

PORT STATE CONTROL COMMITTEE INSTRUCTION 58/2025/17

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/m³ (Corresponding to an API grade of less than 25,7);
- b) fuel oils with a density at 15 °C of over 900 kg/m³ or a kinematic viscosity at 50 °C of over 180 mm²/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.

Industrial personnel (IP) means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

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.

IP Code: means the International Code of Safety for Ships Carrying Industrial personnel, as adopted by the Maritime Safety Committee by resolution MSC.527(106), as may be amended, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

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)¹.

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).

¹ As amended by Res. MSC.319(89).

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 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.

Offshore industrial activities: mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

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.

Plan of Action: 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.

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.

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

Z

1.4 Abbreviations

A

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

B

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

C

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

D

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

E

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

F

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

G

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

H

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

I

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

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

J

K

KG	Distance between Keel and centre of Gravity
KW	Kilowatt

L

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

M

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

MODU	Mobile Offshore Drilling Unit
MoU	Memorandum of Understanding
MRCC	Maritime Rescue Coordination Centre
MS	Member State
MSB	Main Switchboard
MSC	Maritime Safety Committee
MSC Circ	Maritime Safety Committee Circular
MSDS	Material Safety Data Sheets
MSI	Marine Safety Information
MSMD	Minimum Safe Manning Document

N

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

O

OBO	Oil - Bulk - Ore
OFE	Oil Filtering Equipment

P

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

PSCO	Port State Control Officer
PSCOs	Port State Control Officers
PVT	Performance Verification Test
PWOM	Polar Water Operational Manual

Q

R

RCC	Rescue Coordination Center
RCDS	Raster Chart Display System
RNC	Raster Navigational Chart
RO	Recognized Organization
ROs	Recognized Organizations
RoE	Record of Equipment
Ro-Ro	Roll on – Roll off
RSO	Recognized Security Organization

S

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