2025

Notation Guide

KR

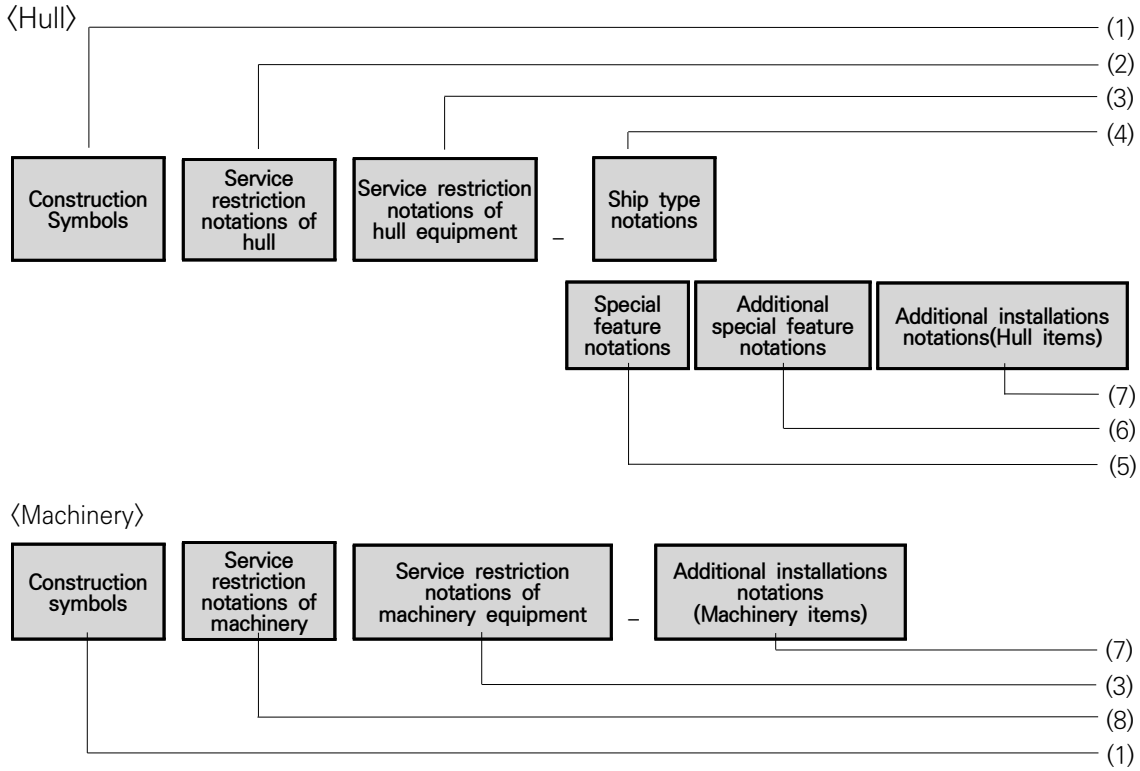
CONTENTS

CHAPTER 1 GENERAL

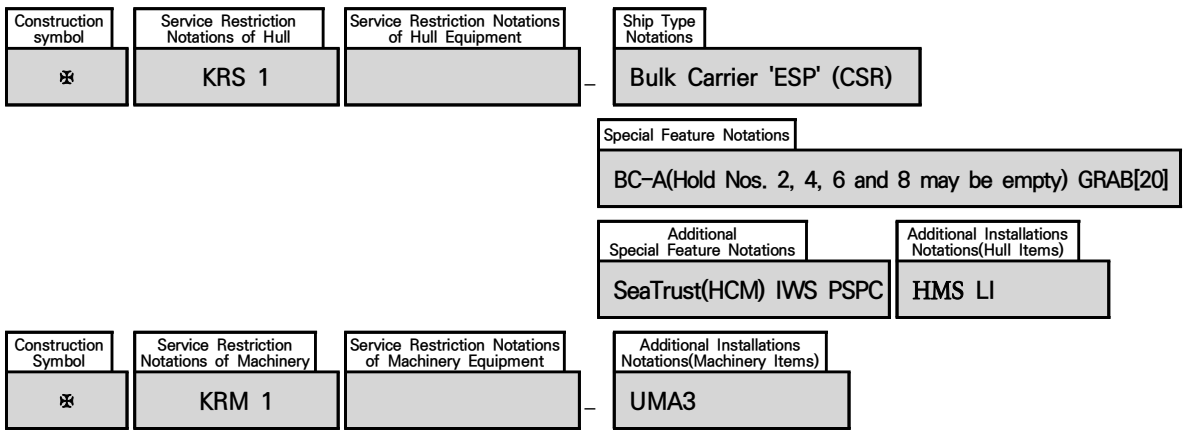
1. Ships built and surveyed for the classification in accordance with the Rules of the Society or in accordance with requirements deemed to be equivalent to the Rules by the Society will be assigned a class and registered in the Register of Ships.

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 may be located under the character of the Ship Type Notations. These Special Feature Notations could consist of the hull structure and the cargo tank type fitted for the kind and nature of cargoes, ice strengthening, in-water survey, cargo loading condition, design temperature, design pressure, the apparent specific gravity of cargoes. Also, the restriction of navigation area and condition may be remarked additionally. (refer **Ch 2**)

(6) Additional Special Feature Notations
When considered necessary by the Society, the Additional Special Feature Notations may be located side by appended to the character of Special Feature Notations. These special feature notations could consist of the direct strength assessment, direct fatigue assessment, hull construction monitoring, and/or longitudinal strength of hull girder in flooded condition for bulk carriers, etc. (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, LG, 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, 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**.

⚓

(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 Classification Technical Rules which are effective on or after 1 July 2025 if there is no remarks.

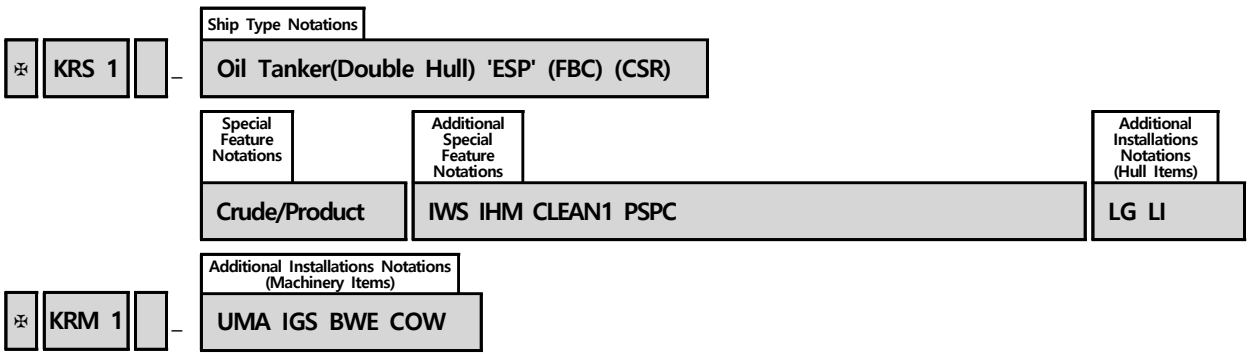
CHAPTER 2

2-1 SHIP TYPE - SPECIAL FEATURE NOTATIONS

1. Oil Tanker

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

〈 Typical Example 〉



1. Oil Tanker

NOTATIONS (Ship Type Notations)

Oil Tanker
Oil Tanker(Double Hull)
Oil Tanker(Double Hull)(EXP)
Oil Tanker 'ESP'
Oil Tanker(Double Hull) 'ESP'
Oil Tanker(Double Hull)(EXP) '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 complied with the Reg. 19.3 of Annex I of MARPOL73/78 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.

(Double Hull)(EXP) : Any ships not applicable to above (Double Hull), the notation "(Double Hull)(EXP)" 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 complied with the Reg. 19.6 of Annex I of MARPOL73/78 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. (Expanded)

'ESP' : to be assigned to ships which are constructed with integral cargo 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)

Note: 1) 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.

2) Oil Tankers carrying oil in independent tanks not part of ship's hull such as aspalt carriers do not fall withing the scope of the Enhanced Survey Programme(ESP).

REQUIREMENTS / RULE REFERENCES

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

✠KRS 1 – **Oil Tanker(Double Hull)(EXP)** 'ESP' (FBC)
Product CLEAN1 IHM PSPC LI
✠KRM 1 – BWT VEC1

---

1. 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 Flash point Above 60°C with Controlled tank vent

(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 - 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

✠KRS 1 - Oil Tanker(Double Hull)(EXP) 'ESP' (FBC)
Product CLEAN1 IHM PSPC LI
✠KRM 1 - BWT VEC1

---

1. 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

---

1. 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.

REQUIREMENTS / RULE REFERENCES

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

EXAMPLES

✠KRS 1 - Oil Tanker (FAO)
Asphalt IWS CLEAN1 LG LI
✠KRM 1
(Remarks : For all cargo tanks are independent type, the 'ESP' notation is not to be assigned)

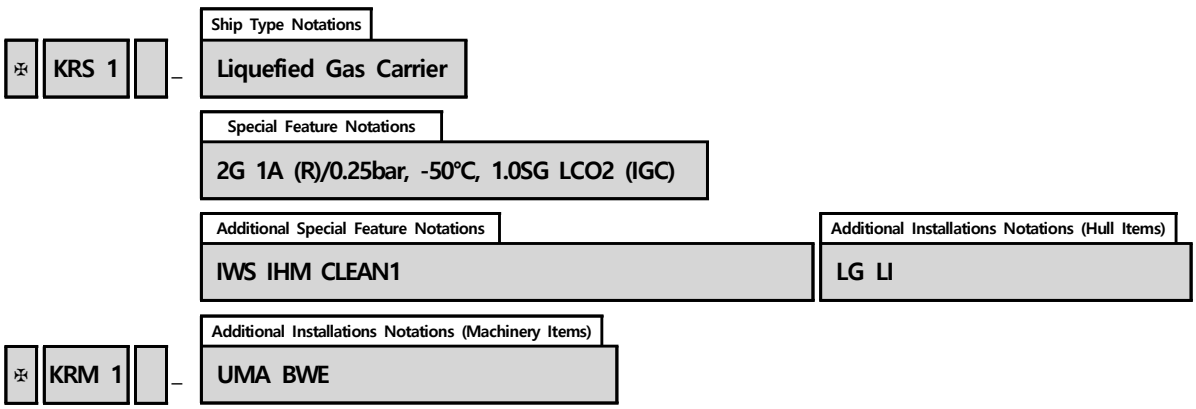
✠KRS 1 - Oil Tanker 'ESP' (FBC)
Product CLEAN1 LG LI
✠KRM 1 - UMA IGS COW

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

2-1. Liquefied Gas Carrier

<table>
<tr><th rowspan="2">Ship Type Notations</th><th colspan="5">Special Feature Notations</th></tr>
<tr><th>Type of Ship</th><th>Type of Tank</th><th>Transportation Mode</th><th>Design Aspect and/or Primary Cargo</th><th>IMO Code</th></tr>
<tr><td rowspan="2">Liquefied Gas Carrier</td><td rowspan="2">1G
2G
2PG
3G</td><td rowspan="2">2I
3M
3S
1A
1B
1C
NV</td><td rowspan="2">(R)
(P)
(RP)</td><td>Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)</td><td rowspan="2">(NIGC)
(IGC)
(GC)
(GCX)</td></tr>
<tr><td>Name of Liquefied Gas primarily carried</td></tr>
<tr><td></td><td colspan="5">LPG</td></tr>
</table>

〈 Typical Example 〉



2-1. 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
Liquefied Gas Carrier	Pt 7 Ch 5	Pt 1 Ch 2

EXAMPLES

✠KRS 1 - **Liquefied Gas Carrier**
2G 1A (R)/0.25bar, -50℃, 1.0SG LCO2 (IGC)
✠KRM 1

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

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

2-1. 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℃ 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
1G	Pt 7 Ch 5 Sec 2	-
2G	Pt 7 Ch 5 Sec 2	-
2PG	Pt 7 Ch 5 Sec 2	-
3G	Pt 7 Ch 5 Sec 2	-

EXAMPLES

✠KRS 1 - Liquefied Gas Carrier
2G 1A (R)/0.25bar, -50℃, 1.0SG LCO2 (IGC)
✠KRM 1

2-1. Liquefied Gas Carrier

NOTATIONS (Special Feature Notations - Type of Tank)

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

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). ($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), $To \geq -10$ ℃) (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). ($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), Thickness≤ 10 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). ($Po \leq 0.25$ *bar*(Max. 0.7 *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,** $Po \leq 0.7$ *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, $Po \leq 0.7$ *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**)

NV : Independent tank Novel Configuration
- to be assigned to ships having Novel Configuration type cargo containment systems. (Refer to **Pt 7 Ch 5 Sec 4** and **Annex 7A-7** of the Rules)

(Remarks) 1 : Independent, 2 : Integral, 3 : Membrane
Po : Design Vapour Pressure, To : Boiling Point of the Cargo

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
2I	Pt 7 Ch 5 Ch 4	-
3M	Pt 7 Ch 5 Ch 4	-
3S	Pt 7 Ch 5 Ch 4	-
1A	Pt 7 Ch 5 Ch 4	-
1B	Pt 7 Ch 5 Ch 4	-
1C	Pt 7 Ch 5 Ch 4	-
NV	Pt 7 Ch 5 Ch 4, Annex 7A-7	-

EXAMPLES

✠KRS 1 - Liquefied Gas Carrier
2G **1A** (R)/0.25bar, -50℃, 1.0SG LCO2 (IGC)
✠KRM 1

2-1. 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 1A (R)/0.25bar, -50℃, 1.0SG LCO2 (IGC)
✠KRM 1

2-1. Liquefied Gas Carrier

NOTATIONS (Special Feature Notations – Maximum Vapour Pressure, Minimum Temperature and Specific Gravity(SG) and/or Name of Liquefied Gas primarily carried)

Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG) and/or Name of Liquefied Gas primarily carried

DESCRIPTIONS

Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG) and/or **Name of Liquefied Gas primarily carried** : Maximum vapour pressure, minimum temperature and specific gravity(SG) and/or name of liquefied gas primarily carried may be assigned.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)	Pt 7 Ch 5	-
Name of Liquefied Gas primarily carried	Pt 7 Ch 5	-

EXAMPLES

✠KRS 1 – Liquefied Gas Carrier
2G 1A (R)/**0.25bar, -50℃, 1.0SG LCO2** (IGC)
✠KRM 1

2-1. Liquefied Gas Carrier

NOTATIONS (Special Feature Notations - IMO Code)

(NIGC)
(IGC)
(GC)
(GCX)

DESCRIPTIONS

(NIGC) : 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 2016.

(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
(NIGC)	Pt 7 Ch 5	-
(IGC)	Pt 7 Ch 5	-
(GC)	IMO Res.A.328(IX)	-
(GCX)	IMO Res.A.329(IX)	-

EXAMPLES

✠KRS 1 - Liquefied Gas Carrier
2G 1A (R)/0.25bar, -50℃, 1.0SG LCO2 **(IGC)**
✠KRM 1

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

2-1. 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
LPG	Pt 7 Ch 5	-

EXAMPLES

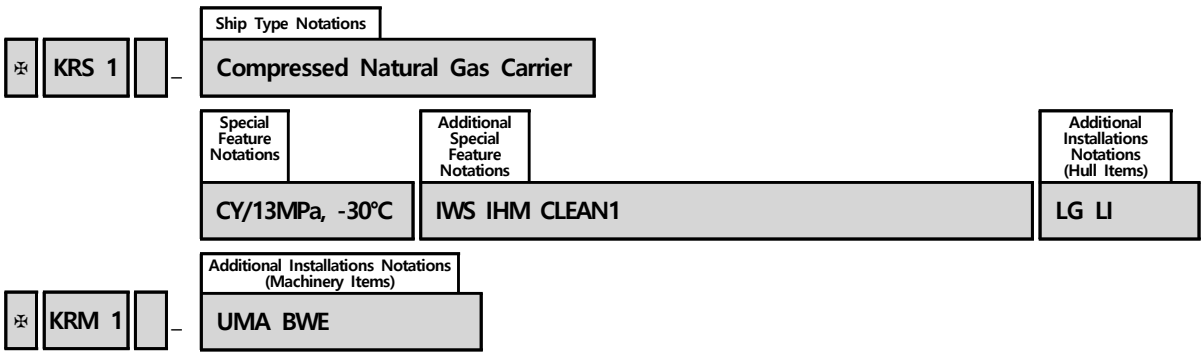
✠KRS 1 - Liquefied Gas Carrier
LPG
✠KRM 1

✠KRS 1 - Liquefied Gas Carrier
VCM
✠KRM 1

2-2. Compressed Natural Gas Carrier

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

〈 Typical Example 〉



2-2. 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℃
✠KRM 1

2-2. 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**linderical 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℃
✠KRM 1

2-2. 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
Design Pressure, Minimum Temperature	Guidance for Ships Carrying CNG in Bulk	-

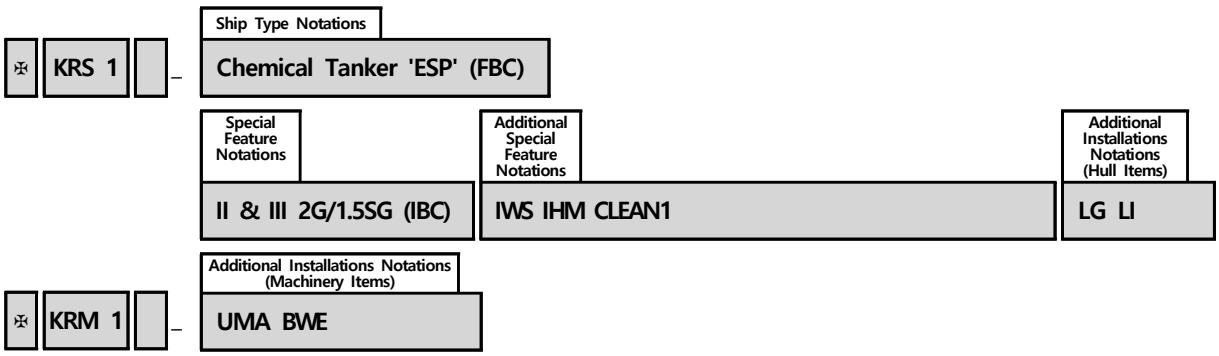
EXAMPLES

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

3-1. Chemical Tanker

<table>
<tr><td colspan="2">Ship Type Notations</td><td colspan="4">Special Feature Notations</td></tr>
<tr><td rowspan="3">Chemical Tanker
(FAC)
(FAO)
(FBC)</td><td rowspan="3">'ESP'</td><td>Type of Ship</td><td>Type of Tank</td><td>Design Aspect and/or Primary Cargo</td><td>IMO Code</td></tr>
<tr><td rowspan="2">I
II
III
II&III</td><td rowspan="2">1G
2G
1P</td><td>Apparent Specific Gravity (SG)</td><td rowspan="2">(IBC)
(BCH)
(BCX)</td></tr>
<tr><td>Name of Chemical primarily carried</td></tr>
<tr><td colspan="2"></td><td colspan="4"></td></tr>
</table>

〈 Typical Example 〉



3-1. 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
Chemical Tanker	Pt 7 Ch 6	Pt 1 Ch 2
Chemical Tanker 'ESP'	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

3-1. 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 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 - 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

3-1. 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)

II & III : At the request of the Owner, it may be added if the requirements for Type II and Type III are simultaneously satisfied, for example, in the following cases.

1) Ships with a mixture of Type II and Type III cargo tank layouts.
2) Among Type II vessels, each tank volume exceeds 3000m^3.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
I	Pt 7 Ch 6 Sec 2	-
II	Pt 7 Ch 6 Sec 2	-
III	Pt 7 Ch 6 Sec 2	-
II & III	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

3-1. 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.
($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), $To \geq -10$ ℃)

G : Gravity Tank
- to be assigned to ships having independent or integral tanks.
($Po \leq 0.7$ *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**, $Po > 0.7$ *bar*)

(Remarks) Po : Design Pressure, To : Boiling Point of the Cargo

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
1G	Pt 7 Ch 6 Sec 4	-
2G	Pt 7 Ch 6 Sec 4	-
1P	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

3-1. Chemical Tanker

NOTATIONS (Special Feature Notations - Apparent Specific Gravity (SG) and/or Name of Chemical primary carried)

Apparent Specific Gravity (SG) and/or Name of Chemical primarily carried

DESCRIPTIONS

Apparent Specific Gravity(SG) and/or **Name of Chemical primarily carried**
: Apparent specific gravity (SG) and/or name of Chemical primarily carried may be assigned.

