



## TECHNICAL INFORMATION

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1. Please be informed that the “KR Notation Guide 2017” including the typical example notation for each ship type and the relevant rule reference, etc. has been developed for internal/external customer’s better understanding and practical use of KR’s class notations as attached.

Attachment: KR Notation Guide 2017 --- 1 copy. <The End>

Kim Chang-wook   
Executive Vice President of Technical Division

Distributions: KR surveyors, Ship owners, Other relevant parties.

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**2017**

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# **Notation Guide**

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# CONTENTS

CHAPTER 1 GENERAL .....	1
CHAPTER 2	
2-1 SHIP TYPE – SPECIAL FEATURE NOTATIONS .....	5
1. Oil Tanker .....	6
2-1. Liquefied Gas Carrier .....	11
2-2. Compressed Natural Gas Carrier .....	20
3-1. Chemical Tanker .....	24
3-2. NLS Tanker .....	31
4. Oil/Chemical Tanker .....	34
5. Bulk Carrier .....	43
6. Cargo Ship .....	51
7. Ore Carrier .....	55
8-1. Ore/Oil Carrier .....	58
8-2. Ore/Chemical Carrier .....	63
9. Oil/Bulk/Ore Carrier .....	71
10. RoRo Ship .....	78
11. Container Ship .....	82
12. Fishing Vessel .....	85
13. Fish Carrier .....	89
14. Passenger Ship .....	92
15-1. Tug Boat .....	99
15-2. Pusher .....	103
16. Work Vessel .....	106
17. Special Purpose Ship .....	110
18. Barge .....	115
19. Dredger .....	121
20. Special Purpose Submersible .....	124
21. Fixed Offshore Structure .....	130
22. Mobile Offshore Unit .....	134
23. Mobile Offshore Drilling Unit .....	139
24. Floating Production, Storage and Offloading Unit .....	143
25-1. Floating LNG Storage and Regasification Unit .....	150
25-2. Floating LNG Production, Storage and Offloading Unit .....	154
26. Offshore Support Vessel .....	158
27-1. Floating Dock .....	163
27-2. Dock Gate .....	165
27-3. Launching Skid Barge .....	167
28. Refrigerated Cargo Carrier .....	169
29. Single Point Mooring .....	171
30. Floating Structure .....	175

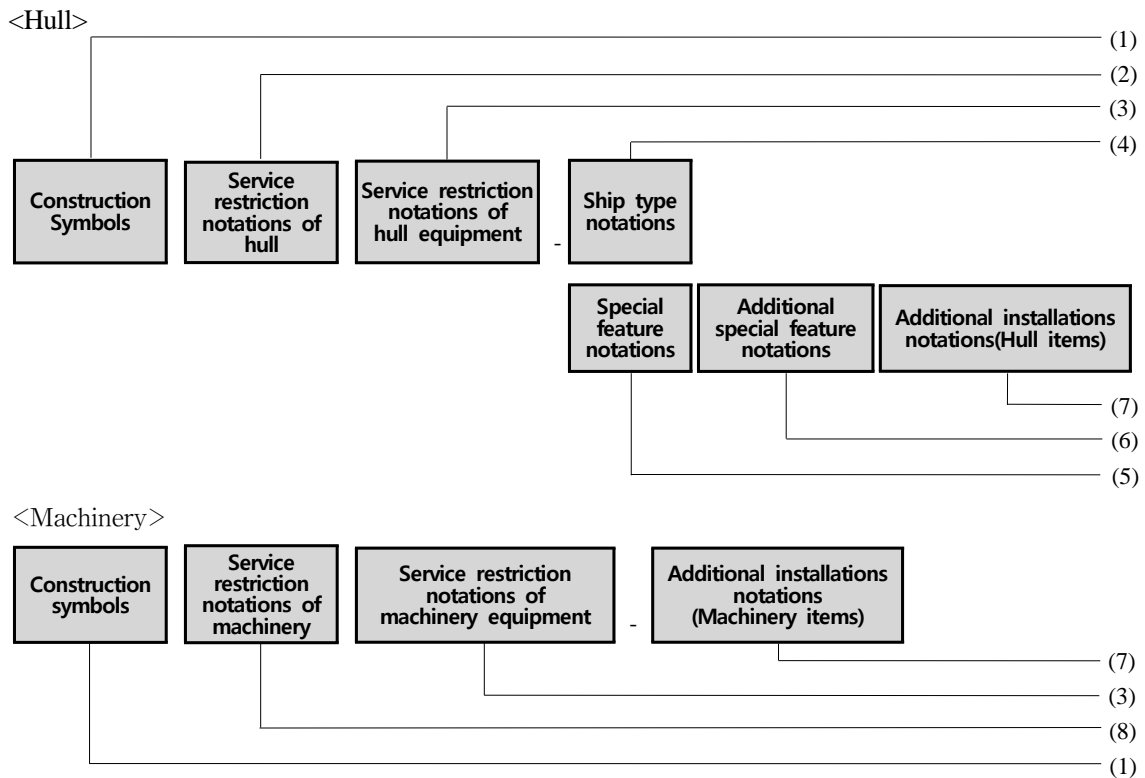
2-2 Remarks of SHIP TYPE – SPECIAL FEATURE NOTATIONS .....	178
CHAPTER 3 ADDITIONAL SPECIAL FEATURE NOTATIONS .....	190
CHAPTER 4 ADDITIONAL INSTALLATION NOTATIONS .....	194

# CHAPTER 1 GENERAL

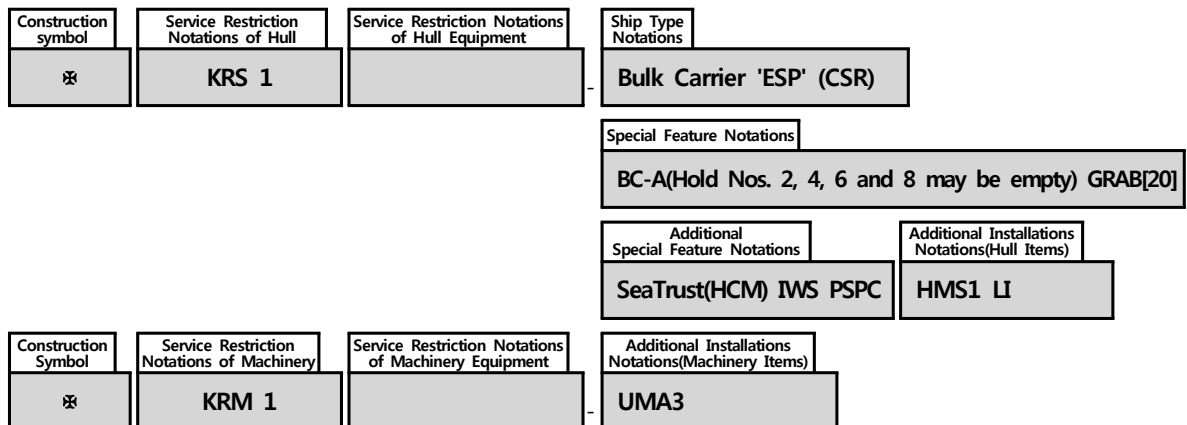
1. Ships built and surveyed for the classification in accordance with the Rules of the Society or in accordance with requirements deemed to be equivalent to the Rules by the Society will be assigned a class and registered in the Register of Ships.

## 2. Class Notation Configuration

The class will be distinguished by the class notations and the typical arrangement of class notations will consist of the following structure.



Example)



## (1) Construction Symbols

The Construction Symbols assigned to the ships according to the distinction of Classification Survey are to be in accordance with the followings:

- ✘ : For ships built under the supervision of the Society.
- No symbol : For ships considered to be fit as the result of surveys by the Surveyor after construction with the exception of the above mentioned construction symbols

## (2) Service Restriction Notations of Hull

The following Service Restriction Notations will be assigned for ships with hull construction and strength found to be in compliance with the Rules:

(refer to the **Guidance Pt 1 Ch 1 201. 4** for the reduced requirements according to the restricted service area)

**KRS 1** : For ships unrestricted in service area

**KRS 0** : For ships restricted in service area

## (3) Service Restriction Notation of Hull Equipment or Machinery Equipment

The following Service Restriction Notations will be assigned for ships with hull equipment or machinery equipment found to be in compliance with the Rules:

(refer to the **Guidance Pt 1 Ch 1 201. 4** for the reduced requirements according to the restricted service area)

No symbol : For ships unrestricted in service area

**C** : For ships approved with the condition of coastal service

**S** : For ships approved with the condition of smooth water service

## (4) Ship Type Notations

The Ship Type Notations such as **Oil Tanker 'ESP'(FBC), Bulk Carrier 'ESP', Cargo Ship, Passenger Ship, Tug Boat, Barge**, etc. will be assigned to indicate the type of the ship. (refer **Ch 2**)

## (5) Special Feature Notations

The Special Feature Notations will be appended to the Ship Type Notations if applicable for the relevant Ship Type Notation. These Special Feature Notations could consist of the hull structure and the cargo tank type fitted for the kind and nature of cargoes, cargo loading condition, design temperature, design pressure, the apparent specific gravity of cargoes, etc. (refer **Ch 2**)

## (6) Additional Special Feature Notations

When the additional special features are complying with the relevant requirements, the Additional Special Feature Notations will be appended to the Special Feature Notations. The Additional Special Feature Notations are to be located under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items. (refer **Ch 3**)

## (7) Additional Installations Notations

When the additional installations are complying with the relevant requirements, the Additional Installations Notations may be appended. The hull items such as **HMS, HMS1, LG, PA, LI, EQ-SPM, PKS, SUR, BOU, SAT** will be appended at the end of hull side notations and the machinery items such as **UMA, UMA1, UMA2, UMA3, CMA, PMS, DPS(0), DPS(1), DPS(2), DPS(3), NBS, NBS1, NBS2, HVSC, HVSC-Partial, IGS, COW, RMC, ns-NH3, GCU, Reliquefaction, DFDE, Drilling System** will be appended at the end of machinery side notations. (refer **Ch 4**)

(8) Service Restriction Notations of Machinery

The following Service Restriction Notations will be assigned for ships, which have main propulsion machinery, with machinery and electrical installations found to be in compliance with the Rules:

(refer to the **Guidance Pt 1 Ch 1 201. 4** for the reduced requirements according to the restricted service area)

**KRM 1** : For ships unrestricted in service area.

**KRM 0** : For ships restricted in service area.

3. The class notations of large yachts classed with the Society are to be in accordance with the requirements specified in **Pt 1, Ch 1, 103.** of the **Guidance for Large Yachts** and the class notations of recreational crafts classed with the Society are to be in accordance with the requirements specified in **Ch 1, 103.** of the **Guidance for Recreational Crafts.**



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**(NOTES)** 1. Unless otherwise specified elsewhere, the "Rules" means the Society's "Rules for the Classification of Steel Ships" and the "Guidance" means the Society's "Guidance Relating to the Rules for the Classification of Steel Ships".

2. This Notation Guide is made based on the KR Technical Rules which are effective on or after 1 July 2017.

## CHAPTER 2

### 2-1 SHIP TYPE - SPECIAL FEATURE NOTATIONS

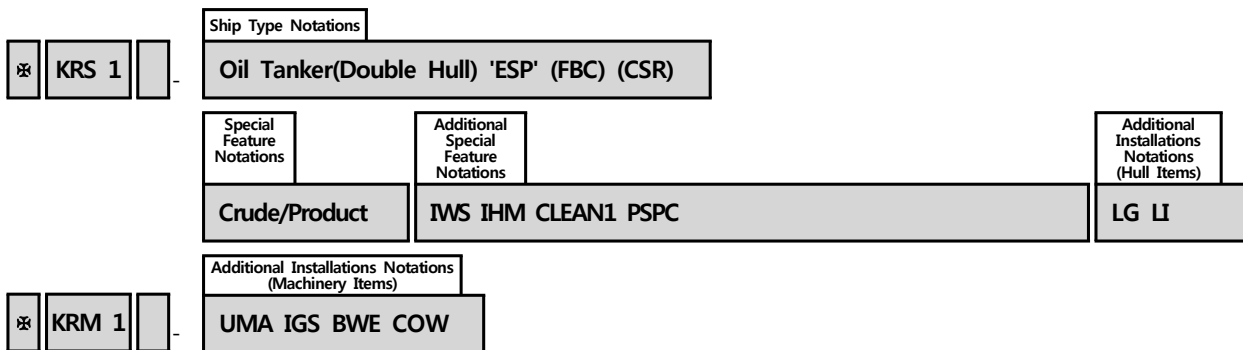
No. (Guidance Pt 1)	Ship Type Notations	Page
1	<b>Oil Tanker</b>	6
2-1	<b>Liquefied Gas Carrier</b>	11
2-2	<b>Compressed Natural Gas Carrier</b>	20
3-1	<b>Chemical Tanker</b>	24
3-2	<b>NLS Tanker</b>	31
4	<b>Oil/Chemical Tanker</b>	34
5	<b>Bulk Carrier</b>	43
6	<b>Cargo Ship</b>	51
7	<b>Ore Carrier</b>	55
8-1	<b>Ore/Oil Carrier</b>	58
8-2	<b>Ore/Chemical Carrier</b>	63
9	<b>Oil/Bulk/Ore Carrier</b>	71
10	<b>RoRo Ship</b>	78
11	<b>Container Ship</b>	82
12	<b>Fishing Vessel</b>	85
13	<b>Fish Carrier</b>	89
14	<b>Passenger Ship</b>	92
15-1	<b>Tug Boat</b>	99
15-2	<b>Pusher</b>	103
16	<b>Work Vessel</b>	106
17	<b>Special Purpose Ship</b>	110
18	<b>Barge</b>	115
19	<b>Dredger</b>	121
20	<b>Special Purpose Submersible</b>	124
21	<b>Fixed Offshore Structure</b>	130
22	<b>Mobile Offshore Unit</b>	134
23	<b>Mobile Offshore Drilling Unit</b>	139
24-1	<b>Floating Production, Storage and Offloading Unit</b>	143
24-2	<b>Floating Production and Offloading Unit</b>	143
24-3	<b>Floating Storage and Offloading Unit</b>	143
25-1	<b>Floating LNG Storage and Regasification Unit</b>	150
25-2	<b>Floating LNG Production, Storage and Offloading Unit</b>	154
26	<b>Offshore Support Vessel</b>	158
27-1	<b>Floating Dock</b>	163
27-2	<b>Dock Gate</b>	165
27-3	<b>Launching Skid Barge</b>	167
28	<b>Refrigerated Cargo Carrier</b>	169
29	<b>Single Point Mooring</b>	171
30	<b>Floating Structure</b>	174



# Oil Tanker

Ship Type Notations		Special Feature Notations
Oil Tanker (Double Hull) (FAC) (FAO) (FBC) (CSR)	'ESP'	Crude Product Crude/Product Product/Asphalt Asphalt
		Asphalt

< Typical Example >



# Oil Tanker

## NOTATIONS (Ship Type Notations)

Oil Tanker  
 Oil Tanker(Double Hull)  
 Oil Tanker 'ESP'  
 Oil Tanker(Double Hull) 'ESP'

## DESCRIPTIONS

**Oil Tanker** : to be assigned to ships which are constructed primarily for the carriage of oil in bulk.

**(Double Hull)** : to be assigned to ships which are constructed primarily for the carriage of oil in bulk, which have the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces.

**'ESP'** : to be assigned to ships which are constructed generally with integral tanks and intended primarily to carry oil in bulk. This type notation shall be assigned to tankers of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs.  
 (Enhanced Survey Programme)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Oil Tanker</b>	Pt 7 Ch 1	Pt 1 Ch 2
<b>Oil Tanker(Double Hull)</b>	Pt 7 Ch 10	Pt 1 Ch 2
<b>Oil Tanker 'ESP'</b>	Pt 7 Ch 1	Pt 1 Ch 2, Pt 1 Ch 3 Sec 3
<b>Oil Tanker(Double Hull) 'ESP'</b>	Pt 7 Ch 10	Pt 1 Ch 2, Pt 1 Ch 3 Sec 5

## EXAMPLES

-----  
 ✕ KRS 1 - **Oil Tanker** (FAO)  
     Asphalt IWS CLEAN1 LG LI  
 ✕ KRM 1  
 -----

✕ KRS 1 - **Oil Tanker 'ESP'** (FBC)  
     Product CLEAN1 LG LI  
 ✕ KRM 1 - UMA IGS COW  
 -----

✕ KRS 1 - **Oil Tanker(Double Hull) 'ESP'** (FBC) (CSR)  
     Crude/Product IWS IHM CLEAN1 PSPC LG LI  
 ✕ KRM 1 - UMA3 BWE VEC2 IGS COW  
 -----

# Oil Tanker

## NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)

(FAO)

(FBC)

## DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(FAC)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FAO)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FBC)</b>	Pt 7 Ch 1 Sec 10	-

## EXAMPLES

-----  
 ✖ KRS 1 - Oil Tanker **(FAO)**  
 Asphalt IWS CLEAN1 LG LI

✖ KRM 1

-----  
 ✖ KRS 1 - Oil Tanker 'ESP' **(FBC)**  
 Product CLEAN1 LG LI

✖ KRM 1 - UMA IGS COW

-----  
 ✖ KRS 1 - Oil Tanker(Double Hull) 'ESP' **(FBC)** (CSR)  
 Crude/Product IWS IHM CLEAN1 PSPC LG LI

✖ KRM 1 - UMA3 BWE VEC2 IGS COW  
 -----

# Oil Tanker

## NOTATIONS (Ship Type Notations – Common Structural Rules)

(CSR)

### DESCRIPTIONS

(CSR) : to be assigned to ships comply with the requirements of IACS's Common Structural Rules for Double Hull Oil Tankers(Pt 12) or IACS's Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13).

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(CSR)	Pt 12 or Pt 13	Pt 1 Ch 2, Pt 1 Ch 3, Pt 12 or Pt 13

### EXAMPLES

- 
- ⊗ KRS 1 - Oil Tanker(Double Hull) 'ESP' (FBC) **(CSR)**  
Crude/Product IWS IHM CLEAN1 PSPC LG LI
  - ⊗ KRM 1 - UMA3 BWE VEC2 IGS COW
-

# Oil Tanker

## NOTATIONS (Special Feature Notations)

Crude  
Product  
Crude/Product  
Product/Asphalt  
Asphalt

## DESCRIPTIONS

**Crude** : to be assigned to ships carrying crude oil in bulk primarily.

**Product** : to be assigned to ships carrying product oil in bulk primarily.

**Crude/Product** : to be assigned to ships carrying crude oil and product oil in bulk primarily.

**Product/Asphalt** : to be assigned to ships carrying product oil and asphalt in bulk primarily.

**Asphalt** : to be assigned to ships carrying asphalt in bulk primarily. For asphalt carriers of which all cargo tanks are independent type, the 'ESP' notation is not to be assigned and the additional requirements for Oil Tanker 'ESP' and Oil Tanker(Double Hull) 'ESP' specified in Pt 1(i.e. ESP requirements) are not to be applied.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Crude</b>	Pt 7 Ch 1	-
<b>Product</b>	Pt 7 Ch 1	-
<b>Crude/Product</b>	Pt 7 Ch 1	-
<b>Product/Asphalt</b>	Pt 7 Ch 1	-
<b>Asphalt</b>	Pt 7 Ch 1	-

## EXAMPLES

-----  
 ✖ KRS 1 - Oil Tanker (FAO)

**Asphalt** IWS CLEAN1 LG LI

✖ KRM 1

(Remarks : For asphalt carriers of which all cargo tanks are independent type, the 'ESP' notation is not to be assigned)

-----  
 ✖ KRS 1 - Oil Tanker 'ESP' (FBC)

**Product** CLEAN1 LG LI

✖ KRM 1 - UMA IGS COW

-----  
 ✖ KRS 1 - Oil Tanker(Double Hull) 'ESP' (FBC) (CSR)

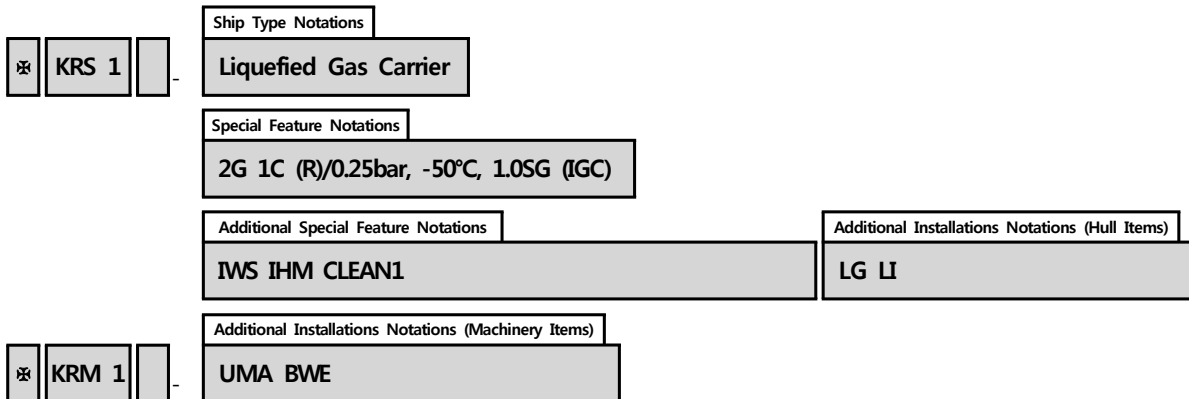
**Crude/Product** IWS IHM CLEAN1 PSPC LG LI

✖ KRM 1 - UMA3 BWE VEC2 IGS COW  
 -----

# Liquefied Gas Carrier

Ship Type Notations	Special Feature Notations				
	Type of Ship	Type of Tank	Transportation Mode	Design Aspect or Exclusive Cargo	IMO Code
Liquefied Gas Carrier	1G	2I	(R)	Design Pressure, Minimum Temperature and Specific Gravity(SG)	(IGC) (GC) (GCX)
	2G	3M	(P)		
	2PG	3S	(RP)	Name of Liquefied Gas when exclusively carried	
	3G	1A			
		1B 1C			
	LPG				

< Typical Example >



# Liquefied Gas Carrier

## NOTATIONS (Ship Type Notations)

Liquefied Gas Carrier

## DESCRIPTIONS

**Liquefied Gas Carrier** : to be assigned to ships carrying liquefied gas in bulk.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Liquefied Gas Carrier</b>	Pt 7 Ch 5	Pt 1 Ch 2

## EXAMPLES

-----  
 ✕ KRS 1 - **Liquefied Gas Carrier**  
 2G 1C (R)/0.25bar, -50°C, 1.0SG (IGC)  
 ✕ KRM 1

-----  
 ✕ KRS 1 - **Liquefied Gas Carrier**  
 1C (P)/Propane (GCX)  
 ✕ KRM 1

-----  
 ✕ KRS 1 - **Liquefied Gas Carrier**  
 LPG  
 ✕ KRM 1  
 -----

# Liquefied Gas Carrier

## NOTATIONS (Special Feature Notations - Type of Ship)

1G  
2G  
2PG  
3G

## DESCRIPTIONS

This notations will be assigned according to the ship's type which are to be determined by Pt 7, Ch 5, Sec 2, 203. (damage assumption), 204. (location of cargo tanks), 206. (standard of damage) and 207. (survival requirements) as followings.

**1G** : to be assigned to ships intended to transport products which require maximum preventive measures to preclude the escape of such cargo. (Refer to Pt 7 Ch 5 Sec 2 and Sec 19 Summary of Minimum Requirements)

**2G** : to be assigned to ships intended to transport products which require significant preventive measures to preclude the escape of such cargo. (Refer to Pt 7 Ch 5 Sec 2 and Sec 19 Summary of Minimum Requirements)

**2PG** : to be assigned to ships of 150 m in length or less intended to transport products which require significant preventive measures to preclude the escape of such cargo, and where the products are carried in independent type C tanks designed for a MARVS(Maximum Allowable Relief Valve Setting) of at least 7 bar gauge and a cargo containment system of design temperature of -55°C or above. However, a ship of this description, but over 150 m in length is to be considered a type **2G** ship. (Refer to Pt 7 Ch 5 Sec 2 and Sec 19 Summary of Minimum Requirements)

**3G** : to be assigned to ships intended to transport products which require moderate preventive measures to preclude the escape of such cargo. (Refer to Pt 7 Ch 5 Sec 2 and Sec 19 Summary of Minimum Requirements)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>1G</b>	Pt 7 Ch 5 Sec 2	-
<b>2G</b>	Pt 7 Ch 5 Sec 2	-
<b>2PG</b>	Pt 7 Ch 5 Sec 2	-
<b>3G</b>	Pt 7 Ch 5 Sec 2	-

## EXAMPLES

- 
- ✧ KRS 1 - Liquefied Gas Carrier  
    **2G** 1C (R)/0.25bar, -50°C, 1.0SG (IGC)
  - ✧ KRM 1
-



# Liquefied Gas Carrier

## NOTATIONS (Special Feature Notations – Type of Tank)

2I  
3M  
3S  
1A  
1B  
1C

## DESCRIPTIONS

### 2I : Integral Tank

- to be assigned to ships having tanks to form a structural part of the ship's hull(primary barrier for containment of cargo). ( $P_o \leq 0.25 \text{ bar}$ (Max.  $0.7 \text{ bar}$ ),  $T_o \geq -10 \text{ }^\circ\text{C}$ ) (Refer to Pt 7 Ch 5 Sec 4)

### 3M : Membrane Tank

- to be assigned to ships having non-self supporting tanks which consist of a thin layer(membrane) supported through insulation by the adjacent hull structure(primary barrier for containment of cargo). ( $P_o \leq 0.25 \text{ bar}$ (Max.  $0.7 \text{ bar}$ ), Thickness  $\leq 10 \text{ mm}$ ) (Refer to Pt 7 Ch 5 Sec 4)

### 3S : Semi-membrane Tank

- to be assigned to ships having non-self supporting tanks in the loaded condition, which consist of a layer, part of which is supported through insulation by the adjacent hull structure(primary barrier for containment of cargo). ( $P_o \leq 0.25 \text{ bar}$ (Max.  $0.7 \text{ bar}$ )) (Refer to Pt 7 Ch 5 Sec 4)

### 1A : Independent Tank Type A

- to be assigned to ships having gravity tanks. (Tanks designed using the requirements of Pt 3, Ch 15,  $P_o \leq 0.7 \text{ bar}$ (for plane surfaces)) (Refer to Pt 7 Ch 5 Sec 4)

### 1B : Independent Tank Type B

- to be assigned to ships having gravity tanks or pressure vessels. (Tanks designed using model tests, refined analytical tools and analysis methods,  $P_o \leq 0.7 \text{ bar}$ (for gravity tanks)) (Refer to Pt 7 Ch 5 Sec 4)

### 1C : Independent tank type C

- to be assigned to ships having pressure vessels. (Tanks designed using the requirements of Pt 5, Ch 5, Design vapour pressure to be specially considered) (Refer to Pt 7 Ch 5 Sec 4)

(Remarks) 1 : Independent, 2 : Integral, 3 : Membrane

$P_o$  : Design Vapour Pressure,  $T_o$  : Boiling Point of the Cargo

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>2I</b>	Pt 7 Ch 5 Ch 4	-
<b>3M</b>	Pt 7 Ch 5 Ch 4	-
<b>3S</b>	Pt 7 Ch 5 Ch 4	-
<b>1A</b>	Pt 7 Ch 5 Ch 4	-
<b>1B</b>	Pt 7 Ch 5 Ch 4	-
<b>1C</b>	Pt 7 Ch 5 Ch 4	-

## EXAMPLES

- 
- ✧ KRS 1 - Liquefied Gas Carrier  
2G **1C** (R)/0.25bar, -50°C, 1.0SG (IGC)
  - ✧ KRM 1
-

# Liquefied Gas Carrier

## NOTATIONS (Special Feature Notations – Transportation Mode)

(R)  
(P)  
(RP)

## DESCRIPTIONS

(R) : to be assigned to ships having fully Refrigerated transportation mode.

(P) : to be assigned to ships having fully Pressurized transportation mode.

(RP) : to be assigned to ships having Refrigerated and Pressurized transportation mode.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(R)	Pt 7 Ch 5	-
(P)	Pt 7 Ch 5	-
(RP)	Pt 7 Ch 5	-

## EXAMPLES

-----  
 ✖ KRS 1 - Liquefied Gas Carrier  
     2G 1C (R)/0.25bar, -50°C, 1.0SG (IGC)  
 ✖ KRM 1  
 -----

# Liquefied Gas Carrier

**NOTATIONS (Special Feature Notations - Design Pressure, Minimum Temperature and Specific Gravity(SG) or Name of Liquefied Gas when exclusively carried)**

Design Pressure, Minimum Temperature and Specific Gravity(SG) or  
Name of Liquefied Gas when exclusively carried

## DESCRIPTIONS

**Design Pressure, Minimum Temperature and Specific Gravity(SG) or Name of Liquefied Gas when exclusively carried**  
: Design pressure, minimum temperature and specific gravity(SG) or name of liquefied gas when exclusively carried shall be assigned.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Design Pressure, Minimum Temperature and Specific Gravity(SG)</b>	Pt 7 Ch 5	-
<b>Name of Liquefied Gas when exclusively carried</b>	Pt 7 Ch 5	-

## EXAMPLES

- 
- ✧ KRS 1 - Liquefied Gas Carrier  
2G 1C (R)/**0.25bar, -50℃, 1.0SG** (IGC)
  - ✧ KRM 1
-

# Liquefied Gas Carrier

## NOTATIONS (Special Feature Notations – IMO Code)

(IGC)  
(GC)  
(GCX)

## DESCRIPTIONS

**(IGC)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 5 of the Rules and constructed on or after 1 July 1986.

**(GC)** : to be assigned to ships built in compliance with the IMO Res.A.328(IX).

**(GCX)** : to be assigned to ships built in compliance with IMO Res.A.329(IX).

For the ships except the above, additional notation is not assigned.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(IGC)</b>	Pt 7 Ch 5	-
<b>(GC)</b>	IMO Res.A.328(IX)	-
<b>(GCX)</b>	IMO Res.A.329(IX)	-

## EXAMPLES

-----  
 ✕ KRS 1 - Liquefied Gas Carrier  
     2G 1C (R)/0.25bar, -50°C, 1.0SG **(IGC)**  
 ✕ KRM 1

-----  
 ✕ KRS 1 - Liquefied Gas Carrier  
     1C (P)/Propane **(GCX)**  
 ✕ KRM 1  
 -----

# Liquefied Gas Carrier

## NOTATIONS (Special Feature Notations - LPG)

LPG

## DESCRIPTIONS

**LPG** : to be assigned to liquefied gas carriers carrying only propane and butane. However, the names of the following cargoes, instead of propane and butane, may be given for ships carrying cargoes other than propane and butane under the approval of the Society. (Example) Ammonia, Butadiene, Propylene, VCM, Ethylene Oxide, Ethylene, etc.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>LPG</b>	Pt 7 Ch 5	-

## EXAMPLES

⊗ KRS 1 - Liquefied Gas Carrier

**LPG**

⊗ KRM 1

⊗ KRS 1 - Liquefied Gas Carrier

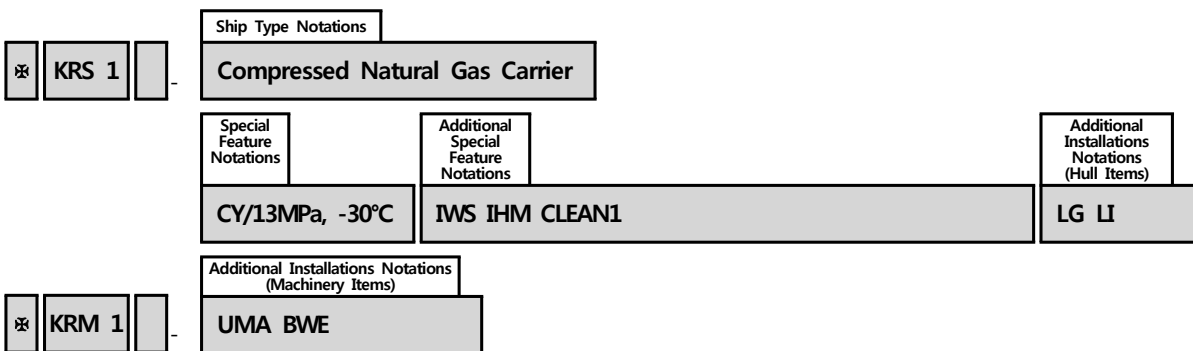
**VCM**

⊗ KRM 1

# Compressed Natural Gas Carrier

Ship Type Notations	Special Feature Notations	
	Type of Cargo Tank	Design Aspect
<b>Compressed Natural Gas Carrier</b>	<b>CO CY</b>	<b>Design Pressure, Minimum Temperature</b>

< Typical Example >



# Compressed Natural Gas Carrier

## NOTATIONS (Ship Type Notations)

Compressed Natural Gas Carrier

## DESCRIPTIONS

Compressed Natural Gas Carrier : to ships complied with Guidance for Ships Carrying CNG in Bulk.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Compressed Natural Gas Carrier	Guidance for Ships Carrying CNG in Bulk	Guidance for Ships Carrying CNG in Bulk

## EXAMPLES

-----  
 ✕ KRS 1 - **Compressed Natural Gas Carrier**

CY/13MPa, -30°C

✕ KRM 1  
 -----



# Compressed Natural Gas Carrier

## NOTATIONS (Special Feature Notations – Type of Cargo Tank)

CO  
CY

## DESCRIPTIONS

**CO** : to be assigned to ships having **CO**iled cargo tanks which are complied with Ch 3, 402. 1 (2) (A) of the Guidance for Ships Carrying CNG in Bulk.

