,999	Pure (fully cellular) containerships with breadth \leq 32.31m, and between 1,500 - 1,999 teu	teu
2(8)	Containership teu 1,000 - 1,499	Pure (fully cellular) containerships with breadth \leq 32.31m, and between 1,000 - 1,499 teu	teu
2(9)	Containership teu 500 - 999	Pure (fully cellular) containerships between 500 – 999 teu	teu
2(10)	Containership < 500 teu	Pure (fully cellular) containerships with teu < 500	teu

3. Semi-liner tonnage

	Sub-segment	Definition	Capacity Measure
3(1)	MPP	General cargo ships that carry a wide variety of cargoes, including industrial items, bagged cargoes, project cargoes, steel products, forest products, palletized cargoes, various break-bulk cargoes and containers. They are unicellular and typically with more than one deck.	dwt
3(2)	MPP Heavy lift	MPP vessels with cargo cranes capable of lifting 100mt and above singly. They are unicellular and typically with more than one deck.	dwt
3(3)	Conbulker	Vessel designed to carry bulk cargo, minor bulk cargo (forest product, aluminium etc.) and container. They are typically open-hatch, with box-shaped holds, without cell guides fitted.	dwt
3(4)	RoRo container	The Roro Containership or ConRo vessel is a hybrid between a roro and a container ship. This type of vessel has a below-decks area used for vehicle storage while stacking containerised freight on the weather deck.	dwt

4. LNG (Gas I)

	Sub-segment	Definition	Capacity Measure
4(1)	Conventional	Liquefied Natural Gas carriers. Vessels equipped with insulated cargo tanks to carry natural gas in its liquid state at a temperature of -162 degrees Celsius. There are currently two main types of containment systems: Moss and Membrane. Other types of containment systems existing are SPB, pressurized and cylindrical, however, these systems at present are not being built.	cbm
4(2)	LNGRV	LNG Vessel Re-gasification Unit-An LNG ship with an onboard Re-gasification plant allowing it to discharge cargo directly into a gas pipeline system. This type of vessel can also be used as a conventional LNG ship. Regasification systems can also be retrofitted to existing ships	cbm
4 (3)	LNGRL	Re-liquefaction LNG vessel- An LNG ship that is installed with a re-liquefaction plant allowing it to re-liquefy boil-off gas and re-inject into cargo tanks. Liquefaction systems can either be retrofitted to existing ships or installed on new buildings.	cbm

5. CNG (Gas II)

	Sub-segment	Definition	Capacity Measure
5(1)	CNG	Compressed Natural Gas (CNG) Carrier - Alternative gas transportation method that fits between pipelines and LNG. As the name suggests, natural gas is kept in a gaseous state during the transportation process. Rather than liquefaction of gas into LNG, the CNG system uses high pressure in a standard steel containment structure. The containment system is especially suited to short distance routes.	cbm

6. LPG (Gas III)

	Sub-segment	Definition	Capacity Measure
6(1)	VLGC	Very Large Gas Carriers are LPG tankers with a carrying capacity of 70,000 cbm or more. LPG tankers designed to carry propane, butane or a mixture of the two, ammonia as well as other clean petroleum products (naphtha and jet fuel). These vessels are fully refrigerated.	cbm
6(2)	LGC	Large Gas Carriers - LPG Tankers between 45,000 - 60,000 cbm (typically 50 – 60,000 cbm). These vessels are fully refrigerated.	cbm
6(3)	MGC	Medium Gas Carriers - LPG Tankers between 30,000 – 45,000 cbm (typically 30,000 – 40,000 cbm). These vessels are fully refrigerated.	cbm

6(4)	20,000 – 29,999 cbm	LPG Tankers between 20,000 - 29,999 cbm. They can be either semi-refrigerated, or ethylene carriers, or fully refrigerated	cbm
6(5)	10,000 – 19,999 cbm	LPG Tankers between 10,000 - 19,999 cbm. They can be either semi-refrigerated, or ethylene carriers.	cbm
6(6)	0 - 9,999 cbm	LPG Tankers between 0 - 9,999 cbm. They can be either semi-refrigerated, or ethylene carriers, or pressurized.	cbm
6(7)	Ammonia Carriers	Gas tankers specially designed for carrying of NH3 (Ammonia)	cbm

7. Combination carriers

	Sub-segment	Definition	Capacity Measure
7(1)	OBO	Ore Bulk Oiler are combination carriers designed to carry oil on one voyage leg, then alternate to ore on another leg. Fitted with large holds and gas and oil-tight hatch covers.	dwt
7(2)	VLOO	Very Large Ore Oiler are combination carriers with a deadweight > 200,000 dwt	dwt