REQUIREMENTS / RULE REFERENCES

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

3-1. 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
(IBC)	Pt 7 Ch 6	-
(BCH)	Pt 7 Ch 6	-
(BCX)	BCH Code 1.7.3	-

EXAMPLES

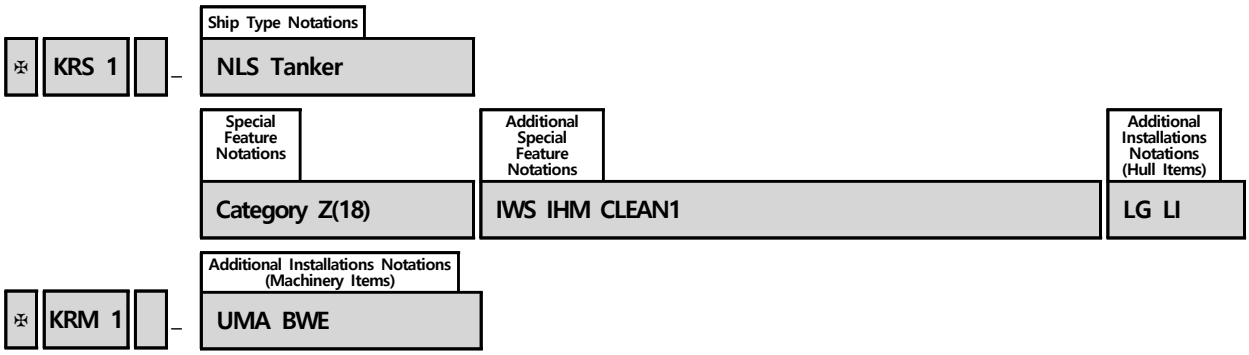
✠KRS 1 - Chemical Tanker (FAO)
III 1G/Sulphur Molten **(IBC)** IWS CLEAN1 LG LI
✠KRM 1- BWE

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

3-2. NLS Tanker

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

〈 Typical Example 〉



3-2. 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

3-2. 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

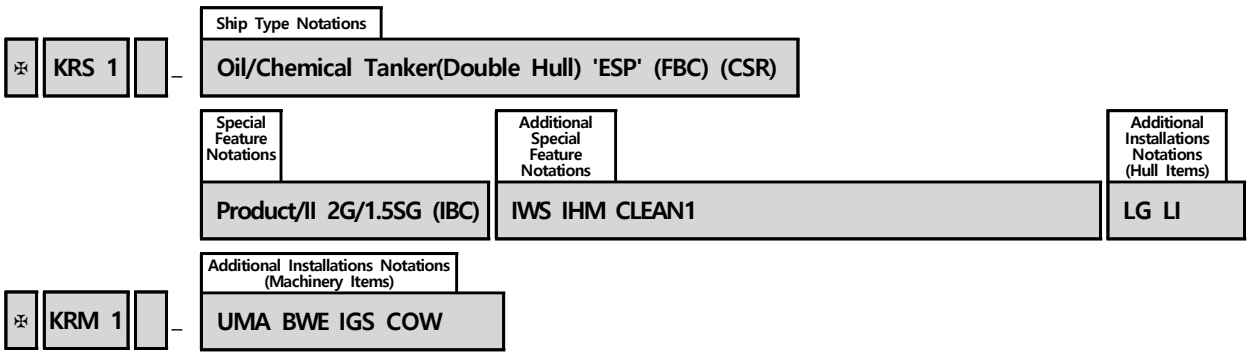
✠KRS 1 - NLS Tanker
Category Z(18)
✠KRM 1

---

4. Oil/Chemical Tanker

Ship Type Notations	Special Feature Notations				
	Oil Tanker	Chemical Tanker			
Oil/Chemical Tanker (Double Hull) (Double Hull)(EXP) 'ESP' (FAC) (FAO) (FBC) (CSR)	Type of Cargo	Type of Ship	Type of Tank	Design Aspect and/or Primary 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 primarily carried	(IBC) (BCH) (BCX)

〈 Typical Example 〉



4. Oil/Chemical Tanker

NOTATIONS (Ship Type Notations)

Oil/Chemical Tanker
Oil/Chemical Tanker(Double Hull)
Oil/Chemical Tanker(Double Hull)(EXP)
Oil/Chemical Tanker 'ESP'
Oil/Chemical Tanker(Double Hull) 'ESP'
Oil/Chemical Tanker(Double Hull)(EXP) '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 complied with the Reg. 19.3 of Annex I of MARPOL 73/78 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.

(Double Hull)(EXP) : Any ships not applicable to above (Double Hull), the notation "(Double Hull)(EXP)" 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 complied with the Reg. 19.6 of Annex I of MARPOL 73/78 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. (Expanded)

'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
Oil/Chemical Tanker	Pt 7 Ch 1, Pt 7 Ch 6	Pt 1 Ch 2
Oil/Chemical Tanker(Double Hull)	Pt 7 Ch 10, Pt 7 Ch 6	Pt 1 Ch 2
Oil/Chemical Tanker 'ESP'	Pt 7 Ch 1, Pt 7 Ch 6	Pt 1 Ch 2, Pt 1 Ch 3 Sec 3 & 4
Oil/Chemical Tanker(Double Hull) 'ESP'	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

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

---

4. 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 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 - 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

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

---

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

---

4. 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.

REQUIREMENTS / RULE REFERENCES

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

---

4. 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
I	Pt 7 Ch 6 Sec 2	-
II	Pt 7 Ch 6 Sec 2	-
III	Pt 7 Ch 6 Sec 2	-
II & III	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

---

4. 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.
($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), $To \geq -10$ ℃)

G : Gravity Tank
- to be assigned to ships having independent or integral tanks.
($Po \leq 0.7$ *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**, $Po > 0.7$ *bar*)

(Remarks) Po : Design Pressure, To : Boiling Point of the Cargo

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
1G	Pt 7 Ch 6 Sec 4	-
2G	Pt 7 Ch 6 Sec 4	-
1P	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

---

4. Oil/Chemical Tanker

NOTATIONS (Special Feature Notations – Apparent Specific Gravity (SG) and/or Name of Chemical primarily carried)

Apparent Specific Gravity(SG) and/or
Name of Chemical primarily carried

DESCRIPTIONS

Apparent Specific Gravity(SG) and/or **Name of Chemical primarily carried**
: Apparent specific gravity(SG) and/or name of Chemical primarily carried may be assigned.

REQUIREMENTS / RULE REFERENCES

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

---

4. 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
(IBC)	Pt 7 Ch 6	-
(BCH)	Pt 7 Ch 6	-
(BCX)	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

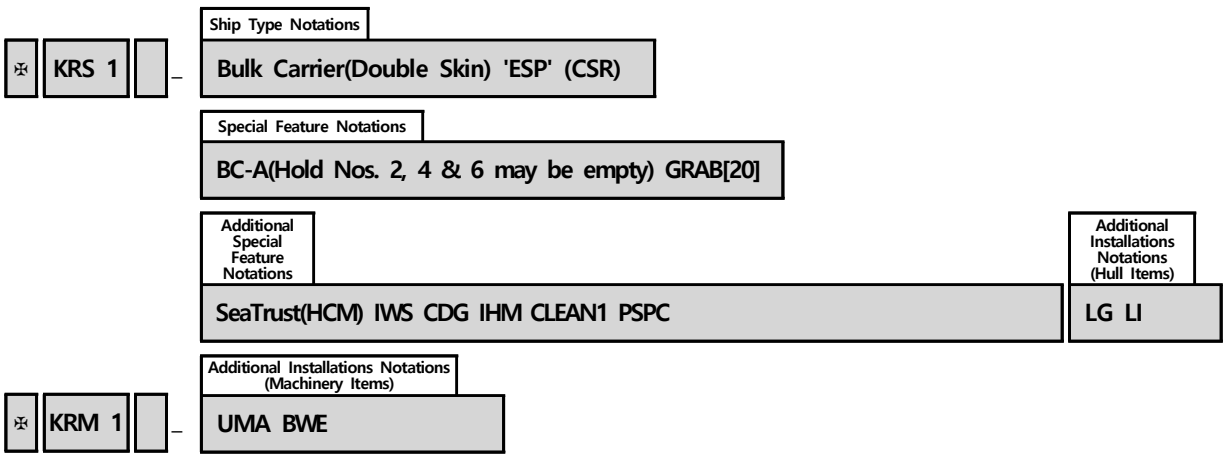
✠KRS 1 - Oil/Chemical Tanker(Double Hull) 'ESP' (FBC) (CSR)
Product/II 2G/1.5SG **(IBC)** IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE IGS COW

---

5. Bulk Carrier

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

〈 Typical Example 〉



5. 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 other structural configurations than stated in Bulk Carrier 'ESP' below comply with the applicable requirements specified in **Pt 7, Ch 3 of the Rules,** the notation "Bulk Carrier" shall be assigned 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. However, for ships where only some of the holds meet the structural configuration stated above, ESP(EXP) shall be assigned and then Holds Nos. ... shall be assigned as a special feature notations for those holds. (Expanded)

Note: Cargo holds corresponding to ESP(EXP) are included in the scope of application of the Enhanced Survey Programme(ESP), but cargo holds not corresponding to ESP(EXP) are not included in the scope of application of the Enhanced Survey Prpgramme(ESP).

(Double Skin) : to be assigned in the following cases. (Note: The relevant requirements specified in **Pt 1, Ch 3, Sec 6 of the rules**, 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
Bulk Carrier	Pt 7 Ch 3	Pt 1 Ch 2
Bulk Carrier(Double Skin)	Pt 7 Ch 3	Pt 1 Ch 2
Bulk Carrier 'ESP'	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
Bulk Carrier(Double Skin) 'ESP'	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6
Bulk Carrier 'ESP'(EXP)	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
Bulk Carrier(Double Skin) 'ESP'(EXP)	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6
Self-Unloading Bulk Carrier 'ESP'	Pt 7 Ch 3	Pt 1 Ch 2, Pt 1 Ch 3 Sec 2
Self-Unloading Bulk Carrier(Double Skin) 'ESP'	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

---

5. 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

---

5. Bulk Carrier

NOTATIONS (Special Feature Notations)

HC
HC/E
BC-A
BC-B
BC-C
GRAB[X]
(no MP)
(max cargo density --- t/m^3)
(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 Cargoes having cargo density 1.0 t/m^3 and above.

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^3 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^3 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^3 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. See 〈Note〉 of Additional Special Feature Notations.

(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 Multi Port)

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

(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
HC	Pt 3 Ch 7[1)]	-
HC/E	Pt 3 Ch 7[1)]	-
BC-A	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
BC-B	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
BC-C	Pt 7 Ch 3, Pt 11 Ch 1, Pt 13 Sub-part 1 Ch 1	-
GRAB[X]	Pt 11 Ch 12 Sec 1, Pt 13 Sub-part 2 Ch 1 Sec 6	-
(no MP)	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
(max cargo density --- t/m^3)	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
(Hold Nos. --- may be empty)	Pt 7 Ch 3, Pt 11 Ch 4 Sec 7, Pt 13 Sub-part 1 Ch 4 Sec 8	-
(Block loading)	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^3 :
- ✠KRS 1 - Bulk Carrier 'ESP'
  BC-B(max cargo density --- t/m^3)
- ✠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^3 :
- ✠KRS 1 - Bulk Carrier 'ESP'
  BC-A(Hold Nos. 2, 4, 6 & 8 may be empty, with max cargo density --- t/m^3)
- ✠KRM 1 - UMA

---

(7) For BC-A ships of which the maximum cargo density is less than 3.0t/m^3 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^3)
(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]**

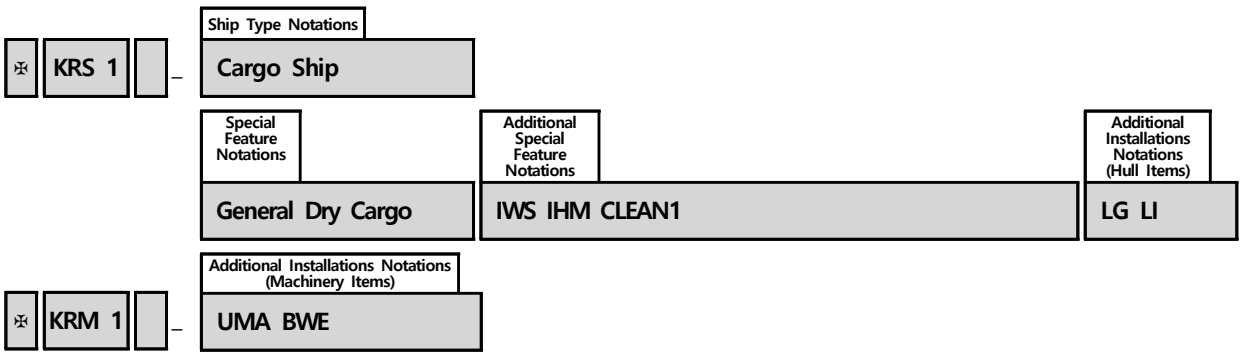
✠KRM 1 - UMA

---

6. 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) Container	HC

〈 Typical Example 〉



6. 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
Cargo Ship	Pt 3[1)]	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

---

6. 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)
Container
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 15 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 scpecially designed to carry cement.

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

Deck Cargo Ship
: to be assigned to ships that is designed to carry cargo exculsively 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**.

Container : Even though cell guides are not installed on ships, but shall be assigned to the ships carrying containers generally by means of approved container securing fittings and stowage method in accordance with **Annex 7-2, Pt 7 of the Guidance**. (ex, Multi-Purpose Ship)

HC : to be assigned to ships with the double bottom structure specially strengthened for the carriage of Heavy Cargoes having mass density, γ, specified in **Pt 3, Ch 7, 101. 7 of the Rules**, not less than 1.25 t/m^3.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
General Dry Cargo	Pt 3[1)]	Pt 1 Ch 2 Sec 14
Wood Chip Carrier	Pt 3[1)]	Pt 1 Ch 2
Cement Carrier	Pt 3[1)]	Pt 1 Ch 2
Livestock Carrier	Pt 3[1)]	Pt 1 Ch 2
Deck Cargo Ship	Pt 3[1)]	Pt 1 Ch 2
General Dry Cargo(Double Skin)	Pt 3[1)]	Pt 1 Ch 2
Liquid Cargo(Category OS only)	Pt 3[1)]	Pt 1 Ch 2
Container	Pt 3[1)]	Pt 1 Ch 2
HC	Pt 3 Ch 7[1)]	-
(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
Cenent 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
Container IWS CLEAN1 LG LI
✠ KRM 1 – UMA BWE

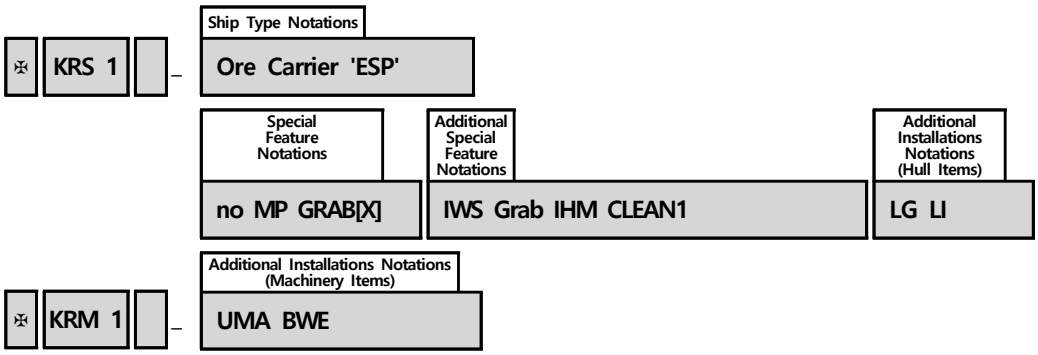
✠ KRS 1 – Cargo Ship
HC IWS IHM CLEAN1 LG LI
✠ KRM 1 – UMA BWE

---

7. Ore Carrier

Ship Type Notations	Special Feature Notations
Ore Carrier 'ESP'	no MP GRAB[X] LIQBC-1 LIQBC-2

〈 Typical Example 〉



7. Ore Carrier

NOTATIONS (Ship Type Notations)

Ore Carrier
Ore Carrier 'ESP'

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
Ore Carrier	Pt 7 Ch 2	Pt 1 Ch 2
Ore Carrier 'ESP'	Pt 7 Ch 2	Pt 1 Ch 2, Pt 1 Ch 3 Sec 6

EXAMPLES

✠KRS 1 – **Ore Carrier 'ESP'**
no MP GRAB[20] IWS **G**rab IHM CLEAN1 LG LI
✠KRM 1 – UMA BWE

---

7. Ore Carrier

NOTATIONS (Special Feature Notations)

no MP
GRAB[X]
LIQBC-1
LIQBC-2

DESCRIPTIONS

no MP : to be assigned to ships has not been designed for loading and unloading in multiple ports as **Pt 7 Annex 7-10 of the Guidance**.

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**.

LIQBC-1, LIQBC-2 : to ships designed (specially constructed or equipped) to carry solid bulk cargoes (cargoes in Group A of the IMSBC code) that may liquefy during voyage, in accordance with **Pt 7, Annex 7-12 of the Guidances**.

(Liquefaction of Bulk Cargoes)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
no MP	Guidance Pt 7 Annex 7-10	-
GRAB[X]	Guidance Pt 7 Ch 2 101. 2	-
LIQBC-1	Guidance Pt 7 Annex 7-12	-
LIQBC-2	Guidance Pt 7 Annex 7-12	-

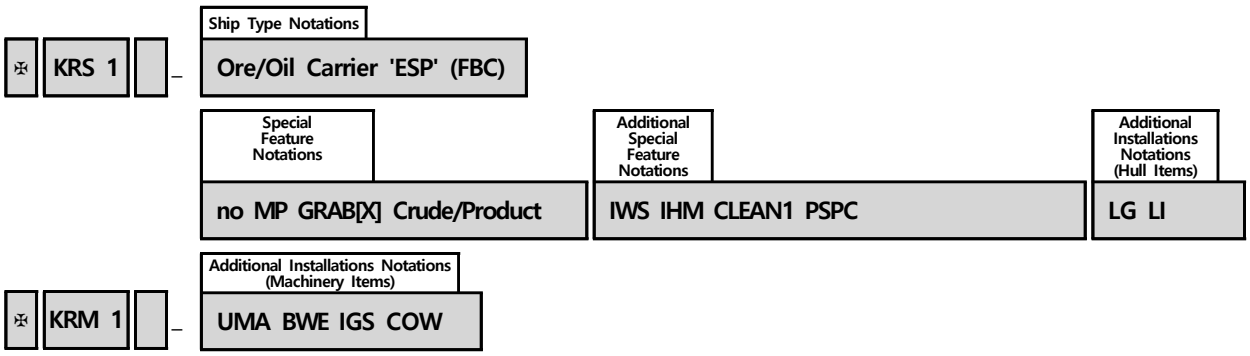
EXAMPLES

✠KRS 1 - Ore Carrier 'ESP'
no MP **GRAB[20]** IWS Grab IHM CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-1 Ore/Oil Carrier

Ship Type Notations	Special Feature Notations	
	Ore Carrier	Oil Tanker
Ore/Oil Carrier 'ESP' (FAC) (FAO) (FBC)	no MP GRAB[X] LIQBC-1 LIQBC-2	Crude Product Crude/Product Product/Asphalt Asphalt

〈 Typical Example 〉



8-1 Ore/Oil Carrier

NOTATIONS (Ship Type Notations)

Ore/Oil Carrier
Ore/Oil Carrier 'ESP'

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
Ore/Oil Carrier	Pt 7 Ch 2, Pt 7 Ch 1	Pt 1 Ch 2
Ore/Oil Carrier 'ESP'	Pt 7 Ch 2, Pt 7 Ch 10	Pt 1 Ch 2, Pt 1 Ch 3

EXAMPLES

✠KRS 1 - **Ore/Oil Carrier 'ESP'** (FBC)
no MP GRAB[20] Product CLEAN1 LG LI
✠KRM 1 - UMA IGS COW

8-1 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 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/Oil Carrier 'ESP' **(FBC)**
no MP GRAB[20] Product CLEAN1 LG LI
✠KRM 1 - UMA IGS COW

8-1 Ore/Oil Carrier

NOTATIONS (Special Feature Notations)

no MP
GRAB[X]
LIQBC-1
LIQBC-2

DESCRIPTIONS

no MP: to be assigned to ships has not been designed for loading and unloading in multiple ports as **Pt 7 Annex 7-10 of the Guidance**.

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**.

LIQBC-1, LIQBC-2 : to ships designed (specially constructed or equipped) to carry solid bulk cargoes (cargoes in Group A of the IMSBC code) that may liquefy during voyage, in accordance with **Pt 7, Annex 7-12 of the Guidances.**

(Liquefaction of Bulk Cargoes)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
no MP	Guidance Pt 7 Annex 7-10	-
GRAB[X]	Guidance Pt 7 Ch 2 101. 2	-
LIQBC-1	Guidance Pt 7 Annex 7-12	-
LIQBC-2	Guidance Pt 7 Annex 7-12	-

EXAMPLES

✠KRS 1 - Ore/Oil Carrier 'ESP' (FBC)
no MP **GRAB[20]** Product CLEAN1 LG LI
✠KRM 1 - UMA IGS COW

8-1 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.

