

Overview

The following listing of ABS Classification notations is comprised of the following headers:

Common Notations and Symbols

The notations and symbols contained under this heading may be applicable to any type of vessel or offshore installation, as indicated by the referenced Rules and Guides (which are mostly available for viewing at <http://www.eagle.org/rules/downloads.html>).

These notations and symbols pertain to hull structure, analyses, equipment, machinery, automation, surveys, etc.

Other Notations for Specific Applications – Bulk Carrier, Container Carrier, Offshore Services, etc.

Following the common notations, are groupings by type of vessel or offshore service. The notations contained under the heading for each vessel type are applicable only to that type of vessel.

The types of vessels are organized starting with those that are covered by the *Rules for Building and Classing Steel Vessels* and associated Guides specific to the vessel type and are followed by those vessels covered by the following Rules and Guides:

Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length

Guide for Building and Classing High Speed Craft

Guide for Building and Classing High Speed Naval Craft

Guide for Building and Classing Motor Pleasure Yachts

Rules for Building and Classing Steel Barges

Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways

Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities

Offshore Service notations, as specified within the referenced Offshore Rules and Guides.

The example class notations given under “Remarks” on each page are intended only to show the usage of the particular notation on that page and are not necessarily all-inclusive for the particular application/services shown.

Revisions

The following Table lists newly-added Class Notations, the category under which they fall in the list and the date they were added:

<i>Notation</i>	<i>Category</i>	<i>Date Added</i>
Ice Strengthening RCM (PROP) RCM (FIRE) RCM (CARGO) RCM (MACH) RCM (CDS) (LNG) R RB Commercial Yachting Service Offshore Racing Yacht Deck Decompression Chamber Dive Control Station Handling System Remote Operated Vehicle Offshore Installation Liftboat	Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols Liquefied Gas Carriers Steel Vessels < 90 m (295 ft) Yachting Service Yachting Service Underwater Vehicles and Systems Underwater Vehicles and Systems Underwater Vehicles and Systems Underwater Vehicles and Systems Offshore Services Offshore Services	13 Feb. 2004
Compressed Natural Gas Carrier TCM PARR-N PARR-C1 PARR-C2 Liquefied Natural Gas Carrier RELIQ GCU DFGT	Compressed Natural Gas Carriers Common Notations and Symbols Container Carriers Container Carriers Container Carriers Liquefied Gas Carriers Liquefied Gas Carriers Liquefied Gas Carriers Liquefied Gas Carriers	17 Oct. 2005
Liquefied Petroleum Gas Carrier with Type-A Independent Tanks MAN MAN-A CCO-HR(TEMP) CCO-HR(TEMP)+	Liquefied Gas Carriers Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols Common Notations and Symbols	25 Jan. 2007

ABS Notations and Symbols – 3 November 2003 (Updated on 25 January 2007)



<i>Notation</i>	<i>Category</i>	<i>Date Added</i>
(Oil Recovery Capability Class 1)	Steel Vessels < 90 m (295 ft)	25 Jan. 2007 (cont.)
(Oil Recovery Capability Class 2)	Steel Vessels < 90 m (295 ft)	
CSR, SafeShip–CM	Common Structural Rules for Tankers and Bulk Carriers	
CPS	Common Notations and Symbols	
PMA+	Bulk Carriers and Oil Carriers	

Common Notations and Symbols

SYMBOL



DESCRIPTION

The Maltese Cross, , symbol is assigned to vessels and offshore units for which the hull construction and/or the manufacture of its machinery and components and any associated required testing, as applicable, is carried out under ABS survey. For a vessel or offshore unit constructed under survey of another recognized Classification Society or Authority, the Maltese Cross, , symbol will be omitted from the hull and/or machinery classification notations.




REFERENCES

1-1-3/1 and 1-1-3/9 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length,</i> <i>Rules for Building and Classing Mobile Offshore Drilling Units</i>
1-1-3/1 and 1-1-3/7 of:	<i>Rules for Building and Classing Steel Barges</i> <i>Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways</i>
1.1 of:	<i>Rules for Building and Classing Bulk Carriers for Service on the Great Lakes</i>
1/5.5 of:	<i>Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities</i>
1.1.1 and 1.1.5 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.1 and 1.6.4 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1.1.1 and 1.1.2 of:	<i>Rules for Building and Classing Steel Floating Dry Docks</i>
1/1.3.1 and 1/1.3.2 of:	<i>Rules for Building and Classing Single Point Moorings</i> <i>Rules for Building and Classing Offshore Installations</i>
1-1-3/1 and 1-1-3/5 of:	<i>Guide for Building and Classing High Speed Naval Craft</i>
1/1.3.1 and 1/1.3.5 of:	<i>Guide for Building and Classing High Speed Craft</i>
1.11.1 of:	<i>Guide for Building and Classing Motor Pleasure Yachts, etc.</i>
1-3/1 and 1-3/2 of:	<i>Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk</i>

REMARKS

Classification symbol whose meaning is the same within all ABS Rules and Guides.

Example:

	Vessels have been built under ABS survey	Vessels have not been built under ABS survey
Hull and Equipment:	 A1	A1
Machinery, boiler and systems	 AMS	AMS
Shipboard automation systems	 ACCU	ACCU

Common Notations and Symbols

SYMBOLS

⊠ A1

DESCRIPTION

A1 is a classification symbol that, together with the Maltese Cross **⊠** symbol, indicates compliance with the Hull requirements of the ABS Rules or their equivalent for unrestricted ocean service and survey by the Bureau during construction of the vessel. The symbols **⊠ A1** may be followed by appropriate vessel type notation such as **Oil Carrier, Bulk Carrier, Fuel Oil Carrier, Ore Carrier, Passenger Vessel, Vehicle Carrier, Container Carrier, Towing Vessel, Refrigerated Cargo Carrier, Liquefied Gas Carrier**, etc. The Maltese Cross **⊠** symbol will be omitted for vessels that have not been built under survey by the Bureau.

REFERENCES

1-1-3/1 and 1-1-3/9 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length,</i> <i>Rules for Building and Classing Mobile Offshore Drilling Units</i>
1-1-3/1 and 1-1-3/7 of:	<i>Rules for Building and Classing Steel Barges</i> <i>Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways</i>
1.1 of:	<i>Rules for Building and Classing Bulk Carriers for Service on the Great Lakes</i>
1/5.5 of:	<i>Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities</i>
1.1.1 and 1.1.5 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.1 and 1.6.4 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1.1.1 and 1.1.2 of:	<i>Rules for Building and Classing Steel Floating Dry Docks</i>
1/1.3.1 and 1/1.3.2 of:	<i>Rules for Building and Classing Single Point Moorings</i> <i>Rules for Building and Classing Offshore Installations</i>
1-1-3/1 and 1-1-3/5 of:	<i>Guide for Building and Classing High Speed Naval Craft</i>
1/1.3.1 and 1/1.3.5 of:	<i>Guide for Building and Classing High Speed Craft</i>
1.11.1 of:	<i>Guide for Building and Classing Motor Pleasure Yachts, etc.</i>
1-3/1 and 1-3/2 of:	<i>Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk</i>

REMARKS



Classification symbols whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with hull/structural related requirements.


Common Notations and Symbols

SYMBOL



DESCRIPTION

Circle E, , is a classification symbol that signifies that the equipment of anchors and chain cables of the vessel is in compliance with the requirements of the Rules, or with the requirements corresponding to the service limitations noted in the vessel's classification which have been specifically approved for the particular service. Compliance with  requirements is a condition of classification for vessels, for which the equipment number (EN) calculated in accordance with 3-5-1/3.1 of the *ABS Rules for Building and Classing Steel Vessels* is equal to or greater than 205.

Vessels intended for towing operation or vessels for which EN is less than 205 are not required to have  as a condition of classification. (See 3-5-1/7 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*.)



REFERENCES

1-1-3/11 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length</i>
1-1-3/9 of:	<i>Rules for Building and Classing Mobile Offshore Drilling Units</i> <i>Rules for Building and Classing Steel Barges</i>
1.1.6 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.5 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1-1-3/9 of:	<i>Guide for Building and Classing High Speed Naval Craft</i>
1/1.3.6 of:	<i>Guide for Building and Classing High Speed Craft</i>
1.11.2 of:	<i>Guide for Building and Classing Motor Pleasure Yachts, etc.</i>

REMARKS

Classification Symbol

Applicable for temporary mooring of vessels within a harbor or other area of sheltered water

Example –  A1, Oil Carrier, ...

Common Notations and Symbols

NOTATION

⌘ A1 (Special Purpose)

DESCRIPTION

The symbols **⌘ A1** followed by a Notation of the trade for which specific arrangements and scantlings have been approved (i.e. Ferry Service, Dredging, Fishing, etc.) and to which the special purpose vessels have been built to the satisfaction of the Surveyors to the Bureau.

REFERENCES

1-1-3/5 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length</i> <i>Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways</i>
1.1.3 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.2 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1/1.3.3 of:	<i>Guide for Building and Classing High Speed Craft</i>

REMARKS

Class Notation

Example – **⌘ A1 Ferry Service...**
⌘ A1 Dredging..., etc.

Common Notations and Symbols

NOTATION

⌘ A1 (Geographical Limitations)

DESCRIPTION

The symbols **⌘ A1** followed by a notation of the service limitations is to be assigned to vessels, which have been built to the satisfaction of Surveyors to the Bureau to specific requirements for restricted service, which have been approved by the ABS Classification Committee for the particular service. (e.g. **Gulf of Mexico, Philippine Inter-Island Service, Coastal Service Less than 25 Miles, etc.**)

REFERENCES

1-1-3/7 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length</i>
1.1.4 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.3 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1/1.3.4a of:	<i>Guide for Building and Classing High Speed Craft</i>

REMARKS

Class Notation



Example – **⌘ A1 Ferry, Inter-Island Service, ⓔ...**

Common Notations and Symbols

NOTATION

 **AMS**

DESCRIPTION

AMS is a classification notation that, together with the Maltese Cross  symbol, indicates that a vessel's machinery, boilers and systems have been constructed and installed under survey by the Bureau in accordance with the requirements of the ABS Rules. The  **AMS** notation is intended for all new construction of ABS classed self-propelled vessels and offshore units.

REFERENCES

1-1-3/13 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length,</i> <i>Rules for Building and Classing Mobile Offshore Drilling Units</i>
1-1-3/9 of:	<i>Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways</i>
31.1 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.6 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1-1-3/11 of:	<i>Guide for Building and Classing High Speed Naval Craft</i>
1/1.3.7 of:	<i>Guide for Building and Classing High Speed Craft</i>
1.11.3a of:	<i>Guide for Building and Classing Motor Pleasure Yachts, etc.</i>

REMARKS

Classification notation whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with machinery related requirements on self-propelled vessels and offshore units.

Example –  A1 Oil Carrier, ,  **AMS**...

Common Notations and Symbols

NOTATION

AMS

DESCRIPTION

The **AMS** notation, without the Maltese Cross ☒ symbol, is assigned to self-propelled vessels and offshore units for which the machinery, boilers and systems have not been constructed and installed under survey by the Bureau, but are found satisfactory with regard to ABS requirements.

REFERENCES

1-1-3/15 of:	<i>Rules for Building and Classing Steel Vessels</i> <i>Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length</i>
1-1-3/11 of:	<i>Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways</i>
31.3 of:	<i>Rules for Building and Classing Aluminum Vessels</i>
1.6.7 of:	<i>Rules for Building and Classing Reinforced Plastic Vessels</i>
1-1-3/13 of:	<i>Guide for Building and Classing High Speed Naval Craft</i>
1/1.3.8 of:	<i>Guide for Building and Classing High Speed Craft</i>
1.11.3b of:	<i>Guide for Building and Classing Motor Pleasure Yachts, etc.</i>

REMARKS

Classification notation whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with machinery related requirements on self-propelled vessels and offshore units.

Example – A1 Oil Carrier, Ⓔ, **AMS**...

Common Notations and Symbols

NOTATION

⊠ ACC

DESCRIPTION

Automatic Centralized Control (**ACC**) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from a continuously manned centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. The Maltese Cross **⊠** symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under survey by the Bureau.

REFERENCES

4-9-3/1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also **⊠ ACCU**

Example – **⊠** A1 Oil Carrier, **Ⓢ**, **⊠** AMS, **⊠ ACC**...

Common Notations and Symbols

NOTATION

⊠ ACCU

DESCRIPTION

Automatic Centralized Control Unmanned (**ACCU**) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from the navigation bridge and from a centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. The Maltese Cross **⊠** symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under survey by the Bureau.

REFERENCES

4-9-4/1 of the *Rules for Building and Classing Steel Vessels*

4-7-1/1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

4-9-1/3 of the *Guide for Building and Classing High Speed Naval Craft*

4/11.1.1 of the *Guide for Building and Classing High Speed Craft*

Great Lakes Bulk Carriers, Aluminum Vessels, Reinforced Plastic Vessels and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-9-4/1 of the *ABS Rules for Building and Classing Steel Vessels* or 4-7-1/1 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*.

REMARKS

Class Notation

Example – **⊠** A1 Oil Carrier, **Ⓔ**, **⊠** AMS, **⊠** **ACCU**...

Common Notations and Symbols

NOTATION

⊠ **ABCU**

DESCRIPTION

Automatic Bridge Centralized Control Unmanned (ABCU) – This notation is assigned to a self-propelled vessel which is fitted with the required automation and remote monitoring and control systems to enable the propulsion machinery space to be periodically unattended (similar to an **ACCU** classed vessel) and the propulsion control to be effected primarily from the navigation bridge. The Maltese Cross ⊠ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under survey by the Bureau.

REFERENCES

4-7-1/1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

4-9-1/3 of the *Guide for Building and Classing High Speed Naval Craft*

4/11.1.1 of the *Guide for Building and Classing High Speed Craft*

Aluminum Vessels, Reinforced Plastic Vessels and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-7-1/1 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*.

REMARKS

Class Notation

This notation was available for unrestricted service large vessels, greater than 90 meters in length, whose signed contracts were made between owners and shipbuilder until 31 December 1999. After this date, the **ABCU** notation was terminated for new construction of these large vessels whose automation system arrangements are primarily in accordance with the **ACCU** requirements.

Example – ⊠ A1 Offshore Support Vessel, Ⓔ, ⊠ AMS, ⊠ **ABCU**...

Common Notations and Symbols

NOTATION

⊠ **APS**

DESCRIPTION

This notation is assigned to a self-propelled vessel fitted with athwartship thrusters intended to assist in the maneuvering of the vessel. The Maltese Cross ⊠ symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.1 of the *Rules for Building and Classing Steel Vessels*

Steel Vessels Under 90 meters (295 feet) in Length, Mobile Offshore Drilling Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, Reinforced Plastic Vessels, High Speed Naval Craft, High Speed Craft, and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the *ABS Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example – ⊠ A1 Container Carrier, Ⓔ, ⊠ AMS, ⊠ ACCU, ⊠ **APS**, SH...

