



Standard Guide for Database Structure of Electronic Data Interchange Between Ship Owner and Shipyard for Contract Administration¹

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1. Scope

1.1 This guide provides the database structure of electronic data interchange (EDI) information between ship owner and a shipyard for contract administration. Ship owners (hereinafter referred to as owners) and shipyards may each have unique software programs to manage their respective portions of a ship repair period. There is information that must be exchanged between the parties during the contract period. This guide has been developed to establish common field lengths, names, and types such that the exchanged information can be used directly by the respective software programs without scanning, typing, or redundant keying of information.

1.2 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Terminology

2.1 Definitions of Terms Specific to This Standard:

2.1.1 **BLOB**—short for binary large object, a collection of binary data stored as a single entity in a database management systems (DBMS). BLOBs are used primarily to hold multimedia objects such as images, videos, and sound, though they can also be used to store programs or even fragments of code. Not all DBMSs support BLOBs.

2.1.2 **CHAR(XX)**—character data, alphanumeric where XX represents the maximum number of characters permitted and SQL fills the remaining spaces with blanks if fewer than the maximum are entered.

2.1.3 **Condition Found Report (CFR)**—a report generated by the shipyard to inform the owner of conditions found, deficiencies with the specification, or any other pertinent information regarding a particular work item.

2.1.4 **Condition Found Report Response**—the owner's response back to the shipyard's Condition Found Report. It may be a simple acknowledgement of receipt or a lengthy response and reference to a Request for Proposal.

2.1.5 **DATE**—stores the year, month, and day values of a date. The length of a DATE is ten positions, as in 01/31/2000 (for 31 Jan 2000).

2.1.6 **INTEGER**—a number that has no fractional part and its precision (maximum number of digits) depends on the specific SQL implementation.

2.1.7 **owner**—in this case, the recognized authority for contracting ship repair work.

2.1.8 **Request for Proposal**—an owner-generated document asking the shipyard to add, modify, or delete work to the existing package. It may or may not be related to a shipyard initiated CFR.

2.1.9 **shipyard**—in this case, the principal party to a contract with a ship owner.

2.1.10 **SQL compliant**—an industry standard data sublanguage, specifically designed to create, manipulate, and control relational databases.

2.1.11 **tests and trial agenda**—the agenda provided by the shipyard, which details the planning schedule for all testing events to be conducted during a dock or sea trial.

3. Significance and Use

3.1 **Intended Use**—Compliance with this guide will allow the sharing of electronic data between contracting parties that is normally done by hard copy. This can only be used when both parties use a database-derived software package to manage their contracts. Specifically, it will:

3.1.1 Eliminate the duplication of manual entry of data into each party's contract administration software package and

3.1.2 Allow for wide access of the data to all authorized parties.

4. Database Structure

4.1 A shipyard contract management database, or an owner contract management database, may contain hundreds of tables and fields and thousands of records. Much of the data is business-sensitive and must remain under the control of the

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