

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>).

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

ABS Notations and Symbols – 3 November 2003 (Updated on 11 March 2010)

<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, AB-CM	Common Structural Rules for Tankers and Bulk Carriers	
CPS	Common Notations and Symbols	
PMA	Bulk Carriers and Oil Carriers	
PMA+	Bulk Carriers and Oil Carriers	
Annual Survey	Common Notations and Symbols	21 Jan. 2010
ENVIRO	Common Notations and Symbols	
ENVIRO+	Common Notations and Symbols	
GP	Common Notations and Symbols	
HELIDK	Common Notations and Symbols	
HELIDK(SRF)	Common Notations and Symbols	
HIMP	Common Notations and Symbols	
HS	Common Notations and Symbols	
MLC-ACCOM	Common Notations and Symbols	
MOVDK	Common Notations and Symbols	
Ice Class PC1	Common Notations and Symbols	
Ice Class PC2	Common Notations and Symbols	
Ice Class PC3	Common Notations and Symbols	
Ice Class PC4	Common Notations and Symbols	
Ice Class PC5	Common Notations and Symbols	
Ice Class PC6	Common Notations and Symbols	
Ice Class PC7	Common Notations and Symbols	
UWILD	Common Notations and Symbols	
GRAB (XX tonnes)	Bulk Carriers	
PMA	Bulk Carriers and Oil Carriers	
BLU	Oil Carriers, Liquefied Gas Carriers, and Chemical Carriers	
SLU	Oil Carriers, Liquefied Gas Carriers, and Chemical Carriers	
Oil Carrier, Storage Service	Oil Carriers	
Oil Storage Service	Oil Carriers	
Liquefied Gas Carrier with Independent Tanks	Liquefied Gas Carriers	
(Operational Area) Domestic Service	Steel Vessels < 90 m (295 ft)	

ABS Notations and Symbols – 3 November 2003 (Updated on 11 March 2010)

<i>Notation</i>	<i>Category</i>	<i>Date Added</i>
HAB(WB)	Steel Vessels < 90 m (295 ft)	21 Jan. 2010 (cont.)
HAB+(WB)	Steel Vessels < 90 m (295 ft)	
COMF(Y)	Yachting Service	
COMF+(Y)	Yachting Service	
VEC	Barges – Ocean Services	
VEC-L	Barges – Ocean Services	
Passenger Submersible	Underwater Vehicles and Systems	
Accommodation Service	Offshore Services	
Cable Laying Service	Offshore Services	
CDS (N)	Offshore Services	
(CI)	Offshore Services	
Column-Stabilized Unit	Offshore Services	
(Column-Stabilized)	Offshore Services	
Construction and Maintenance Service	Offshore Services	
Crane Service	Offshore Services	
(Disconnectable-R (from site to designated port))	Offshore Services	
Drilling Tender	Offshore Services	
Drillship	Offshore Services	
DLA (S design return period) site definition	Offshore Services	
FL(number of years) in (site of installation)	Offshore Services	
⊗ EXP	Offshore Services	
⊗ IMP	Offshore Services	
⊗ IMP-EXP	Offshore Services	
(N)	Offshore Services	
Pipe Laying Service	Offshore Services	
Restricted Service	Offshore Services	
RFL(number of years), Year in (site of Installation)	Offshore Services	
Self-Elevating Unit	Offshore Services	
SFA(years)	Offshore Services	
(Ship-Type)	Offshore Services	
(SPAR)	Offshore Services	
(TLP)	Offshore Services	

ABS Notations and Symbols – 3 November 2003 (Updated on 11 March 2010)

<i>Notation</i>	<i>Category</i>	<i>Date Added</i>
WT-READY	Offshore Services	11 Mar. 2010
WT-TEMP	Offshore Services	
Well Test Service	Offshore Services	
ENVIRO-OS	Offshore Services	
ENVIRO-OS+	Offshore Services	

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 *Rules for Conditions of Classification (Part 1)*

1-1-3/1 and 1-1-3/7 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

REMARKS

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

Example:

	Vessels have been built under	Vessels have not been built under
	ABS survey	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 ABS 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 ABS.

REFERENCES

1-1-3/1 and 1-1-3/9 of *Rules for Conditions of Classification (Part 1)*

1-1-3/1 and 1-1-3/7 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

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 *Rules for Conditions of Classification (Part 1)*

1-1-3/1.9 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

REMARKS

Classification symbol which is 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 ABS Surveyors.

REFERENCES

1-1-3/5 of *Rules for Conditions of Classification (Part 1)*

1-1-3/3 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

REMARKS

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 ABS Surveyors 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, etc.**)

REFERENCES

1-1-3/7 of *Rules for Conditions of Classification (Part 1)*

1-1-3/1.9 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

REMARKS

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 ABS survey 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 *Rules for Conditions of Classification (Part 1)*

1-1-3/25 of *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

1-1-3/11 of *Guide for Building and Classing High Speed Naval Craft*

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 ABS survey, but are found satisfactory with regard to ABS requirements.

REFERENCES

1-1-3/15 of *Rules for Conditions of Classification (Part 1)*

1-1-3/13 of *Guide for Building and Classing High Speed Naval Craft*

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 ABS survey.

REFERENCES

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

REMARKS

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 ABS survey.

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

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 ABS survey.

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

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, (E), ⊠ AMS, ⊠ ABCU...

Common Notations and Symbols

NOTATION

Annual Survey

DESCRIPTION

This notation is assigned to vessels for which all of 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. 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

Example – ✕ A1, HSC, Crewboat, ⊕, ✕ AMS, **Annual Survey...**

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 ABS 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

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

Common Notations and Symbols

NOTATION

AT(hull girder component + additional thickness)

DESCRIPTION

Additional Thickness (AT) – This notation is assigned to all conventional type vessels and to floating production installations where the vessel or installation 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)**.

The major structural components are defined as follows:

DK	Upper deck (including stringer plate)
BS	Bottom shell (including bilge)
IB	Inner-bottom
SS	Side shell (including shear strake)
IS	Inner skin (including “hopper” sloping plating)
LB	Longitudinal bulkheads other than the inner skin
TB	Transverse Bulkhead

REFERENCES

1-1-2/5.13 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

Example –  A1, Floating Offshore Installation,  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

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

Example – ✘ A1, Oil Carrier, Ice Class A5, Ⓢ, ✘ AMS, ✘ ACCU, **CCO-18(-30°C)**...

✘ A1, Oil Carrier, Ice Class A5, Ⓢ, ✘ AMS, ✘ ACCU, **CCO-36(-30°C)+**...