Common Notations and Symbols

NOTATION

AT

DESCRIPTION

Additional Thickness (AT) – This notation is assigned to all conventional type vessels and to floating production installations where the vessel incorporates additional plate thickness above the required scantlings. The notation will be followed by the description of the major hull girder component(s) that has the additional thickness. It will also include a number to indicate the magnitude of the additional thickness (rounded to the nearest 0.5 mm) that has been applied, i.e., **AT(DK+0.5)**.

REFERENCES

1-3/5.13 of the *Guide for Building and Classing Floating Production Installations*

Steel Vessels will also be eligible for this notation for vessels incorporating additional plate thicknesses above the required scantlings.

REMARKS

ABS Optional Notation

Example –  A1 Floating Offshore Installation (FOI),  AMS, **AT(BS+0.5)**...

Common Notations and Symbols

NOTATION

CCO-HR(TEMP)

CCO-HR(TEMP)+

DESCRIPTION

These notations are assigned to a vessels complying with the requirements specified in the *ABS Guide for Vessels Operating in Low Temperature Environments*.

CCO-HR(TEMP) – This notation is assigned to a vessel designed, built and surveyed in accordance with requirements in Sections 2 through 6 of the *ABS Guide for Vessels Operating in Low Temperature Environments* (which addresses the requirements for materials, welds and coatings, hull construction and equipment, vessel systems and machinery, safety systems and additional requirements for specific vessel types intended to operate in a low temperature environment). The emergency service hours (18 or 36) is listed as HR. The design service temperature for which the vessel is designed is listed in the parentheses.

CCO-HR(TEMP)+ – This notation is assigned to a vessel designed, built and surveyed in accordance with requirements for **CCO-HR(TEMP)** along with placement of additional equipment onboard for the crew and specific low temperature environment training for the crew as per Sections 8 and 9 of the *ABS Guide for Vessels Operating in Low Temperature Environments*. The emergency service hours (18 or 36) is listed as HR. The design service temperature for which the vessel is designed is listed in the parentheses.

REFERENCES

Subsection 1/3 of the *Guide for Vessels Operating in Low Temperature Environments*

REMARKS

ABS Optional Notations

CCO-HR(TEMP) or **CCO-HR(TEMP)+** will be published in the category of “Additional Notations” in the *Record*.

See Part 6, Chapter 1 of the *Rules for Building and Classing Steel Vessels* for the notations for ice strengthening and their requirements.

Common Notations and Symbols

NOTATION

CPS

DESCRIPTION

Coating **P**erformance **S**tandard (**CPS**) – This optional notation signifies that the protective coatings used on a vessel's tanks and void spaces comply with the *ABS Guide for the Class Notation Coating Performance Standard (CPS)*. The Guide illustrates the application of the criteria contained in the following:

- i) IMO Resolution MSC.215(82) Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-Side Skin Spaces of Bulk Carriers (IMO PSPC).
- ii) IACS PR No. 34, IACS Procedural Requirement on Application of the IMO Performance Standard for Protective Coatings (PSPC), Resolution MSC.215(82), under IACS Common Structural Rules for Bulk Carriers and Oil Tankers.

The Guide is mandatory for the Common Structural Rules for Bulk Carriers and Oil Tankers (see ABS Steel Vessel Rules Part 5B and Part 5A). After 8 December 2006, it may also be optionally applied to any non-CSR vessel prior to the IMO effective date of 1 July 2008. In addition, this Guide may be optionally applied to CSR vessels constructed prior to the effective date of 8 December 2006.

REFERENCES

1.3 of the *Guide for the Class Notation Coating Performance Standard (CPS)*

REMARKS

ABS Optional Notation

CPS will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

CRC

DESCRIPTION

Crane **R**egister **C**ertificate (**CRC**) – This optional notation signifies that the vessel's crane(s) is designed and constructed in accordance with Chapter 2 of the *ABS Guide for Lifting Appliances*. A Register of Lifting Appliances attesting to compliance with the requirements of the above Guide will be issued at the request of the Owner or builder upon satisfactory completion of plan review, in-plant survey, installation and testing of the crane to the satisfaction of the attending Surveyor.

REFERENCES

2-1/1 of the *Guide for Lifting Appliances*

REMARKS

ABS Optional Notation


CRC will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

 **DPS-0**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-0** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems with a centralized manual position control and automatic heading control to maintain a desired position and heading at sea without external aid under specified maximum environmental conditions; and that the systems are in accordance with the applicable requirements of Part 4, Chapter 3 of the *ABS Rules for Building and Classing Steel Vessels*. The assigned numeral “0” indicates the degree of redundancy. The Maltese Cross  symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer’s plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.3 and 4-3-5/15.1.1 of the *Rules for Building and Classing Steel Vessels*

Steel Vessels Under 90 Meters (295 Feet) in Length, Mobile Offshore Drilling Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the *ABS Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also  **DPS-1**,  **DPS-2** and  **DPS-3**


Example –  A1, ,  AMS,  ACCU,  **DPS-0**...

Common Notations and Symbols

NOTATION

 **DPS-1**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-1** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid under a specified maximum environmental conditions as well as a centralized manual position control with automatic heading control; and that the systems are in accordance with the applicable requirements of Part 4, Chapter 3 of the *ABS Rules for Building and Classing Steel Vessels*. The assigned numeral “1” indicates the degree of redundancy. The Maltese Cross  symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer’s plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.3 and 4-3-5/15.1.1 of the *Rules for Building and Classing Steel Vessels*

Steel Vessels Under 90 Meters (295 Feet) in Length, Mobile Offshore Drilling Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the *ABS Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also  **DPS-0**,  **DPS-2** and  **DPS-3**

Example –  A1,  ,  AMS,  ACCU,  **DPS-1**...

Common Notations and Symbols

NOTATION

⌘ DPS-2

DESCRIPTION

The **Dynamic Positioning System** notation **DPS-2** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid within a specified operating envelope under specified maximum environmental conditions during and following any single fault excluding a loss of compartment or compartments; and that the systems are in accordance with the applicable requirements of Part 4, Chapter 3 of the *ABS Rules for Building and Classing Steel Vessels*. The assigned numeral “**2**” indicates the degree of redundancy. The Maltese Cross **⌘** symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer’s plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.3 and 4-3-5/15.1.1 of the *Rules for Building and Classing Steel Vessels*

Steel Vessels Under 90 Meters (295 Feet) in Length, Mobile Offshore Drilling Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the *ABS Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also **⌘ DPS-0**, **⌘ DPS-1** and **⌘ DPS-3**

Example – **⌘ A1**, **⌘**, **⌘ AMS**, **⌘ ACCU**, **⌘ DPS-2...**

Common Notations and Symbols

NOTATION

⌘ DPS-3

DESCRIPTION

The **Dynamic Positioning System** notation **DPS-3** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid within a specified operating envelope under specified maximum environmental conditions during and following any single fault including a loss of a compartment due to fire flood; and that the systems are in accordance with the applicable requirements of Part 4, Chapter 3 of the *ABS Rules for Building and Classing Steel Vessels*. The assigned numeral “**3**” indicates the degree of redundancy. The Maltese Cross **⌘** symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer’s plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.3 and 4-3-5/15.1.1 of the *Rules for Building and Classing Steel Vessels*

Steel Vessels Under 90 Meters (295 Feet) in Length, Mobile Offshore Drilling Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, and Motor Pleasure Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the *ABS Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also **⌘ DPS-0**, **⌘ DPS-1** and **⌘ DPS-2**

Example – **⌘ A1**, **Ⓢ**, **⌘ AMS**, **⌘ ACCU**, **⌘ DPS-3...**

Common Notations and Symbols

NOTATION

ES

ES2020

DESCRIPTION

Environmental Safety (ES) – This notation is assigned to a vessel complying with the requirements specified in the *ABS Guide for the Class Notation Environmental Safety (ES)*. Vessels in full compliance with the subject requirements are assigned the **ES** notation in recognition of environmental considerations incorporated into the design and operation of the vessel.

ES2020 – This notation will be assigned for a refrigeration system where the use of refrigerant gases exceeds GWP of 2000, provided all other conditions as required in the *ABS Guide for the Class Notation Environmental Safety (ES)* for **ES** notation are met. This signifies the owner's commitment to replace the existing refrigerant with one having GWP less than 2000, by the year 2020.

REFERENCES

1.1 and 1.3 of the *Guide for the Class Notation Environmental Safety (ES)*

15.5.2 of the *Guide for the Class Notation Environmental Safety (ES)* – Notice No 1 – April 2003

This notation will be applicable *all types of vessels, Mobile Offshore Drilling Units and offshore installations*

REMARKS

ABS Optional Notations

ES or **ES2020** will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

ESP

ESDC

DESCRIPTION

Enhanced Survey Program (ESP) – This notation is assigned to Oil Carriers, Bulk Carriers, Ore Carriers, Combination Carriers or Chemical Tankers, all in salt-water services, that are in compliance with the specified survey requirements for the **ESP** notation in the *ABS Rules for Survey After Construction*.

Expanded Survey Program for General Dry Cargo Vessels (ESDC) – This notation is assigned to General Dry Cargo Vessels, as defined in 7-1-1/3.33 of the *ABS Rules for Survey After Construction*, in salt-water services, that are in compliance with the specified survey requirements for the **ESDC** notation.

REFERENCES

Section 7-3-2 of the *Rules for Survey After Construction*

REMARKS

Class Notations

ESP and **ESDC** will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

FL (years)

DESCRIPTION

Fatigue Life (FL (years)) – This is an optional classification notation that denotes a vessel's design fatigue life is in excess of the minimum fatigue life of 20 years. This optional notation is eligible for vessels that receive the SafeHull notation provided the excess design fatigue life is verified to be in compliance with the criteria in Appendix 1 of the appropriate Chapter of Part 5C of the ABS *Rules for Building and Classing Steel Vessels* addressing Oil or Fuel Oil Carriers, Bulk or Ore Carriers, Combination Carriers or Container Carriers. The **(years)** refers to the fatigue life equal to 25 years or more (in 5-year increments) as specified by the applicant. This notation is also available for Membrane Tank Liquefied Gas Carriers in accordance with Section 1.2 of the ABS *Guide for Building and Classing Membrane Tank LNG Vessels* and also for Liquefied Petroleum Gas Carriers with Type-A Independent Tanks in accordance with 1/1.3 of the ABS *Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*.

REFERENCES

5C-1-1/1.2, 5C-3-1/1.2 and 5C-5-1/1.2 of the *Rules for Building and Classing Steel Vessels*

1.2 of the *Guide for Building and Classing Membrane Tank LNG Vessels*

1/1.3 of the *Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*

REMARKS

Class Notation

Example – ✕ A1 Oil Carrier, Ⓔ, ✕ AMS, ✕ ACCU, SH, **FL(30)**...

Common Notations and Symbols

NOTATION

HAB

HAB+

DESCRIPTION

HAB – This notation is assigned to vessels, which are complying with the minimum criteria for crew accommodations and ambient environment (vibration, noise, indoor climate, and lighting) as included in the *ABS Guide for Crew Habitability on Ships*.

HAB+ – This notation is assigned to vessels which are complying with more stringent habitability criteria with respect to crew accommodation, whole-body vibration and indoor climate included in the *ABS Guide for Crew Habitability on Ships*.

REFERENCES

Subsection 1/6 of the *Guide for Crew Habitability on Ships*

REMARKS

ABS Optional Notation

HAB or **HAB+** will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

HM1

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull condition monitoring system for the purpose of motion monitoring and that the system is in accordance with the applicable requirements of the *ABS Guide for Hull Condition Monitoring Systems*. **Slam Warning, Green Seas Warning** or **Ship Motion** to identify the motion monitoring system provided will follow this notation. An additional notation, **+R**, will be added to the **HM1** notation where provisions for recording data for later evaluation are provided.

REFERENCES

2.1.1 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

ABS Optional Notation

See also **HM2** and **HM3**

Example –  A1 Oil Carrier, ,  AMS,  ACCU, SH, **HM1+R Green Seas Warning**, **HM2+R Hull Girder Stress**, **HM3 VDR**...

Common Notations and Symbols

NOTATION

HM2

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull stress monitoring system, which may include local stress and fatigue monitoring systems; and that the systems are in accordance with the applicable requirements of the *ABS Guide for Hull Condition Monitoring Systems*. This notation will be followed by **Hull Girder Stress**, **Local Stress Monitoring** or **Fatigue Monitoring** to identify the stress monitoring system provided. An additional notation, **+R**, will be added to the **HM2** notation where provisions for recording data for later evaluation are provided.

REFERENCES

2.3.1 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

ABS Optional Notation

See also **HM1** and **HM3**

Example –  A1 Oil Carrier, ,  AMS,  ACCU, SH, HM1+R Green Seas Warning, **HM2+R Hull Girder Stress**, HM3 VDR...

Common Notations and Symbols

NOTATION

HM3

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull stress monitoring system and associated Voyage Data Recording system; and that the systems are in accordance with the applicable requirements of the *ABS Guide for Hull Condition Monitoring Systems*. This notation will be followed by **VDR** or **Enhanced VDR** to identify the extent of their recording capability, the time scale of their recording and the survivability of their recordings.

REFERENCES

2.5.1 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

ABS Optional Notation

See also **HM1** and **HM2**

Example – ⌘ A1 Oil Carrier, Ⓔ, ⌘ AMS, ⌘ ACCU, SH, HM1+R Green Seas Warning, HM2+R Hull Girder Stress, **HM3 VDR**...

Common Notations and Symbols

NOTATION

+R

DESCRIPTION

An additional notation, **+R**, will be added to the **HM1** or **HM2** notation where provisions for recording data for later evaluation are provided.

REFERENCES

1.5.2 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

ABS Optional Notation

Example –  A1 Oil Carrier, ,  AMS,  ACCU, SH, HM1**+R** Green Seas Warning, HM2**+R** Hull Girder Stress, HM3 VDR...

Common Notations and Symbols

NOTATION

Ice Class A0, B0, C0, D0

DESCRIPTION

The ice strengthening notations **Ice Class A0, B0, C0**, and **D0** are optional notations that indicate that the vessel is suitable for navigating independently in first year ice in accordance with the applicable requirements of Section 6-1-1 of the *ABS Rules for Building and Classing Steel Vessels*. See 6-1-1/Table 1 for guidance in selecting the most suitable ice class for the operational regions and periods, and ice conditions.

REFERENCES

6-1-1/3.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notations

Example –  A1 Oil Carrier, **Ice Class A0**,  E,  AMS,  ACCU...

Common Notations and Symbols

NOTATION

Ice Class A5, A4, A3, A2, A1

DESCRIPTION

The ice strengthening notations **Ice Class A5, A4, A3, A2, and A1** are optional notations that indicate that the vessel is suitable for navigating independently in multi-year ice in accordance with the applicable requirements of Section 6-1-1 of the *ABS Rules for Building and Classing Steel Vessels*. See 6-1-1/Table 1 for guidance in selecting the most suitable ice class for the operational regions and periods, and ice conditions.

