Sea-web Ship Search Field Definitions

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Contents

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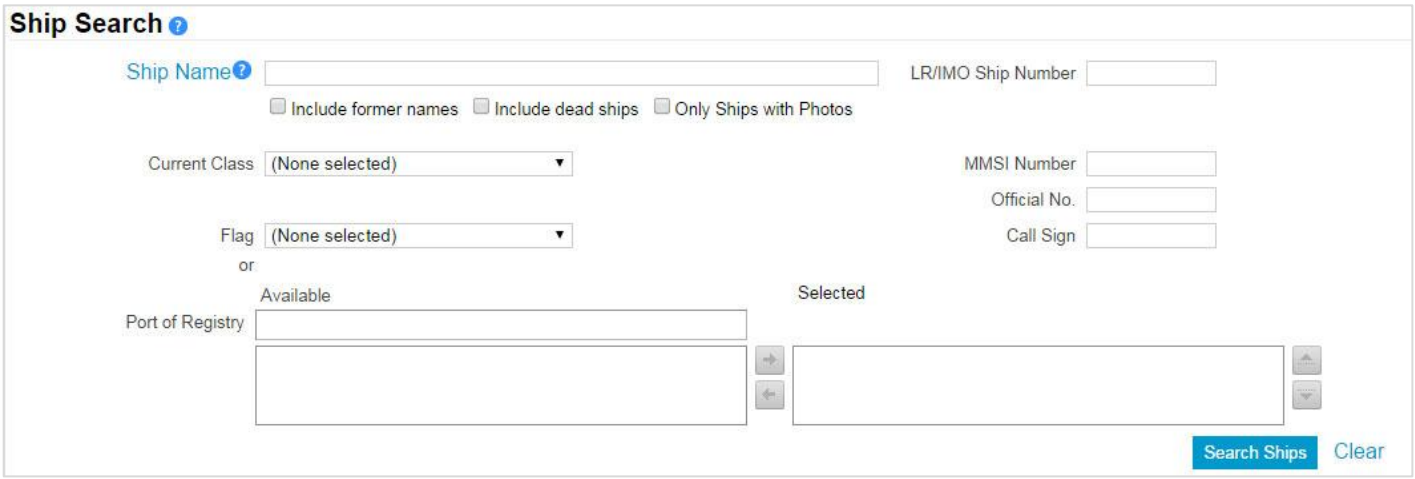
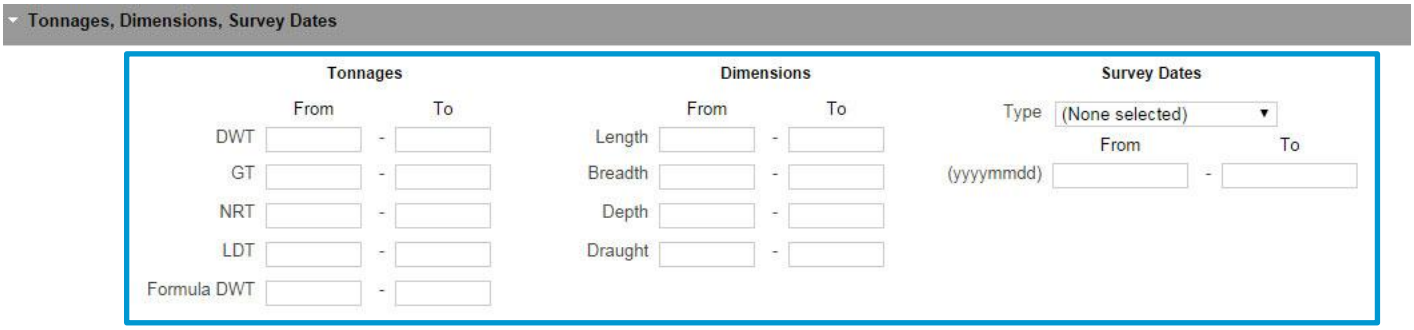
Ship Search Fields



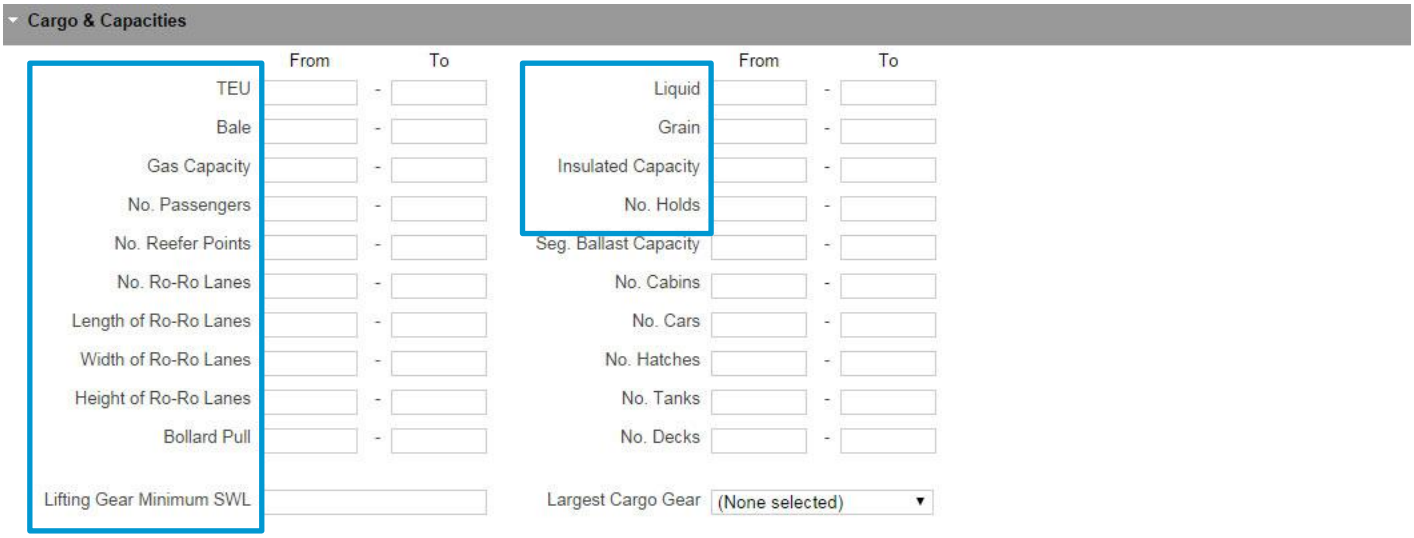
Field	Definition
Ship Name	Vessel Name in English format, as recorded by the vessels registration authority.
LR/IMO Ship Number	A unique seven digit number which remains unchanged during the life of the ship. [The IMO (International Maritime Organisation) identification number was adopted on 19th November 1987 in IMO Resolution A.600(15) and remains constant in the event of rebuilding or shiptype conversion. This unique number is assigned to the total or greater portion of the hull enclosing the machinery space and is the determining factor should additional hull sections be added. The LR/IMO Number is never reassigned to another vessel. This number is also utilised in respect of SOLAS XI 1/3 and 1/5. (Important notice - IHS – Fairplay Ltd. is the sole authority for identifying and assigning an LR/IMO number)
Current Class	This shows the current class society that is carrying out the survey programme on behalf of the Shipowners. This also indicates that we have had confirmation that the ship is in class.
Flag	Indicates the flag country for the registry under which the vessel operates. Vessels may appear in more than one registry (parallel registry) although only one may be active at any one time
MMSI Number	Mobile Maritime Station Identifier (MMSI) is a 9 digit number used to identify vessels in VHF radio communications. The first three digits denote the country of registry. When a flag change is effected this number will also change.
Official No.	Official Number is a number issued by the national or flag authority, this acts as the unique identifier whilst the vessel is registered under this particular flag. As with call signs, this number changes when the vessels flag is changed.
Call Sign	An Alpha numeric identifier used for radio communications. Each flag authority has a designated call sign range, from which the national radio authority issue a call sign for each vessel in that fleet.
Port of Registry	The Port of registry at which the vessel is registered with a flag authority and which appears on the stern of the vessel under the ship name.