Common Notations and Symbols

NOTATION

CPS

DESCRIPTION

Coating Performance Standard (**CPS**) – This 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) SOLAS Regulation Chapter II-1/3-2, Consolidated Edition 2004, amended by IMO Resolution MSC.216(82)
- ii) 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)
- iii) 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
- iv) IACS UI SC223, IACS Unified Interpretation For Application of SOLAS Regulation II-1/3-2 Performance Standard for Protective Coatings(PSPC) for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers, adopted by Resolution MSC.215(82) to vessels other than CSR for Bulk Carriers and Oil Tankers
- v) IACS UR Z17, IACS Procedural Requirements for Service Suppliers
- vi) IACS Common Structural Rules for Bulk Carriers and Oil Tankers (see ABS *Steel Vessel Rules* Part 5B and Part 5A)

The Guide is mandatory for the Common Structural Rules (CSR) 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

Example – ✕ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓔ, ✕ AMS, ✕ ACCU, SH, SHCM, **CPS**...

Common Notations and Symbols

NOTATION

CRC

DESCRIPTION

Crane Register Certificate (**CRC**) – This 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. Alternatively, for vessels changing class to ABS and having a Register issued by a recognized classification society or recognized cargo gear association, suitable evidence of previous design review is to be submitted.

REFERENCES

2-1/1 and 2-2/13 of the *Guide for Lifting Appliances*

REMARKS

Example –  A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), ,  AMS,  ACCU, SH, SHCM, **CRC**...

Common Notations and Symbols

NOTATION

☒ **DPS-0**

DESCRIPTION

The **Dynamic Positioning System** 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 ABS 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, Mobile Offshore 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

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

Example – ☒ A1, Oil Carrier, ⊕, ☒ AMS, ☒ ACCU, ☒ **DPS-0**...

Common Notations and Symbols

NOTATION

☒ **DPS-1**

DESCRIPTION

The **Dynamic Positioning System** 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 ABS 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, Mobile Offshore 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

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

Example – ☒ A1, Oil Carrier, (E), ☒ 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 ABS 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, Mobile Offshore 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

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

Example – ⊠ A1, Oil Carrier, ⊕, ⊠ 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 ABS 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, Mobile Offshore 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

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

Example – ⊠ A1, Oil Carrier, ⊕, ⊠ AMS, ⊠ ACCU, ⊠ **DPS-3**...

Common Notations and Symbols

NOTATION

ENVIRO

ENVIRO+

DESCRIPTION

ENVIRO – This notation is assigned to a vessel complying with the applicable requirements of Annexes I, II, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and associated ABS requirements which influence environmental protection.

ENVIRO+ – This notation will be assigned to a vessel complying with applicable requirements of the **ENVIRO** notation and Annexes I, II, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and the criteria for environmental protection related to design characteristics, management and support systems, sea discharges, and air discharges specified in the *Guide for the Environmental Protection Notation for Vessels*.

These notations supersede the **ES** and **ES2020** notations for vessels contracted for construction after the effective date of the *Guide for the Environmental Protection Notation for Vessels*.

REFERENCES

1/3.1 and 1/3.3 of the *Guide for the Environmental Protection Notation for Vessels*

REMARKS

Example – ☒ A1, Container Carrier, Ⓢ, ☒ AMS, ☒ ACCU, **ENVIRO**...

☒ A1, Container Carrier, Ⓢ, ☒ AMS, ☒ ACCU, **ENVIRO+**...

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

Example – ✕ A1, Oil Carrier, ⊕, ✕ AMS, ✕ ACCU, SH, SHCM, **ESP**...
✕ A1, ⊕, ✕ AMS, ✕ ACCU, SH, SHCM, **ESDC**...

Common Notations and Symbols

NOTATION

FL (*years*)

DESCRIPTION

Fatigue Life (**FL (*years*)**) – This is a notation that denotes a vessel’s design fatigue life is in excess of the minimum fatigue life of 20 years. This 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 Gas Carriers with Independent Tanks in accordance with 1/1.3 of the *ABS Guide for Building and Classing Liquefied Gas Carriers with 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 Gas Carriers with Independent Tanks*

REMARKS

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

Common Notations and Symbols

NOTATION

GP

DESCRIPTION

Green Passport (GP) – This notation is applicable to new and existing ships have had the ship details and Part 1 of the Inventory of their Green Passport prepared and certified to the requirements of this Guide to the satisfaction of the ABS Surveyors in accordance with the ABS *Guide for the Class Notation Green Passport*.

REFERENCES

Subsection 1/4 of the *Guide for the Class Notation Green Passport*

REMARKS

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

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

Example – ✘ A1, Oil Carrier, Ⓢ, ✘ AMS, ✘ ACCU, SH, SHCM, **HAB**...

✘ A1, Oil Carrier, Ⓢ, ✘ AMS, ✘ ACCU, SH, SHCM, **HAB+**...

Common Notations and Symbols

NOTATION

HELIDK

HELIDK(SRF)

DESCRIPTION

HELIDK – This notation is assigned to vessels with a helicopter deck intended for landing with no provision for storage or refueling and complying with Sections 2 and 6 of the *ABS Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*.

HELIDK(SRF) – This notation is assigned to vessels with a helicopter deck and a helicopter facility for storage and/or refueling and complying with Sections 2 through 6 of the *ABS Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*

REMARKS

Example – ✕ A1, Oil Carrier, **HELIDK**, (E), ✕ AMS, ✕ ACCU, SH, SHCM ...

✕ A1, Oil Carrier, **HELIDK(SRF)**, (E), ✕ AMS, ✕ ACCU, SH, SHCM...

Common Notations and Symbols

NOTATION

HIMP

DESCRIPTION

Hull Inspection and Maintenance Program (HIMP) – This notation signifies that the vessel is enrolled in the Hull Inspection and Maintenance Program in accordance with the *ABS Guide for Hull Inspection and Maintenance Program*.

REFERENCES

Subsection 1/1 of the *Guide for Hull Inspection and Maintenance Program*

REMARKS

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

Common Notations and Symbols

NOTATION

HM1

HM1+R

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

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

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

Common Notations and Symbols

NOTATION

HM2

HM2+R

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

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

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

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

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

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

Common Notations and Symbols

NOTATION

Ice Class A0, B0, C0, D0

DESCRIPTION

The ice strengthening notations **Ice Class A0, B0, C0, and D0** are 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

Example – ~~A~~1, Oil Carrier, **Ice Class A0**, , ~~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 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

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

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 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

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

Common Notations and Symbols

NOTATION

Ice Class **PC1, PC2, PC3, PC4, PC5, PC6, PC7**

DESCRIPTION

The ice strengthening notations **Ice Class PC1, PC2, PC3, PC4, PC5, PC6, and PC7** are notations that indicate that the vessel is suitable for navigating independently in ice-infested polar waters in accordance with the applicable requirements of the ABS *Guide for Building and Classing Vessels Intended for Navigation in Polar Waters*. See Section 1, Table 1 of the Guide for guidance in selecting the most suitable ice class for the operational regions and periods, and ice conditions.

REFERENCES

Subsection 1/3 of the *Guide for Building and Classing Vessels Intended for Navigation in Polar Waters*

REMARKS

Example –  A1, Oil Carrier, **Ice Class PC1**,  E,  AMS,  ACCU...