REFERENCES

6-1-1/3.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notations

Example –  A1 Oil Carrier, **Ice Class A5**, ,  AMS,  ACCU...

Common Notations and Symbols

NOTATION

Ice Breaker

DESCRIPTION

This notation is assigned to a vessel designed and constructed for breaking ice to open navigable channels for other ships. The classification notation **Ice Breaker** is to be assigned to vessels of **Ice Classes A2** through **A5** built to the requirements of Part 6, Chapter 1 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

6-1-1/ 1.3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 **Ice Breaker**,  AMS...

Common Notations and Symbols

NOTATION

Ice Class I AA, I A, I B, I C

DESCRIPTION

The ice strengthening notations **Ice Class I AA, I A, I B** and **I C** are optional notations that indicate that the vessel is suitable for navigating the waters of the Northern Baltic in winter in accordance with the applicable requirements of Section 6-1-2 of the *ABS Rules for Building and Classing Steel Vessels*. The ice strengthening requirements of Section 6-1-2 of the *ABS Rules for Building and Classing Steel Vessels* are in agreement with the Finnish-Swedish Ice Class Rules.

REFERENCES

6-1-2/3.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notations

Example –  A1 Oil Carrier, **Ice Class IAA**, ,  AMS,  ACCU...

Common Notations and Symbols

NOTATION

LAID UP

DESCRIPTION

This additional notation is assigned to vessels that are lay-up in compliance with Appendix 7-A-3 “Guide for Lay-Up and for Reactivation of Laid-up Ships” of the *ABS Rules for Survey After Construction (Part 7)* and drilling units that are lay-up in compliance with the *ABS Guide for Lay-Up and Reactivation of Laid-up Mobile Offshore Drilling Units*. The notation allows for the vessel’s surveys falling due during lay-up to be held in abeyance until the vessel reactivates, at which time they are to be brought up-to-date.

REFERENCES

7-A-3/1.1 of the *Rules for Survey After Construction*

1.1 of the *Guide for Lay-Up and Reactivation of Laid-up Mobile Offshore Drilling Units*

REMARKS

ABS Additional Notation

LAID UP will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

MAN

MAN-A

DESCRIPTION

These notations are assigned to a vessels complying with the requirements specified in the *ABS Guide for Vessel Maneuverability*.

MAN – This notation is assigned to a vessel which meets the IMO Standards for Ship Maneuverability [IMO 2002a and IMO 2002b] and if the “overall rating” evaluated by the unique assessment as specified in the Guide is 1 or more.

MAN-A – This notation is assigned to a vessel for which all non-rated criteria are satisfied for the intended service performance and the individual rating of all the rated criteria is 1 or more and the overall rating is 2.5 or more.

REFERENCES

Section 1 of the *Guide for Vessel Maneuverability*

REMARKS

ABS Optional Notations

MAN or **MAN-A** will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

NBL

DESCRIPTION

Navigational **Bridge Layout (NBL)** – This notation is assigned to vessels having bridges found to comply with the requirements in Parts A and B of the *ABS Guide for Navigational Bridge Design and Equipment/Systems*, as applicable, and which have been constructed and installed under survey by the Bureau.

REFERENCES

A3.1 of the *Guide for Navigational Bridge Design and Equipment/Systems*

REMARKS

Optional Class Notation

See also **NBLES** and **NIBS**

NBL will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

NBLES

DESCRIPTION

Navigational **Bridge Layout and Equipment/Systems (NBLES)** – This notation is assigned to vessels having bridges found to comply with the requirements in Parts A through C of the *ABS Guide for Navigational Bridge Design and Equipment/Systems*, as applicable, and which have been constructed and installed under survey by the Bureau.

REFERENCES

A3.2 of the *Guide for Navigational Bridge Design and Equipment/Systems*

REMARKS

Optional Class Notation

See also **NBL** and **NIBS**

NBLES will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

NIBS

DESCRIPTION

Navigational **I**ntegrated **B**ridge **S**ystem (**NIBS**) – This notation is assigned to vessels which are fitted with an integrated bridges systems (IBS) for the navigational purpose, and are found to comply with the requirements in Parts A through D of the *ABS Guide for Navigational Bridge Design and Equipment/Systems*, and which have been constructed and installed under survey by the Bureau.

REFERENCES

A3.3 of the *Guide for Navigational Bridge Design and Equipment/Systems*

REMARKS

Optional Class Notation

See also **NBL** and **NBLES**

NIBS will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

NS

DESCRIPTION

No Sparring (**NS**) – The **NS** notation is assigned to vessels to indicate that no sparring has been fitted in the cargo holds. Sparring may be omitted in vessels engaged in the carriage of coal, bulk cargoes, containers and similar cargoes.

REFERENCES

3-2-18/3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

NS will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

OMBO

DESCRIPTION

This is an optional notation assigned to sea going vessels to indicate the arrangement and capability for **One Man Bridge Operation**. This notation is valid for existing vessels, which have the **OMBO** notation or any new vessel under construction, for which the building contract between Owner and builder was signed before 1 January 2000.

REFERENCES

A.1.1 of the *Guide for One Man Bridge Operation (OMBO)*

REMARKS

Optional Class Notation

OMBO is no longer valid for new construction vessels and is superseded by the **NBLES** or **NIBS** notations.

Common Notations and Symbols

NOTATION

✠ PAS

DESCRIPTION

This notation is assigned to non-self propelled vessels fitted with thrusters intended to assist in maneuvering or propelling while under tow, and the arrangements are in accordance with the applicable requirements of Part 4, Chapter 3 of the *ABS Rules for Building and Classing Steel Vessels*. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by the Bureau during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel; and during trials.

REFERENCES

4-3-5/1.3.2 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Optional Class Notation

Example – ✠ A1, Chemical Tank Barge, ✠ PAS...

Common Notations and Symbols

NOTATION

PORT

DESCRIPTION

This optional notation is assigned to vessels fitted with automatic and remote control and monitoring system installations which are found to comply with the requirements of the *ABS Guide for Automatic or Remote Control and Monitoring Systems for Vessels in Port* and which have been installed and tested under survey by the Surveyor.





REFERENCES

1-1-3/25 of the *Rules for Building and Classing Steel Vessels*

1.3 of the *Guide for Automatic or Remote Control and Monitoring Systems for Vessels in Port*

REMARKS

ABS Optional Notation

Example –  A1, Container Carrier, ,  AMS,  ACCU, **PORT**, SH...

Common Notations and Symbols

NOTATION

POT

DESCRIPTION





Protection of Fuel and Lubricating Oil Tanks (POT) –. This optional notation is granted when additional protection is provided for fuel oil tanks, lubricating oil tanks, overflow tanks and sludge tanks having a minimum capacity of 20 m³ (700 ft³) by protectively locating these tanks inboard of the vessel's hull in accordance with the distances specified in 4-6-4/17.3 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

4-6-4/ 17.1.1 of the *ABS Rules for Building and Classing Steel Vessels*.

REMARKS

ABS Optional Notation

Example –  A1, Container Carrier, ,  AMS,  ACCU, **POT**, SH...

Common Notations and Symbols

NOTATION

R1

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple propulsion machines but only one propulsor and steering system, and that the arrangements are in accordance with the applicable requirements of Section 4-3-6 of the *ABS Rules for Building and Classing Steel Vessels*. The additional mark **+** will be added to the **R1** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-6/7.1 of the Rules. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-6/7.1, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-6/7.3 of the Rules.

REFERENCES

4-3-6/3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example –  A1, Container Carrier,  E,  AMS,  ACCU, **R-1**, SH...

Common Notations and Symbols

NOTATION

R1-S

DESCRIPTION





A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with a single propulsor but has the propulsion machinery arranged in separate spaces such that a fire or flood in one space will not effect the propulsion machinery in the other space and that the arrangements are in accordance with the applicable requirements of Section 4-3-6 of the *ABS Rules for Building and Classing Steel Vessels*. The additional mark **+** will be added to the **R1-S** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-6/7.1 of the Rules. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-6/7.1, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-6/7.3 of the Rules.

REFERENCES

4-3-6/3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example –  A1, Oil Carrier,  E,  AMS,  ACCU, **R1-S**, SH...

Common Notations and Symbols

NOTATION

R2

DESCRIPTION





A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple propulsion machines and multiple propulsors and steering system, and that the arrangements are in accordance with the applicable requirements of Section 4-3-6 of the *ABS Rules for Building and Classing Steel Vessels*. The additional mark **+** will be added to the **R2** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-6/7.1 of the Rules. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-6/7.1, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-6/7.3 of the Rules.

REFERENCES

4-3-6/3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example –  A1, Container Carrier,  E,  AMS,  ACCU, **+R2**, SH...

Common Notations and Symbols

NOTATION

R2-S

DESCRIPTION





A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple machines and propulsors, and associated steering systems arranged in separate spaces such that a fire or flood in one space will not effect the propulsion machinery in the other space; and that the arrangements are in accordance with the applicable requirements of Section 4-3-6 of the *ABS Rules for Building and Classing Steel Vessels*. The additional mark **+** will be added to the **R2-S** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-6/7.1 of the Rules. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-6/7.1, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-6/7.3 of the Rules.

REFERENCES

4-3-6/3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example –  A1, Container Carrier,  E,  AMS,  ACCU, **+R2-S**, SH...

Common Notations and Symbols

NOTATION

RCM (PROP)

RCM (FIRE)

RCM (CARGO)

RCM (MACH)

RCM (CDS)

DESCRIPTION

RCM (PROP) – This notation is assigned to an approved **Reliability-Centered Maintenance** Program for the equipment related to the *propulsion system*, including as applicable: prime mover(s), reduction gears, shafting, propeller or other thrusting device, all auxiliary systems providing, cooling, control, electrical power, exhaust, fuel, lubrication and equipment related to the steering or other directional control system.

RCM (FIRE) – This notation is assigned to an approved **Reliability-Centered Maintenance** Program for the equipment related to the *fire extinguishing system*.

RCM (CARGO) – This notation is assigned to an approved **Reliability-Centered Maintenance** Program for the equipment related to the *cargo handling* (cargo pumps, associated piping for internal and independent tanks) and *safety equipment* (i.e., inert gas system, vapor emission control) for a tanker, liquefied gas carrier or chemical carrier.

RCM (MACH) – This notation is assigned to an approved **Reliability-Centered Maintenance** Program for the equipment related to *both propulsion and fire extinguishing systems*.

RCM (CDS) – This notation is assigned to an approved **Reliability-Centered Maintenance** Program for *systems and equipment used in connection with drilling and the drilling system* and the drilling system is in compliance with the *ABS Guide for the Certification of Drilling Systems*.

REFERENCES

Subsection 1/3 of the *Guide for Reliability-Centered Maintenance*

REMARKS

ABS Optional Notation

Example – ✕ A1, Container Carrier, Ⓔ, ✕ AMS, ✕ ACCU, **RCM (PROP)**, SH...

Common Notations and Symbols

NOTATION

RES

DESCRIPTION

Residual Strength (RES) – This is an optional classification notation assigned to Oil or Fuel Oil Carriers, Bulk or Ore Carriers, combination carriers and Container Carriers which have been built in accordance with the procedure and criteria for calculating and evaluating the residual strength of hull structures as per the *ABS Guide for Assessing Hull-Girder Residual Strength*.

REFERENCES

5C-1-2/1.7, 5C-3-2/1.7 and 5C-5-2/1.7 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Optional Class Notation


Example –  A1, Oil Carrier,  E,  AMS,  ACCU, SH, SHCM, **RES**...

Common Notations and Symbols

NOTATION

RW

DESCRIPTION

The notation **RW** for **R**educed **W**eight anchors is an additional notation, for vessels receiving the  symbol, assigned for specially considered anchors of proven superior holding ability for which the mass may be reduced up to a maximum of 25% from the mass specified in 3-5-1/Table 1 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

3-5-1/7 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

RW will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

S, SE, SH, SQ, SQE, SHE, SHQ, HSQE

DESCRIPTION

Optional notations assigned to a vessel to recognize that the classed vessel meets the applicable requirements of the *ABS Guide for Marine Health, Safety, Quality and Environmental Management* for Safety Certification (**S**) or Safety and Environmental Certification (**SE**) or Safety and Health Certification (**SH**) or Safety and Quality Certification (**SQ**) or Safety, Quality and Environmental Certification (**SQE**) or Safety, Health and Environmental Certification (**SHE**) or Safety, Health and Quality Certification (**SHQ**) or Health, Safety, Quality and Environmental Certification (**HSQE**).

REFERENCES

1.2.1 of the *Guide for Marine Health, Safety, Quality and Environmental Management*

REMARKS

ABS Optional Notations

Applicable notation, **S, SE, SH, SQ, SQE, SHE, SHQ** or **HSQE** will be published in the category of “ABS Safety, Quality and/or Environmental Systems” in the *Record*.

Common Notations and Symbols

NOTATION

SAS

DESCRIPTION

Special Annual Survey (**SAS**) – This notation is assigned to vessels designed on a unique experimental basis and/or vessels that may have lesser scantlings than required by the current ABS Rules/Guides (e.g. very lightweight high-speed craft). When “Annual Survey” is part of a vessel’s Hull Classification, all the requirements of Special Periodical Survey – Hull, except for tank testing, are required each year for the first four years of each five-year cycle. This survey is referred to as a Special Annual Survey (**SAS**). At the fifth year, a complete Special Periodical Survey – Hull, including tank testing, is required.

REFERENCES

7-2-1/1 of the *Rules for Survey After Construction*

REMARKS

Class Notation

SAS will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

SEC

DESCRIPTION

The Ship Security notation (**SEC**) is assigned to all types of ships and mobile offshore drilling units complying with the *ABS Guide for Ship Security (SEC) Notation* for which the requirements have been derived from Chapter XI-2 of SOLAS, Parts A and B of the ISPS Code and 33 CFR Subchapter H of the USCG Regulations.

REFERENCES

1/1 of the *Guide for Ship Security (SEC) Notation*

REMARKS

ABS Optional Notation

SEC will be published in the category of “Additional Notations” in the *Record*

Common Notations and Symbols

NOTATION

SFA (years)

DESCRIPTION

Spectral Fatigue Analysis (SFA) – This notation is assigned to vessels where **Spectral Fatigue Analysis** is performed in accordance with an acceptable procedure and criteria, and the vessel is built in accordance with plans approved on the basis of the results of such analysis. The vessel will be distinguished in the *Record* by the notation **SFA (years)**. The notation, **SFA (years)** denotes that the designated fatigue life value is equal to 20 years or greater. The **(years)** refers to the designated fatigue life equal to 20 years or more (in 5-year increments) as specified by the applicant.

REFERENCES

1-1-3/20 of the *Rules for Building and Classing Steel Vessels*

1-3/5.11 of the *Guide for Building and Classing Floating and Production Installations*

REMARKS

ABS Optional Notation

Example – ✕ A1, Container Carrier, Ⓔ, ✕ AMS, ✕ ACCU, SH, **SFA(30)**...