REQUIREMENTS / RULE REFERENCES

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

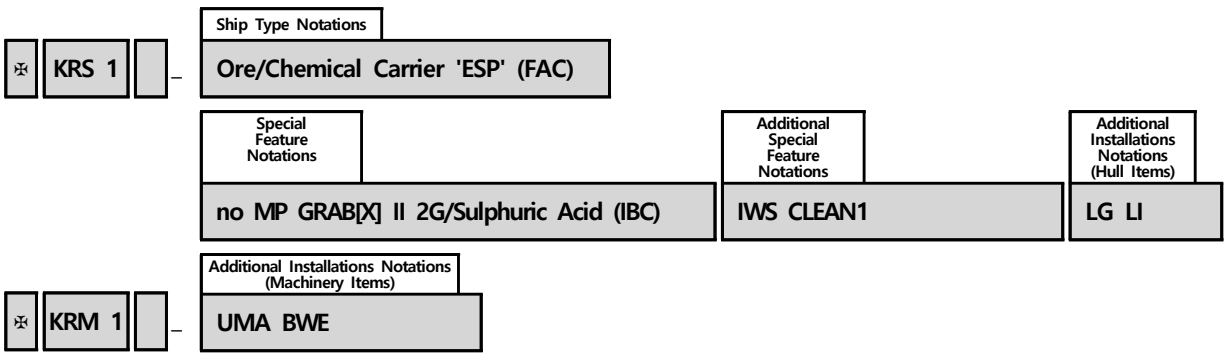
EXAMPLES

✠KRS 1 - Ore/Oil Carrier 'ESP' (FBC)
no MP GRAB[20] **Product** CLEAN1 **LG** LI
✠KRM 1 - UMA IGS COW

8-2 Ore/Chemical Carrier

Ship Type Notations	Special Feature Notations				
	Ore Carrier	Chemical Tanker			
		Type of Ship	Type of Tank	Design Aspect and/or Primary Cargo	IMO Code
Ore/Chemical Carrier 'ESP' (FAC) (FAO) (FBC)	no MP GRAB[X] LIQBC-1 LIQBC-2	I II III II&III	1G 2G 1P	Apparent Specific Gravity (SG) Name of Chemical primarily carried	(IBC) (BCH) (BCX)

〈 Typical Example 〉



8-2 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
Ore/Chemical Carrier	Pt 7 Ch 2, Pt 7 Ch 6	Pt 1 Ch 2
Ore/Chemical Carrier 'ESP'	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)
no MP GRAB[20] II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 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)**
no MP GRAB[20] II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 Ore/Chemical Carrier

NOTATIONS (Special Feature Notations)

no MP
GRAB[X]
LIQBC-1
LIQBC-2

DESCRIPTIONS

no MP: to be assigned to ships has not been designed for loading and unloading in multiple ports as Pt 7 Annex 7-10 of the Guidance.

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.

LIQBC-1, LIQBC-2 : to ships designed (specially constructed or equipped) to carry solid bulk cargoes (cargoes in Group A of the IMSBC code) that may liquefy during voyage, in accordance with Pt 7, Annex 7-12 of the Guidances.

(Liquefaction of Bulk Cargoes)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
no MP	Guidance Pt 7 Annex 7-10	-
GRAB[X]	Guidance Pt 7 Ch 2 101. 2	-
LIQBC-1	Guidance Pt 7 Annex 7-12	-
LIQBC-2	Guidance Pt 7 Annex 7-12	-

EXAMPLES

✠KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)
no MP GRAB[20] II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 Ore/Chemical Carrier

NOTATIONS (Special Feature Notations - Type of Ship)

I
II
III
II & III

DESCRIPTIONS

These 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
I	Pt 7 Ch 6 Sec 2	-
II	Pt 7 Ch 6 Sec 2	-
III	Pt 7 Ch 6 Sec 2	-
II & III	Pt 7 Ch 6 Sec 2	-

EXAMPLES

✠KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)
no MP GRAB[20] II 2G/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 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.
($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), $To \geq -10$ ℃)

G : Gravity Tank
- to be assigned to ships having independent or integral tanks.
($Po \leq 0.7$ *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, $Po > 0.7$ *bar*)

(Remarks) Po : Design Pressure, To : Boiling Point of the Cargo

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
1G	Pt 7 Ch 6 Sec 4	-
2G	Pt 7 Ch 6 Sec 4	-
1P	Pt 7 Ch 6 Sec 4	-

EXAMPLES

✠KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)
no MP GRAB[20] II **2G**/Sulphuric Acid (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 Ore/Chemical Carrier

NOTATIONS (Special Feature Notations - Apparent Specific Gravity (SG) and/or Name of Chemical primarily carried)

Apparent Specific Gravity (SG) and/or
Name of Chemical primarily carried

DESCRIPTIONS

Apparent Specific Gravity (SG) and/or **Name of Chemical primarily carried**
: Apparent specific gravity (SG) and/or name of Chemical primarily carried may be assigned.

REQUIREMENTS / RULE REFERENCES

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

EXAMPLES

✠KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)
no MP GRAB[20] II 2G/**Sulphuric Acid** (IBC) IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-2 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
(IBC)	Pt 7 Ch 6	-
(BCH)	Pt 7 Ch 6	-
(BCX)	BCH Code 1.7.3	-

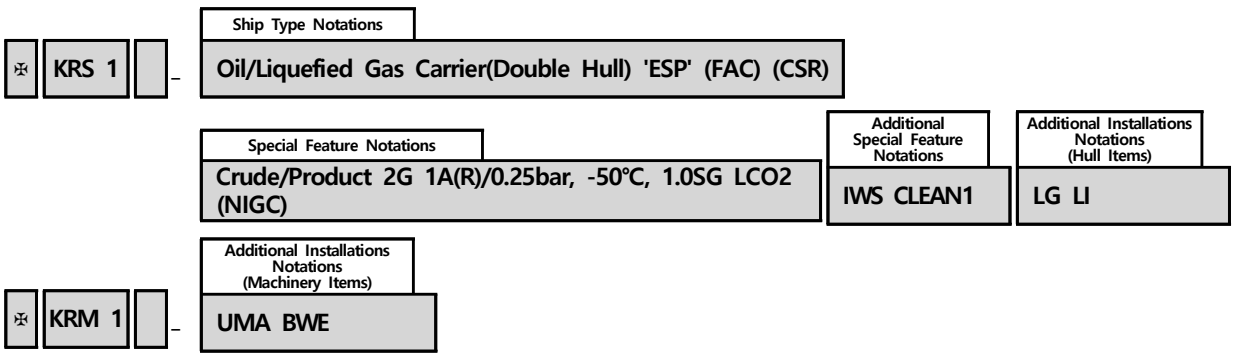
EXAMPLES

✠KRS 1 - Ore/Chemical Carrier 'ESP' (FAC)
no MP GRAB[20] II 2G/Sulphuric Acid **(IBC)** IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas Carrier

<table>
<tr><td rowspan="2">Ship Type Notations</td><td colspan="6">Special Feature Notations</td></tr>
<tr><td>Oil Tanker</td><td colspan="5">Liquefied Gas Carrier</td></tr>
<tr><td rowspan="2">Oil/Liquefied Gas Carrier
'ESP'
(Double Hull)
(Double Hull)(EXP)
(FAC)
(FAO)
(FBC)
(CSR)</td><td rowspan="2">Crude
Product
Crude/Product
Product/Asphalt
Asphalt</td><td>A</td><td>B</td><td>(C)</td><td>Design Aspect and/or Primary Carg</td><td>IMO Code</td></tr>
<tr><td>1G
2G
2PG
3G</td><td>2I
3M
3S
1A
1B
1C
NV</td><td>(R)
(P)
(RP)</td><td>Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)
Name of Liquefied Gas primarily carried</td><td>(NIGC)
(IGC)
(GC)
(GCX)</td></tr>
</table>

〈 Typical Example 〉



8.3 Oil/Liquefied Gas Carrier

NOTATIONS (Ship Type Notations)

Oil/Liquefied Gas Carrier
Oil/Liquefied Gas Carrier(Double Hull) 'ESP'
Oil/Liquefied Gas Carrier(Double Hull)(EXP) 'ESP'

DESCRIPTIONS

Oil/Liquefied Gas Carrier : to be assigned to ships which are constructed primarily for the carriage of oil and liquefied gas 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 complied with the Reg. 19.3 of Annex I of MARPOL73/78 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.

(Double Hull)(EXP) : Any ships not applicable to above (Double Hull), the notation "(Double Hull)(EXP)" 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 complied with the Reg. 19.6 of Annex I of MARPOL73/78 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. (Expanded)

'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)

Note: 1) 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.

2) Oil Tankers carrying oil in independent tanks not part of ship's hull such as aspalt carriers do not fall withing the scope of the Enhanced Survey Programme(ESP).

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Oil/Liquefied Gas Carrier	Pt 7 Ch 1, Pt 7 Ch 5	Pt 1 Ch 2
Oil/Liquefied Gas Carrier (Double Hull) "ESP'	Pt 7 Ch 10, Pt 7 Ch 5	Pt 1 Ch 2, Pt 1 Ch 3 Sec 5
Oil/Liquefied Gas Carrier (Double Hull)(EXP) "ESP'	Pt 7 Ch 10, Pt 7 Ch 5	Pt 1 Ch 2, Pt 1 Ch 3 Sec 5

EXAMPLES

✠KRS 1 - **Oil/Liquefied Gas Carrier(Double Hull) 'ESP'** (FAC) (CSR)
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8.3 Oil/Liquefied Gas Carrier

NOTATIONS (Ship Type Notations - Flash Point/Tank Vent)

(FAC)
(FAO)
(FBC)
(CSR)

DESCRIPTIONS

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

(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 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' **(FAC)** (CSR)
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas 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 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/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) **(CSR)**
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas 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.

REQUIREMENTS / RULE REFERENCES

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

EXAMPLES

✠KRS 1 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/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℃ 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
1G	Pt 7 Ch 5 Sec 2	-
2G	Pt 7 Ch 5 Sec 2	-
2PG	Pt 7 Ch 5 Sec 2	-
3G	Pt 7 Ch 5 Sec 2	-

EXAMPLES

✠KRS 1 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product **2G** 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas Carrier

NOTATIONS (Special Feature Notations - Type of Tank)

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

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). ($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), $To \geq -10$ ℃) (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). ($Po \leq 0.25$ *bar*(Max. 0.7 *bar*), Thickness≤ 10 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). ($Po \leq 0.25$ *bar*(Max. 0.7 *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,** $Po \leq 0.7$ *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, $Po \leq 0.7$ *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**)

NV : Independent tank Novel Configuration
- to be assigned to ships having Novel Configuration type cargo containment systems. (Refer to **Pt 7 Ch 5 Sec 4** and **Annex 7A-7** of the Rules)

(Remarks) 1 : Independent, 2 : Integral, 3 : Membrane
Po : Design Vapour Pressure, To : Boiling Point of the Cargo

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
2I	Pt 7 Ch 5 Sec 4	-
3M	Pt 7 Ch 5 Sec 4	-
3S	Pt 7 Ch 5 Sec 4	-
1A	Pt 7 Ch 5 Sec 4	-
1B	Pt 7 Ch 5 Sec 4	-
1C	Pt 7 Ch 5 Sec 4	-
NV	Pt 7 Ch 5 Ch 4, Annex 7A-7	-

EXAMPLES

✠KRS 1 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product 2G **1A**(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/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 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas Carrier

NOTATIONS (Special Feature Notations – **Maximum Vapour Pressure,** Minimum Temperature and Specific Gravity (SG) and/or Name of Liquefied Gas primarily carried)

Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG) and/or Name of Liquefied Gas primarily carried

DESCRIPTIONS

Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG) and/or **Name of Liquefied Gas primarily carried**
: Maximum vapour pressure, minimum temperature and specific gravity(SG) and/or name of liquefied gas primarily carried may be assigned.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)	Pt 7 Ch 5	-
Name of Liquefied Gas primarily carried	Pt 7 Ch 5	-

EXAMPLES

✠KRS 1 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product 2G 1A(R)/**0.25bar, -50℃, 1.0SG LCO2** (NIGC) IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

8-3 Oil/Liquefied Gas Carrier

NOTATIONS (Special Feature Notations - IMO Code)

(NIGC)
(IGC)
(GC)
(GCX)

DESCRIPTIONS

(NIGC) : 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 2016.

(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
(NIGC)	Pt 7 Ch 5	-
(IGC)	Pt 7 Ch 5	-
(GC)	IMO Res.A.328(IX)	-
(GCX)	IMO Res.A.329(IX)	-

EXAMPLES

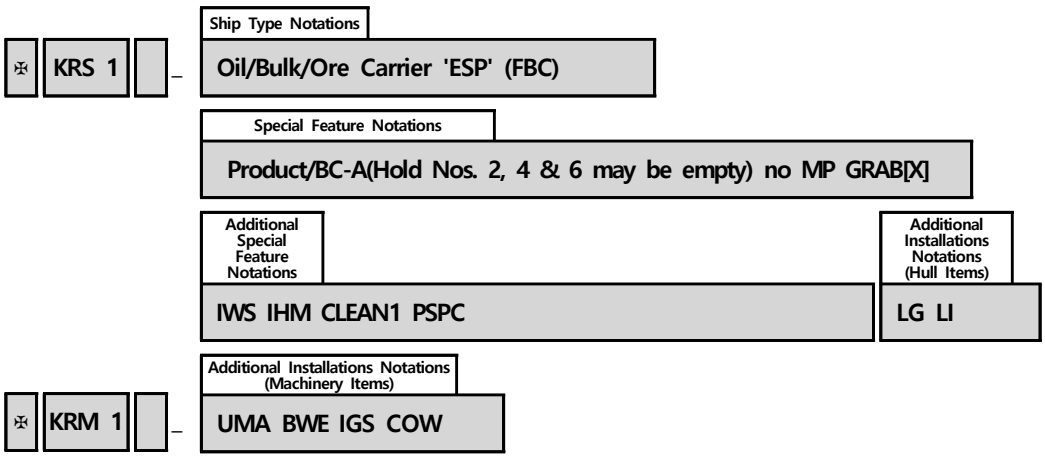
✠KRS 1 - Oil/Liquefied Gas Carrier(Double Hull) 'ESP' (FAC) (CSR)
Crude/Product 2G 1A(R)/0.25bar, -50℃, 1.0SG LCO2 **(NIGC)** IWS CLEAN1 LG LI
✠KRM 1 - UMA BWE

---

9. Oil/Bulk/Ore Carrier

Ship Type Notations	Special Feature Notations		
	Oil Tanker	Bulk Carrier	Ore Carrier
Oil/Bulk/Ore Carrier 'ESP' 'ESP'(EXP) (FAC) (FAO) (FBC)	Crude Product Crude/Product Product/Asphalt Asphalt	- HC HC/E BC-A BC-B BC-C (no MP) (max cargo density --- t/m^3) (Hold Nos. --- may be empty)	no MP GRAB[X] LIQBC-1 LIQBC-2

〈 Typical Example 〉



9. 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 where only some of the holds meet the structural configuration stated above, ESP(EXP) shall be assigned and then Holds Nos. ... shall be assigned as a special feature notations for those holds. (Expanded)

Note: Cargo holds corresponding to ESP(EXP) are included in the scope of application of the Enhanced Survey Programme(ESP), but cargo holds not corresponding to ESP(EXP) are not included in the scope of application of the Enhanced Survey Prpgramme(ESP).

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Oil/Bulk/Ore Carrier	Pt 7 Ch 1, 2 & 3	Pt 1 Ch 2
Oil/Bulk/Ore Carrier 'ESP'	Pt 7 Ch 1, 2 & 3	Pt 1 Ch 2, Pt 1 Ch 3
Oil/Bulk/Ore Carrier 'ESP'(EXP)	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) no MP GRAB[20]
IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 – UMA BWE IGS COW

---

9. 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 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 - Oil/Bulk/Ore Carrier 'ESP' **(FBC)**
Product/BC-A(Hold Nos. 2, 4 & 6 may be empty) no MP GRAB[20]
IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE IGS COW

---

9. 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.

REQUIREMENTS / RULE REFERENCES

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

EXAMPLES

✠KRS 1 - Oil/Bulk/Ore Carrier 'ESP' (FBC)
Product/BC-A(Hold Nos. 2, 4 & 6 may be empty) no MP GRAB[20]
IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE IGS COW

---

9. Oil/Bulk/Ore Carrier

NOTATIONS (Special Feature Notations)

HC
HC/E
BC-A
BC-B
BC-C
(no MP)
(max cargo density --- t/m^3)
(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, γ, specified in **Pt 3, Ch 7, 101. 6 of the Rules**, not less than 1.25 t/m^3. (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^3 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^3 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^3 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 Multi Port)

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

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

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
HC	Pt 3 Ch 7[1)]	-
HC/E	Pt 3 Ch 7[1)]	-
BC-A	Pt 7 Ch 3, Pt 11 Ch 1	-
BC-B	Pt 7 Ch 3, Pt 11 Ch 1	-
BC-C	Pt 7 Ch 3, Pt 11 Ch 1	-
(no MP)	Pt 7 Ch 3, Pt 11 Ch 1	-
(max cargo density --- t/m^3)	Pt 7 Ch 3, Pt 11 Ch 1	-
(Hold Nos. --- may be empty)	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^3 :
- ✠KRS 1 - Oil/Bulk/Ore Carrier 'ESP'
  Product/**BC-B(max cargo density --- t/m^3)**
- ✠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^3 :
- ✠KRS 1 - Oil/Bulk/Ore Carrier 'ESP'
  Product/**BC-A(Hold Nos. 2, 4 & 6 may be empty, with max cargo density --- t/m^3)**
- ✠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

---

9. Oil/Bulk/Ore Carrier

NOTATIONS (Special Feature Notations)

no MP
GRAB[X]
LIQBC-1
LIQBC-2

DESCRIPTIONS

no MP: to be assigned to ships has not been designed for loading and unloading in multiple ports as **Pt 7 Annex 7-10 of the Guidance**.

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**.

LIQBC-1, LIQBC-2 : to ships designed (specially constructed or equipped) to carry solid bulk cargoes (cargoes in Group A of the IMSBC code) that may liquefy during voyage, in accordance with **Pt 7, Annex 7-12 of the Guidances.**

(Liquefaction of Bulk Cargoes)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
no MP	Guidance Pt 7 Annex 7-10	-
GRAB[X]	Guidance Pt 7 Ch 2 101. 2	-
LIQBC-1	Guidance Pt 7 Annex 7-12	-
LIQBC-2	Guidance Pt 7 Annex 7-12	-

EXAMPLES

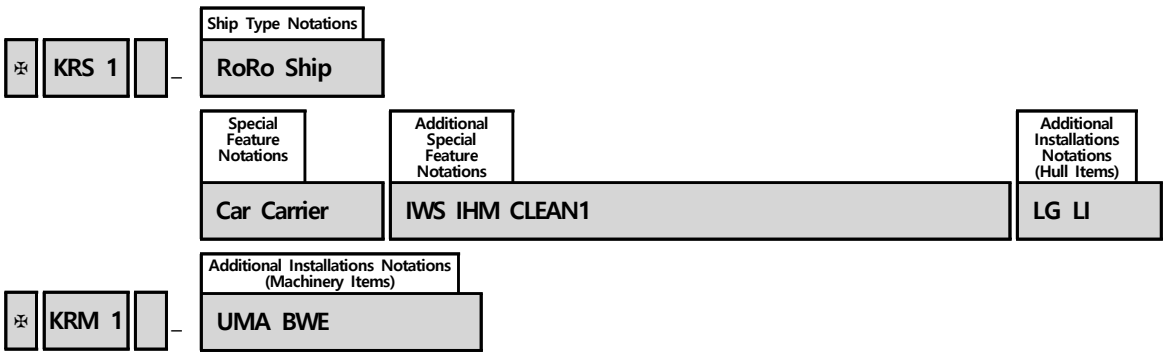
✠KRS 1 - Oil/Bulk/Ore Carrier 'ESP' (FBC)
Product/BC-A(Hold Nos. 2, 4 & 6 may be empty) no MP **GRAB[20]**
IWS IHM CLEAN1 PSPC LG LI
✠KRM 1 - UMA BWE IGS COW

---

10. 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 〉



10. 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
RoRo Ship	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

---

10. 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

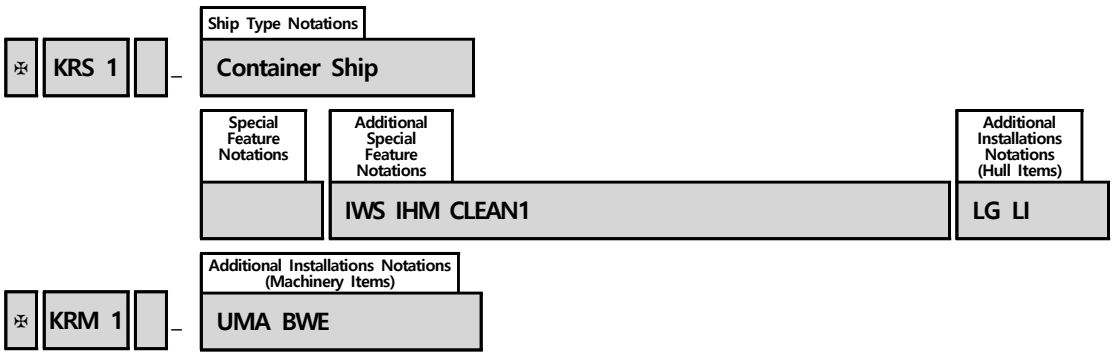
✠KRS 1 – RoRo Ship
Car Ferry IWS LG LI
✠KRM 1 – UMA

---

11. Container Ship

Ship Type Notations	Special Feature Notations
Container Ship	LS LS(CL) LS(CL, RS) LS(CL, RS+) LS(HHS or HHT)

〈 Typical Example 〉



11. 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
Container Ship	Pt 7 Ch 4 or Pt 14	Pt 1 Ch 2

EXAMPLES

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

---

11. Container Ship

NOTATIONS (Special Feature Notations)

LS
LS(CL)
LS(CL, RS)
LS(CL, RS+)
LS(HHS or HHT)

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)

LS(CL, RS+) : to be assigned to ships where the contents related to the application of the user-specified route reduction factors provided by the Society are included in Cargo Securing Manual and ships equipped with a program that can calculate the route reduction factors for an arbitrary route in accordance with **Pt 7, Annex 7-2 of the Guidance** in addition to LS(CL) above.
(Route Specific Reduction Factor+)

LS(HHS or HHT) : to be assigned to ships where container securing arrangements are used, and design and construction of the system are in accordance with **Ch 3, Sec 25, 2504** or **2505** of the **Guidance for Approval of Manufacturing Process and Type Approval,** Etc. (High Holding Securing, High Holding Twistlock)

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	-
LS(CL, RS+)	Pt 7 Annex 7-2	-
LS(HHS or HHT)	Guidance for Approval of Manufacturing Process and Type Approval, Ch 3, Sec 25	-

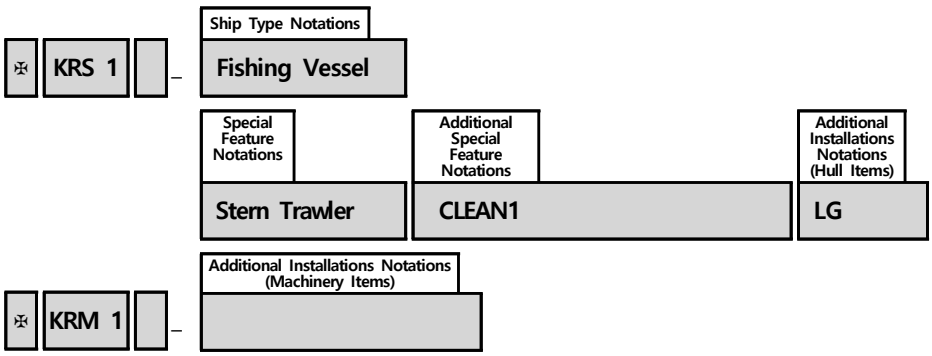
EXAMPLES

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

12. 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 Pole and Line

〈 Typical Example 〉



12. 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
Fishing Vessel	Pt 3[1), 2)]	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

---

12. 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
Pole and Line

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.