8. Crude (Tanker I)

	Sub-segment	Definition	Capacity Measure
8(1)	ULCC	Ultra Large Crude Carriers, or tankers with dwt > 300,000 mt	dwt
8(2)	VLCC	Very Large Crude Carriers, or tankers with dwt between 200,000 – 300,000 mt	dwt
8(3)	Suezmax	Tankers with dwt between 125,000 - 199,999 mt	dwt
8(4)	Aframax uncoated	Tankers with breadth >32.31m and with dwt < 124,999 dwt and not coated	dwt
8(5)	Panamax tanker uncoated	Tankers with dwt 60,000 - 79,999 and Breadth <= 32.31m and not coated	dwt
8(6)	Other crude tanker	Tankers without imo class with dwt < 59,999 and not coated	dwt

9. Product (Tanker II)

	Sub-segment	Definition	Capacity Measure
9(1)	LR II	“Long Range II” tankers can take 3 lots of 25,000mt naphtha cargoes, with dwt 80,000 - 124,999 dwt and coated, without IMO notation	dwt

9(2)	LR I	"Long Range I" tankers can take 2 lots of 25,000mt naphtha cargoes, with between 60,000 – 85,000 dwt and breadth <= 32.31 and coated, without IMO notation	dwt
9(3)	MR	Medium Range, or tankers between 35,000 – 59,999 dwt without IMO notation and coated	dwt
9(4)	20,000 -34999 dwt	Tankers between 20,000 - 39,999 dwt, without IMO notation and coated	dwt
9(5)	10,000 – 19,999 dwt	Tankers between 10,000 - 19,999 dwt without IMO notation and coated	dwt
9(6)	5,000 -9,999 dwt	Tankers between 5,000 – 9,999 dwt without IMO notation and coated	dwt
9(7)	0 – 4,999 dwt	Tankers with IMO 3 notation and/or IMO 2, < 7 grades, between 0 – 4,999 dwt, and coated	dwt

10. Product/Chemical (Tanker III)

	Sub-segment	Definition	Capacity Measure
10(1)	MR/Chemical	Tankers 35,000 – 59,000 dwt with IMO 3 notation and/or IMO 2, < 7 grades, and coated	dwt
10(2)	20,000-34999 dwt	Tankers with IMO 3 notation and/or IMO 2, < 7 grades, between 20,000 – 39,,999 dwt, either coated or stainless steel	dwt
10(3)	10,000 – 19,999 dwt	Tankers with IMO 3 notation and/or IMO 2, < 7 grades, between 10,000 – 19,999 dwt, either coated or stainless steel	dwt
10(4)	5,000 - 9,999 dwt	Tankers with IMO 3 notation and/or IMO 2, < 7 grades, between 5,000 – 9,999 dwt, either coated or stainless steel	dwt
10(5)	0 - 4,999 dwt	Tankers with IMO 3 notation and/or IMO 2, < 7 grades, between 0,000 – 4,999 dwt, either coated or stainless steel	dwt

11. Chemical (Tanker IV)

	Sub-segment	Definition	Capacity Measure
11(1)	40,000 – 60,000 dwt	Tankers with IMO 2 notation and/or IMO 1, >= 7 grades, between 40,000 – 60,000 dwt, either coated or stainless steel	dwt
11(2)	20,000-39,999 dwt	Tankers with IMO 2 notation and/or IMO 1, >= 7 grades, between 20,000 – 39,,999 dwt, either coated or stainless steel	dwt

11(3)	10,000 - 19,999 dwt	Tankers with IMO 2 notation and/or IMO 1, >= 7 grades, between 10,000 – 19,999 dwt, either coated or stainless steel	dwt
11(4)	5,000 - 9,999 dwt	Tankers with IMO 2 notation and/or IMO 1, >= 7 grades, between 5,000 – 9,999 dwt, either coated or stainless steel	dwt
11(5)	0 - 4,999 dwt	Tankers with IMO 2 notation and/or IMO 1, >= 7 grades, between 0 – 4,999 dwt, either coated or stainless steel	dwt
11(6)	Other chemical	Tankers with IMO 2 notation and/or IMO 1, and stainless steel, and < 7 grades	dwt

12. Specialised Tanker (Tanker V)

	Sub-segment	Definition	Capacity Measure
12(1)	Asphalt/Bitumen Tanker	Tankers carrying Asphalt/Bitumen with high heating requirements (135c)	dwt
12(3)	Other Specialised Tanker	Other tankers that does not fall into the other type of tanker categories, such as wine/juice/water carriers	dwt