Common Notations and Symbols

NOTATION

SH

DESCRIPTION

SafeHull (SH) – The SafeHull notation is assigned to Oil or Fuel Oil Carriers, Bulk or Ore Carriers, Combination Carriers and Container Carriers designed to Part 5C, Chapters 1, 3 and 5 of the *ABS Rules for Building and Classing Steel Vessels*, respectively. Also, the **SH** notation may be assigned to Membrane Tank LNG Carriers designed in accordance with the *ABS Guide for Building and Classing Membrane Tank LNG Vessels*. The **SH** notation applies to Container Vessels over 130 m, Bulk Carriers, Oil Carriers and Membrane Tank LNG Carriers over 150 m in length and Liquefied Petroleum Gas Carriers with Type-A Independent Tanks over 90 m in length. The requirements of these portions of the Rules are collectively referred to as the SafeHull Criteria. Although these Rules contain a simplified approach to dynamic-based engineering evaluations, the ABS SafeHull computer software system has been developed to perform the required calculations in the SafeHull Criteria. The SafeHull software system is available through ABS plan approval offices.

The SafeHull Criteria is further broken down to two distinct parts as follows, both parts are to be applied in order to receive the **SH** notation.

Section 4 (Phase A): Specifies the initial minimum strength requirements for hull structure with respect to the determination of initial scantlings.

Section 5 (Phase B): Assesses the adequacy of the structural configuration and the initial scantlings determined in Section 4 using finite element method (FEM) analysis.

REFERENCES

1-1-3/21, 5C-1-1/1.1, 5C-3-1/1.1 and 5C-5-1/1.1 of the *Rules for Building and Classing Steel Vessels*





1-3/5.9 of the *Guide for Building and Classing Floating Production Installations*

1/1.1 of the *Guide for Building and Classing Membrane Tank LNG Vessels*

1/1.1 of the *Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*

REMARKS

Class Notation in association with the class notation **SHCM**

Example –  A1, Container Carrier, ,  AMS,  ACCU, **SH**, SHCM...

Common Notations and Symbols

NOTATION

SHR

DESCRIPTION

This notation is assigned to vessels designed to the Rules of another recognized classification society, and whose scantlings have been reviewed by the Bureau based on the requirements in Section 5C-1-4 for tankers, Section 5C-3-4 for bulk carriers or Section 5C-5-4 for container carriers in the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

1-1-4/3.5 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

SHR will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

SHCM

DESCRIPTION

SafeHull Construction Monitoring (SHCM) – This notation is assigned to vessels that have been found in compliance with Part 5C, Appendix 1, “Guide for SafeHull Construction Monitoring Program” of the *ABS Rules for Building and Classing Steel Vessels*. This notation is required for Oil or Fuel Oil Carriers, Bulk or Ore Carriers, Combination Carriers and Container Carriers designed to Part 5C, Chapters 1, 3 and 5 of *ABS Rules for Building and Classing Steel Vessels*, respectively. The **SHCM** notation is also required for Membrane Tank LNG Carriers that have been designed in accordance with the *ABS Guide for Building and Classing Membrane Tank LNG Vessels* and assigned the SafeHull notation **SH** and for Liquefied Petroleum Gas Carriers with Type-A Independent Tanks that have been design in accordance with the *ABS Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks* and assigned the SafeHull notation **SH**.

REFERENCES





1-1-3/21 and Part 5C, Appendix 1 of the *Rule for Building and Classing Steel Vessels*

1/1.1 of the *Guide for Building and Classing Membrane Tank LNG Vessels*

1/1.1 of the *Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*

REMARKS

Class Notation in association with the class notation **SH**

Example –  A1, Container Carrier, , , , **SH**, **SHCM**...

Common Notations and Symbols

NOTATION

SH-DLA

DESCRIPTION

SafeHull-Dynamic Loading Approach (SH-DLA) – This notation is assigned to vessels which have been evaluated using an enhanced structural analysis procedure and criteria for calculating and evaluating the behavior of hull structures under dynamic loading conditions and built in accordance with plans approved on the basis of the results of such analysis, in addition to full compliance with the other requirements of the Rules.

REFERENCES

1-1-3/19 of the *Rules for Building and Classing Steel Vessels*





1-1-3/19 of the *Rules for Building and Classing Steel Vessels Under 90 Meters in Length*

1-3/5.7 of the *Guide for Building and Classing Floating Production Installations*

Subsection 1/7 of the *Guide for 'SafeHull Dynamic Loading Approach' for Vessels*

REMARKS

Class Notation

Example –  A1, Container Carrier,  E,  AMS,  ACCU, **SH-DLA...**

Common Notations and Symbols

NOTATION

TCM

DESCRIPTION

Tailshaft Condition Monitoring (TCM) – This notation is assigned to vessels with tailshafts specifically arranged with oil-lubricated stern tube bearings, complying with the requirements of the *ABS Guide for Classification Notation Tailshaft Condition Monitoring (TCM)*.

REFERENCES

1.1 of the *Guide for Classification Notation Tailshaft Condition Monitoring (TCM)*

7-5-1/7 of the *Rules for Survey After Construction*

REMARKS

Class Notation

TCM will be published in the category of “Additional Notations” in the *Record*.

Common Notations and Symbols

NOTATION

WT

DESCRIPTION

WaterTight (WT) – The notation **WT** in the *Record* denotes that the watertight bulkheads have been constructed in accordance with Rules. In each case, the notation **WT** is prefixed by the number of such watertight bulkheads.

REFERENCES

3-2-9/ 1.1 of the *Rules for Building and Classing Steel Vessels*

2/11.1 of the *Guide for Building and Classing Passenger Vessels*

REMARKS

Class Notation

WT will be published in the category of “Hull” in the *Record*.

Common Structural Rules for Tankers and Bulk Carriers

NOTATION

CSR, SafeShip-CM

DESCRIPTION

Vessels designed and built to the requirements in Part 5A, “Common Structural Rules for Double Hull Oil Tankers”, and Part 5B, “Common Structural Rules for Single/Double Side Skin Bulk Carriers”, will be identified in the *Record* by the notation **CSR, SafeShip-CM**.

REFERENCES

1-1-3/21 of the *Rules for Building and Classing Steel Vessels*

Part 5A “Common Structural Rules for Double Hull Oil Tankers” of the *Rules for Building and Classing Steel Vessels*

Part 5B “Common Structural Rules for Single/Double Side Skin Bulk Carriers” of the *Rules for Building and Classing Steel Vessels*

Appendix to Part 5A and Part 5B “Guide for SafeShip Construction Monitoring Program”

REMARKS

Class Notation

Example – ✕ A1, Oil Carrier, Ⓢ, ✕ AMS, ✕ ACCU, **CSR, SafeShip-CM...**

✕ A1, Bulk Carrier, Ⓢ, ✕ AMS, ✕ ACCU, **CSR, SafeShip-CM ...**

Bulk Carriers

NOTATION

Bulk Carrier

DESCRIPTION

A **Bulk Carrier** is a vessel that is constructed generally with single deck, topside tanks and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk. It includes vessels of such type as Ore Carriers or combination carriers such as Ore or Oil Carriers and Oil or Bulk/Ore (OBO) Carriers. The ABS vessel type notation **Bulk Carrier** forms part of the class designation assigned to a vessel built in accordance with the requirements of Part 5C, Chapters 3 or 4 of the *ABS Rules for Building and Classing Steel Vessels*.





REFERENCES

5C-3-1/1.1, 5C-3-1/1.5.1 and 5C-4-1/1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

See also bulk carrier notations, **BC-A, BC-B, BC-C, (no MP)**

Example –  A1, **Bulk Carrier**, BC-B (maximum cargo density: 1.7 tonnes/m³), (no MP), ,
 AMS,  ACCU, SH...

Bulk Carriers

NOTATION

Bulk Carrier, BC-A

Bulk Carrier, BC-B

Bulk Carrier, BC-C

(no MP)

DESCRIPTION

BC-A: Bulk Carriers designed to carry dry bulk cargoes of cargo density 1.0 tonnes/m³ (62.4 lbs/ft³) and above with specified holds empty in addition to **BC-B** conditions

BC-B: Bulk Carriers designed to carry dry bulk cargoes of cargo density 1.0 tonnes/m³ (62.4 lbs/ft³) and above with all cargo holds loaded in addition to **BC-C** conditions

BC-C: Bulk Carriers designed to carry dry bulk cargoes of cargo density less than 1.0 tonnes/m³ (62.4 lbs/ft³)




(no MP): A notation added after the above Bulk Carrier **BC-A**, **BC-B** and **BC-C** notations where a bulk carrier has not been designed for loading and unloading in multiple ports

REFERENCES

5C-3-1/1.1, 5C-3-1/1.3.5, 5C-3-1/1.5.1 and Appendix 5C-3-A6 of the *Rules for Building and Classing Steel Vessels*.

REMARKS

Class Notations for bulk carriers

Example –  A1, Bulk Carrier, **BC-B (maximum cargo density: 1.7 tonnes/m³)**, **(no MP)**,
 AMS,  ACCU, SH, SHCM...

Bulk Carriers

NOTATION

Ore Carrier

DESCRIPTION





An **Ore Carrier** is a vessel having two longitudinal bulkheads and a double bottom throughout the cargo area, constructed for the carriage of ore cargoes in the center holds only. The ABS vessel type notation **Ore Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapter 3 or 4 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-3-1/1.1, 5C-3-1/1.5.2 and 5C-4-1/1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **Ore Carrier**, ,  AMS,  ACCU, SH, SHCM...

Bulk Carriers

NOTATION

Ore or Oil Carrier

DESCRIPTION

An **Ore or Oil Carrier** is a vessel having two longitudinal bulkheads and a double bottom throughout the cargo area, constructed for the carriage of ore cargoes in the center holds or for the carriage of oil cargoes in the center holds and wing tanks. The ABS vessel type notation **Ore or Oil Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapters 1 and 3 or Chapters 2 and 4 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-3-1/1.1 and 5C-3-1/1.5.3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **Ore or Oil Carrier**,  E,  AMS,  ACCU, SH, SHCM...

Bulk Carriers

NOTATION

Oil or Bulk/Ore (OBO) Carrier

DESCRIPTION

An **Oil or Bulk/Ore (OBO) Carrier** is a single deck vessel of double skin construction, with a double bottom, lower and upper wing tanks, (hopper and topside tanks) intended for carriage of oil or dry cargoes including ore in bulk. The ABS vessel type notation **Oil or Bulk/Ore (OBO) Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapters 1 and 3 or Chapters 2 and 4 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-3-1/1.1, 5C-3-1/1.5.4 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **Oil or Bulk/Ore (OBO) Carrier**, ,  AMS,  ACCU, SH, SHCM...

Bulk Carriers

NOTATION

Great Lakes Service

DESCRIPTION

This is a geographical limitation notation for vessels built specifically for trading on the Great Lakes and the St. Lawrence Seaway. This notation is assigned to Great Lakes vessels of bulk carrier type, having machinery aft, at least one complete deck, a double bottom and side tanks, a longitudinal system of framing for the deck and bottom, and two continuous longitudinal bulkheads fitted between the freeboard deck and the bottom shell.

REFERENCES

1.1 of the *Rules for Building and Classing Bulk Carriers for Service on the Great Lakes*

REMARKS

Class Notation

Example –  A1, **Great Lakes Service**, ,  AMS,  ACCU...

Bulk Carriers

NOTATION

GRAB

DESCRIPTION

This optional notation is assigned to Bulk Carriers to signify that the vessel's inner bottom has been designed for a specific grab weight.

REFERENCES

5C-3-4/7.3.2(b) of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example – ✕ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), (no MP), Ⓔ,
✕ AMS, ✕ ACCU, SH, SHCM, **GRAB**...

Bulk Carriers

NOTATION

HCS

DESCRIPTION

Hatch Cover Strength (HCS) – The notation **HCS** placed after the appropriate classification notation for Bulk Carriers or Combination Carriers signifies that the cargo hold hatch covers located forward of 0.25L from the forward perpendicular are designed in accordance with the requirements of 5C-3-6/15 of the *ABS Rules for Building and Classing Steel Vessels*, 2003. This notation is valid for existing vessels, which have **HCS** notation or any new vessel under construction, for which the building contract between Owner and builder was signed before 1 January 2004.

REFERENCES

5C-3-6/15.1 of the *Rules for Building and Classing Steel Vessels*, 2003.

REMARKS

Class Notation

Example – ✕ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), (no MP), (E),
✕ AMS, ✕ ACCU, SH, SHCM, GRAB, **HCS**...

Bulk Carriers

NOTATION

PMA+

DESCRIPTION

This optional notation is assigned to Bulk Carriers of 20,000 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets IMO Resolutions MSC.151(78) – “Adoption of Amendments to the International Convention for the Safety Of Life At Sea, 1974” and MSC.158(78) – “Adoption of Amendments to the Technical Provisions for Means of Access for Inspections”, and the associated IACS Unified Interpretation (UI) SC 191 for the application of amended SOLAS regulation II-1/3-6 (resolution MSC.151 (78)) and revised Technical provisions for means of access for inspections (resolution MSC.158 (78)), plus additional ergonomic considerations.

REFERENCES

Subsection 1/4 of the *Guide for Means of Access to Tanks and Holds for Inspection*

REMARKS

ABS Optional Notation

Example – ✕ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), (no MP), (E),
✕ AMS, ✕ ACCU, SH, SHCM, **PMA+**...

Chemical Carriers

NOTATION

Chemical Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed or adapted and specifically fitted for the carriage in bulk of any liquid product listed in Part 5C, Chapter 9, Section 17 of the *ABS Rules for Building and Classing Steel Vessels*. The ABS vessel type notation **Chemical Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 9 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-9-1/1.1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **Chemical Carrier**,  E,  AMS,  ACCU...

Compressed Natural Gas Carriers

NOTATION

Compressed Natural Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of compressed natural gas in accordance with the *ABS Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk*. The ABS vessel type notation **Compressed Natural Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with the *ABS Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk*.

REFERENCES

1-3/1 of the *Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk*

REMARKS

Class Notation

Example –  A1 **Compressed Natural Gas Carrier**,  AMS...

Container Carriers

NOTATION

Container Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed primarily for the carriage of containers in holds or on deck or both, with structures for that purpose, such as cell guides, pedestals, etc. The ABS vessel type notation **Container Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 5 or 6 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

1-1-3/3, 5C-5-1/1.1 and 5C-6-1/1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **Container Carrier**, ,  AMS,  ACCU, APS, SH, SHCM...

Container Carriers

NOTATION

CSC

DESCRIPTION

Container Securing Certificate (**CSC**) – The **CSC** notation is an optional notation, which signifies that the initial installation of the container securing system has been certified by the Bureau. A certificate indicating that the initial installation is in compliance with the *ABS Guide for Certification of Container Securing Systems* may be issued upon satisfactory completion of plan review, testing of securing devices, approval of the Container Securing Manual and installation of the fixed securing devices to the satisfaction of the attending Surveyor.

REFERENCES

1.23 of the *Guide for Certification of Container Securing Systems*

REMARKS

ABS Optional Notation

CSC will be published in the category of “Additional Notations” in the *Record*.