Pole and Line : to be assigned for pole-and-line fishing.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Long Liner	Pt 3[1), 2)]	–
Stern Trawler	Pt 3[1), 2)]	–
Side Trawler	Pt 3[1), 2)]	–
Whaler	Pt 3[1), 2)]	–
Purse Seiner	Pt 3[1), 2)]	–
Gill Net	Pt 3[1), 2)]	–
Angling	Pt 3[1), 2)]	–
Stick-held Dip Net	Pt 3[1), 2)]	–
Bottom Long Liner	Pt 3[1), 2)]	–
Trap	Pt 3[1), 2)]	–
Stow Net	Pt 3[1), 2)]	–
Lift Net	Pt 3[1), 2)]	–
Dredge Net	Pt 3[1), 2)]	–
Seiner	Pt 3[1), 2)]	–
Stab Net	Pt 3[1), 2)]	–
Lighting	Pt 3[1), 2)]	–
Pole and Line	Pt 3[1), 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

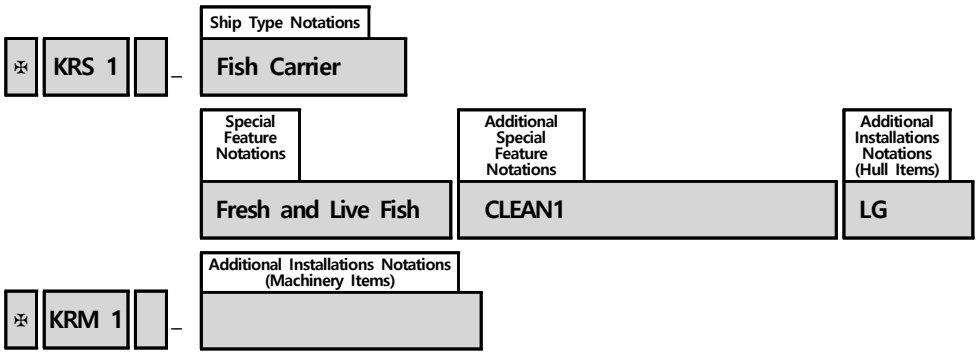
✠KRS 1 – Fishing Vessel
Long Liner and Angling CLEAN1 LG
✠KRM 1

---

13. Fish Carrier

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

〈 Typical Example 〉



13. 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
Fish Carrier	Pt 3[1), 2)]	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

---

13. 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
Fresh and Live Fish	Pt 3[1), 2)]	–
Fresh Fish	Pt 3[1), 2)]	–
Live Fish	Pt 3[1), 2)]	–
Fish Factory	Pt 3[1), 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

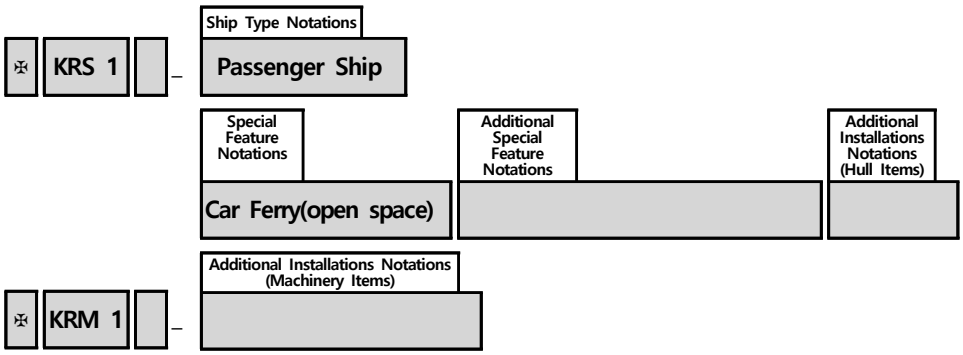
✠KRS 1 – Fish Carrier
Fish Factory CLEAN1 LG
✠KRM 1

---

14. Passenger Ship

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

〈 Typical Example 〉



14. 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
Passenger Ship	Pt 3[1), 2), 3)]	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

---

14. 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 of hover craft type.
Catamaran : to be assigned to passenger ships with two hulls and a deck structures between them.
Submersible : to be assigned to submersible passenger ships.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Hydrofoil	Pt 3[1), 2), 3)]	-
Side Wall Air Cushion Vehicle	Pt 3[1), 2), 3)]	-
Hover Craft	Pt 3[1), 2), 3)]	-
Catamaran	Pt 3[1), 2), 3)]	-
Submersible	Pt 3[1), 2), 3)], 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

---

14. 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 Space specified in Pt 7, Annex 7-3 of the Guidance, ship with Vehicle Spaces specified in Rules for the Classification of High Speed and Light Craft 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[1), 2), 3)]	–
Cargo	Pt 3[1), 2), 3)]	–
Container	Pt 3[1), 2), 3)]	–
Leisure	Pt 3[1), 2), 3)]	–
Car Ferry	Pt 3[1), 2), 3)], Pt 7 Ch 7	–
Car Ferry(open space)	Pt 3[1), 2), 3)], Pt 7 Ch 7	–
Car Ferry(SCS)	Pt 3[1), 2), 3)], Pt 7 Ch 7	–
RoRo	Pt 3[1), 2), 3)]	–

(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

---

14. 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[1), 2), 3)]	-
(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.		

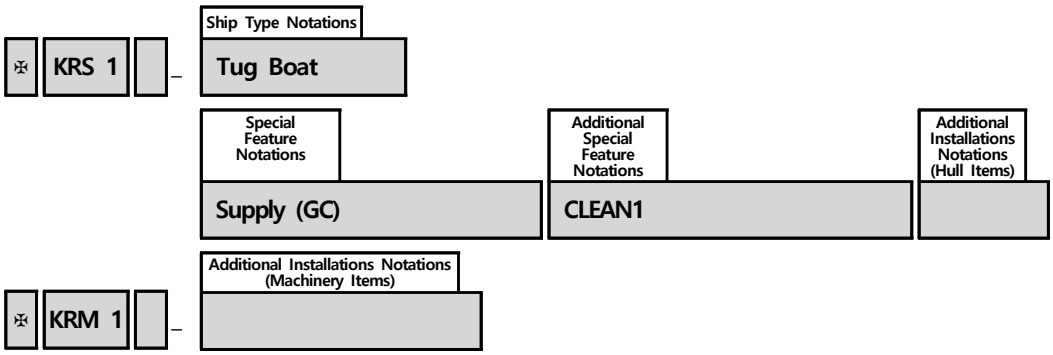
EXAMPLES

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

15-1. Tug Boat

Ship Type Notations	Special Feature Notations A* (Purpose)
Tug Boat	- Salvage Supply Anchor Fire-Fighting(GA or GC) Oil Recovery(GA, GB or GC)

〈 Typical Example 〉



Remark : In relation to Special Feature Notation, A*(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

15-1. 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
Tug Boat	Pt 7 Ch 9[1)]	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 - **Tug Boat**
✠KRM 1

✠KRS 1 - **Tug Boat**
Anchor CLEAN1
✠KRM 1

✠KRS 1 - **Tug Boat**
Supply(GC) CLEAN1
✠KRM 1

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

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

✠KRS 1 - **Tug Boat**
Oil Recovery(GC) FF1 CLEAN1
✠KRM 1

15-1. Tug Boat

NOTATIONS (Special Feature Notations - Purpose)

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

DESCRIPTIONS

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

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

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

Fire-Fighting(GA or GC) : When it complies with the "Enforcement Regulations of Ship Arrival and Departure, Annex 2, Standards for Fire Extinguishing Facilities," etc., the "Fire-Fighting" specialty feature notations shall be granted. GA or GC are shown in the following:

- **GA** : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.
- **GC** : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.

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.

Remark : In relation to Special Feature Notation - Purpose, Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Salvage	Pt 7 Ch 9[1)]	-
Supply	Pt 7 Ch 9[1)]	-
Anchor	Pt 7 Ch 9[1)]	-
Fire-Fighting(GA or GC)	Pt 7 Ch 9[1)]	-
Oil Recovery(GA, GB or GC)	Pt 7 Ch 9[1)]	-
(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
Anchor CLEAN1
✠KRM 1

✠KRS 1 - Tug Boat
Supply(GC) CLEAN1
✠KRM 1

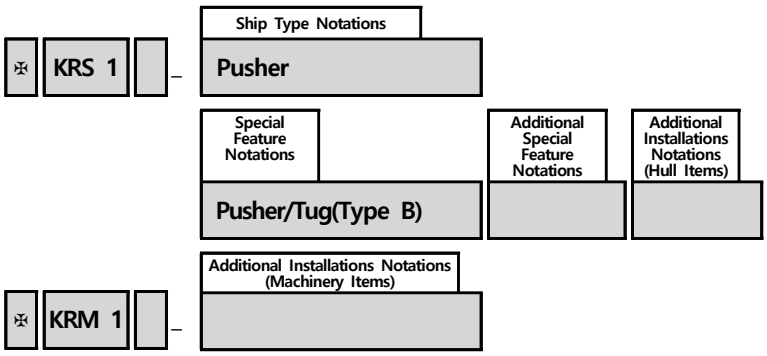
✠KRS 1 - Tug Boat
Fire-Fighting(GC) CLEAN1
✠KRM 1

✠KRS 1 - Tug Boat
Oil Recovery(GC) CLEAN1
✠KRM 1

15-2. Pusher

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

〈 Typical Example 〉



15-2. Pusher

NOTATIONS (Ship Type Notations)

Pusher
Pusher

DESCRIPTIONS

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

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Pusher	Pt 7 Ch 9[1)]	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**
Pusher/Tug(Type B)
✠KRM 1

15-2. Pusher

NOTATIONS (Special Feature Notations)

-
(Type A)
(Type A)
Pusher/Tug
(Type A)
(Type B)

DESCRIPTIONS

Pusher/Tug : to be assigned to pushers designed primarily for towing service and 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
Pusher/Tug	Pt 7 Ch 9[1)]	-
(Notes) 1) For small steel ships of which length is less than 90m, Pt 10 is to be applied.		

EXAMPLES

✠KRS 1 - Pusher
(Type A)
✠KRM 1

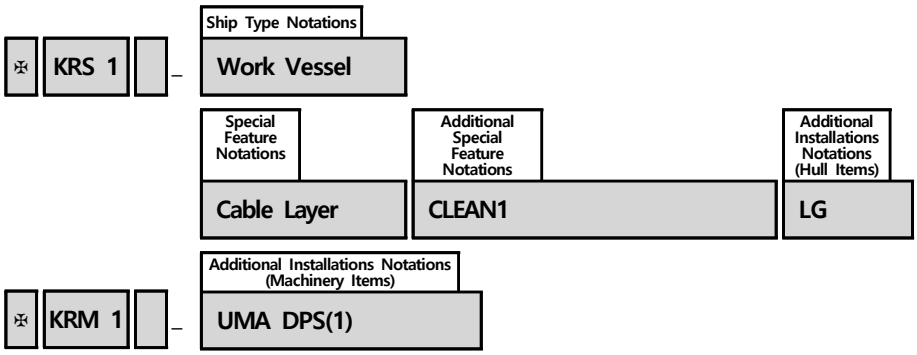
✠KRS 1 - Pusher
Pusher/Tug(Type B)
✠KRM 1

---

16. Work Vessel

Ship Type Notations	Special Feature Notations
Work Vessel	A* (Purpose)
	– Launch Cable Layer Crane Anchor Ice Breaker Supply Oil Recovery(GA, GB or GC) Salvage Repair Work Tender Dredging

〈 Typical Example 〉



Remark : In relation to Special Feature Notation, A*(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

16. 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
Work Vessel	Pt 3[1), 2)]	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

---

16. Work Vessel

NOTATIONS (Special Feature Notations - Purpose)

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

DESCRIPTIONS

- : Additional notation is not required for work vessel built only for the purpose of work purpose.

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.

Dredging : to be assigned to ship carrying out dreding.

Remark : In relation to Special Feature Notation – Purpose, Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Launch	Pt 3[1), 2)]	–
Crane	Pt 3[1), 2)]	–
Crane	Pt 3[1), 2)]	–
Anchor	Pt 3[1), 2)]	–
Ice Breaker	Pt 3[1), 2)]	–
Supply	Pt 3[1), 2)]	–
Oil Recovery(GA, GB or GC)	Pt 3[1), 2)]	–
Salvage	Pt 3[1), 2)]	–
Repair Work	Pt 3[1), 2)]	–
Tender	Pt 3[1), 2)]	–
Dredging	Pt 3[1), 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

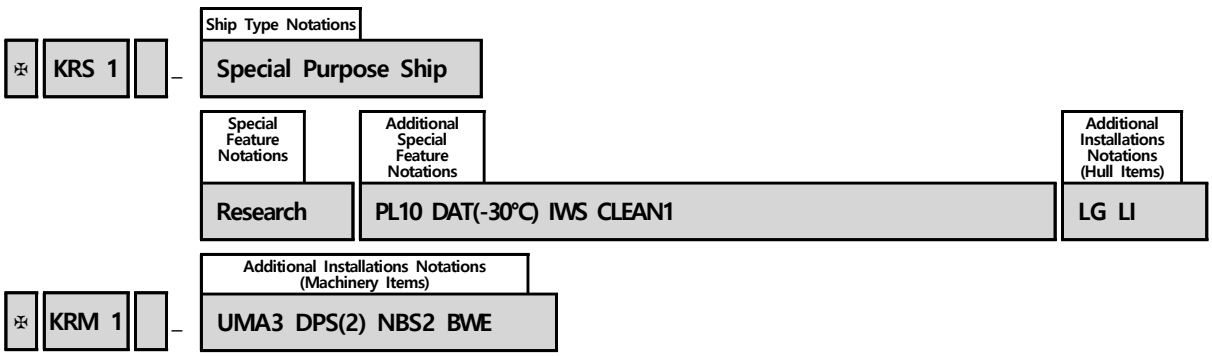
✠KRS 1 – Work Vessel
Oil Recovery(GC) and Dredging CLEAN1
✠KRM 1

---

17. Special Purpose Ship

Ship Type Notations	Special Feature Notations
Special Purpose Ship	A* (Purpose)
	– 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

〈 Typical Example 〉



Remark : In relation to Special Feature Notation, A*(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

17. 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
Special Purpose Ship	Pt 3[1), 2)]	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℃) CLEAN1 **HMS** LG LI
✠KRM 1 – UMA3 DPS(2) NBS2 BWE

✠KRS 1 – **Special Purpose Ship**
Waste CLEAN1 LG LI
✠KRM 1

---

17. Special Purpose Ship

NOTATIONS (Special Feature Notations - Purpose)

-
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

- : Additional notation is not required for Special Purpose ship built only for the purpose of special purpose.

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.

Remark : In relation to Special Feature Notation - Purpose, Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Soil	Pt 3[1), 2)]	–
Geological	Pt 3[1), 2)]	–
Survey Boat	Pt 3[1), 2)]	–
Submersible Support	Pt 3[1), 2)]	–
Diving Support	Pt 3[1), 2)]	–
Hopper/Waste	Pt 3[1), 2)]	–
Waste	Pt 3[1), 2)]	–
Hospital	Pt 3[1), 2)]	–
Hydro Survey	Pt 3[1), 2)]	–
Seismic Survey	Pt 3[1), 2)]	–
Fire-Fighting(GA or GC)	Pt 3[1), 2)]	–
Buoy Laying	Pt 3[1), 2)]	–
Fishery Training	Pt 3[1), 2)]	–
Fishery Patrol	Pt 3[1), 2)]	–
Fishery Research	Pt 3[1), 2)]	–
Patrol	Pt 3[1), 2)]	–
Pilot	Pt 3[1), 2)]	–
Observation	Pt 3[1), 2)]	–
Training	Pt 3[1), 2)]	–
Research	Pt 3[1), 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℃) CLEAN1 **HMS** LG LI
✠KRM 1 – UMA3 DPS(2) NBS2 BWE

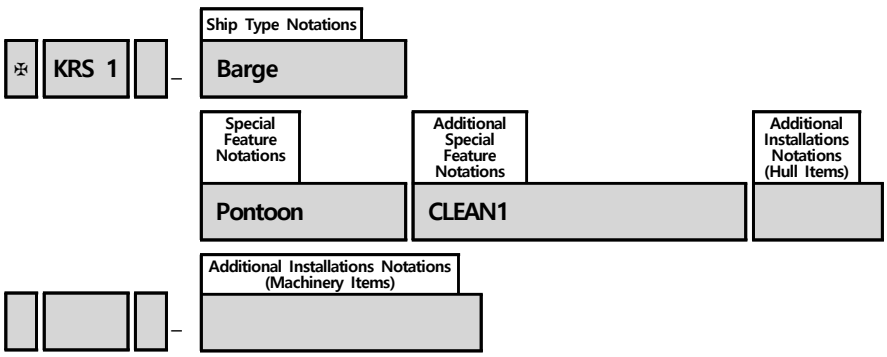
✠KRS 1 – Special Purpose Ship
Waste CLEAN1 LG LI
✠KRM 1

---

18. Barge

Ship Type Notations	Special Feature Notations	
	Type	Loaded Cargo Name or Additional Purpose
Barge (FAC) (FAO) (FBC)	– Pontoon Integrated Pusher Barge (Type A) (Type B) Hopper(or Dump)	Chemical Liquiefied Gas Oil Container Sand Crane Pipe-Laying Piling Cable-Laying Salvage Submersible Accommodation Waste Log Heavy Cargo Oil Recovery(GA, GB or GC) Power Plant Wind Turbine Transportation Harbor Construction (Crane, Dredger, Piling or Ground Amelioration)

〈 Typical Example 〉



18. 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
Barge	Rules for the Classification of Steel Barges	Rules for the Classification of Steel Barges

EXAMPLES

✠KRS 1 - **Barge** (FAO)
Oil CLEAN1

BWE

✠KRS 1 - **Barge**
Pontoon CLEAN1

✠KRS 1 - **Barge**
Pontoon/Crane LG

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

---

18. Barge

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 - Barge (FAO)
Oil CLEAN1

BWE

---

18. 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
Pontoon	Rules for the Classification of Steel Barges, Ch 21	-
Integrated Pusher Barge(Type A)	Rules for the Classification of Steel Barges	-
Integrated Pusher Barge(Type B)	Rules for the Classification of Steel Barges	-
Hopper (or Dump)	Rules for the Classification of Steel Barges	-

EXAMPLES

✠KRS 1 - Barge
Pontoon CLEAN1

BWE

✠KRS 1 - Barge
Pontoon/Crane LG

✠KRS 1 - Barge
Integrated Pusher Barge(Type B)

---

18. Barge

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

Chemical
Liquefied Gas
Oil
Container
Sand
Crane
Pipe-Laying
Piling
Cable-Laying
Salvage
Submersible
Accommodation
Waste
Log
Heavy Cargo
Oil Recovery(GA, GB or GC)
Power Plant
Wind Turbine Transportation
Harbor Construction (Crane, Dredger, Piling or Ground Amelioration)

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.)