**CY** : to be assigned to ships having **CY**lindrical cargo tanks which are complied with Ch 3, 402. 1 (2) (B) of the Guidance for Ships Carrying CNG in Bulk.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
CO	Guidance for Ships Carrying CNG in Bulk	-
CY	Guidance for Ships Carrying CNG in Bulk	-

## EXAMPLES

※KRS 1 - Compressed Natural Gas Carrier

**CY**/13MPa, -30°C

※KRM 1

# Compressed Natural Gas Carrier

## NOTATIONS (Special Feature Notations - Design Pressure, Minimum Temperature)

Design Pressure, Minimum Temperature

## DESCRIPTIONS

**Design Pressure, Minimum Temperature** : Design Pressure, Minimum Temperature is to be assigned.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Design Pressure, Minimum Temperature</b>	Guidance for Ships Carrying CNG in Bulk	-

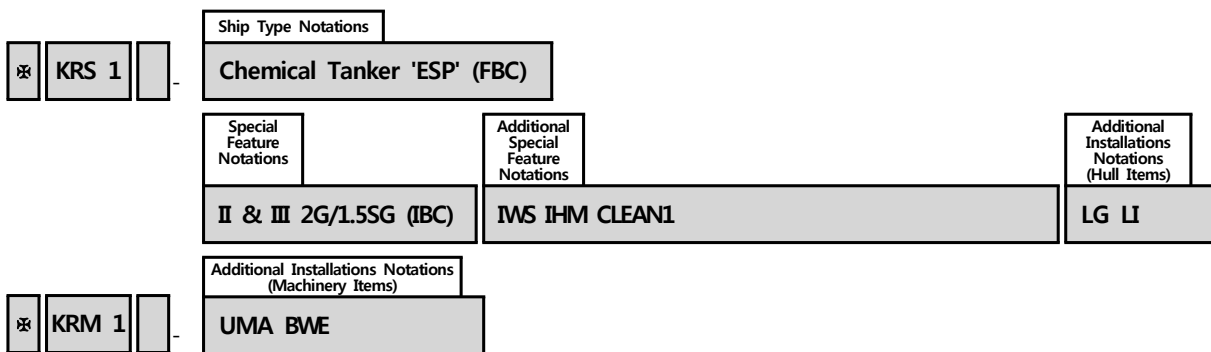
## EXAMPLES

- 
- ✧ KRS 1 - Compressed Natural Gas Carrier  
CY/**13MPa, -30℃**
  - ✧ KRM 1
-

# Chemical Tanker

Ship Type Notations		Special Feature Notations			
<b>Chemical Tanker</b> (FAC) (FAO) (FBC)	'ESP'	Type of Ship	Type of Tank	Design Aspect or Exclusive Cargo	IMO Code
		I II III II&III	1G 2G 1P	Apparent Specific Gravity (SG)  Name of Chemical when exclusively carried	(IBC) (BCH) (BCX)

< Typical Example >



# Chemical Tanker

## NOTATIONS (Ship Type Notations)

Chemical Tanker  
Chemical Tanker 'ESP'

## DESCRIPTIONS

**Chemical Tanker** : to be assigned to ships which are constructed primarily for the carriage of chemicals(liquid cargoes specified in(Pt 7, Ch 6, Sec 17 of the Rules) in bulk.

**'ESP'** : to be assigned to ships which are constructed generally with integral tanks and intended primarily to carry chemicals(liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules) in bulk. This type notation shall be assigned to chemical tankers of both single or double hull construction, as well as chemical tankers with alternative structural arrangements. (Enhanced Survey Programme)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Chemical Tanker</b>	Pt 7 Ch 6	Pt 1 Ch 2
<b>Chemical Tanker 'ESP'</b>	Pt 7 Ch 6	Pt 1 Ch 2, Pt 1 Ch 3 Sec 4

## EXAMPLES

- 
- ⊗ KRS 1 - **Chemical Tanker** (FAO)  
III 1G/Sulphur Molten (IBC) IWS CLEAN1 LG LI
  - ⊗ KRM 1 - BWE
- 
- ⊗ KRS 1 - **Chemical Tanker 'ESP'** (FBC)  
II & III 2G/1.5SG (IBC) IWS CLEAN1 LG LI
  - ⊗ KRM 1 - UMA BWE
-

# Chemical Tanker

## NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)  
(FAO)  
(FBC)

## DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(FAC)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FAO)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FBC)</b>	Pt 7 Ch 1 Sec 10	-

## EXAMPLES

-----  
 ✖ KRS 1 - Chemical Tanker **(FAO)**  
     III 1G/Sulphur Molten (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - BWE

-----  
 ✖ KRS 1 - Chemical Tanker 'ESP' **(FBC)**  
     II & III 2G/1.5SG (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - UMA BWE  
 -----

# Chemical Tanker

## NOTATIONS (Special Feature Notations - Type of Ship)

I  
II  
III  
II & III

## DESCRIPTIONS

This notations will be assigned according to the ship's type which are to be determined by Pt 7, Ch 6, Sec 2, 205. (damage assumption), 206. (location of cargo tanks), 208. (standard of damage) and 209. (survival requirements) as followings.

**I** : to be assigned to ships intended to transport products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo.  
(Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**II** : to be assigned to ships intended to transport products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo.  
(Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**III** : to be assigned to ships intended to transport products with sufficiently severe environmental and safety hazards which require a moderate degree of containment to increase survival capability in a damaged condition. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>I</b>	Pt 7 Ch 6 Sec 2	-
<b>II</b>	Pt 7 Ch 6 Sec 2	-
<b>III</b>	Pt 7 Ch 6 Sec 2	-
<b>II &amp; III</b>	Pt 7 Ch 6 Sec 2	-

## EXAMPLES

⊗ KRS 1 - Chemical Tanker (FAO)  
    **III** 1G/Sulphur Molten (IBC) IWS CLEAN1 LG LI

⊗ KRM 1 - BWE

⊗ KRS 1 - Chemical Tanker 'ESP' (FBC)  
    **II & III** 2G/1.5SG (IBC) IWS CLEAN1 LG LI

⊗ KRM 1 - UMA BWE

# Chemical Tanker

## NOTATIONS (Special Feature Notations – Type of Tank)

1G  
2G  
1P

## DESCRIPTIONS

### 1 : Independent Tank

- to be assigned to ships having independent gravity tanks or pressure vessels as a cargo containment envelope which is not contiguous with or part of the hull structure.  
(Tanks designed using the requirements of Pt 3, Ch 15 and Pt 5, Ch 5 of the Rules)

### 2 : Integral Tank

- to be assigned to ships having self-supporting hull construction tanks.  
( $P_o \leq 0.25 \text{ bar}$  (Max.  $0.7 \text{ bar}$ ),  $T_o \geq -10 \text{ }^\circ\text{C}$ )

### G : Gravity Tank

- to be assigned to ships having independent or integral tanks.  
( $P_o \leq 0.7 \text{ bar}$ )

### P : Pressure Tank

- to be assigned to ships having independent pressure tanks.  
(Tanks designed using the requirements of Pt 5, Ch 5 of the Rules,  $P_o > 0.7 \text{ bar}$ )

(Remarks)  $P_o$  : Design Pressure,  $T_o$  : Boiling Point of the Cargo

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>1G</b>	Pt 7 Ch 6 Sec 4	-
<b>2G</b>	Pt 7 Ch 6 Sec 4	-
<b>1P</b>	Pt 7 Ch 6 Sec 4	-

## EXAMPLES

-----  
 ✖ KRS 1 - Chemical Tanker (FAO)  
     III **1G**/Sulphur Molten (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - BWE  
 -----

✖ KRS 1 - Chemical Tanker 'ESP' (FBC)  
     II & III **2G**/1.5SG (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - UMA BWE  
 -----

# Chemical Tanker

## NOTATIONS (Special Feature Notations - Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried)

Apparent Specific Gravity(SG) or  
Name of Chemical when exclusively carried

## DESCRIPTIONS

Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried

: Apparent specific gravity(SG) or name of Chemical when exclusively carried shall be assigned.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Apparent Specific Gravity(SG)	Pt 7 Ch 6	-
Name of Chemical when exclusively carried	Pt 7 Ch 6	-

## EXAMPLES

-----  
 ✕ KRS 1 - Chemical Tanker (FAO)  
     III 1G/**Sulphur Molten** (IBC) IWS CLEAN1 LG LI

✕ KRM 1 - BWE  
 -----

✕ KRS 1 - Chemical Tanker 'ESP' (FBC)  
     II & III 2G/**1.5SG** (IBC) IWS CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----



# Chemical Tanker

## NOTATIONS (Special Feature Notations – IMO Code)

(IBC)

(BCH)

(BCX)

## DESCRIPTIONS

**(IBC)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July 1986.

**(BCH)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed before 30 June 1986 and on or after 12 April 1972.

**(BCX)** : to be assigned to ships built in compliance with Par 1.7.3 of BCH Code and constructed before 11 April 1972.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(IBC)</b>	Pt 7 Ch 6	-
<b>(BCH)</b>	Pt 7 Ch 6	-
<b>(BCX)</b>	BCH Code 1.7.3	-

## EXAMPLES

-----

✧ KRS 1 - Chemical Tanker (FAO)  
 III 1G/Sulphur Molten **(IBC)** IWS CLEAN1 LG LI

✧ KRM 1- BWE

-----

✧ KRS 1 - Chemical Tanker 'ESP' (FBC)  
 II & III 2G/1.5SG **(IBC)** IWS CLEAN1 LG LI

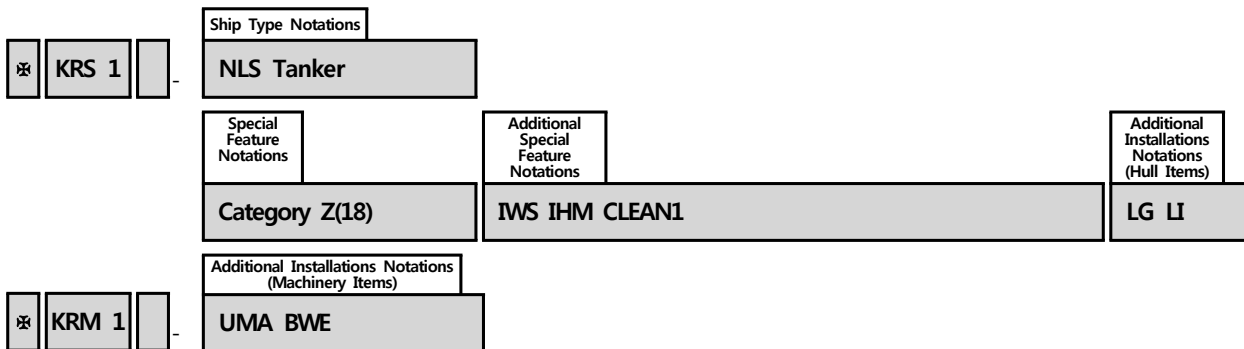
✧ KRM 1 - UMA BWE

-----

# NLS Tanker

Ship Type Notations	Special Feature Notations
NLS Tanker	Category Z(18)

< Typical Example >



# NLS Tanker

## NOTATIONS (Ship Type Notations)

NLS Tanker

## DESCRIPTIONS

**NLS Tanker** : to be assigned to ships carrying only cargoes in bulk, except chemical(liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules), classified as pollution category Z, or category Z and OS, which are not subject to IBC Code and specified in Pt 7, Ch 6, Sec 18 of the Rules.  
(Noxious Liquid Substance)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
NLS Tanker	Pt 7 Ch 6 Sec 18	Pt 1 Ch 2

## EXAMPLES

- 
- ⊗ KRS 1 - **NLS Tanker**  
Category Z(18)
  - ⊗ KRM 1
-

# NLS Tanker

## NOTATIONS (Special Feature Notations)

Category Z(18)

## DESCRIPTIONS

**Category Z(18)** : to be assigned to ships carrying only cargoes in bulk, except chemical(liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules), classified as pollution category Z, or category Z and OS, which are not subject to IBC Code and specified in Pt 7, Ch 6, Sec 18 of the Rules.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Category Z(18)	Pt 7 Ch 6 Sec 18	-

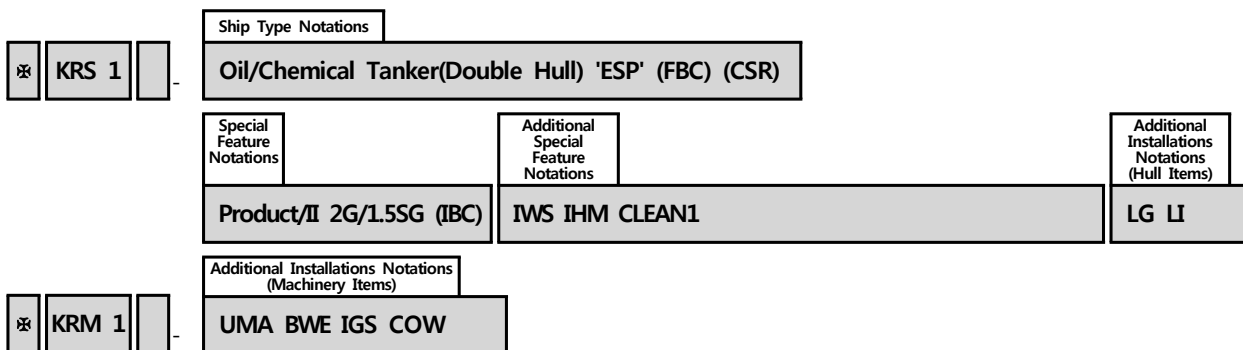
## EXAMPLES

- 
- ⊗ KRS 1 - NLS Tanker  
**Category Z(18)**
  - ⊗ KRM 1
-

# Oil/Chemical Tanker

Ship Type Notations	Special Feature Notations				
	Oil Tanker	Chemical Tanker			
<b>Oil/Chemical Tanker (Double Hull)</b> 'ESP' (FAC) (FAO) (FBC) (CSR)	Type of Cargo	Type of Ship	Type of Tank	Design Aspect or Exclusive Cargo	IMO Code
	Crude Product Crude/Product Product/Asphalt Asphalt	I II III II&III	1G 2G 1P	Apparent Specific Gravity (SG) Name of Chemical when exclusively carried	(IBC) (BCH) (BCX)

< Typical Example >



# Oil/Chemical Tanker

## NOTATIONS (Ship Type Notations)

Oil/Chemical Tanker  
 Oil/Chemical Tanker(Double Hull)  
 Oil/Chemical Tanker 'ESP'  
 Oil/Chemical Tanker(Double Hull) 'ESP'

## DESCRIPTIONS

**Oil/Chemical Tanker** : to be assigned to ships which are constructed primarily for the carriage of oil or chemicals(liquid cargoes specified in(Pt 7, Ch 6, Sec 17 of the Rules) in bulk.

**(Double Hull)** : to be assigned to ships which have the cargo tanks for the carriage of oil in bulk protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces.

**'ESP'** : to be assigned to ships which are constructed generally with integral tanks and intended primarily to carry oil or chemicals(liquid cargoes specified in Pt 7, Ch 6, Sec 17 of the Rules) in bulk. This type notation shall be assigned to ships of both single or double hull construction, as well as ships with alternative structural arrangements. (Enhanced Survey Programme)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Oil/Chemical Tanker</b>	Pt 7 Ch 1, Pt 7 Ch 6	Pt 1 Ch 2
<b>Oil/Chemical Tanker(Double Hull)</b>	Pt 7 Ch 10, Pt 7 Ch 6	Pt 1 Ch 2
<b>Oil/Chemical Tanker 'ESP'</b>	Pt 7 Ch 1, Pt 7 Ch 6	Pt 1 Ch 2, Pt 1 Ch 3 Sec 3 & 4
<b>Oil/Chemical Tanker(Double Hull) 'ESP'</b>	Pt 7 Ch 10, Pt 7 Ch 6	Pt 1 Ch 2, Pt 1 Ch 3 Sec 4 & 5

## EXAMPLES

- 
- ✧ KRS 1 - **Oil/Chemical Tanker 'ESP'** (FBC)  
Product/III 2G/1.2SG (IBC) IWS CLEAN1 LG LI
  - ✧ KRM 1 - UMA BWE IGS COW
- 
- ✧ KRS 1 - **Oil/Chemical Tanker(Double Hull) 'ESP'** (FBC) (CSR)  
Product/II 2G/1.5SG (IBC) IWS CLEAN1 LG LI
  - ✧ KRM 1 - UMA BWE IGS COW
-

# Oil/Chemical Tanker

## NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)  
(FAO)  
(FBC)

## DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(FAC)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FAO)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FBC)</b>	Pt 7 Ch 1 Sec 10	-

## EXAMPLES

-----  
 ✕ KRS 1 - Oil/Chemical Tanker 'ESP' **(FBC)**  
     Product/III 2G/1.2SG (IBC) IWS CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE IGS COW

-----  
 ✕ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' **(FBC)** (CSR)  
     Product/II 2G/1.5SG (IBC) IWS CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE IGS COW  
 -----

# Oil/Chemical Tanker

## NOTATIONS (Ship Type Notations – Common Structural Rules)

(CSR)

## DESCRIPTIONS

(CSR) : to be assigned to ships comply with the requirements of IACS's **C**ommon **S**tructural **R**ules for Double Hull Oil Tankers(Pt 12) or IACS's Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13).

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(CSR)	Pt 12 or Pt 13	Pt 1 Ch 2, Pt 1 Ch 3, Pt 12 or Pt 13

## EXAMPLES

- 
- ✧ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) **(CSR)**  
Product/II 2G/1.5SG (IBC) IWS CLEAN1 LG LI
  - ✧ KRM 1 - UMA BWE IGS COW
-



# Oil/Chemical Tanker

## NOTATIONS (Special Feature Notations)

Crude  
Product  
Crude/Product  
Product/Asphalt  
Asphalt

## DESCRIPTIONS

**Crude** : to be assigned to ships carrying crude oil in bulk primarily.

**Product** : to be assigned to ships carrying product oil in bulk primarily.

**Crude/Product** : to be assigned to ships carrying crude oil and product oil in bulk primarily.

**Product/Asphalt** : to be assigned to ships carrying product oil and asphalt in bulk primarily.

**Asphalt** : to be assigned to ships carrying asphalt in bulk primarily. For asphalt carriers of which all cargo tanks are independent type, the 'ESP' notation is not to be assigned and the additional requirements for Oil Tanker 'ESP' and Oil Tanker(Double Hull) 'ESP' specified in Pt 1(i.e. ESP requirements) are not to be applied.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Crude</b>	Pt 7 Ch 1	-
<b>Product</b>	Pt 7 Ch 1	-
<b>Crude/Product</b>	Pt 7 Ch 1	-
<b>Product/Asphalt</b>	Pt 7 Ch 1	-
<b>Asphalt</b>	Pt 7 Ch 1	-

## EXAMPLES

※ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)

**Product**/III 2G/1.2SG (IBC) IWS CLEAN1 LG LI

※ KRM 1 - UMA BWE IGS COW

# Oil/Chemical Tanker

## NOTATIONS (Special Feature Notations - Type of Ship)

I  
II  
III  
II & III

## DESCRIPTIONS

This notations will be assigned according to the ship's type which are to be determined by Pt 7, Ch 6, Sec 2, 205. (damage assumption), 206. (location of cargo tanks), 208. (standard of damage) and 209. (survival requirements) as followings.

**I** : to be assigned to ships intended to transport products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**II** : to be assigned to ships intended to transport products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**III** : to be assigned to ships intended to transport products with sufficiently severe environmental and safety hazards which require a moderate degree of containment to increase survival capability in a damaged condition. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>I</b>	Pt 7 Ch 6 Sec 2	-
<b>II</b>	Pt 7 Ch 6 Sec 2	-
<b>III</b>	Pt 7 Ch 6 Sec 2	-
<b>II &amp; III</b>	Pt 7 Ch 6 Sec 2	-

## EXAMPLES

-----  
 ✕ KRS 1 - Oil/Chemical Tanker 'ESP' (FBC)  
     Product/III 2G/1.2SG (IBC) IWS CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE IGS COW  
 -----

✕ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)  
     Product/II 2G/1.5SG (IBC) IWS CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE IGS COW  
 -----

# Oil/Chemical Tanker

## NOTATIONS (Special Feature Notations – Type of Tank)

1G  
2G  
1P

## DESCRIPTIONS

### 1 : Independent Tank

- to be assigned to ships having independent gravity tanks or pressure vessels as a cargo containment envelope which is not contiguous with or part of the hull structure.  
(Tanks designed using the requirements of Pt 3, Ch 15 and Pt 5, Ch 5 of the Rules)

### 2 : Integral Tank

- to be assigned to ships having self-supporting hull construction tanks.  
( $P_o \leq 0.25 \text{ bar}$ (Max.  $0.7 \text{ bar}$ ),  $T_o \geq -10 \text{ }^\circ\text{C}$ )

### G : Gravity Tank

- to be assigned to ships having independent or integral tanks.  
( $P_o \leq 0.7 \text{ bar}$ )

### P : Pressure Tank

- to be assigned to ships having independent pressure tanks.  
(Tanks designed using the requirements of Pt 5, Ch 5 of the Rules,  $P_o > 0.7 \text{ bar}$ )

(Remarks)  $P_o$  : Design Pressure,  $T_o$  : Boiling Point of the Cargo

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>1G</b>	Pt 7 Ch 6 Sec 4	-
<b>2G</b>	Pt 7 Ch 6 Sec 4	-
<b>1P</b>	Pt 7 Ch 6 Sec 4	-

## EXAMPLES

-----  
 ✖ KRS 1 - Oil/Chemical Tanker 'ESP' (FBC)  
 Product/III **2G**/1.2SG (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - UMA BWE IGS COW  
 -----

✖ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)  
 Product/II **2G**/1.5SG (IBC) IWS CLEAN1 LG LI  
 ✖ KRM 1 - UMA BWE IGS COW  
 -----

# Oil/Chemical Tanker

## NOTATIONS (Special Feature Notations - Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried)

Apparent Specific Gravity(SG) or  
Name of Chemical when exclusively carried

## DESCRIPTIONS

**Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried**

: Apparent specific gravity(SG) or name of Chemical when exclusively carried shall be assigned.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Apparent Specific Gravity(SG)</b>	Pt 7 Ch 6	-
<b>Name of Chemical when exclusively carried</b>	Pt 7 Ch 6	-

## EXAMPLES

- 
- ⊗ KRS 1 - Oil/Chemical Tanker 'ESP' (FBC)  
Product/III 2G/**1.2SG** (IBC) IWS CLEAN1 LG LI
  - ⊗ KRM 1 - UMA BWE IGS COW
- 
- ⊗ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)  
Product/II 2G/**1.5SG** (IBC) IWS CLEAN1 LG LI
  - ⊗ KRM 1 - UMA BWE IGS COW
-

# Oil/Chemical Tanker

## NOTATIONS (Special Feature Notations – IMO Code)

(IBC)

(BCH)

(BCX)

## DESCRIPTIONS

**(IBC)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July 1986.

**(BCH)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed before 30 June 1986 and on or after 12 April 1972.

**(BCX)** : to be assigned to ships built in compliance with Par 1.7.3 of BCH Code and constructed before 11 April 1972.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(IBC)</b>	Pt 7 Ch 6	-
<b>(BCH)</b>	Pt 7 Ch 6	-
<b>(BCX)</b>	BCH Code 1.7.3	-

## EXAMPLES

-----

✧ KRS 1 - Oil/Chemical Tanker 'ESP' (FBC)  
Product/III 2G/1.2SG **(IBC)** IWS CLEAN1 LG LI

✧ KRM 1 - UMA BWE IGS COW

-----

✧ KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)  
Product/II 2G/1.5SG **(IBC)** IWS CLEAN1 LG LI

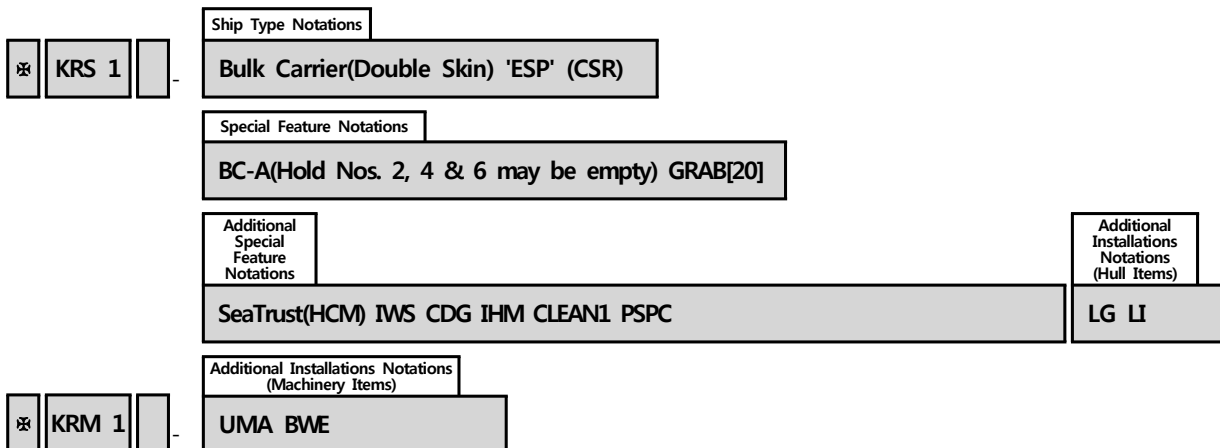
✧ KRM 1 - UMA BWE IGS COW

-----

# Bulk Carrier

Ship Type Notations	Special Feature Notations	
<b>Bulk Carrier</b> (Double Skin) 'ESP' 'ESP'(EXP) (CSR)	- HC HC/E BC-A BC-B BC-C	GRAB[X]
<b>Self-Unloading Bulk Carrier</b> (Double Skin) 'ESP'	(no MP) (max cargo density --- t/m <sup>3</sup> ) (Hold Nos. --- may be empty) (Block loading)	

< Typical Example >



# Bulk Carrier

## NOTATIONS (Ship Type Notations)

**Bulk Carrier**  
**Bulk Carrier(Double Skin)**  
**Bulk Carrier 'ESP'**  
**Bulk Carrier(Double Skin) 'ESP'**  
**Bulk Carrier 'ESP'(EXP)**  
**Bulk Carrier(Double Skin) 'ESP'(EXP)**  
**Self-Unloading Bulk Carrier 'ESP'**  
**Self-Unloading Bulk Carrier(Double Skin) 'ESP'**

## DESCRIPTIONS

**Bulk Carrier** : Where ships constructed before 1 July 2010 with other structural configurations than stated for Bulk Carrier 'ESP' below comply with the applicable requirements specified in Pt 7, Ch 3 of the Rules, the notation Bulk Carrier upon the request of the Owners, may be assigned to the concerned ships to the satisfaction of the Society. In such cases, the additional requirements for Bulk Carrier 'ESP' and Bulk Carrier(Double Skin) 'ESP' specified in Pt 1 of the Rules shall not be applied.

**Bulk Carrier 'ESP'** : to be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk.  
(Enhanced Survey Programme)

**Self-Unloading Bulk Carrier 'ESP'** : to be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended to carry and self-unload dry cargoes in bulk.

**'ESP'(EXP)** : to be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk. For ships constructed on or after 1 July 2010, however, the notation 'ESP' shall be assigned even if they lack some or all of the specified constructional feature above and (EXP) notation shall be followed.

**(Double Skin)** : to be assigned in the following cases. (Note: The relevant requirements specified in Pt 1, Ch 3, Sec 6 Double Skin Bulk Carriers are to be applied if applicable even if the ship has no (Double Skin) notation.

- (1) the ships, constructed before 1 July 1999, have double side skin construction
- (2) the ships, constructed before 1 January 2000, have double side skin construction of not less than 760 mm breadth at any location within the hold length, measured perpendicular to the side shell
- (3) the ships, constructed on or after 1 January 2000, have double side skin construction of not less than 1000mm breadth at any location within the hold length, measured perpendicular to the side shell

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Bulk Carrier</b>	Pt 7 Ch 3	Pt 1 Ch 2
<b>Bulk Carrier(Double Skin)</b>	Pt 7 Ch 3	Pt 1 Ch 2
<b>Bulk Carrier 'ESP'</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
<b>Bulk Carrier(Double Skin) 'ESP'</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6
<b>Bulk Carrier 'ESP'(EXP)</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
<b>Bulk Carrier(Double Skin) 'ESP'(EXP)</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6
<b>Self-Unloading Bulk Carrier 'ESP'</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
<b>Self-Unloading Bulk Carrier(Double Skin) 'ESP'</b>	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6

## EXAMPLES

-----

✘ KRS 1 - **Bulk Carrier**

HC

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Bulk Carrier(Double Skin)**

HC/E(Hold Nos. 2 & 4 may be empty)

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Bulk Carrier 'ESP'**

HC/E(Hold Nos. 2, 4 & 6 may be empty)

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Bulk Carrier(Double Skin) 'ESP'** (CSR)

BC-A(Hold Nos. 2, 4 & 6 may be empty) GRAB[20]

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Bulk Carrier 'ESP'(EXP)**

HC/E(Hold Nos. 2, 4 & 6 may be empty)

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Bulk Carrier(Double Skin) 'ESP'(EXP)**

HC/E(Hold Nos. 2, 4 & 6 may be empty)

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Self-Unloading Bulk Carrier 'ESP'**

HC/E(Hold Nos. 2, 4 & 6 may be empty)

✘ KRM 1 - UMA

-----

✘ KRS 1 - **Self-Unloading Bulk Carrier(Double Skin) 'ESP'**

HC/E(Hold Nos. 2, 4 & 6 may be empty)

✘ KRM 1 - UMA

-----



# Bulk Carrier

## NOTATIONS (Ship Type Notations - Common Structural Rules)

(CSR)

## DESCRIPTIONS

(CSR) : to be assigned to ships comply with the requirements of IACS's Common Structural Rules for Bulk Carriers(Pt 11) or IACS's Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13).

