

## **PORT STATE CONTROL COMMITTEE INSTRUCTION 53/2020/08**

### **DEFINITIONS AND ABBREVIATIONS**

#### **1. INTRODUCTION**

##### **1.1 General**

This PSCCInstruction serves as general document and is to be used in conjunction with all Paris MoU documents and training material such as the DLP of the Paris MoU.

Any definition or abbreviation used in the Paris MoU should be included in this PSCCInstruction. The section dealing with the “Definitions and Abbreviations” in all PSCCInstructions will direct the PSCO to consult this PSCCInstruction.

#### **2. INDEX**

##### **2.1 Definitions**

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##### **2.2 Abbreviations**

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## A

**Accidental damage related deficiencies:** detainable deficiencies for which the detention order is not issued when the conditions outlined in the 'Paris Memorandum of Understanding', Section 1 paragraph 3.5 are met.

**Additional inspections:** inspections triggered by overriding or unexpected factors.

**Administration:** the Government of the State whose flag the ship is entitled to fly.

**Alternate Loading Condition:** an approved loading condition, outwith the standard loading conditions as per the SIB, which meets damage stability requirements.

**Appropriate repair yard:** the repair yard where follow up action can be taken.

**Authority:** the Government of the State where the PSC inspection is performed;  
Paris MoU member State.

**Available repair yard:** the repair yard able to start the repairs normally within seven days from the arrival of the ship.

## B

**Ballast Water:** means water with its suspended matter taken on board a ship to control trim, list, draught, stability or stresses of the ship.

**Ballast Water Management:** means mechanical, physical, chemical, and biological processes, either singularly or in combination, to remove, render harmless, or avoid the uptake or discharge of Harmful Aquatic Organisms and Pathogens within Ballast Water and Sediments.

## C

**Category 1 oil tanker:** an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in regulation 1(26) of MARPOL 73/78.

**Category 2 oil tanker:** an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which complies with the requirements for new oil tankers as defined in regulation 1(26) of MARPOL 73/78.

**Category 3 oil tanker:** an oil tanker of 5,000 tons deadweight and above but less than that of Category 1 and Category 2 oil tankers.

**Certificate of Competency:** a certificate issued and endorsed for masters, officers and Global Maritime Distress and Safety System (GMDSS) radio operators in accordance with the provisions of chapters II, III, IV or VII of the STCW Convention and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein

**Certificate of Proficiency:** a certificate, other than a certificate of competency issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in the STCW Convention have been met.

**Classification Society or Class:** an organization that establishes and applies technical standards in relation to the design, construction, function and survey of a ship and its equipment such as propulsion, steering, power generation and other features and auxiliary systems which have been built in order to maintain essential services on board, Classification

is generally voluntarily and a Certificate of Classification attest that the ship is in compliance with the standards that have been developed and published by the society issuing the classification certificate. However, a Certificate of Classification may be mandatory depending on the regulatory requirements of the flag State.

**Close-up survey:** a survey where the details of structural components are within the close visual inspection range of the surveyor, preferably within reach of hand.

**Company:** the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all duties and responsibility imposed by the ISM Code.

**Company Performance Formula:** calculates ranking of companies (the ISM company) taking into account the detention and deficiency history of all ships in a company's fleet.

**Complete ballast tank:** means a double bottom tank plus double side tank plus double deck tank, as applicable, even if these tanks are separate.

## D

**Dangerous Goods:** substances, materials and articles covered by the IMDG Code.

**Deficiency Index:** the ratio of the total points of all deficiencies of all ships in a company's fleet to the number of inspections of all ships in the company's fleet within the last 36 months.

**Detention Index:** the ratio of the number of detentions of all ships in a company's fleet to the number of inspections of all the ships in the company's fleet within the last 36 months.

**Distance Learning Programme:**

a) **"Main" DLP:** the purpose of these DLPs is to enhance the harmonization of the level of knowledge and understanding for a PSC inspection. These DLPs are at the core of PSC (and inspection policy).

b) **"Supporting" DLP:** the purpose of these DLP's is to help PSCOs to understand and apply (in specific cases) the questions and guidelines of the CIC/HAVEP, etc.