Common Notations and Symbols

NOTATION

LAID UP

DESCRIPTION

This 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 Appendix 6-2-A1, “Guide for Lay-Up and Reactivation of Laid-up Mobile Offshore Drilling Units” of the *ABS MODU Rules*. 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*

Appendix 6-2-A1 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

REMARKS

Example – ☒ A1, Ore or Oil Carrier, ⓔ, ☒ AMS, ☒ ACCU, SH, SHCM, **LAID UP...**
☒ A1, Column Stabilized Drilling Unit, ⓔ, ☒ AMS, **LAID UP...**

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

Example – ✘ A1, Container Carrier, (E), ✘ AMS, ✘ ACCU, **MAN**, SH, SHCM ...

✘ A1, Container Carrier, (E), ✘ AMS, ✘ ACCU, **MAN-A**, SH, SHCM ...

Common Notations and Symbols

NOTATION

MLC-ACCOM

DESCRIPTION

This notation is assigned to a vessel complying with the criteria contained in the *ABS Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements* for crew accommodations and the associated ambient environmental characteristics (i.e., vibration, noise, indoor climate, and lighting).

REFERENCES

Subsection 1/6 of the *Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements*

REMARKS

Example – ✕ A1, Oil Carrier, ⊕, ✕ AMS, ✕ ACCU, SH, SHCM, **MLC-ACCOM...**

Common Notations and Symbols

NOTATION

MOVDK

DESCRIPTION

Movable Deck (MOVDK) – This notation signifies that the vessel's movable deck(s) (platform(s)) are designed and constructed in accordance with the *ABS Guide for the Class Notation Movable Decks (Platforms) for Vehicle Loading (MOVDK)*. This notation is applicable to dry cargo vessels, vehicle carriers, steel barges, high speed craft, and high speed naval craft.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation Movable Decks (Platforms) for Vehicle Loading (MOVDK)*

REMARKS

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

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 ABS survey.

REFERENCES

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

REMARKS

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

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

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 ABS survey.

REFERENCES

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

REMARKS

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

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

Common Notations and Symbols

NOTATION

NIBS

DESCRIPTION

Navigational Integrated Bridge System (**NIBS**) – This notation is assigned to vessels which are fitted with an integrated bridge 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 ABS survey.

REFERENCES

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

REMARKS

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

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

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

Example – A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), **NS**, ,
 AMS, ACCU, SH, SHCM...

Common Notations and Symbols

NOTATION

OMBO

DESCRIPTION

This notation is assigned to seagoing 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

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 ABS 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

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

Common Notations and Symbols

NOTATION

PORT

DESCRIPTION

This 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

1-1-3/29 of the *Rules for Conditions of Classification (Part 1)*

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

REMARKS

Example – ✕ A1, Container Carrier, (E), ✕ AMS, ✕ ACCU, **PORT**, SH, SHCM...

Common Notations and Symbols

NOTATION

POT

DESCRIPTION

Protection of Fuel and Lubricating Oil Tanks (**POT**) –. This notation is assigned to vessels having an aggregate fuel oil capacity of 600 m³ (21,190 ft³) and above with fuel oil and lubricating oil tanks arranged in accordance with the requirements specified in 4-6-4/17.5 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

4-6-4/17.5 of the *ABS Rules for Building and Classing Steel Vessels*.

4-4-4/11.5 of the *ABS Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length*.

REMARKS

Example – ✕ A1, Container Carrier, (E), ✕ AMS, ✕ ACCU, **POT**, SH, SHCM...

Common Notations and Symbols

NOTATION

R1

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

Example – ✕ A1, Container Carrier, (E), ✕ AMS, ✕ ACCU, **R1**, SH, SHCM...

Common Notations and Symbols

NOTATION

R1-S

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

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

Common Notations and Symbols

NOTATION

R2

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

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

Common Notations and Symbols

NOTATION

R2-S

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

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

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

Example – ✕ A1, Container Carrier, ⓔ, ✕ AMS, ✕ ACCU, SH, SHCM, **RCM (PROP)**...
✕ A1, Column Stabilized Drilling Unit, ⓔ, ✕ AMS, **RCM (FIRE)**, **RCM (CDS)**...

Common Notations and Symbols

NOTATION

RES

DESCRIPTION

Residual Strength (RES) – This notation is 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

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

Common Notations and Symbols

NOTATION

RW

DESCRIPTION

The notation **RW** for **Reduced Weight** anchors is a 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

Example – **⊠**A1, Container Carrier, **Ⓔ**, **RW**, **⊠**AMS...

Common Notations and Symbols

NOTATION

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

DESCRIPTION

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 Health and Safety Certification (**HS**) 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

Example – ✕ A1, Oil Carrier, ©, ✕ AMS, ✕ ACCU, SH, SHCM, **HSQE**...

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

Example – , Oil Carrier, , , , SH, SHCM, **SEC**...

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

1-1-3/21 of the *Rules for Conditions of Classification (Part 1)*

REMARKS

Example –  A1, Container Carrier, , , , SH, SHCM, **SFA(30)**...

Common Notations and Symbols

NOTATION

SH, SHCM

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 Gas Carriers with Independent Tanks over 90 m in length. The requirements of these portions of the Rules are collectively referred to as the SafeHull Criteria.

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* and assigned the SafeHull notation **SH**. 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 Gas Carriers with Independent Tanks that have been design in accordance with the *ABS Guide for Building and Classing Liquefied Gas Carriers with Independent Tanks* and assigned the SafeHull notation **SH**.

The notations **SH** and **SHCM** are always used in association with each other.

REFERENCES

1-1-3/25 of the *Rules for Conditions of Classification (Part 1)*

5C-1-1/1.1, 5C-3-1/1.1, 5C-5-1/1.1 and Part 5C, Appendix 1 of the *Rules 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 Gas Carriers with Independent Tanks*

REMARKS

Example –  A1, Container Carrier, , , , **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 ABS based on the requirements in Section 5C-5-4 for container carriers in the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

1-1-4/7.5 of the *Rules for Building and Classing Steel Vessels*

REMARKS

Example –  A1, Container Carrier, , , , **SHR...**

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 Conditions of Classification (Part 1)*

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

REMARKS

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

Section 7-9-19 of the *Rules for Survey After Construction*

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

REMARKS

Example – ✕ A1, Oil Carrier, ⊕, ✕ AMS, ✕ ACCU, SH, SHCM, **TCM**, ESP ...

Common Notations and Symbols

NOTATION

UWILD

DESCRIPTION

UnderWater Inspection in Lieu of Drydocking (**UWILD**) – This notation signifies that the vessel is in compliance with the ABS *Guide for the Class Notation Underwater Inspection in Lieu of Drydocking (UWILD)* and the Owner may request Underwater Inspection as an alternative to Drydocking Inspection. This notation is not applicable to vessels 15 years of age or over and subject to the Enhanced Survey Program (ESP).