Tonnages, Dimensions, Survey Dates fields



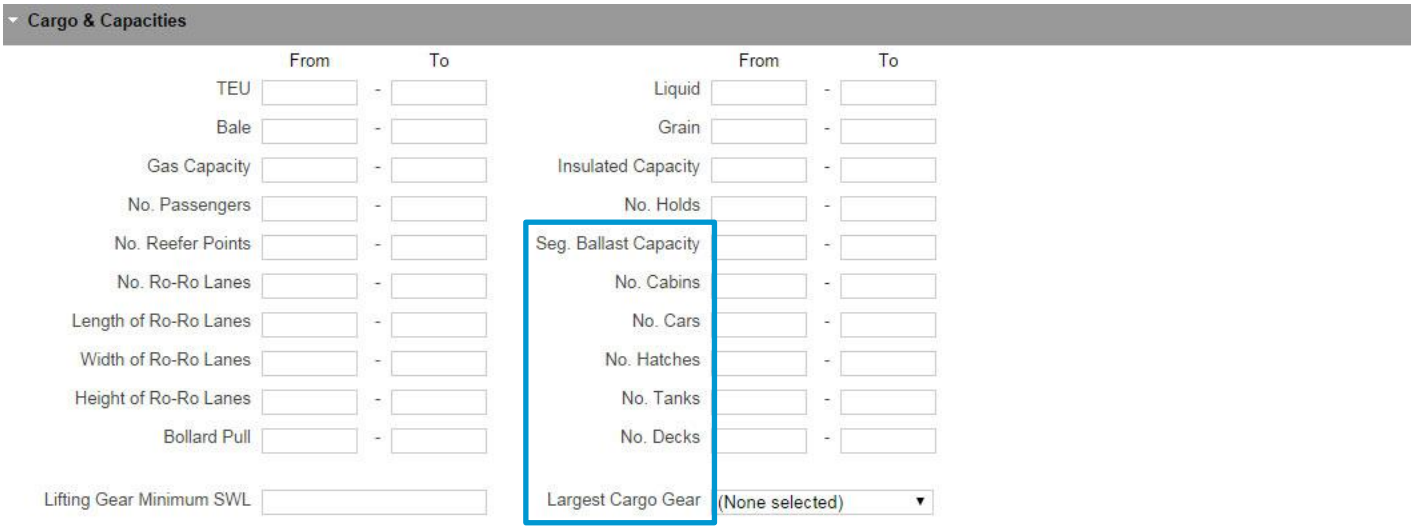
Field name	Definition
DWT	Deadweight - The weight in tonnes (1000 kg) of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer Draught
GT	Gross Tonnage (GT) - Gross Tonnage is a function of the moulded volume of all enclosed spaces of the ship as per the 1969 International convention on tonnage measurement of ships. Some older domestic trading vessels may still show pre 1969 GRT values
GRT/NRT	Gross/Net Registered Tonnage. Replaced by Gross and Net Tonnages (GT and NT) as defined in The International Convention on Tonnage Measurement of Ships, 1969 adopted by the International Maritime Organisation in 1969 which came into force in July 1982.
Flag	Indicates the flag country for the registry under which the vessel operates. Vessels may appear in more than one registry (parallel registry) although only one may be active at any one time
LDT	Light Displacement Tonnage. This figure is derived from deadweight and displacement and is used to calculate Steel value at scrapping
Formula DWT	Formula deadweight is intended to provide a uniform tonnage measurement and is derived by the formula (Length between perpendiculars x Beam moulded x Depth moulded) divided by 2.265; if measurements are in feet the divisor is 80
Length	Length Overall, else Between Perpendiculars else registered length.
Breadth	Breadth in metres. Best value using moulded otherwise extreme breadth.
Depth	This is the height from the lowest point on the keel to the uppermost continuous deck
Draught	Maximum draught of vessel in metres. This is measured from the lowest point on the hull to the water level when at the maximum permissible summer load line.
Survey Date Types:	See below:
Continuous Hull Survey	Vessel is undertaking only a portion of her periodic survey items annually, usually 20 percent or 25 percent.
Docking Survey	Survey carried out at Drydock. Ship is usually placed in dry-dock periodically for repairs, maintenance and survey work.
Special Survey	Classification society comprehensive survey carried out every four years to evaluate the overall condition of the ship.