**Document of Compliance:** a document issued to a Company which complies with the requirements of the ISM Code.

**Documentary evidence:** documentation, other than a Certificate of Competency or Certificate of Proficiency, used to establish that the relevant requirements of the STCW Convention, 1978, [as amended,] have been met. The only documentary evidence required under the STCW Convention, 1978, as amended, is issued to personnel meeting the mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships (regulation V/2).

## E

**Excessive corrosion:** an extent of corrosion that exceeds the allowable limit.

**Expanded inspection:** include operational controls and inspection of identified risk areas according to the ship type as defined in the Inspection Matrix and may include a more detailed inspection whenever there are clear grounds.

**Extensive corrosion:** an extent of corrosion consisting of hard and/or loose scale, including pitting, over 70% or more of the area under consideration, accompanied by evidence of thickness diminution.

## F

**Fair Share Scheme:** in which each member State contributes to the overall full coverage according to the number of individual ships it receives. The incorporated Selection Scheme provides flexibility for the member States with regard to the selection of Priority II ships

**Fall block:** the pulley block at the lower end of the lifeboat davit fall wires.

**Frequently Asked Questions (FAQ):** a question from a Member State, the Secretariat and/or third parties, which in the point of view of the Task Force has a public interest that the publication of the answer on the Paris MoU website will serve a purpose.

**Fuel oil:** heavy distillates or residues from crude oil or blends of such materials as defined in revised Regulation 13 G of Annex 1 of MARPOL 73/78.

**Functional test:** a test of an item to prove the correct operation and function of equipment. Functional tests may be carried out during an initial, more detailed or expanded inspection.

## G

## H

**Harmful Aquatic Organisms and Pathogens:** means aquatic organisms or pathogens which, if introduced into the sea including estuaries, or into fresh water courses, may create hazards to the environment, human health, property or resources, impair biological diversity or interfere with other legitimate uses of such areas.

**Heavy diesel oil:** diesel oil as defined in revised Regulation 13 G of Annex 1 of MARPOL 73/78.

**Heavy grades of oil:**

- a) crude oils with a density at 15 °C of over 900 kg/m<sup>3</sup> (Corresponding to an API grade of less than 25,7);
- b) fuel oils with a density at 15 °C of over 900 kg/m<sup>3</sup> or a kinematic viscosity at 50 °C of over 180 mm<sup>2</sup>/s (Corresponding to a kinematic viscosity of over 180 cSt.);
- c) bitumen, tar and their emulsions.

**High Risk Ships (HRS):** ships which meet criteria to a total value of 5 or more weighting points.

**Human Element:** areas covered by ILO, ISM and STCW and include operational controls as appropriate.

## I

**IMDG Code:** The International Maritime Dangerous Goods (IMDG) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.122(75) as amended.

**INF Cargo:** Means packed irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with Class 7 of the IMDG Code.

**Information System manager:** Institution responsible for managing the Information System.

**Initial inspection:** include a check of the certification and documentation and the overall condition of the ship and of the crew.

**Inspection Matrix:** a table showing the scope of initial, more detailed and expanded inspections for each ship type.

**Inspection procedure:** the scope of inspections based on the ship risk profile are defined in varying degrees of detail in an inspection matrix for each ship type. For expanded inspections specific items are identified.

**Inspection Scheme:** comprising type and categories of inspections.

**Internal Safety Audit:** the Company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify whether safety and pollution-prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months.

**International Safety Management Code:** the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by the IMO.

**IS Code:** The International Code on Intact Stability, 2008 as amended, consisting of an introduction, part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted by resolution MSC.267(85)<sup>1</sup>.

## J

## K

## L

**Lifeboat Certificate:** each lifeboat shall have a certificate of approval, endorsed by the Administration, containing such information as; manufacturer's name and address; lifeboat model and serial number; month and year of manufacture; number of persons the lifeboat is approved to carry.

**Low Risk Ships (LRS):** ships which meet all the criteria of the Low Risk Parameters and have had at least one inspection in the previous 36 months.