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation Underwater Inspection in Lieu of Drydocking (UWILD)*

REMARKS

Example – ✘ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓢ, ✘ AMS, ✘ ACCU, SH, SHCM, ESP, **UWILD**...

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

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

Common Structural Rules for Tankers and Bulk Carriers

NOTATION

CSR, AB-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, AB-CM**.

REFERENCES

1-1-3/23 of the *Rules for Conditions of Classification (Part 1)*

Appendix 5C-A2, “Guide for ABS Construction Monitoring Program” 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*

REMARKS

Example – ✘ A1, Oil Carrier, ⊕, ✘ AMS, ✘ ACCU, **CSR, AB-CM**...

✘ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), ⊕, ✘ AMS,
✘ ACCU, **CSR, AB-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 5B or Part 5C, Chapters 3 or 4 of the *ABS Rules for Building and Classing Steel Vessels*.

REFERENCES

5B-1-1/3, 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

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), , AMS, ACCU, SH, SHCM...

A1, **Bulk Carrier**, BC-B (maximum cargo density: 1.7 tonnes/m³), , AMS, ACCU, CSR, AB-CM...

Bulk Carriers

NOTATION

Bulk Carrier, BC-A (holds X and Y may be empty with maximum cargo density: XX tonnes/m³)

Bulk Carrier, BC-B (maximum cargo density: XX tonnes/m³)

Bulk Carrier, BC-C (maximum cargo density: XX tonnes/m³)

(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)

(maximum cargo density: XX tonnes/m³): A notation added after the above Bulk Carrier **BC-A**, **BC-B** and **BC-C** notations where a bulk carrier has not been designed to carry 3.0 tonnes/m³ (187 lbs/ft³) or higher density cargoes

(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

5B-1-1/3.1 and 5C-3-1/1.1 of the *Rules for Building and Classing Steel Vessels*.

REMARKS

Example – ✕ A1, Bulk Carrier, **BC-A (holds 2, 4, 6 and 8 may be empty with maximum cargo density: 2.50 tonnes/m³)**, Ⓔ, ✕ AMS, ✕ ACCU, SH, SHCM...

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

✕ A1, Bulk Carrier, **BC-B (maximum cargo density: 1.7 tonnes/m³)**, **(no MP)**, Ⓔ, ✕ AMS, ✕ ACCU, CSR, AB-CM...

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

Example – ✕ A1, **Oil or Bulk/Ore (OBO) Carrier**, ©, ✕ 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

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

Example –  A1, **Ore or Oil Carrier**, , , , 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

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

Bulk Carriers

NOTATION

GRAB [XX tonnes]

DESCRIPTION

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

REFERENCES

5B-1-1/3.2 and 5C-3-4/7.3.2(b) of the *Rules for Building and Classing Steel Vessels*

REMARKS

Example – ✘ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓔ, ✘ AMS, ✘ ACCU, SH, SHCM, **GRAB [25 tonnes]**...

✘ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓔ, ✘ AMS, ✘ ACCU, CSR, AB-CM, **GRAB [25]**...

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

Example – ✕ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓢ, ✕ AMS, ✕ ACCU, SH, SHCM, GRAB, **HCS**...

Bulk Carriers

NOTATION

PMA

PMA+

DESCRIPTION

PMA – This 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)).

PMA+ – This 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 the requirements for the **PMA** notation, plus additional ergonomic considerations, such as sizes of openings, clear overhead heights, guardrail heights and stanchion spacing, ladder incline angles, etc.

REFERENCES

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

REMARKS

Example – ☒ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓢ, ☒ AMS, ☒ ACCU, SH, SHCM, **PMA**...

☒ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m³), Ⓢ, ☒ 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

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

Chemical Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

Example – ✘ A1, Chemical Carrier, **BLU**, ⓔ, ✘ AMS, ✘ ACCU ...

Chemical Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

Example – ✕ A1, Chemical Carrier, **SLU**, Ⓢ, ✕ 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

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 of the *Rules for Conditions of Classification (Part 1)*

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

REMARKS

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

Container Carriers

NOTATION

CSC

DESCRIPTION

Container Securing Certificate (**CSC**) – The **CSC** notation signifies that the initial installation of the container securing system has been certified by ABS. 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

Example – ✕ A1, Container Carrier, (E), ✕ AMS, ✕ ACCU, **CSC**, SH, SHCM...

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

Example – ✕ A1, Container Carrier, (E), ✕ AMS, ✕ ACCU, SH, SHCM, **PARR-C1**...

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

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

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

Liquefied Gas Carriers

NOTATION

Liquefied Gas Carrier with 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 Gas Carrier with Independent Tanks** forms part of the classification designation assigned to vessels built in accordance with the ABS *Guide for Building and Classing Liquefied Gas Carriers with Independent Tanks*.

REFERENCES

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

REMARKS

Example – ✕ A1, **Liquefied Gas Carrier with Independent Tanks**, ⓔ, ✕ AMS...

Liquefied Gas Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

Example –  A1, Liquefied Gas Carrier, **BLU**, ,  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

Example – ✘ A1, Liquefied Gas Carrier, ⓔ, ✘ AMS, **DFD**, ✘ ACCU...

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

Example – ✘ A1, Liquefied Gas Carrier, ⓔ, ✘ AMS, **DFGT**, ✘ ACCU...

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

Example – ✘ A1, Liquefied Gas Carrier, Ⓔ, ✘ AMS, **GCU**, ✘ ACCU...

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

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

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

Example – ✕ A1, Liquefied Gas Carrier, Ⓢ, ✕ AMS, **RELIQ**, ✕ ACCU...

Liquefied Gas Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

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

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

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 5A or Part 5C, Chapter 1 or 2 of the ABS *Rules for Building and Classing Steel Vessels*.

REFERENCES

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

REMARKS

Example – ✕ A1, **Oil Carrier**, (E), ✕ AMS, SH, SHCM...

✕ A1, **Oil Carrier**, (E), ✕ AMS, CSR, AB-CM...

Oil Carriers

NOTATION

Oil Carrier, Storage Service

DESCRIPTION

This notation is assigned to a vessel that is classed **Oil Carrier** and operating in oil storage service in accordance with the requirements of Part 7, Appendix, 1 of the ABS *Guide for Building and Classing Floating Production Installations*.

REFERENCES

7-A1/3.3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – **✕ A1, Oil Carrier, Storage Service, ⓔ, ✕ AMS...**

A1, Oil Carrier, Storage Service, ⓔ, AMS...

Oil Carriers

NOTATION

Oil Storage Service

DESCRIPTION

This notation is assigned to a vessel that that has reached its MARPOL phase-out date and will be used in oil storage service in accordance with the requirements of Part 7, Appendix, 1 of the *ABS Guide for Building and Classing Floating Production Installations*.