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(CSR)	Pt 11 or Pt 13	Pt 1 Ch 2, Pt 1 Ch 3, Pt 11 or Pt 13

## EXAMPLES

- 
- ✧ KRS 1 - Bulk Carrier(Double Skin) 'ESP' **(CSR)**  
BC-A(Hold Nos. 2, 4 & 6 may be empty) GRAB[20]
  - ✧ KRM 1 - UMA
-

# Bulk Carrier

## NOTATIONS (Special Feature Notations)

HC  
 HC/E  
 BC-A  
 BC-B  
 BC-C  
 GRAB[X]  
 (no MP)  
 (max cargo density --- t/m<sup>3</sup>)  
 (Hold Nos. --- may be empty)  
 (Block loading)

## DESCRIPTIONS

**HC** : to be assigned to ships with the double bottom structure specially strengthened for the carriage of **Heavy C**argoes having mass density,  $\gamma$ , specified in Pt 3, Ch 7, 101. 6 of the Rules, not less than 1.25 t/m<sup>3</sup>.

**HC/E** : to be assigned to ships intended for the alternate loading, in addition to the requirements for HC above.

**BC-A** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with specified holds empty at maximum draught in addition to BC-B conditions as Pt 7, Ch 3, Sec 2 or Pt 11, Ch 1, Sec 1 or Pt 13, Sub-part 1, Ch 1, Sec 1 of the Rules.

**BC-B** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with all cargo holds loaded in addition to BC-C conditions as Pt 7, Ch 3, Sec 2 or Pt 11, Ch 1, Sec 1 or Pt 13, Sub-part 1, Ch 1, Sec 1 of the Rules.

**BC-C** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of less than 1.0 t/m<sup>3</sup> as Pt 7, Ch 3, Sec 2 or Pt 11, Ch 1, Sec 1 or Pt 13, Sub-part 1, Ch 1, Sec 1 of the Rules.

**GRAB[X]** : to be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of Pt 11, Ch 12, Sec 1 or Pt 13, Sub-part 2, Ch 1, Sec 6 of the Rules, the GRAB[X] notation is mandatory for ships having one of BC-A or BC-B, according to Pt 11, Ch 1, Sec 1 or Pt 13, Sub-part 1, Ch 1, Sec 1 of the Rules and these ships are to be complied with for an unladen grab weight X equal to or greater than 20 tons. For all other ships GRAB[X] is voluntary.

**(no MP)** : to be assigned to ships have not been designed for loading and unloading in multiple ports in accordance with the conditions specified in Pt 7, Ch 3, 201. 5 (3) or Pt 11, Ch 4, Sec 7, [3.3] or Pt 13, Sub-part 1, Ch 4, Sec 8 [4.2.2] of the Rules. (no **MultiPort**)

**(max cargo density --- t/m<sup>3</sup>)** : to be assigned for BC-A or BC-B ships if the maximum cargo density is less than 3.0 t/m<sup>3</sup>.

**(Hold Nos. --- may be empty)** : to be assigned for ships designed to carry cargoes with specified holds empty.

**(Block loading)** : to be assigned for ships intended to operate in alternate block loading condition according to Pt 13, Sub-part 1, Ch 1, Sec 1 [3.2.1] of the Rules.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>HC</b>	Pt 3 Ch 7 <sup>1)</sup>	-
<b>HC/E</b>	Pt 3 Ch 7 <sup>1)</sup>	-
<b>BC-A</b>	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
<b>BC-B</b>	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
<b>BC-C</b>	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
<b>GRAB[X]</b>	Pt 11 Ch 12 Sec 1, Pt 13 Sub-part 2 Ch 1 Sec 6	-
<b>(no MP)</b>	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
<b>(max cargo density --- t/m<sup>3</sup>)</b>	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
<b>(Hold Nos. --- may be empty)</b>	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
<b>(Block loading)</b>	Pt 13 Sub-part 1 Ch 4 Sec 8	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

(1) For ships with double bottom structures specially strengthened for the carriage of heavy cargoes:

✧ KRS 1 - Bulk Carrier

**HC**

✧ KRM 1 - UMA

(2) For ships with double bottom structures specially strengthened for the carriage of heavy cargoes as an alternate loading:

✧ KRS 1 - Bulk Carrier

**HC/E(Hold Nos. 2 & 4 may be empty)**

✧ KRM 1 - UMA

(3) For BC-B ships:

✧ KRS 1 - Bulk Carrier 'ESP'

**BC-B**

✧ KRM 1 - UMA

(4) For BC-B ships of which the maximum cargo density is less than 3.0t/m<sup>3</sup> :

✧ KRS 1 - Bulk Carrier 'ESP'

**BC-B(max cargo density --- t/m<sup>3</sup>)**

✧ KRM 1 - UMA

(5) For BC-A ships:

✧ KRS 1 - Bulk Carrier 'ESP'

**BC-A(Hold Nos. 2, 4, 6 & 8 may be empty)**

✧ KRM 1 - UMA

(6) For BC-A ships of which the maximum cargo density is less than 3.0t/m<sup>3</sup> :

✧ KRS 1 - Bulk Carrier 'ESP'

**BC-A(Hold Nos. 2, 4, 6 & 8 may be empty, with max cargo density --- t/m<sup>3</sup>)**

✧ KRM 1 - UMA

---

(7) For BC-A ships of which the maximum cargo density is less than 3.0t/m<sup>3</sup> and intended to operate in alternate block load condition according to Pt 13, Sub-part 1, Ch 1, Sec 1 [3.2.1] of the Rules:

✧ KRS 1 - Bulk Carrier 'ESP'

BC-A(Hold Nos. 2, 4, 6 & 8 may be empty, with max cargo density --- t/m<sup>3</sup>)

**(Block loading)**

✧ KRM 1 - UMA

---

(8) For ships which have not been designed for loading and unloading in multiple ports in accordance with the conditions specified in Pt 7, Ch 3, 201. 5 or Pt 11, Ch 4, Sec 7, [3.3] or Pt 13, Sub-part 1, Ch 4, Sec 8 [4.2.2] of the Rules.

✧ KRS 1 - Bulk Carrier 'ESP'

BC-A(or BC-B, BC-C) **(no MP)**

✧ KRM 1 - UMA

---

(9) For ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [20] tons in compliance with the requirements of Pt 11, Ch 12, Sec 1 or Pt 13, Sub-part 2, Ch 1, Sec 6 of the Rules:

✧ KRS 1 - Bulk Carrier 'ESP' (CSR)

BC-A(or BC-B) **GRAB[20]**

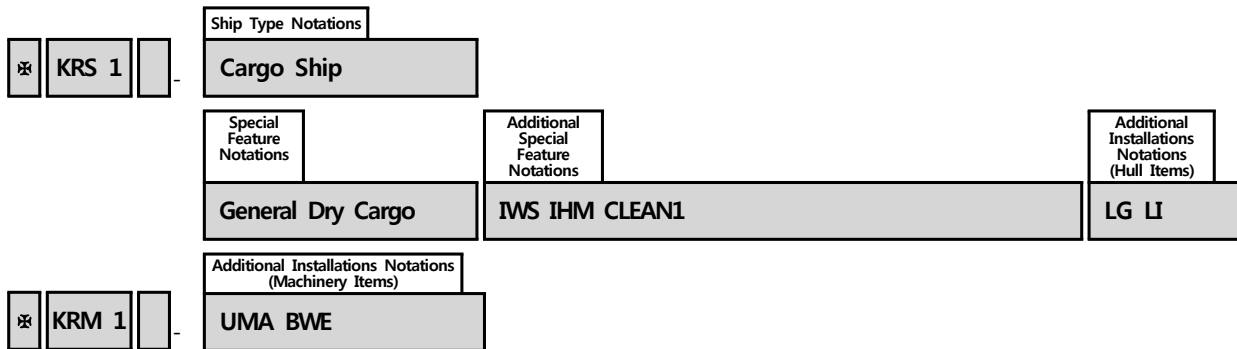
✧ KRM 1 - UMA

---

# Cargo Ship

Ship Type Notations	Special Feature Notations	
Cargo Ship	- General Dry Cargo Wood Chip Carrier Cement Carrier Livestock Carrier Deck Cargo Ship General Dry Cargo(Double Skin) Liquid Cargo(Category OS only)	HC

< Typical Example >



# Cargo Ship

## NOTATIONS (Ship Type Notations)

Cargo Ship

## DESCRIPTIONS

**Cargo Ship** : to be assigned to general cargo ships carrying general cargoes, except ships which are distinguished by specific Ship Type Notations such as Oil Tanker, Chemical Tanker, Bulk Carrier, Ore Carrier, Container Ship, RoRo Ship, Passenger Ship, Refrigerated Cargo Carrier, etc.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Cargo Ship</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

- 
- ✧ KRS 1 - **Cargo Ship**  
General Dry Cargo HC IWS IHM CLEAN1 LG LI
- ✧ KRM 1 - UMA BWE
- 
- ✧ KRS 1 - **Cargo Ship**  
Wood Chip Carrier IWS IHM CLEAN1 LG LI
- ✧ KRM 1 - UMA BWE
- 
- ✧ KRS 1 - **Cargo Ship**  
General Dry Cargo(Double Skin) IWS IHM CLEAN1 LG LI
- ✧ KRM 1 - UMA BWE
- 
- ✧ KRS 1 - **Cargo Ship**  
Liquid Cargo(Category OS only) IWS IHM CLEAN1 LG LI
- ✧ KRM 1 - UMA BWE
- 
- ✧ KRS 1 - **Cargo Ship**  
HC IWS IHM CLEAN1 LG LI
- ✧ KRM 1 - UMA BWE
-

# Cargo Ship

## NOTATIONS (Special Feature Notations)

**General Dry Cargo**  
**Wood Chip Carrier**  
**Cement Carrier**  
**Livestock Carrier**  
**Deck Cargo Ship**  
**General Dry Cargo(Double Skin)**  
**Liquid Cargo(Category OS only)**  
**HC**

## DESCRIPTIONS

### General Dry Cargo

: to be assigned to all self-propelled general dry cargo ships of 500GT and above carrying solid cargoes and the additional requirements for General Dry Cargo Ship specified in Pt 1, Ch 2, Sec 14 of the Rules are to be applied. However the following ships are to be omitted.

- bulk carriers and double skin bulk carriers subject to the enhanced survey programme(ESP)
- dedicated container carriers
- ro-ro cargo ships
- refrigerated cargo ships
- dedicated wood chip carriers
- dedicated cement carriers
- livestock carriers
- deck cargo ships(A ships that is designed to carry cargo exclusively above deck without any access for cargo below deck)
- general dry cargo ships of double side-skin construction, with double side-skin extending for the entire length of the cargo area, and for the entire height of the cargo hold to the upper deck

**Wood Chip Carrier** : to be assigned to ships that is specially designed to carry wood chip.

**Cement Carrier** : to be assigned to ships that is specially designed to carry cement.

**Livestock Carrier** : to be assigned to ships that is specially designed to carry livestock.

### Deck Cargo Ship

: to be assigned to ships that is designed to carry cargo exclusively above deck without any access for cargo below deck.

### General Dry Cargo(Double Skin)

: to be assigned to general dry cargo ships of double side-skin construction, with double side-skin extending for the entire length of the cargo area, and for the entire height of the cargo hold to the upper deck.



**Liquid Cargo(Category OS only)**

: to be assigned to ships carrying only liquid cargoes in bulk classified as pollution category OS, which are not subject to IBC Code, specified in Pt 7, Ch 6, Sec 18 of the Rules.

**HC** : to be assigned to ships with the double bottom structure specially strengthened for the carriage of **Heavy C**argoes having mass density,  $\gamma$ , specified in Pt 3, Ch 7, 101. 6 of the Rules, not less than 1.25 t/m<sup>3</sup>.

**REQUIREMENTS / RULE REFERENCES**

Notations	Design	Survey
<b>General Dry Cargo</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2 Sec 14
<b>Wood Chip Carrier</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>Cement Carrier</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>Livestock Carrier</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>Deck Cargo Ship</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>General Dry Cargo(Double Skin)</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>Liquid Cargo(Category OS only)</b>	Pt 3 <sup>1)</sup>	Pt 1 Ch 2
<b>HC</b>	Pt 3 Ch 7 <sup>1)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

**EXAMPLES**

-----  
 ✕ KRS 1 - Cargo Ship  
**General Dry Cargo** HC IWS IHM CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**Wood Chip Carrier** IWS CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**Cement Carrier** IWS CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**Livestock Carrier** IWS IHM CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**Deck Cargo Ship** IWS IHM CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**General Dry Cargo(Double Skin)** IWS CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

✕ KRS 1 - Cargo Ship  
**Liquid Cargo(Category OS only)** IWS CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

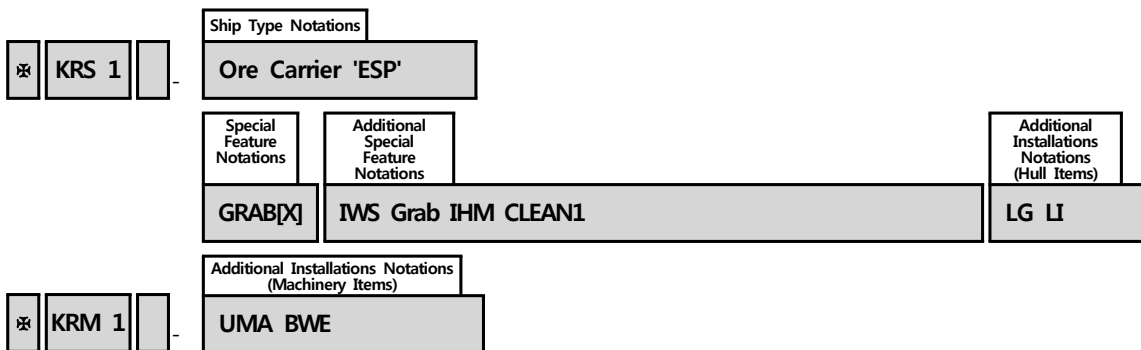
✕ KRS 1 - Cargo Ship  
**HC** IWS IHM CLEAN1 LG LI

✕ KRM 1 - UMA BWE  
 -----

# Ore Carrier

Ship Type Notations	Special Feature Notations
Ore Carrier 'ESP'	GRAB[X]

< Typical Example >



# Ore Carrier

## NOTATIONS (Ship Type Notations)

<p>Ore Carrier</p> <p>Ore Carrier 'ESP'</p>
---

## DESCRIPTIONS

**Ore Carrier** : to be assigned to ships intended primarily to carry ore cargoes in bulk.

**'ESP'** : to be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. ([Enhanced Survey Programme](#))

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Ore Carrier</b>	Pt 7 Ch 2	Pt 1 Ch 2
<b>Ore Carrier 'ESP'</b>	Pt 7 Ch 2	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6

## EXAMPLES

-----

✧ KRS 1 - **Ore Carrier 'ESP'**  
 GRAB[20] IWS Grab IHM CLEAN1 LG LI

✧ KRM 1 - UMA BWE

-----

# Ore Carrier

## NOTATIONS (Special Feature Notations)

GRAB[X]

## DESCRIPTIONS

**GRAB[X]** : to be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of Pt 7, Ch 2, 101. 2 of the Guidance.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>GRAB[X]</b>	Guidance Pt 7 Ch 2 101. 2	-

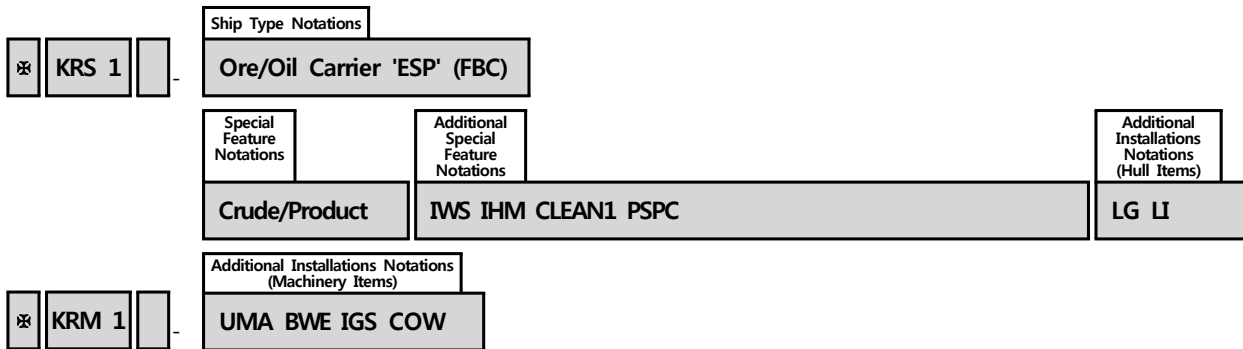
## EXAMPLES

- 
- ⊗ KRS 1 - Ore Carrier 'ESP'  
**GRAB[20]** IWS Grab IHM CLEAN1 LG LI
  - ⊗ KRM 1 - UMA BWE
-

# Ore/Oil Carrier

Ship Type Notations	Special Feature Notations	
	Ore Carrier	Oil Tanker
<b>Ore/Oil Carrier</b> 'ESP' (FAC) (FAO) (FBC)	<b>GRAB[X]</b>	<b>Crude</b> <b>Product</b> <b>Crude/Product</b> <b>Product/Asphalt</b> <b>Asphalt</b>

< Typical Example >



# Ore/Oil Carrier

## NOTATIONS (Ship Type Notations)

<p>Ore/Oil Carrier</p> <p>Ore/Oil Carrier 'ESP'</p>
---

## DESCRIPTIONS

**Ore/Oil Carrier** : to be assigned to ships which are constructed primarily for the carriage of ore or oil in bulk.

**'ESP'** : to be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of oil cargoes in center holds and wing tanks. However, these cargoes are not carried simultaneously. ([Enhanced Survey Programme](#))

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Ore/Oil Carrier</b>	Pt 7 Ch 2, Pt 7 Ch 1	Pt 1 Ch 2
<b>Ore/Oil Carrier 'ESP'</b>	Pt 7 Ch 2, Pt 7 Ch 10	Pt 1 Ch 2, Pt 1 Ch 3

## EXAMPLES

- 
- ⊗ KRS 1 - **Ore/Oil Carrier 'ESP'** (FBC)  
Product CLEAN1 LG LI
  - ⊗ KRM 1 - UMA IGS COW
-

## Ore/Oil Carrier

### NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)  
(FAO)  
(FBC)

### DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(FAC)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FAO)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FBC)</b>	Pt 7 Ch 1 Sec 10	-

### EXAMPLES

-----  
 ✧ KRS 1 - Ore/Oil Carrier 'ESP' **(FBC)**  
     Product CLEAN1 LG LI  
 ✧ KRM 1 - UMA IGS COW  
 -----

# Ore/Oil Carrier

## NOTATIONS (Special Feature Notations)

GRAB[X]

## DESCRIPTIONS

**GRAB[X]** : to be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of Pt 7, Ch 2, 101. 2 of the Guidance.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>GRAB[X]</b>	Guidance Pt 7 Ch 2 101. 2	-

## EXAMPLES

- 
- ⊗ KRS 1 - Ore/Oil Carrier 'ESP' (FBC)  
**GRAB[20]** Product CLEAN1 LG LI
  - ⊗ KRM 1 - UMA IGS COW
-



## Ore/Oil Carrier

### NOTATIONS (Special Feature Notations)

Crude  
Product  
Crude/Product  
Product/Asphalt  
Asphalt

### DESCRIPTIONS

**Crude** : to be assigned to ships carrying crude oil in bulk primarily.

**Product** : to be assigned to ships carrying product oil in bulk primarily.

**Crude/Product** : to be assigned to ships carrying crude oil and product oil in bulk primarily.

**Product/Asphalt** : to be assigned to ships carrying product oil and asphalt in bulk primarily.

**Asphalt** : to be assigned to ships carrying asphalt in bulk primarily. For asphalt carriers of which all cargo tanks are independent type, the 'ESP' notation is not to be assigned and the additional requirements for Oil Tanker 'ESP' and Oil Tanker(Double Hull) 'ESP' specified in Pt 1(i.e. ESP requirements) are not to be applied.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Crude</b>	Pt 7 Ch 1	-
<b>Product</b>	Pt 7 Ch 1	-
<b>Crude/Product</b>	Pt 7 Ch 1	-
<b>Product/Asphalt</b>	Pt 7 Ch 1	-
<b>Asphalt</b>	Pt 7 Ch 1	-

### EXAMPLES

※KRS 1 - Ore/Oil Carrier 'ESP' (FBC)

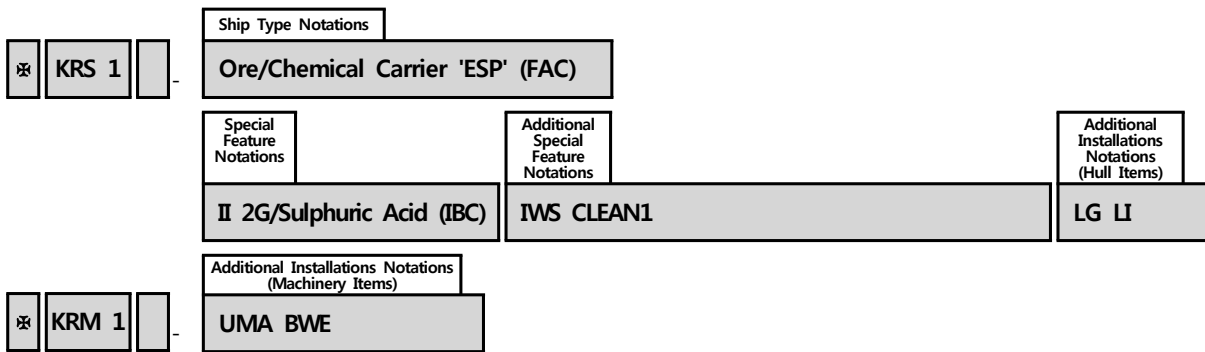
**Product** CLEAN1 LG LI

※KRM 1 - UMA IGS COW

# Ore/Chemical Carrier

Ship Type Notations	Special Feature Notations				
	Ore Carrier	Chemical Tanker			
Ore/Chemical Carrier 'ESP' (FAC) (FAO) (FBC)	GRAB[X]	Type of Ship	Type of Tank	Design Aspect or Exclusive Cargo	IMO Code
		I II III II&III	1G 2G 1P	Apparent Specific Gravity (SG)  Name of Chemical when exclusively carried	(IBC) (BCH) (BCX)

< Typical Example >



## Ore/Chemical Carrier

### NOTATIONS (Ship Type Notations)

Ore/Chemical Carrier  
Ore/Chemical Carrier 'ESP'

### DESCRIPTIONS

**Ore/Chemical Carrier** : to be assigned to ships which are constructed primarily for the carriage of ore or chemicals(liquid cargoes specified in(Pt 7, Ch 6, Sec 17 of the Rules) in bulk.

**'ESP'** : to be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of chemical cargoes(liquid cargoes specified in(Pt 7, Ch 6, Sec 17 of the Rules) in center holds and wing tanks. However, these cargoes are not carried simultaneously.  
(Enhanced Survey Programme)

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Ore/Chemical Carrier</b>	Pt 7 Ch 2, Pt 7 Ch 6	Pt 1 Ch 2
<b>Ore/Chemical Carrier 'ESP'</b>	Pt 7 Ch 2, Pt 7 Ch 6	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6 & 4

### EXAMPLES

- 
- ✧ KRS 1 - **Ore/Chemical Carrier 'ESP'** (FAC)  
II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
  - ✧ KRM 1 - UMA BWE
-

## Ore/Chemical Carrier

### NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)

(FAO)

(FBC)

### DESCRIPTIONS

(FAC) : to be assigned to ships which are carrying cargoes of Flash point Above 60°C with Controlled tank vents

(FAO) : to be assigned to ships which are carrying cargoes of Flash point Above 60°C with Open tank vents

(FBC) : to be assigned to ships which are carrying cargoes of Flash point of 60°C and Below with Controlled tank vents

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(FAC)	Pt 7 Ch 1 Sec 10	-
(FAO)	Pt 7 Ch 1 Sec 10	-
(FBC)	Pt 7 Ch 1 Sec 10	-

### EXAMPLES

- 
- ✧ KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)  
II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
  - ✧ KRM 1 - UMA BWE
-

## Ore/Chemical Carrier

### NOTATIONS (Special Feature Notations)

GRAB[X]

### DESCRIPTIONS

**GRAB[X]** : to be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of Pt 7, Ch 2, 101. 2 of the Guidance.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>GRAB[X]</b>	Guidance Pt 7 Ch 2 101. 2	-

### EXAMPLES

- 
- ✧ KRS 1 - Ore/Chemical Carrier 'ESP' **(FAC)**  
**GRAB[20]** II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
  - ✧ KRM 1 - UMA BWE
-

# Ore/Chemical Carrier

## NOTATIONS (Special Feature Notations - Type of Ship)

I  
II  
III  
II & III

## DESCRIPTIONS

This notations will be assigned according to the ship's type which are to be determined by Pt 7, Ch 6, Sec 2, 205. (damage assumption), 206. (location of cargo tanks), 208. (standard of damage) and 209. (survival requirements) as followings.

**I** : to be assigned to ships intended to transport products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**II** : to be assigned to ships intended to transport products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

**III** : to be assigned to ships intended to transport products with sufficiently severe environmental and safety hazards which require a moderate degree of containment to increase survival capability in a damaged condition. (Refer to Pt 7 Ch 6 Sec 17 Summary of Minimum Requirements, column E)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>I</b>	Pt 7 Ch 6 Sec 2	-
<b>II</b>	Pt 7 Ch 6 Sec 2	-
<b>III</b>	Pt 7 Ch 6 Sec 2	-
<b>II &amp; III</b>	Pt 7 Ch 6 Sec 2	-

## EXAMPLES

-----  
 ✖ KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)  
     **II** 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI  
 ✖ KRM 1 - UMA BWE  
 -----

## Ore/Chemical Carrier

### NOTATIONS (Special Feature Notations – Type of Tank)

1G  
2G  
1P

### DESCRIPTIONS

**1** : Independent Tank

- to be assigned to ships having independent gravity tanks or pressure vessels as a cargo containment envelope which is not contiguous with or part of the hull structure.  
(Tanks designed using the requirements of Pt 3, Ch 15 and Pt 5, Ch 5 of the Rules)

**2** : Integral Tank

- to be assigned to ships having self-supporting hull construction tanks.  
( $P_o \leq 0.25 \text{ bar}$ (Max.  $0.7 \text{ bar}$ ),  $T_o \geq -10 \text{ }^\circ\text{C}$ )

**G** : Gravity Tank

- to be assigned to ships having independent or integral tanks.  
( $P_o \leq 0.7 \text{ bar}$ )

**P** : Pressure Tank

- to be assigned to ships having independent pressure tanks.  
(Tanks designed using the requirements of Pt 5, Ch 5 of the Rules,  $P_o > 0.7 \text{ bar}$ )

(Remarks)  $P_o$  : Design Pressure,  $T_o$  : Boiling Point of the Cargo

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>1G</b>	Pt 7 Ch 6 Sec 4	-
<b>2G</b>	Pt 7 Ch 6 Sec 4	-
<b>1P</b>	Pt 7 Ch 6 Sec 4	-

### EXAMPLES

- 
- ✧ KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)  
II **2G**/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
  - ✧ KRM 1 - UMA BWE
-

## Ore/Chemical Carrier

### NOTATIONS (Special Feature Notations - Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried)

Apparent Specific Gravity(SG) or  
Name of Chemical when exclusively carried

### DESCRIPTIONS

**Apparent Specific Gravity(SG) or Name of Chemical when exclusively carried**

: Apparent specific gravity(SG) or name of Chemical when exclusively carried shall be assigned.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Apparent Specific Gravity(SG)	Pt 7 Ch 6	-
Name of Chemical when exclusively carried	Pt 7 Ch 6	-

### EXAMPLES

- 
- ⊗ KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)  
II 2G/**Sulphuric Acid** (IBC) IWS IHM CLEAN1 PSPC LG LI
  - ⊗ KRM 1 - UMA BWE
-



## Ore/Chemical Carrier

### NOTATIONS (Special Feature Notations – IMO Code)

(IBC)

(BCH)

(BCX)

### DESCRIPTIONS

**(IBC)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July 1986.

**(BCH)** : to be assigned to ships built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed before 30 June 1986 and on or after 12 April 1972.

**(BCX)** : to be assigned to ships built in compliance with Par 1.7.3 of BCH Code and constructed before 11 April 1972.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(IBC)</b>	Pt 7 Ch 6	-
<b>(BCH)</b>	Pt 7 Ch 6	-
<b>(BCX)</b>	BCH Code 1.7.3	-

### EXAMPLES

-----

✧ KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)  
 II 2G/Sulphuric Acid **(IBC)** IWS IHM CLEAN1 PSPC LG LI

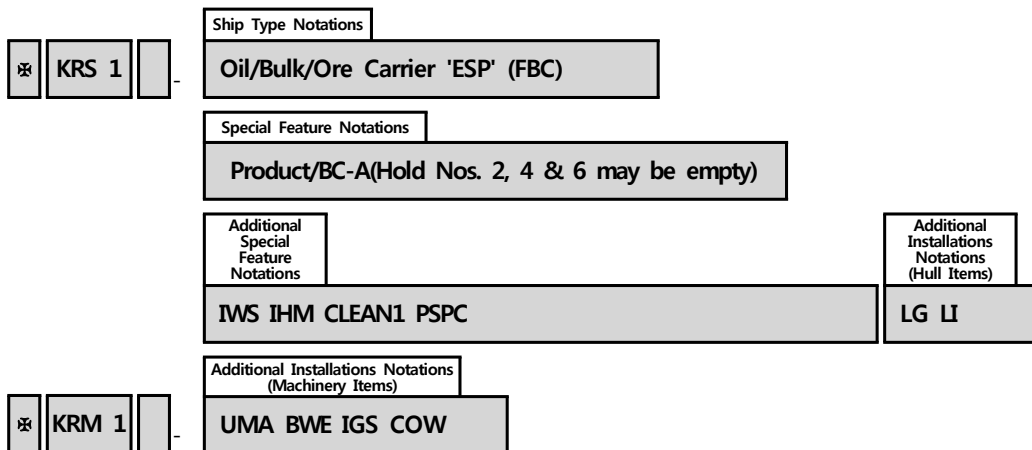
✧ KRM 1 - UMA BWE

-----

# Oil/Bulk/Ore Carrier

Ship Type Notations	Special Feature Notations		
	Oil Tanker	Bulk Carrier	Ore Carrier
<b>Oil/Bulk/Ore Carrier</b> 'ESP' 'ESP'(EXP) (FAC) (FAO) (FBC)	<b>Crude</b> <b>Product</b> <b>Crude/Product</b> <b>Product/Asphalt</b> <b>Asphalt</b>	- HC HC/E BC-A BC-B BC-C (no MP) (max cargo density --- t/m <sup>3</sup> ) (Hold Nos. --- may be empty)	<b>GRAB[X]</b>

< Typical Example >



# Oil/Bulk/Ore Carrier

## NOTATIONS (Ship Type Notations)

Oil/Bulk/Ore Carrier  
 Oil/Bulk/Ore Carrier 'ESP'  
 Oil/Bulk/Ore Carrier 'ESP'(EXP)

## DESCRIPTIONS

**Oil/Bulk/Ore Carrier** : to be assigned to ships which are constructed primarily for the carriage of oil, bulk or ore in bulk.