**Length (L):** definition in LL66 2008 Amend/Annex I/Ch. I, Reg. 3 and LL PROT88/Annex A/Art. 2(8).

## M

### **Missed Inspection:**

- a Priority I ship available for inspection in a member State that is not inspected by that member State.
- Operational issues (justified miss): In situations where the Priority and/or the SRP changes overnight and the vessel is scheduled to leave port imminently this may mean that there is not enough time to carry out an inspection and the miss is justified. In

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<sup>1</sup> As amended by Res. MSC.319(89).

calculating the time necessary for the inspection, travelling time may need to be taken into account.

**More detailed inspection:** an inspection where the ship, its equipment and crew as a whole or, as appropriate, parts thereof are subject to an in-depth examination covering the ship's construction, equipment, manning, living and working conditions and compliance with on-board operational procedures in areas where clear grounds have been established and in other areas at random.

## N

**Nautical chart or nautical publication:** defined by IMO as a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution and is designed to meet the requirements of marine navigation.  
**Night time:** any period of not less than seven hours, as defined by national law, and which must include, in any case, the period between midnight and 05.00.

## O

**Objective evidence:** quantitative or qualitative information, records or statements of fact pertaining to safety or to the existence and implementation of a safety management system element, which is based on observation, measurement or test and which can be verified.  
**On-load release hook:** a design of lifeboat hook that enables the fall blocks to disengage from the lifeboat hooks simultaneously when under load (See Annex 1 for requirements).  
**Operational control:** a control to check the effectiveness, communication, interaction and familiarity of the crew, including processes/procedures and the human interface.  
**Overburdened State:** a state where the theoretical number of periodic and additional inspections based on ship movements is greater than its overall commitment.  
**Overriding Factors:** certain occurrences that indicate a ship as Priority I for an additional inspection.

## P

**Packaged form:** the form of containment specified in the IMDG Code.  
**Passenger ship:** a ship which carries more than 12 passengers.  
**Periodic Inspections:** inspections carried out at predetermined intervals. Their frequency is determined by the Ship Risk Profile.  
**Pollution damage:**  
(a) loss or damage caused outside the ship by contamination resulting from the escape or discharge of bunker oil from the ship, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than loss of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken; and  
(b) the costs of preventive measures and further loss or damage caused by preventive measures.

**Primary sample:** the representative sample of the fuel delivered to the ship collected throughout the bunkering period obtained by the sampling equipment positioned at the bunker manifold of the receiving ship.

**Priority I Ship:** a ship that must be inspected.

**Priority II Ship:** a ship that may be inspected.

**PSCO:** (the) Port State Control Officer is a person authorized by the national Authority to carry out port State control inspections in accordance with National Legislation, Annex 6 of the Paris Memorandum and Training Policy.

## Q

## R

**Recognized Organization:** an organization with adequate resources in terms of technical managerial and research capabilities to accomplish surveys, certifications and assignment of tonnages required by SOLAS 74, as amended; Load Lines 66; MARPOL 73/78; STCW 78; and / or Tonnage 69; and authorized in writing to perform specific tasks by a flag State.

**Recognized Security Organization:** an organization with appropriate expertise in security matters and with appropriate knowledge of ship and port operations authorized to carry out an assignment, or verification, or an approval or a certification activity required by SOLAS Chapter XI-2 or by Part A of the International Ship and Port Facility Security Code.

**Rectification Action Plan** is a document proposed by the captain and shipowner that specifies, in particular, the action required and time frame agreed to rectify a MLC, 2006 related detainable deficiency(ies) and when accepted by the PSCO under conditions allows the release of the ship from an MLC, 2006 related detention.

**Renewal survey under ESP:** a 'renewal survey' is a procedure which may be commenced at the fourth annual survey, and be progressed during the succeeding year with a view to completion by the fifth anniversary date. As to the thickness measurement, it should not be held before the fourth annual survey.

**Repair port:** the repair yard in/or closest to the port of detention or the port where the ship was authorized to proceed taking into account the cargo on board.

**Representative sample:** a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.

**Retained sample:** the representative sample in accordance with regulation 18.8.1 of Annex VI to MARPOL 73/78, of the fuel delivered to the ship derived from the primary sample.