REFERENCES

7-A1/3.3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – **✕ A1, Oil Storage Service, ⓔ, ✕ AMS...**

A1, Oil Storage Service, ⓔ, AMS...

Oil Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

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

Oil Carriers

NOTATION

CPP

DESCRIPTION

Cargo Piping Protected (**CPP**) – At the request of the Owner, the 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

Example – ✕ A1, Oil Carrier, ⓔ, ✕ AMS, ✕ ACCU, **CPP**...

Oil Carriers

NOTATION

PMA

PMA+

DESCRIPTION

PMA – This 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)).

PMA+ – This 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 the requirements for the PMA notation, plus additional ergonomic considerations, such as sizes of openings, clear overhead heights, guardrail heights and stanchion spacing, ladder incline angles, etc.

REFERENCES

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

REMARKS

Example – ☒ A1, Oil Carrier, Ⓢ, ☒ AMS, SH, SHCM, **PMA**...

☒ A1, Oil Carrier, Ⓢ, ☒ AMS, SH, SHCM, **PMA+**...

Oil Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the *ABS Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

Example – ✕ A1, Oil Carrier, **SLU**, Ⓢ, ✕ AMS ...

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

Example – ✕ A1, Oil Carrier, Ⓢ, ✕ AMS, ✕ ACCU, **VEC**...

✕ A1, Oil Carrier, Ⓢ, ✕ AMS, ✕ ACCU, **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

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

Example – ✘ A1, Passenger Vessel, (E), ✘ AMS, ✘ ACCU, **COMF**...

✘ A1, Passenger Vessel, (E), ✘ AMS, ✘ ACCU, **COMF+**...

Refrigerated Cargo Carriers

NOTATION

☒ IRCC

DESCRIPTION

The Integral Refrigerated Container Carrier 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

Example – ☒ A1, ☒ RCC, Ⓢ, ☒ AMS, ☒ IRCC...

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

Example – ☒ A1, ☒ (E), ☒ AMS, ☒ RC(Hold Nos. 5 & 6)...

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

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

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

Example – ☒ A1, ☒ E, ☒ AMS, ☒ ACCU, ☒ RFC...

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 ABS survey; 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

Example – , , , , **RMC**...

Refrigerated Cargo Carriers

NOTATION

☒ **APLUS**

DESCRIPTION

The Automatic Pallet Loading/Unloading System 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

Example – ☒ A1, ☒ (E), ☒ AMS, ☒ **APLUS**...

Refrigerated Cargo Carriers

NOTATION

☒ ASLS, or

☒ SASLS

DESCRIPTION

The Automatic Side Loading pallet handling System 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 Semi-Automatic Side Loading pallet handling System 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

Example – ☒ A1, ☒ AMS, ☒ ASLS... or

☒ A1, ☒ AMS, ☒ SASLS...

Refrigerated Cargo Carriers

NOTATION

☒ CA

DESCRIPTION

The Controlled Atmosphere 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

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

Refrigerated Cargo Carriers

NOTATION

☒ CA (INST)

DESCRIPTION

The Controlled Atmosphere (**Installation**) 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

Example – ☒ A1, ☒ E, ☒ AMS, ☒ CA (INST)...

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

Example –  A1, ,  AMS, **(F)**...

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

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

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

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

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

Steel Vessels < 90 m (295 ft)

NOTATION

(Operational Area) Domestic Service

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

Example – **A1 U.S. Domestic Service, (E), AMS...**

Steel Vessels < 90 m (295 ft)

NOTATION

Escort Vessel

Escort Vessel (*dual purpose*)

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 (*dual purpose*) – 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* as well as requirements in applicable sections of the Rules for the dual purpose notation.

REFERENCES

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

REMARKS

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

✕ A1, **Escort Vessel (Fire Fighting Vessel 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

Example – ⚡ A1, Towing Vessel **(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 four (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

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

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

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

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

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

(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

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

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 – A 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

Example – ⌘ A1, **Safety Standby Service**, **GR A – (320)**, Ⓢ, ⌘ 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)) – A 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) – A 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

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 1-1-2/3 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 notations in accordance with 1-1-2/3 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

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

Steel Vessels < 90 m (295 ft)

NOTATION

HAB(WB)

HAB+(WB)

DESCRIPTION

HAB(WB) – This notation is assigned to vessel (offshore support vessels, tug boats, tow boats, dredges, research vessels, or special purpose vessels, etc.), 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 Workboats*.

HAB+(WB) – This notation is assigned to vessels (offshore support vessels, tug boats, tow boats, dredges, research vessels, or special purpose vessels, etc.) 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 Workboats*.

REFERENCES

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

REMARKS

Example –  **A1, Towing Vessel**, , , **HAB(WB)**...

 **A1, Offshore Support Vessel**, , , **HAB+(WB)**...

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

Example – ⚡ A1, Towing Vessel Ⓢ, ⚡ AMS, RB...

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

Example – **✕ A1, HSC, ⊕, ✕ 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

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

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

High Speed Craft

NOTATION

HSC (*special purpose*)

DESCRIPTION

This notation is assigned to special purpose craft, which have been built to the satisfaction of the ABS Surveyors 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

Example – **⊠ A1, HSC Government Service, ⊠ 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

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

 A1, HSC, , **SHHP**,  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

Example – , HSC, , , **SH-DLA**...

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

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

Example – ✕ A1, HSC Coastal 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

Example – ✕ A1, HSC Naval Craft, ✕ AMS, **SH-DLA**...

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

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

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

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

Yachting Service

NOTATION

COMF(Y)

COMF+(Y)

DESCRIPTION

COMF(Y) is a notation assigned to a yacht complying with the minimum criteria for Owner/guest accommodations and the ambient environment (i.e., vibration, noise, indoor climate and lighting). This notation is assigned to yachts built in accordance with the requirements of the ABS *Guide for the Class Notation Comfort – Yacht (COMF(Y)) And Comfort Plus – Yacht (COMF+(Y))*.

COMF+(Y) is a notation assigned to a yacht complying with the minimum criteria for Owner/guest 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 yachts built in accordance with the requirements of the ABS *Guide for the Class Notation Comfort – Yacht (COMF(Y)) And Comfort Plus – Yacht (COMF+(Y))*.

REFERENCES

Subsection 1/9 of the *Guide for the Class Notation Comfort – Yacht (COMF(Y)) and Comfort Plus – Yacht (COMF+(Y))*

REMARKS

Example –  A1, Yachting Service,  AMS, **COMF(Y)**...

 A1, Yachting Service,  AMS, **COMF+(Y)**...

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

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

REMARKS

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

1-1-2/3.7 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

1-1-2/3.5 of the *Rules for Building and Classing Steel Barges*

REMARKS

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 1-1-2/3.5 and 1-1-2/3.7 of the Rules.

REFERENCES

1-1-2/3.17 of the *Rules for Building and Classing Steel Barges*

REMARKS

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 1-1-2/3.5 and 1-1-2/3.7 of the Rules.

