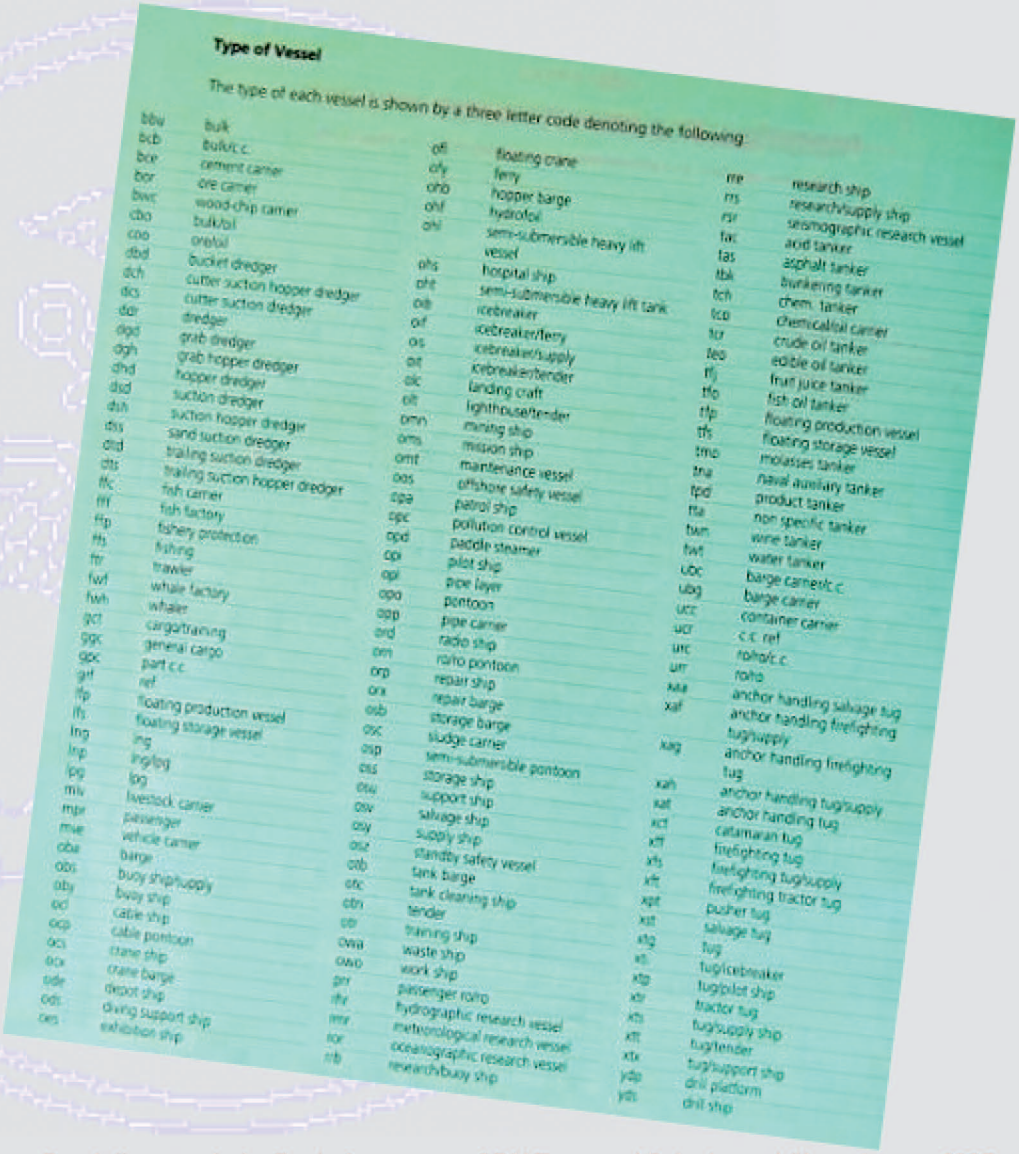
Interpretation der Daten
Schiffstypen

- typspezifische Risiken
- Eigenschaften
- etc



Type of Vessel

The type of each vessel is shown by a three letter code denoting the following:

bbu	bulk
bcb	bulk/c.c.
bor	cement carrier
bor	ore carrier
bwc	wood-chip carrier
cbo	bulk/oil
coo	ore/oil
dbd	bucket dredger
dch	cutter suction hopper dredger
dcs	cutter suction dredger
ddr	dredger
dgd	grab dredger
dgh	grab hopper dredger
dhd	hopper dredger
dsd	suction dredger
dsh	suction hopper dredger
dss	sand suction dredger
dtd	trailing suction dredger
dts	trailing suction hopper dredger
ffc	fish carrier
fff	fish factory
ffp	fishery protection
ffs	fishing
ftr	trawler
fwf	whale factory
fwh	whaler
gct	cargo/training
ggc	general cargo
ggc	part c.c.
grf	ref
ifp	floating production vessel
ifs	floating storage vessel
lng	lng
lng	lng/lpg
lpg	lpg
mlv	livestock carrier
mpr	passenger
mve	vehicle carrier
oba	barge
obs	buoy ship/supply
oby	buoy ship
ocl	cable ship
ocp	cable pontoon
ocs	crane ship
ocx	crane barge
odp	depot ship
ods	diving support ship
oes	exhibition ship
ofl	floating crane
ofy	ferry
ohb	hopper barge
ohf	hydrofoil
ohl	semi-submersible heavy lift vessel
ohs	hospital ship
ohl	semi-submersible heavy lift tank
oib	icebreaker
oif	icebreaker/ferry
ois	icebreaker/supply
oit	icebreaker/tender
olc	landing craft
olt	lighthouse/tender
omn	mining ship
oms	mission ship
omt	maintenance vessel
oos	offshore safety vessel
opa	patrol ship
opc	pollution control vessel
opd	paddle steamer
opi	pilot ship
opl	pipe layer
opo	pontoon
opp	pipe carrier
ord	radio ship
orn	ro/ro pontoon
orp	repair ship
ors	repair barge
osb	storage barge
osc	sludge carrier
osp	semi-submersible pontoon
oss	storage ship
osu	support ship
osv	salvage ship
osy	supply ship
otr	standby safety vessel
otb	tank barge
otc	tank cleaning ship
otn	tender
otr	training ship
owa	waste ship
owo	work ship
pnr	passenger ro/ro
rhy	hydrographic research vessel
rmr	meteorological research vessel
ror	oceanographic research vessel
rrb	research/buoy ship
rre	research ship
rrs	research/supply ship
rsr	seismographic research vessel
tac	acid tanker
tas	asphalt tanker
tbk	bunkering tanker
tch	chem. tanker
tco	chemical/oil carrier
tcr	crude oil tanker
teo	edible oil tanker
tfj	fruit juice tanker
tfo	fish oil tanker
tfp	floating production vessel
tfs	floating storage vessel
tmo	molasses tanker
tna	naval auxiliary tanker
tpd	product tanker
tsa	non specific tanker
twn	wine tanker
twt	water tanker
uoc	barge carrier/c.c.
ubg	barge carrier
ucc	container carrier
ucr	c.c. ref
urc	ro/ro/c.c.
urr	ro/ro
xaa	anchor handling salvage tug
xaf	anchor handling firefighting tug/supply
xag	anchor handling firefighting tug
xah	anchor handling tug/supply
xat	anchor handling tug
xct	catamaran tug
xff	firefighting tug
xfs	firefighting tug/supply
xfx	firefighting tractor tug
xpt	pusher tug
xst	salvage tug
xtg	tug
xti	tug/icebreaker
xtp	tug/pilot ship
xtr	tractor tug
xts	tug/supply ship
xtt	tug/tender
xtx	tug/support ship
ydp	drill platform
yds	drill ship