**'ESP'** : to be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in the cargo length area and intended primarily to carry oil or dry cargoes including ore, in bulk. However, these cargoes are not carried simultaneously. (Enhanced Survey Programme)

**'ESP'(EXP)** : to be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in the cargo length area and intended primarily to carry oil or dry cargoes including ore, in bulk. However, these cargoes are not carried simultaneously. For ships constructed on or after 1 July 2010, the notation 'ESP' shall be assigned even if they lack some or all of the specified constructional feature above and (EXP) notation shall be followed.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Oil/Bulk/Ore Carrier</b>	Pt 7 Ch 1, 2 & 3	Pt 1 Ch 2
<b>Oil/Bulk/Ore Carrier 'ESP'</b>	Pt 7 Ch 1, 2 & 3	Pt 1 Ch 2, Pt 1 Ch 3
<b>Oil/Bulk/Ore Carrier 'ESP'(EXP)</b>	Pt 7 Ch 1, 2 & 3	Pt 1 Ch 2, Pt 1 Ch 3

## EXAMPLES

- 
- ✧ KRS 1 - **Oil/Bulk/Ore Carrier 'ESP' (FBC)**  
 Product/BC-A(Hold Nos. 2, 4 & 6 may be empty)  
 IWS IHM CLEAN1 PSPC LG LI
- ✧ KRM 1 - UMA BWE IGS COW
-

## Oil/Bulk/Ore Carrier

### NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)

(FAO)

(FBC)

### DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(FAC)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FAO)</b>	Pt 7 Ch 1 Sec 10	-
<b>(FBC)</b>	Pt 7 Ch 1 Sec 10	-

### EXAMPLES

- 
- ⊗ KRS 1 - Oil/Bulk/Ore Carrier 'ESP' **(FBC)**  
 Product/BC-A(Hold Nos. 2, 4 & 6 may be empty)  
 IWS IHM CLEAN1 PSPC LG LI
  - ⊗ KRM 1 - UMA BWE IGS COW
-

## Oil/Bulk/Ore Carrier

### NOTATIONS (Special Feature Notations)

Crude  
Product  
Crude/Product  
Product/Asphalt  
Asphalt

### DESCRIPTIONS

**Crude** : to be assigned to ships carrying crude oil in bulk primarily.

**Product** : to be assigned to ships carrying product oil in bulk primarily.

**Crude/Product** : to be assigned to ships carrying crude oil and product oil in bulk primarily.

**Product/Asphalt** : to be assigned to ships carrying product oil and asphalt in bulk primarily.

**Asphalt** : to be assigned to ships carrying asphalt in bulk primarily. For asphalt carriers of which all cargo tanks are independent type, the 'ESP' notation is not to be assigned and the additional requirements for Oil Tanker 'ESP' and Oil Tanker(Double Hull) 'ESP' specified in Pt 1(i.e. ESP requirements) are not to be applied.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Crude</b>	Pt 7 Ch 1	-
<b>Product</b>	Pt 7 Ch 1	-
<b>Crude/Product</b>	Pt 7 Ch 1	-
<b>Product/Asphalt</b>	Pt 7 Ch 1	-
<b>Asphalt</b>	Pt 7 Ch 1	-

### EXAMPLES

-----  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP' (FBC)  
     **Product**/BC-A(Hold Nos. 2, 4 & 6 may be empty)  
     IWS IHM CLEAN1 PSPC LG LI  
 ✖ KRM 1 - UMA BWE IGS COW  
 -----

# Oil/Bulk/Ore Carrier

## NOTATIONS (Special Feature Notations)

HC  
 HC/E  
 BC-A  
 BC-B  
 BC-C  
 (no MP)  
 (max cargo density --- t/m<sup>3</sup>)  
 (Hold Nos. --- may be empty)

## DESCRIPTIONS

**HC** : to be assigned to ships with the double bottom structure specially strengthened for the carriage of heavy cargoes having mass density,  $\gamma$ , specified in Pt 3, Ch 7, 101. 6 of the Rules, not less than 1.25 t/m<sup>3</sup>.  
(Heavy Cargo)

**HC/E** : to be assigned to ships intended for the alternate loading, in addition to the requirements for HC above.

**BC-A** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with specified holds empty at maximum draught in addition to BC-B conditions as Pt 7, Ch 3, Sec 2 of the Rules.

**BC-B** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with all cargo holds loaded in addition to BC-C conditions as Pt 7, Ch 3, Sec 2 of the Rules.

**BC-C** : to be assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of less than 1.0 t/m<sup>3</sup> as Pt 7, Ch 3, Sec 2 of the Rules.

**(no MP)** : to be assigned to ships have not been designed for loading and unloading in multiple ports in accordance with the conditions specified in Pt 7, Ch 3, 201. 5. (no MultiPort)

**(max cargo density --- t/m<sup>3</sup>)** : to be assigned for BC-A or BC-C ships if the maximum cargo density is less than 3.0 t/m<sup>3</sup>.

**(Hold Nos. --- may be empty)** : to be assigned for ships designed to carry cargoes with specified holds empty.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>HC</b>	Pt 3 Ch 7 <sup>1)</sup>	-
<b>HC/E</b>	Pt 3 Ch 7 <sup>1)</sup>	-
<b>BC-A</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
<b>BC-B</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
<b>BC-C</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
<b>(no MP)</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
<b>(max cargo density --- t/m<sup>3</sup>)</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
<b>(Hold Nos. --- may be empty)</b>	Pt 7 Ch 3, Pt 11 Ch 1	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

- 
- (1) For ships with double bottom structures specially strengthened for the carriage of heavy cargoes:  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**HC**  
 ✖ KRM 1 - UMA
- 
- (2) For ships with double bottom structures specially strengthened for the carriage of heavy cargoes as an alternate loading:  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**HC/E(Hold Nos. 2 & 4 may be empty)**  
 ✖ KRM 1 - UMA
- 
- (3) For BC-B ships:  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**BC-B**  
 ✖ KRM 1 - UMA
- 
- (4) For BC-B ships of which the maximum cargo density is less than 3.0t/m<sup>3</sup> :  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**BC-B(max cargo density --- t/m<sup>3</sup>)**  
 ✖ KRM 1 - UMA
- 
- (5) For BC-A ships:  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**BC-A(Hold Nos. 2, 4, 6 & 8 may be empty)**  
 ✖ KRM 1 - UMA
- 
- (6) For BC-A ships of which the maximum cargo density is less than 3.0t/m<sup>3</sup> :  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/**BC-A(Hold Nos. 2, 4 & 6 may be empty, with max cargo density --- t/m<sup>3</sup>)**  
 ✖ KRM 1 - UMA
- 
- (7) For ships which have not been designed for loading and unloading in multiple ports in accordance with the conditions specified in Pt 7, Ch 3, 201. 5.  
 ✖ KRS 1 - Oil/Bulk/Ore Carrier 'ESP'  
 Product/BC-A(또는 BC-B, BC-C) **(no MP)**  
 ✖ KRM 1 - UMA
-

# Oil/Bulk/Ore Carrier

## NOTATIONS (Special Feature Notations)

**GRAB[X]**

## DESCRIPTIONS

**GRAB[X]** : to be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of Pt 7, Ch 2, 101. 2 of the Guidance.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>GRAB[X]</b>	Guidance Pt 7 Ch 2 101. 2	-

## EXAMPLES

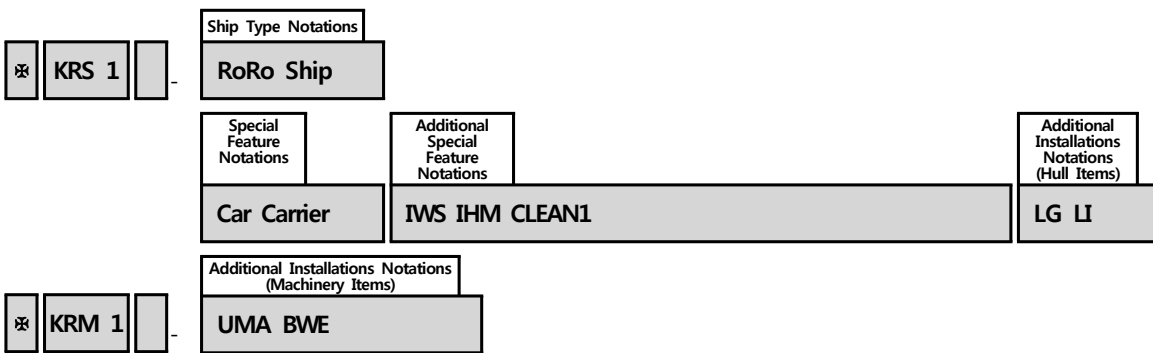
- 
- ✧ KRS 1 - Oil/Bulk/Ore Carrier 'ESP' (FBC)  
Product/BC-A(Hold Nos. 2, 4 & 6 may be empty) **GRAB[20]**  
IWS IHM CLEAN1 PSPC LG LI
  - ✧ KRM 1 - UMA BWE IGS COW
-



# RoRo Ship

Ship Type Notations	Special Feature Notations
RoRo Ship	- Car Carrier Car Carrier(PCC) Car/Cargo Car/Container Car/Bulk Cassette Car Ferry Car Ferry(open space)

< Typical Example >



# RoRo Ship

## NOTATIONS (Ship Type Notations)

RoRo Ship

## DESCRIPTIONS

**RoRo Ship** : to be assigned to ships which are specially designed and constructed for the carriage of vehicles, and cargo in pallet form or in container, and loaded and unloaded by wheeled vehicles.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>RoRo Ship</b>	Pt 7 Ch 7	Pt 1 Ch 2

## EXAMPLES

-----  
 ✕ KRS 1 - **RoRo Ship**  
 Car Carrier(PCC) IWS IHM CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE

-----  
 ✕ KRS 1 - **RoRo Ship**  
 Car/Cargo IWS IHM CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE

-----  
 ✕ KRS 1 - **RoRo Ship**  
 Car/Container IWS CDG IHM CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE

-----  
 ✕ KRS 1 - **RoRo Ship**  
 Cassette IWS IHM CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE

-----  
 ✕ KRS 1 - **RoRo Ship**  
 Car Ferry IWS LG LI  
 ✕ KRM 1 - UMA BWE  
 -----

# RoRo Ship

## NOTATIONS (Special Feature Notations)

-  
 Car Carrier  
 Car Carrier PCC  
 Car/Cargo  
 Car/Container  
 Car/Bulk  
 Cassette  
 Car Ferry  
 Car Ferry(open space)

## DESCRIPTIONS

- : Additional notation is not required for ships not intended to carry vehicles.

**Car Carrier** : to be assigned to ships, other than car ferry ships engaged in national voyages and subject to **Pt 7, Annex 7-3** of the Guidance, which are intended primarily to carry vehicles on vehicle decks in roll-on/roll-off system. For pure car carriers or pure car/truck carriers intended primarily to carry vehicles on several vehicle decks in superstructure running the entire length and breadth of the hull, fully enclosed as well as on vehicle decks under the freeboard deck in roll-on/roll-off system, "PCC" notation shall be assigned additionally after "Car Carrier" notation.  
 (Pure Car Carrier)

### **Car/Cargo, Car/Container, Car/Bulk**

: to ships intended to carry not only vehicles in roll-on/roll-off system but also the relevant cargoes in loading/unloading system other than roll-on/roll-off system such as general cargo ships, container ships or bulk carriers. If these ships are car ferry ships engaged in national voyages which are subject to **Pt 7, Annex 7-3** of the Guidance, the notation "Car Ferry/Cargo", "Car Ferry/Container" or "Car Ferry/Bulk" shall be assigned instead of these notations applicable and the notation "(open space)" shall be assigned additionally to car ferry ships, engaged in national voyages, having Open Vehicle Space only.

**Cassette** : to ships intended to carry cargoes in roll-on/roll-off system using cassettes primarily.

**Car Ferry** : to be assigned to car ferry ships which are engaged in national voyages and subject to **Pt 7, Annex 7-3** of the Guidance and the notation "(open space)" shall be assigned additionally to car ferry ships having Open Vehicle Space Only.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
-	Pt 7 Ch 7	-
Car Carrier	Pt 7 Ch 7	-
Car Carrier PCC	Pt 7 Ch 7	-
Car/Cargo	Pt 7 Ch 7	-
Car/Container	Pt 7 Ch 7	-
Car/Bulk	Pt 7 Ch 7	-
Cassette	Pt 7 Ch 7	-
Car Ferry	Pt 7 Ch 7	-
Car Ferry(open space)	Pt 7 Ch 7	-

---

---

## EXAMPLES

-----  
⊗ KRS 1 - RoRo Ship  
    **Car Carrier PCC** IWS IHM CLEAN1 LG LI  
⊗ KRM 1 - UMA BWE  
-----

⊗ KRS 1 - RoRo Ship  
    **Car/Cargo** IWS IHM CLEAN1 LG LI  
⊗ KRM 1 - UMA BWE  
-----

⊗ KRS 1 - RoRo Ship  
    **Car/Container** IWS CDG IHM CLEAN1 LG LI  
⊗ KRM 1 - UMA BWE  
-----

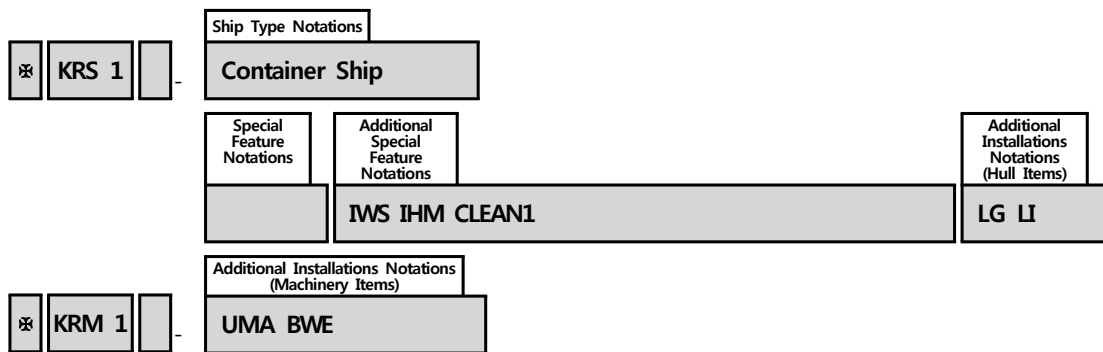
⊗ KRS 1 - RoRo Ship  
    **Cassette** IWS IHM CLEAN1 LG LI  
⊗ KRM 1 - UMA BWE  
-----

⊗ KRS 1 - RoRo Ship  
    **Car Ferry** IWS LG LI  
⊗ KRM 1 - UMA  
-----

# Container Ship

Ship Type Notations	Special Feature Notations
Container Ship	LS LS(CL) LS(CL, RS)

< Typical Example >



# Container Ship

## NOTATIONS (Ship Type Notations)

Container Ship

## DESCRIPTIONS

**Container Ship** : to be assigned to ships designed and constructed to carry containers exclusively.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Container Ship</b>	Pt 7 Ch 4	Pt 1 Ch 2

## EXAMPLES

- 
- ⊗ KRS 1 - **Container Ship**  
IWS CDG IHM CLEAN1 LG LI
  - ⊗ KRM 1 - UMA BWE
-

# Container Ship

## NOTATIONS (Special Feature Notations)

LS  
LS(CL)  
LS(CL, RS)

## DESCRIPTIONS

**LS** : to be assigned to ships where container securing arrangements are fitted, and design and construction of the system are in accordance with Pt 7, Annex 7-2 of the Guidance. (Lashing & Stowage)

**LS(CL)** : to be assigned to ships where the program for lashing calculations is approved by the Society and installed and maintained onboard in accordance with Pt 7, Annex 7-2 of the Guidance in addition to LS above. (Calculation for Lashing)

**LS(CL, RS)** : to be assigned to ships where the contents related to the application of the specific route reduction factors provided by the Society are included in Cargo Securing Manual and the specific route reduction factors are applicable to onboard lashing program in accordance with Pt 7, Annex 7-2 of the Guidance in addition to LS(CL) above. (Route Specific Reduction Factor)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
LS	Pt 7 Annex 7-2	-
LS(CL)	Pt 7 Annex 7-2	-
LS(CL, RS)	Pt 7 Annex 7-2	-

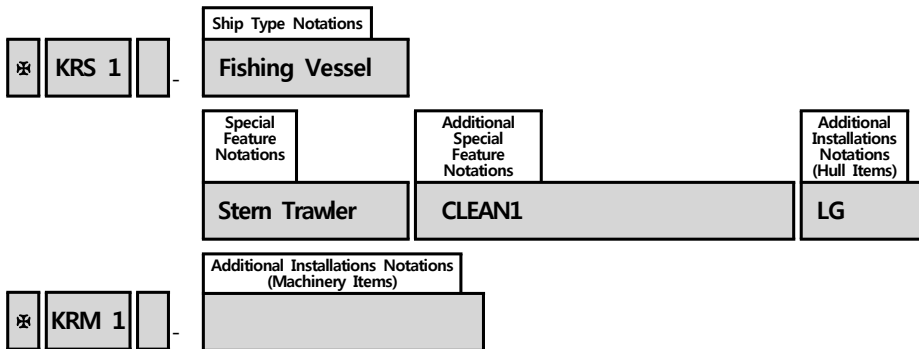
## EXAMPLES

-----  
 ✕ KRS 1 - **Container Ship**  
     **LS(CL, RS)** IWS CDG IHM CLEAN1 LG LI  
 ✕ KRM 1 - UMA BWE  
 -----

# Fishing Vessel

Ship Type Notations	Special Feature Notations
Fishing Vessel	Long Liner Stern Trawler Side Trawler Whaler Purse Seiner Gill Net Angling Stick-held Dip Net Bottom Long Liner Trap Stow Net Lift Net Dredge Net Seiner Stab Net Lighting

< Typical Example >





# Fishing Vessel

## NOTATIONS (Ship Type Notations)

Fishing Vessel

## DESCRIPTIONS

**Fishing Vessel** : to be assigned to ships used for catching fish, whales, seals, walrus or other living resources of the sea.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Fishing Vessel</b>	Pt 3 <sup>1), 2)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		

## EXAMPLES

✕ KRS 1 - **Fishing Vessel**  
Stern Trawler CLEAN1 LG

✕ KRM 1

✕ KRS 1 - **Fishing Vessel**  
Long Liner and Angling CLEAN1 LG

✕ KRM 1

---

# Fishing Vessel

---

## NOTATIONS (Special Feature Notations)

Long Liner  
Stern Trawler  
Side Trawler  
Whaler  
Purse Seiner  
Gill Net  
Angling  
Stick-held Dip Net  
Bottom Long Liner  
Trap  
Stow Net  
Lift Net  
Dredge Net  
Seiner  
Stab Net  
Lighting

## DESCRIPTIONS

**Long Liner** : to be assigned to long liner fishing vessels.

**Stern Trawler** : to be assigned to stern trawler fishing vessels.

**Side Trawler** : to be assigned to side trawler fishing vessels.

**Whaler** : to be assigned to whaler fishing vessels.

**Purse Seiner** : to be assigned to purse seiner fishing vessels.

**Gill Net** : to be assigned to gill net fishing vessels.

**Angling** : to be assigned to angling fishing vessels.

**Stick-held Dip Net** : to be assigned to stick-held dip net fishing vessels.

**Bottom Long Liner** : to be assigned to bottom long liner fishing vessels.

**Trap** : to be assigned to trap fishing vessels.

**Stow Net** : to be assigned to stow net fishing vessels.

**Lift Net** : to be assigned to lift net fishing vessels.

**Dredge Net** : to be assigned to dredge net fishing vessels.

**Seiner** : to be assigned to seiner fishing vessels.

**Stab Net** : to be assigned to stab net fishing vessels.

**Lighting** : to be assigned to lighting fishing vessels.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Long Liner</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Stern Trawler</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Side Trawler</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Whaler</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Purse Seiner</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Gill Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Angling</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Stick-held Dip Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Bottom Long Liner</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Trap</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Stow Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Lift Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Dredge Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Seiner</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Stab Net</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Lighting</b>	Pt 3 <sup>1), 2)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		

## EXAMPLES

-----  
 ✖ KRS 1 - Fishing Vessel

**Stern Trawler** CLEAN1 LG

✖ KRM 1  
 -----

✖ KRS 1 - Fishing Vessel

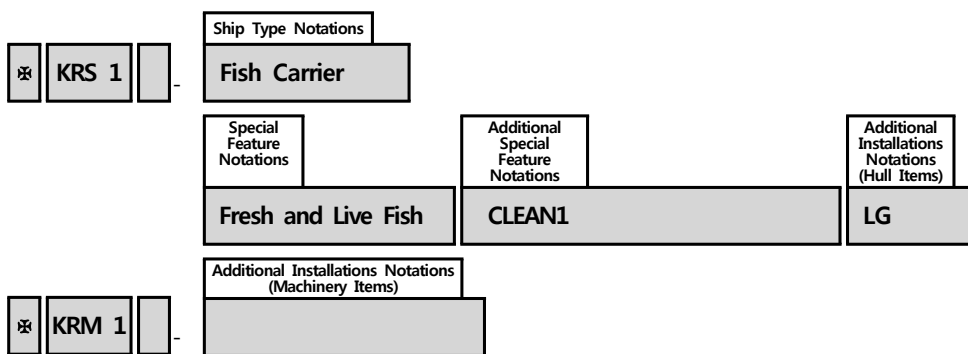
**Long Liner and Angling** CLEAN1 LG

✖ KRM 1  
 -----

# Fish Carrier

Ship Type Notations	Special Feature Notations
Fish Carrier	Fresh and Live Fish Fresh Fish Live Fish Fish Factory

< Typical Example >



# Fish Carrier

## NOTATIONS (Ship Type Notations)

Fish Carrier

## DESCRIPTIONS

**Fish Carrier** : to be assigned to ship primarily carrying fishery.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Fish Carrier</b>	Pt 3 <sup>1), 2)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		

## EXAMPLES

-----  
 ✕ KRS 1 - **Fish Carrier**  
 Fresh and Live Fish CLEAN1 LG  
 ✕ KRM 1

-----  
 ✕ KRS 1 - **Fish Carrier**  
 Fish Factory CLEAN1 LG  
 ✕ KRM 1  
 -----

# Fish Carrier

## NOTATIONS (Special Feature Notations)

Fresh and Live Fish  
 Fresh Fish  
 Live Fish  
 Fish Factory

## DESCRIPTIONS

**Fresh and Live Fish** : to be assigned to ships carrying fresh and live fishes.

**Fresh Fish** : to be assigned to ships carrying fresh fishes.

**Live Fish** : to be assigned to ships carrying live fishes.

**Fish Factory** : to be assigned to fish factory ships.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Fresh and Live Fish</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fresh Fish</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Live Fish</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fish Factory</b>	Pt 3 <sup>1), 2)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		

## EXAMPLES

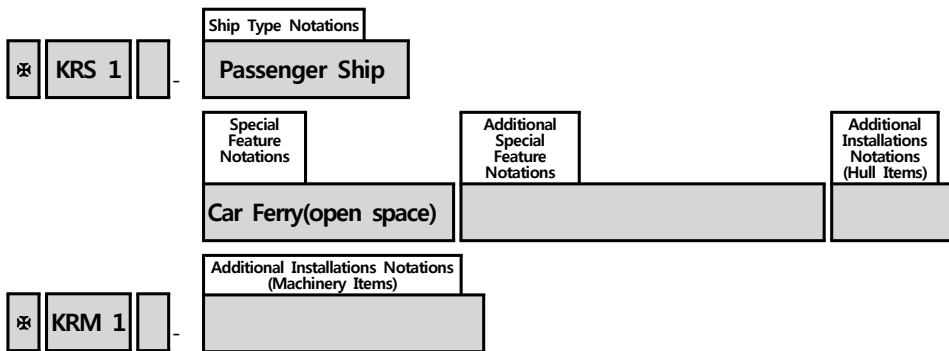
-----  
 ✕ KRS 1 - Fish Carrier  
     **Fresh and Live Fish** CLEAN1 LG  
 ✕ KRM 1  
 -----

✕ KRS 1 - Fish Carrier  
     **Fish Factory** CLEAN1 LG  
 ✕ KRM 1  
 -----

# Passenger Ship

Ship Type Notations	Special Feature Notations		
	Type	Additional Purpose	Design Aspect
<b>Passenger Ship</b>	- Hydrofoil Side Wall Air Cushion Vehicle Hover Craft Catamaran Submersible	- Cargo Container Leisure Car Ferry Car Ferry(open space) Car Ferry(SCS) RoRo	<b>Max. submerging depth and time for submersible</b>

< Typical Example >



# Passenger Ship

## NOTATIONS (Ship Type Notations)

Passenger Ship

## DESCRIPTIONS

**Passenger Ship** : to be assigned to ships which carries more than 12 passengers.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Passenger Ship</b>	Pt 3 <sup>1), 2), 3)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		
3) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

## EXAMPLES

⊗ KRS 1 - **Passenger Ship**  
Cargo/RoRo CLEAN1

⊗ KRM 1

⊗ KRS 1 - **Passenger Ship**  
Hydrofoil (HSLC-SA3) (HSC-A) CLEAN1

⊗ KRM 1

⊗ KRS 1 - **Passenger Ship**  
Side Wall Air Cushion Vehicle CLEAN1

⊗ KRM 1

⊗ KRS 1 - **Passenger Ship**  
Catamaran/Car Ferry (HSLC-SA2)

⊗ KRM 1

⊗ KRS 1 - **Passenger Ship**  
Car Ferry(SCS) CLEAN1 CDG

⊗ KRM 1

⊗ KRS 1 - **Passenger Ship**

Submersible/Leisure Max. 40M, 8Hrs

⊗ KRM 1



# Passenger Ship

## NOTATIONS (Special Feature Notations – Type)

**Hydrofoil**  
**Side Wall Air Cushion Vehicle**  
**Hover Craft**  
**Catamaran**  
**Submersible**

## DESCRIPTIONS

**Hydrofoil** : to be assigned to hydrofoil passenger ships.

**Side Wall Air Cushion Vehicle** : to be assigned to passenger ships of side wall air cushion vehicle type.

**Hover Craft** : to be assigned to passenger ships of hover craft type.

**Submersible** : to be assigned to submersible passenger ships.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Hydrofoil</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Side Wall Air Cushion Vehicle</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Hover Craft</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Catamaran</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Submersible</b>	Pt 3 <sup>1), 2), 3)</sup> , Rules for the Classification of Underwater Vehicles	Pt 1 Ch 2, Rules for the Classification of Underwater Vehicles
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fiber reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		
3) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

## EXAMPLES

-----  
 ✖ KRS 1 - Passenger Ship  
**Hydrofoil** (HSLC-SA3) (HSC-A) CLEAN1

✖ KRM 1  
 -----

✖ KRS 1 - Passenger Ship  
**Side Wall Air Cushion Vehicle** CLEAN1

✖ KRM 1  
 -----

✖ KRS 1 - Passenger Ship  
**Catamaran**/Car Ferry (HSLC-SA2)

✖ KRM 1  
 -----

---

⊗ KRS 1 - Passenger Ship  
**Car Ferry(SCS)** CLEAN1 CDG  
⊗ KRM 1

---

⊗ KRS 1 - Passenger Ship  
**Submersible**/Leisure Max. 40M, 8Hrs  
⊗ KRM 1

---

# Passenger Ship

## NOTATIONS (Special Feature Notations – Additional Purpose)

-  
**Cargo**  
**Container**  
**Leisure**  
**Car Ferry**  
**Car Ferry(open space)**  
**Car Ferry(SCS)**  
**RoRo**

## DESCRIPTIONS

- : Additional notation is not required for passenger ship built to carry passenger exclusively.

**Cargo** : to be assigned to passenger ships carrying general cargoes.

**Container** : to be assigned to passenger ships carrying containers.

**Leisure** : to be assigned to leisure passenger ships.

**Car Ferry** : to be assigned to passenger ships with Vehicle Areas specified in Pt 7, Annex 7-3 of the Guidance or passenger ships with spaces intended for the carriage of vehicle except Special Category Spaces or RoRo Spaces specified in SOLAS Ch.II-2 and the notation "(open space)" shall be assigned additionally to car ferry ships, engaged having Open Vehicle Space only.

**Car Ferry(SCS)** : to be assigned to passenger ships with Special Category Spaces specified in SOLAS Ch. II-2 or IMO HSC Code(International Code of Safety for High-speed Craft. (Special Category Spaces))

**RoRo** : to be assigned to passenger ships with RoRo Spaces specified in SOLAS Ch.II-2 or IMO HSC Code(International Code of Safety for High-speed Craft.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
-	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Cargo</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Container</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Leisure</b>	Pt 3 <sup>1), 2), 3)</sup>	-
<b>Car Ferry</b>	Pt 3 <sup>1), 2), 3)</sup> , Pt 7 Ch 7	-
<b>Car Ferry(open space)</b>	Pt 3 <sup>1), 2), 3)</sup> , Pt 7 Ch 7	-
<b>Car Ferry(SCS)</b>	Pt 3 <sup>1), 2), 3)</sup> , Pt 7 Ch 7	-
<b>RoRo</b>	Pt 3 <sup>1), 2), 3)</sup>	-

(Notes)

- 1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.
- 2) For ships of fiber reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.
- 3) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.

---

---

## EXAMPLES

---

✧ KRS 1 - Passenger Ship  
**Cargo/RoRo** CLEAN1

✧ KRM 1

---

✧ KRS 1 - Passenger Ship  
Catamaran/**Car Ferry** (HSLC-SA2)

✧ KRM 1

---

✧ KRS 1 - Passenger Ship  
Submersible/**Leisure** Max. 40M, 8Hrs

✧ KRM 1

---

# Passenger Ship

## NOTATIONS (Special Feature Notations – Submersible)

Max. submerging depth and time for Submersible

## DESCRIPTIONS

Max. ---M, ---Hrs : Max. submerging depth and time are to be assigned for submersible passenger ships.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Max. ---M, ---Hrs	Pt 3 <sup>1), 2), 3)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For ships of fibre reinforced plastics, the Rules for the Classification of FRP Ships are to be applied.		
3) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

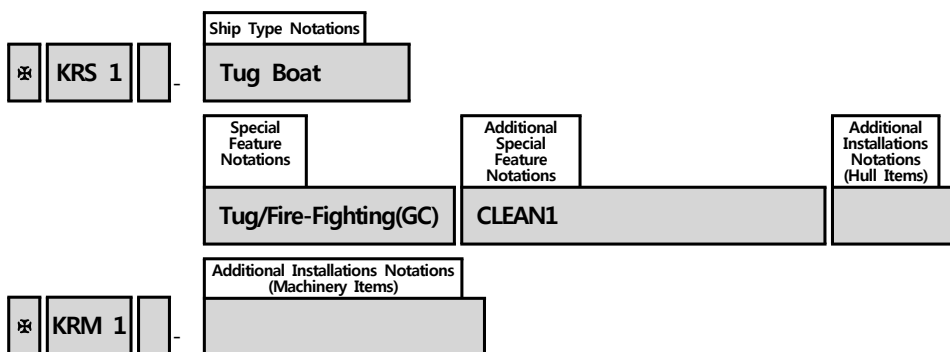
## EXAMPLES

- 
- ✧ KRS 1 - Passenger Ship  
Submersible/Leisure **Max. 40M, 8Hrs**
  - ✧ KRM 1
-

# Tug Boat

Ship Type Notations	Special Feature Notations
<b>Tug Boat</b>	- Tug/Salvage Tug/Supply Tug/Fire-Fighting(GA or GC) Tug/Anchor Tug/Oil Recovery(GA, GB or GC)

< Typical Example >



# Tug Boat

## NOTATIONS (Ship Type Notations)

Tug Boat

## DESCRIPTIONS

**Tug Boat** : to be assigned to ships designed primarily for towing service.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Tug Boat</b> (Notes)	Pt 7 Ch 9 <sup>1)</sup>	Pt 1 Ch 2
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

⌘ KRS 1 - **Tug Boat**

⌘ KRM 1

⌘ KRS 1 - **Tug Boat**

Tug/Anchor CLEAN1

⌘ KRM 1

⌘ KRS 1 - **Tug Boat**

Tug/Fire-Fighting(GC) CLEAN1

⌘ KRM 1

⌘ KRS 1 - **Tug Boat**

Tug/Oil Recovery(GC) CLEAN1

⌘ KRM 1

# Tug Boat

## NOTATIONS (Special Feature Notations)

**Tug/Salvage**  
**Tug/Supply**  
**Tug/Fire-Fighting(GA or GC)**  
**Tug/Anchor**  
**Tug/Oil Recovery(GA, GB or GC)**

## DESCRIPTIONS

**Tug/Salvage** : to be assigned to tug boat designed for towing and salvage service.

**Tug/Supply** : to be assigned to tug boat designed for towing and supply service.

**Tug/Fire-Fighting(GA or GC)** : to be assigned to tug boat designed for towing and fire-fighting service.

Where,

**GA** : to be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.

**GC** : to be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.

**Tug/Anchor** : to be assigned to tug boat designed for towing and anchor service.

**Tug/Oil Recovery(GA, GB or GC)** : to be assigned to tug boat designed for towing and oil recovery service.

Where,

**GA** : to be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone.

**GB** : to be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces.

**GC** : to be assigned to ships equipped for recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Tug/Salvage</b>	Pt 7 Ch 9 <sup>1)</sup>	-
<b>Tug/Supply</b>	Pt 7 Ch 9 <sup>1)</sup>	-
<b>Tug/Fire-Fighting(GA or GC)</b>	Pt 7 Ch 9 <sup>1)</sup>	-
<b>Tug/Anchor</b>	Pt 7 Ch 9 <sup>1)</sup>	-
<b>Tug/Oil Recovery(GA, GB or GC)</b>	Pt 7 Ch 9 <sup>1)</sup>	-

(Notes)

1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.