Cargo & Capacities fields



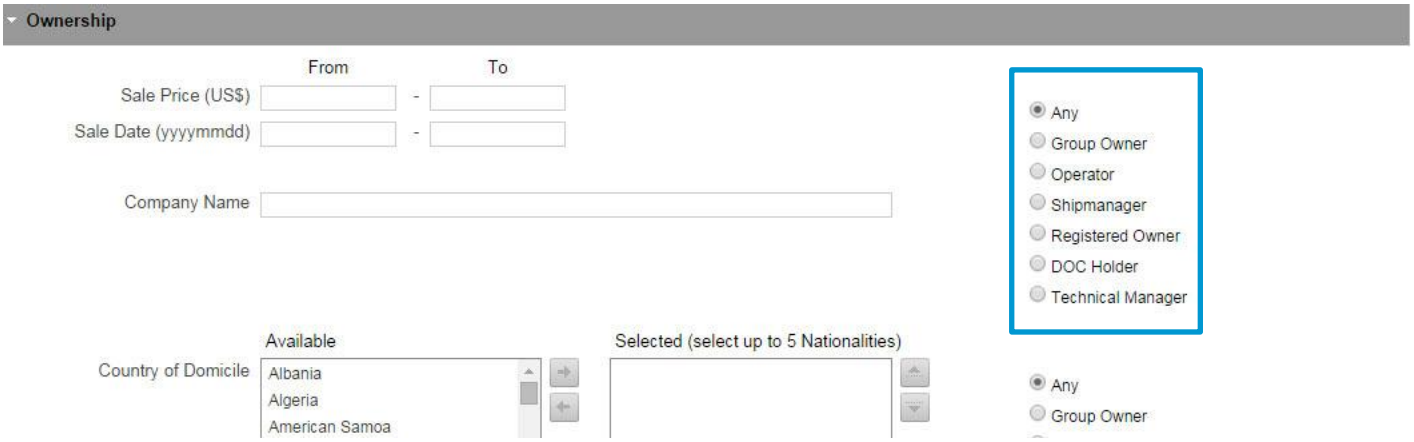
Field name	Definition
TEU	TEU (20 Foot Equivalent Unit) Capacity. This is recognised as the standard Container unit.
Bale	Volumetric capacity in cubic metres of cargo holds measured inside the frames and ceiling spars. Represents the capacity occupied by fixed volume cargoes such as bales that would be stowed inside the frames.
Gas Capacity	Liquid Gas Capacity in cubic metres
No Passengers	Number of passengers with an allocated berth
No Reefer Points	Number of electrical connection points for reefer containers to run the container based refrigeration units. It is normal that there will be more connection points than on board generators can support
Length of Ro-RO Lane	Total Length of Ro-Ro lanes.
Width of Ro-Ro Lanes	Maximum width of Ro-Ro lanes.
Height of Ro-Ro Lane	Clear height of Ro-Ro lanes.
Bollard Pull	Recorded in tonnes allows the comparison of the pulling force of vessels, and is mainly utilized for tugs.
Lifting Gear Minimum SWL	The minimum safe working load of the vessels lifting gear
Liquid	Liquid cargo capacity in cubic metres (98%) complete for all liquid cargoes. The 98% is used to allow for cargo expansion.
Grain	Volumetric measure of the capacity in cubic metres of cargo holds measuring to the side plating outside frames and bulkheads. It represents the capacity of a 'free flowing' cargo such as grain.
Insulated Capacity	Refrigerated capacity in cubic metres. This refers to dedicated refrigeration spaces and does not include Refrigerated container slots.
No. Holds	This is the number of cargo holds openings, including wing and centre holds.

Cargo & Capacities fields



Field name	Definition
Seg. Ballast Capacity	Segregated Ballast Tanks are used to ballast the ship when empty but each tank is isolated from the cargo tanks.
No. Cabins	Number of cabins specifically allocated for use by passengers rather than crew.
No. Cars	Car carrying capacity measured in the number of cars the ship is designed to carry.
No. Hatches	This is the number of cargo hatch openings, including wing and centre tanks. It does not include stores accesses or small hatches in fishing vessels
No Tanks	Number of cargo tanks.
No Decks	Number of Non-Continuous decks.
Largest Cargo Gear	The largest gear whether it is a cargo pump or lifting gear such as a crane or derrick.