Interpretation der Daten
Schiffstypen

Münchener Rück
Munich Re Group

Tanker, Obo-Carrier, Bulk-Carrier

Korrosion

Ermüdungsrisse

Fahrtgebiet

Ladung

Doppelhülle ⇔ Einfache Hülle

Interpretation der Daten
Schiffstypen

Münchener Rück
Munich Re Group

Ro-Ro Schiffe, Car-Carrier, Fähren

Keine vertikale Schottunterteilung

Schneller Stabilitätsverlust bei Wassereinbruch, Kentern

Erhöhtes Feuerrisiko

Ladungssicherung problematisch

Interpretation der Daten
Schiffstypen

Münchener Rück
Munich Re Group

Klassischer Stückgutfrachter

Stabilität

Luckendeckel / Dichtungen

Bewährter Schiffstyp mit sehr wenigen „eingebauten" Risiken

Münchener Rück
Munich Re Group

Containerschiffe

Größe / Gewichtsoptimierte Konstruktion / Stressfrakturen

Offene Luken

Laschsysteme / Ladungssicherung in den Containern

Feuerbekämpfung

Besatzungsstärken

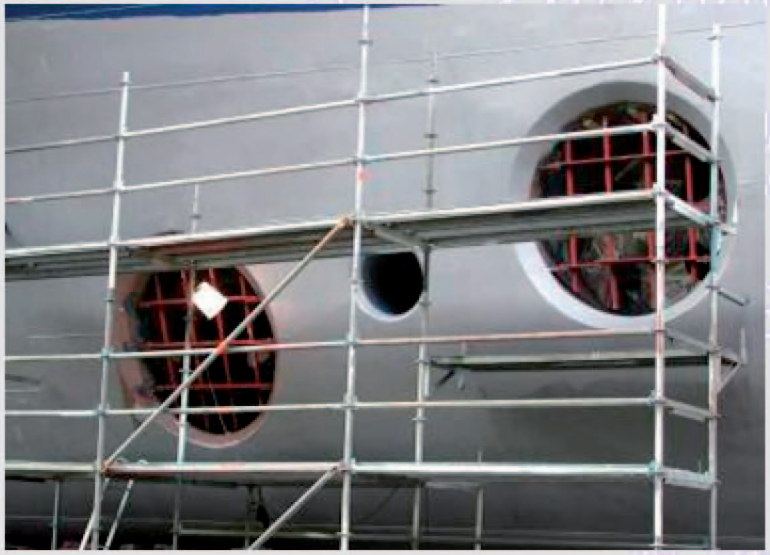
Kommerzieller Druck

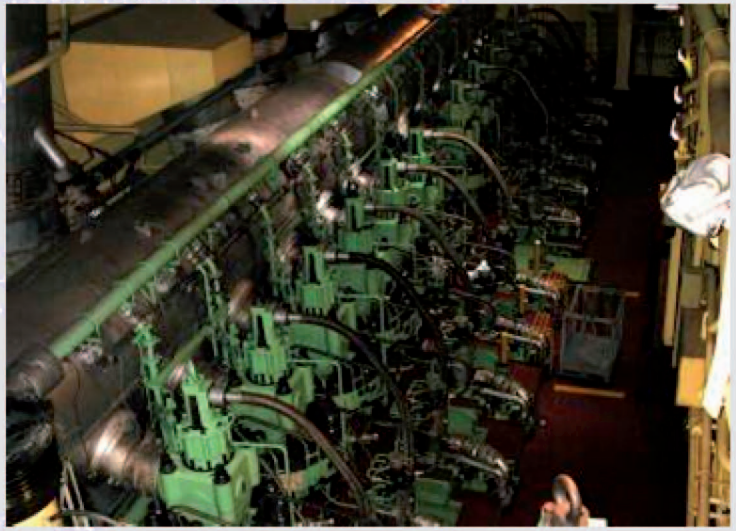
parametrisches Rollen

Verhältnis Hafen- ⇔ Seezeit

Interpretation der Daten Schiffsantrieb

- Doppelte Maschinen Anlage (2scr)
- Diesel /diesel-elektrisch / POD-Antrieb
- Querstrahlruder
- Leistung / Dienstgeschwindigkeit





Interpretation der Daten
PSC / Blacklists

Münchener Rück
Munich Re Group

Training Material
FOR INTERNAL USE ONLY

Subject: Risk evaluation of older ships / over-aged tonnage, taking into account information provided by MOUs on Port State Control, EU-Commission, EMSA and Seasearcher

Recommended action:

- Check EMSA blacklist
- Check Paris-MOU banned list
- If v/l is not listed, check v/ls detentions in seasearcher / Equasis
- If vessel meets banning / blacklisting criteria as per EMSA and / or Paris MOU, treat it as banned / blacklisted

No cover should be given for any banned / blacklisted vessel, or any vessel that meets the above banning / blacklisting criteria.