---

---

## EXAMPLES

-----  
✧ KRS 1 - Tug Boat  
✧ KRM 1  
-----

✧ KRS 1 - Tug Boat  
**Tug/Anchor** CLEAN1  
✧ KRM 1  
-----

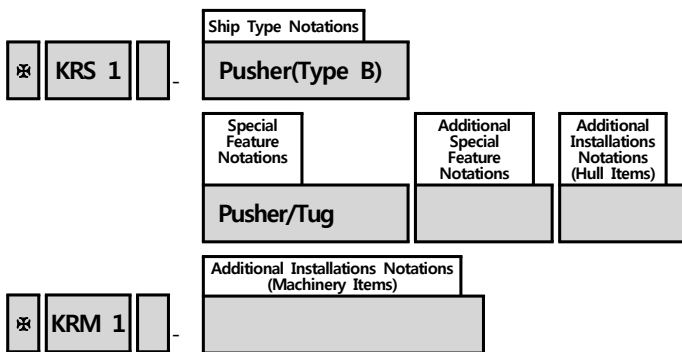
✧ KRS 1 - Tug Boat  
**Tug/Fire-Fighting(GC)** CLEAN1  
✧ KRM 1  
-----

✧ KRS 1 - Tug Boat  
**Tug/Oil Recovery(GC)** CLEAN1  
✧ KRM 1  
-----

# Pusher

Ship Type Notations	Special Feature Notations
<b>Pusher</b> (Type A) (Type B)	- <b>Pusher/Tug</b>

< Typical Example >



# Pusher

## NOTATIONS (Ship Type Notations)

Pusher(Type A)

Pusher(Type B)

## DESCRIPTIONS

**Pusher** : to be assigned to ships designed primarily for service of pushing other ship or barge, etc.

**(Type A)** : to be assigned to pusher with permanent connection type.

**(Type B)** : to be assigned to pusher with removable connection type.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Pusher</b>	Pt 7 Ch 9 <sup>1)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

-----  
 ✕ KRS 1 - **Pusher(Type B)**

✕ KRM 1  
 -----

✕ KRS 1 - **Pusher(Type B)**

Pusher/Tug

✕ KRM 1  
 -----

# Pusher

## NOTATIONS (Special Feature Notations)

Pusher/Tug

## DESCRIPTIONS

**Pusher/Tug** : to be assigned to pushers designed primarily for towing service and service of pushing other ship or barge, etc.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Pusher/Tug</b>	Pt 7 Ch 9 <sup>1)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

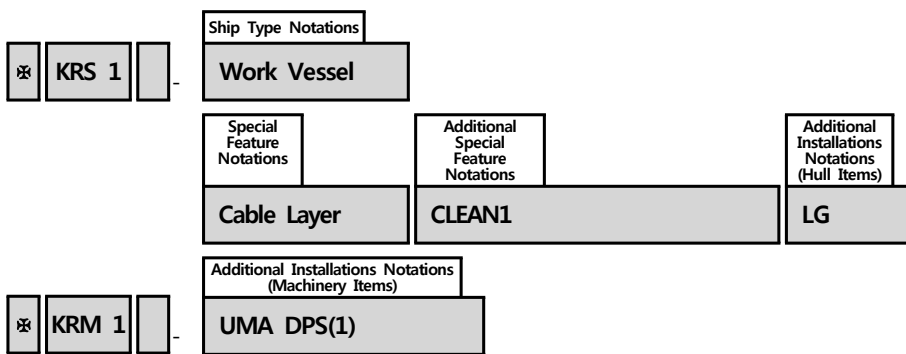
-----  
 ✕ KRS 1 - Pusher(Type B)  
 ✕ KRM 1

-----  
 ✕ KRS 1 - Pusher(Type B)  
     **Pusher/Tug**  
 ✕ KRM 1  
 -----

# Work Vessel

Ship Type Notations	Special Feature Notations
<b>Work Vessel</b>	- <b>Launch</b> <b>Cable Layer</b> <b>Crane</b> <b>Anchor</b> <b>Ice Breaker</b> <b>Supply</b> <b>Oil Recovery(GA, GB or GC)</b> <b>Salvage</b> <b>Repair Work</b> <b>Tender</b>

< Typical Example >



# Work Vessel

## NOTATIONS (Ship Type Notations)

Work Vessel

## DESCRIPTIONS

**Work Vessel** : to be assigned to ships designed for primarily carrying out intended work.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Work Vessel</b>	Pt 3 <sup>1), 2)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

## EXAMPLES

-----  
 ✕ KRS 1 - **Work Vessel**  
 ✕ KRM 1  
 -----

✕ KRS 1 - **Work Vessel**  
 Cable Layer CLEAN1 LG  
 ✕ KRM 1 - UMA DPS(1)  
 -----

✕ KRS 1 - **Work Vessel**  
 Oil Recovery(GC) CLEAN1  
 ✕ KRM 1  
 -----

---

# Work Vessel

---

## NOTATIONS (Special Feature Notations)

<p>Launch</p> <p>Cable Layer</p> <p>Crane</p> <p>Anchor</p> <p>Ice Breaker</p> <p>Supply</p> <p>Oil Recovery(GA, GB or GC)</p> <p>Salvage</p> <p>Repair Work</p> <p>Tender</p>
--

## DESCRIPTIONS

**Launch** : to be assigned to ships carrying out launch works.

**Cable Layer** : to be assigned to ships carrying out cable lay works.

**Crane** : to be assigned to ships carrying out crane works.

**Anchor** : to be assigned to ships carrying out anchor works.

**Ice Breaker** : to be assigned to ships carrying out ice break works.

**Supply** : to be assigned to ships carrying out supply works.

**Oil Recovery(GA, GB or GC)** : to be assigned to ships carrying out oil recovery works.

Where,

**GA** : to be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone.

**GB** : to be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces.

**GC** : to be assigned to ships equipped for recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment.

**Salvage** : to be assigned to ships carrying out salvage works.

**Repair Work** : to be assigned to ships carrying out repair works.

**Tender** : to be assigned to ships carrying out tender works.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Launch</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Crane</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Crane</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Anchor</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Ice Breaker</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Supply</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Oil Recovery(GA, GB or GC)</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Salvage</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Repair Work</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Tender</b>	Pt 3 <sup>1), 2)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

## EXAMPLES

-----  
 ✕ KRS 1 - Work Vessel  
 ✕ KRM 1  
 -----

-----  
 ✕ KRS 1 - Work Vessel  
     **Cable Layer** CLEAN1 LG  
 ✕ KRM 1 - UMA DPS(1)  
 -----

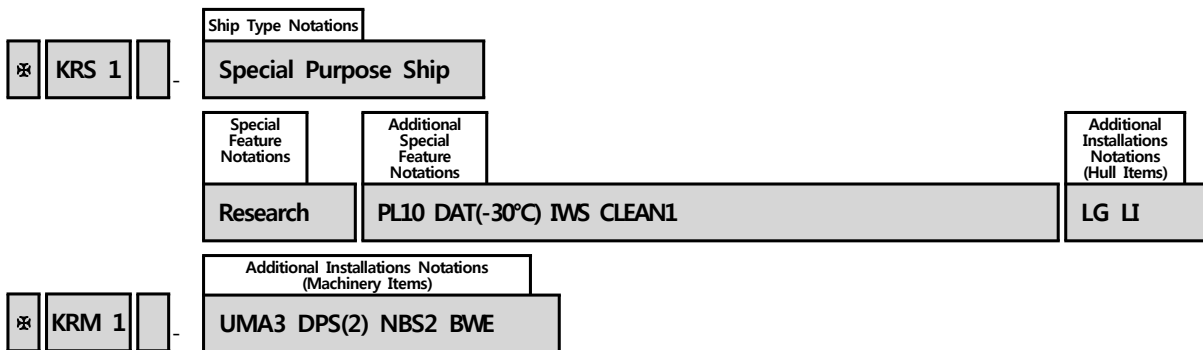
-----  
 ✕ KRS 1 - Work Vessel  
     **Oil Recovery(GC)** CLEAN1  
 ✕ KRM 1  
 -----



# Special Purpose Ship

Ship Type Notations	Special Feature Notations
<p><b>Special Purpose Ship</b></p>	<p>Soil                      Geological                      Survey Boat                      Submersible Support                      Diving Support                      Hopper/Waste                      Waste                      Hospital                      Hydro Survey                      Seismic Survey                      Fire-Fighting(GA or GC)                      Buoy Laying                      Fishery Training                      Fishery Patrol                      Fishery Research                      Patrol                      Pilot                      Observation                      Training                      Research</p>

< Typical Example >



# Special Purpose Ship

## NOTATIONS (Ship Type Notations)

Special Purpose Ship

## DESCRIPTIONS

**Special Purpose Ship** : to be assigned to ships designed for carrying out intended special purposes.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Special Purpose Ship</b>	Pt 3 <sup>1), 2)</sup>	Pt 1 Ch 2
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.		

## EXAMPLES

⊗ KRS 1 - **Special Purpose Ship**  
Fishery Patrol CLEAN1 LG

⊗ KRM 1

⊗ KRS 1 - **Special Purpose Ship**  
Fishery Training CLEAN1 LG

⊗ KRM 1

⊗ KRS 1 - **Special Purpose Ship**  
Hospital

⊗ KRM 1

⊗ KRS 1 - **Special Purpose Ship**  
Research PL10 DT(-30°C) CLEAN1 HMS1 LG LI

⊗ KRM 1 - UMA3 DPS(2) NBS2 BWE

⊗ KRS 1 - **Special Purpose Ship**  
Waste CLEAN1 LG LI

⊗ KRM 1

---

## Special Purpose Ship

---

### NOTATIONS (Special Feature Notations)

Soil  
Geological  
Survey Boat  
Submersible Support  
Diving Support  
Hopper/Waste  
Waste  
Hospital  
Hydro Survey  
Seismic Survey  
Fire-Fighting(GA or GC)  
Buoy Laying  
Fishery Training  
Fishery Patrol  
Fishery Research  
Patrol  
Pilot  
Observation  
Training  
Research

### DESCRIPTIONS

**Soil** : to be assigned to ships carrying out special purpose related soil matters.

**Geological** : to be assigned to ships carrying out special purpose related geological matters.

**Survey Boat** : to be assigned to ships carrying out special purpose related survey matters.

**Submersible Support** : to be assigned to ships carrying out special purpose related submersible support matters.

**Diving Support** : to be assigned to ships carrying out special purpose related diving support matters.

**Hopper/Waste** : to be assigned to ships carrying out special purpose related waste matter with hopper.

**Waste** : to be assigned to waste ships.

**Hospital** : to be assigned to hospital ships.

**Hydro Survey** : to be assigned to hydro survey ships.

**Seismic Survey** : to be assigned to seismic survey ships.

**Fire-Fighting(GA or GC)** : to be assigned to fire-fighting ships.

Where,

**GA** : to be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.

**GC** : to be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.

**Buoy Laying** : to be assigned to buoy laying ships.

**Fishery Training** : to be assigned to fishery training ships.

**Fishery Patrol** : to be assigned to fishery patrol ships.

**Fishery Research** : to be assigned to fishery research ships.

**Patrol** : to be assigned to patrol fire-fighting ships.

**Pilot** : to be assigned to pilot ships.

**Observation** : to be assigned to observation ships.

**Training** : to be assigned to training ships.

**Research** : to be assigned to research ships.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Soil</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Geological</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Survey Boat</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Submersible Support</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Diving Support</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Hopper/Waste</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Waste</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Hospital</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Hydro Survey</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Seismic Survey</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fire-Fighting(GA or GC)</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Buoy Laying</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fishery Training</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fishery Patrol</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Fishery Research</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Patrol</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Pilot</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Observation</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Training</b>	Pt 3 <sup>1), 2)</sup>	-
<b>Research</b>	Pt 3 <sup>1), 2)</sup>	-

(Notes)

- 1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.
- 2) For high speed and/or light crafts, the Rules for the Classification of High Speed and Light Craft are to be applied.

## EXAMPLES

-----  
 ✕KRS 1 - Special Purpose Ship  
**Fishery Patrol** CLEAN1 LG

✕KRM 1  
 -----

✕KRS 1 - Special Purpose Ship  
**Fishery Training** CLEAN1 LG

✕KRM 1  
 -----

✕KRS 1 - Special Purpose Ship  
**Hospital**

✕KRM 1  
 -----

✕KRS 1 - Special Purpose Ship  
**Research** PL10 DT(-30°C) CLEAN1 HMS1 LG LI

✕KRM 1 - UMA3 DPS(2) NBS2 BWE  
 -----

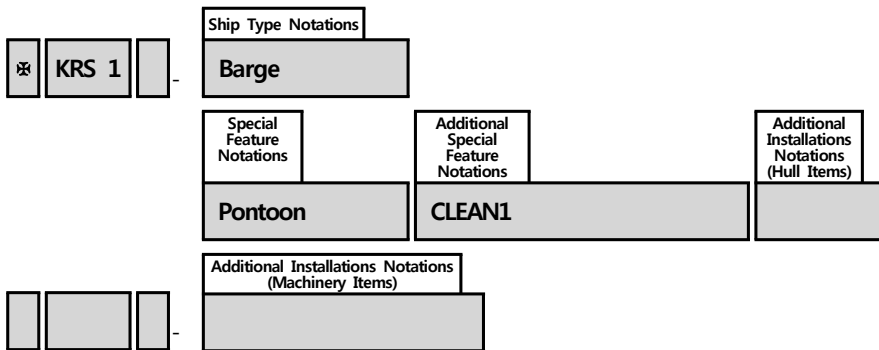
✕KRS 1 - Special Purpose Ship  
**Waste** CLEAN1 LG LI

✕KRM 1  
 -----

# Barge

Ship Type Notations	Special Feature Notations	
	Type	Loaded Cargo Name or Additional Purpose
<b>Barge</b> (FAC) (FAO) (FBC)	- Pontoon Integrated Pusher Barge (Type A) (Type B) Hopper(or Dump)	Chemical Oil Container Sand Crane Pipe-Laying Piling Cable-Laying Salvage Submersible Accommodation Waste Log Heavy Cargo Oil Recovery(GA, GB or GC)

< Typical Example >



# Barge

## NOTATIONS (Ship Type Notations)

Barge

## DESCRIPTIONS

**Barge** : to be assigned to non self-propelled ships generally pulled or pushed by tug boat.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Barge</b>	Rules for the Classification of Steel Barges	Rules for the Classification of Steel Barges

## EXAMPLES

✧ KRS 1 - **Barge** (FAO)  
Oil CLEAN1

✧ KRS 1 - **Barge**  
Pontoon CLEAN1

✧ KRS 1 - **Barge**  
Pontoon/Crane LG

✧ KRS 1 - **Barge**  
Integrated Pusher Barge(Type B)

# Barge

## NOTATIONS (Ship Type Notations – Flash Point/Tank Vent)

(FAC)

(FAO)

(FBC)

## DESCRIPTIONS

**(FAC)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **C**ontrolled tank vents

**(FAO)** : to be assigned to ships which are carrying cargoes of **F**lash point **A**bove 60°C with **O**pen tank vents

**(FBC)** : to be assigned to ships which are carrying cargoes of **F**lash point of 60°C and **B**elow with **C**ontrolled tank vents

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(FAC)	Pt 7 Ch 1 Sec 10	-
(FAO)	Pt 7 Ch 1 Sec 10	-
(FBC)	Pt 7 Ch 1 Sec 10	-

## EXAMPLES

-----  
 ✖ KRS 1 - Barge **(FAO)**  
 Oil CLEAN1  
 -----



# Barge

## NOTATIONS (Special Feature Notations - Type)

Pontoon  
 Integrated Pusher Barge(Type A)  
 Integrated Pusher Barge(Type B)  
 Hopper (or Dump)

## DESCRIPTIONS

**Pontoon** : to be assigned to box shape barges carrying cargoes on the freeboard deck only.

**Integrated Pusher Barge(Type A)** : to be assigned to barges, within pusher-barge combination, which are connected in permanent connection type to pushers that are operated by the pushing of pusher.

**Integrated Pusher Barge(Type B)** : to be assigned to barges, within pusher-barge combination, which are connected in removable connection type to pushers that are operated by the pushing of pusher.

**Hopper (or Dump)** : to be assigned to barges which are constructed so as to open the cargo hold bottom.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Pontoon</b>	Rules for the Classification of Steel Barges, Ch 21	-
<b>Integrated Pusher Barge(Type A)</b>	Rules for the Classification of Steel Barges	-
<b>Integrated Pusher Barge(Type B)</b>	Rules for the Classification of Steel Barges	-
<b>Hopper (or Dump)</b>	Rules for the Classification of Steel Barges	-

## EXAMPLES

⌘ KRS 1 - Barge

**Pontoon** CLEAN1

⌘ KRS 1 - Barge

**Pontoon**/Crane LG

⌘ KRS 1 - Barge

**Integrated Pusher Barge(Type B)**

# Barge

## NOTATIONS (Special Feature Notations – Loaded Cargo Name or Additional Purpose)

Chemical  
Oil  
Container  
Sand  
Crane  
Pipe-Laying  
Piling  
Cable-Laying  
Salvage  
Submersible  
Accommodation  
Waste  
Log  
Heavy Cargo  
Oil Recovery(GA, GB or GC)

## DESCRIPTIONS

**Chemical** : to be assigned to barges which are constructed primarily for the carriage of chemicals(liquid cargoes specified in(Pt 7, Ch 6, Sec 17 of the Rules) in bulk.  
(Remarks: Additional Special Feature Notations are to be assigned in the same manner for those of Chemical Tankers.)

**Oil** : to be assigned to barges which are constructed primarily for the carriage of oil in bulk.

**Container** : to be assigned to barges which are constructed primarily for the carriage of containers.

**Sand** : to be assigned to barges which are constructed primarily for the carriage of sand.

**Crane** : to be assigned to barges carrying out crane works.

**Pipe-Laying** : to be assigned to barges carrying out pipe lay works.

**Piling** : to be assigned to barges carrying out piling works.

**Cable-Laying** : to be assigned to barges carrying out cable lay works.

**Salvage** : to be assigned to barges carrying out salvage works.

**Submersible** : to be assigned to submersible barges

**Accommodation** : to be assigned to barges which are constructed to be used as an accommodation.

**Waste** : to be assigned to barges which are constructed primarily for the carriage of waste.

**Log** : to be assigned to barges which are constructed primarily for the carriage of logs.

**Heavy Cargo** : to be assigned to barges which are constructed for the carriage of heavy cargoes.

**Oil Recovery(GA, GB or GC)** : to be assigned to barges carrying out oil recovery works.

Where,

**GA** : to be assigned to barges equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone.

**GB** : to be assigned to barges equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces.

**GC** : to be assigned to barges equipped for recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Chemical</b>	Rules for the Classification of Steel Barges	-
<b>Oil</b>	Rules for the Classification of Steel Barges, Ch 22	-
<b>Container</b>	Rules for the Classification of Steel Barges	-
<b>Sand</b>	Rules for the Classification of Steel Barges	-
<b>Crane</b>	Rules for the Classification of Steel Barges	-
<b>Pipe-Laying</b>	Rules for the Classification of Steel Barges	-
<b>Piling</b>	Rules for the Classification of Steel Barges	-
<b>Cable-Laying</b>	Rules for the Classification of Steel Barges	-
<b>Salvage</b>	Rules for the Classification of Steel Barges	-
<b>Submersible</b>	Rules for the Classification of Steel Barges	-
<b>Accommodation</b>	Rules for the Classification of Steel Barges	-
<b>Waste</b>	Rules for the Classification of Steel Barges	-
<b>Log</b>	Rules for the Classification of Steel Barges	-
<b>Heavy Cargo</b>	Rules for the Classification of Steel Barges	-
<b>Oil Recovery(GA, GB or GC)</b>	Rules for the Classification of Steel Barges	-

## EXAMPLES

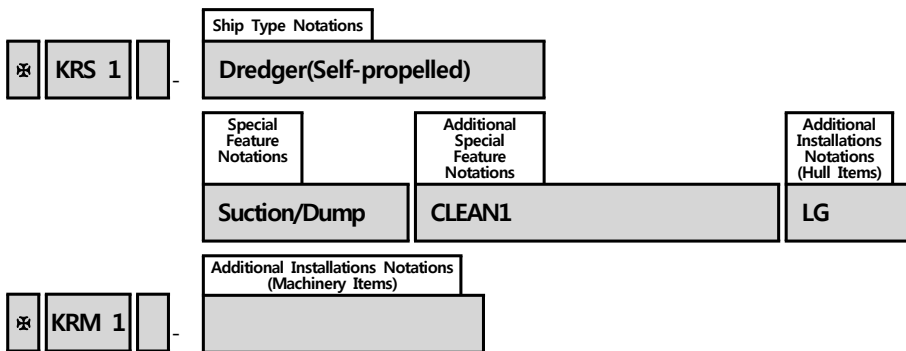
-----  
 ✕ KRS 1 - Barge (FAO)  
     **Oil** CLEAN1  
 -----

✕ KRS 1 - Barge  
     Pontoon/**Crane** LG  
 -----

# Dredger

Ship Type Notations	Special Feature Notations
<b>Dredger</b> <b>Dredger(Self-propelled)</b>	<b>Trailing Suction</b> <b>Cutter Suction</b> <b>Grab</b> <b>Bucket</b> <b>Dipper</b> <b>Suction/Dump</b>

< Typical Example >



# Dredger

## NOTATIONS (Ship Type Notations)

Dredger  
Dredger(Self-propelled)

## DESCRIPTIONS

**Dredger** : to be assigned to ships equipped with the dredging equipment for soils, sands, pebbles and stones at the bottom of river, harbor and sea lanes.

**Dredger(Self-propelled)** : to be assigned self-propelled dredger with propulsion machinery.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Dredger</b>	Rules for the Classification of Dredgers	Rules for the Classification of Dredgers
<b>Dredger(Self-propelled)</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	Rules for the Classification of Dredgers
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

- 
- ✧ KRS 1 - **Dredger**  
Cutter Suction CLEAN1
  - ✧ KRM 1
- 
- ✧ KRS 1 - **Dredger(Self-propelled)**  
Suction/Dump CLEAN1 LG
  - ✧ KRM 1
-

# Dredger

## NOTATIONS (Special Feature Notations)

Trailing Suction  
Cutter Suction  
Grab  
Bucket  
Dipper  
Suction/Dump

## DESCRIPTIONS

**Trailing Suction** : to be assigned to ships carrying out dredging works in trailing suction type.

**Cutter Suction** : to be assigned to ships carrying out dredging works in cutter suction type.

**Grab** : to be assigned to ships carrying out dredging works in grab type.

**Bucket** : to be assigned to ships carrying out dredging works in bucket type.

**Dipper** : to be assigned to ships carrying out dredging works in dipper type.

**Suction/Dump** : to be assigned to ships carrying out dredging works in suction/dump type.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Trailing Suction</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
<b>Cutter Suction</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
<b>Grab</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
<b>Bucket</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
<b>Dipper</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
<b>Suction/Dump</b>	Rules for the Classification of Dredgers, Pt 3 <sup>1)</sup>	-
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

## EXAMPLES

-----  
 ✖ KRS 1 - Dredger

**Cutter Suction** CLEAN1

✖ KRM 1  
 -----

✖ KRS 1 - Dredger(Self-propelled)

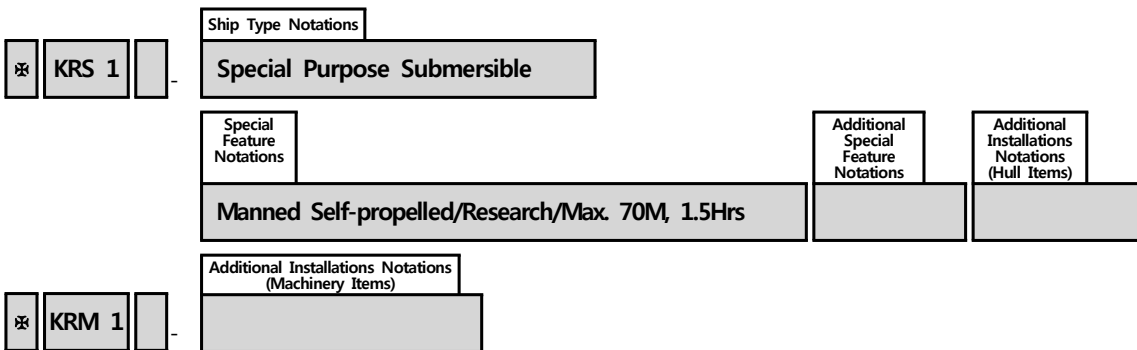
**Suction/Dump** CLEAN1 LG

✖ KRM 1  
 -----

# Special Purpose Submersible

Ship Type Notations	Special Feature Notations			
<b>Special Purpose Submersible</b>	Type	Type of Propulsion	Purpose	Design Aspect
	Manned Unmanned	Self-propelled Non-propelled	Research Rescue Leisure Special Work	Max. submerging depth and time

< Typical Example >



# Special Purpose Submersible

## NOTATIONS (Ship Type Notations)

Special Purpose Submersible

## DESCRIPTIONS

**Special Purpose Submersible** : to be assigned to submersible ships designed for carrying out intended special purposes.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Special Purpose Submersible</b>	Rules for the Classification of Underwater Vehicles	Rules for the Classification of Underwater Vehicles

## EXAMPLES

- 
- ⊗ KRS 1 - **Special Purpose Submersible**  
Manned Self-propelled/Research/Max. 70M, 1.5Hrs
  - ⊗ KRM 1
-



## Special Purpose Submersible

### NOTATIONS (Special Feature Notations – Manned, Unmanned)

Manned  
Unmanned

### DESCRIPTIONS

**Manned** : to be assigned to manned submersible ships.

**Unmanned** : to be assigned to unmanned submersible ships.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Manned</b>	Rules for the Classification of Underwater Vehicles	-
<b>Unmanned</b>	Rules for the Classification of Underwater Vehicles	-

### EXAMPLES

- 
- ✧ KRS 1 - Special Purpose Submersible  
     **Manned** Self-propelled/Research/Max. 70M, 1.5Hrs
  - ✧ KRM 1
-

## Special Purpose Submersible

### NOTATIONS (Special Feature Notations - Self-propelled, Non-propelled)

<p>Self-propelled</p> <p>Non-propelled</p>
--

### DESCRIPTIONS

**Self-propelled** : to be assigned to self-propelled submersible ships.

**Non-propelled** : to be assigned to non-propelled submersible ships.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Self-propelled</b>	Rules for the Classification of Underwater Vehicles	-
<b>Non-propelled</b>	Rules for the Classification of Underwater Vehicles	-

### EXAMPLES

- 
- ※ KRS 1 - Special Purpose Submersible  
Manned **Self-propelled**/Research/Max. 70M, 1.5Hrs
  - ※ KRM 1
-

## Special Purpose Submersible

### NOTATIONS (Special Feature Notations – Purpose)

Research  
Rescue  
Leisure  
Special Work

### DESCRIPTIONS

**Research** : to be assigned to submersible ships carrying out special purpose related research.

**Rescue** : to be assigned to submersible ships carrying out special purpose related rescue.

**Leisure** : to be assigned to submersible ships used for leisure.(However, to be assigned to ships accompanying personnel not exceeding 13.)

**Special Work** : to be assigned to submersible ships using for special work.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Research</b>	Rules for the Classification of Underwater Vehicles	-
<b>Rescue</b>	Rules for the Classification of Underwater Vehicles	-
<b>Leisure</b>	Rules for the Classification of Underwater Vehicles	-
<b>Special Work</b>	Rules for the Classification of Underwater Vehicles	-

### EXAMPLES

-----  
 ✕ KRS 1 - Special Purpose Submersible  
     Manned Self-propelled/**Research**/Max. 70M, 1.5Hrs  
 ✕ KRM 1  
 -----

## Special Purpose Submersible

### NOTATIONS (Special Feature Notations – Max. submerging depth and time)

Max. submerging depth and time

### DESCRIPTIONS

Max. ---M, ---Hrs : Max. submersing depth and time are to be assigned.

### REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Max. ---M, ---Hrs	Rules for the Classification of Underwater Vehicles	-

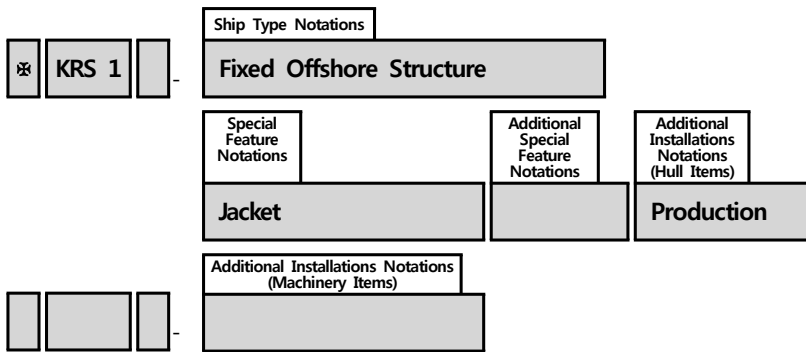
### EXAMPLES

- 
- ⊗ KRS 1 - Special Purpose Submersible  
Manned Self-propelled/Research/**Max. 70M, 1.5Hrs**
  - ⊗ KRM 1
-

# Fixed Offshore Structure

Ship Type Notations	Special Feature Notations	
	Type	Purpose
<b>Fixed Offshore Structure</b>	<b>Jacket</b> <b>GBS</b> <b>Compliant Tower</b> <b>Articulated Tower</b>	<b>Drilling</b> <b>Production</b>

< Typical Example >



# Fixed Offshore Structure

## NOTATIONS (Ship Type Notations)

Fixed Offshore Structure

## DESCRIPTIONS

**Fixed Offshore Structure** : to be assigned to offshore structures which are buoyant or non-buoyant structures, supported by or attached to the sea floor of specific site of the installation.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Fixed Offshore Structure</b>	Rules for the Classification of Fixed Offshore Structures	Rules for the Classification of Fixed Offshore Structures

## EXAMPLES

⊗ KRS 1 - **Fixed Offshore Structure**  
Jacket Production

⊗ KRS 1 - **Fixed Offshore Structure**  
GBS Production

# Fixed Offshore Structure

## NOTATIONS (Special Feature Notations - Type)

Jacket  
GBS  
Compliant Tower  
Articulated Tower

## DESCRIPTIONS

**Jacket** : to be assigned to fixed offshore structures characterized by slender foundation elements, or piles, driven into the sea floor.

**GBS** : to be assigned to fixed offshore structures which rest directly on the sea floor.  
(Gravity Base Structure)

**Compliant Tower** : to be assigned to fixed offshore structures which are designed to have longer frequency of structure than frequency of wave so that the resonance between structure and wave can be avoided.