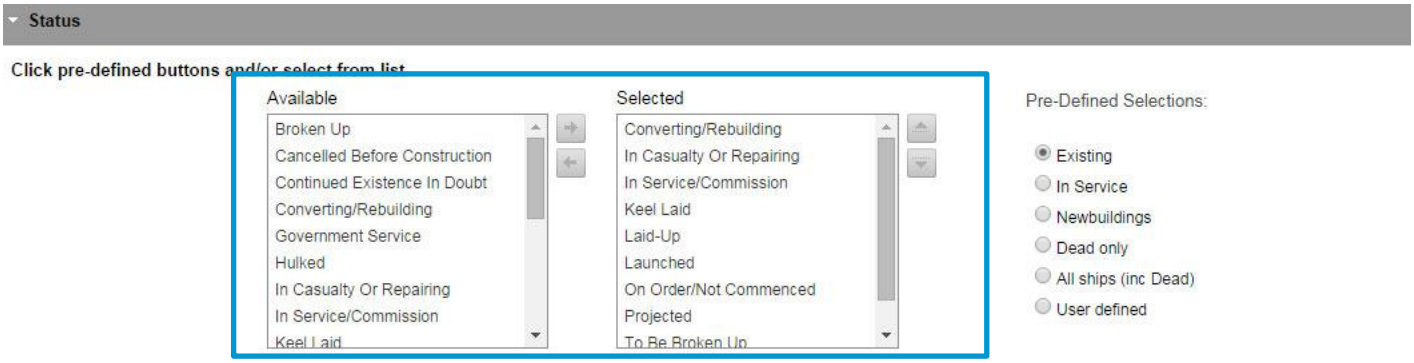
Ownership fields



Field name	Definition
Group Owner (Group Beneficial Owner)	This is the parent company of the Registered Owner. It is the controlling interest behind its fleet and the ultimate beneficiary from the ownership. A Group Beneficial Owner may or may not directly own ships itself as a Registered Owner. It may be the Manager of its fleet, which is in turn owned by subsidiary companies. Its ships may also be managed by a 3rd party under contract. In some circumstances a ship may be owned by a financial organisation who has no operational involvement whatever. In Shipping Circles, the lessee company, which may also sometimes be referred to as the Disponent Owner, can also be the Group Beneficial Owner, Commercial Manager or Commercial Operator of the ship.
Operator (Commerical Operator)	The company responsible for the commercial decisions concerning the employment of a ship and therefore who decides how and where that asset is employed. The direct beneficiary of the profits from the operations of the ship, this company may also be responsible for purchasing decisions on bunkers and port services. A medium to long-term time charterer is considered to be the commercial operator of the ship while a medium to long term bareboat charterer may sometimes be considered to be the commercial operator of the ship. Companies heading operator pools are the commercial operators of the ships in the pool. In Shipping Circles the Commercial Operator may often be referred to as the Disponent Owner of the ship. **N.B**. In the absence of an authoritative source for the Operator of the ship, the Commercial Ship Manager will be used as a default until the identity of the Operator is substantiated.
Shipmanager	The company designated by the ship owner or charterer to be responsible for the day to day commercial running of the ship and the best contact for the ship regarding commercial matters. Including post fixture responsibilities, such as laytime, demurrage, insurance and charter clauses. This company may be an owner related company, or a third-party manager, whose purpose is primarily the management of ships for their ship-owning clients. In some circumstances a ship may be owned by a financial organisation who has no operational involvement whatever. The lessee company, or one of its subsidiary companies, may be deemed to be the commercial manager of the ship.
Registered Owner	The legal title of ownership of the vessel that appears on the ship's registration documents. It may be an Owner/Manager or a wholly-owned subsidiary in a larger shipping group; or a bank or one ship company vehicle set up by the bank; or of course, it may be a "brass-plate" company created on paper to legally own a ship and possibly to limit liability for the "real" owners and/or benefit from off-shore tax laws. It may anyway be a legal-requirement of the flag-state with whom the ship is registered for the legal owner to be a company registered in that country.

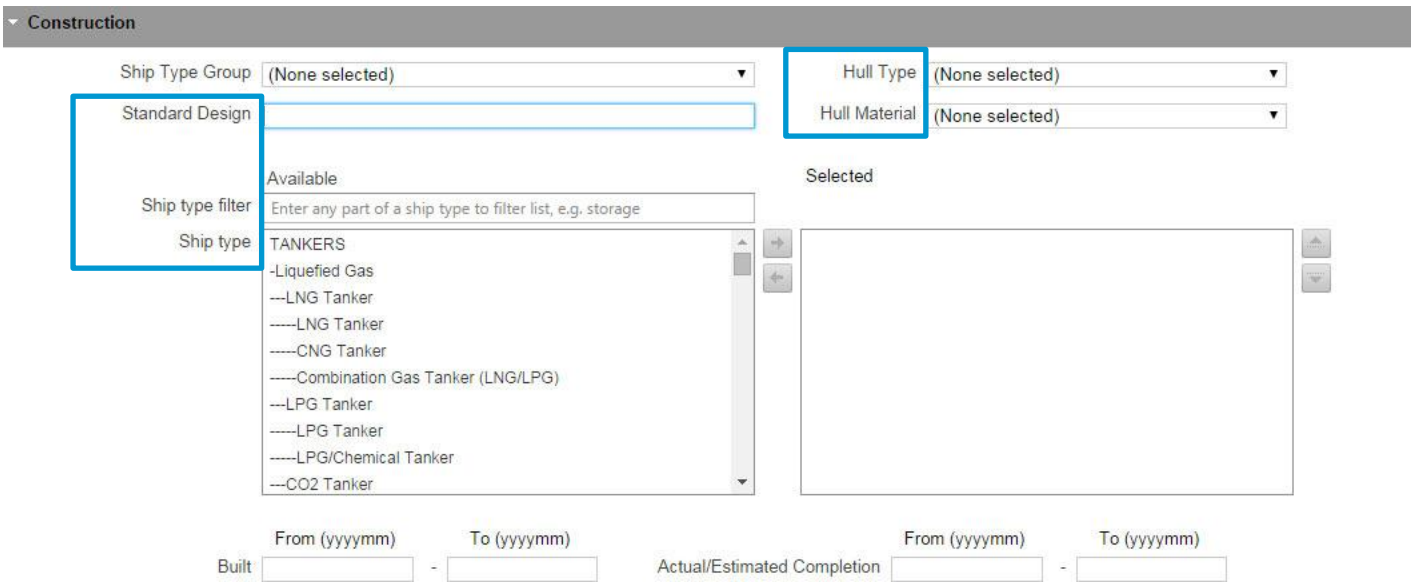
DOC Holder (Document of Compliance Company)	The owner of the ship or any other organisation or person such as the manager or bareboat charterer who has assumed the responsibility for the technical operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the ISM Code. A documented company on both DOC and SMC Certificates issued by flag Administrations; but the information for which is also available from the Responsible Organisations, such as Classification Societies, who may undertake the audits. In most cases the DOC Company will be responsible for the Technical Management of the ship.
Technical Manager	The company designated by the ship owner or operator or ship manager to be specifically responsible for the technical operation and technical superintendancy of a ship. This company may also be responsible for purchases regarding the fleet, such as repairs, spares, re-engining, surveys, dry-docking, etc. In the majority of cases the DOC Company will also be responsible for the Technical Management of the ship.
Bareboat Owner (Bareboat/Demise Charterer)	The company identified on the charter-party who charters the ship on a bareboat or demise charter. In this the charterer assumes control over all operations, costs and responsibilities associated with the vessel for an agreed period of time. The charterer becomes or appoints the managers and may also have the right to sub-charter the vessel. In Time Charter Party agreements, the charterer may only assume responsibility for operations, routing and cargo, while technical, crewing etc. remain with the owner. In some circumstances, the Bareboat/Demise Charterer may be referred to as the Disponent Owner of the ship.
Group Operated Fleet	For companies identified as Group Owners, IHS Maritime & Trade can identify the total operational fleet. This Group Operated Fleet includes all the ships in the fleet operated by the group, including both their owned vessels and chartered in ships.