Liquefied Gas : to be assigned to barges which are constructed primarily for the carriage of liquefied gas (liquid cargoes specified in **Pt 7, Ch 5, Sec 19 of the Rules**) in bulk.
(Remarks: Additional Special Feature Notations are to be assigned in the same manner for those of Liquefied Gas Carrier.)

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.(including barges which are not intended to be used for dredging, if they are equipped with equipment for direct sand extraction (sand only))

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.

Power Plant : to be assigned to barges which are constructed to be used as a power plant.

Wind Turbine Transportation : to be assigned to barges which are constructed for the transportation of wind turbines.

Harbor Construction (Crane, Dredger, Piling or Ground Amelioration)
: to be assigned to barges which are engaged in harbor construction work.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Chemical	Rules for the Classification of Steel Barges	–
Liquefied Gas	Rules for the Classification of Steel Barges	–
Oil	Rules for the Classification of Steel Barges, Ch 22	–
Container	Rules for the Classification of Steel Barges	–
Sand	Rules for the Classification of Steel Barges	–
Crane	Rules for the Classification of Steel Barges	–
Pipe-Laying	Rules for the Classification of Steel Barges	–
Piling	Rules for the Classification of Steel Barges	–
Cable-Laying	Rules for the Classification of Steel Barges	–
Salvage	Rules for the Classification of Steel Barges	–
Submersible	Rules for the Classification of Steel Barges	–
Accommodation	Rules for the Classification of Steel Barges	–
Waste	Rules for the Classification of Steel Barges	–
Log	Rules for the Classification of Steel Barges	–
Heavy Cargo	Rules for the Classification of Steel Barges	–
Oil Recovery(GA, GB or GC)	Rules for the Classification of Steel Barges	–
Power Plant	Rules for the Classification of Steel Barges	–
Wind Turbine Transportation	Rules for the Classification of Steel Barges	–
Harbor Construction (Crane, Dredger, Piling or Ground Amelioration)	Standards for vessel facilities of harbor construction work vessels	N/A

EXAMPLES

✠KRS 1 – Barge (FAO)
Oil CLEAN1

BWE

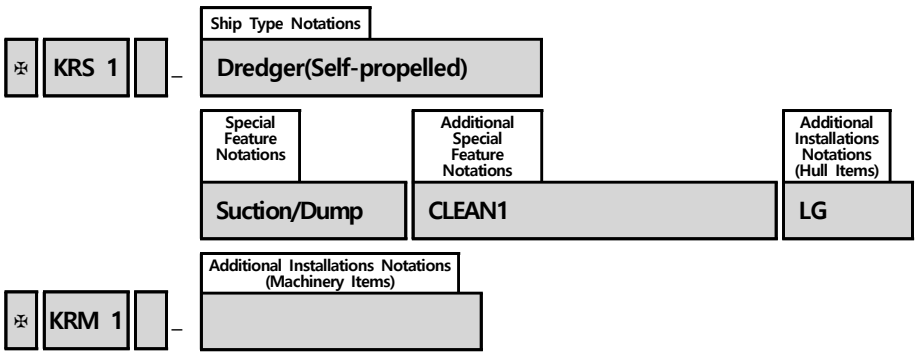
✠KRS 1 – Barge
Pontoon/**Crane** LG

---

19. Dredger

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

〈 Typical Example 〉



19. Dredger

NOTATIONS (Ship Type Notations)

Dredger
Dredger(Self-propelled)

DESCRIPTIONS

Dredger : to be assigned to ships equipped with the dredging equipment for soils, sands, peddles 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
Dredger	Rules for the Classification of Dredgers	Rules for the Classification of Dredgers
Dredger(Self-propelled)	Rules for the Classification of Dredgers, Pt 3[1)]	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

---

19. 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
Trailing Suction	Rules for the Classification of Dredgers, Pt 3[1)]	-
Cutter Suction	Rules for the Classification of Dredgers, Pt 3[1)]	-
Grab	Rules for the Classification of Dredgers, Pt 3[1)]	-
Bucket	Rules for the Classification of Dredgers, Pt 3[1)]	-
Dipper	Rules for the Classification of Dredgers, Pt 3[1)]	-
Suction/Dump	Rules for the Classification of Dredgers, Pt 3[1)]	-
(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

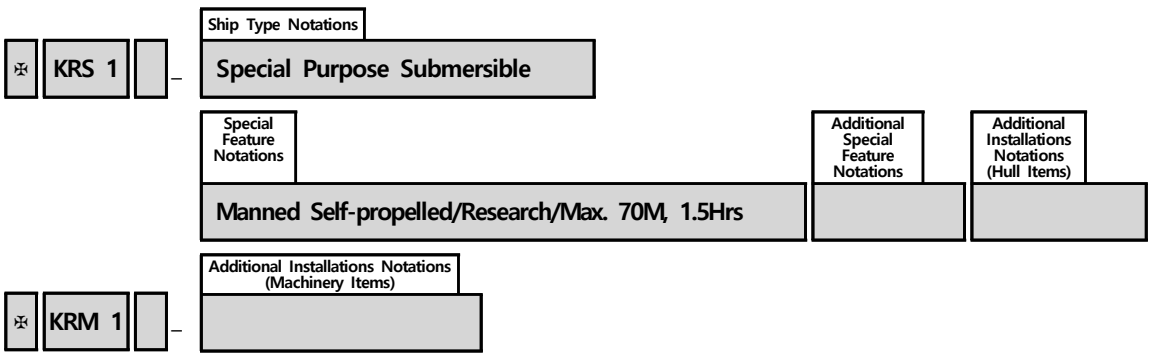
✠KRS 1 - Dredger(Self-propelled)
Suction/Dump CLEAN1 LG
✠KRM 1

---

20. Special Purpose Submersible

Ship Type Notations	Special Feature Notations			
Special Purpose Submersible	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 〉



20. 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
Special Purpose Submersible	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

---

20. 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
Manned	Rules for the Classification of Underwater Vehicles	-
Unmanned	Rules for the Classification of Underwater Vehicles	-

EXAMPLES

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

---

20. Special Purpose Submersible

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

Self-propelled
Non-propelled

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
Self-propelled	Rules for the Classification of Underwater Vehicles	-
Non-propelled	Rules for the Classification of Underwater Vehicles	-

EXAMPLES

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

---

20. 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
Research	Rules for the Classification of Underwater Vehicles	-
Rescue	Rules for the Classification of Underwater Vehicles	-
Leisure	Rules for the Classification of Underwater Vehicles	-
Special Work	Rules for the Classification of Underwater Vehicles	-

EXAMPLES

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

---

20. 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

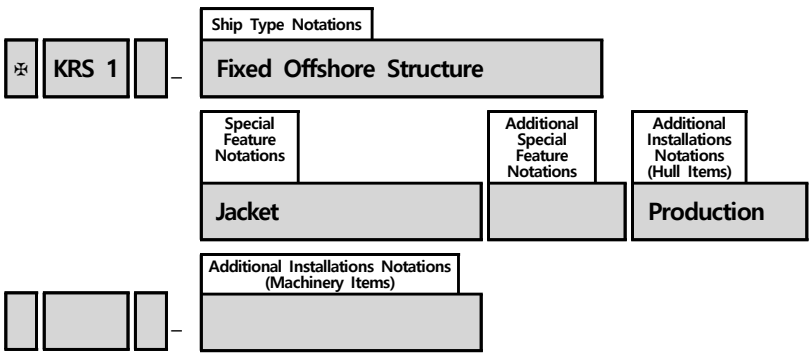
✠ KRS 1 – Special Purpose Submersible
Manned Self-propelled/Research/**Max. 70M, 1.5Hrs**
✠ KRM 1

---

21. Fixed Offshore Structure

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

〈 Typical Example 〉



21. 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
Fixed Offshore Structure	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

---

21. 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
Jacket	Rules for the Classification of Fixed Offshore Structures	-
GBS	Rules for the Classification of Fixed Offshore Structures	-
Compliant Tower	Rules for the Classification of Fixed Offshore Structures	-
Articulated Tower	Rules for the Classification of Fixed Offshore Structures	-

EXAMPLES

✠KRS 1 - Fixed Offshore Structure
Jacket Production

✠KRS 1 - Fixed Offshore Structure
GBS Production

---

21. Fixed Offshore Structure

NOTATIONS (Special Feature Notations - Purpose)

Drilling
Production

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
Drilling	Rules for the Classification of Fixed Offshore Structures	-
Production	Rules for the Classification of Fixed Offshore Structures	-

EXAMPLES

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

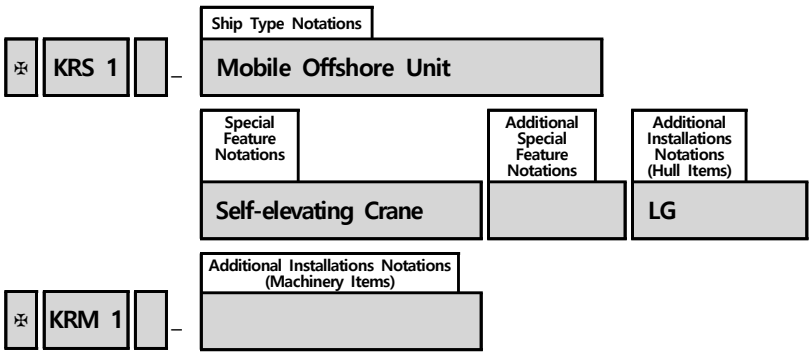
✠KRS 1 - Fixed Offshore Structure
GBS **Production**

---

22. Mobile Offshore Unit

Ship Type Notations	Special Feature Notations	
	Type	Purpose
Mobile Offshore Unit	Self-elevating Column-stabilized Ship Type Barge Type	Crane Accommodation Floating Pier Plant WTIMR

〈 Typical Example 〉



22. 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
Mobile Offshore Unit	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

---

22. 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
Self-elevating	Rules for the Classification of Mobile Offshore Units	-
Column-stabilized	Rules for the Classification of Mobile Offshore Units	-
Ship Type	Rules for the Classification of Mobile Offshore Units	-
Barge Type	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

22. Mobile Offshore Unit

NOTATIONS (Special Feature Notations - Purpose)

Crane
Accommodation
Floating Pier
Plant
WTIMR

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.

Plant : to be assigned to mobile offshore units which is installed with equipment for the industrial factory, and stationed under floating condition or landed on the sea bed semi-permanently or for a long time at its service area.

WTIMR : to be assigned to mobile offshore units with self-elevating unit which are engaged in installation, maintenance and repair of offshore wind turbines.
(Wind Turbine Installation, Maintenance and Repair)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Crane	Rules for the Classification of Mobile Offshore Units	-
Accommodation	Rules for the Classification of Mobile Offshore Units	-
Floating Pier	Rules for the Classification of Mobile Offshore Units	-
Plant	Rules for the Classification of Mobile Offshore Units	-
WTIMR	Rules for the Classification of Mobile Offshore Units	-

EXAMPLES

✠KRS 1 - Mobile Offshore Unit
Self-elevating **Crane** LG
✠KRM 1

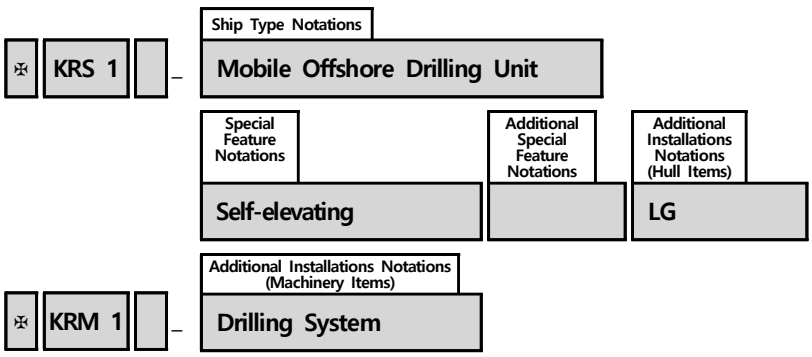
✠KRS 1 - Mobile Offshore Unit
Barge Type **Floating Pier** LG

---

23. Mobile Offshore Drilling Unit

Ship Type Notations	Special Feature Notations
	Type
Mobile Offshore Drilling Unit	Self-elevating Column-stabilized Ship Type Barge Type

〈 Typical Example 〉



23. 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
Mobile Offshore Drilling Unit	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 LG PKS
✠KRM 1 - Drilling System

---

23. 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
Self-elevating	Rules for Mobile Offshore Drilling Units	-
Column-stabilized	Rules for Mobile Offshore Drilling Units	-
Ship Type	Rules for Mobile Offshore Drilling Units	-
Barge Type	Rules for Mobile Offshore Drilling Units	-

EXAMPLES

✠KRS 1 – Mobile Offshore Drilling Unit
Self-elevating LG
✠KRM 1 – Drilling System

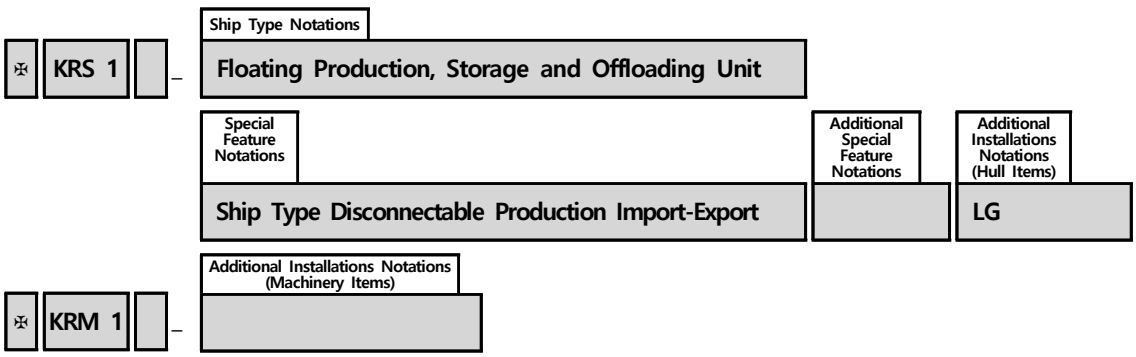
✠KRS 1 – Mobile Offshore Drilling Unit
Ship Type LG PKS
✠KRM 1 – Drilling System

---

24. Floating Production, Storage and Offloading Unit

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

〈 Typical Example 〉



24. 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

---

24. 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
Ship Type	Guidance for Floating Production Units	-
Barge Type	Guidance for Floating Production Units	-
Column-stabilized	Guidance for Floating Production Units	-
Spar	Guidance for Floating Production Units	-
TLP	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

---

24. 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
(C)	Guidance for Floating Production Units	–
Disconnectable	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

---

24. 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
Production	Guidance for Floating Production Units Ch 11	–
Import	Guidance for Floating Production Units Ch 12	–
Export	Guidance for Floating Production Units Ch 12	–
Import-Export	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

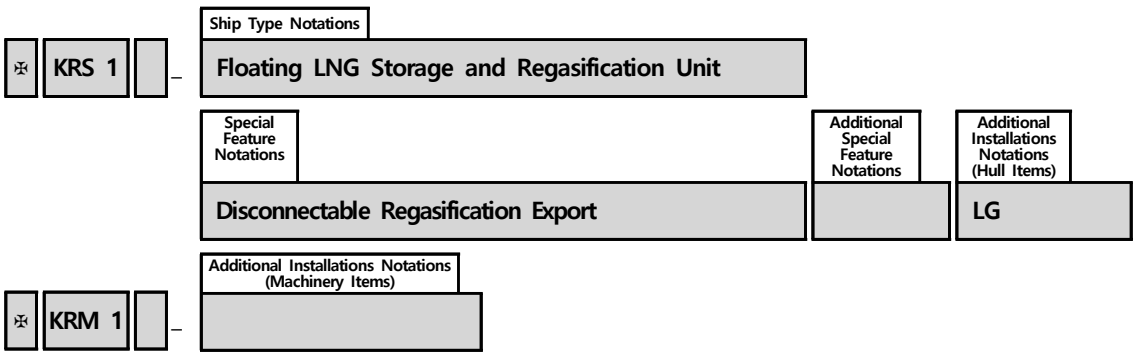
✠KRS 1 – Floating Production and Offloading Unit
Spar **Production Import-Export** LG

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

25-1. Floating LNG Storage and Regasification Unit

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

〈 Typical Example 〉



25-1. 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 Storage and Regasification Units	Guidance for Floating Liquefied Gas Storage and Regasification Units
Floating LNG Storage Unit	Guidance for Floating Liquefied Gas Storage and Regasification Units	Guidance for Floating Liquefied Gas Storage and Regasification Units
Floating LNG Regasification Unit	Guidance for Floating Liquefied Gas Storage and Regasification Units	Guidance for Floating Liquefied Gas Storage and Regasification Units

EXAMPLES

✠KRS 1 – **Floating LNG Storage and Regasification Unit**
Disconnectable Regasification Export LG
✠KRM 1

25-1. 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 Storage and Regasification Units	-
Disconnectable	Guidance for Floating Liquefied Gas Storage and Regasification 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

25-1. Floating LNG Storage and Regasification Unit

NOTATIONS (Special Feature Notations - Regasification, Export)

Regasification
Export

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
Regasification	Guidance for Floating Liquefied Gas Storage and Regasification Units Ch 12	-
Export	Guidance for Floating Liquefied Gas Storage and Regasification Units Ch 15	-

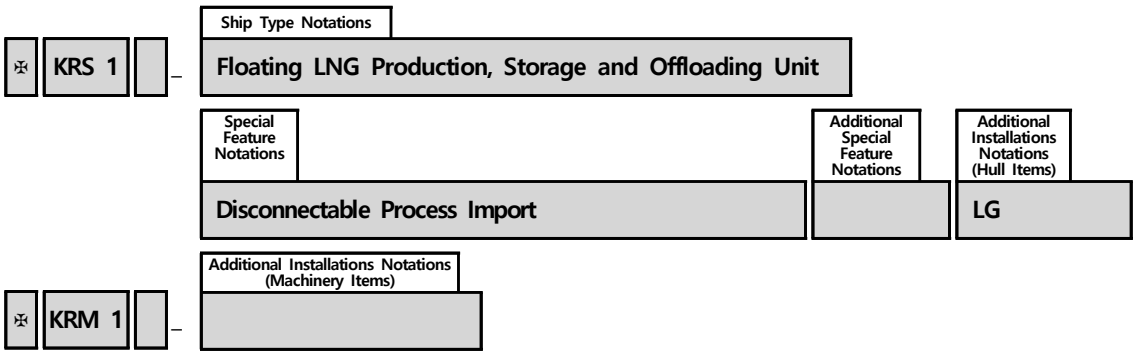
EXAMPLES

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

25-2. Floating LNG Production, Storage and Offloading Unit

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

〈 Typical Example 〉



25-2. 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
Floating LNG Production, Storage and Offloading Unit	Guidance for Floating Liquefied Gas Production Units	Guidance for Floating Liquefied Gas Production Units

EXAMPLES

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

✠ KRM 1

25-2. 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 Production Units	-
Disconnectable	Guidance for Floating Liquefied Gas Production 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

25-2. 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
Process	Guidance for Floating Liquefied Gas Production Units Ch 12	-
Import	Guidance for Floating Liquefied Gas Production Units Ch 14	-

EXAMPLES

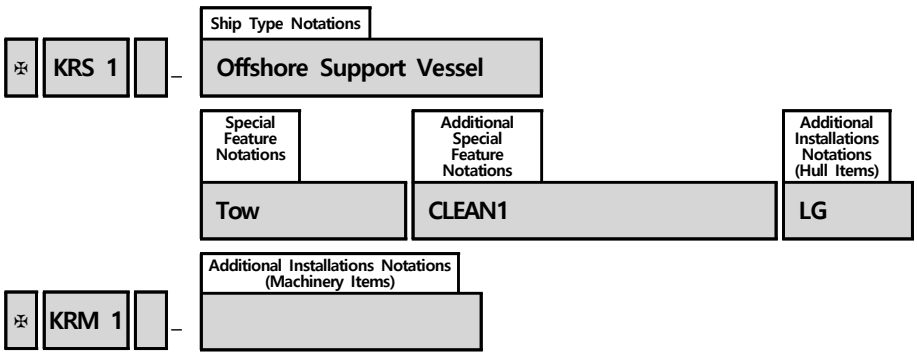
✠KRS 1 - Floating LNG Production, Storage and Offloading Unit
(C) Disconnectable **Process Import** LG
✠KRM 1