Container Carriers

NOTATION

PARR-N

PARR-C1

PARR-C2

DESCRIPTION

These notations are assigned to a vessels complying with the requirements specified in the *ABS Guide for Assessment of Parametric Roll Resonance in the Design of Container Carriers*.

PARR-N – This notation is assigned to a vessel for which the susceptibility criteria of Section 2 of the Guide shows no susceptibility to parametric roll.

PARR-C1 – This notation is assigned to a vessel with parametric roll under control. For this notation, a roll decay test, susceptibility and severity check and numerical simulations have been performed and operational guidance has been developed.

PARR-C2 – This notation is assigned to a vessel with parametric roll under control. For this notation, a roll decay test, susceptibility and severity check and numerical simulations have been performed and operational guidance has been developed. In addition, anti-rolling devices designed specifically to eliminate or mitigate parametric roll with proof of efficiency or general-purpose anti-rolling devices proven effective against parametric roll are fitted.

REFERENCES

Section 5 of the *Guide for the Assessment of Parametric Roll Resonance in the Design of Container Carriers*

REMARKS

ABS Optional Notations

PARR-N, **PARR-C1** or **PARR-C2** will be published in the category of “Additional Notations” in the *Record*.

Liquefied Gas Carriers

NOTATION

Liquefied Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of liquefied gas or other products listed in Part 5C, Chapter 8, Section 19 of the *ABS Rules for Building and Classing Steel Vessels*, or Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, i.e.: the International Gas Carrier Code, or Chapter XIX of the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, i.e.: the Gas Carrier Code. The ABS vessel type notation **Liquefied Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with Part 5C, Chapter 8 of the *ABS Rules for Building and Classing Steel Vessels* or the *ABS Guide for Building and Classing Membrane Tank LNG Vessels*.

REFERENCES

5C-8-1/1.1.1 of the *Rules for Building and Classing Steel Vessels*

1/1.1 of the *Guide for Building and Classing Membrane Tank LNG Vessels*

REMARKS

Class Notation

Example – ✕ A1 **Liquefied Gas Carrier**, ✕ AMS...

Liquefied Gas Carriers

NOTATION

Liquefied Natural Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of liquefied natural gas of which the methane content is more than 80%. The ABS vessel type notation **Liquefied Natural Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with Part 5C, Chapter 8 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-8-1/1.1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 **Liquefied Natural Gas Carrier**,  AMS...

Liquefied Gas Carriers

NOTATION

Liquefied Petroleum Gas Carrier with Type-A Independent Tanks

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the carriage of liquefied petroleum gases. The ABS vessel type notation **Liquefied Petroleum Gas Carrier with Type-A Independent Tanks** forms part of the classification designation assigned to vessels built in accordance with the *ABS Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*.

REFERENCES

1/1.1 of the *Guide for Building and Classing Liquefied Petroleum Gas Carriers with Type-A Independent Tanks*

REMARKS

Class Notation

Example – ✕ A1 **Liquefied Petroleum Gas Carrier with Type-A Independent Tanks**, SH, SHCM, ✕ AMS...

Liquefied Gas Carriers

NOTATION

DFD

DESCRIPTION

Dual Fuel Diesel Engine power plant (**DFD**) is a notation assigned to a vessel with a dual fuel diesel engine power plant complying with the requirements of the *ABS Guide for Propulsion Systems for LNG Carriers*, which has been constructed and installed under survey by the Surveyor.

REFERENCES

Section 2 of the *Guide for Propulsion Systems for LNG Carriers*

REMARKS

Class Notation

Example –  A1 Liquefied Gas Carrier,  AMS, **DFD**

Liquefied Gas Carriers

NOTATION

DFGT

DESCRIPTION

Dual Fuel Gas Turbine power plant (**DFGT**) is a notation assigned to a vessel with a dual fuel gas turbine power plant complying with the requirements of the *ABS Guide for Propulsion Systems for LNG Carriers*, which has been constructed and installed under survey by the Surveyor.

REFERENCES

Section 2 of the *Guide for Propulsion Systems for LNG Carriers*

REMARKS

Class Notation

Example –  A1 Liquefied Gas Carrier,  AMS, **DFGT**

Liquefied Gas Carriers

NOTATION

GCU

DESCRIPTION

Gas Combustion Unit (GCU) is a notation assigned to a vessel with a gas combustion unit complying with the requirements of the *ABS Guide for Propulsion Systems for LNG Carriers*, which has been constructed and installed under survey by the Surveyor.

REFERENCES

Section 2 of the *Guide for Propulsion Systems for LNG Carriers*

REMARKS

Class Notation

Example –  A1 Liquefied Gas Carrier,  AMS, **GCU**

Liquefied Gas Carriers

NOTATION

(LNG) R

DESCRIPTION

This notation is assigned to a new or existing **LNG** Carrier on which the Owner has elected to install a **Re**-gasification facility so that the vessel may load and transport LNG and then re-gasify it for direct discharge ashore.

REFERENCES

3-1/1.13 of the *Guide for Building and Classing Offshore LNG Terminals*

REMARKS

Class Notation

Example –  A1 Liquefied Gas Carrier, **(LNG) R**,  AMS...

Liquefied Gas Carriers

NOTATION

RELIQ

DESCRIPTION

Re-Liquefaction Unit (RELIQ) is a notation assigned to a vessel with a re-liquefaction unit complying with the requirements of the *ABS Guide for Propulsion Systems for LNG Carriers*, which has been constructed and installed under survey by the Surveyor.

REFERENCES

Section 2 of the *Guide for Propulsion Systems for LNG Carriers*

REMARKS

Class Notation

Example –  A1 Liquefied Gas Carrier,  AMS, **RELIQ**

Oil Carriers

NOTATION

Fuel Oil Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation of petroleum products in bulk, having flash points exceeding 60°C (140°F), closed cup test. Petroleum product refers to oil other than crude oil. The ABS vessel type notation **Fuel Oil Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 1 or 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-1-1/1.1 and 5C-2-1/1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 **Fuel Oil Carrier**,  AMS...

Oil Carriers

NOTATION

Oil Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed primarily for the transportation of petroleum products (crude oil) in bulk, having flash points at or below 60°C (140°F), closed cup test, and includes vessels of similar types such as combination carriers (Ore/Oil Carriers, etc.). The ABS vessel type notation **Oil Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 1 or 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-1-1/1.1 and 5C-2-1/1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 **Oil Carrier**,  AMS...

Oil Carriers

NOTATION

CPP

DESCRIPTION

Cargo Piping Protected (CPP) – At the request of the Owner, the optional notation **CPP** is assigned to an oil carrier in which all the cargo piping and valve control piping are located above the double bottom. The **CPP** notation is not a condition of classification.

REFERENCES

5C-1-7/1.1.2 of the *Rules for Building and Classing Steel Vessels*

REMARKS

ABS Optional Notation

Example –  A1 Oil Carrier,  AMS, **CPP**...

Oil Carriers

NOTATION

PMA+

DESCRIPTION

This optional notation is assigned to Oil Carriers of 500 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets IMO Resolutions MSC.151(78) – “Adoption of Amendments to the International Convention for the Safety Of Life At Sea, 1974” and MSC.158(78) – “Adoption of Amendments to the Technical Provisions for Means of Access for Inspections”, and the associated IACS Unified Interpretation (UI) SC 191 for the application of amended SOLAS regulation II-1/3-6 (resolution MSC.151 (78)) and revised Technical provisions for means of access for inspections (resolution MSC.158 (78)), plus additional ergonomic considerations.

REFERENCES

Subsection 1/4 of the *Guide for Means of Access to Tanks and Holds for Inspection*

REMARKS

ABS Optional Notation

Example –  A1 Oil Carrier,  AMS, **PMA+**...

Oil Carriers

NOTATION

VEC

VEC-L

DESCRIPTION

Vapor Emission Control (VEC) – The notation **VEC** is assigned to indicate that an oil carrier is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5C-1-7/21 of the *ABS Rules for Building and Classing Steel Vessels* for this notation

Vapor Emission Control-Lighting (VEC-L) – The notation **VEC-L** is assigned to indicate that an oil carrier is fitted with a vapor emission control system that is also suitable for use during lightering operations; and that the system is in accordance with the applicable requirements of 5C-1-7/21 of the *ABS Rules for Building and Classing Steel Vessels* for this notation.



REFERENCES

5C-1-7/1.1.2 and 5C-1-7/21 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 Oil Carrier,  AMS, **VEC...**

 A1 Oil Carrier,  AMS, **VEC-L...**

Passenger Vessels

NOTATION

Passenger Vessel

DESCRIPTION

This notation is assigned to a vessels designed and constructed and specifically fitted for the carriage of more than twelve (12) passengers. The ABS vessel type notation **Passenger Vessel** forms part of the classification designation assigned to vessels built in accordance with the requirements of the *ABS Guide for Building and Classing Passenger Vessels*.

REFERENCES

1/1.1 of the *Guide for Building and Classing Passenger Vessels*

REMARKS

Class Notation

Example –  A1 **Passenger Vessel**,  AMS...

Passenger Vessels

NOTATION

COMF

COMF+

DESCRIPTION

COMF is a notation assigned to a vessel complying with the minimum criteria for passenger accommodations and the ambient environment (i.e. vibration, noise, indoor climate and lighting). This notation is assigned to passenger vessels built in accordance with the requirements of the *ABS Guide for Passenger Comfort on Ships*.

COMF+ is a notation assigned to a vessel complying with the minimum criteria for passenger accommodations and the ambient environment (i.e. vibration, noise, indoor climate and lighting) and additional criteria with respect to whole-body vibration, including motion sickness. This notation is assigned to passenger vessels built in accordance with the requirements of the *ABS Guide for Passenger Comfort on Ships*.

REFERENCES

Subsection 1/6 of the *Guide for Passenger Comfort on Ships*

REMARKS

ABS Optional Notation

COMF or **COMF+** will be published in the category of “Additional Notations” in the *Record*.

Refrigerated Cargo Carriers

NOTATION

IRCC

DESCRIPTION




The **I**ntegral **R**efrigerated **C**ontainer **C**arrier notation **IRCC** indicates that a vessel is arranged for the carriage of refrigerated containers of plug-in or integral types which have their own individually mounted refrigeration machinery, hence requiring shipboard electrical power supply and in some cases the cooling water supply for the condensers and, where fitted, the associated temperature monitoring and control system and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/7.1.4 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **IRCC**,  AMS...

Refrigerated Cargo Carriers

NOTATION

RC(Hold No.)

DESCRIPTION

The **Refrigerated Cargo** (Some **Holds** Only) notation **RC(Hold No.)** indicates that a vessel has some holds provided with facilities to carry refrigerated cargoes and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/7.1.2 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **RC(Hold Number(s))**,  AMS...

Refrigerated Cargo Carriers

NOTATION

RCC

RCCC

DESCRIPTION

The **Refrigerated Cargo Carrier** notation. **RCC** indicates that a vessel is arranged for the carriage of refrigerated cargoes in insulated holds and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

The **Refrigerated Cargo Container Carrier** notation **RCCC** indicates that a vessel is arranged for the carriage of refrigerated containers of the porthole type, individually cooled by shipboard refrigeration machinery and associated systems, and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

RCC

6-2-1/7.1.1 of the *Rules for Building and Classing Steel Vessels*

RCCC

6-2-1/7.1.3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example – ☒ A1, ☒ **RCC**, ☒ AMS...

☒ A1, ☒ **RCCC**, ☒ AMS...

Refrigerated Cargo Carriers

NOTATION

REBLT

DESCRIPTION

The **R**efrigerated **E**dible **B**ulk **L**iquid **T**anker notation **REBLT** indicates that a vessel is arranged for the carriage of edible liquid products in bulk in refrigerated cargo tanks cooled by shipboard refrigeration machinery and associated systems; and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/7.1.5 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **REBLT**,  AMS...

Refrigerated Cargo Carriers

NOTATION

RFC

DESCRIPTION




The **R**efrigerated **F**ish **C**arrier notation **RFC** indicates that a fish processing or fish storage vessel is provided with facilities for chilling, cooling, or freezing and/or storage of fish in refrigerated cargo holds cooled by the vessel's own shipboard refrigeration machinery and associated systems and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/7.1.6 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **RFC**,  AMS...

Refrigerated Cargo Carriers

NOTATION

RMC

DESCRIPTION



The **R**efrigeration **M**achinery **C**ertified notation **RMC** indicates that an existing vessel is fitted with the arrangements necessary for the carriage of refrigerated cargoes which were not constructed and installed under survey to this Bureau; but complies with Part 4, Section 12 of the *ABS Rules for Building and Classing Steel Vessels* (1997 edition).

REFERENCES

6-2-1/7.5 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  AMS, **RMC**...

Refrigerated Cargo Carriers

NOTATION

APLUS

DESCRIPTION

The **A**utomatic **P**allet **L**oading/**U**nloading **S**ystem notation **APLUS** indicates that a refrigerated cargo vessel is fitted with a system for automatic cargo loading and unloading a refrigerated hold through automatic pallet handling, stack and security systems together with a monitoring and control system and that the arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/9.5 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **APLUS**,  AMS...

Refrigerated Cargo Carriers

NOTATION

ASLS, or

SASLS

DESCRIPTION

The **A**utomatic **S**ide **L**oading pallet handling **S**ystem notation **ASLS** indicates that a refrigerated cargo vessel is fitted with a system whereby the cargo is loaded into and unloaded from a refrigerated hold through an automatic side loading pallet handling system together with a monitoring and control system; and that the arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*, or.



The **S**emi-**A**utomatic **S**ide **L**oading pallet handling **S**ystem notation **SASLS** indicates that a refrigerated cargo vessel is fitted with a system whereby the cargo is loaded into and unloaded from a refrigerated hold through a semi-automatic side loading pallet handling system together with a monitoring and control system; and that the arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/9.7 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **ASLS**... or

 A1,  **SASLS**...

Refrigerated Cargo Carriers

NOTATION

CA

DESCRIPTION

The **C**ontrolled **A**tmosphere notation **CA** indicates that a refrigerated cargo vessel is fitted with equipment and systems for supplying Nitrogen or equivalent gas to cargo holds, including associated safety features, in accordance with the applicable requirements of Part 6, Chapter 2 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/9.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **CA (date of survey)**,  AMS...

Refrigerated Cargo Carriers

NOTATION

CA (INST)

DESCRIPTION

The **C**ontrolled **A**tmosphere (**I**nstallation) notation **CA (INST)** indicates that a refrigerated cargo vessel is fitted with a permanently installed piping system which is ready for connection to portable controlled atmosphere generating equipment and that the arrangements and safety features are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/9.3 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1,  **CA (INST)**,  AMS...

Refrigerated Cargo Carriers

NOTATION

(F)

DESCRIPTION



The **Fruit Carrier** notation **(F)** is assigned to refrigerated cargo or container vessels suitably designed for the carriage of fruit in hold spaces or containers when such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

6-2-1/9.9 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1, **(F)**,  AMS...