Status Fields



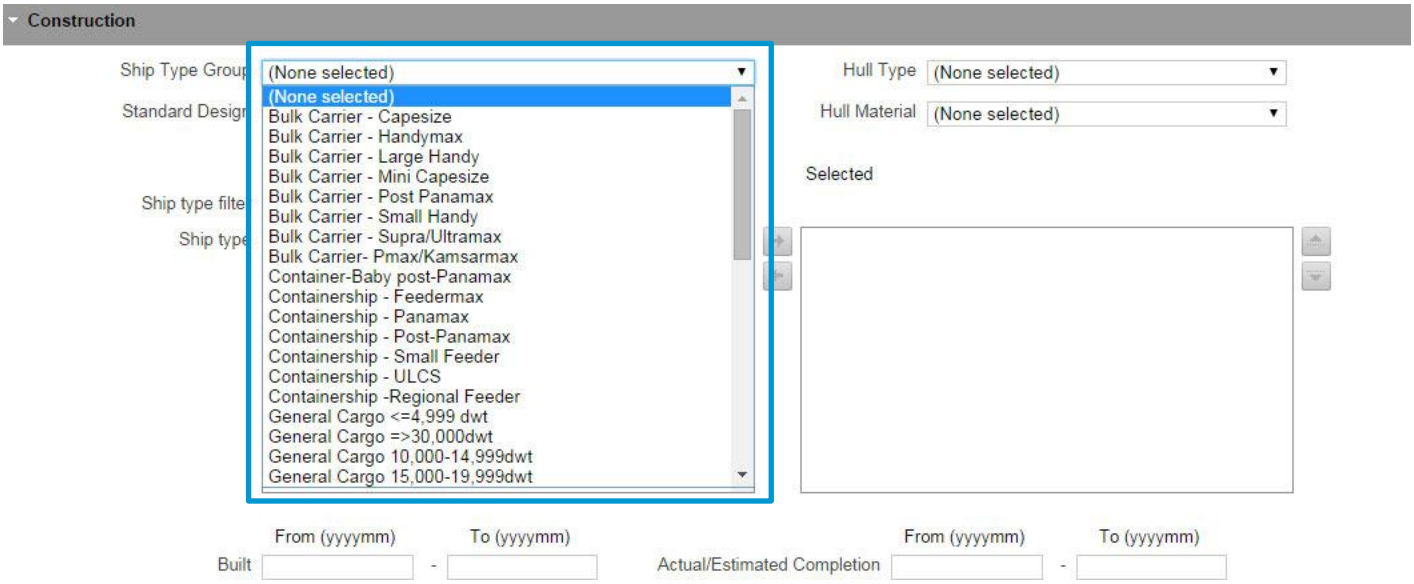
Field name	Definition
Cancelled Before Construction	Construction of vessel was terminated before construction began.
Continued Existence in Doubt	Unable to confirm whether this ship is still trading or extant with another status.
Converting/Rebuilding	Vessel is temporary out of trading fleet, whilst significant alterations are made
Government Service	Vessel operated by civilian company, for Government purposes
Hulked	Vessel has been abandoned and is no longer in an operational condition.
In Casualty Or Repairing	Vessel is temporarily out of trading fleet, repairing following an incident
In Service/Commission	Vessel is in the trading fleet.
Keel Laid	First sections of the vessel have been placed on the building berth.
Laid Up	Vessel is temporary out of the trading fleet, laying idle (this is triggered by classification society reporting vessel is in lay-up condition).
Launched	Vessel is in the water undergoing final stages of construction prior to entering operation.
No Longer Meets IHS Maritime Criteria	Vessel no longer meets the requirements of the IHS Maritime & Trade database (core reasons; no-longer sea-going, under 100gt or no longer propelled).
On Order/Not Commenced	Contract has been signed to build vessel, but construction has not begun.
Projected	Plan in place to build the vessel, subject to the contract being signed
Scrapped Before Completion	Construction of vessel terminated during construction, and hull demolished.
Scuttled	Vessel has been deliberately sunk.
To Be Broken Up	Vessel has been reported sold for demolition/recycling
Total Loss	Vessel removed from trading as a result of an incident.
US Reserve Fleet	Vessel is part of the U.S Government Reserve Fleet, and does not form part of commercial fleet.
Under Construction	Initial phases of construction have begun.
Broken Up	Vessel has been demolished/recycled.

Construction Fields



Field name	Definition
Standard Design	The generally appointed name for a design of ship when used for multiple deliveries of the same design.
Hull Type	Defines the type of hull structure IE includes Double bottoms and/or double side, Full or partial and Marpol 13F etc.
Hull Material	Description of the predominant material used for hull construction, in the case of multiple material will be defined as a composite.
Ship Type	The Statcode 5 shiptype search feature allows you to select a single type (e.g. LNG Tankers), a group (e.g. Tankers) or a number of types and groups. You can then select your preferred fields from the 'Available' box and transfer them to the 'Selected' box by clicking on the > button. Similarly selecting fields from the 'Selected' box and using the < button will transfer them back to the 'Available' box.