Interpretation der Daten
PSC / Blacklists

Münchener Rück
Munich Re Group

"A Member State shall ensure that a ship in one of the categories of Annex XI, section A, is refused access to its ports, except in the situations described in Article 11(6), if the ship:
either
- flies the flag of a state appearing in the black list as published in the annual report of the MOU, and
- has been detained more than twice in the course of the preceding 24 months in a port of a state signatory of the MOU,
or
- flies the flag of a state described as 'very high risk' or 'high risk' in the black list as published in the annual report of the MOU, and
- has been detained more than once in the course of the preceding 36 months in a port of a state signatory of the MOU.
The refusal of access shall become applicable immediately the ship has been authorised to leave the port where it has been the subject of a second or third detention as appropriate".

Interpretation der Daten
Klassifikationsgesellschaften

Münchener Rück
Munich Re Group

COLUMN 5

Country of Build

The country of build is indicated by a three letter code using the same reference table that denotes the vessel flag.

Vessels that were launched in one country and completed in another are identified by having additional details shown underneath as special information.

Year of Build

The year of completion of the vessel is shown to the right of the country of build.

A vessel is deemed completed when all construction and trials have been concluded and she is delivered to her owners.

Year of Acquisition

The year in which vessels were acquired by their present owner is shown in parenthesis after the year of build.

COLUMN 6

Classification

A two letter code indicates the vessel's classification society denoted thus:

AB	American Bureau	**LR**	Lloyd's Register of Shipping
BK	Bulgarian Register of Shipping	**NK**	Nippon Kaiji Kyokai
BV	Bureau Veritas	**NV**	Norske Veritas
CR	China Corporation Register of Shipping	PR	Polski Rejestr Statkow
CS	China Classification Society	**RI**	Registro Italiano
GL	Germanischer Lloyd	RM	Registrul Naval Roman
HR	Hellenic Register of Shipping	RP	Registro Internacional Naval SA (RINAVE)
HV	Croatian Register of Shipping	**RS**	Maritime Register of Russia
IR	Indian Register of Shipping	TU	Turk Lloydu Register
KI	Biro Klasifikasi Indonesia	VN	Vietnam Register of Shipping
KR	Korean Register of Shipping		

Societies that are members of the International Association of Classification Societies are identified by having their two-letter code in **bold** type.

The society IR is an IACS Associate.
HV's Associate Member status of IACS terminated on 31 December 2004.
PR's Associate Member status of IACS terminated in June 2000.

A contemplated class for new vessels is shown in parenthesis.
Vessels shown without any classification may be classed by other societies or out of class.
Special information or characteristics pertaining to the vessel are shown under the classification details.

Interpretation der Daten Klassifikationsgesellschaften

Im Prinzip gibt es keine Pflicht, Schiffe klassifizieren zu lassen, jedoch verlangt die IMO (International Maritime Organization) dass Schiffe, die in **internationalen** Gewässern fahren, ein Zertifikat von einer Klassifikationsgesellschaft aufweisen können.

Weltweit gibt es mehr als 50 Klassifikationsgesellschaften. Zehn dieser Gesellschaften haben sich in der IACS (International Association of Classification Societies) zusammen geschlossen. Es wird geschätzt, dass diese 10 Gesellschaften, zusammen mit zwei weiteren assoziierten Gesellschaften ungefähr 94% aller Schiffe klassifizieren.

Die IACS hat einen eigenen Ethik Kodex entwickelt, nach dem sie sich richtet:

„Classification Societies live on their reputation. Acceptance of their technical work can only be maintained by continuously proving integrity and competence."

"Competition between societies shall be on the basis of services (technical and field) rendered to the marine industry but must not lead to compromises on safety of life and property at sea or to the lowering of technical standards."