13. Specialised cargo (Specialised cargo I)

	Sub-segment	Definition	Capacity Measure
13(1)	Cement carrier	Vessels that are specifically designed to carry cement in dry bulk form. Also, they are equipped with specialised cargo loading/discharging systems which are either mechanical or pneumatic.	dwt
13(2)	Wagon carrier	Also known as train wagon carrier or rail ferry, is a type of ro-ro ship fitted with rail track. Ships of this category often include hydraulic elevator platforms serving multiple decks. Rail wagons are often loaded by shore locomotives but shifted on board by devices called “shunters.” Vessels of this type are generally configured to accommodate up to fifty 12 m long rail wagons each weighing up to 100 tonnes. Upper range of deadweight is typically 5000 dwt.	No of wagons
13(3)	Reefer	Refrigerated ships are designed to carry goods requiring refrigeration, such as meat, fish, fruits and dairy products. A reefer ship has insulated holds into which cold air is passed at the temperature appropriate to the goods being carried. Reinforced decks allow for forklifts (six tonnes) to handle palletised cargoes. Depending on whether containers are carried, these ships generally have light cargo gear of 5 tonnes for lifting pallets.	cbft
13(4)	RoRo Cargo	A specialised vessel type fitted with stern, side or bow door with all decks served by ramp.	lane metres

13(5)	RoLo	A hybrid specialised vessel type with ramps serving vehicle decks but with other cargo decks accessible only by crane.	Lane metres
13(6)	Other specialised cargo	All specialised cargo ships (such as livestock carrier, limestone carrier) that does not fit into the above types	Gt

14. Car Carrier (specialized cargo II)

	Sub-segment	Definition	Capacity Measure
14(1)	PCC	Pure car carriers (PCC) are ro-ro vessels specially designed for carrying automobiles, and other small wheeled units. Equipped with ramps and multiple decks of which some are moveable.	No of cars
14(2)	PCTC	Pure Car & Truck Carriers (PCTC) are ro-ro vessels specially designed for carrying automobiles, trucks, and other rolling stock. Equipped with ramps and multiple decks of which some are moveable.	No of cars

15. Heavy-Lift Cargo (specialized cargo III)

	Sub-segment	Definition	Capacity Measure
15(1)	Semi-submersible	Also called Flo-Flo (for float-on/float-off) Vessels used to transport heavyweight unitized cargo - they are shallow drafted ships that are designed to take in ballast water and submerge their decks beneath project, offshore equipment or other cargoes, then raise the cargo above the water level and transport the cargo. Those with fully encircled hulls are called dockship, whilst there are open-deck vessels	dwt
15(2)	Non-submersible	Vessels that can handle heavy-lifts of generally above 1,000 mt with cranes or via a ro-ro access. These vessels have significant ballasting requirements.	dwt
15(3)	Lash ships	LASH, an acronym for Lighter Aboard SHip vessels carry about 82/84 LASH barges onboard. Barges are being loaded/unloaded by a 500mt lash gantry crane. Bridge typically located forward. They can carry containers as well.	dwt

16. Passenger ships

	Sub-segment	Definition	Capacity Measure
16(1)	Passenger	Vessels designed for transporting passengers only. Short-sea passenger ships have limited cabin accommodation, while in the cruise market, each passenger is allocated a cabin or berth.	No of pax
16(2)	Pax ferry	Roro vessels designed for transporting both people and vehicles on short sea routes	No of pax
16(3)	Ro-Pax	Roro vessels primarily designed for transporting trucks or trailers on short sea routes and fitted with a limited passenger capacity.	No of pax

17. Offshore

	Sub-segment	Definition	Capacity Measure
17(1)	FPSO	Floating production oil processing (FPSO) are installed in offshore oilfields and partially process crude oil in their topside equipment. Floating storage offloading (FSO) units are similar, but have storage and pumping equipment only.	Barrels Storage
17(2)	FSO	Floating storage offloading (FSO) units are similar to FPSO, but have storage and pumping equipment only.	Barrels Storage
17(3)	LPG FSO	Floating storage offloading (FSO) units that have storage and pumping equipment for handling LPG	cbm
17(4)	FDPSO	FPDSOs has exact functions as FPSO, but adds drilling which is represented by letter "D" incorporating drilling capability through a moon pool in its ship-shaped hull.	Barrels Storage
17(5)	FSU	Floating storage unloading (FSU) units are equivalent to FSOs.	Barrels Storage
17(6)	LNG-FSRU	Liquefied Natural Gas – Floating Storage Regasification Units are offshore structures permanently anchored and performing storage and regasification on board. The FSRU will also receive LNG from ships. After regasification, the natural gas will be transported to shore via a constructed pipeline system.	cbm