---

26. Offshore Support Vessel

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

〈 Typical Example 〉



26. 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
Offshore Support Vessel	Guidance for OSV (Offshore Support Vessels)[1)]	Guidance for OSV (Offshore Support Vessels)[1)]
1) 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 – **Offshore Support Vessel**
Tow CLEAN1 LG
✠KRM 1

✠KRS 1 – **Offshore Support Vessel**
Tow AH FF CLEAN1 LG
✠KRM 1

---

26. 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
Supply	Guidance for OSV(Offshore Support Vessels) Ch 4	-
AH	Guidance for OSV(Offshore Support Vessels) Ch 5	-
Tow	Guidance for OSV(Offshore Support Vessels) Ch 5	-
HL	Guidance for OSV(Offshore Support Vessels) Ch 6	-
WTIMR	Guidance for OSV(Offshore Support Vessels) Ch 7	-
FFS1, FFS2, FFS3	Guidance for OSV(Offshore Support Vessels) Ch 8	-
FF	Guidance for OSV(Offshore Support Vessels) Ch 2	-
Oil Spill Recovery	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

---

26. Offshore Support Vessel

NOTATIONS (Special Feature Notations - Design Aspect)

HDC(P, Locations)
HLC(ρ, Tanks)

DESCRIPTIONS

HDC(P, Locations), HLC(ρ, 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(ρ, Tanks) additionaly. For example, an Offshore Support Vessel for supply service, anchor handling service and towing service, strengthened for heavy deck cargo of 30 kN/m^2 at main deck may be assigned the class notation Offshore Support Vessel - Supply AH Tow HDC(30 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
HDC(P, Locations)	Guidance for OSV(Offshore Support Vessels) Ch 3 202.	-
HLC(ρ, Tanks)	Guidance for OSV(Offshore Support Vessels) Ch 3 202.	-

EXAMPLES

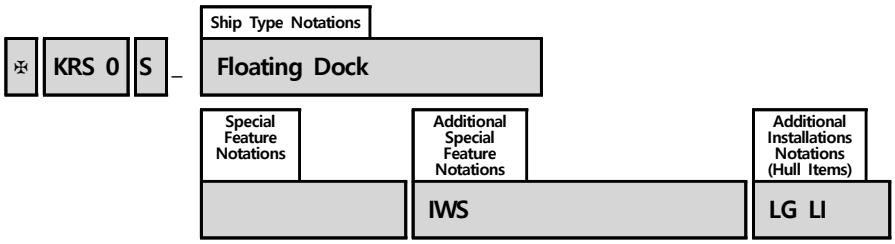
✠KRS 1 - Offshore Support Vessel
Supply AH Tow **HDC(30 kN/m^2, main deck)** CLEAN1 LG
✠KRM 1

✠KRS 1 - Offshore Support Vessel
Supply AH Tow **HLC(2.5SG, Tank Nos. 3 and 5)** CLEAN1 LG
✠KRM 1

27-1. Floating Dock

Ship Type Notations	Special Feature Notations
Floating Dock	

〈 Typical Example 〉



27-1. 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
Floating Dock	Rules for the Classification of Floating Docks	Rules for the Classification of Floating Docks

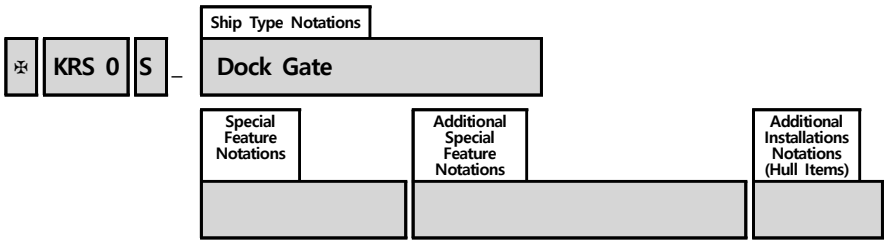
EXAMPLES

✠KRS OS - **Floating Dock**
IWS LG LI

27-2. Dock Gate

Ship Type Notations	Special Feature Notations
Dock Gate	

〈 Typical Example 〉



27-2. 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
Dock Gate	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)**

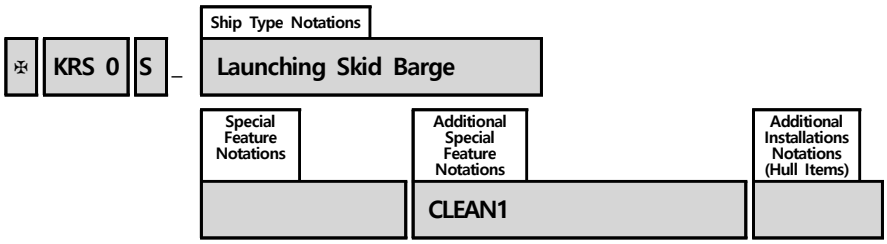
EXAMPLES

✠KRS OS - **Dock Gate**

27-3. Launching Skid Barge

Ship Type Notations	Special Feature Notations
Launching Skid Barge	

〈 Typical Example 〉



27-3. 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
Launching Skid Barge	Rules for the Classification of Floating Docks	Rules for the Classification of Floating Docks

EXAMPLES

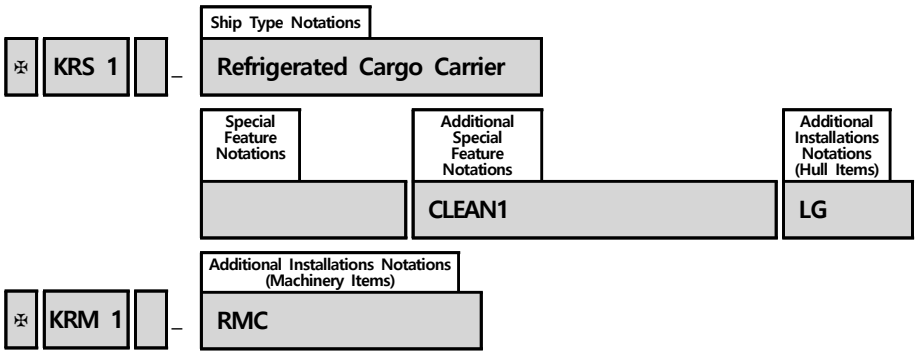
✠KRS 0S - **Launching Skid Barge**
CLEAN1

---

28. Refrigerated Cargo Carrier

Ship Type Notations	Special Feature Notations
Refrigerated Cargo Carrier	

〈 Typical Example 〉



28. 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
Refrigerated Cargo Carrier	Pt 3[1], Pt 9[2]	Pt 1 Ch 2, Pt 9[2]
(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

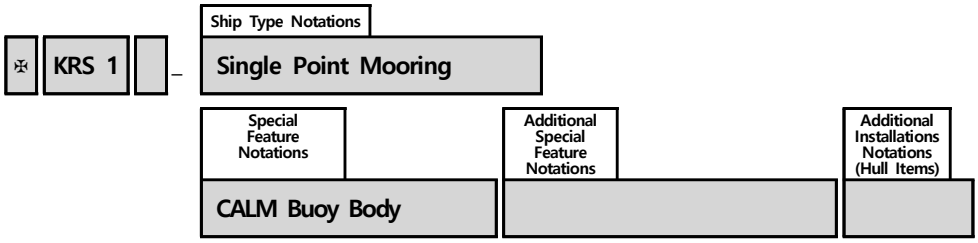
✠KRS 1 - **Refrigerated Cargo Carrier**
CLEAN1 LG
✠KRM 1 - RMC

---

29. 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 〉



29. 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
Single Point Mooring	Guidances for Single Point Mooring	Guidances for Single Point Mooring

EXAMPLES

✠KRS 1 – **Single Point Mooring**
CALM Buoy Body

29. Single Point Mooring

NOTATIONS (Special Feature Notations - Type)

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

---

29. 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 (PipeLine End Manifolds): 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

Notations	Design	Survey
Buoy Body	Guidances for Single Point Mooring	-
Sub-sea Pipeline	Guidances for Single Point Mooring	-
Anchor Leg	Guidances for Single Point Mooring	-
PLEM	Guidances for Single Point Mooring	-
Floating Hose	Guidances for Single Point Mooring	-

EXAMPLES

✠KRS 1 - Single Point Mooring
CALM Buoy Body

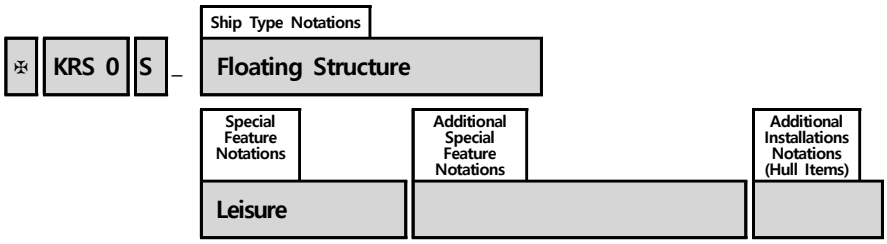
✠KRS 1 - Single Point Mooring
SPMT **Buoy Body Floating Hose**

---

30. Floating Structure

Ship Type Notations	Special Feature Notations
Floating Structure	Hotel Restaurant Leisure

〈 Typical Example 〉



30. 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
Floating Structure	Guidance for Floating Structures	Guidance for Floating Structures

EXAMPLES

✠KRS 0S – **Floating Structure**
Leisure

---

30. 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
Hotel	Guidance for Floating Structures	-
Restaurant	Guidance for Floating Structures	-
Leisure	Guidance for Floating Structures	-

EXAMPLES

✠KRS 0S - Floating Structure
Hotel

✠KRS 0S - Floating Structure
Restaurant

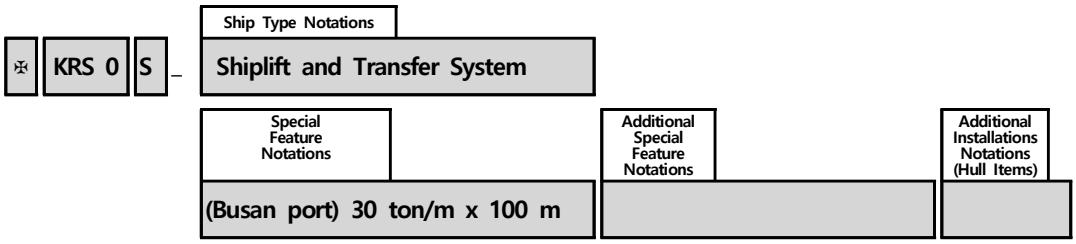
✠KRS 0S - Floating Structure
Leisure

---

31. Shiplift and Transfer System

Ship Type Notations	Special Feature Notations	
Shiplift and Transfer System	A (Port to be installed)	B (Total net lifting capacity)
	(port to be specified)	MDL x effective platform length

〈 Typical Example 〉



31. Shiplift and Transfer System

NOTATIONS (Ship Type Notations)

Shiplift and Transfer System

DESCRIPTIONS

Shiplift and Transfer System : to be assigned to the shiplift and transfer systems in which vessels are raised and lowered by means of winches or jacks when docked on a flexible or rigid platform structure.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Shiplift and Transfer System	Guidance for Shiplift and Transfer Systems	Guidance for Shiplift and Transfer Systems

EXAMPLES

✠KRS 0S – **Shiplift and Transfer System**
(Busan port) 30 ton/m x 100 m

---

31. Shiplift and Transfer System

NOTATIONS (Special Feature Notations)

(Port to be Specified)
MDL x effective platform length

DESCRIPTIONS

(Port to be Specified) : to be assigned to Shiplift and Transfer System for service at ..... (port to be specified).

MDL (Maximum Ditributed Load, tonnes/metre) x effective platform length
: to be assigned to Shiplift and Transfer System for service for the total net lifting capacity.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
(Port to be Specified)	Guidance for Shiplift and Transfer Systems	-
MLD x effective platform length	Guidance for Shiplift and Transfer Systems	-

EXAMPLES

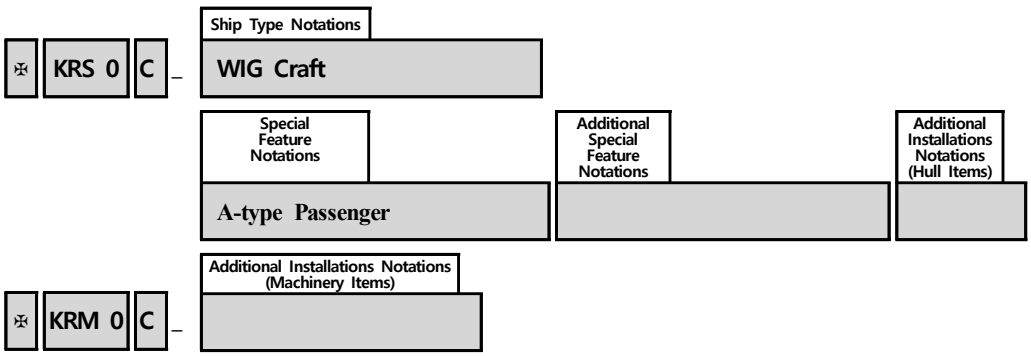
✠KRS 0S - Shiplift Transfer System
(Busan port) 30 ton/m x 100 m

---

32. WIG Craft

Ship Type Notations	Special Feature Notations	
WIG Craft	A (Type)	B (Purpose)
	A-type B-type	Passenger General Small(Commercial) Small(Non-commercial)

〈 Typical Example 〉



32. WIG Craft

NOTATIONS (Ship Type Notations)

WIG Ship

DESCRIPTIONS

WIG Craft : to be assigned to the craft which is a multimodal craft which, in its main operational mode, flies by using ground effect above the water or some other surface, without constant contact with such a surface and supported in the air, mainly, by an aerodynamic lift generated on a wing(wings), hull, or their parts, which are intended to utilize the ground effect action. (Wing-In-Ground effect craft)

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
WIG Craft	Guidance for WIG crafts	Guidance for WIG crafts

EXAMPLES

✠KRS 0S - **WIG Craft**
A-type Passenger
✠KRM 0S

---

32. WIG Craft

NOTATIONS (Special Feature Notations - Type)

A-Type
B-Type

DESCRIPTIONS

A-Type : to be assigned to the craft which is certified for operation only in ground effect. Within prescribed operational limitations, the structure and/or the equipment of such a WIG craft should exclude any technical possibility to exceed the flight altitude over the maximum vertical extent of ground effect.

B-Type : to be assigned to the craft which is certifed for main operation in ground effect and to temporarily increase its altitude outside ground effect to a limited height, but not exceeding 150 m above the surface, in case of emergency and for overcoming obstacles.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
A-Type	Guidance for WIG crafts	-
B-Type	Guidance for WIG crafts	-

EXAMPLES

✠KRS 0S - WIG Craft
A-Type General
✠KRM 0S

✠KRS 0S - WIG Craft
B-Type Passenger
✠KRM 0S

✠KRS 0S - WIG Craft
B-type Small(Commercial)
✠KRM 0S

---

32. WIG Craft

NOTATIONS (Special Feature Notations - purpose)

Passenger
General

DESCRIPTIONS

Passenger : a WIG craft which carries more than 12 passengers.

General : any WIG craft other than a Passenger WIG craft, which has a full load displacement of more than 10 tonnes.

Small(Commercial) : a small WIG craft which is engaged in trade, commerce, on charter, carrying cargo or carrying passengers up to 12 persons for the purpose of benefit and having a full load displacement of not more than 10 tonnes.

Small(Non-commercial) : any small WIG craft other than a commercial small WIG craft. and having a full load displacement of not more than 10 tonnes.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Passenger	Guidance for WIG crafts	-
General	Guidance for WIG crafts	-
Small(Commercial)	Guidance for WIG crafts	-
Small(Non-commercial)	Guidance for WIG crafts	-

EXAMPLES

✠KRS 0S - WIG Craft
A-type **Passenger**
✠KRM 0S

✠KRS 0S - WIG Craft
B-type **General**
✠KRM 0S

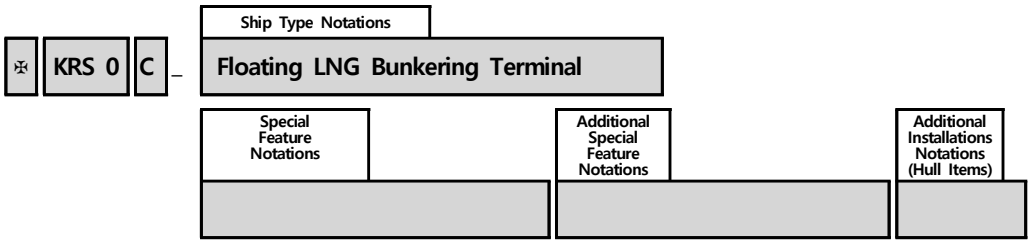
✠KRS 0S - WIG Craft
B-type **Small(Non-commercial)**
✠KRM 0S

---

33. Floating LNG Bunkering Terminal

Ship Type Notations	Special Feature Notations
Floating LNG Bunkerign Terminal	

〈 Typical Example 〉



33. Floating LNG Bunkering Terminal

NOTATIONS (Ship Type Notations)

Floating LNG Bunkering Terminal

DESCRIPTIONS

Floating LNG Bunkering Terminal

: to be assigned to a barge that moor permanently of for a long period on the specific waters where it is to be installed and stores LNG transported in by in ships carrying liquefied gas in bulk and unloads it to the receiving vessels

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Floating LNG Bunkering Terminal	Guidance for Floating LNG Bunkering Terminal	Guidance for Floating LNG Bunkering Terminal

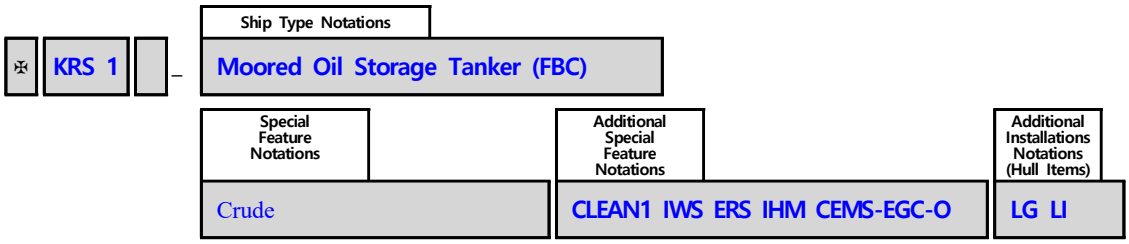
EXAMPLES

✠KRS OS - **Floating LNG Bunkering Terminal**

34-1. Moored Oil Storage Tanker

Ship Type Notations	Special Feature Notations
Moored Oil Storage Tanker	

〈 Typical Example 〉



34-1. Moored Oil Storage Tanker

NOTATIONS (Ship Type Notations)

Moored Oil Storage Tanker

DESCRIPTIONS

Moored Oil Storage Tanker
: to be assigned to tankers not engaged in cargo oil transportation between various ports / locations.

REQUIREMENTS / RULE REFERENCES

Notations	Design	Survey
Moored Oil Storage Tanker	Guidelines for Moored Units or Tankers repurposed for Oil Stargae.	Guidelines for Moored Units or Tankers repurposed for Oil Stargae.

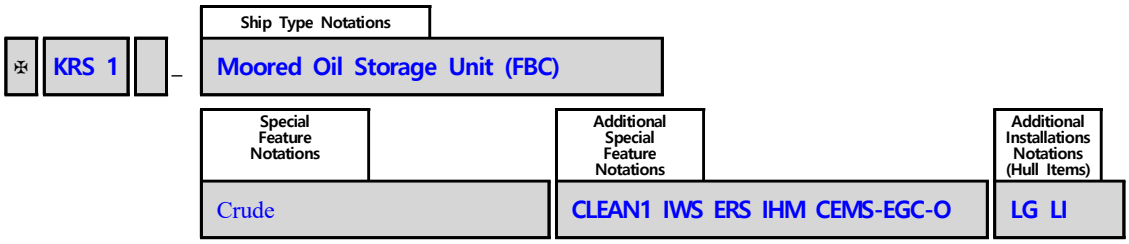
EXAMPLES

✠KRS 1 - Moored Oil Storage Tanker

34-2. Moored Oil Storage Unit

Ship Type Notations	Special Feature Notations
Moored Oil Storage Unit	

〈 Typical Example 〉



34-2. Moored Oil Storage Unit

NOTATIONS (Ship Type Notations)

Moored Oil Storage Unit

DESCRIPTIONS

Moored Oil Storage Unit
: to be assigned to tankers not engaged in cargo oil transportation between various ports / locations.