**Ro-Ro passenger ship:** a passenger ship with Ro-Ro spaces or special category spaces as defined in SOLAS II-2/R3.

**Risk Ship Type:** an oil tanker, chemical tanker, gas carrier, bulk carrier or passenger ship.

## S

**SafeSeaNet (SSN):** an internet system for exchange of data required to be collected under the Traffic Monitoring Directive (Directive 2002/59/EC). It keeps track of the data location and retrieves it on request by authorised users.

**Safety Management Certificate:** a document issued to a ship which signifies that the Company and its shipboard management operate in accordance with the approved safety management system.

**Safety Management System:** a structured and documented system enabling Company personnel to implement effectively the Company safety and environmental protection policy.

**Secretariat:** the Paris MoU Secretariat.

**Sediments:** means matter settled out of Ballast Water within a ship.

**Selection Scheme:** indicates the relative priority of ships available for inspection. It identifies two main categories, Priority I and Priority II ships. Ships not due for inspection are not assigned a priority.

**Ship at an anchorage:** a ship in a port or another area within the jurisdiction of a port, but not at berth, carrying out a ship/port interface.

**Ship / port interface:** the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons or goods or the provision of port services to or from the ship.

**Ship type:** ship type in accordance with relevant Convention, as mentioned in the certificate.

**Ship's representative:** the ship's master or officer in charge who is responsible for receiving bunkers and documentation.

**Ship Risk Profile:** all ships in the inspection database are assigned either as high, standard or low risk based on generic and historic parameters.

**Skills (hard/ soft skills):**

*The skills are part of the training description and can be described as "hard" and "soft" skills, whereby:*

- **Hard skills**, are specific, teachable abilities that are required in the context of port State control inspections.
- **Soft skills**, are more personality-oriented interpersonal skills, teamwork, interviewing and persuasion

**Special Circumstances:** circumstances which are beyond the control of the responsible administration and which make it unreasonable for a new entrant PSCO to reach the minimum number of supervised inspections during their training.

**Standard Risk Ships (SRS):** ships which are neither HRS nor LRS.

**Statutory certificate in case of inspection suspended:** means a certificate issued by or on behalf of a flag State as referred to in the following regulations; the International Convention for the Safety of Life at Sea (SOLAS) Chapter 1 Regulation 12, the International Convention on Load Lines Article 16 and the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex I Regulation 7, Annex II Regulation 9, Annex IV Regulation 7, Annex VI Regulation 6, Maritime Labour Convention 2006 Regulation 5.1.3, in their up-to-date version;

**Substantial corrosion:** an extent of corrosion such that assessment of corrosion pattern indicates wastage in excess of 75% of allowable margins, but still within the acceptable limits.

**Supplier's representative:** the individual from the bunker tanker who is responsible for the delivery and documentation or, in the case of deliveries direct from the shore to the ship, the person who is responsible for the delivery and documentation.



**Suspect area:** location showing substantial corrosion and/or considered by the surveyor to be prone to rapid wastage.

## T

**Third party:** a third party could be the flag State Administration from a country outside the Paris MoU, the Secretariat from another MoU regime, a shipping company, a seafarer, a representative for shipowners' or seafarers' organizations, a Recognized Organization, a representative from other international organizations or an individual person (e.g. a passenger on board a passenger vessel).

## U

**Underburdened State:** a State where the theoretical number of periodic and additional inspections based on ship movements is less than its overall commitment.

**Unexpected Factors:** certain occurrences that indicate that the ship should be considered for an additional inspection but the need to undertake one is for the professional judgment of the port State.

## V

**Valid Certificate:** a certificate that has been issued directly by a Party to a relevant Convention or on its behalf by a Recognized Organization and contains: accurate and effective dates; meets the provisions of the relevant Convention; and, with which the particulars of the ship, its crew and its equipment correspond.

## W

**Web frame in a ballast tank:** means vertical web in side tank, hopper web in hopper tank, floor in double bottom tank, and deck transverse in double deck tank (if any), including adjacent structural members. In fore and aft peak tanks, 'web frame' means complete transverse web frame ring including adjacent structural members.