17(7)	LNG-FRU	Liquefied Natural Gas – Floating Regasification Units are offshore structure permanently anchored and performing regassification, but not storage, on board. The FSU will also receive LNG from carriers. After regassification, the natural gas will be transported directly without storage to shore via a constructed pipeline system.	cbm
17(8)	Tugs	Vessels that are used in either deep sea towing, salvage or harbour work to tow and maneuver large vessels.	Bollard pull
17(9)	AHT	Anchor Handling Tugs - anchors and tows drilling vessels, lighters and similar craft particularly in offshore.	Bollard pull
17(10)	AHTS	Anchor Handling Tug Supply - combined offshore supply vessels and anchor-handling ships. Some vessels also have salvage capabilities such and fire fighting equipment.	Bollard pull
18(11)	PSV	Platform Support Vessel - vessels that serve permanently positioned oil rigs by delivering staff, food, equipment and waste removal.	GT
17(12)	Shuttle Tankers	A ship type in the offshore sector that has emerged since oil exploration went offshore and into deeper and more remote waters, where pipelines to shore are neither feasible nor economical. They station themselves on an offshore loading buoy and load their cargo of crude oil directly from the oilfield, where it has been kept in a reservoir with perhaps the sulphur removed. Shuttle tankers need to be very much more maneuverable than comparable conventional crude carriers, which depend heavily on tugs to help them on and off their berths. Many shuttle tankers have been converted from conventional crude ships, with the addition of bow hose handling equipment and powerful lateral thrusters. They can be immediately distinguished from other tankers by the high bow compartment for hose handling. More sophisticated and purpose built shuttle tankers may incorporate dynamic positioning equipment, in which up to four thrusters and twin controllable pitch propellers along with flap rudders may be co-coordinated together to maintain the ship precisely over a single point on the sea bottom. Typically, a shuttle tanker is about 120,000 tonnes cargo handling capacity and sometimes faster in service speed than her conventional sister.	dwt
17(13)	Drillship	Self-propelled exploration vessels able to combine the features of a survey vessel and oil rig. These ships are able to accommodate a high number of personnel and maintain their positions up to weeks at a time.	Water depth

17(14)	Semi-submersible rigs	Floating offshore drilling units that have pontoons and columns that when flooded cause the unit to submerge in the water to a predetermined depth. These units have living quarters, storage space, on the main deck and dynamically positioned over the site, or anchored. In shallow water, some semi-submersibles can be ballasted to rest on the seabed. Semi-submersibles are more stable than drill ships and ship-shaped barges and are used extensively to drill wildcat wells in rough waters such as the North Sea.	Tonne
17(15)	Jack up rigs	Mobile bottom-supported offshore drilling structures with columnar or open-truss legs that support the deck and hull. When positioned over the drilling site, the bottoms of the legs rest on the seafloor. Once the legs are firmly positioned on the bottom, the deck and hull height are adjusted and leveled.	Water depth
17(16)	Pipe-laying Vessels	Pipe-laying vessels are similar to cable-laying vessels, in fact some are dual purpose and can lay either. Pipes are either loaded onboard in sections and joined onboard the vessel prior to laying or else by prefabricating the entire whole pipe.	Water Depth
17(17)	Other offshore	Offshore vessels that do not fall into the above categories, such as survey ship, seismic vessels and crane barges (also known as floating sheerlegs) which serve the oil industry.	GT

19. Barges

	Sub-segment	Definition	Capacity Measure
19(1)	Dumb	Flat bottomed vessel without propulsion that works in canals, rivers and coastal areas.	dwt
19(2)	Self propelled	Flat bottom vessel with own propulsion that works in canals, rivers and coastal areas.	dwt

20. Dredgers

	Sub-segment	Definition	Capacity Measure
20 (1)	Backhoe/Dipper Dredgers	A backhoe/dipper dredge has a backhoe like excavators. A crude but usable backhoe dredger can be made by mounting a land-type backhoe excavator on a pontoon.	Cubic