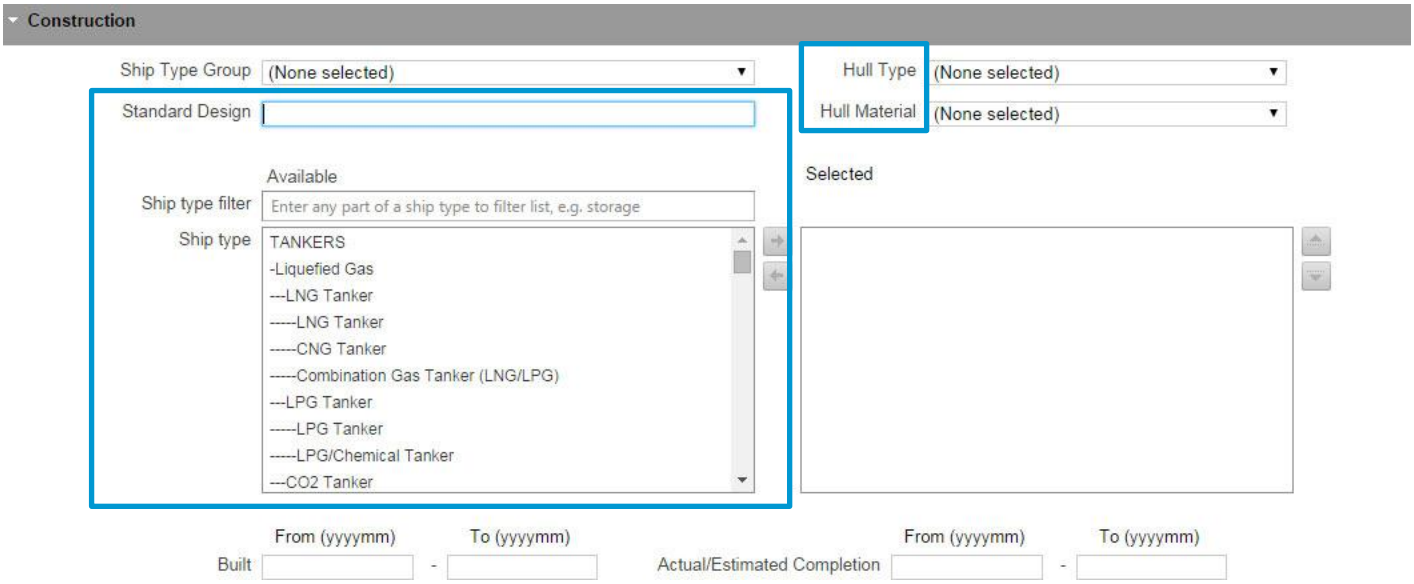
Construction Fields



Field name	Definition / Size
Ship Type Group	Ship Type Group describes the general ship type in terms of its commercial operation. Eg Panamax or Handymax Carriers etc.
Bulk Carrier – Capesize	> 120,000 dwt
Bulk Carrier – Handymax	40,000 – 49,999 dwt
Bulk Carrier – Large handy	25,000 – 39,999 dwt
Bulk Carrier – Mini Capesize	100,000 – 119,999 dwt
Bulk Carrier – Post Panamax	85,000 – 99,999 dwt
Bulk Carrier – Small Handy	10,000 – 24,999 dwt
Bulk Carrier – Supra/Ultramax	50,000 – 64,999 dwt
Bulk Carrier – Pmax/Kamsarmax	65,000 – 84,999 dwt
Container –Baby Post Panamax	3,000 – 5,399 TEU (beam breadth => 33.1)
Containership - Feedermax	2,000 – 2,999 TEU
Containership - Panamax	4,000 – 5,399 TEU (beam breadth <= 33)
Containership - Post Panamax	5,400 – 9,999 TEU (beam breadth => 33.1)
Containership - Small Feeder	<= 999 TEU
Containership ULCS	> 10,000 TEU
Containership – Regional Feeder	1,000 – 1,999 TEU
General Cargo	< = 4,999 dwt
General Cargo	>= 30,000 dwt
General Cargo	10,000 – 14,999 dwt
General Cargo	15,000 – 19,999 dwt

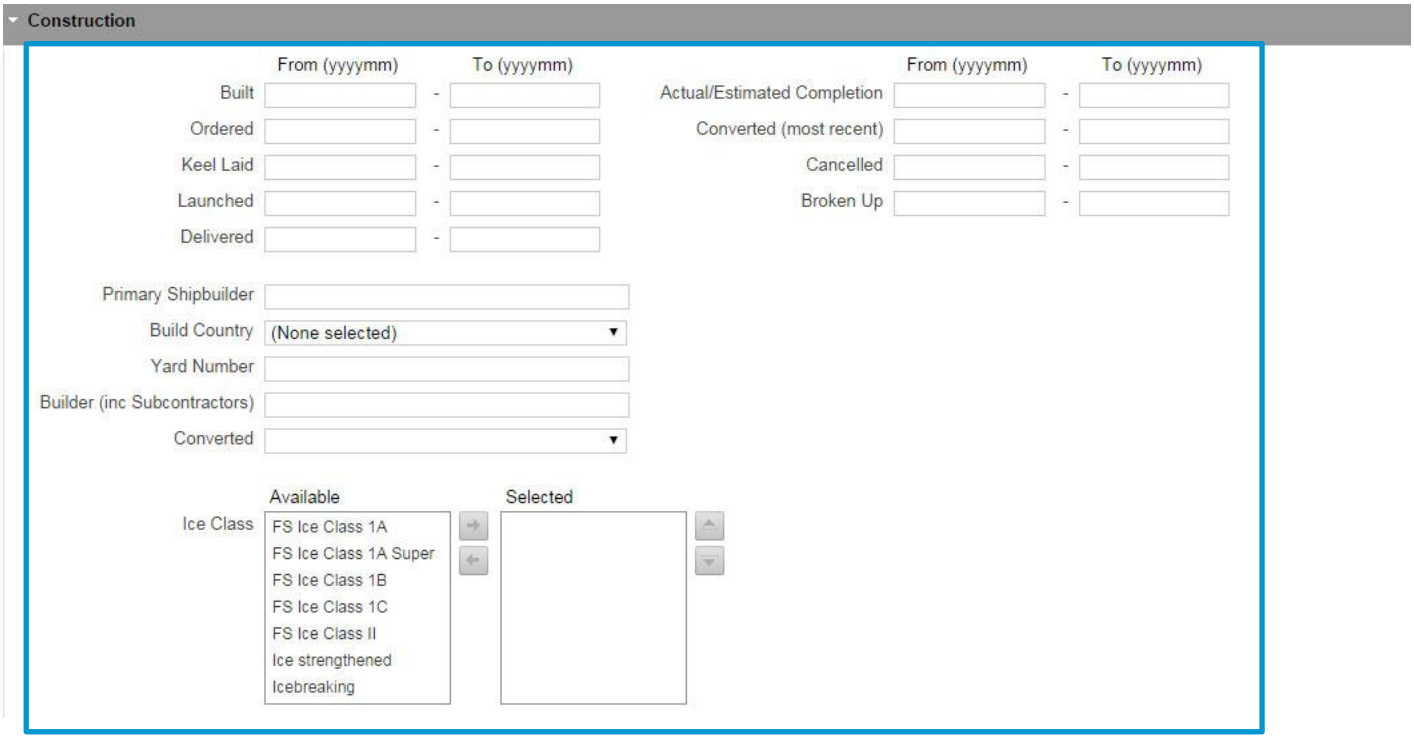
General Cargo	5,000 – 9,999 dwt
LNG – Small Gas Carrier	< = 59,999 m3
LNG – Conventional Gas Carrier	60,000 – 144,999 m3
LNG – New Panamax	145,000 – 199,999 m3
LNG – Q Flex	200,000 – 249,999 m3
LPG – Small Gas Carrier	5,000 – 19,999 m3
LPG – Large Gas Carrier	40,000 – 59,999 m3
LPG – Medium Gas Carrier	20,000 – 39,999 m3
LPG – Very Large Gas Carrier	> 60,000 m3
PCC/PCTC	<= 499 cars (Pure Car Carrier / Pure Car & Truck Carrier)
PCC/PCTC	= >4,000 cars
PCC/PCTC	1,000 – 1,499 cars
PCC/PCTC	1,500 – 1,999 cars
PCC/PCTC	2,000 – 2,999 cars
PCC/PCTC	3,000 – 3,999 cars
PCC/PCTC	500 – 999 cars
Ro-ro Cargo	<= 499 LM
Ro-ro Cargo	=> 3,000 LM
Ro-ro Cargo	1,000 – 1,499 LM
Ro-ro Cargo	1,500 – 1,999 LM
Ro-ro Cargo	2,000 – 2,999 LM
Ro-ro Cargo	500 – 999 LM
Tanker – Aframax	80,000 – 124,999 dwt
Tanker – Handy	10,000 – 26,999 dwt
Tanker – MR1	40,000 – 54,999 dwt
Tanker – MR2	27,000 – 39,999 dwt
Tanker – Panamax	55,000 – 79,999 dwt
Tanker – Suezmax	125,000 – 199,999 dwt
Tanker – ULCC	=> 325,000 dwt
Tanker – VLCC	=> 200,000 - 324,999 dwt