**Web frame in a cargo oil tank:** means deck transverse, longitudinal bulkhead vertical girder and cross-ties, if any, including adjacent structural members.

## X

## Y

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Z

## 1.4 Abbreviations

### A

<b>AFS</b>	Anti-Fouling Systems
<b>AIS</b>	Automatic Identification System
<b>AMP</b>	Ampere
<b>ARPA</b>	Automatic Radar Plotting Aid
<b>ASP</b>	Application Service Provider
<b>AT</b>	Action Taken
<b>ATA</b>	Actual time of Arrival
<b>ATD</b>	Actual time of Departure

### B

<b>BA</b>	Breathing Apparatus
<b>BC</b>	Bunkers Convention
<b>BC</b>	Bulk Carrier
<b>BGW</b>	Black Grey White
<b>BI</b>	Business Intelligence
<b>BWM</b>	Ballast Water Management Convention
<b>BWMP</b>	Ballast Water Management Plan
<b>BWMS</b>	Ballast Water Management System
<b>BWRB</b>	Ballast Water Record Book

### C

<b>CAC</b>	Common Assessment of Competence
<b>CAS</b>	Condition Assessment Scheme
<b>CIC</b>	Concentrated Inspection Campaign
<b>CLC</b>	Civil Liability for Oil Pollution Damage, 1992
<b>CO2</b>	Carbon Dioxide
<b>CoC</b>	Certificate of Competency
<b>CoF</b>	Certificate of Fitness
<b>CoP</b>	Certificate of Proficiency
<b>COW</b>	Crude Oil Washing
<b>CPC</b>	Container/Vehicle Packing Certificates
<b>CRA</b>	Confirmation of Receipt Of Application
<b>CS</b>	Class Society

### D

<b>DG</b>	Dangerous Goods
<b>DGD</b>	Dangerous Goods Transport Documentation
<b>DHT</b>	Double - Hull Oil Tanker
<b>DI</b>	Defective Item
<b>DLP</b>	Distance Learning Programme
<b>DMLC</b>	Declaration of Maritime Labour Compliance
<b>DOC</b>	Document of Compliance
<b>DPA</b>	Designated Person Ashore
<b>DPE</b>	Dye Penetrants
<b>DRP</b>	Detention Review Panel
<b>DSB</b>	Damage Stability Book
<b>DSC</b>	Digital Selective Calling
<b>DSC</b>	Dynamically Supported Craft
<b>DSC</b>	Code of Safety for Dynamically Supported Craft

## **E**

<b>EBL</b>	Electronic Bearing Line
<b>EC</b>	European Commission
<b>ECDIS</b>	Electronic Chart Display and Information Systems
<b>ECS</b>	Electronic Chart Systems
<b>EEBD</b>	Emergency Escape Breathing Device
<b>EEDI</b>	Energy Efficiency Design Index
<b>EGC</b>	Enhanced Group Calling
<b>EIAPP</b>	Engine International Air Pollution Prevention Certificate
<b>EMSA</b>	European Maritime Safety Agency
<b>ENC</b>	Electronic Navigational Chart
<b>EPFS</b>	Electronic position fixing system
<b>EPIRB</b>	Emergency Position-Indicating Radio Beacon
<b>ESB</b>	Emergency Switchboard
<b>ESP</b>	Enhanced Survey Program of inspections as per A.1049(27) as amended.
<b>ETA</b>	Estimated Time of Arrival
<b>ETD</b>	Estimated Time of Departure
<b>EU</b>	European Union

## **F**

<b>FAQ</b>	Frequently Asked Questions
<b>FFE</b>	Fire Fighting Equipment
<b>FPSO</b>	Floating Production Storage and Offloading
<b>FSSC</b>	Fire Safety Systems Code
<b>FSU</b>	Floating Storage Unit

## G

<b>GC</b>	General Cargo
<b>GC</b>	Group Code
<b>GM</b>	Distance between centre of Gravity and Metacentre
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>GNSS</b>	Global Navigation Satellite System
<b>GOC</b>	GMDSS General Operator's Certificate
<b>GPS</b>	Global Positioning System
<b>GT</b>	Gross Tonnage

