

## IHS Maritime Newsletter Update –

### Subject Matter Expert Group

#### APS (Automated Production System) Enhancements

IHS Maritime continues to improve the data we have available to our clients within all of our products and services. The following enrichments have been made to APS:

##### Fields

Field	Description
Hull Shape Code	Signifies the type of hull configuration present, such as single hull, double hull (MARPOL) etc.

##### Related Table – Additional Ships Data

Field	Description
LRNO	A unique seven digit number assigned to a vessel and which remains unchanged during the life of the ship. The IMO (International Maritime Organization) identification number was adopted on 19th November 1987 in IMO Resolution A.600 (15). 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).
Ship Email	The e-mail address appended to the ship for contacting the ship directly.
Water Depth Max	This is the maximum depth of water in metres that the unit is able to operate and drill safely, within the confines of its technical design.
Drill Depth Max	This is the maximum drilling depth of water in metres that the unit is able drill down to within the confines of its technical design.
Drill Barge Ind	Indicates that the barge has drilling capabilities.
Production Vessel Ind	Indicates that the unit is a production facility (oil or gas).
Between Deck Portable	Moveable decks utilised in the latest flexible tweendeck general cargo vessels. A vessel with multiple levels in the holds making it much more flexible for loading a variety of cargoes.
Between Deck Fixed	Fixed decks utilised in the latest flexible tweendeck general cargo vessels.
Deck Heat Exchanger Ind	Heat Exchanger located on deck; heats the cargo.
Deck Heat Exchanger Material	Material used in the deck Heat Exchanger.

*The fields within related table – **Associated Ships Data** are currently still being updated and added to by our Data Analysts; therefore we don't have complete comprehensive cover.*

##### Related Table – Under Hijack

Field	Description
LRNO	A unique seven digit number assigned to a vessel and which remains unchanged during the life of the ship. The IMO (International Maritime Organization) identification number was adopted on 19th November 1987 in IMO Resolution A.600 (15). 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).
Effective Date	This is the date in which the vessel was hijacked.
Event Time Line	Describes the time line of the hijacking.
Description	A description of the hijacking.

#### Related Table – Class Withdrawn

Field	Description
LRNO	A unique seven digit number assigned to a vessel and which remains unchanged during the life of the ship. The IMO (International Maritime Organization) identification number was adopted on 19th November 1987 in IMO Resolution A.600 (15). 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).
Class	The organisation that has certified the ship's structural integrity as well as the reliability of its propulsion, steering, power generation and other auxiliary systems required to maintain essential services on board. These are primarily members or affiliates of the International Association of Classification Societies (IACS) but may also include other Recognized Organizations approved by Flag Administrations. On occasion a vessel may be classed by more than one society simultaneously.
Withdrawn Date	The date in which the specific class was withdrawn from the vessel.
Reason	The reason why the class has been withdrawn for example: Parallel registry.

#### Related Table – Last Recorded Port of Call

Field	Description
LRNO	A unique seven digit number assigned to a vessel and which remains unchanged during the life of the ship. The IMO (International Maritime Organization) identification number was adopted on 19th November 1987 in IMO Resolution A.600 (15). 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).
World Port Number	Primary port key identifier (format Ponnnn) This is the preferred unique Port identifier.

Country	Country that the ship is calling at.
Move Type	Unique ship identifier (seven character number allocated by IHS Maritime).
Hours in Port	Hours spent in port.
Arrival Date Full	Arrival Date Full. This has the format DD/MM/YYYY HH.MM.SS and so it includes the Day Month and Year and also the Hours Months and Seconds of the recorded arrival e.g. 31/01/2013 05.59.48. The Sailing Date Full also takes this format.
Sail Date Full	Recorded sailing date in full including Hours Minutes and Seconds.
Port	Name of the port where the ship has called as per this record.

#### Related Table – Defects (Port State Control Jobs)

Field
Defective Item Code
Nature of Defect Code
Nature of Defect Decode

The Port State Control MOUs have now increased the length of the four character deficiency code, to five characters, thus the new code appears in the form (as shown by the example below 07101):

*07 - Fire safety* (broad category)

*07101 Fire prevention structural integrity* (new five characters code and decode)

They have also qualified the information by adding a new field which more information called the 'Nature of the deficiency'. For the above deficiency, the related Nature of the Deficiency can be seen using two examples:

*Self-closing fire door between engine room and steering gear room - kept open by the rope*

*Self-closing valve for glass gauge of cylinder oil tank - modified to be kept open*

Each of these will have the same 'Nature of the Deficiency' code.

#### Associated Files – Ship Type Code

Field	Description
Hull Type Code	Part of the shiptype descriptive system 'Stat5'. Examples include 'Ship Shape Including Multi-Hulls', 'Ship Shape Semi-Sub'. Supplied in coded form, one character numeric.
Sub Group Code	Part of the shiptype descriptive system 'Stat5'. The subgroup indicates detail such as 'Dry Bulk Cargo', 'Petroleum Products'. Supplied in coded form.
Sub Type Code	Part of the shiptype descriptive system 'Stat5'. Detailed Level 5 subtype code such as for example, 'LC' (Co2 Tanker), 'LP' (Molten Sulphur Tanker).

#### APS Criteria Enhancements

As well as continually adding relevant data fields to APS we have also expanded the criteria available for Bespoke Data Jobs. This gives clients more options to tailor their specific data needs; and enable them to get the most out of the data supplied.

### **Bespoke Data Catalogue**

The IHS Maritime Bespoke Data Catalogue has been re-vamped and simplified for a more user friendly experience. If you are interested in looking at the data available please contact your Account Manager for further details.

### **Classification Amendments**

#### **DNV-GL Merger**

Following the recent announcement by DNV and GL class societies to merge:

IHS Maritime's Data Quality Forum has agreed that a new Class Code of NG would be used to represent the DNV-GL class. The new Class Code of NG has now been added to the Codebook and the decode DNV-GL is therefore now available to select in the drop down list for Class Type in the Foreign Class screen. When the decode DNV-GL is selected the Class Code NG would appear on the vessel overview screen in the Combined Database.

DNV-GL plans to issue a new set of common class rules in 2015, entering into force on 1<sup>st</sup> January 2016. The new class rule set will include a common set of class notations that will be applicable for new build vessels classed to the new DNV-GL rules with a delivery date on or after 1<sup>st</sup> January 2016.

The Class Code NG for DNV-GL class should now be used for all new build vessels with a legacy class code of either NV or GL and a delivery date on or after 1<sup>st</sup> January 2016. Please continue to use the class codes of either NV or GL for new build vessels with a delivery date before 1<sup>st</sup> January 2016.

For existing DNV and GL classed vessels that are in-service, they would retain the class notations defined by the legacy DNV or GL rule sets, so the legacy class codes of either NV or GL used in the IHS products are still applicable and should continue to be shown for existing vessels.

For existing vessels in operation that are transfer of class (TOC) into DNV and GL before 1<sup>st</sup> January 2016 please use the relevant class code of either NV or GL. For existing vessels in operation that are transfer of class (TOC) into DNV and GL after 1<sup>st</sup> January 2016 please use the class code NG.

The consequence of the above is that in the future for DNV-GL class we will have three different sets of class codes (NV, GL and NG) in use at the same time on the Combined Database.