SWATH Vessels

NOTATION

SWATH Vessel

DESCRIPTION

The **SWATH** notation is assigned to vessels built in accordance to the requirements of the *ABS Guide for Building and Classing SWATH Vessels*, and which are approved by the Committee for unrestricted ocean service at the assigned freeboards.

REFERENCES

1/3.3 of the *Guide for Building and Classing SWATH Vessels*

REMARKS

Class Notation

Example –  A1 **SWATH**,  AMS...

Vehicle Carriers

NOTATION

Vehicle Carrier

DESCRIPTION

This notation is assigned to a vessel designed and constructed to carry roll-on/roll-off cargoes, including vehicles, cargoes on pallets or in containers and loaded and unloaded by wheeled vehicles, on exposed or enclosed single deck or multiple exposed/enclosed decks, e.g. pure car carrier, roll-on/roll-off ship, trailer ship, etc. The ABS vessel type notation **Vehicle Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Section 5C-10-2 and other relevant sections of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

5C-10-1/1.1.1 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Class Notation

Example –  A1 **Vehicle Carrier**,  AMS...

Vehicle Carriers

NOTATION

Vehicle Passenger Ferry

DESCRIPTION

This notation is assigned to a vessel designed and constructed and fitted for the transportation of vehicles and more than twelve (12) passengers, including a ship carrying commercial vehicles and accompanying personnel. Also may be referred to as a ro-ro passenger ferry. The ABS vessel type notation **Vehicle Passenger Ferry** forms part of the classification designation assigned to vessels built in accordance with the requirements of Section 5C-10-3 and other relevant sections of the ABS *Rules for Building and Classing Steel Vessels* including the applicable safety requirements of the ABS *Guide for Building and Classing Passenger Vessels*.

REFERENCES

5C-10-1/1.1.2 of the *Rules for Building and Classing Steel Vessels*

1/1.1 of the *Guide for Building and Classing Passenger Vessels*

REMARKS

Class Notation

Example –  A1 **Vehicle Passenger Ferry**,  AMS...

Water Carriers

NOTATION

Water Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed and specifically fitted for the carriage of water cargo in bulk in cargo tanks. The ABS vessel type notation **Water Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of the *ABS Guide for Building and Classing Vessels Intended to Carry Water*.

REFERENCES

1.1 of the *Guides for Building and Classing Vessels Intended to Carry Water*

REMARKS

Class Notation

Example – ⌘ A1 **Water Carrier**, ⌘ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Intended for Service in Domestic Waters (*Indicate Specific Operational Area*)

DESCRIPTION

This notation is assigned to vessels built in accordance with Appendix 1 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* for restricted domestic service, with the restricted area being specified in the class designation.

REFERENCES

Part 5, Appendix 1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 **Gulf of Mexico**,  AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Escort Vessel

Escort Vessel (Fire Fighting Vessel Class 2)

DESCRIPTION

Escort Vessel – A vessel intended to provide assistance to disabled vessels in emergencies involving impaired maneuverability due to loss of propulsion or steering or both. Such vessels complying with the requirements in Part 5, Chapter 13 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* will be distinguished by the classification designation **Escort Vessel**

Escort Vessel (Fire Fighting Vessel Class 2) – This notation is to be assigned to Dual Purpose vessels designed and built to the requirements of Part 5, Chapter 13 of *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* and maybe designated as **Escort Vessel (Fire Fighting Vessel Class 2 or 1 or 3)**.

REFERENCES

5-13-1/3 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 **Escort Vessel**,  AMS...

 A1  **Escort Vessel (Fire Fighting Class 2)**,  AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

(Fire Fighting Capability)

DESCRIPTION

A special classification designation given to vessels which have special fire fighting capabilities in addition to their regular service but are not specifically built for the service intended to be covered by Part 5, Chapter 9 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* (i.e. Fire Fighting Vessel Class 1, 2 or 3). Such vessels complying with these special requirements may be distinguished with their assigned designation followed by the special designation **(Fire Fighting Capability)**.

REFERENCES

5-9-1/5 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 Towing Service **(Fire Fighting Capability)**,  AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Fire Fighting Vessel Class 1

Fire Fighting Vessel Class 2

Fire Fighting Vessel Class 3

DESCRIPTION

Fire Fighting Vessel Class 1 (FFV Class 1) – A Classification notation indicating that a vessel has the capability to fight external fires and is fitted with a water spray protection system for cooling the vessel's surface to enable close operation for early stages of fire fighting and rescue operations; and that the systems are in accordance with the applicable requirements of Part 5, Chapter 9 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*. Minimum fire fighting equipment includes two (2) water monitors capable of discharging 1200 m³/hr each.

Fire Fighting Vessel Class 2 (FFV Class 2) – A Classification notation indicating that a vessel is fitted with arrangements to continuously fight large fires and has the ability to maintain station while fire fighting monitors are in full operation; and that the systems are in accordance with the applicable requirements of Part 5, Chapter 9 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*. Minimum fire fighting equipment includes three (3) water monitors capable of discharging 2400 m³/hr each, or four (4) water monitors capable of discharging 1800 m³/hr each, plus foam generators.

Fire Fighting Vessel Class 3 (FFV Class 3) – A Classification notation indicating that a vessel is fitted with the necessary arrangements to be capable of fighting continuously, large fires and has the ability to maintain station while fire fighting monitors are in full operation; and that the systems are in accordance with the applicable requirements of Part 5, Chapter 9 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*. Minimum fire fighting equipment includes three (4) water monitors capable of discharging 2400 m³/hr each, plus foam generators.

REFERENCES

Section 5-9-1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example – ✕ A1 **Fire Fighting Vessel Class 1**, ✕ AMS...

✕ A1 **Fire Fighting Vessel Class 2**, ✕ AMS...

✕ A1 **Fire Fighting Vessel Class 3**, ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Fire Fighting Vessel Class 1 and Class 2

Fire Fighting Vessel Class 1 and Class 3

DESCRIPTION

Combined notations assigned to a vessel indicating compliance with the respective **Class 1, 2 and 3** notation requirements, as applicable.

REFERENCES

5-9-1/1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Combined Class Notations

Example – **✕ A1 Fire Fighting Vessel Class 1 and Class 2, ✕ AMS...**
✕ A1 Fire Fighting Vessel Class 1 and Class 3, ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Fishing Vessel

Side Trawl

Stern Trawl

Torremolinos Convention

DESCRIPTION

Fishing Vessel is a vessel designed and constructed to commercially catch, take or harvest fish or other living resources of the sea, including a fishing vessel that also processes its catch. A fishing vessel complying with the requirements of Part 5, Chapter 14 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* will be given the classification notation of **Fishing Vessel**. In addition, an entry will also be made in the *Record* describing the vessel as either **Side Trawl** or **Stern Trawl**, as applicable.

The notation **Torremolinos Convention** is assigned to fishing vessels to indicate that the fishing vessel has been found to be in compliance with the provisions of the *International Conference on Safety of Fishing Vessels 1977/1993 Protocol*.

REFERENCES

5-14-1/1 and 5-14-1/7 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 **Fishing Vessel, Side Trawl**,  AMS... or

 A1 **Fishing Vessel, Stern Trawl**,  AMS...

and

 A1 **Fishing Vessel, Torremolinos Convention**,  AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

(Oil Recovery Capability Class 1)

(Oil Recovery Capability Class 2)

DESCRIPTION

A tugboat, supply vessel and other similar vessels designed and built in accordance with the requirements of the *ABS Guide for Vessels with Oil Recovery Capabilities* which are intended for service in the event of oil spills and are equipped for the storage of recovered oil floating on the sea will be distinguished by the classification designation of **Oil Recovery Capability** together with the appropriate additional notation of **Class 1 or Class 2** depending on the flash point of the oil to be recovered. Vessels intended to recover oil of unknown flash point will be given the **Class 1** notation. Vessels intended to recover oil having a flash point exceeding 60°C (140°F) will be given the **Class 2** notation.

REFERENCES

Section 1 of the *Guide for Vessels with Oil Recovery Capabilities*

REMARKS

Class Notation

Example – ✕ A1 Towing Vessel (**Oil Recovery Capability Class 1**), ✕ AMS... or
✕ A1 Towing Vessel (**Oil Recovery Capability Class 2**), ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Oil Recovery Vessel, Class 1

Oil Recovery Vessel, Class 2

DESCRIPTION

A vessel designed and built in accordance with the requirements of Part 5, Chapter 11 of the ABS *Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* for the recovery of oil having varying flash points will be distinguished by the classification designation of **Oil Recovery Vessel** together with the appropriate additional notation of **Class 1 or Class 2** depending on the flash point of the oil to be recovered. Vessels intended to recover oil of unknown flash point will be given the **Class 1** notation. Vessels intended to recover oil having a flash point exceeding 60°C (140°F) will be given the **Class 2** notation.

REFERENCES

5-11-1/1.1 and 5-11-1/1.3 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example – ✕ A1 **Oil Recovery Vessel Class 1**, ✕ AMS... or

✕ A1 **Oil Recovery Vessel Class 2**, ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Safety Standby Service

GR A – (N)

GR B – (N)

GR C – (N)

DESCRIPTION

Safety Standby Service – An optional Classification notation assigned to a vessel built in accordance with the ABS Rules for unrestricted service, as well as the additional requirements pertaining to special features considered necessary for the evacuation and reception of personnel from an offshore installation and the rescue and care of persons from another vessel or the sea as found in Part 5, Chapter 12 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*. In addition, the class designation will include a notation that will signify the number of survivors the vessel has been certified to accommodate, i.e., **GR A - (N)**, **GR B - (N)** or **GR C - (N)**.

GR A - (N), **GR B - (N)**, **GR C - (N)** – These notations are assigned to **Safety Standby Service** vessels, indicating the class designation together with the number of survivors **(N)**, the vessel has been certified to accommodate. Group A (**GR A**) includes a number of survivors greater than 300, Group B (**GR B**) equal to or greater than 20 and less than or equal to 300 and Group C (**GR C**) less than 20.

REFERENCES

5-12-1/1 and 5-12-2/1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 **Safety Standby Service, GR A - (320)**,  AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Offshore Support Vessel

Offshore Support Vessel, AH

Offshore Support Vessel, WS

DESCRIPTION

Offshore Support Vessel is a vessel primarily engaged in the transport of stores, materials and equipment to offshore installations and are designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for handling of cargo at sea. Offshore supply vessels built in accordance with the *ABS Rules for Building and Classing Steel Vessel Under 90 meters (295 feet) in Length* including Part 5, Chapter 10 will be assigned the class notation of **Offshore Support Vessel**.

Anchor Handling (AH) Service – An **Offshore Support Vessel** that is also designed and built for anchor handling operations in accordance with the requirements of Section 5-10-4 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* will be distinguished by the class notation **AH**, i.e., **Offshore Support Vessel, AH**.

Well Stimulation (WS) Service – An **Offshore Support Vessel** that is also designed and built for well stimulation operations in accordance with the requirements of Section 5-10-5 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length* will be distinguished by the class notation **WS**, i.e., **Offshore Support Vessel, WS**.

REFERENCES

5-10-1/3, Section 5-10-4 and 5-10-4/1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example – **✕ A1 Offshore Support Vessel, ✕ AMS...** or

✕ A1 Offshore Support Vessel, AH, ✕ AMS... or

✕ A1 Offshore Support Vessel, WS, ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

Towing Vessel

BP (xx)

QR

DESCRIPTION

Towing Vessel is a classification notation assigned to vessels designed primarily for towing service and built to the requirements of Part 5, Chapter 8 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*. It is also the classification designation given to a tug that has the capability to separate from the barge of a tug-barge combination and shift to towing by hawser.

Bollard Pull (BP (xx)) – An additional notation assigned to a **Towing Vessel** indicating the static **Bollard Pull** determined by an approved bollard pull test in the presence of a the Surveyor. The magnitude of the bollard pull obtained during the test will be included in the () in long tons.

Quick Release (QR) – An additional notation assigned to a **Towing Vessel** indicating that it has a remotely controlled **Quick Release** device for the towing hook or towing winch; and that the arrangements are in accordance with 5-8-1/5.1 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*.

REFERENCES

5-8-1/3, 5-8-1/3.1.1 and 5-8-1/9, and 5-8-1/5.1 of the *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*

REMARKS

Class Notation

Example –  A1 **Towing Vessel**,  AMS, **QR**, **BP(xx)**...

Steel Vessels < 90 m (295 ft)

NOTATION

Towing Vessel Great Lakes Service, DM

Towing Vessel Great Lakes Service, PM

DESCRIPTION

Integrated Tug-Barge (ITB) – **Towing Vessel – Dual Mode** (Articulated Connection)

The tug will be classed and distinguished in the *Record* by the notation **Towing Vessel Great Lakes Service, DM**, which is in full compliance with the requirements of the Part 5, Chapter 8 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*, and signifies that the vessel has the **Dual Mode (DM)** capabilities, pushing the barge in an Integrated Tug-Barge (ITB) mode and towing the barge by hawser in a separate mode.

Barge

The barge will be classed and distinguished in the *Record* by the symbols and notations in accordance with 1-1-3/3 of the *ABS Rules for Building and Classing Steel Barges* followed by the geographical/operational limitation, **Great Lakes Service, DM**.

Integrated Towing Vessel – **Pushing Mode** (Rigid Connection)

The tug will be classed and distinguished in the *Record* by the notation **Towing Vessel Great Lakes Service, PM**. This class notation will be assigned to a tug which does not meet the requirements for intact stability during tow as specified in the Part 5, Chapter 8, Section 2 of the *ABS Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length*, but does meet the requirements of the rest of the above Rules, and is intended to operate in a **Pushing Mode (PM)** only and remain fixed to the barge throughout the voyage under all weather conditions.

Barge

The barge will be classed and distinguished in the *Record* by the symbols and designations in accordance with 1-1-3/3 of the *ABS Rules for Building and Classing Steel Barges* followed by the geographical/operational limitation, **Great Lakes Service, PM**.

REFERENCES

1.1.1 and 1.1.3 (**DM**) and 1.1.2 and 1.1.3 (**PM**) of the *Guide for Building and Classing Integrated Tug-Barge (ITB) Combinations to Operate on the Great Lakes*

REMARKS

Class Notation

Example – ✕ A1 **Towing Vessel Great Lakes Service, DM**, ✕ AMS...

✕ A1 **Towing Vessel Great Lakes Service, PM**, ✕ AMS...

Steel Vessels < 90 m (295 ft)

NOTATION

RB

DESCRIPTION

This notation is assigned to vessels less than 90 meters (295 feet) in length which have successfully undergone the necessary survey, analysis and repair to enable a vessel to continue actively working past its normal life (20-25 years) as required by the *ABS Guide for Rebuilding Vessels Less than 90 meters (295 feet) in Length*.

REFERENCES

1/1 of the *Guide for Rebuilding Vessels Less than 90 meters (295 feet) in Length*

REMARKS

Class Notation

Example –  A1 Towing Vessel, **RB**,  AMS...