**Articulated Tower** : to be assigned to fixed offshore structures which depend on buoyancy acting near the water surface to provide the necessary righting stability.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Jacket</b>	Rules for the Classification of Fixed Offshore Structures	-
<b>GBS</b>	Rules for the Classification of Fixed Offshore Structures	-
<b>Compliant Tower</b>	Rules for the Classification of Fixed Offshore Structures	-
<b>Articulated Tower</b>	Rules for the Classification of Fixed Offshore Structures	-

## EXAMPLES

⌘ KRS 1 - Fixed Offshore Structure  
**Jacket** Production

⌘ KRS 1 - Fixed Offshore Structure  
**GBS** Production

# Fixed Offshore Structure

## NOTATIONS (Special Feature Notations - Purpose)

<p>Drilling</p> <p>Production</p>
-----------------------------------

## DESCRIPTIONS

**Drilling** : to be assigned to fixed offshore structures carrying out drilling works.

**Production** : to be assigned to fixed offshore structures carrying production works such as processing crude oil, gas, etc. drawn up from the seabed.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Drilling</b>	Rules for the Classification of Fixed Offshore Structures	-
<b>Production</b>	Rules for the Classification of Fixed Offshore Structures	-

## EXAMPLES

-----

※ KRS 1 - Fixed Offshore Structure  
Jacket **Production**

-----

※ KRS 1 - Fixed Offshore Structure  
GBS **Production**

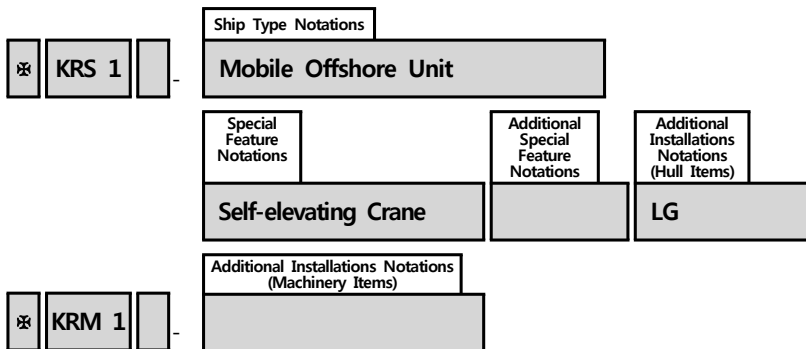
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# Mobile Offshore Unit

Ship Type Notations	Special Feature Notations	
	Type	Purpose
<b>Mobile Offshore Unit</b>	<b>Self-elevating</b> <b>Column-stabilized</b> <b>Ship Type</b> <b>Barge Type</b>	<b>Crane</b> <b>Accommodation</b> <b>Floating Pier</b>

< Typical Example >



# Mobile Offshore Unit

## NOTATIONS (Ship Type Notations)

Mobile Offshore Unit
----------------------

## DESCRIPTIONS

**Mobile Offshore Unit** : to be assigned to mobile offshore units which are capable of moving for the intended offshore operation primarily without restrictions of service area rather than carrying cargoes. However, for the restricted service units, special consideration may be given by the Society.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Mobile Offshore Unit</b>	Rules for the Classification of Mobile Offshore Units	Rules for the Classification of Mobile Offshore Units

## EXAMPLES

-----  
 ✕ KRS 1 - **Mobile Offshore Unit**  
 Self-elevating Crane LG

✕ KRM 1

-----  
 ✕ KRS 1 - **Mobile Offshore Unit**  
 Barge Type Floating Pier LG  
 -----

# Mobile Offshore Unit

## NOTATIONS (Special Feature Notations – Type)

Self-elevating  
Column-stabilized  
Ship Type  
Barge Type

## DESCRIPTIONS

**Self-elevating** : Self-elevating unit is a unit having hulls with sufficient buoyancy to safely transport the unit to the desired location, after which the hull is raised to a predetermined elevation above the sea surface on its legs, which are supported by the sea bed. Equipment and supplies may be transported on the unit, or may be added to the unit in its elevated position. The legs of such units may penetrate the sea bed, may be fitted with enlarged sections or footings to reduce penetration, or may be attached to bottom pads or mat.

**Column-stabilized** : Column-stabilized unit is a unit which depends upon the buoyancy of widely spaced columns for flotation and stability for all afloat modes of operation or in the raising or lowering of the unit, as may be applicable. The columns are connected at their top to an upper structure supporting the equipment. Lower hulls or footings may be provided at the bottom of the columns for additional buoyancy or to provide sufficient area to support the unit on the sea bed. Bracing members of tubular or structural sections may be used to connect the columns, lower hulls or footings and to support the upper structure. Operations may be carried out in the floating condition, in which condition the unit is described as a semi-submersible, or when supported by the sea bed, in which condition the unit is described as submersible. A semi-submersible unit may be designed to operate either floating or supported by the sea bed, provided each type of operation has been found to be satisfactory.

**Ship Type** : Ship type unit is a seagoing ship-shaped unit having a displacement type hull or hulls, of the single, catamaran or trimaran type, which have been designed or converted for operations in the floating condition. The unit of this type has propelling machinery.

**Barge Type** : Barge type unit is a seagoing unit having a displacement type hull or hulls, which have been designed or converted for operations in the floating condition. The unit of this type has no propelling machinery.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Self-elevating</b>	Rules for the Classification of Mobile Offshore Units	-
<b>Column-stabilized</b>	Rules for the Classification of Mobile Offshore Units	-
<b>Ship Type</b>	Rules for the Classification of Mobile Offshore Units	-
<b>Barge Type</b>	Rules for the Classification of Mobile Offshore Units	-

## EXAMPLES

-----  
⊗ KRS 1 - Mobile Offshore Unit  
    **Self-elevating** Crane LG

⊗ KRM 1  
-----

⊗ KRS 1 - Mobile Offshore Unit  
    **Barge Type** Floating Pier LG  
-----

# Mobile Offshore Unit

## NOTATIONS (Special Feature Notations – Purpose)

Crane  
Accommodation  
Floating Pier

## DESCRIPTIONS

**Crane** : to be assigned to mobile offshore units carrying out crane works.

**Accommodation** : to be assigned to mobile offshore units with no propelling machinery which have accommodation for passengers or particular personnel. This units are to be stationed at smooth water areas or sea areas equivalent to smooth water areas.

**Floating Pier** : to be assigned to mobile offshore units which have mooring equipment, loading apparatus, etc. for loading or unloading and have bridges for access from the shore. This units are to be stationed at smooth water areas or sea areas equivalent to smooth water areas.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Crane</b>	Rules for the Classification of Mobile Offshore Units	-
<b>Accommodation</b>	Rules for the Classification of Mobile Offshore Units	-
<b>Floating Pier</b>	Rules for the Classification of Mobile Offshore Units	-

## EXAMPLES

-----  
 ✕ KRS 1 - Mobile Offshore Unit  
     Self-elevating **Crane** LG

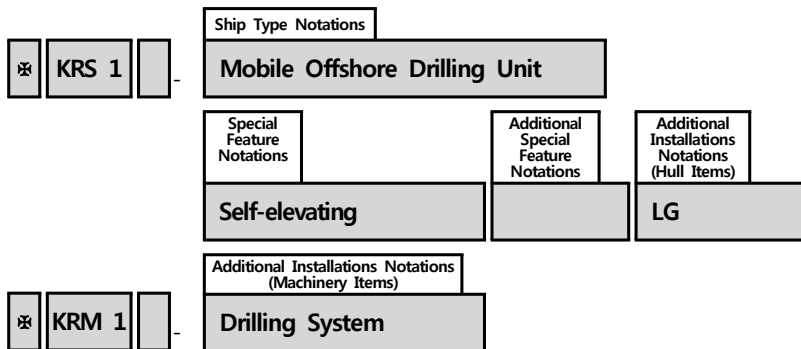
✕ KRM 1

-----  
 ✕ KRS 1 - Mobile Offshore Unit  
     Barge Type **Floating Pier** LG  
 -----

# Mobile Offshore Drilling Unit

Ship Type Notations	Special Feature Notations
	Type
<b>Mobile Offshore Drilling Unit</b>	<b>Self-elevating</b> <b>Column-stabilized</b> <b>Ship Type</b> <b>Barge Type</b>

< Typical Example >



# Mobile Offshore Drilling Unit

## NOTATIONS (Ship Type Notations)

Mobile Offshore Drilling Unit

## DESCRIPTIONS

### Mobile Offshore Drilling Unit

: to be assigned to mobile offshore drilling units or vessels which are capable of engaging in drilling operations for the exploration for or exploitation of resources beneath the seabed such as liquid or gaseous hydrocarbons, sulphur or salt.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Mobile Offshore Drilling Unit</b>	Rules for Mobile Offshore Drilling Units	Rules for Mobile Offshore Drilling Units

## EXAMPLES

-----  
 ✕ KRS 1 - **Mobile Offshore Drilling Unit**

Self-elevating LG

✕ KRM 1 - Drilling System

-----  
 ✕ KRS 1 - **Mobile Offshore Drilling Unit**

Ship Type CHA PKS

✕ KRM 1 - Drilling System

-----

# Mobile Offshore Drilling Unit

## NOTATIONS (Special Feature Notations - Type)

Self-elevating  
Column-stabilized  
Ship Type  
Barge Type

## DESCRIPTIONS

**Self-elevating** : Self-elevating unit is a unit having hulls with sufficient buoyancy to safely transport the unit to the desired location, after which the hull is raised to a predetermined elevation above the sea surface on its legs, which are supported by the sea bed. Equipment and supplies may be transported on the unit, or may be added to the unit in its elevated position. The legs of such units may penetrate the sea bed, may be fitted with enlarged sections or footings to reduce penetration, or may be attached to bottom pads or mat.

**Column-stabilized** : Column-stabilized unit is a unit which depends upon the buoyancy of widely spaced columns for flotation and stability for all afloat modes of operation or in the raising or lowering of the unit, as may be applicable. The columns are connected at their top to an upper structure supporting the equipment. Lower hulls or footings may be provided at the bottom of the columns for additional buoyancy or to provide sufficient area to support the unit on the sea bed. Bracing members of tubular or structural sections may be used to connect the columns, lower hulls or footings and to support the upper structure. Operations may be carried out in the floating condition, in which condition the unit is described as a semi-submersible, or when supported by the sea bed, in which condition the unit is described as submersible. A semi-submersible unit may be designed to operate either floating or supported by the sea bed, provided each type of operation has been found to be satisfactory.

**Ship Type** : Ship type unit is a seagoing ship-shaped unit having a displacement type hull or hulls, of the single, catamaran or trimaran type, which have been designed or converted for operations in the floating condition. The unit of this type has propelling machinery.

**Barge Type** : Barge type unit is a seagoing unit having a displacement type hull or hulls, which have been designed or converted for operations in the floating condition. The unit of this type has no propelling machinery.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Self-elevating</b>	Rules for Mobile Offshore Drilling Units	-
<b>Column-stabilized</b>	Rules for Mobile Offshore Drilling Units	-
<b>Ship Type</b>	Rules for Mobile Offshore Drilling Units	-
<b>Barge Type</b>	Rules for Mobile Offshore Drilling Units	-



## EXAMPLES

-----  
✧ KRS 1 - Mobile Offshore Drilling Unit

**Self-elevating** LG

✧ KRM 1 - Drilling System  
-----

✧ KRS 1 - Mobile Offshore Drilling Unit

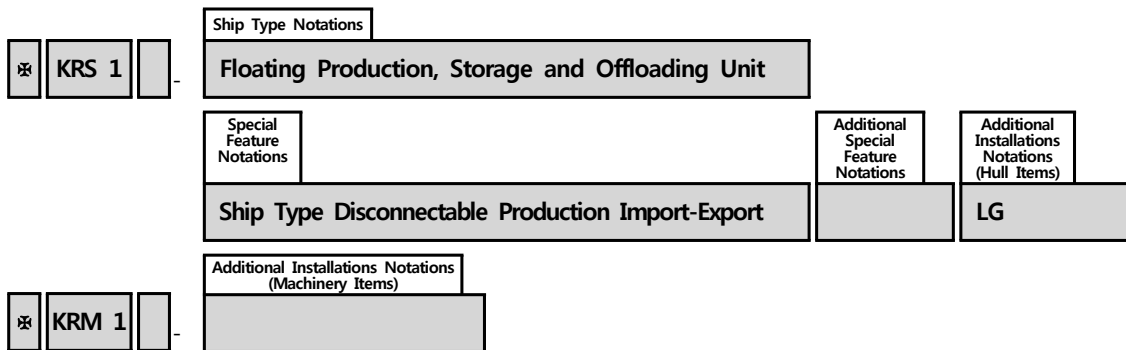
**Ship Type** CHA PKS

✧ KRM 1 - Drilling System  
-----

# Floating Production, Storage and Offloading Unit

Ship Type Notations	Special Feature Notations		
	Type	Design Aspect	Classed System
Floating Production, Storage and Offloading Unit	Ship Type	(C)	Production
Floating Production and Offloading Unit	Barge Type	Disconnectable	Import
Floating Storage and Offloading Unit	Column-stabilized		Export
	Spar		Import-Export
	TLP		

< Typical Example >



# Floating Production, Storage and Offloading Unit

## NOTATIONS (Ship Type Notations)

Floating Production, Storage and Offloading Unit  
 Floating Production and Offloading Unit  
 Floating Storage and Offloading Unit

## DESCRIPTIONS

### Floating Production, Storage and Offloading Unit (FPSO)

: to be assigned to floating production units which are not intended for the transport of cargo, which are positioned at a specific site of the installation permanently or for long periods and fitted with systems for the processing, storage and offloading of produced crude oil and petroleum gases.

### Floating Production and Offloading Unit (FPO)

: to be assigned to floating production units which are not intended for the transport of cargo, which are positioned at a specific site of the installation permanently or for long periods and fitted with systems for the processing and offloading of produced crude oil and petroleum gases.

### Floating Storage and Offloading Unit (FSO)

: to be assigned to floating production units which are not intended for the transport of cargo, which are positioned at a specific site of the installation permanently or for long periods and fitted with systems for the storage and offloading of produced crude oil and petroleum gases.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Floating Production, Storage and Offloading Unit	Guidance for Floating Production Units	Guidance for Floating Production Units
Floating Production and Offloading Unit	Guidance for Floating Production Units	Guidance for Floating Production Units
Floating Storage and Offloading Unit	Guidance for Floating Production Units	Guidance for Floating Production Units

---

---

## EXAMPLES

-----  
✕ KRS 1 - **Floating Production, Storage and Offloading Unit**  
Ship Type (C) Disconnectable Production Import-Export LG

✕ KRM 1  
-----

✕ KRS 1 - **Floating Production and Offloading Unit**  
Spar Production Import-Export LG  
-----

✕ KRS 1 - **Floating Storage and Offloading Unit**  
Barge Type Import-Export LG  
-----

# Floating Production, Storage and Offloading Unit

## NOTATIONS (Special Feature Notations – Type)

Ship Type  
Barge Type  
Column-stabilized  
Spar  
TLP

## DESCRIPTIONS

**Ship Type** : Ship type is the unit in the shape of an ordinary tanker or cargo ship having displacement hull.

**Barge Type** : Barge type is the unit in the shape of an ordinary barge.

**Column-stabilized** : Column-stabilized type is a unit consisting of deck with top-side installations, surface piercing columns, submerged lower hulls, bracings, etc., which are semi-submerged to a predetermined draft during operation.

**Spar** : Spar is a unit which is 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.

**TLP** : TLP is a unit which fully buoyant and is restrained below its natural flotation line by mooring elements which are attached in tension to gravity anchors or piles at the sea floor.  
(Tension Leg Platform)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Ship Type</b>	Guidance for Floating Production Units	-
<b>Barge Type</b>	Guidance for Floating Production Units	-
<b>Column-stabilized</b>	Guidance for Floating Production Units	-
<b>Spar</b>	Guidance for Floating Production Units	-
<b>TLP</b>	Guidance for Floating Production Units	-

## EXAMPLES

-----  
✕ KRS 1 - Floating Production, Storage and Offloading Unit  
    **Ship Type** (C) Disconnectable Production Import-Export LG

✕ KRM 1  
-----

✕ KRS 1 - Floating Production and Offloading Unit  
    **Spar** Production Import-Export LG

-----  
✕ KRS 1 - Floating Storage and Offloading Unit  
    **Barge Type** Import-Export LG  
-----

# Floating Production, Storage and Offloading Unit

## NOTATIONS (Special Feature Notations – (C), Disconnectable)

(C)  
Disconnectable

## DESCRIPTIONS

**(C)** : shall be assigned when an existing vessel is converted to a floating production unit and is classed with the Society.

**Disconnectable** : shall be assigned for the floating production unit that has a propulsion system and a means of disengaging the unit from its mooring and riser systems.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>(C)</b>	Guidance for Floating Production Units	-
<b>Disconnectable</b>	Guidance for Floating Production Units	-

## EXAMPLES

-----  
 ✕ KRS 1 - Floating Production, Storage and Offloading Unit  
 Ship Type **(C) Disconnectable** Production Import-Export LG

✕ KRM 1  
 -----

✕ KRS 1 - Floating Storage and Offloading Unit  
 Barge Type **(C)** Import-Export LG  
 -----

# Floating Production, Storage and Offloading Unit

## NOTATIONS (Special Feature Notations - Production, Import, Export, Import-Export)

Production  
 Import  
 Export  
 Import-Export

## DESCRIPTIONS

**Production** : For floating production units fitted with the production systems, where the whole production systems are in compliance with **Guidance for Floating Production Units Ch 11**, the notation **Production** may be assigned additionally.

**Import** : Where the import systems are in compliance with **Guidance for Floating Production Units Ch 12**, the notation **Import** may be assigned additionally.

**Export** : Where the export systems are in compliance with **Guidance for Floating Production Units Ch 12**, the notation **Export** may be assigned additionally.

**Import-Export** : Where the import and export systems are in compliance with **Guidance for Floating Production Units Ch 12**, the notation **Import-Export** may be assigned additionally.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Production</b>	Guidance for Floating Production Units Ch 11	-
<b>Import</b>	Guidance for Floating Production Units Ch 12	-
<b>Export</b>	Guidance for Floating Production Units Ch 12	-
<b>Import-Export</b>	Guidance for Floating Production Units Ch 12	-

## EXAMPLES

-----  
 ✕ KRS 1 - Floating Production, Storage and Offloading Unit  
 Ship Type (C) Disconnectable **Production Import-Export** LG

✕ KRM 1  
 -----

✕ KRS 1 - Floating Production and Offloading Unit  
 Spar **Production Import-Export** LG  
 -----

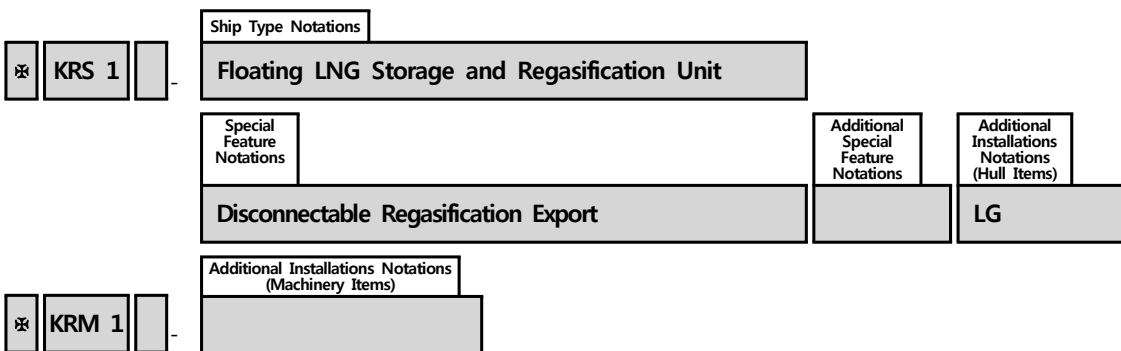
✕ KRS 1 - Floating Storage and Offloading Unit  
 Barge Type **Import-Export** LG  
 -----



# Floating LNG Storage and Regasification Unit

Ship Type Notations	Special Feature Notations	
	Design Aspect	Classed System
<b>Floating LNG Storage and Regasification Unit</b>	<b>(C) Disconnectable</b>	<b>Regasification Export</b>

< Typical Example >



# Floating LNG Storage and Regasification Unit

## NOTATIONS (Ship Type Notations)

Floating LNG Storage and Regasification Unit

## DESCRIPTIONS

### Floating LNG Storage and Regasification Unit (FSRU)

: to be assigned to units or vessels which are not intended for the transport of cargo, which are positioned at a specific site of the installation permanently or for long periods and fitted with systems for the storage, regasification and offloading of liquified gas carried by LNG carriers.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Floating LNG Storage and Regasification Unit	Guidance for Floating Liquefied Gas Units	Guidance for Floating Liquefied Gas Units

## EXAMPLES

- 
- ✕ KRS 1 - **Floating LNG Storage and Regasification Unit**  
Disconnectable Regasification Export LG
  - ✕ KRM 1
-

# Floating LNG Storage and Regasification Unit

## NOTATIONS (Special Feature Notations - (C), Disconnectable)

(C)  
Disconnectable

## DESCRIPTIONS

(C) : shall be assigned when an existing vessel is converted to a floating liquefied gas unit and is classed with the Society.

**Disconnectable** : shall be assigned for the floating liquefied gas unit that has a propulsion system and a means of disengaging the unit from its mooring and riser systems.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(C)	Guidance for Floating Liquefied Gas Units	-
<b>Disconnectable</b>	Guidance for Floating Liquefied Gas Units	-

## EXAMPLES

-----  
 ✕ KRS 1 - Floating LNG Storage and Regasification Unit  
     **(C) Disconnectable** Regasification Export LG  
 ✕ KRM 1

-----  
 ✕ KRS 1 - Floating LNG Storage and Regasification Unit  
     **Disconnectable** Regasification Export LG  
 ✕ KRM 1  
 -----

# Floating LNG Storage and Regasification Unit

## NOTATIONS (Special Feature Notations - Regasification, Export)

<p>Regasification</p> <p>Export</p>
-------------------------------------

## DESCRIPTIONS

**Regasification** : For floating liquefied gas units fitted with the regasification systems, where the whole regasification systems are in compliance with **Guidance for Floating Liquefied Gas Units Ch 12**, the notation Regasification may be assigned additionally.

**Export** : Where the export systems are in compliance with **Guidance for Floating Liquefied Gas Units Ch 15**, the notation Export may be assigned additionally.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Regasification</b>	Guidance for Floating Liquefied Gas Units Ch 12	-
<b>Export</b>	Guidance for Floating Liquefied Gas Units Ch 15	-

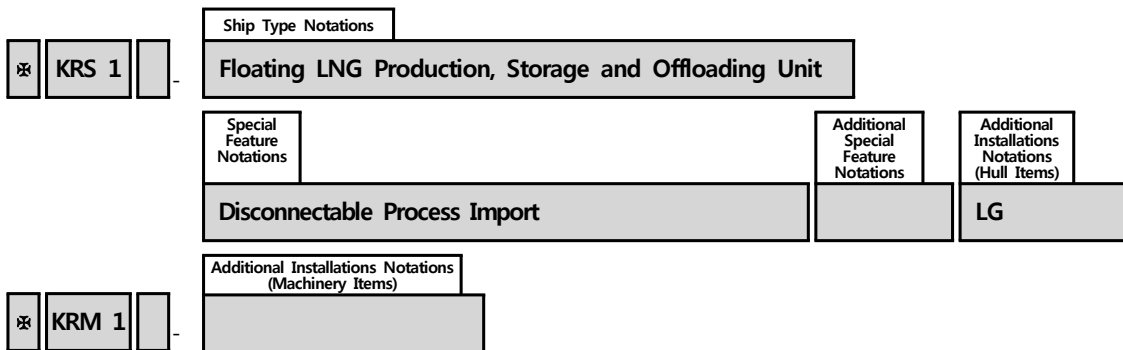
## EXAMPLES

- 
- ⊗ KRS 1 - Floating LNG Storage and Regasification Unit  
(C) Disconnectable **Regasification Export** LG
  - ⊗ KRM 1
-

# Floating LNG Production, Storage and Offloading Unit

Ship Type Notations	Special Feature Notations	
	Design Aspect	Classed System
Floating LNG Production, Storage and Offloading Unit	(C) Disconnectable	Process Import

< Typical Example >



# Floating LNG Production, Storage and Offloading Unit

## NOTATIONS (Ship Type Notations)

Floating LNG Production, Storage and Offloading Unit

## DESCRIPTIONS

### Floating LNG Production, Storage and Offloading Unit

: to be assigned to units or vessels which are not intended for the transport of cargo, which are positioned at a specific site of the installation permanently or for long periods and fitted with systems for the processing, storage and offloading of produced liquified gas.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Floating LNG Production, Storage and Offloading Unit</b>	Guidance for Floating Liquefied Gas Units	Guidance for Floating Liquefied Gas Units

## EXAMPLES

- 
- ⊗ KRS 1 - **Floating LNG Production, Storage and Offloading Unit**  
Disconnectable Process Import LG
  - ⊗ KRM 1
-

# Floating LNG Production, Storage and Offloading Unit

## NOTATIONS (Special Feature Notations - (C), Disconnectable)

(C)  
Disconnectable

## DESCRIPTIONS

(C) : shall be assigned when an existing vessel is converted to a floating liquefied gas unit and is classed with the Society.

**Disconnectable** : shall be assigned for the floating liquefied gas unit that has a propulsion system and a means of disengaging the unit from its mooring and riser systems.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(C)	Guidance for Floating Liquefied Gas Units	-
<b>Disconnectable</b>	Guidance for Floating Liquefied Gas Units	-

## EXAMPLES

-----  
 ✕ KRS 1 - Floating LNG Production, Storage and Offloading Unit

**(C) Disconnectable** Process Import LG

✕ KRM 1  
 -----

✕ KRS 1 - Floating LNG Production, Storage and Offloading Unit

**Disconnectable** Process Import LG

✕ KRM 1  
 -----

# Floating LNG Production, Storage and Offloading Unit

## NOTATIONS (Special Feature Notations - Process, Import)

Process
Import

## DESCRIPTIONS

**Process** : For floating liquefied gas units fitted with the process systems, where the whole process systems are in compliance with **Guidance for Floating Liquefied Gas Units Ch 11**, the notation Process may be assigned additionally.

**Import** : Where the import systems are in compliance with **Guidance for Floating Liquefied Gas Units Ch 15**, the notation Import may be assigned additionally.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Process</b>	Guidance for Floating Liquefied Gas Units Ch 11	-
<b>Import</b>	Guidance for Floating Liquefied Gas Units Ch 15	-

## EXAMPLES

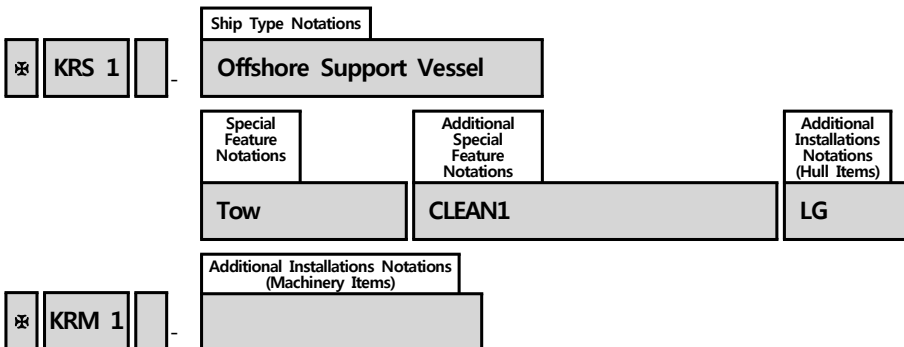
- 
- ※ KRS 1 - Floating LNG Production, Storage and Offloading Unit  
(C) Disconnectable **Process Import** LG
  - ※ KRM 1
-



# Offshore Support Vessel

Ship Type Notations	Special Feature Notations	
<b>Offshore Support Vessel</b>	Purpose	Design Aspect
	Supply AH Tow HL WTIMR FFS1 FFS2 FFS3 FF Oil Spill Recovery	HDC( <i>P</i> , Locations) HLC( <i>ρ</i> , Tanks)

< Typical Example >



# Offshore Support Vessel

## NOTATIONS (Ship Type Notations)

Offshore Support Vessel

## DESCRIPTIONS

**Offshore Support Vessel** : to be assigned to self-propelled offshore support vessels whose regular trade is to provide services in support of exploration, exploitation, or production of offshore energy or alternative energy resources. These services may include but are not limited to transportation of supplies and equipment, towing and anchoring of offshore structures, fire fighting, handling heavy surface and subsea loads, oil spill recovery and wind turbine installation.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Offshore Support Vessel</b>	Guidance for OSV(Offshore Support Vessels)	Guidance for OSV(Offshore Support Vessels)

## EXAMPLES

-----  
 ✕ KRS 1 - **Offshore Support Vessel**  
 Tow CLEAN1 LG

✕ KRM 1  
 -----

✕ KRS 1 - **Offshore Support Vessel**  
 Tow AH FF CLEAN1 LG

✕ KRM 1  
 -----

# Offshore Support Vessel

## NOTATIONS (Special Feature Notations – Purpose)

Supply  
AH  
Tow  
HL  
WTIMR  
FFS1  
FFS2  
FFS3  
FF  
Oil Spill Recovery

## DESCRIPTIONS

**Supply** : to be assigned to offshore support vessels for **Supply** service.

**AH** : to be assigned to offshore support vessels for **Anchor Handling** service.

**Tow** : to be assigned to offshore support vessels for **Towing** service.

**HL** : to be assigned to offshore support vessels for **Heavy Lift** service.

**WTIMR** : to be assigned to offshore support vessels for **Wind Turbine Installation, Maintenance and Repair** service.