## H

<b>HAVEP</b>	Harmonised Verification Program
<b>HFO</b>	Heavy Fuel Oil
<b>HP</b>	High Performance
<b>HRS</b>	High Risk Ship
<b>HSC</b>	International Code of Safety for High-Speed Craft
<b>HSE</b>	Health Safety and Environment

## I

<b>IACS</b>	International Association of Classification Societies
<b>IAFS</b>	International Anti-Fouling Systems
<b>IAPP</b>	International Air Pollution Prevention Certificate
<b>IBC</b>	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
<b>IBS</b>	Integrated Bridge System
<b>IBWMC</b>	International Ballast Water Management Certificate
<b>IEC</b>	International Electrotechnical Commission
<b>IEEC</b>	International Energy Efficiency Certificate
<b>IG</b>	Inert Gas
<b>IGC</b>	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
<b>IGF</b>	International Code of Safety for Ships using gases or other Low-flashpoint fuels
<b>IHO</b>	International Hydrographic Organization
<b>ILLC</b>	International Load Lines Convention
<b>ILO</b>	International Labour Organization
<b>IMDG</b>	International Maritime Dangerous Goods Code
<b>IMO</b>	International Maritime Organization
<b>IMSAS</b>	IMO Member State Audit Scheme
<b>IMSBC</b>	International Maritime Solid Bulk Cargoes Code
<b>INF</b>	Irradiated Nuclear Fuel
<b>INMARSAT</b>	International Mobile Satellite Organization (Equipment)

<b>INS</b>	Integrated Navigation System
<b>IOPP</b>	International Oil Pollution Prevention
<b>ISGOTT</b>	International Safety Guide for Oil Tankers and Terminals
<b>ISM</b>	International Safety Management
<b>ISO</b>	International Organization for Standardization
<b>ISPS</b>	International Ship and Port Facility Security Code
<b>ISSC</b>	International Ship Security Certificate

## J

## K

<b>KG</b>	Distance between Keel and centre of Gravity
<b>KW</b>	Kilowatt

## L

<b>LES</b>	Land Earth Station
<b>LL</b>	Load Lines
<b>LL66</b>	International Convention on Load Lines, 1966
<b>LLI</b>	Lloyds List Intelligence
<b>LoE</b>	Letter of Equivalence
<b>LRIT</b>	Long Range Identification System
<b>LRS</b>	Low Risk Ship
<b>LSA</b>	Life Saving Appliances
<b>LSAC</b>	Life Saving Appliances Code

## M

<b>MAB</b>	MoU Advisory Board
<b>MCA</b>	Maritime and Coastguard Agency (UK)
<b>MDO</b>	Marine Diesel Oil
<b>MEC</b>	Marine Evacuation Chute
<b>MEPC</b>	Marine Environment Protection Committee
<b>MES</b>	Marine Evacuation System
<b>MFAG</b>	Medical First Aid Guide
<b>MLC</b>	Maritime Labour Convention
<b>MLCert</b>	Maritime Labour Certificate
<b>MMSI</b>	Maritime Mobile Service Identity
<b>MOB</b>	Man Overboard
<b>MODU</b>	Mobile Offshore Drilling Unit

<b>MoU</b>	Memorandum of Understanding
<b>MRCC</b>	Maritime Rescue Coordination Centre
<b>MS</b>	Member State
<b>MSB</b>	Main Switchboard
<b>MSC</b>	Maritime Safety Committee
<b>MSC Circ</b>	Maritime Safety Committee Circular
<b>MSDS</b>	Material Safety Data Sheets
<b>MSI</b>	Marine Safety Information
<b>MSMD</b>	Minimum Safe Manning Document

## N

<b>NAVTEX</b>	Navigational Telex (Equipment)
<b>NBDP</b>	Narrow - Band Direct - Printing
<b>NDE</b>	Non-Destructive Examination
<b>NIR</b>	New Inspection Regime
<b>NLS</b>	Noxious Liquid Substance
<b>NoD</b>	Nature of Defect
<b>NOx</b>	Nitrogen Oxide