20(2)	Bucket Dredgers	A bucket dredger is a dredger equipped with a bucket dredge, which is a device that picks up sediment by mechanical means, often with many buckets attached to a wheel or chain. Some bucket dredgers and grab dredgers are powerful enough to rip out coral reef to make a shipping channel.	Cubic
20(3)	Cutter Suction dredgers	Most cutter suction dredgers are stationary, which means they have to be towed to their work site by tugboats. Once in position, so-called spud poles keep the cutter dredger in place. The cutter head, which is mounted on the far end of the cutter ladder, is lowered to the seabed with the help of winches. The turning cutter head cuts into the soil as it is pulled across the bottom horizontally. The loose material is dredged up and pumped to its destination through a floating pipeline. Cutter suction dredgers are pre-eminently suitable to dredge out hard soil or to pump up large amounts of sand in shallow water.	Kw
20(4)	Dustpan Dredgers	Dustpan dredgers are only suitable for use on flat bottoms with thin layers of silt. In order to minimize turbidity the use of jetting water is not recommended, but jetting water is required to draw in the silt over the full breadth of the suction mouth. Positioning in the vertical plane is good, while positioning in the horizontal plane is moderate, depending on the anchoring system. This type of dredger is not suitable for cohesive materials like clay.	Cubic
20(5)	Grab / Clam dredgers	A grab dredger picks up seabed material with a clamshell grab, which hangs from an onboard crane, or is carried by a hydraulic arm, or is mounted like on a dragline. This technique is often used in excavation of bay mud.	Cubic
20(6)	Water injection dredgers	The most prominent feature of a water injection dredger is its long injection beam underneath the vessel. Through this injection beam, large quantities of water are injected into the bottom under low pressure. The thus created sand-and-water mixture flows away to the sides under the influence of gravity. And the result is the intended trench in the bottom. Water injection dredging is a cost efficient way to carry out maintenance dredging in silted up navigation channels and ports. The technology is the successful result of research and product innovation, in a joint effort of Van Oord and Delft Hydraulics.	Cubic
20(7)	Suction dredgers	A stationary dredger used to mine for sand. The suction pipe is pushed vertically into a sand deposit. If necessary water jets help to bring the sand up. It is loaded into barges or pumped via pipeline directly to the reclamation area.	Cubic

20(8)	Trailing Suction Hopper Dredgers	<p>A trailing suction hopper dredger is a large ocean-going vessel. In order to start dredging, the ship reduces its speed to some 1 to 2 knots and then lowers the suction pipes on both sides of the ship all the way to the seabed. Sand pumps transfer the sand dredged up by the suction head into the hold or hopper. The excess water is drained off via the overflow pipes. When the hopper is full, the ship sails to its destination, the reclamation area. There it unloads its cargo in one of the following manners:</p> <p>a) pump the sand through a pipeline when the dump site is at some distance;</p> <p>b) unload the sand through the bottom doors when in deeper water;</p> <p>c) rainbowing, through a spout on the bow, when the ship is able to come close to the site.</p> <p>Trailing suction hopper dredgers are able to transport large amounts of sand over long distances.</p>	Cubic
20(9)	Misc dredgers	Includes miscellaneous types of dredgers not covered above including Underwater plough, etc	Cubic

21. Service / Miscellaneous Vessels			
	Sub-segment	Definition	Capacity Measure
21(1)	Ice Breakers	A special purpose vessel designed to move and navigate through ice-covered waters. They break the ice and make a path for the other ships to navigate through the ice.	Gt
21(2)	Cable-laying Vessels	A specialised group of vessels characterised by sheaves and gantries at the bow and stern. There are also cranes for lowering an ROV (remotely operated vehicles). The cables are used for telecommunications or high voltage power transmission.	Gt
21(3)	Research Vessel	These are vessels dedicated to various types of research at sea, including by not limited to oceanographic, meteorological, seismic, etc.	Gt
21(4)	Training Vessel	These are vessels that are dedicated for training seafarers in either in an anchored or sailing status.	Gt
21(5)	Crane Vessel	Crane vessels have hulls that are solely designed to carry an onboard crane/cranes specialised in lifting heavy loads. The larger vessels are often semi-submersibles, but conventional monohulls also exist.	Crane Capacity
21(6)	Lakes-only Vessels	Not ocean-going vessels, specially designed for the Great Lakes area	dwt
21(6)	Other service / Misc Vessel	All vessels that do not fall into any of the above sub-segments such as Nuclear Fuel carrier, Alumina Carrier, Search & Rescue and Fire-fighting Vessels	-

22. Naval			
	Sub-segment	Definition	Capacity Measure
22(1)	Naval	Vessels used by military forces. The details of such vessels are not tracked by Worldyards.com other than for shipbuilding capacity analysis.	Displacement