**FFS1, FFS2, FFS3** : to be assigned to offshore support vessels for fire fighting service. FFS1, FFS2 or FFS3 shall be assigned according to the minimum requirements of **Table 8.1** of the **Guidance for OSV(Offshore Support Vessels)**. Where a ship, which is comply with the requirements for FFS1, is comply with the requirements for FFS2 or FFS3 also, the class notation, Offshore Support Vessel - FFS1 FFS2 or Offshore Support Vessel - FFS1 FFS3 may be assigned. (**Fire Fighting Service**)

**FF** : to be assigned to offshore support vessels not in full compliance with **Ch 8** of the **Guidance for OSV(Offshore Support Vessels)** or not specifically built for the service intended to be covered by **Ch 8** of the **Guidance for OSV(Offshore Support Vessels)** but equipped with some fire fighting capability in accordance with **Ch 8** of the **Guidance for OSV(Offshore Support Vessels)**. (**Fire Fighting service**)

**Oil Spill Recovery** : to be assigned to offshore support vessels for oil spill recovery service.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Supply</b>	Guidance for OSV(Offshore Support Vessels) Ch 4	-
<b>AH</b>	Guidance for OSV(Offshore Support Vessels) Ch 5	-
<b>Tow</b>	Guidance for OSV(Offshore Support Vessels) Ch 5	-
<b>HL</b>	Guidance for OSV(Offshore Support Vessels) Ch 6	-
<b>WTIMR</b>	Guidance for OSV(Offshore Support Vessels) Ch 7	-
<b>FFS1, FFS2, FFS3</b>	Guidance for OSV(Offshore Support Vessels) Ch 8	-
<b>FF</b>	Guidance for OSV(Offshore Support Vessels) Ch 2	-
<b>Oil Spill Recovery</b>	Guidance for OSV(Offshore Support Vessels) Ch 9	

## EXAMPLES

-----  
 ✕ KRS 1 - Offshore Support Vessel

**Tow** CLEAN1 LG

✕ KRM 1  
 -----

✕ KRS 1 - Offshore Support Vessel

**Tow AH FF** CLEAN1 LG

✕ KRM 1  
 -----

# Offshore Support Vessel

## NOTATIONS (Special Feature Notations – Design Aspect)

HDC( $P$ , Locations)

HLC( $\rho$ , Tanks)

## DESCRIPTIONS

### HDC( $P$ , Locations), HLC( $\rho$ , Tanks)

: offshore support vessels built with strengthened for carrying heavy cargoes specified in accordance with Ch 3, 202. of the Guidance for OSV(Offshore Support Vessels) may be assigned the relevant Special Feature Notation HDC( $P$ , Locations) or HLC( $\rho$ , Tanks) additionaly. For example, an Offshore Support Vessel for supply service, anchor handling service and towing service, strengthened for heavy deck cargo of  $30 \text{ kN/m}^2$  at main deck may be assigned the class notation Offshore Support Vessel - Supply AH Tow HDC( $30 \text{ kN/m}^2$ , main deck). For example, an Offshore Support Vessel for supply service, anchor handling service and towing service, strengthened for heavy liquid cargo of specific gravity 2.5 in number 3 and 5 cargo tanks may be assigned the class notation Offshore Support Vessel - Supply AH Tow HLC(2.5SG, Tank Nos. 3 and 5) (**HDC : Heavy Deck Cargo, HLC : Heavy Liquid Cargo**)

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>HDC(<math>P</math>, Locations)</b>	Guidance for OSV(Offshore Support Vessels) Ch 3 202.	-
<b>HLC(<math>\rho</math>, Tanks)</b>	Guidance for OSV(Offshore Support Vessels) Ch 3 202.	-

## EXAMPLES

-----  
 ✕ KRS 1 - Offshore Support Vessel  
 Supply AH Tow **HDC(30  $\text{kN/m}^2$ , main deck)** CLEAN1 LG

✕ KRM 1

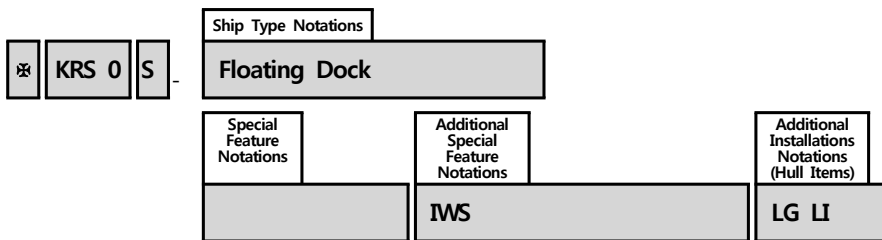
-----  
 ✕ KRS 1 - Offshore Support Vessel  
 Supply AH Tow **HLC(2.5SG, Tank Nos. 3 and 5)** CLEAN1 LG

✕ KRM 1  
 -----

# Floating Dock

Ship Type Notations	Special Feature Notations
Floating Dock	

< Typical Example >



# Floating Dock

## NOTATIONS (Ship Type Notations)

Floating Dock
---------------

## DESCRIPTIONS

**Floating Dock** : to be assigned to movable docks of which both ends are opened and which are able to control it's draft in large range so that it can be used for the ship's repair, etc. by drawing in a ship into the dock at it's large draft and rising up the ship outside of the water at it's small draft.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Floating Dock</b>	Rules for the Classification of Floating Docks	Rules for the Classification of Floating Docks

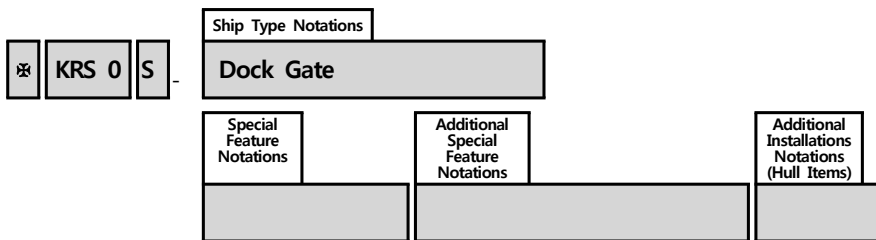
## EXAMPLES

⊕ KRS 0S - **Floating Dock**  
IWS LG LI

# Dock Gate

Ship Type Notations	Special Feature Notations
Dock Gate	

< Typical Example >





# Dock Gate

## NOTATIONS (Ship Type Notations)

Dock Gate

## DESCRIPTIONS

**Dock Gate** : to be assigned to flood gates which close the dock.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Dock Gate</b>	Guidance Relating to the Rules for the Classification of Floating Docks, Annex(Guidance for Dock Gate)	Guidance Relating to the Rules for the Classification of Floating Docks, Annex(Guidance for Dock Gate)

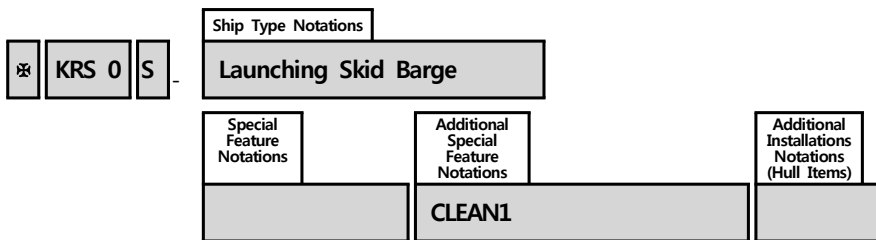
## EXAMPLES

✕ KRS 0S - **Dock Gate**

# Launching Skid Barge

Ship Type Notations	Special Feature Notations
Launching Skid Barge	

< Typical Example >



# Launching Skid Barge

## NOTATIONS (Ship Type Notations)

Launching Skid Barge

## DESCRIPTIONS

**Launching Skid Barge** : to be assigned to floating docks equipped with skid (launching) arrangements  
(See, Floating Dock).

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Launching Skid Barge</b>	Rules for the Classification of Floating Docks	Rules for the Classification of Floating Docks

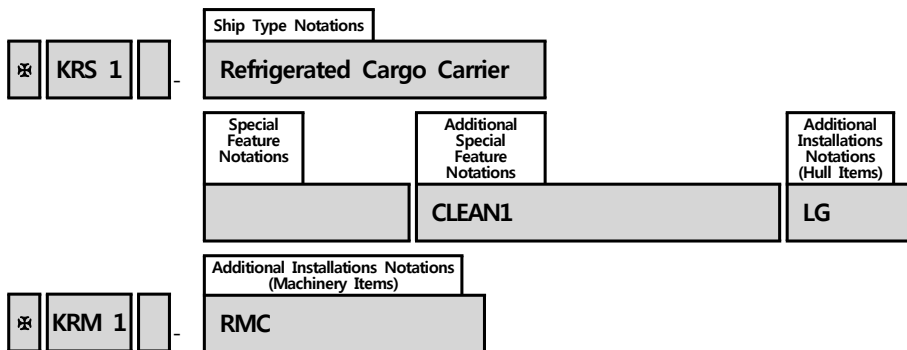
## EXAMPLES

⌘ KRS 0S - **Launching Skid Barge**  
CLEAN1

# Refrigerated Cargo Carrier

Ship Type Notations	Special Feature Notations
Refrigerated Cargo Carrier	

< Typical Example >



# Refrigerated Cargo Carrier

## NOTATIONS (Ship Type Notations)

Refrigerated Cargo Carrier

## DESCRIPTIONS

**Refrigerated Cargo Carrier** : to be assigned to ships equipped with the refrigerating installations at the cargo holds for the carriage of frozen cargoes.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Refrigerated Cargo Carrier</b>	Pt 3 <sup>1)</sup> , Pt 9 <sup>2)</sup>	Pt 1 Ch 2, Pt 9 <sup>2)</sup>
(Notes)		
1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		
2) For refrigerating installations, Pt 9 Ch 1 is to be applied.		

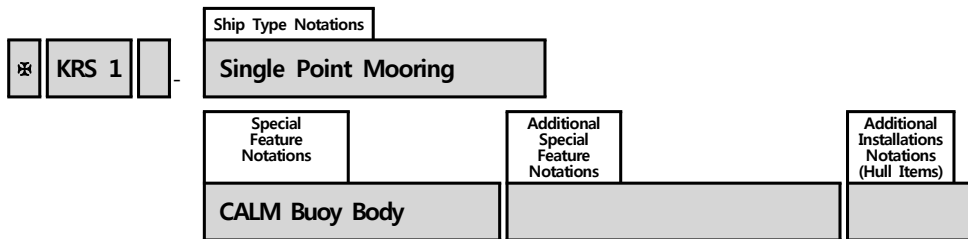
## EXAMPLES

- ⊗ KRS 1 - **Refrigerated Cargo Carrier**  
 CLEAN1 LG
- ⊗ KRM 1 - RMC

# Single Point Mooring

Ship Type Notations	Special Feature Notations	
Single Point Mooring	A (Type)	B (Equipment)
	CALM SALM VALM SPMT	Buoy Body Sub-sea Pipeline Anchor Leg PLEM Floating Hose

< Typical Example >



# Single Point Mooring

## NOTATIONS (Ship Type Notations)

Single Point Mooring
----------------------

## DESCRIPTIONS

**Single Point Mooring** : to be assigned to the SPM which permits a vessel to weathervane while the vessel is moored to a fixed or floating structure anchored to the seabed by a rigid or articulated structural system or by catenary spread mooring.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Single Point Mooring</b>	Guidances for Single Point Mooring	Guidances for Single Point Mooring

## EXAMPLES

-----  
 ✕ KRS 1 - **Single Point Mooring**  
 CALM Buoy Body  
 -----

# Single Point Mooring

## NOTATIONS (Special Feature Notations - Tpye)

CALM  
SALM  
VALM  
SPMT

## DESCRIPTIONS

### CALM (Catenary Anchor Leg Mooring)

: consists of a large buoy connected to mooring points at the seabed by catenary mooring lines. The unit is moored to the buoy by mooring lines or a rigid yoke structure.

### SALM (Single Anchor Leg Mooring)

: consists of the mooring structure with buoyancy which is positioned at or near the water surface, and is connected to the seabed. The unit is moored to the buoy by mooring lines or a rigid yoke structure.

### VALM (Vertical Anchor Leg Mooring)

: consist of a buoy with 3 or more vertical pre-tensioned chains anchored on seabed.

### SPMT (Single Point Mooring Tower)

: consist of a rigid structure erected on seabed and extended upto above water surface with a mounted turret on a swivel.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
CALM	Guidances for Single Point Mooring	-
SALM	Guidances for Single Point Mooring	-
VALM	Guidances for Single Point Mooring	-
SPMT	Guidances for Single Point Mooring	-

## EXAMPLES

※ KRS 1 - Single Point Mooring

**CALM** Buoy Body

※ KRS 1 - Single Point Mooring

**SPMT** Buoy Body Floating Hose



# Single Point Mooring

## NOTATIONS (Special Feature Notations – Equipment)

**Buoy Body**  
**Sun-sea Pipeline**  
**Anchor Leg**  
**PLEM**  
**Floating Hose**

## DESCRIPTIONS

Buoy Body : entire hull of buoy

Sub-sea Pipeline : Piping installed on the seabed to transport the production fluid

Anchor Leg : Mooring element connecting the single point mooring structure to the point and is essential for station keeping of the system

PLEM (**P**ipe**L**ine **E**nd **M**anifolds): Assemblage of pipe, valves and component connecting to the production facility and the subsea pipeline

Floating Hose : Hose or hose string located between the SPM structure and the moored vessel for the purpose of conveying fluid. When not connected to a moored vessel it remains connected to the SPM structure and floats on the sea water surface.

## REQUIREMENTS / RULE REFERENCES

부호	Design	Survey
<b>Buoy Body</b>	Guidances for Single Point Mooring	-
<b>Sub-sea Pipeline</b>	Guidances for Single Point Mooring	-
<b>Anchor Leg</b>	Guidances for Single Point Mooring	-
<b>PLEM</b>	Guidances for Single Point Mooring	-
<b>Floating Hose</b>	Guidances for Single Point Mooring	-

## EXAMPLES

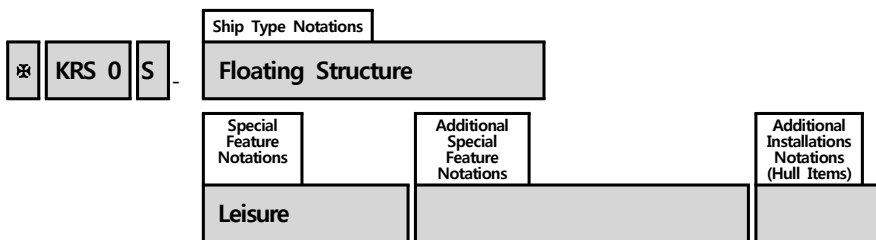
-----  
 ※KRS 1 - Single Point Mooring  
 CALM **Buoy Body**  
 -----

-----  
 ※KRS 1 - Single Point Mooring  
 SPMT **Buoy Body Floating Hose**  
 -----

# Floating Structure

Ship Type Notations	Special Feature Notations
<b>Floating Structure</b>	<b>Hotel</b> <b>Restaurant</b> <b>Leisure</b>

< Typical Example >



# Floating Structure

## NOTATIONS (Ship Type Notations)

Floating Structure
--------------------

## DESCRIPTIONS

**Floating Structure** : to be assigned to the floating structures(except those permanently fixed on the water), which have a carrying capacity of not less than 13 persons other than employees, such as floating hotel, floating restaurant and floating performing place, etc.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Floating Structure</b>	Guidance for Floating Structures	Guidance for Floating Structures

## EXAMPLES

-----  
 ✕ KRS 0S - **Floating Structure**  
 Leisure  
 -----

# Floating Structure

## NOTATIONS (Special Feature Notations)

Hotel  
Restaurant  
Leisure

## DESCRIPTIONS

**Hotel** : to be assigned to floating structures which are constructed to be used such as a floating hotel.

**Restaurant** : to be assigned to floating structures which are constructed to be used such as a floating restaurant.

**Leisure** : to be assigned to floating structures which are constructed to be used such as a floating performing place.

## REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
<b>Hotel</b>	Guidance for Floating Structures	-
<b>Restaurant</b>	Guidance for Floating Structures	-
<b>Leisure</b>	Guidance for Floating Structures	-

## EXAMPLES

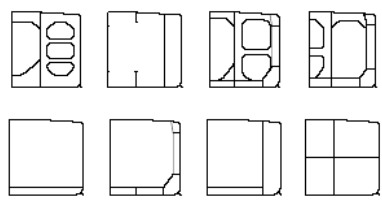
-----  
 ✕ KRS 0S - Floating Structure  
**Hotel**

-----  
 ✕ KRS 0S - Floating Structure  
**Restaurant**

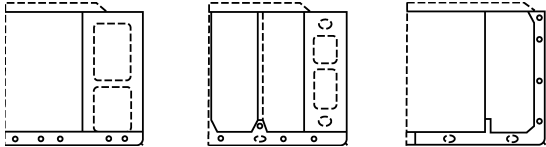
-----  
 ✕ KRS 0S - Floating Structure  
**Leisure**  
 -----



## 2-2 Remarks of SHIP TYPE – SPECIAL FEATURE NOTATIONS

Ship Types	Special Feature Notations	Remarks
<p>1. Oil Tanker<sup>(2-0)</sup> (Double hull)<sup>(2-2)</sup> (FAC)<sup>(1)</sup> (FAO)<sup>(1)</sup> (FBC)<sup>(1)</sup> (CSR)<sup>(2-4)</sup></p>	<p>Crude Product Crude/Product Product/Asphalt Asphalt</p> <p>Asphalt<sup>(2-3)</sup></p>	<p><sup>(1)</sup> : The notations FA, FB, FAC, FAO and FBC in rows 1, 3, 4, 8, 9 and 18 of the first column imply:                      FA : Flash point above 60°C                      FB : Flash point of 60°C and below                      FAC : FA with controlled tank vents                      FAO : FA with open tank vents                      FBC : FB with controlled tank vents</p> <p><sup>(2-0)</sup> : See examples given in <b>2.0</b></p> <p><sup>(2-1)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with integral tanks and intended primarily to carry oil in bulk. This type notation shall be assigned to tankers of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs. (Typical midship sections are given in <b>Fig 1</b>)</p> <p>Note: Oil Tankers that do not comply with MARPOL I/19 may be subject to international and/or national regulations requiring phase out under MARPOL I/20 and/or MARPOL I/21.</p> <div style="text-align: center;">  </div> <p><b>Fig 1 Typical midship sections of Oil Tanker 'ESP'</b></p> <p><sup>(2-2)</sup> : The notation "(Double Hull)" shall be assigned to ships which are constructed primarily for the carriage of oil in bulk, which have the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces for the carriage of water ballast or void spaces.</p> <p><sup>(2-3)</sup> : This notation shall be assigned to ships of which all cargo tanks are independent type and the additional requirements for Oil Tanker 'ESP' and Oil Tanker(Double Hull) 'ESP' specified in <b>Pt 1</b> of the Rules are not to be applied.</p> <p><sup>(2-4)</sup> : This notation shall be assigned to ships comply with the requirements specified in <b>Pt 12</b> or <b>Pt 13</b> of the Rules.</p>

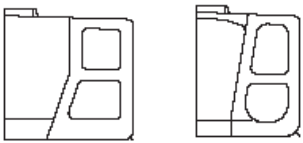
Ship Types		Special Feature Notations					Remarks
2-1. Liquefied Gas Carrier (2017)	(3-1)	A	B	(C)	D or P	IMO Code <sup>(5)</sup>	<sup>(3-1)</sup> : See examples given in <b>2.1.1</b> <sup>(4)</sup> : The notation "LPG" shall be assigned to liquefied gas carriers carrying only propane and butane. However, the names of the following cargoes, instead of propane and butane, may be given for vessels carrying cargoes other than propane and butane under the approval of the Society. (Example) : Ammonia, Butadiene, Propylene, VCM, Ethylene Oxide, Ethylene, etc. <sup>(5)</sup> : As shown in the following: 1) The notation "IGC" shall be appended to vessels built in compliance with the requirements given in <b>Pt 7, Ch 5</b> of the Rules and constructed on or after 1 July, 1986. 2) The notation "GC" shall be appended to vessels built in compliance with the IMO Res.A328(IX). 3) The notation "GCX" shall be appended to vessels built in compliance with the IMO Res.A329(IX). 4) For the ships except the above, additional notation is not assigned.
	1G 2G 2PG 3G	2I 3M 3S 1A 1B 1C	(R) (P) (RP)	Design Pressure, Minimum Temperature and Specific Gravity(SG)	Name of Liquefied Gas when exclusively carried	(IGC) (GC) (GCX)	
		LPG <sup>(4)</sup>					
2-2. Compressed Natural Gas Carrier	(3-2)	A		B			<sup>(3-2)</sup> : See examples given in <b>2.1.2</b> <sup>(3-3)</sup> : This notation shall be assigned to ships having coiled cargo tanks which are complied with <b>Ch 3, 402. 1 (2) (A)</b> of the <b>Guidance for Ships Carrying CNG in Bulk</b> . <sup>(3-4)</sup> : This notation shall be assigned to ships having cylindrical cargo tanks which are complied with <b>Ch 3, 402. 1 (2) (B)</b> of the <b>Guidance for Ships Carrying CNG in Bulk</b> .
	CO <sup>(3-3)</sup> CY <sup>(3-4)</sup>			Design Pressure, Minimum Temperature			

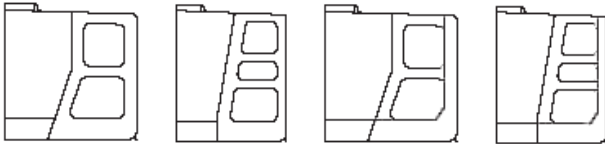
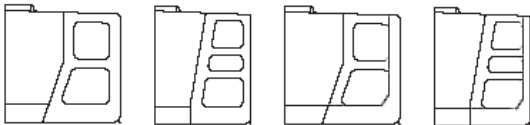
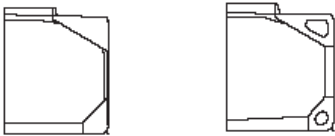
Ship Types		Special Feature Notations				Remarks
(6)	'ESP' <sup>(7-1)</sup>	A	B	D or P	IMO Code <sup>(8)</sup>	<p><sup>(6)</sup> : See examples given in 2.2</p> <p><sup>(7-1)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with integral tanks and intended primarily to carry chemicals(liquid cargoes specified in <b>Pt 7, Ch 6, Sec 17</b> of the Rules) in bulk. This type notation shall be assigned to tankers of both single or double hull construction, as well as tankers with alternative structural arrangements. (Typical midship sections are given in <b>Fig 2</b>)</p>
		I II III II&III	1G 2G 1P	Apparent Specific Gravity (SG)	(IBC) (BCH) (BCX)	
3-1. Chemical Tanker (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup>						 <p><b>Fig 2 Typical midship sections of Chemical Tanker 'ESP'</b></p>
3-2. NLS Tanker		Category Z(18) <sup>(7-2)</sup>				
						<p><sup>(7-2)</sup> : This notation shall be appended to vessels carrying only cargoes in bulk, except liquid cargoes specified in <b>Pt 7, Ch 6, Sec 17</b> of the Rules, classified as pollution category Z, or category Z and OS, which are not subject to IBC code, specified in <b>Pt 7, Ch 6, Sec 18</b> of the Rules.</p> <p><sup>(8)</sup> : As shown in the following:</p> <ol style="list-style-type: none"> <li>1) The notation "IBC" shall be appended to vessels built in compliance with the requirements given in <b>Pt 7, Ch 6</b> of the Rules and constructed on or after 1 July, 1986.</li> <li>2) The notation "BCH" shall be appended to vessels built in compliance with the requirements given in <b>Pt 7, Ch 6</b> of the Rules and constructed before 30 June, 1986 and on or after 12 April, 1972.</li> <li>3) The notation "BCX" shall be appended to vessels built in compliance with Para. 1.7.3 of BCH code and constructed before 11 April, 1972</li> </ol>
4. Oil/Chemical Tanker (Double Hull) <sup>(2-2)</sup> 'ESP' <sup>(2-1)(7-1)</sup> (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup> (CSR) <sup>(2-4)</sup>		Special Feature Notations given in row 1 and row 3 <sup>(9)</sup>				<p><sup>(9)</sup> : See examples given in 2.2.</p>

Ship Types	Special Feature Notations	Remarks
<p>(10)</p> <p>5-1. (2017) Bulk Carrier (Double Skin)<sup>(11-1)</sup> 'ESP'<sup>(11-2)</sup> 'ESP'(EXP)<sup>(11-2)</sup> (CSR)<sup>(11-4)</sup></p> <hr/> <p>5-2. (2017) Bulk Carrier<sup>(14)</sup> (Double Skin)<sup>(11-1)</sup> (CSR)<sup>(11-4)</sup></p> <hr/> <p>5.3. (2017) Self-Unloading Bulk Carrier 'ESP'<sup>(11-3)</sup> (Double Skin)<sup>(11-1)</sup></p>	<p>A</p> <p>GRAB[X]<sup>*4</sup></p> <p>HC<sup>(12)</sup></p> <p>max cargo density (t/m<sup>3</sup>)<sup>*5</sup></p> <p>no MP<sup>*6</sup></p> <p>Holds Nos. ...</p> <p>may be empty<sup>*7</sup></p> <p>Block loading<sup>*8</sup></p> <p>HC/E<sup>(13)</sup></p> <p>BC-A*1</p> <p>BC-B*2</p> <p>BC-C*3</p>	<p>(10) : See examples given in <b>2.3</b>.</p> <p>(11-1) : This notation shall be assigned in the following cases. (Note: The relevant requirements specified in <b>Pt 1, Ch 3, Sec 6</b> Double Skin Bulk Carriers are to be applied if applicable even if the ship has no Double Skin notation)</p> <p>(1) the ships, constructed before 1 July 1999, have double side skin construction</p> <p>(2) the ships, constructed before 1 January 2000, have double side skin construction of not less than 760 mm breadth at any location within the hold length, measured perpendicular to the side shell</p> <p>(3) the ships, constructed on or after 1 January 2000, have double side skin construction of not less than 1000 mm breadth at any location within the hold length, measured perpendicular to the side shell</p> <p>(11-2) : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk. For ships constructed on or after 1 July 2010, however, the notation "ESP" shall be assigned even if they lack some or all of the specified constructional feature above and (EXP) notation shall be followed. (Typical midship sections are given in <b>Fig 3-1</b>)</p> <div data-bbox="932 952 1173 1064" style="text-align: center;"> </div> <p><b>Fig 3-1 Typical midship sections of Bulk Carrier 'ESP'</b></p> <p>(11-3) : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended to carry and self-unload dry cargoes in bulk. (Typical midship sections are given in <b>Fig 3-2</b>)</p> <div data-bbox="914 1328 1209 1458" style="text-align: center;"> </div> <p><b>Fig 3-2 Typical midship sections of Self-Unloading Bulk Carrier 'ESP'</b></p> <p>(11-4) : This notation shall be assigned to ships comply with the requirements specified in <b>Pt 11</b> or <b>Pt 13</b> of the Rules.</p> <p>(12) : The additional notation, <b>HC</b>, is normally assigned to a ship with the double bottom structure specially strengthened for the carriage of heavy cargoes having mass density, <math>\gamma</math>, specified in <b>Pt 3, Ch 7, 101. 6</b> of the Rules, not less than 1.25(t/m<sup>3</sup>).</p> <p>(13) : The additional notation, <b>HC/E</b>, is normally assigned to a ship intended for the alternate loading, in addition to the requirements specified in (12) above.</p> <p>(14) : Where ships constructed before 1 July 2010 with other structural configurations than stated in (11-2) above comply with the applicable requirements specified in <b>Pt 7, Ch 3</b> of the Rules, the notation "Bulk Carrier", upon the request of the Owners, may be assigned to the concerned ships to the satisfaction of the Society. In such cases, the additional requirements for Bulk Carrier 'ESP' and Bulk Carrier(Double Skin) 'ESP' specified in <b>Pt 1</b> of the Rules shall not be applied.</p>



Ship Types	Special Feature Notations		Remarks (continued)
		<p style="text-align: center;">A</p> <p>- GRAB[X]<sup>*4</sup>            HC<sup>(12)</sup> (max cargo            HC/E<sup>(13)</sup> density            BC-A*1 --- (t/m<sup>3</sup>)<sup>*5</sup>            BC-B*2 (no MP)<sup>*6</sup>            BC-C*3 (Holds Nos. ...            may be            empty)<sup>*7</sup>            (Block            loading)<sup>*8</sup></p>	<p>*1 : Bulk carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with specified holds empty in addition to BC-B conditions as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11, Ch 1, Sec 1</b> or <b>Pt 13, Sub-part 1, Ch 1, Sec 1</b> of the Rules.</p> <p>*2 : Bulk carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m<sup>3</sup> and above with all cargo holds loaded in addition to BC-C conditions as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11, Ch 1, Sec 1</b> or <b>Pt 13, Sub-part 1, Ch 1, Sec 1</b> of the Rules.</p> <p>*3 : Bulk carriers designed to carry dry bulk cargoes of cargo density of less than 1.0 t/m<sup>3</sup> as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11, Ch 1, Sec 1</b> or <b>Pt 13, Sub-part 1, Ch 1, Sec 1</b> of the Rules.</p> <p>*4 : The additional notation GRAB[X] is assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of <b>Pt 11, Ch 12, Sec 1</b> or <b>Pt 13, Sub-part 2, Ch 1, Sec 6</b> of the Rules, the GRAB[X] notation is mandatory for ships having one of BC-A or BC-B, according to <b>Pt 11, Ch 1, Sec 1</b> or <b>Pt 13, Sub-part 1, Ch 1, Sec 1</b> of the Rules and these ships are to be complied with for an unladen grab weight X equal to or greater than 20 tons. For all other ships GRAB[X] is voluntary.</p> <p>*5 : For additional service features BC-A and BC-B if the maximum cargo density is less than 3.0 t/m<sup>3</sup> as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11, Ch 4, Sec 7</b> or <b>Pt 13, Sub-part 1, Ch 4, Sec 8</b> of the Rules.</p> <p>*6 : For all additional service features when the ship has not been designed for loading and unloading in multiple ports as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11 Ch 4 Sec 7</b> or <b>Pt 13 Sub-part 1 Ch 4 Sec 8</b> of the Rules.</p> <p>*7 : For additional service feature BC-A as <b>Pt 7, Ch 3, Sec 2</b> or <b>Pt 11, Ch 4, Sec 7</b> or <b>Pt 13, Sub-part 1, Ch 4, Sec 8</b> of the Rules.</p> <p>*8 : For additional service feature BC-A, when the ship is intended to operate in alternate block load condition as <b>Pt 13, Sub-part 1, Ch 4, Sec 8</b> of the Rules.</p>

Ship Types	Special Feature Notations	Remarks
<p>6. Cargo Ship (2017)</p>	<p>- HC<sup>(12)</sup> General Dry Cargo<sup>(15-1)</sup> Wood Chip Carrier<sup>(15-2)</sup> Cement Carrier<sup>(15-3)</sup> Livestock Carrier<sup>(15-4)</sup> Deck Cargo Ship<sup>(15-5)</sup> General Dry Cargo(Double Skin)<sup>(15-6)</sup> Liquid Cargo(Category OS only)<sup>(15-7)</sup></p>	<p><sup>(15-1)</sup> : This notation shall be assigned to all self-propelled general dry cargo ships of 500 GT and above carrying solid cargoes and the additional requirements for General Dry Cargo Ship specified in <b>Pt 1, Ch 2, Sec 14</b> of the Rules are to be applied. However the following ships are to be omitted.</p> <ul style="list-style-type: none"> <li>- bulk carriers and double skin bulk carriers subject to the enhanced survey programme(ESP)</li> <li>- dedicated container carriers</li> <li>- ro-ro cargo ships</li> <li>- refrigerated cargo ships</li> <li>- dedicated wood chip carriers (A ship that is specially designed to carry wood chip)<sup>(15-2)</sup></li> <li>- dedicated cement carriers (A ship that is specially designed to carry cement)<sup>(15-3)</sup></li> <li>- livestock carriers (A ship that is specially designed to carry livestock)<sup>(15-4)</sup></li> <li>- deck cargo ships (A ship that is designed to carry cargo exclusively above deck without any access for cargo below deck)<sup>(15-5)</sup></li> <li>- general dry cargo ships of double side-skin construction, with double side-skin extending for the entire length of the cargo area, and for the entire height of the cargo hold to the upper deck<sup>(15-6)</sup></li> </ul> <p><sup>(15-7)</sup> : This notation shall be assigned to ships carrying only liquid cargoes in bulk classified as pollution category OS, which are not subject to IBC code, specified in <b>Pt 7, Ch 6, Sec 18</b> of the Rules.</p>
<p>7. Ore Carrier 'ESP'<sup>(16)</sup></p>	<p>GRAB[X]*</p>	<p><sup>(16)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. (Typical midship sections are given in <b>Fig 4</b>)</p> <div style="text-align: center;">  </div> <p><b>Fig 4 Typical midship sections of Ore Carrier 'ESP'</b></p> <p>* : This notation shall be assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons in compliance with the requirements of <b>Pt 7, Ch 2, 101. 2</b> of the Guidance.</p>

Ship Types	Special Feature Notations	Remarks
8-1. Ore/Oil Carrier 'ESP' <sup>(17-1)</sup> (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup>	Special Feature Notations given in row 1 and row 7	<p><sup>(17-1)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of oil cargoes in centre holds and wing tanks. However, these cargoes are not carried simultaneously. (Typical midship sections are given in <b>Fig 5-1</b>)</p> <p>Note: Ore/Oil Carriers that do not comply with MARPOL I/19 may be subject to international and/or national regulations requiring phase out.</p>  <p><b>Fig 5-1 Typical midship sections of Ore/Oil Carrier 'ESP'</b></p>
8-2. Ore/Chemical Carrier 'ESP' <sup>(17-2)</sup> (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup>	Special Feature Notations given in row 3 <sup>(9)</sup> and row 7	<p><sup>(17-2)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or of chemical cargoes in centre holds and wing tanks. However, these cargoes are not carried simultaneously. (Typical midship sections are given in <b>Fig 5-2</b>)</p>  <p><b>Fig 5-2 Typical midship sections of Ore/Chemical Carrier 'ESP'</b></p>
9. Oil/Bulk/Ore Carrier 'ESP' <sup>(18)</sup> 'ESP'(EXP) <sup>(18)</sup> (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup>	Special Feature Notations given in row 1, row 5 and row 7	<p><sup>(18)</sup> : The notation "ESP" shall be assigned to ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in the cargo length area and intended primarily to carry oil or dry cargoes including ore, in bulk. However, these cargoes are not carried simultaneously. For ships constructed on or after 1 July 2010, the notation "ESP" shall be assigned even if they lack some or all of the specified constructional feature above and (EXP) notation shall be followed. (Typical midship section is given in <b>Fig 6</b>)</p> <p>Note: Oil/Bulk/Ore Carriers that do not comply with MARPOL I/19 may be subject to international and/or national regulations requiring phase out.</p>  <p><b>Fig 6 Typical midship sections of Oil/Bulk/Ore Carrier 'ESP'</b></p>