REFERENCES

1-1-2/3.19 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

1-1-2/3.13 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

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

1-1-2/3.9 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

1-1-2/3.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

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 1-1-2/3.5 and 1-1-2/3.7 of the Rules.

REFERENCES

1-1-2/3.21 of the *Rules for Building and Classing Steel Barges*

REMARKS

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 1-1-2/3.5 and 1-1-2/3.7 of the Rules.

REFERENCES

1-1-2/3.23 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

1-1-2/3.15 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

1-1-2/3.11 of the *Rules for Building and Classing Steel Barges*

REMARKS

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

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

☒ A1, **Hotel Barge**...

Barges – Ocean Services

NOTATION

VEC

VEC-L

DESCRIPTION

Vapor Emission Control (**VEC**) – The notation **VEC** is assigned to indicate that an Oil Tank Barge or Fuel Oil Tank Barge is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5-2-3/7 of the *ABS Rules for Building and Classing Steel Barges* for this notation

Vapor Emission Control-Lightering (**VEC-L**) – The notation **VEC-L** is assigned to indicate that an Oil Tank Barge or Fuel Oil Tank Barge 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 5-2-3/7.21 of the *ABS Rules for Building and Classing Steel Barges* for this notation.

REFERENCES

5-2-3/7.1 of the *Rules for Building and Classing Steel Barges*

REMARKS

Example – ✘ A1, Oil Tank Barge, Ⓢ, **VEC**...

✘ A1, Oil Tank Barge, Ⓢ, **VEC-L**...

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

Towing Vessel, River Service, etc.

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

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

REMARKS

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

Rivers and Intracoastal Services

NOTATION

Berthed Passenger Vessel, River Service

DESCRIPTION

This notation is assigned to passenger vessels not intended for temporary mooring, in compliance with 3-5-1/1.3 of the *ABS Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*.

REFERENCES

3-5-1/1.3 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

REMARKS

Example –  A1, **Berthed Passenger Vessel, River Service**,  AMS... or

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

1-1-2/1 of the *Rules for Building and Classing Steel Floating Dry Docks*

REMARKS

Example –  A1, Floating Dry Dock...

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

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

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

Underwater Vehicles and Systems

NOTATION

Diving Bell

Submersible

Passenger 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

1/3.1 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Example – ✘ A1, **Diving Bell...**
✘ A1, **Submersible...**
✘ A1, **Passenger 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 (UWVS Rules)*, and all other components are certified by ABS and are in full compliance with the *UWVS Rules*.

REFERENCES

1/3.3 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Example – **⊠ A1, Diving System...**

⊠ A1, Underwater Complex...

Underwater Vehicles and Systems

NOTATION

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

Example – **Dive Control Station...**
 Handling System...
 Remote Operated Vehicle...

Offshore Services

NOTATION

Accommodation Service

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended for the accommodation of more than 36 persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew. It denotes accommodation units designed and built in accordance with the ABS *Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-1/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example –  A1, Column-Stabilized Unit, **Accommodation Service...**

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 ABS survey in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.5.2 of the *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

REMARKS

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

Offshore Services

NOTATION

Cable Laying Service

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended for subsea cable installation. It denotes cable laying units designed and built in accordance with the ABS *Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-5/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example –  A1, Column-Stabilized Unit, **Cable Laying Service...**

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 ABS survey in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.3 of the *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

REMARKS

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

Offshore Services

NOTATION

Column-Stabilized Unit

DESCRIPTION

This notation is assigned to a mobile offshore structure capable of engaging in offshore operations other than drilling, production, storage, or handling of hydrocarbons 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 ABS survey in accordance with the *ABS Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

1-2/1.3 and 2-1/5.3 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

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

Offshore Services

NOTATION

Construction and Maintenance Service

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended for construction and maintenance activities in support of offshore mineral exploration and production operations. It denotes construction and maintenance units designed and built in accordance with the ABS *Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-3/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example –  A1, Self-Elevating Unit, **Construction and Maintenance Service...**

Offshore Services

NOTATION

Crane Service

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended for the lifting of heavy loads in oil drilling and production operations, offshore construction and/or salvage operations, with a lifting capacity of 160 metric tons and above. It denotes crane units designed and built in accordance with the ABS *Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-2/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example – **A1**, Column-Stabilized Unit, **Crane Service...**

Offshore Services

NOTATION

Drilling Tender

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended as support to an offshore drilling platform. It may contain the power supply, circulating pumps (connected to the platform by hoses) and storage tanks, drill pipe racks, casing, cement, storage space, living quarters and generally, helicopter landing platform. It denotes drilling tenders designed and built in accordance with the ABS *Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-4/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example – ✕ A1, Self-Elevating Unit, **Drilling Tender...**

Offshore Services

NOTATION

Drillship

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 ABS survey 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 Conditions of Classification – Offshore Units and Structures (Part 1)*

REMARKS

Example – **A1, Drillship, AMS...**

Offshore Services

NOTATION

Floating Offshore Installation (*hull type*)

DESCRIPTION

This notation is assigned where an installation is fitted with production facilities, but classification of the production facilities is not desired, and certain systems and equipment for the production facilities are to be in compliance with 4-1-1/3 of the *ABS Guide for Building and Classing Floating Production Installations*. The installation will be classed and distinguished in the *Record* by the symbol **⊠ A1** followed by the notation **Floating Offshore Installation (*hull type*)**, provided the installation and position mooring system comply with the applicable requirements and the topside structures and modules comply with Section 5A-1-5, 5B-1-2/1.3, 5B-3-3/5.3, 5B-2-3/5.1 or 5B-2-3/5.3 of the *ABS Guide for Building and Classing Floating Production Installations*, as appropriate. The shipboard systems, including the electrical system circuit protection for the production facilities and production fire fighting equipment, are to be reviewed by ABS for the classification of the installation.

REFERENCES

1-1-2/3.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – **⊠ A1, Floating Offshore Installation (TLP)...**

Offshore Services

NOTATION

Floating Production, Storage and Offloading System (*hull type*)

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 covers the following components:

- i) *Installation*, including hull structure, equipment, and marine machinery under the above notation, 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*.

The service notation will be appended by one of the following **(Ship-Type)**, **(Column-Stabilized)**, **(TLP)**, or **(SPAR)** to indicate the hull type. The hull structural configurations of these installations are described in Section 3-1-2 of 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*

1-1-2/3.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – ✕ A1, **Floating Production, Storage and Offloading System (Ship-Type)**, ✕ AMS...

Offshore Services

NOTATION

Floating Production (and Offloading) System (*hull type*)

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 covers the following components:

- i) *Installation*, 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*.

The service notation will be appended by one of the following **(Ship-Type)**, **(Column-Stabilized)**, **(TLP)**, or **(SPAR)** to indicate the hull type. The hull structural configurations of these installations are described in Section 3-1-2 of 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*
1-1-2/3.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – ✕ A1, **Floating Production, (and Offloading) System (Column-Stabilized)**...