## O

<b>OBO</b>	Oil - Bulk - Ore
<b>OFE</b>	Oil Filtering Equipment

## P

<b>P&amp;A</b>	Procedures and Arrangements
<b>P&amp;I</b>	Protection and Indemnity Insurance (Club)
<b>PCB</b>	Polychlorinated Biphenyls
<b>PDS</b>	Professional Development Scheme
<b>PMoU</b>	Paris Memorandum of Understanding
<b>PMN</b>	Primary means of navigation
<b>PMS</b>	Power Management Systems
<b>POLAR</b>	Polar Ship Certificate
<b>PoO</b>	Prevention of Operation
<b>PPE</b>	Personal Protective Equipment
<b>PPM</b>	Parts Per Million
<b>PR</b>	Procedure Requirement
<b>PSC</b>	Port State Control
<b>PSCC</b>	Port State Control Committee
<b>PSCCI</b>	PSCC Instruction
<b>PSCO</b>	Port State Control Officer

<b>PSCOs</b>	Port State Control Officers
<b>PVT</b>	Performance Verification Test
<b>PWOM</b>	Polar Water Operational Manual

## Q

## R

<b>RAP</b>	Rectification Action Plan
<b>RCC</b>	Rescue Coordination Center
<b>RCDS</b>	Raster Chart Display System
<b>RNC</b>	Raster Navigational Chart
<b>RO</b>	Recognized Organization
<b>ROs</b>	Recognized Organizations
<b>RoE</b>	Record of Equipment
<b>Ro-Ro</b>	Roll on – Roll off
<b>RSO</b>	Recognized Security Organization

## S

<b>SAF</b>	Self Assessment Form
<b>SAR</b>	Search and Rescue
<b>SART</b>	Search and Rescue Transponder
<b>SDME</b>	Ship's Speed and Distance Measuring Equipment
<b>SEA</b>	Seafarer Employment Agreement
<b>SEC</b>	Safety Equipment Certificate
<b>SEEMP</b>	Ship Energy Efficiency Management Plan
<b>SENC</b>	System Electronic Navigational Chart
<b>SES</b>	Ship Earth Station
<b>SIB</b>	Approved Stability Information Book
<b>SM</b>	Section Moduli
<b>SMC</b>	Safety Management Certificate
<b>SMPEP</b>	Shipboard Marine Pollution Emergency Plan
<b>SMS</b>	Safety Management System
<b>SOC</b>	Syllabus of Competence
<b>SOLAS</b>	Solas Convention 74, As Amended
<b>SOPEP</b>	Shipboard Oil Pollution Emergency Plan
<b>SOx</b>	Sulphur Oxide
<b>SRF</b>	Survey Report Files
<b>SRNC</b>	System Raster Navigational Chart
<b>SRP</b>	Ship Risk Profile
<b>SRS</b>	Standard Ship Risk



**SSO** Ship Security Officer  
**STCW** Standards for Training, Certification and Watchkeeping

## I

**T&P NMs** Temporary and Preliminary Notices To Mariners  
**TBN** To Be Named  
**TBT** Tributyltin  
**TEG** Technical Evaluation Group  
**TF** Task Force  
**THD** Transmitting heading device  
**THETIS** The Hybrid Electronic/European Targeting Information System  
**TM** Thickness Measurements  
**TMC** Thickness Measurement Company  
**TMoU** Tokyo Memorandum of Understanding  
**ToR** Terms of Reference

## U

**UMS** Unmanned Machinery Space  
**UN** United Nations  
**UNCLOS** United Nations Convention on the Law Of The Sea  
**UR** Unified Requirement  
**USCG** United States Coast Guard  
**UTC** Coordinated Universal Time  
**UTE** Ultrasonic Test Equipment

## V

**VDR** Voyage Data Recorder  
**VIMSAS** Voluntary IMO Member State Audit Scheme  
**VOC** Volatile Organic Compounds  
**VRM** Variable Range Marker  
**VTS** Vessel Traffic Service

## W

**WG** Working Group  
**WGB** White Grey Black (list)  
**WHO** World Health Organisation

**X**

**XRF**      X - Ray Fluorescence

**Y**

**Z**