Ship Types	Special Feature Notations	Remarks
<p>10. RoRo Ship</p>	<p>-                      Car Carrier<sup>(19-1)</sup>                      Car/Cargo<sup>(19-2)(19-4)</sup>                      Car/Container<sup>(19-2)(19-4)</sup>                      Car/Bulk<sup>(19-2)(19-4)</sup>                      Car Ferry<sup>(19-3)(19-4)</sup>                      Cassette<sup>(19-5)</sup></p>	<p>- : Additional notation is not required for ships not intended to carry vehicles.</p> <p><sup>(19-1)</sup> : This notation shall be assigned to ships, other than car ferry ships engaged in national voyages and subject to <b>Pt 7, Annex 7-3</b> of the Guidance, which are intended primarily to carry vehicles on vehicle decks in roll-on/roll-off system. For pure car carriers or pure car/truck carriers intended primarily to carry vehicles on several vehicle decks in superstructure running the entire length and breadth of the hull, fully enclosed as well as on vehicle decks under the freeboard deck in roll-on/roll-off system, "PCC" notation shall be assigned additionally after "Car Carrier" notation.</p> <p><sup>(19-2)</sup> : This notation shall be assigned to ships intended to carry not only vehicles in roll-on/roll-off system but also the relevant cargoes in loading/unloading system other than roll-on/roll-off system such as general cargo ships, container ships or bulk carriers. If these ships are car ferry ships engaged in national voyages which are subject to <b>Pt 7, Annex 7-3</b> of the Guidance, the notation "Car Ferry/Cargo", "Car Ferry/Container" or "Car Ferry/Bulk" shall be assigned instead of these notations applicable.</p> <p><sup>(19-3)</sup> : This notation shall be assigned to car ferry ships, other than specified in (19-2), which are engaged in national voyages and subject to <b>Pt 7, Annex 7-3</b> of the Guidance.</p> <p><sup>(19-4)</sup> : The notation "(open space)" shall be assigned additionally to car ferry ships, engaged in national voyages, having Open Vehicle Space only.</p> <p><sup>(19-5)</sup> : This notation shall be assigned to ships intended to carry cargoes in roll-on/roll-off system using cassettes primarily.</p>
<p>11. Container Ship<sup>(20)</sup></p>	<p>LS<sup>(20-1)</sup>                      LS(CL)<sup>(20-2)</sup>                      LS(CL, RS)<sup>(20-3)</sup></p>	<p><sup>(20)</sup> : This notation shall be assigned to ships designed and constructed to carry containers exclusively.</p> <p><sup>(20-1)</sup> : This notation shall be assigned to ships where container securing arrangements are fitted, and design and construction of the system are in accordance with <b>Pt 7, Annex 7-2</b> of the Guidance.</p> <p><sup>(20-2)</sup> : This notation shall be assigned to ships where the program for lashing calculations is approved by the Society and installed and maintained onboard in accordance with <b>Pt 7, Annex 7-2</b> of the Guidance in addition to <sup>(20-1)</sup> above.</p> <p><sup>(20-3)</sup> : This notation shall be assigned to ships where the contents related to the application of the specific route reduction factors provided by the Society are included in Cargo Securing Manual and the specific route reduction factors are applicable to onboard lashing program in accordance with <b>Pt 7, Annex 7-2</b> of the Guidance in addition to <sup>(20-2)</sup> above.</p>

Ship Types		Special Feature Notations			Remarks
12. Fishing Vessel <sup>(21)</sup>		Long Liner, Stern Trawler, Side Trawler, Whaler, Purse Seiner, Gill Net, Angling, Stick-held Dip Net, Bottom Long Liner, Trap, Stow Net, Lift Net, Dredge Net, Seiner, Stab Net, Lighting			<sup>(21)</sup> : See examples given in <b>2.4</b> .
13. Fish Carrier		Fresh and Live Fish Fresh Fish Live Fish Fish Factory			
	<sup>(22)</sup>	A (Type)	B (Additional purpose)	C	- : Additional notation is not required for passenger ship built to carry passenger exclusively. <sup>(22)</sup> : See examples given in <b>2.5</b> . <sup>(23-1)</sup> : Ships with Vehicle Spaces specified in <b>Pt 7, Annex 7-3</b> of the Guidance or ships with spaces intended for carriage of vehicle except Special Category Spaces or RoRo Spaces specified in SOLAS Ch.II-2. <sup>(23-2)</sup> : Ships with Special Category Spaces specified in SOLAS Ch.II-2 or IMO HSC Code(International Code of Safety for High-speed Craft). <sup>(23-3)</sup> : Ships with RoRo Spaces specified in SOLAS Ch.II-2 or IMO HSC Code(International Code of Safety for High-speed Craft).
14. Passenger Ship		- Hydrofoil Side Wall Air Cushion Vehicle Hover Craft Catamaran Submersible	- Cargo Container Leisure Car Ferry <sup>(19-4)(23-1)</sup> Car Ferry(SCS) <sup>(23-2)</sup> RoRo <sup>(23-3)</sup>	Max. submerging depth and time for submersible	
15-1. Tug Boat		- Tug/Salvage Tug/Supply Tug/Fire-Fighting(GA or GC) <sup>(24)</sup> Tug/Anchor Tug/Oil Recovery(GA, GB or GC) <sup>(25)</sup>			- : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work. <sup>(24)</sup> : As shown in the following: 1) GA : This notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone. 2) GC : This notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.
15-2. Pusher (Type A) (Type B)		- Pusher/Tug			Type A : permanent connection type Type B : removable connection type
16. Work Vessel		- Launch Cable Layer Crane Anchor Ice Breaker Supply Oil Recovery(GA, GB or GC) <sup>(25)</sup> Salvage Repair Work Tender			- : Additional notation is not required for work vessels built only for the purpose of work. <sup>(25)</sup> : As shown in the following: 1) GA : This notation shall be assigned to ships equipped for recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment in dangerous zone. 2) GB : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and complied with the requirements for explosion-protected electrical equipment at work and storage spaces. 3) GC : This notation shall be assigned to ships equipped for the recovery and storage of spilled oil, and not applied to the requirements for explosion-protected electrical equipment

Ship Types	Special Feature Notations		Remarks
17. Special Purpose Ship	Soil Geological Survey Boat Submersible Support Diving Support Hopper/Waste Waste Hospital Hydro Survey Seismic Survey Fire-Fighting(GA or GC) <sup>(24)</sup> Buoy Laying Fishery Training Fishery Patrol Fishery Research Patrol Pilot Observation Training Research		
18. Barge (FAC) <sup>(1)</sup> (FAO) <sup>(1)</sup> (FBC) <sup>(1)</sup>	A (Type)	B (Loaded cargo name or additional purpose)	- : Additional notation is not required for barge excluding 3 types of barge below, and for barges with hatch opening on the deck and built to carry cargo in cargo holds. <sup>(26)</sup> : See special feature for chemical tanker as shown in row 3, and examples given in <b>2.2</b>  Type A : permanent connection type Type B : removable connection type
	- Pontoon Integrated Pusher Barge (Type A) (Type B) Hopper(or Dump)	Chemical <sup>(26)</sup> Oil Container Sand Crane Pipe-Laying Piling Cable-Laying Salvage Submersible Accommodation Waste Log Heavy Cargo Oil Recovery (GA, GB or GC) <sup>(25)</sup>	
19-1. Dredger	Trailing Suction Cutter Suction Grab		
19-2. Dredger (Self-propelled)	Bucket Dipper Suction/Dump		

Ship Types	Special Feature Notations				Remarks	
	(27)	A	B	C	D	(27) : See examples given in <b>2.6.</b>
20. Special Purpose Submersible		Manned Unmanned	Self-propelled Non-propelled	Research Rescue Leisure <sup>(28)</sup> Special Work	Max. submerging depth and time	(28) : This notation shall be assigned to special purpose submersible accompanying personnel not exceeding 13.
21. Fixed Offshore Structure	A(Type)		B(Purpose)			
	Jacket GBS Compliant Tower Articulated Tower		Drilling Production			
22. Mobile Offshore Unit	A(Type)		B(Purpose)			
	Self-elevating Column-stabilized Ship Type Barge Type		Crane Accommodation Floating Pier			
23. Mobile Offshore Drilling Unit <sup>(29)</sup>	A(Type)					(29) : See examples given in <b>2.7.</b>
	Self-elevating Column-stabilized Ship Type Barge Type					
24-1. Floating Production, Storage and Offloading Unit	A(Type)	B	C		(C) : This notation shall be assigned when an existing vessel is converted to a floating production unit and is classed with the Society. Disconnectable : This notation shall be assigned for the floating production unit that has a propulsion system and a means of disengaging the unit from its mooring and riser systems.	
24-2. Floating Production and Offloading Unit	Ship Type Barge Type Column-stabilized	(C) Disconnectable	Production Import Export Import-Export			
24-3. Floating Storage and Offloading Unit	Spar TLP					
25-1. Floating LNG Storage and Regasification Unit	A		B		(C) : This notation shall be assigned when an existing vessel is converted to a floating liquefied gas unit and is classed with the Society. Disconnectable : This notation shall be assigned for the floating liquefied gas unit that has a propulsion system and a means of disengaging the unit from its mooring and riser systems.	
	(C) Disconnectable		Regasification Export			
25-2. Floating LNG Production, Storage and Offloading Unit	(C) Disconnectable		Process Import			

Ship Types		Special Feature Notations		Remarks
	<sup>(30)</sup>	A	B	<sup>(30)</sup> : See examples given in <b>2.9.</b>
26. Offshore Support Vessel		Supply AH Tow HL WTIMR FFS1 FFS2 FFS3 FF Oil Spill Recovery	HDC( <i>P</i> , Locations) HLC( <i>ρ</i> , Tanks)	
27-1. Floating Dock				
27-2. Dock Gate				
27-3. Launching Skid Barge				
28. Refrigerated Cargo Carrier				
	<sup>(31)</sup>	A (Type)	B (Equipment)	<sup>(31)</sup> : See examples given in <b>Ch 1 103. 1.</b> of Guidance for Single Point Mooring.
29. Single Point Mooring (2017)		CALM SALM VALM SPMT	Buoy Body Sub-sea Pipeline Anchor Leg PLEM Floating Hose	
30. Floating Structure		Hotel Restaurant Leisure		



## CHAPTER 3 ADDITIONAL SPECIAL FEATURE NOTATIONS

The following Additional Special Feature Notations are to be appended to ships complying with the relevant requirements. The Additional Special Feature Notations are to be located in the order or the following table under Service Restriction Notations of Hull after Special Feature Notations regardless whether they are hull items or machinery items.(See Ch 1, 2 (6))

Additional Special Feature Notations	Relevant Requirements
SeaTrust ( <b>DSA1</b> , <b>DSA2</b> , <b>FSA1</b> , <b>FSA2</b> , <b>FSA3</b> , <b>HCM</b> )	to ships which are constructed through applying a direct structure, fatigue assessment and hull construction monitoring requirements specified in <b>Pt 3, Annex 3-2 to 3-4</b> of the Guidance. However, SeaTrust(DSA1, DSA2, FSA1, FSA2, FSA3) shall not be assigned for ships with (CSR) notation. But, for the ship built in accordance with <b>Common Structural Rules for Bulk Carriers and Oil Tankers(Pt. 13)</b> , Hull Construction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.  ( <b>DSA</b> : <b>D</b> irect <b>S</b> trength <b>A</b> ssessment, <b>FSA</b> : <b>F</b> atigue <b>S</b> trength <b>A</b> ssessment, <b>HCM</b> : <b>H</b> ull <b>C</b> onstruction <b>M</b> onitoring procedure)
<b>WHIP</b>	to ships comply with the strength requirements specified in <b>Guidance on Strength Assessment of Containerships Considering the Whipping Effect</b> .
IA Super	to ships where IA Super Classification of Ice Strengthening specified in <b>Ch 1</b> of the <b>Guidance for Ships for Navigation in Ice</b> is applied.
IA	to ships where IA Classification of Ice Strengthening specified in <b>Ch 1</b> of the <b>Guidance for Ships for Navigation in Ice</b> is applied.
IB	to ships where IB Classification of Ice Strengthening specified in <b>Ch 1</b> of the <b>Guidance for Ships for Navigation in Ice</b> is applied.
IC	to ships where IC Classification of Ice Strengthening specified in <b>Ch 1</b> of the <b>Guidance for Ships for Navigation in Ice</b> is applied.
ID	to ships where ID Classification of Ice Strengthening specified in <b>Ch 1</b> of the <b>Guidance for Ships for Navigation in Ice</b> is applied.
<b>PC1</b> , <b>PC2</b> , <b>PC3</b> , <b>PC4</b> , <b>PC5</b> , <b>PC6</b> , <b>PC7</b>	to ships comply with Polar Class specified in <b>Ch 2</b> of the <b>Guidance for Ships for Navigation in Ice</b> of the Guidance. ( <b>Polar Class</b> )
Icebreaker3, Icebreaker4, Icebreaker5, Icebreaker6	to ships comply with Icebreaker Class specified in <b>Ch 3</b> of the <b>Guidance for Ships for Navigation in Ice</b> .
Arctic4, Arctic5, Arctic6, Arctic7, Arctic8, Arctic9	to ships with ice breaking capability comply with Arctic Class specified in <b>Ch 3</b> of the <b>Guidance for Ships for Navigation in Ice</b> . Where a ship performs ice breaking operations periodically and complies with the relevant requirements of Icebreaker, one of Icebreaker3 or Icebreaker4 notations may be assigned additionally.
Winterization <b>H</b>	to ships where materials for hull construction at low temperature specified in <b>Ch 4, Sec 2</b> of the <b>Guidance for Ships for Navigation in Ice</b> are applied. (materials for <b>Hull</b> construction)
Winterization <b>M</b>	to ships where materials for equipment and components at low temperature specified in <b>Ch 4, Sec 2</b> of the <b>Guidance for Ships for Navigation in Ice</b> are applied. ( <b>M</b> aterials for equipment and components)

Additional Special Feature Notations	Relevant Requirements	
Winterization E1(t), Winterization E2(t), Winterization E3()	to ships where equipment and systems are in compliance with <b>Ch 4, Sec 4, Sec 5 and Sec 6</b> of the <b>Guidance for Ships for Navigation in Ice</b> in association with a lowest external design air temperature of <i>t</i> degrees Celsius. <u>(Equipment and system)</u>	Where applicable, these winterization notations may be assigned one or a combination of them. (e.g. Winterization tE2(-35) S(A))
Winterization S(A), Winterization S(B), Winterization S(C)	to ships where stability are in compliance with <b>Ch 4, Sec 7</b> of the <b>Guidance for Ships for Navigation in Ice</b> in association with the ice accretion values specified in <b>Ch 4, Sec 7</b> of the <b>Guidance for Ships for Navigation in Ice</b> . <u>(Stability)</u>	
Winterization D(t)	to ships where alternative designs complied with <b>Ch 4, Sec 8</b> of the <b>Guidance for Ships for Navigation in Ice</b> in association with a lowest external design air temperature of <i>t</i> degrees Celsius are applied. <u>(alternative Design)</u>	
Winterization IR	to ships where ice removal arrangements specified in <b>Ch 4, Sec 9</b> of the <b>Guidance for Ships for Navigation in Ice</b> are applied. <u>(Ice Removal arrangement)</u>	
PL10, Icebreaker PL10, PL20, Icebreaker PL20, PL30, Icebreaker PL30	to ships comply with POLAR class specified in <b>Pt 3, Ch 22</b> of the Guidance which was specified until 1 January 2015.	<ol style="list-style-type: none"> <li>1. However, arctic class ships intended for special services where intermediate ice condition value are relevant may, upon special consideration, be given intermediate notations(e.g. PL25). The design ambient air temperature, the maximum operational speed and/or the maximum amidships draught may be assigned, if applicable, in accordance with <b>Pt 3, Ch 22</b> of the Guidance which was specified until 1 January 2015, and the design ambient air temperature shall be assigned as DAT(-x°C).</li> <li>2. Only ships which had been assigned these notations before 1 January 2015 can keep these notations, but these notations are not to be newly assigned to any ships after 1 January 2015.</li> </ol>
ICE05, Icebreaker ICE05, ICE10, Icebreaker ICE10, ICE15, Icebreaker ICE15	to ships comply with ICE class specified in <b>Pt 3, Ch 22</b> of the Guidance which was specified until 1 January 2015.	
FH	to ships where the requirements regarding longitudinal strength of hull girder in flooded condition, evaluation of allowable hold loading and evaluation of scantlings of corrugated transverse watertight bulkheads for bulk carriers specified in <b>Pt 7, Ch 3, Sec 10 to Sec 12</b> of the Rules are applied.	
IWS	to ships where an In-water Survey, in lieu of the Docking Survey, is desired according to the requirement in <b>Pt 1, Ch 2, 604.</b> of the Rules and complying with the requirements specified in <b>Pt 1, Ch 2, 604. 3 (8)</b> of the Rules. <u>(In-Water Survey)</u>	
ERS	to ships where classed with the <b>Emergency Response Service System</b> of the Society.	
CDG	to ships comply with the requirements specified in <b>Pt 8, Ch 12</b> of the Rules. <u>(Cargo Dangerous Goods)</u>	
SPS	to ships comply with the Code of Safety for <b>Special Purpose Ships</b> (SPS Code)	

Additional Special Feature Notations	Relevant Requirements
Grab	to ships where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in <b>Pt 7, Annex 7-7, 2</b> of the Guidance.
PCP	to ships where the cargo oil pipings are protected according to the requirements specified in <b>Pt 7, Ch 1, 1002. 4</b> of the Guidance. (Protected Cargo oil Pipings)
IHM	to ships which comply with Hong Kong international convention for the safe and environmentally sound recycling of ships.
CLEAN1, CLEAN2, CLEAN3	to ships which comply with the environmental protection related requirements specified in <b>Pt 1, Annex 1-15</b> of the Guidance.
PSPC	to ships comply with the Performance Standard for Protective Coatings specified in <b>Pt 3, Ch 1, 803.</b> of the Guidance. (Performance Standard for Protective Coating)
BLU	to ships comply with the additional requirements for the safe loading and unloading specified in <b>Pt 3, Annex 3-1, 3 (3)</b> of the Guidance. (Bulk cargo safe Loading & Unloading system)
EDD	to ships carrying out the Extended Dry-Docking Interval System specified in <b>Pt 1, Ch 2, 605.</b> of the Rules.
OHIMP	to ships comply with the Owner's Hull Inspection and Maintenance Program specified in <b>Pt 1, Annex 1-13</b> of the Guidance.
GreenShip1, GreenShip2 GreenShip3, GreenShip4	to ships certified in accordance with the GreenShip Rating Scheme of the Society. <NOTE> Department in charge : Future Technology Research Team.
(LC, LC-G, HSLC - SA0, SA1, SA2, SA3, SA4, SA5)	<p><b>LC</b> : to Light Craft as specified in <b>Pt 1, Ch 1, 103.</b> (1) of the <b>Rules for the Classification of High Speed and Light Crafts.</b> (Light Craft)</p> <p><b>LC-G</b> : to Light Craft as specified in <b>Annex 1 and Annex 2</b> of the <b>Guidance Relating to the Rules for the Classification of High Speed and Light Crafts, 1998 edition.</b></p> <p><b>HSLC</b> : to High Speed and Light Craft as specified in <b>Pt 1, Ch 1, 103.</b> (2) of the <b>Rules for the Classification of High Speed and Light Crafts.</b> (High Speed Light Craft)</p> <p>SA0, SA1, SA2, SA3, SA4, SA5 : The service restriction notation specified in <b>Pt 3, Ch 1, 121.</b> of the <b>Rules for the Classification of High Speed and Light Crafts.</b> (Service Area restriction)</p>
(HSC), (HSC-A), (HSC-B), (FGHSC)	<p><b>HSC</b> : to <b>High-Speed Crafts</b>, other than High-speed Passenger Crafts, comply with IMO HSC Code(International Code of Safety for High-speed Craft)</p> <p><b>HSC-A</b> : to High-speed Category A Passenger Crafts comply with IMO HSC Code(International Code of Safety for High-speed Craft)</p> <p><b>HSC-B</b> : to High-speed Category B Passenger Crafts comply with IMO HSC Code(International Code of Safety for High-speed Craft)</p> <p><b>FGHSC</b> : to High-speed Crafts engaged in domestic voyages, comply with the <b>FlaG</b> administration's domestic laws for <b>High-Speed Crafts</b>, not comply with IMO HSC Code(International Code of safety for High-speed Craft).</p>

Additional Special Feature Notations	Relevant Requirements
Passenger WIG-A, Passenger WIG-B, General WIG-A, General WIG-B	to Passenger WIG ships or General WIG ships according to the type of WIG ship specified in <b>Ch 1, 104.</b> of the <b>Guidance for WIG Ships.</b> ( <u>Wig-In Ground effect ship</u> )
GFS (dual fuel, gas only)	to ships comply with the requirements of the <b>Guidance for Gas-fuelled Ships</b> in which natural gas-fuelled engine installations are installed, other than ships carrying natural gas in bulk. ( <u>Gas-Fueled Ship</u> )
LNG Ready <b>D</b>	to ships for which the generic <b>Design</b> is prepared in accordance with <b>Ch 2, Sec 2</b> of the Guidance for LNG Fuel Ready Ships.
LNG Ready <b>I</b> (SR, FT, TV, FS, BS, ME, AE, B, <b>ME-C, AE-C, B-C</b> )	to ships for which parts of the systems are installed with the detailed design in accordance with <b>Ch 2, Sec 3</b> of the Guidance for LNG Fuel Ready Ships. ( <u>partial Installation</u> ) (SR : hull <b>Structure Reinforcement</b> for LNG fuel tank FT : LNG <b>Fuel Tank</b> TV : LNG fuel <b>Tank Venting systems</b> FS : gas <b>Fuel Supply systems</b> BS : gas fuel <b>Bunkering Systems</b> ME : gas fired <b>Main Engines</b> AE : gas fired <b>Auxiliary Engines</b> B : gas fired <b>Boilers</b> ME-C : gas fired <b>Main Engine - Conversion</b> AE-C : gas fired <b>Auxiliary Engines - Conversion</b> B-C : gas fired <b>Boiler - Conversion</b> )
FC, FC-PWR	to ships comply with the requirements of the <b>Guidance for Fuel Cell Systems on Board Ships</b> in which fuel cell systems on board of ships used as auxiliary or main source of power are installed. ( <u>Fuel Cell-PoWeR</u> )
WS	to ships where cargo holds are protected with sparrings in accordance with the requirements specified in <b>Pt 4, Ch 6, 201.</b> of the Rule. ( <u>With Sparrings</u> )
RP1, RP2, RP1-S, RP2-S	to ships comply with the additional requirements for the redundant propulsion and steering systems specified in <b>Pt 5, Annex 5-11</b> of the Guidance. ( <u>RP : Redundant Propulsion and steering system, -S : in Separate space</u> )
<b>EEAS-SCR</b> ( <u>Exhaust Emission Abatement System</u> )	to ships comply with the additional requirements for the selective catalytic reduction system using agents specified in <b>Pt 5, Annex 5-10</b> of the Guidance. ( <u>Selective Catalytic Reduction system</u> )
EEAS-EGR	to ships comply with the additional requirements for the exhaust gas recirculation system specified in <b>Pt 5, Annex 5-13</b> of the Guidance. ( <u>Exhaust Gas Recirculation system</u> )
EEAS-EGC	to ships comply with the additional requirements for the exhaust gas cleaning systems specified in <b>Pt 5, Annex 5-15</b> of the Guidance. ( <u>Exhaust Gas Cleaning system</u> )
NVH-N1, NVH-N2, NVH-N3	to ships comply with the additional requirements for Noise Criteria specified in <b>Ch 3,</b> of the <b>Guidance for Noise and Vibration.</b> ( <u>Noise, Vibration and Habitability - Noise</u> )
NVH-V1, NVH-V2, NVH-V3	to ships comply with the additional requirements for Noise Criteria specified in <b>Ch 4,</b> of the <b>Guidance for Noise and Vibration.</b> ( <u>Noise, Vibration and Habitability - Vibration</u> )



## CHAPTER 4 ADDITIONAL INSTALLATION NOTATIONS

The following Additional Installations Notations may be appended to ships complying with the relevant requirements in the order of following table. (See Ch 1, 2 (7))

Additional Installation Notations		Relevant Requirements
Hull Items	HMS, HMS1	to ships where the <b>Hull Monitoring System</b> specified in <b>Pt 9, Ch 6</b> of the Rules is provided onboard.
	LG	to ships where the Cargo Handling Appliances specified in <b>Pt 9, Ch 2</b> of the Rules are provided onboard. ( <b>Lifting appliance + loose Gear</b> )
	PA	to ships where the Personnel Lift specified in <b>Pt 9, Ch 2</b> of the Rules are provided onboard. ( <b>Personnel lift Appliance</b> )
	LI	to ships where the <b>Loading Instrument on Stability</b> specified in <b>Pt 1, Ch 1, 307.</b> of the Rules or the Longitudinal Strength Loading Instrument specified in <b>Pt 3, Ch 3, 104.</b> of the Rules is provided onboard.
	EQ-SPM	to ships where the <b>Equipment Employed in the Mooring of Ships at Single Point Mooring</b> specified in <b>Pt 4, Ch 10, 101. 3</b> of the Rules is provided onboard.
	PKS	to offshore units where the <b>Position Keeping System</b> specified in <b>Ch 4, Sec 6</b> of the <b>Rules for the Classification of Mobile Offshore Units</b> or <b>Ch 3, 415.</b> of the <b>Rules for the Classification of Mobile Offshore Drilling Units</b> is provided onboard.
	SUR, BOU, SAT	to ships where the diving systems specified in <b>Pt 9, Ch 7, 602. 1</b> of the Rules are provided onboard. (SUR : <b>SUR</b> face supplied air diving) (BOU : <b>BOU</b> nce Diving) (SAT : <b>SAT</b> uration Diving)

	Additional Installation Notations	Relevant Requirements	
Machinery Items	UMA	to ships where the Operating Systems for Periodically <b>U</b> nattended <b>M</b> achinery Spaces specified in <b>Pt 9, Ch 3</b> of the Rules are provided onboard.	
	UMA1, UMA2, UMA3	to ships where the Automation Equipment specified in <b>Pt 9, Ch 3</b> of the Rules is provided onboard. ( <b>UMA</b> with automation equipments of Class <b>1, 2, 3</b> )	
	CMA	to ships where the <b>C</b> entralized monitoring and control system for <b>M</b> ain propulsion and essential <b>A</b> uxiliary machinery specified in <b>Pt 9, Ch 3</b> of the Rules is provided onboard.	
	PMS	to ships where the <b>P</b> lanned <b>M</b> aintenance <b>S</b> ystem specified in <b>Pt 1, Ch 2, 903.</b> of the Rules is applied.	
	STCM	to ships where the <b>S</b> tern <b>T</b> ube <b>C</b> ondition <b>M</b> onitoring system specified in <b>Ch 2, 701. 3</b> of the Guidance is provided onboard.	
	DPS(0), DPS(1), DPS(2), DPS(3)	to ships where the <b>D</b> ynamic <b>P</b> ositioning <b>S</b> ystem specified in <b>Pt 9, Ch 4</b> of the Rules is provided onboard.	
	NBS, NBS1, NBS2	to ships where Bridge Layouts and Bridge Working Environments, Navigation Equipments, Accident Prevention Systems and Bridge Work Assist Systems specified in <b>Pt 9, Ch 5</b> of the Rules are provided. ( <b>Navigation Bridge System</b> )	
	HVSC	to ships where the <b>H</b> igh <b>V</b> oltage <b>S</b> hore <b>C</b> onnection systems specified in <b>Pt 9, Ch 8</b> of the Rules are provided onboard.	
	HVSC-Partial	to ships where a part of high voltage shore connection systems specified in <b>Pt 9, Ch 8</b> of the Guidance are provided onboard.	
	BWE	to ships in which the <b>B</b> allast <b>W</b> ater <b>E</b> xchange system is installed in accordance with Pt 9, Ch 1, Sec 2 for ballast water management. However, ships not applying to Pt 9, Ch 1, Sec 2 of the Rules are to comply with relevant requirement of BWE specified in Pt 1, Annex 1-1, 1.1 of the Guidance 2015.	However, at the request of the Owner, BWMP(T, F, S, D) may be assigned to ships which have no IBWM Statement of Compliance, until the International Convention for the Control and Management of Ship's Ballast Water and Sediments has entered into force, where the requirements specified in <b>Pt 9, Ch 7</b> of the Rules 2007 are complied.
BWT	to ships in which the ballast water management system is installed in accordance with Pt 9, Ch 1, Sec 3 for ballast water management. However, ships not applying to Pt 9, Ch 1, Sec 2 of the Rules are to comply with relevant requirement of BWT specified in Pt 1, Annex 1-1, 1.1 of the Guidance 2015. ( <b>B</b> allast <b>W</b> ater <b>T</b> reatment)		

	Additional Installation Notations	Relevant Requirements
Machinery Items	VEC1	to ships in which cargo Vapour Emission Control system is installed in accordance with <b>Pt 9, Ch 7, Sec 2</b> of the Rules. However, for ships having VEC2 notation, VEC1 notation shall not be assigned.
	VEC2	to ships in which cargo vapour emission control system is installed in accordance with <b>Pt 9, Ch 7, Sec 3</b> of the Rules. However, for ships having VECL notation, VEC2 notation shall not be assigned.
	VECL	to ships engaged in the transportation of cargoes between a facility and another ship and vice versa, and in which vapour balancing system are installed in accordance with <b>Pt 9, Ch 7, Sec 4</b> of the Rules. (Vapor Emission Control system - Lightering operation)
	IGS	to ships where the Inert Gas Systems specified in <b>Pt 8, Ch 2, 405</b> of the Rules are provided onboard. (Inert Gas System)
	COW	to ships where the Crude Oil Washing System specified in "Annex I of International Convention for the Prevention of Pollution from Ships, 1973 and Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973(MARPOL 73/78)" are provided onboard. (Crude Oil Washing)
	RMC	to ships where the Cargo Refrigerating Installations specified in <b>Pt 9, Ch 1</b> of the Rules are provided onboard. (Refrigerating Machinery for Cargo)
	ns-NH3	to fishing vessels where ammonia refrigerating installations are installed in machinery spaces in accordance with the requirements specified in <b>Pt 5, Ch 6, 1201. 1</b> (14) (B) of the Guidance.
	GCU	to liquefied natural gas carriers where the Gas Combustion Unit for disposal of boil-off gas specified in <b>Pt 7, Ch 5, 701. 1</b> of the Guidance is provided onboard.
	Reliquefaction	to liquefied natural gas carriers where the Reliquefaction Plant of methane specified in <b>Pt 7, Ch 5, 703. 2</b> of the Guidance is provided onboard.
	DFDE	to liquefied natural gas carriers where the Dual-Fuel Diesel Engine utilizing methane gas specified in <b>Pt 7, Ch 5, 1607.</b> of the Guidance is provided onboard.
Drilling System	to ships where the Drilling System specified in <b>Annex 1</b> of the <b>Rules for the Classification of Mobile Offshore Drilling Units</b> is provided onboard.	