Offshore Services

NOTATION

Floating Storage and Offloading System (*hull type*)

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 covers 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*.

The service notation will be appended by one of the following **(Ship-Type)**, **(Column-Stabilized)**, **(TLP)**, or **(SPAR)** to indicate the hull type. The hull structural configurations of these installations are described in Section 3-1-2 of 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*
- 1-1-2/3.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example –  A1, **Floating Storage and Offloading System (Ship-Type)**...

Offshore Services

NOTATION

(Ship-Type)

(Column-Stabilized)

(TLP)

(SPAR)

DESCRIPTION

These notations are appended to the service notations **Floating Production, Storage and Offloading System**, **Floating Production (and Offloading) System**, and **Floating Storage and Offloading System** to indicate the hull type. They are defined as follows:

(Ship-Type) – Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.

(Column-Stabilized) – Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.

(TLP) – Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.

(SPAR) – Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

REFERENCES

1-1-2/3.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – ✕ A1, Floating Production, Storage and Offloading System (**Column-Stabilized**),
✕ AMS...

Offshore Services

NOTATION

Liftboat

DESCRIPTION

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

REFERENCES

1-1-2/1 of the *Guide for Building and Classing Liftboats*

REMARKS

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 ABS Surveyors, 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 ABS Surveyors, to the requirements as contained in the *ABS Guide for Building and Classing Facilities on Offshore Installations*, the *ABS Guide for Building and Classing Subsea Pipeline Systems* and/or the *ABS Guide for Building and Classing Subsea 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

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

Offshore Services

NOTATION

Pipe Laying Service

DESCRIPTION

This notation is to be assigned to a mobile offshore unit primarily intended for subsea pipeline installation. It denotes pipe laying units designed and built in accordance with the *ABS Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

7-5/1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example –  A1, Column-Stabilized Unit, **Pipe Laying Service...**

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 ABS survey in accordance with the *ABS Rules for Building and Classing Mobile Offshore Drilling Units*.

REFERENCES

1-1-3/1.1 of the *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

REMARKS

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

Offshore Services

NOTATION

Self-Elevating Unit

DESCRIPTION

This notation is assigned to units capable of engaging in offshore operations other than drilling, production, storage, or handling of hydrocarbons 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 ABS survey in accordance with the *ABS Guide for Building and Classing Mobile Offshore Units*.

REFERENCES

1-2/1.1 and 2-1/5.1 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example – **⌘ A1, Self-Elevating Unit...**

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

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

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).

The Maltese Cross ☒ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under ABS survey.

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

Example – ☒ A1, Floating Production, Storage & Offloading System (Ship-Type), ☒ AMCC... or
☒ A1, Floating Production, Storage & Offloading System (Ship-Type), ☒ 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 ABS survey.

REFERENCES

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

REMARKS

Example – ☒ A1, Self Elevating Drilling Unit, ☒ CDS... or
☒ A1, Self Elevating Drilling Unit, CDS...

Offshore Services

NOTATION

☒ CDS (N)

DESCRIPTION

This notation is assigned drilling systems and equipment that comply with the ABS *Guide for the Certification of Drilling Systems* and the additional requirements for operation on the Norwegian Continental Shelf contained in the ABS *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*.

REFERENCES

3-1/3 of the *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*

REMARKS

Example – ☒ A1, Self Elevating Drilling Unit, ☒ CDS (N)...

Offshore Services

NOTATION

(CI)

DESCRIPTION

This notation is assigned to an existing vessel converted to an FPI, and classed under the provisions of Section 5A-2-1 of the *Guide for Building and Classing Floating Production Installations*: If the existing vessel being converted is currently in ABS class with **✕**, then the **✕** would be maintained for the converted FPI.

REFERENCES

1-1-2/3.3 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – **✕** A1, Floating Production, Storage and Offloading System (Ship-Type) **(CI)**, **✕** AMS...

Offshore Services

NOTATION

(Disconnectable)

(Disconnectable-R (from *site* to *designated port*))

DESCRIPTION

(Disconnectable) – 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.

(Disconnectable-R (from *site* to *designated port*)) – This notation, together with **⊠ AMS** (or **AMS**), is assigned to a Disconnectable floating installation system that is restricted to a specific service area in proximity to its operating site location. Reduced design load parameters may be applied with an appropriate limited area of disconnected service notation **Disconnectable-R (from *site* to *designated port*)**, where permitted by local authorities or regulations.

REFERENCES

1-1-2/5.1 of the *Guide for Building and Classing Floating Production Installations*

3-2-3/3.5 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – **⊠ A1**, Floating Production, Storage and Offloading System (Ship-Type) **(Disconnectable)**, **⊠ AMS**...

Offshore Services

NOTATION

DLA

DLA (S design return period) site definition

DESCRIPTION

Dynamic Loading Approach (DLA) – This notation is assigned to installations where the hull structure has been built to plans reviewed in accordance with the procedure and criteria in the *ABS Guidance Notes on “SafeHull-Dynamic Loading Approach” for Floating Production, Storage and Offloading (FPSO) Systems* for calculating and evaluating the behavior of hull structures under dynamic loading conditions, in addition to compliance with other requirements of the Rules.

DLA (S design return period) site definition – The basic notation **DLA** is applied when the hydrodynamic loads have been determined using the wave environment of the North Atlantic as if the installation is a trading vessel with a 20- to 25-year service life. If the wave environment of the intended site is used during the analysis, the notation will include an **S** qualifier, followed by the design return period and the definition of the site. For example, if the 100-year return period was used, the following may apply: **DLA (S100) Brazil Marlim Field**. Transit conditions to the intended site are also to be included in the DLA evaluation.

REFERENCES

1-1-2/5.7 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example –  A1, Floating Production, Storage and Offloading System (Ship-Type),  AMS, **DLA...**

Example –  A1, Floating Production, Storage and Offloading System (Ship-Type),  AMS, **DLA (S100) Brazil Marlim Field...**

Offshore Services

NOTATION

ENVIRO-OS

ENVIRO-OS+

DESCRIPTION

ENVIRO-OS – This notation is assigned to an offshore unit, floating installation, or liftboat complying with the applicable requirements of Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and associated ABS requirements which influence environmental protection.

ENVIRO-OS+ – This notation will be assigned to an offshore unit, floating installation, or liftboat complying with applicable requirements of the **ENVIRO-OS** notation and Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and the criteria for environmental protection related to design characteristics, management and support systems, sea discharges, and air discharges specified in the *Guide for the Environmental Protection Notation for Offshore Units, Floating Installations, and Liftboats*.

REFERENCES

1/3.1 and 1/3.3 of the *Guide for the Environmental Protection Notation for Offshore Units, Floating Installations, and Liftboats*

REMARKS

Example – ✕ A1, Liftboat, (E), ✕ AMS, ✕ ACCU, **ENVIRO-OS**...