REQUIREMENTS / RULE REFERENCES

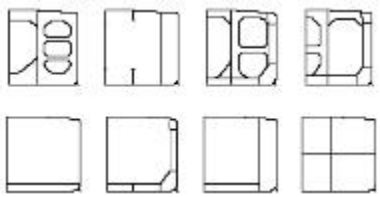
Notations	Design	Survey
Moored Oil Storage Unit	Guidelines for Moored Units or Tankers repurposed for Oil Storage	Guidelines for Moored Units or Tankers repurposed for Oil Storage

EXAMPLES

✠KRS 1 - Moored Oil Storage Tanker

⚓

2-2 Remarks of SHIP TYPE - SPECIAL FEATURE NOTATIONS

Ship Types	Special Feature Notations	Remarks
1. Oil Tanker[2-0] 'ESP'[2-1] (Double Hull)[2-2] (Double Hull)(EXP)[2-3] (FAC)[1] (FAO)[1] (FBC)[1] (CSR)[2-4]	Crude Product Crude/Product Product/Asphalt Asphalt	[1] : 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 [2-0] : See examples given in **Annex 1, 2.1** [2-1] : The notation "ESP" shall be assigned to ships which are constructed with integral cargo 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 **Fig 1**) Note: 1) 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. 2) Oil Tankers carrying oil in independent tanks not part of ship's hull such as aspalt carriers do not fall within the scope of the Enchanced Survey Programme(ESP).  **Fig 1 Typical midship sections of Oil Tanker 'ESP'** [2-2] : 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 complied with the Reg. 19.3 of Annex I of MARPOL 73/78 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. [2-3] : Any ships not applicable to [2-2], the notation "(Double Hull)(E)" 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 complied with the Reg. 19.6 of Annex I of MARPOL 73/78 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. [2-4] : This notation shall be assigned to ships comply with the requirements specified in **Pt 12** or **Pt 13 of the Rules**.

<table>
<tr><th>Ship Types</th><th colspan="5">Special Feature Notations</th><th>Remarks</th></tr>
<tr><td>(3-1)</td><td>A</td><td>B</td><td>(C)</td><td>D and/or P</td><td>IMO Code[5]</td><td rowspan="4">[3-1]: See examples given in Annex 1, 2.2

[4] : 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, LCO2, etc.

[5] : As shown in the following:
1) The notation "NIGC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 5 of the Rules and constructed on or after 1 July, 2016.

2) The notation "IGC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 5 of the Rules and constructed on or after 1 July, 1986.

3) The notation "GC" shall be appended to vessels built in compliance with the IMO Res.A328(IX).

4) The notation "GCX" shall be appended to vessels built in compliance with the IMO Res. A329(IX).

5) For the ships except the above, additional notation is not assigned.</td></tr>
<tr><td rowspan="2">2-1. Liquefied Gas Carrier (2017)</td><td rowspan="2">1G
2G
2P
G
3G</td><td rowspan="2">2I
3M
3S
1A
1B
1C
NV</td><td rowspan="2">(R)
(P)
(RP)</td><td>Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)</td><td rowspan="2">(NIGC)
(IGC)
(GC)
(GCX)</td></tr>
<tr><td>Name of Liquefied Gas primarily carried</td></tr>
<tr><td colspan="5">LPG[4]</td></tr>
<tr><td>(3-2)</td><td colspan="2">A</td><td colspan="3">B</td><td rowspan="2">[3-2]: See examples given in Annex 1, 2.3

[3-3]: This notation shall be assigned to ships having coiled cargo tanks which are complied with Ch 3, 402. 1 (2) (A) of the Guidance for Ships Carrying CNG in Bulk.

[3-4]: This notation shall be assigned to ships having cylindrical cargo tanks which are complied with Ch 3, 402. 1 (2) (B) of the Guidance for Ships Carrying CNG in Bulk.</td></tr>
<tr><td>2-2. Compressed Natural Gas Carrier</td><td colspan="2">CO[3-3]
CY[3-4]</td><td colspan="3">Design Pressure, Minimum Temperature</td></tr>
</table>

<table>
<tr><th colspan="2">Ship Types</th><th colspan="4">Special Feature Notations</th><th>Remarks</th></tr>
<tr><td></td><td>(6)</td><td></td><td>A</td><td>B</td><td>D and/or P</td><td>IMO Code[8-1]</td><td rowspan="4">(6) : See examples given in Annex 1, 2.4

(7-1) : 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 Pt 7, Ch 6, Sec 17 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 Fig 2)</td></tr>
<tr><td></td><td></td><td>'ESP'[7-1]</td><td>I
II
III
II&III[8-2]</td><td>1G
2G
1P</td><td>Apparent Specific Gravity (SG)</td><td>(IBC)
(BCH)
(BCX)</td></tr>
<tr><td colspan="5"></td><td>Name of Chemical primarily carried</td></tr>
<tr><td colspan="5">3-1. Chemical Tanker
(FAC)[1]
(FAO)[1]
(FBC)[1]</td></tr>
<tr><td colspan="2">3-2. NLS Tanker</td><td colspan="4">Category Z(18)[7-2]</td><td>Fig 2 Typical midship sections of Chemical Tanker 'ESP'

(7-2) : This notation shall be appended to vessels carrying only cargoes in bulk, except 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, specified in Pt 7, Ch 6, Sec 18 of the Rules.

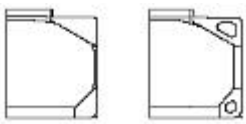
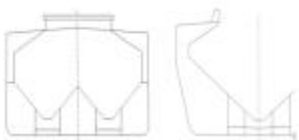
(8-1) : As shown in the following:

1) The notation "IBC" shall be appended to vessels built in compliance with the requirements given in Pt 7, Ch 6 of the Rules and constructed on or after 1 July, 1986.

2) The notation "BCH" shall be appended to vessels 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.

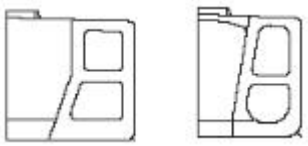
3) The notation "BCX" shall be appended to vessels built in compliance with Para. 1.7.3 of BCH code and constructed before 11 April, 1972

(8-2) : At the request of the Owner, it may be added if the requirements for Type II and Type III are simultaneously satisfied, for example, in the following cases.
1) Ships with a mixture of Type II and Type III cargo tank layouts
2) Among Type II vessels, each tank volume exceeds 3000m^3</td></tr>
<tr><td colspan="2">4. Oil/Chemical Tanker
(Double Hull)[2-2]
(Double Hull)(EXP)[2-3]
'ESP'[2-1][7-1]
(FAC)[1]
(FAO)[1]
(FBC)[1]
(CSR)[2-4]</td><td colspan="4">Special Feature Notations given in row 1 and row 3[9]</td><td>(9) : See examples given in Annex 1, 2.4.</td></tr>
</table>

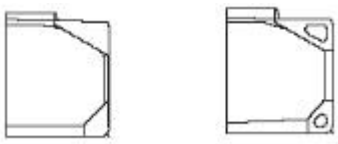
Ship Types	(10)	Special Feature Notations		Remarks
		A		(10) : See examples given in **Annex 1, 2.5.**
5-1. *(2017)* Bulk Carrier (Double Skin)(11-1) 'ESP'(11-2) 'ESP'(EXP)(11-2) (CSR)(11-4)		- HC(12-1) HC/E(13) BC-A*1 BC-B*2 BC-C*3	GRAB[X]*4 max cargo density --- (t/m3)*5 no MP*6 Holds Nos. .. may be empty*7 Block loading*8	(11-1): This notation shall be assigned in the following cases. (Note: The relevant requirements specified in **Pt 1, Ch 3, Sec 6 of the Rules**, 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 1000 mm breadth at any location within the hold length, measured perpendicular to the side shell
5-2. *(2017)* Bulk Carrier(14) (Double Skin)(11-1) (CSR)(11-4)				(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. However, for ships where only some of the holds meet the structural configuration stated above, ESP(EXP) shall be assigned and then Holds Nos. ... shall be assigned as a special feature notations for those holds. (Typical midship sections are given in Fig 3-1) Note: Cargo holds corresponding to ESP(EXP) are included in the scope of application of the Enhanced Survey Programme(ESP), but cargo holds not corresponding to ESP(EXP) are not included in the scope of application of the Enhanced Survey Prpgramme (ESP).
5.3. *(2017)* Self-Unloading Bulk Carrier 'ESP'(11-3) (Double Skin)(11-1)				 **Fig 3-1 Typical midship sections of Bulk Carrier 'ESP'** (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 **Fig 3-2**)  **Fig 3-2 Typical midship sections of Self-Unloading Bulk Carrier 'ESP'** (11-4) : This notation shall be assigned to ships comply with the requirements specified in **Pt 11** or **Pt 13 of the Rules**. (12-1): The additional notation, HC, is normally assigned to a ship with the double bottom structure specially strengthened for the carriage of heavy cargoes having cargo density of 1.0(t/m^3) and above. (13) : The additional notation, HC/E, is normally assigned to a ship intended for the alternate loading, in addition to the requirements specified in (12) above. - to be continued -

Ship Types	Special Feature Notations		Remarks (continued)
	A		
	–	GRAB[X]*4	(14) : Where other structural configurations than stated in (11-2) above comply with the applicable requirements specified in Pt 7, Ch 3 of the Rules, the notation "Bulk Carrier" shall be assigned. 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.
	HC(12-1)	max cargo density --- (t/m3)*5	
	HC/E(13)	no MP*6	*1 : Bulk carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m^3 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-A*1	Holds Nos. ... may be empty*7	*2 : Bulk carriers designed to carry dry bulk cargoes of cargo density of 1.0 t/m^3 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-B*2	Block loading*8	*3 : Bulk carriers designed to carry dry bulk cargoes of cargo density of less than 1.0 t/m^3 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*3		*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 **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. See 〈Note〉 of Additional Special Feature Notations.
			*5 : For additional service features BC-A and BC-B if the maximum cargo density is less than 3.0 t/m3 as **Pt 7, Ch 3, Sec 2 or Pt 11, Ch 4, Sec 7 or Pt 13, Sub-part 1, Ch 4, Sec 8 of the Rules**.
			*6 : For all additional service features when the ship has not been designed for loading and unloading in multiple ports as **Pt 7, Ch 3, Sec 2 or Pt 11 Ch 4 Sec 7 or Pt 13 Sub-part 1 Ch 4 Sec 8 of the Rules**.
			*7 : For additional service feature BC-A as **Pt 7, Ch 3, Sec 2 or Pt 11, Ch 4, Sec 7 or Pt 13, Sub-part 1, Ch 4, Sec 8 of the Rules**.
			*8 : For additional service feature BC-A, when the ship is intended to operate in alternate block load condition as **Pt 13, Sub-part 1, Ch 4, Sec 8 of the Rules**.

Ship Types	Special Feature Notations	Remarks
6. Cargo Ship *(2017)*	- HC(12-2) General Dry Cargo(15-1) Wood Chip Carrier(15-2) Cement Carrier(15-3) Livestock Carrier(15-4) Deck Cargo Ship(15-5) General Dry Cargo(Double Skin)(15-6) Liquid Cargo(Category OS only)(15-7) Container(15-8)	(12-2) : The additional notation, HC, is normally assigned to a ship with the double bottom structure specially strengthened for the carriage of heavy cargoes having mass density, γ, specified in **Pt 3, Ch 7, 101. 7** of the Rules, not less than 1.25(t/m^3). (15-1) : 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 **Pt 1, Ch 2, Sec 15 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 (A ship that is specially designed to carry wood chip)(15-2) - dedicated cement carriers (A ship that is specially designed to carry cement)(15-3) - livestock carriers (A ship that is specially designed to carry livestock)(15-4) - deck cargo ships (A ship that is designed to carry cargo exclusively above deck without any access for cargo below deck)(15-5) - 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(15-6) (15-7) : 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 **Pt 7, Ch 6, Sec 18 of the Rules**. (15-8) : Even though cell guides are not installed on ships, but shall be assigned to the ships carrying containers generally by means of approved container securing fittings and stowage method in accordance with **Annex 7-2, Pt 7 of the Guidance**. (e.g. Multi-Purpose Ship)

Ship Types	Special Feature Notations	Remarks
7. Ore Carrier 'ESP'(16)	A no MP*1) GRAB[X]*2) LIQBC-1*3) LIQBC-2*4)	(16) : 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 Fig 4)  Fig 4 Typical midship sections of Ore Carrier 'ESP' *1) : This notation shall be assigned to ships has not been designed for loading and unloading in multiple ports as Pt 7 Annex 7-10 of the Guidance. *2) : 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 Pt 7, Ch 2, 101. 2 of the Guidance. * 3), 4) : to ships designed (specially constructed or equipped) to carry solid bulk cargoes (cargoes in Group A of the IMSBC code) that may liquefy during voyage, in accordance with Pt 7, Annex 7-12 of the Guidances.

Ship Types	Special Feature Notations	Remarks
8-1. Ore/Oil Carrier 'ESP'[17-1] (FAC)[1] (FAO)[1] (FBC)[1]	Special Feature Notations given in row 1 and row 7	[17-1] : 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 **Fig 5-1**) Note: Ore/Oil Carriers that do not comply with MARPOL I/19 may be subject to international and/or national regulations requiring phase out. **Fig 5-1 Typical midship sections of Ore/Oil Carrier 'ESP'**
8-2. Ore/Chemical Carrier 'ESP'[17-2] (FAC)[1] (FAO)[1] (FBC)[1]	Special Feature Notations given in row 3[9] and row 7	[17-2] : 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 **Fig 5-2**) **Fig 5-2 Typical midship sections of Ore/Chemical Carrier 'ESP'**
8-3. Oil/Liquefied Gas Carrier 'ESP'[17-3] (Double Hull) (Double Hull)(EXP) (FAC) (FAO) (FBC) (CSR)	Special Feature Notations given in row 1 and row 2-1	[17-3] : In case of a combined vessel(double hull oil tanker/ liquefied gas carrier) with an independent tank in hull, the independent tank is surveyed according to the requirements of the liquefied gas carrier, and only for the cargo area with integrated tank is surveyed according to the the requirements of double hull oil tanker.

Ship Types	Special Feature Notations	Remarks
9. Oil/Bulk/Ore Carrier 'ESP'(18) 'ESP'(EXP)(18) (FAC)(1) (FAO)(1) (FBC)(1)	Special Feature Notations given in row 1, row 5 and row 7	(18) : 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 where only some of the holds meet the structural configuration stated above, ESP(EXP) shall be assigned and then Holds Nos. ... shall be assigned as a special feature notations for those holds. *(2025)* (Typical midship section is given in Fig 6) Note: 1. Cargo holds corresponding to ESP(EXP) are included in the scope of application of the Enhanced Survey Programme(ESP), but cargo holds not corresponding to ESP(EXP) are not included in the scope of application of the Enhanced Survey Prpgramme(ESP). 2. Oil/Bulk/Ore Carriers that do not comply with MARPOL I/19 may be subject to international and/or nationa l regulations requiring phase out.  **Fig 6 Typical midship sections of Oil/Bulk/Ore Carrier 'ESP'**
10. RoRo Ship	- Car Carrier(19-1) Car/Cargo(19-2)(19-4) Car/Container(19-2)(19-4) Car/Bulk(19-2)(19-4) Car Ferry(19-3)(19-4) Cassette(19-5)	- : Additional notation is not required for ships not intended to carry vehicles. (19-1) : This notation shall 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. (19-2) : 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 **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. (19-3) : This notation shall be assigned to car ferry ships, other than specified in (19-2), which are engaged in national voyages and subject to **Pt 7, Annex 7-3 of the Guidance.** (19-4) : The notation "(open space)" shall be assigned additionally to car ferry ships, engaged in national voyages, having Open Vehicle Space only. (19-5) : This notation shall be assigned to ships intended to carry cargoes in roll-on/roll-off system using cassettes primarily.

Ship Types	Special Feature Notations	Remarks
11. Container Ship[20]	LS[20-1] LS(CL)[20-2] LS(CL, RS)[20-3] LS(CL, RS+)[20-4] LS(HHS or HHT)[20-5]	[20] : This notation shall be assigned to ships designed and constructed to carry containers exclusively. [20-1] : This notation shall 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**. [20-2] : 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 Pt 7, Annex 7-2 **of the Guidance** in addition to [20-1] above. [20-3] : 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 Pt 7, Annex 7-2 **of the Guidance** in addition to [20-2] above. [20-4] : This notation shall be assigned to the application of the user-specified route reduction factors provided by the Society are included in Cargo Securing Manual and ships equipped with a program that can calculate the route reduction factors for an arbitrary route in accordance with Pt 7, Annex 7-2 **of the Guidance** in addition to [20-2] above. [20-5] : This notation shall be assigned to ships where container securing arrangements are used, and design and construction of the system are in accordance with **Ch 3, Sec 25, 2504** or **2505** of the **Guidance for Approval of Manufacturing Process and Type Approval,** Etc.

<table>
<tr><th>Ship Types</th><th colspan="3">Special Feature Notations</th><th>Remarks</th></tr>
<tr><td>12. Fishing Vessel(21)</td><td colspan="3">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, Pole and Line</td><td>(21) : See examples given in Annex 1, 2.6.</td></tr>
<tr><td>13. Fish Carrier</td><td colspan="3">Fresh and Live Fish
Fresh Fish
Live Fish
Fish Factory</td><td></td></tr>
<tr><td>(22)</td><td>A
(Type)</td><td>B
(Additional purpose)</td><td>C</td><td rowspan="2">- : Additional notation is not required for passenger ship built to carry passenger exclusively.
(22) : See examples given in Annex 1, 2.7.
(23-1) : Ships with Vehicle Spaces specified in Pt 7, Annex 7-3 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.
(23-2) : Ships with Special Category Spaces specified in SOLAS Ch.II-2 or IMO HSC Code
(23-3) : Ships with RoRo Spaces specified in SOLAS Ch.II-2 or IMO HSC Code .</td></tr>
<tr><td>14. Passenger Ship</td><td>-
Hydrofoil
Side Wall
Air Cushion Vehicle
Hover Craft
Catamaran
Submersible</td><td>-
Cargo
Container
Leisure
Car Ferry(19-4)(23-1)
Car Ferry(SCS)(23-2)
RoRo(23-3)</td><td>Max. submerging depth and time for submersible</td></tr>
<tr><td>15-1. Tug Boat</td><td colspan="3">A*
(Purpose)

-
Salvage
Supply
Anchor
Fire-Fighting(GA or GC)(24)
Oil Recovery (GA, GB or GC)(25)</td><td rowspan="2">A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of the Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel.

- : Additional notation is not required for tug boats or pushers built only for the purpose of tug or pusher work.

(24) : When it complies with the “Enforcement Regulations of Ship Arrival and Departure, Annex 2, Standards for Fire Extinguishing Facilities,” etc., the “Fire-Fighting” specialty feature notations shall be granted. GA or GC are shown in the following:
1) GA : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships complied with the requirements for explosion-protected electrical equipment in dangerous zone.
2) GC : Regarding the fire fighting equipment for other vessels, this notation shall be assigned to ships not applied to the requirements for explosion-protected electrical equipment in dangerous zone.

Type A : permanent connection type
Type B : removable connection type</td></tr>
<tr><td>15-2. Pusher</td><td colspan="3">-
(Type A)
(Type B)

Pusher/Tug
(Type A)
(Type B)</td></tr>
</table>

Ship Types	Special Feature Notations	Remarks
16. Work Vessel	A* (Purpose)	A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of the Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. – : Additional notation is not required for work vessels built only for the purpose of work. (25) : 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
	– Launch Cable Layer Crane Anchor Ice Breaker Supply Oil Recovery(GA, GB or GC)(25) Salvage Repair Work Tender Dredging	
17. Special Purpose Ship	A* (Purpose)	A* : In relation to Special Feature Notation, A(Purpose), Offshore Support Vessel's special feature notations, FFS1, FFS2, FFS3 or FF, shall be assigned to ships if they are complied with Ch 8 of the Guidance for OSV and the requirements of FFS1, FFS2, FFS3 or FF, which are Special Feature Notations of Offshore Support Vessel. – : Additional notation is not required for Special Purpose Ships built only for the purpose of special purpose.
	– Soil, Geological Survey Boat, Submersible Support Diving Support, Hopper/Waste Waste, Hospital Hydro Survey, Seismic Survey Fire-Fighting(GA or GC)(24) Buoy Laying, Fishery Training Fishery Patrol, Fishery Research Patrol, Pilot Observation, Training Research	

<table>
<tr><th>Ship Types</th><th colspan="2">Special Feature Notations</th><th>Remarks</th></tr>
<tr><td rowspan="2">18. Barge
(FAC)(1)
(FAO)(1)
(FBC)(1)</td><td>A
(Type)</td><td>B
(Loaded cargo name or additional purpose)</td><td rowspan="2">– : 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.

(26) : See special feature for chemical tanker as shown in row 3, and examples given in Annex 1, 2.4.

(27) : See special feature for liquefied gas carrier as shown in row 2-1.