Construction Fields



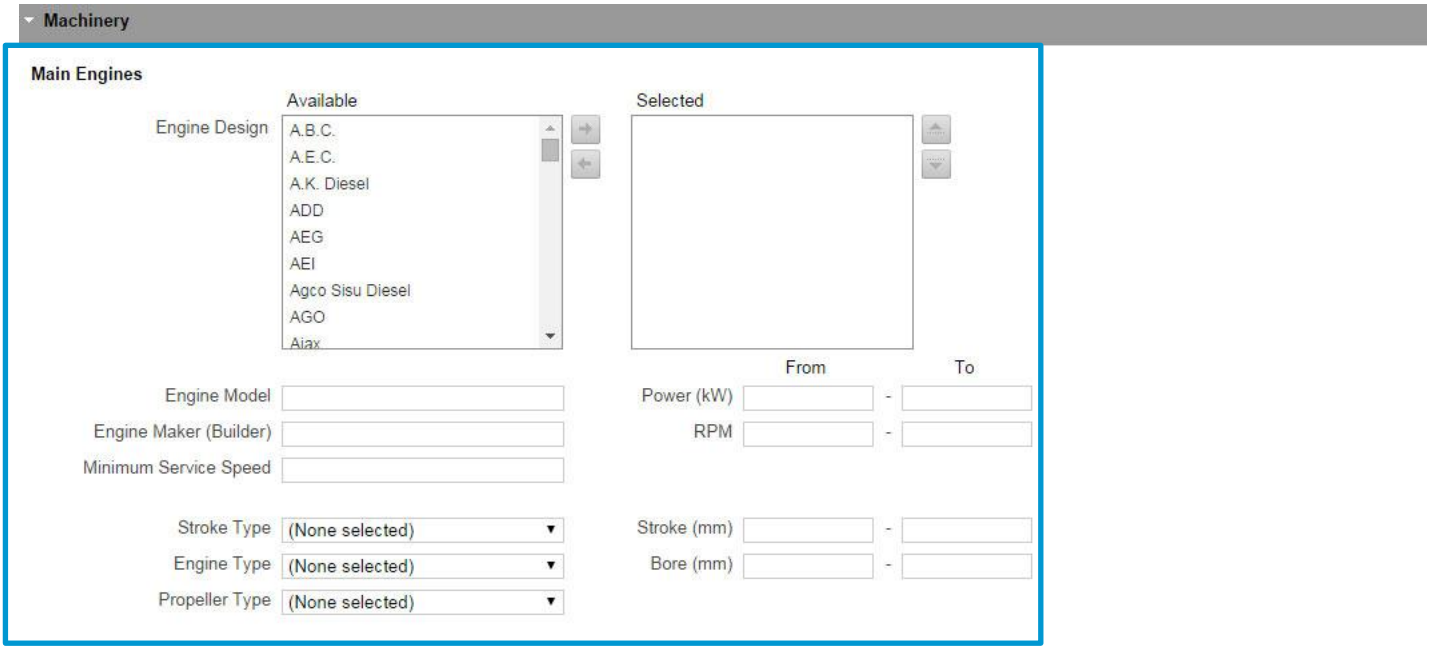
Field name	Definition
Standard Design	The generally appointed name for a design of ship when used for multiple deliveries of the same design.
Hull type	Defines the type of hull structure IE includes Double bottoms and/or double side, Full or partial and Marpol 13F etc
Hull Material	Description of the predominant material used for hull construction, in the case of multiple material will be defined as a composite.
Ship type	The Statcode 5 shiptype search feature allows you to select a single type (e.g. LNG Tankers), a group (e.g. Tankers) or a number of types and groups. You can then select your preferred fields from the 'Available' box and transfer them to the 'Selected' box by clicking on the > button. Similarly selecting fields from the 'Selected' box and using the < button will transfer them back to the 'Available' box.