✕ A1, Column-Stabilized Drilling Unit, (E), ✕ AMS, ✕ ACCU, **ENVIRO-OS+**...

Offshore Services

NOTATION

FL(number of years) in (site of installation)

DESCRIPTION

Fatigue Life (**FL(number of years)**) – This is a notation that denotes an installation’s fatigue criteria are meant to provide a minimum design fatigue life of 20 years for a new build, ship-shaped FPI (i.e., FPSO, FPS or FSO) hull structure with the class notation **FL(number of years)**. The (**number of years**) refers to the fatigue life equal to 20 years or more (in 5-year increments), as specified by the applicant. Where an installation’s design calls for a fatigue life in excess of the minimum design fatigue life of 20 years, the excess design fatigue life is to be verified to be in compliance with the criteria in Appendix 5A-3-A2 of the *ABS Guide for Building and Classing Floating Production Installations*. Only one design fatigue life value is published for the entire structural system. Where differing design fatigue life values are intended for different structural elements within the installation, the (**number of years**) refers to the least of the varying target lives. The “design fatigue life” refers to the target value set by the applicant, not the value calculated in the analysis.

The **FL(number of years)** notation will be followed by the specific site of the installation. The fatigue life will be identified in the *Record* by the notation **FL(number of years) in (site of installation)**; for example, **FL(30) in Brazil Santos Basin** if the minimum design fatigue life assessed is 30 years.

REFERENCES

1-1-2/5.10.1 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example –  A1, Floating Production, Storage and Offloading System (Ship-Type), **FL(30) in Brazil Santos Basin**,  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

Example – ✘ A1, Column Stabilized Drilling Unit, (M), ✘ AMS, **HAB**...
✘ A1, Column Stabilized Drilling Unit, (M), ✘ AMS, **HAB+**...

Offshore Services

NOTATION

☒ IMP-EXP

☒ IMP

☒ EXP

DESCRIPTION

☒ **IMP-EXP** – This notation is assigned to an installation where the import and export systems are built in full compliance with the requirements of Part 4, Chapter 2 of the *ABS Guide for Building and Classing Floating Production Installations*.

☒ **IMP** or ☒ **EXP** – One of these notations is assigned to an installation when only the import system or the export system, respectively, is built in full compliance with the requirements of Part 4 Chapter 2 of the *ABS Guide for Building and Classing Floating Production Installations*.

REFERENCES

1-1-2/5.5 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – ☒ A1, Floating Production, Storage and Offloading System (Column-Stabilized),
☒ AMS, ☒ **IMP-EXP**...

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

1-1-3/1.11 of the *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

3-4-1/5 and 3-4-1/7 of the *Rules for Building and Classing Mobile Offshore Drilling Units*

1-2/9.1 and 1-2/9.3 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

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

⊠ A1, Column Stabilized Drilling Unit, Ⓟ...

Offshore Services

NOTATION

(N)

DESCRIPTION

This notation is assigned to a mobile offshore unit, operating on the Norwegian Continental Shelf (NCS), that has been designed, constructed, installed and surveyed in compliance with the *ABS Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*.

REFERENCES

1-1/3.1 of the *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*

REMARKS

Example – ✕ A1, Column-Stabilized Drilling Unit (N)...

Offshore Services

NOTATION

Restricted Service

DESCRIPTION

This notation is assigned to an offshore unit which is not designed to meet the full criteria for unrestricted service.

REFERENCES

1-1-3/5 of the *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*

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

1-1-2/5 of the *Guide for Building and Classing Liftboats*

1-2/3 of the *Guide for Building and Classing Mobile Offshore Units*

REMARKS

Example – **⊠ A1, Column-Stabilized Drilling Unit, Restricted Service...**

Offshore Services

NOTATION

RFL(number of years), Year in site of installation

DESCRIPTION

Remaining Fatigue Life (**RFL**) – This notation is assigned to an existing vessel that is converted to an FPSO, FPS or FSO in the process referred to as an FPI vessel conversion, and the FPSO, FPS or FSO is classed under the provisions of Section 5A-2-1 of the *ABS Guide for Building and Classing Floating Production Installations*, the expected minimum remaining fatigue life of the structure is to be assessed according to Section 5A-2-3 and documented by recording its value in the *Record*. The **RFL** notation will be followed by the value of the expected minimum remaining fatigue life in years, the year of maturation of fatigue life and the specific site of installation. For example, **RFL(15), 2018 in Gulf of Mexico** indicates that the expected minimum remaining fatigue life of the structure is 15 years, which will be reached in the year 2018 for conditions anticipated in Gulf of Mexico. The **RFL(number of years), Year in (site of installation)** notation as applied to an FPI vessel conversion is mandatory.

REFERENCES

1-1-2/5.10.2 of the *Guide for Building and Classing Floating Production Installations*

REMARKS

Example – ✕ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI), **RFL(15), 2018 in Gulf of Mexico**, ✕ AMS...

Offshore Services

NOTATION

SFA(years)

DESCRIPTION

Spectral Fatigue Analysis (**SFA**) – This notation is assigned to vessels where Spectral Fatigue Analysis is performed in accordance with criteria established in Part 5A, Chapter 1 of this Guide and the *ABS Guide for the Fatigue Assessment of Offshore Structures*. If the design fatigue life is greater than the minimum required 20 years, the notation **SFA** will be followed by the design fatigue life in years (in 5-year increments), e.g., **SFA (30)**.

REFERENCES

1-1-2/5.11 of the *Guide for Building and Classing Floating and Production Installations*

REMARKS

Example –  A1, Floating Production, Storage and Offloading System (Ship-Type),  AMS, **SFA(30)**...

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 ABS Surveyors 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

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, and 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

WT-READY

WT-TEMP

Well Test Service

DESCRIPTION

WT-READY – This notation is assigned to vessels or MODUs designed to be “well test ready” that comply with Section 2 of the *ABS Guide for Well Test Systems*.

WT-TEMP – This notation is assigned to vessels or MODUs with temporary well test systems that comply with the requirements of Section 3 of the *ABS Guide for Well Test Systems*. Vessels or MODUs with temporary well test systems installed on board and not assigned with notation **WT-TEMP** are to comply with the minimum mandatory requirements of Subsection 3/19 of the Guide. In this case, no class notation related to well testing systems will be assigned to the vessel or MODU.

Well Test Service – This notation is assigned to Vessels or MODUs fitted with permanent well test systems that comply with Section 4 of the *ABS Guide for Well Test Systems*. This notation is mandatory.

REFERENCES

1/7 of the *Guide for Well Test Systems*

REMARKS

Example –  A1, Column-Stabilized Drilling Unit, **WT-READY**...
 A1, Self-Elevating Drilling Unit, **WT-TEMP**...
 A1, Drillship,  AMS, **Well Test Service**...