High Speed Craft

NOTATION

HSC

DESCRIPTION

High Speed Craft (HSC) – This notation is assigned to craft that have been built in accordance with the *ABS Guide for Building and Classing High-Speed Craft*, or equivalent. Where approved by the Committee, for unrestricted ocean service, such craft will be distinguished in the *Record* by the symbols **✱ A1 HSC ✱ AMS** indicating compliance with the hull and machinery requirements of the Guide.

This notation for High Speed Craft (**HSC**) is to be assigned to the following craft designed and built to the requirements of the *ABS Guide for Building and Classing High Speed Craft*.

Mono-hull	Length of Craft (L) < 130 m (427 ft)
Multi-hull	L < 100 m (328 ft)
Surface Effects Ship (SES)	L < 90 m (295 ft)
Hydro Foil	L < 60 m (197 ft)

REFERENCES

1/1.3.1 of the *Guide for Building and Classing High Speed Craft*

REMARKS

Class Notation

Example – **✱ A1 HSC, ✱ AMS...**

High Speed Craft

NOTATION

HHP

SHHP

DESCRIPTION

High Holding Power (HHP) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than two times of an ordinary stockless anchor.





Super High Holding Power (SHHP) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than four times of an ordinary stockless anchor.

REFERENCES

3/22.11.2 and 3/22.11.3 of the *Guide for Building and Classing High Speed Craft*

REMARKS

Class Notation

Example –  A1 HSC, **HHP**,  AMS... or
 A1 HSC, **SHHP**,  AMS...

High Speed Craft

NOTATION

HSC Passenger Craft (A)

HSC Passenger Craft (B)

HSC Ro-Ro Passenger Craft (A)

HSC Ro-Ro Passenger Craft (B)

HSC Cargo Craft

DESCRIPTION

These notations are assigned to craft that have been built in accordance with the requirements of the *ABS Guide for Building and Classing High-Speed Craft* and the *IMO HSC Code* for special types of craft and which are approved by the Committee for restricted ocean service at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols **✕ A1 HSC** followed by an appropriate notation, i.e. **Passenger Craft (A)**, etc.

The **(A)** and **(B)** indicate a craft defined as a Category A Passenger Craft and a Category B Passenger Craft respectively in accordance with the *IMO HSC Code*. The notation “**Cargo Craft**” defines a craft that is certified in accordance with the *IMO HSC Code*.

REFERENCES

1/1.3.2 of the *Guide for Building and Classing High Speed Craft*

1.4.13 and 1.4.51 of the *IMO HSC Code*

REMARKS

Class Notations

Example – **✕ A1 HSC, Passenger Craft (A), ✕ AMS...**

High Speed Craft

NOTATION

HSC Crewboat

DESCRIPTION

The notation **HSC Crewboat** is assigned to a craft that is designed and constructed and specifically fitted for the transferring/transporting of industrial personnel in the offshore oil and gas industry between a shore base and offshore installations and vice versa. These craft may also carry cargo. The ABS craft type notation **HSC Crewboat** forms part of the classification designation assigned to craft built in accordance with the requirements of *Supplement No. 1 – Part 5, Section 2 of the Guide for Building and Classing High Speed Craft*.



REFERENCES

5/2.1.1 of the *Guide for Building and Classing High Speed Craft*

Part 5, Section 2 of the *Supplement No. 1 to the Guide for Building and Classing High Speed Craft*

REMARKS

Class Notation

Example –  A1 **HSC, Crewboat**,  AMS...

High Speed Craft

NOTATION

HSC Government Service

DESCRIPTION

This notation is assigned to special purpose craft, which have been built to the satisfaction of the Surveyors to the Bureau to arrangements and scantlings approved for the particular purpose. Where approved by the Committee for the particular service, such craft will be classed and distinguished in the *Record* by the symbols **✠ A1 HSC** followed by a description of the service for which special modifications to the *ABS Guide for Building and Classing High-Speed Craft* have been approved, e.g., **Government Service**, etc.

REFERENCES

1/1.3.3 of the *Guide for Building and Classing High Speed Craft*

REMARKS

Class Notation

Example – **✠ A1 HSC, Government Service, ✠ AMS...**

High Speed Craft

NOTATION

SH-DLA

DESCRIPTION

SafeHull Dynamic Load Approach (SH-DLA) – This notation is assigned to high speed craft to provide enhanced structural analyses to assess the capabilities and sufficiency of a structural design. A fundamental requirement of **SH-DLA** is that the preliminary design of the structure be in accordance with the *ABS Guide for Building and Classing High-Speed Craft* criteria.

REFERENCES

Subsection 1/3 of the *Guidance Notes on Dynamic Loading Approach and Direct Analysis for High Speed Craft*

REMARKS

Class Notation

Example –  A1 HSC, **SH-DLA**,  AMS...

High Speed Craft – Naval Services

NOTATION

HSC Naval Craft

HSC Coastal Naval Craft

HSC Riverine Naval Craft

DESCRIPTION

HSC Naval Craft – This notation is assigned to naval vessels that have been built in accordance with the *ABS Guide for Building and Classing High-Speed Naval Craft*, or equivalent and approved by the Committee. Such craft will be distinguished in the *Record* by the symbols **✕ A1 HSC Naval Craft** **✕ AMS** indicating compliance with the hull and machinery requirements of this Guide. **Naval Craft** notation is to be assigned to naval vessels that are intended to operate in the littoral environment, but are capable of open ocean voyages. Naval craft are limited to a maximum voyage of 300 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. When operating on an open ocean voyage, craft are to avoid tropical cyclones and other severe weather events.

HSC Coastal Naval Craft – This notation is to be assigned to naval vessels that are intended to operate on a coastal voyage with a maximum distance from safe harbor of 300 miles and a maximum voyage of 150 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. Coastal Naval Craft are not permitted to perform transoceanic movements.

HSC Riverine Naval Craft – This notation is to be assigned to naval vessels that are intended to operate in rivers, harbors, and coastlines with a maximum distance from safe harbor of 50 miles. Riverine Naval Craft are not permitted to perform transoceanic movements.

REFERENCES

1-1-3/5 and 1-1-3/TableB of the *Guide for Building and Classing High Speed Naval Craft*

REMARKS

Class Notation

Example – **✕ A1 HSC Naval Craft, ✕ AMS...**

✕ A1 HSC Coastal Naval Craft, ✕ AMS...

✕ A1 HSC Riverine Naval Craft, ✕ AMS...

High Speed Craft – Naval Services

NOTATION

OE

DESCRIPTION

Operational Envelope (OE) – This notation is assigned to craft for which the structure has been reviewed based on the limitations given in a particular operational envelope. The operational envelope is given in terms of speed and significant wave height in the most unfavorable combination of length and direction of the wave. The operational envelope (OE) is to be part of the Operating Manual for the craft for use in determining the maximum operational speeds for the various sea-states in which the craft is intended to operate, in conjunction with the **OE** notation.

REFERENCES

1-1-3/Table C of the *Guide for Building and Classing High Speed Naval Craft*

REMARKS

Class Notation

Example – ✕ A1 HSC Naval Craft, **OE**, ✕ AMS...

High Speed Craft – Naval Services

NOTATION

SH-DLA

DESCRIPTION

SafeHull Dynamic Load Approach (SH-DLA) – This notation is assigned to high speed craft to provide enhanced structural analyses to assess the capabilities and sufficiency of a structural design. A fundamental requirement of **SH-DLA** is that the preliminary design of the structure be in accordance with the *ABS Guide for Building and Classing High-Speed Naval Craft* criteria.

REFERENCES

3-1-3 of the *Guide for Building and Classing High Speed Naval Craft*

Subsection 1/3 of the *Guidance Notes on Dynamic Loading Approach and Direct Analysis for High Speed Craft*

REMARKS

Class Notation

Example –  A1 HSC, **SH-DLA**,  AMS...

Yachting Service

NOTATION

Yachting Service

DESCRIPTION

This notation is assigned to vessels designed and built in accordance with the *ABS Guide for Building and Classing Motor Pleasure Yachts* and also the *ABS Rules for Reinforced Plastic Vessels*.

REFERENCES

1/11.1 of the *Guide for Building and Classing Motor Pleasure Yachts*

1.6 of the *Rules for Building and Classing Reinforced Plastic Vessels*

REMARKS

Class Notation

Example –  **A1 Yachting Service**,  **AMS...**

Yachting Service

NOTATION

Commercial Yachting Service

DESCRIPTION

This notation is assigned to vessels designed and built in accordance with the *ABS Guide for Building and Classing Motor Pleasure Yachts* that are chartered as motor yachts and are not considered by the Administration to be passenger vessels, do not carry more than 12 charter guests and do not carry cargo.

REFERENCES

1/1.4 of the *Guide for Building and Classing Motor Pleasure Yachts* (Notice No. 2)

REMARKS

Class Notation

Example –  A1 **Commercial Yachting Service**,  AMS...

Yachting Service

NOTATION

Offshore Racing Yacht

DESCRIPTION

This notation is assigned to offshore racing yachts of 24 meters (80 feet) or greater in length overall to 30.5 meters (100 feet) in scantling length which have been built to the satisfaction of the Surveyor to the full requirements of the *ABS Guide for Building and Classing Offshore Racing Yachts*, or equivalent.

REFERENCES

1.3.1 of the *Guide for Building and Classing Offshore Racing Yachts*

REMARKS

Class Notation

Example –  **A1 Offshore Racing Yacht...**

Barges – Ocean Services

NOTATION

Barge

DESCRIPTION

This notation is assigned to barges designed and built in accordance with the *ABS Rules for Building and Classing Steel Barges* and intended to carry variety of cargoes as stated by the Rules.

REFERENCES

1-1-3/3.1 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Barge...**

Barges – Ocean Services

NOTATION

Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges* and intended to carry dangerous chemicals.

REFERENCES

1-1-3/3.7 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Chemical Tank Barge...**

Barges – Ocean Services

NOTATION

Fuel Oil Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges* and intended to carry petroleum products with flash point above 60°C (140°F) (closed cup test).

REFERENCES

1-1-3/3.5 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Fuel Oil Tank Barge...**

Barges – Ocean Services

NOTATION

Fuel Oil or Chemical Tank Barge

DESCRIPTION


This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges* and intended to carry petroleum products or dangerous chemicals, but not at the same time, as stated in 1-1-3/3.5 and 1-1-3/3.7 of the Rules.

REFERENCES

1-1-3/3.17 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Fuel Oil or Chemical Tank Barge...**

Barges – Ocean Services

NOTATION

Fuel Oil and Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges* and intended to carry petroleum products and dangerous chemicals, at the same time, as stated in 1-1-3/3.5 and 1-1-3/3.7 of the Rules.

REFERENCES

1-1-3/3.19 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Fuel Oil and Chemical Tank Barge...**

Barges – Ocean Services

NOTATION

Independent Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry cargo in independent tanks with a working pressure below 2.06 bar (2.1 kgf/cm², 30 psi).

REFERENCES

1-1-3/3.13 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  A1 **Independent Tank Barge**...

Barges – Ocean Services

NOTATION

LASH Barge

DESCRIPTION

Lighter Aboard SHip Barge – This notation is assigned to steel barges, which have no loadline certificate, and are intended to be carried aboard a vessel.

REFERENCES

7-2-1/1 of the *Rules for Survey After Construction*

REMARKS

Class Notation

Example –  A1 **LASH Barge**...

Barges – Ocean Services

NOTATION

Liquefied Gas Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges*, and intended to carry liquid gases such as these indicated in the International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk.

REFERENCES

1-1-3/3.9 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Liquefied Gas Tank Barge...**

Barges – Ocean Services

NOTATION

Oil Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges*, and intended to carry petroleum products with flash point at or below 60°C (140°F), closed cup test.

REFERENCES

1-1-3/3.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  A1 Oil Tank Barge...

Barges – Ocean Services

NOTATION

Oil or Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges*, and intended to carry petroleum products or dangerous chemicals, but not at the same time, as stated in 1-1-3/3.5 and 1-1-3/3.7 of the Rules.

REFERENCES

1-1-3/3.21 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Oil or Chemical Tank Barge...**

Barges – Ocean Services

NOTATION

Oil and Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges*, and intended to carry petroleum products and dangerous chemicals, at the same time, as stated in 1-1-3/3.5 and 1-1-3/3.7 of the Rules.

REFERENCES

1-1-3/3.23 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Oil and Chemical Tank Barge...**

Barges – Ocean Services

NOTATION

Pressure Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges*, and intended to carry cargo in independent tanks with a working pressure at 2.06 bar (2.1 kgf/cm², 30 psi) or above.

REFERENCES

1-1-3/3.15 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Pressure Tank Barge...**

Barges – Ocean Services

NOTATION

Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the *ABS Rules for Building and Classing Steel Barges*, which are intended to carry liquid in bulk.

REFERENCES

1-1-3/3.11 of the *Rules for Building and Classing Steel Barges*

REMARKS

Class Notation

Example –  **A1 Tank Barge...**

Barges – Ocean Services

NOTATION

Accommodation Barge

Hotel Barge

DESCRIPTION

Accommodation Barge – This notation is assigned to barges designed and built to the ABS *Preliminary Rules for Accommodation Barges and Hotel Barges*.

Hotel Barge – This notation is assigned to barges designed and built to the ABS *Preliminary Rules for Accommodation Barges and Hotel Barges*.

REFERENCES

1.19 of the *Preliminary Rules for Accommodation Barge and Hotel Barges*

REMARKS

Class Notation

Example – ☒ A1 **Accommodation Barge...**

☒ A1 **Hotel Barge...**

Rivers and Intracoastal Services

NOTATION

Floating Dry Dock

DESCRIPTION

This notation is to be assigned a floating dry dock over 61 m (200 ft) in length built under the supervision of ABS Surveyors for compliance with the requirements of the *ABS Rules for Building and Classing Steel Floating Dry Docks*.

REFERENCES

1.1 of the *Rules for Building and Classing Steel Floating Dry Docks*

REMARKS

Class Notation

Example –  **A1 Floating Dry Dock...**

Rivers and Intracoastal Services

NOTATION

Barge River Service

Chemical Tank Barge, River Service (Type I, II & III)

Oil Tank Barge, River Service

Passenger Vessel, River Service, etc

Towing Vessel, River Service

DESCRIPTION




These notations are assigned to vessels (barges, chemical tank barges, oil tank barges, passenger vessels, towing vessels, etc.) in compliance with *ABS Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*.

REFERENCES

1-1-3/3 and 3-2-5/3 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

REMARKS

Class Notations

Example –  A1 **Passenger Vessel, River Service**,  AMS... or
 A1 **Oil Tank Barge, River Service**...

Rivers and Intracoastal Services, (Great Lakes)

NOTATION

DM

PM

DESCRIPTION

Dual Mode (DM) – This notation will be assigned to tugs, which are in full compliance with the requirements of the Part 5, Chapter 8 of the *ABS Rules for Building and Classing Steel Vessels Under 90 Meters (295 feet) in Length*, and signifies that the vessels have the dual mode (DM) capabilities, pushing barges in ITB mode and towing barges by hawser in a separate mode. The tug will be classed and distinguished in the *Record* by the notation **✕ A1 Towing Vessel Great Lakes Service, DM**. Similarly, the barge will be classed and distinguished in the *Record* by appropriate notation followed by **Great Lakes Service, DM**.