Construction fields



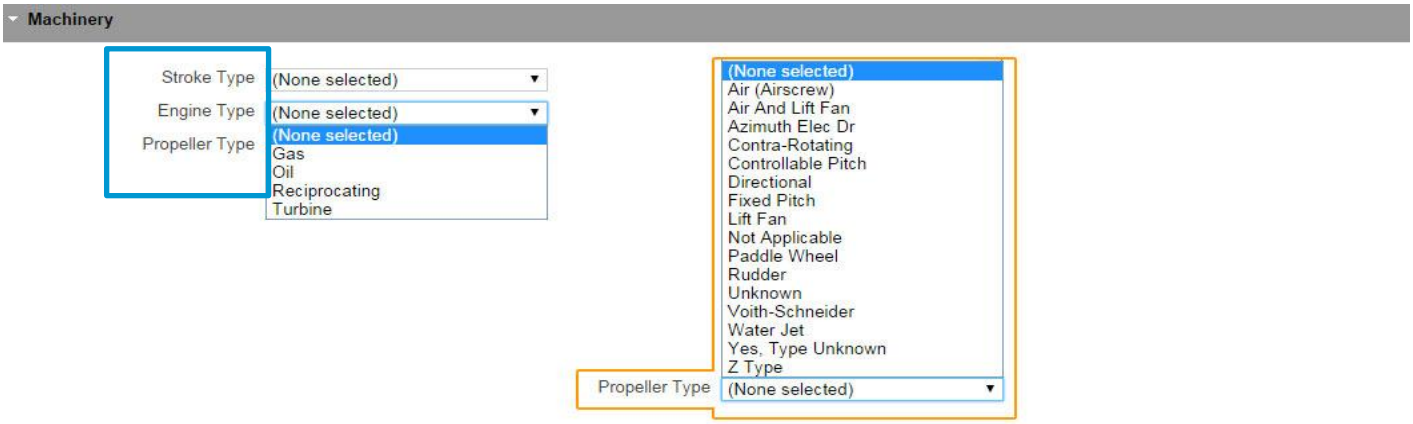
Field Name	Definition
Built	Year of Build which is nominally referred to as the year of delivery for new construction vessels.
Ordered	Date the vessel was ordered on.
Keel Laid	Date that the keel of the ship was laid in the shipbuilder's yard in preparation for the fitting out of the ship before delivery.
Launched	Date that the vessel was launched and fitting out before completion.
Delivered	Date that the Owners have taken deliver of the ship from the shipbuilder.
Actual/Estimated Completion	The real or estimated date when the ship will be completed by the shipbuilder.
Converted (most recent)	Ship has recently been converted from one shiptype to another; most recent conversion shown (shiptype).
Cancelled	Date that the ship has been cancelled before construction is complete.
Broken Up	Date that the ship has been broken up or recycled by a ship breaker.
Primary Shipbuilder	The search field allows you to search for ships built by a particular builder, where the builder is the primary (main) builder. It will not return any records where the builder is the subcontractor.
Yard Number	The Yard Number or Hull Number assigned to a vessel during its construction. It should be noted that searching only on a yard number may return results from more than one builder, so it is recommended that the 'Shipbuilder' display field is selected to enable the results to be grouped in the grid.
Converted	Ship has recently been converted from one shiptype to another
Ice Class	This section allows users select the type of design restrictions placed on a vessel for operating in Ice bound waters.

Machinery Fields



Field Name	Definition
Engine Design	The search field enables the selection of single or multiple engines designs.
Engine Model	This is the designer's engine designation such as, for example, a Wartsila designed engine with a model: 16V46C. We usually include the number of cylinders which in the example, is given as 16. The model sometimes gives an indication of the type of installation, in this case the V indicates, a Vee configuration.
Engine Maker (Builder)	This is the designer's engine designation such as, for example, a Wartsila designed engine with a model: 16V46C. We usually include the number of cylinders which in the example, is given as 16. The model sometimes gives an indication of the type of installation, in this case the V indicates, a Vee configuration.
Minimum Speed	Slowest Speed that the main engine can run at.
Power (KW)	Power output of the main engines in KW.
RPM	Revolutions per minute. The measure of the frequency of a rotation. It is used as a measure of rotational speed of a mechanical component.
Stoke Type	This search field allows you to search for ships fitted with either 2 stroke or 4 stroke engines. There is a drop down list to enable you to make your selection.
Engine Type	Engine Type in terms of whether oil, steam, gas turbine etc
Propeller Type	Type of Propeller such as, for example, fixed pitch, controllable pitch, directional etc.

Machinery Fields



Field Name	Definition
ENGINE TYPE	
Gas	A gas turbine uses high energy fuel that is burned in the combustion chamber with compressed air.
Oil	An oil engine is an internal combustion engine that uses compressed air and fuel for combustion.
Reciprocating	A steam reciprocating utilises non-combustion heat sources such as solar and nuclear where water turns to steam in a boiler and reaches a high pressure.
Turbine	A steam turbine uses energy from pressurised steam and not directly from fuel.
PROPELLER TYPES	
Air	Air propeller is usually made of composite materials but are commonly used in aircrafts
Air And Lift Fan	Air and Lift Fan- displaces air and water is forced down to create a lift, used in hover crafts
Azimuth Elec Dr	Electrically driven units with the electric motor mounted directly on the propeller shaft in a pod (usually steerable) outside the hull
Contra- Rotating	They apply the maximum power of usually a single piston to drive two propellers in contra-rotation (rotation about the same axis in opposite directions). Two propellers are arranged one behind the other, and power is transferred from the engine via gearing
Controllable Pitch	Variable blade pitch which can control thrust without changing engine speed.
Directional	The thrust can be directed. This means that it is not a conventional shaft line
Fixed Pitch	This is a one piece propeller casting up to the largest weight
Lift Fan	It is a centrifugal fan normally used in hovercrafts. This is a fan in which two discs are fitted together and looks like a doughnut with angled slats at their edges.
Paddle Wheel	This is a form of waterwheel or impeller in which a number of paddles are set around the periphery of the wheel.
Rudder	This is a combination of propulsion and azimuth steering, 360° rotation, no need for rudder and the engine power is optimally converted into thrust
Voith Schneider	This is also known as a cyclodal drive, it is highly manoeuvrable being able to change the direction of its thrust almost instantaneously.
Water Jet	This is high speed, capable of slicing into metal or other materials such as granite using a jet of water at high velocity and pressure, or a mixture of water and an abrasive substance
Z Type	Directional system with an electrical motor in a pod external to the hull. We do not describe these as FP, CP or contra rotating propeller