The tug and the barge are to be classed as two separate vessels but will be cross-referenced in the *Record*.

Pushing Mode (PM) – This notation will be assigned to tugs, which do not meet the requirements for intact stability during tow as specified in the Part 5, Chapter 8, Section 2 of the *ABS Rules for Building and Classing Steel Vessels Under 90 Meters (295 feet) in Length*, but do meet the requirements of the rest of the above Rules, and are intended to operate in a pushing mode (PM) only and remain fixed to the barges throughout the voyage under all weather conditions. The tug will be classed and distinguished in the *Record* by the notation **✕ A1 Towing Vessel Great Lakes Service, PM**.

Similarly, the barge will be classed and distinguished in the *Record* by appropriate notation followed by **Great Lakes Service, PM**.

The tug and the barge are to be classed as two separate vessels but will be cross-referenced in the *Record*.

REFERENCES

DM

1/1.1.1 and 1/1.1.3 of the *Guide for Building and Classing ITB Combinations Intended to Operate on the Great Lakes*

PM

1/1.1.2 and 1/1.1.3 of the *Guide for Building and Classing ITB Combinations Intended to Operate on the Great Lakes*

REMARKS

ABS Notation

Example – **✕ A1 Oil Tank Barge, Great Lakes Service, DM...**

✕ A1 Tank Barge, Great Lakes Service, PM...

Underwater Vehicles and Systems

NOTATION

Diving Bell

Submersible

Personnel Capsule

Habitat, etc.

DESCRIPTION


These notations are to be assigned for manned or occasionally manned underwater vehicles, underwater facilities hyperbaric facilities and diving simulators which have been built to the satisfaction of ABS surveyors to the full requirements of ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*, or their equivalent where approved by the ABS Classification Committee for the service.

REFERENCES

7/5.1 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Class Notations

Example –  **A1 Diving Bell...**

 **A1 Submersible...**

 **A1 Personnel Capsule...**

 **A1 Habitat...**

Underwater Vehicles and Systems

NOTATION

Diving System

Underwater Complex, etc

DESCRIPTION

These notations are to be assigned for manned or occasionally manned components that meet the requirements of *ABS Rules for Underwater Vehicles, Systems and Hyperbaric Facilities (UWVSHF)*, and all other components are certified by ABS and are in full compliance with the UWVSHF Rules.

REFERENCES

1/5.3 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Class Notation

Example – **⌘ A1 Diving System...**

⌘ A1 Underwater Complex...

Underwater Vehicles and Systems

NOTATION

Deck Decompression Chamber

Dive Control Station

Handling System

Remote Operated Vehicle, etc

DESCRIPTION

These notations are to be assigned to underwater vehicles and underwater support components which have been built to the satisfaction of ABS surveyors to the full requirements of *ABS Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*, or their equivalent.

REFERENCES

A1/1 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Class Notation

Example – ✕ **Deck Decompression Chamber...**

✕ **Dive Control Station...**

✕ **Handling System...**

✕ **Remote Operated Vehicle...**

Offshore Services

NOTATION

AMCC

AMCCU

DESCRIPTION

AMCC – This notation is assigned to the automatic or remote control and monitoring systems for non-propulsion related machinery and systems on offshore floating installations or fixed installations. In particular, where in lieu of manning the machinery space(s) locally, it is intended to control and monitor the machinery/systems under continuous supervision from a local centralized control and monitoring station(s).





AMCCU – This notation is assigned to the automatic or remote control and monitoring systems for non-propulsion related machinery and systems on offshore floating installations or fixed installations. In particular, where it is intended that the machinery space(s) and the local centralized control and monitoring station(s) (if provided) be periodically unmanned, and that the machinery/systems be controlled and monitored from a remote control and monitoring center located outside the machinery space(s).

REFERENCES

1-1/3.1 and 1-1/3.3 of the *Guide for Automatic or Remote Control Monitoring for Machinery and Systems (other than propulsion) on Offshore Installations*

REMARKS

Class Notation

Example –  A1, Floating Production, Storage & Offloading System (FPSO),  **AMCC**... or
 A1, Floating Production, Storage & Offloading System (FPSO),  **AMCCU**...

Offshore Services

NOTATION

⌘ CDS

DESCRIPTION

This non-mandatory notation is assigned to indicate that drilling systems and equipment comply with the *ABS Guide for the Certification of Drilling Systems*. The symbol **⌘** will be omitted if the drilling systems and equipment, although complying with the Guide, have not been manufactured and installed under survey to ABS.

REFERENCES

1/5.1 of the *Guide for the Certification of Drilling Systems*

REMARKS

Class Notation

Example – **⌘ A1**, Self Elevating Drilling Unit, **⌘ CDS**... and
or


⌘ A1, Self Elevating Drilling Unit, **CDS**... and

Offshore Services

NOTATION

(Disconnectable)

DESCRIPTION



This notation, together with  **AMS** (or **AMS**), is assigned to a floating installation system that has a propulsion system and a means of disengaging the vessel from its mooring and riser systems to allow the vessel to ride out severe weather or seek refuge under its own power for a specified design environmental condition.

REFERENCES

1-3/5.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Class Notation

Example –  A1, Floating Production, Storage and Offloading System (FPSO), **(Disconnectable)**,  AMS...

Offshore Services

NOTATION

HAB

HAB+

DESCRIPTION

HAB – This notation is assigned to an installation complying with the minimum criteria for crew accommodations and the ambient environment (i.e., vibration, noise, indoor climate and lighting) provided in the *ABS Guide for Crew Habitability on Offshore Installations*.

HAB+ – This notation is assigned to an installation complying with more stringent habitability criteria with respect to whole-body vibration and indoor climate as provided in the *ABS Guide for Crew Habitability on Offshore Installations*.

REFERENCES

1/6.1 and 1/6.2 of the *Guide for Crew Habitability on Offshore Installations*

REMARKS

ABS Optional Notation

HAB or **HAB+** will be published in the category of “Additional Notations” in the *Record*.

Offshore Services

NOTATION

Ⓜ

Ⓟ

DESCRIPTION

Ⓜ – This symbol signifies that the anchor, chains or wire rope, which have been specified by the Owner for position mooring, have been tested in accordance with the specifications of the Owner and in the presence of a Surveyor. It is applicable to ship type displacement hull designed for offshore operation as well as to multiple hull design. The symbol Ⓜ is placed after the classification notation **⌘ A1**.

Ⓟ – This symbol signifies that the anchor, chains or wire rope satisfy the *ABS Rules for Building and Classing Mobile Offshore Drilling Units* for position mooring, as outlined in Appendix 3-5-A1. It is applicable to ship type displacement hull designed for offshore operation as well as to multiple hull design. The symbol Ⓟ is placed after the classification notation **⌘ A1**.

REFERENCES

1-1-3/11, 3-5-1/5 and 5-5-1/7 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Class Notation

Example – **⌘ A1** Column Stabilized Drilling Unit, Ⓜ... and
⌘ A1 Column Stabilized Drilling Unit, Ⓟ...

Offshore Services

NOTATION

Barge Drilling Unit

DESCRIPTION

This notation is to be assigned to barge type, displacement hull offshore drilling units without propulsion machinery. It denotes barge designed and built under Survey to the Bureau in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.5.2 and 3-1-1/3.5.2 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Class Notation

Example –  **A1 Barge Drilling Unit...**

Offshore Services

NOTATION

Column-Stabilized Drilling Unit

DESCRIPTION

This notation is assigned to a mobile offshore structure that depends upon the buoyancy of columns for floatation and stability for all afloat modes of operation or raising and lowering the unit. It denotes unit designed and built under Survey to the Bureau in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.3 and 3-1-1/3.3 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Class Notation

Example –  A1 **Column-Stabilized Drilling Unit...**

Offshore Services

NOTATION

Drilling Unit

DESCRIPTION

This notation is to be assigned to ship type, displacement hull offshore drilling units equipped with propulsion machinery. It denotes unit designed and built under Survey to the Bureau in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.5.1 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Class Notation

Example –  **A1 Drilling Unit**,  **AMS...**

Offshore Services

NOTATION

Self Elevating Drilling Unit

DESCRIPTION

This notation is assigned to units having a hull with sufficient buoyancy to transport the unit to the desired location, to raise the hull to a pre-determined elevation above the sea surface with its legs supported at the seabed. It denotes unit designed and built under Survey to the Bureau in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.1 and 3-1-1/3.1 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Class Notation

Example –  **A1 Self-Elevating Drilling Unit...**

Offshore Services

NOTATION

Floating Offshore Installation (FOI)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, marine machinery, and position mooring system but the production facility is excluded. For classification **✕ A1 Floating Offshore Installation (FOI)**, the shipboard systems, including the electrical system circuit protection for the production facilities and production fire fighting equipment, are to be reviewed by the Bureau for the safety of the vessel.

REFERENCES

1-3/3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Class Notation

Example – **✕ A1 Floating Offshore Installation (FOI)**...

Offshore Services

NOTATION

Floating Production, Storage and Offloading System (FPSO)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility. This notation cover the following components:

- i) *Vessel*, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- ii) *Position Mooring System* according to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- iii) *Production Facilities* according to the requirements of the *ABS Guide for Building and Classing Facilities on Offshore Installations* and the *ABS Guide for Building and Classing Floating Production Installations*.

REFERENCES

1-3/5.1 of the *Guide for Building and Classing Facilities on Offshore Installations*

1-3/3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Class Notation

Example –  **A1 Floating Production, Storage and Offloading System (FPSO)**,  **AMS...**

Offshore Services

NOTATION

Floating Production (and Offloading) System (FPS)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility. This notation cover the following components:

- i) *Vessel*, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- ii) *Position Mooring System* according to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- iii) *Production Facilities* according to the requirements of the *ABS Guide for Building and Classing Facilities on Offshore Installations* and the *ABS Guide for Building and Classing Floating Production Installations*.

REFERENCES

1-3/5.1 of the *Guide for Building and Classing Facilities on Offshore Installations*

1-3/3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Class Notation

Example –  **A1 Floating Production, (and Offloading) System (FPS)...**

Offshore Services

NOTATION

Floating Storage and Offloading System (FSO)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility. This notation cover the following components:

- i) *Vessel*, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- ii) *Position Mooring System* according to the requirements of the *ABS Guide for Building and Classing Floating Production Installations*.
- iii) *Production Facilities* according to the requirements of the *ABS Guide for Building and Classing Facilities on Offshore Installations* and the *ABS Guide for Building and Classing Floating Production Installations*.

REFERENCES

1-3/5.1 of the *Guide for Building and Classing Facilities on Offshore Installations*

1-3/3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Class Notation

Example –  **A1 Floating Storage and Offloading System (FSO)**...

Offshore Services

NOTATION

F	Floating
G	Gravity Based
L	Liquefaction Facility
O	Transfer of LNG (Offloading/Loading)
P	Gas Processing Facility
R	Re-Gasification Facility
S	Storage Facility
T	Terminal without Processing Equipment

DESCRIPTION

These notations are assigned to offshore LNG terminal systems that have been built, installed, and commissioned to the satisfaction of the Surveyors to the Bureau to the full requirements of the Rules or to their equivalent, where approved by the Committee for service for the specified design environmental conditions. Accordingly, such systems will be classed and distinguished in the *ABS Record* by the symbol **✕ A1**, followed by the appropriate notation, as listed above, for the intended service listed. Class notations were chosen to provide a clear description of the function of each configuration using the above symbols.

REFERENCES

1/5.1 of the *Guide for Building and Classing Offshore LNG Terminals*

REMARKS

Class Notation

Example – **✕ A1 F(LNG) PLSO** or **✕ A1 G(LNG) PLSO** – Floating or Gravity Based LNG Terminals with Gas Processing and Production, Liquefaction, Storage and Offloading. The terminal receives well gas, processes it, liquefies the natural gas and condensate for storage and offloading.

✕ A1 F(LNG) ORS or **✕ A1 G(LNG) ORS** – Floating or Gravity Based LNG Storage Terminals with Re-Gasification Facility. The terminal receives LNG from a trading LNG carrier, stores it, regasifies and discharges the gas ashore.

✕ A1 F(LNG) SO or **✕ A1 G(LNG) SO** – Floating or Gravity Based LNG Storage and Offloading Terminals. The terminal receives, stores and offloads LNG in a lightering operation

Offshore Services

NOTATION

Liftboat

DESCRIPTION

This notation is assigned to liftboats which have been built to the satisfaction of the Surveyor to the Bureau, to the full requirements of the *ABS Guide for Building and Classing Liftboats*, or equivalent.

REFERENCES

1-1-3/1 of the *Guide for Building and Classing Liftboats*

REMARKS

Class Notation

Example –  A1 **Liftboat**,  AMS...

Offshore Services

NOTATION

Offshore Installation

Offshore Installation – Hydrocarbon Processing

Offshore Installation – Hydrocarbon Production

Offshore Installation – Electric Generating Plant (electric generating plant-export load)

Offshore Installation – Offshore Pipelines

Offshore Installation – Offshore Risers

Offshore Installation – Chemical Processing

Offshore Installation – Metals/Ore Processing

DESCRIPTION

The **A1 Offshore Installation** notation is assigned to Offshore Installations that have been built to the satisfaction of the Surveyors of the Bureau, to the requirements as contained in the *ABS Rules for Building and Classing Offshore Installations*.

Offshore Installations that have been built to the satisfaction of the Surveyors of the Bureau, to the requirements as contained in the *ABS Guide for Building and Classing Facilities on Offshore Installations*, the *ABS Guide for Building and Classing Undersea Pipeline Systems* and/or the *ABS Guide for Building and Classing Undersea Riser Systems*. When approved by the Committee, installations will be classed and distinguished in the *Record* by the symbols **A1 Offshore Installation** followed by the appropriate notation as shown above.

REFERENCES

1/1.3.1 of:	<i>Rules for Building and Classing Offshore Installations</i>
1-3/5.3 of:	<i>Guide for Building and Classing Facilities on Offshore Installations</i>
1-3/1 of:	<i>Guide for Building and Classing Subsea Pipeline Systems</i>
1-3/1 of:	<i>Guide for Building and Classing Subsea Riser Systems</i>

REMARKS

Class Notation

Example – **A1 Offshore Installation**... or

A1 Offshore Installation – Hydrocarbon Processing...

Offshore Services

NOTATION

Single Point Mooring

DESCRIPTION

The notation is assigned to a system which permits a vessel to weathervane while the vessel is moored to a fixed or floating structure anchored to the sea bed by a rigid or an articulated structural system or by catenary spread mooring.

REFERENCES

1/1.3.1 of the *Rules for Building and Classing Single Point Moorings*

REMARKS

Class Notation

Example –  **A1 Single Point Mooring...**