Type A : permanent connection type
Type B : removable connection type</td></tr>
<tr><td>–
Pontoon
Integrated Pusher Barge
(Type A)
(Type B)
Hopper(or Dump)</td><td>Chemical(26)
Liquefied Gas(27)
Oil
Container
Sand
Crane
Pipe-Laying
Piling
Cable-Laying
Salvage
Submersible
Accommodation
Waste
Log
Heavy Cargo
Oil Recovery (GA, GB or GC)(25)
Power Plant
Wind Turbine Transportation
Harbor Construction (Crane, Dredger, Piling or Ground Amelioration)</td></tr>
<tr><td>19-1. Dredger

19-2. Dredger (Self-propelled)</td><td colspan="2">Trailing Suction
Cutter Suction
Grab
Bucket
Dipper
Suction/Dump</td><td></td></tr>
</table>

Ship Types	Special Feature Notations				Remarks
[27]	A	B	C	D	[27] : See examples given in Annex 1, 2.8. [28] : This notation shall be assigned to special purpose submersible accompanying personnel not exceeding 13.
20. Special Purpose Submersible	Manned Unmanned	Self-propelled Non-propelled	Research Rescue Leisure[28] Special Work	Max. submerging depth and time	
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 Plant WTIMR		
23. Mobile Offshore Drilling Unit[29]	A(Type)				[29] : See examples given in Annex 1, 2.9.
	Self-elevating Column-stabilized Ship Type Barge Type				
24-1. Floating Production, Storage and Offloading Unit 24-2. Floating Production and Offloading Unit 24-3. Floating 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.
	Ship Type Barge Type Column-stabilized Spar TLP	(C) Disconnectable	Production Import Export Import-Export		
25-1-1. 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		
25-1-2. Floating LNG Regasification Unit	(C) Disconnectable		Process Import		
25-1-3. Floating LNG Storage Unit	(C) Disconnectable		Export		
25-2. Floating LNG Production, Storage and Offloading Unit	(C) Disconnectable		Process Import		

Ship Types	Special Feature Notations		Remarks
(30)	A	B	(30) : See examples given in Annex 1, 2.10.
26. Offshore Support Vessel	Supply AH Tow HL WTIMR FFS1 FFS2 FFS3 FF Oil Spill Recovery	HDC(P, Locations) HLC(ρ, Tanks)	
27-1. Floating Dock			
27-2. Dock Gate			
27-3. Launching Skid Barge			
28. Refrigerated Cargo Carrier			
(31)	A (Type)	B (Equipment)	(31) : See examples given in Ch 1 103. 1. 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		
(32)	A (Port to be installed)	B (Total net lifting capacity)	(32) : See example given in Ch 1 Section 1 & Section 2 of Guidance for Shiplift and Transfer System
31. Shiplift and Transfer System	(port to be specified)	MDL x effective platform length	
32. WIG Craft	A (Type)(33)	B (Purpose) (34)	(33) : See Ch. 1, 104. in Guidance for WIG Crafts (34) : See Ch. 1, 103. 11~13. in Guidance for WIG Craft
	A-type B-type	Passenger General Small(Commercial) Small(Non-commercial)	
33. Floating LNG Bunkering Terminal			This notation shall be assigned to a barge comply with the requirements specified in Guidance for Floating LNG Bunkering Terminal.
34-1 Moored Oil Storage Tanker			This notation shall be assigned to a unit or ship comply with the requirements specified in Guidelines for Moored Units or Tankers re-purposed for Oil Storage.
34-2 Moored Oil Storage Unit			

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))

<table>
<tr><th colspan="2">Additional Special Feature Notations</th><th>Relevant Requirements</th></tr>
<tr><td rowspan="3">SeaTrust
(DSA1, DSA2,
FSA1, FSA2,
FSA3, SPR1,
SPR2
HCM)</td><td>DSA1,
DSA2,
FSA1,
FSA2,
FSA3.</td><td>to ships comply with the Guidance for the direct structure and fatigue assessment specified in Pt 3, Annex 3-2 and 3-3. However, the (CSR) notation includes SeaTrust(DSA1, FSA2[NA]) notations, not additionally assigned. For container ships in accordance with Pt 14, ships complying with Pt 14, Ch 7 and Ch 9 are assigned the notation SeaTrust(DSA1, FSA2).

The notations of FSA1 to FSA3 are assigned including the following notation about evaluated sea area:
[NA] : North Atlantic,
[WW] : Worldwide,
(e.g. SeaTrust(FSA1[NA]), SeaTrust(FSA1[WW])).

The notation of [XX years] can be assigned to FSA1 to FSA3 additionally when exceeding the following design fatigue life:
to ships comply with Pt 13 and Pt 14 : 25 years,
to other ships : 20 years,
(e.g. SeaTrust(FSA1[WW, 30 years])).
(DSA : Direct Strength Assessment,
FSA : Fatigue Strength Assessment)</td></tr>
<tr><td>SPR1,
SPR2</td><td>to ships comply with the fatigue strength requirements specified in Guidance for Fatigue Strength Assessment Including Springing.</td></tr>
<tr><td>HCM</td><td>to ships comply with the Guidance for the hull construction monitoring procedure, Pt 3, Annex 3-4. However, for the ship built in accordance with Common Structural Rules for Bulk Carriers and Oil Tankers(Pt 13), Hull Consturction Monitoring notation, SeaTrust(HCM), shall be assigned mandatory.
(HCM : Hull Construction Monitoring procedure)</td></tr>
<tr><td colspan="2">WHIP</td><td>to ships comply with the strength requirements specified in Guidance on Strength Assessment of Containerships Considering the Whipping Effect.</td></tr>
</table>

Additional Special Feature Notations	Relevant Requirements
IA Super	to ships where IA Super Classification of Ice Strengthening specified in **Ch 1** of the **Guidance for Ships for Navigation in Ice** is applied.
IA	to ships where IA Classification of Ice Strengthening specified in **Ch 1 of the Guidance for Ships for Navigation in Ice** is applied.
IB	to ships where IB Classification of Ice Strengthening specified in **Ch 1 of the Guidance for Ships for Navigation in Ice** is applied.
IC	to ships where IC Classification of Ice Strengthening specified in **Ch 1 of the Guidance for Ships for Navigation in Ice** is applied.
ID	to ships where ID Classification of Ice Strengthening specified in **Ch 1 of the Guidance for Ships for Navigation in Ice** is applied.
Ice II	to ships where II Classification of Ice Strengthening specified in **Ch 1 of the Guidancefor Ships for Navigation in Ice** is applied.
PC1, PC2, PC3, PC4, PC5, PC6, PC7	to ships comply with Polar Class specified in **Ch 2 of the Guidance for Ships for Navigation in Ice** of the Guidance.
Icebreaker3, Icebreaker4, Icebreaker5, Icebreaker6	to ships comply with Icebreaker Class specified in **Ch 3 of the Guidance for Ships for Navigation in Ice**.
Arctic4, Arctic5, Arctic6, Arctic7, Arctic8, Arctic9	to ships with ice breaking capability comply with Arctic Class specified in **Ch 3 of the Guidance for Ships for Navigation in Ice**. 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.

<table>
<tr><th>Additional Special Feature Notations</th><th colspan="2">Relevant Requirements</th><th></th></tr>
<tr><td rowspan="6">Winterization
(H(t), M(t), E1(t),
E2(t), E3(t), S(A), S(B), S(C),
D(t), IR)</td><td>H(t)</td><td>to ships where materials for Hull construction at an external design air temperature of t degrees Celsius specified in Ch 4, Sec 2 of the Guidance for Ships for Navigation in Ice are applied.</td><td></td></tr>
<tr><td>M(t)</td><td>to ships where Materials for equipment and components at an external design air temperature of t degrees Celsius specified in compliance with Ch 4, Sec 3 of the Guidance for Ships for Navigation in Ice are applied.</td><td></td></tr>
<tr><td>E1(t),
E2(t),
E3(t)</td><td>to ships where Equipment and systems are in compliance with Ch 4, Sec 4, Sec 5 and Sec 6 of the Guidance for Ships for Navigation in Ice in association with an external design air temperature of t degrees Celsius.</td><td></td></tr>
<tr><td>S(A),
S(B),
S(C)</td><td>to ships where Stability are in compliance with Ch 4, Sec 7 of the Guidance for Ships for Navigation in Ice in association with the ice accretion values specified in Ch 4, Sec 7 of the Guidance for Ships for Navigation in Ice.</td><td></td></tr>
<tr><td>D(t)</td><td>to ships where alternative Designs complied with Ch 4, Sec 8 of the Guidance for Ships for Navigation in Ice in association with an external design air temperature of t degrees Celsius are applied.</td><td></td></tr>
<tr><td>IR</td><td>to ships where Ice Removal specified in compliance with Ch 4, Sec 9 of the Guidance for Ships for Navigation in Ice is applied.</td><td></td></tr>
<tr><td>PL10, Icebreaker PL10,
PL20, Icebreaker PL20,
PL30, Icebreaker PL30</td><td colspan="2">to ships comply with POLAR class specified in Pt 3, Ch 22 of the Guidance which was specified until 1 January 2015.</td><td rowspan="2">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 Pt 3, Ch 22 of the Guidance which was specified until 1 January 2015, and the design ambient air temperature shall be assigned as DAT(-x°C).

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.</td></tr>
<tr><td>ICE05, Icebreaker ICE05,
ICE10, Icebreaker ICE10,
ICE15, Icebreaker ICE15</td><td colspan="2">to ships comply with ICE class specified in Pt 3, Ch 22 of the Guidance which was specified until 1 January 2015.</td></tr>
<tr><td>FH</td><td colspan="3">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 Pt 7, Ch 3, Sec 10 to Sec 12 of the Rules are applied.</td></tr>
</table>

Additional Special Feature Notations	Relevant Requirements
IWS	to ships that meet the requirements specified in **Ch 2, 604. 3** (8) of the Rules for the purpose of carrying out In-water Survey more smoothly.
ERS	to ships where classed with the Emergency Response Service System of the Society.
ERS(**D**)	to ships classed with the Service System for the prediction of trajectory route of Vessel drift and oil spill among the ships where classed with the Emergency Response Service System of the Society.
CDG	to ships comply with the requirements specified in **Pt 8, Ch 12 of the Rules.** (Cargo Dangerous Goods)
AFP-A (Additional Fire Protection and fire extinction)	to ships comply with the requirements specified in **Pt 8, Annex 8-9, Sec.2** of the Guidance. (Accommodation)
AFP-**M**	to ships comply with the requirements specified in **Pt 8, Annex 8-9, Sec.3** of the Guidance. (Machinery)
AFP-**C** AFP-C(1) AFP-C(2) AFP-C(3) AFP-C(**FSC**) AFP-C(**EV**)	AFP-C: to ships comply with the related requirements specified in **Pt 8, Annex 8-9, Sec.4** of the Guidance. (Cargo space) AFP-C(1): to container ships where cargo space in accordance with the requirements specified in **Pt 8, Annex 8-9, Sec.4 405. 2** of the Guidance. AFP-C(2): to container ships where cargo space in accordance with the requirements specified in **Pt 8, Annex 8-9, Sec.4 405. 3** of the Guidance. AFP-C(3): to container ships where cargo space in accordance with the requirements specified in **Pt 8, Annex 8-9, Sec.4 405. 4** of the Guidance. AFP-C(FSC): to container ships where cargo space in accordance with the requirements specified in **Pt 8, Annex 8-9, Sec.4 405. 5** of the Guidance. (Flooding System for Container) * Example of the notation when two or more symbol to be indicated at the same time : AFP-C(1, FSC) AFP-C(EV): to PCC notation assigned pure car carriers or pure car/truck carriers where cargo space in accordance with the requirements specified in **Pt 8, Annex 8-9, Sec.4 402. 3** of the Guidance. (Electric Vehicles)
SPS	to ships comply with the Code of Safety for Special Purpose Ships (SPS Code)
IP	to ships comply with the Code of Safety for Ships Carrying Industrial Personnel (IP Code).
Grab	to ships which do not comply with the IACS CSR for Bulk Carriers and where cargo holds are protected from loading/discharge equipment in accordance with the requirements specified in **Pt 7, Annex 7-7, 2 of the Guidance.**
PCP	to ships where the cargo oil pipings are protected according to the requirements specified in **Pt 7, Ch 1, 1002. 4 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 additional requirements for pollution prevention system specified in **Ch 1** of **Guidance for Prevention System of Pollution from ships.**

<table>
<tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr>
<tr><td>PSPC</td><td>to ships comply with the Performance Standard for Protective Coatings specified in Pt 3, Ch 1, 803. of the Guidance.</td></tr>
<tr><td>BLU</td><td>to ships comply with the additional requirements for the safe loading and unloading specified in Pt 3, Annex 3-1, 3 (3) of the Guidance.
(Bulk cargo safe Loading & Unloading system)</td></tr>
<tr><td>EDD</td><td>to ships carrying out the Extended Dry-Docking Interval System specified in Pt 1, Ch 2, 605. of the Rules.</td></tr>
<tr><td>OHIMP</td><td>to ships comply with the Owner's Hull Inspection and Maintenance Program specified in Pt 1, Annex 1-13 of the Guidance.</td></tr>
<tr><td>(LC), (LC-G), (HSLC - SA0, SA1, SA2, SA3, SA4, SA5)
(2018)</td><td>LC : to Light Craft as specified in Ch 1, 101. 3 (1) of the Rules for the Classification of High Speed and Light Crafts. (Light Craft)
LC-G : to Light Craft as specified in Annex 1 and Annex 2 of the Guidance Relating to the Rules for the Classification of High Speed and Light Crafts, 1998 edition.
HSLC : to High Speed and Light Craft as specified in Ch 1, 101. 3 (2) of the Rules for the Classification of High Speed and Light Crafts.
(High Speed Light Craft)

SA0, SA1, SA2, SA3, SA4, SA5
: The service restriction notation specified in Ch 3, 101. 21 of the Rules for the Classification of High Speed and Light Crafts. (Service Area restriction)</td></tr>
<tr><td>(HSC),
(HSC-A),
HSC-B),
(FGHSC)</td><td>HSC : to High-Speed Crafts, other than High-speed Passenger Crafts, comply with IMO HSC Code(International Code of Safety for High-speed Craft)
HSC-A : to High-speed Category A Passenger Crafts comply with IMO HSC Code(International Code of Safety for High-speed Craft)
HSC-B : to High-speed Category B Passenger Crafts comply with IMO HSC Code(International Code of Safety for High-speed Craft)
FGHSC : to High-speed Crafts engaged in domestic voyages, comply with the FlaG administration's domestic laws for High-Speed Crafts, not comply with IMO HSC Code(International Code of safety for High-speed Craft).</td></tr>
<tr><td>LFFS
(DF-LNG, SF-LNG)
(DF-Methanol, SF-Methanol)
(DF-Ethanol, SF-Ethanol)
(DF-LPG, SF-LPG)
(DF-Ammonia, SF-Ammonia)</td><td>to ships comply with the requirements of the Rules and Guidance for the Classification of Ships Using Low-flashpoint Fuels in which engines using low-flashpoint fuel are installed, other than ships carrying gas in bulk. (Low-Flashpoint Fuel Ship)
<table>
<tr><td>DF-LNG</td><td>Dual fuel engines using LNG as fuel are installed</td></tr>
<tr><td>SF-LNG</td><td>Single fuel engines using LNG as fuel are installed</td></tr>
<tr><td>DF-Methanol</td><td>Dual fuel engines using methyl alcohol as fuel are installed</td></tr>
<tr><td>SF-Methanol</td><td>Single fuel engines using methyl alcohol as fuel are installed</td></tr>
<tr><td>DF-Ethanol</td><td>Dual fuel engines using ethyl alcohol as fuel are installed</td></tr>
<tr><td>SF-Ethanol</td><td>Single fuel engines using ethyl alcohol as fuel are installed</td></tr>
<tr><td>DF-LPG</td><td>Dual fuel engines using LPG as fuel are installed</td></tr>
<tr><td>SF-LPG</td><td>Single fuel engines using LPG as fuel are installed</td></tr>
<tr><td>DF-Ammonia</td><td>Dual fuel engines using Ammonia as fuel are installed</td></tr>
<tr><td>SF-Ammonia</td><td>Single fuel engines using Ammonia as fuel are installed</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>Additional Special Feature Notations</th><th>Relevant Requirements</th></tr>
<tr><td>LNG Ready D(A)</td><td>to ships for which the Concept Design is prepared in accordance with Ch 2, Sec 2 of the Guidance for LNG Fuel Ready Ships. (Approval in principle)</td></tr>
<tr><td>LNG Ready D</td><td>to ships for which the generic Design is prepared in accordance with Ch 2, Sec 3 of the Guidance for LNG Fuel Ready Ships.</td></tr>
<tr><td>LNG Ready I
(SR, FT, TV, FS, BS, ME, AE, B, ME-C, AE-C, B-C)</td><td>to ships for which parts of the systems are installed with the detailed design in accordance with Ch 2, Sec 4 of the Guidance for LNG Fuel Ready Ships.
(partial Installation)
(SR : hull Structure Reinforcement for LNG fuel tank, FT : LNG Fuel Tank
TV : LNG fuel Tank Venting systems, FS : gas Fuel Supply systems
BS : gas fuel Bunkering Systems, ME : gas fired Main Engines
AE : gas fired Auxiliary Engines, B : gas fired Boilers
ME-C : gas fired Main Engine - Conversion
AE-C : gad fired Auxiliary Engines - Conversion
B-C : gas fired Boiler - Conversion)</td></tr>
<tr><td>Methanol and/or Ethanol Ready D(A)</td><td>to ships for which the Concept Design is prepared in accordance with Sec 18, Annex 5 of the Guidances Relating to the Rules for the Classification of Ships Using Low-flashpoint Fuels. (Approval in principle)
<table>
<tr><td>Methanol and Ethanol Ready D(A)</td><td>to ships suitable for methyl alcohol and ethyl alcohol fuel ready level</td></tr>
<tr><td>Methanol Ready D(A)</td><td>to ships suitable for methyl alcohol fuel ready level</td></tr>
<tr><td>Ethanol Ready D(A)</td><td>to ships suitable for ethyl alcohol fuel ready level</td></tr>
</table></td></tr>
<tr><td>Methanol and/or Ethanol Ready D</td><td>to ships for which the generic Design is prepared in accordance with Sec 18, Annex 5 of the Guidances Relating to the Rules for the Classification of Ships Using Low-flashpoint Fuels.
<table>
<tr><td>Methanol and Ethanol Ready D</td><td>to ships suitable for methyl alcohol and ethyl alcohol fuel ready level</td></tr>
<tr><td>Methanol Ready D</td><td>to ships suitable for methyl alcohol fuel ready level</td></tr>
<tr><td>Ethanol Ready D</td><td>to ships suitable for ethyl alcohol fuel ready level</td></tr>
</table></td></tr>
<tr><td>Methanol and/or Ethanol Ready I
(SR, FT, TV, FS, BS, ME, AE, ME-C, AE-C)</td><td>to ships for which parts of the systems are installed with the detailed design in accordance with Sec 18, Annex 5 of the Guidances Relating to the Rules for the Classification of Ships Using Low-flashpoint Fuels.
(partial Installation)
<table>
<tr><td>Methanol and Ethanol Ready I</td><td>to ships suitable for methyl alcohol and ethyl alcohol fuel ready level</td></tr>
<tr><td>Methanol Ready I</td><td>to ships suitable for methyl alcohol fuel ready level</td></tr>
<tr><td>Ethanol Ready I</td><td>to ships suitable for ethyl alcohol fuel ready level</td></tr>
</table>
(SR : hull Structure Reinforcement for fuel tank
FT : Fuel Tank
TV : fuel Tank Venting systems
FS : Fuel Supply systems
BS : fuel Bunkering Systems
ME : Methyl alcohol and/or Ethyl alcohol fired Main Engines
AE : Methyl alcohol and/or Ethyl alcohol fired Auxiliary Engines,
ME-C : Methyl alcohol and/or Ethyl alcohol fired Main Engine - Conversion
AE-C : Methyl alcohol and/or Ethyl alcohol fired Auxiliary Engines - Conversion</td></tr>
</table>

Additional Special Feature Notations	Relevant Requirements
Ammonia Ready **D(A)**	to ships for which the Concept Design is prepared in accordance with **Annex 1 of the Guidelinee for Ships Using Ammonia as Fuel**. (Approval in principle)
Ammonia Ready **D**	to ships for which the generic Design is prepared in accordance with **Annex 1 of the Guidelinee for Ships Using Ammonia as Fuel**.
Ammonia Ready **I (SR, FT, TV, FS, BS, ME, AE, B, ME-C, AE-C, B-C)**	to ships for which parts of the systems are installed with the detailed design in accordance with **Annex 1 of the Guidelinee for Ships Using Ammonia as Fuel**. (partial Installation) (SR : hull Structure Reinforcement for ammonia fuel tank FT : ammonia Fuel Tank TV : ammonia fuel Tank Venting systems FS : ammonia Fuel Supply systems BS : ammonia fuel Bunkering Systems ME : ammonia fired Main Engines AE : ammonia fired Auxiliary Engines B : ammonia fired Boilers ME-C : ammonia fired Main Engine - Conversion AE-C : ammonia fired Auxiliary Engines - Conversion B-C : ammonia fired Boiler - Conversion)
(Cargo name) Ready **D(A)**	to ships for which the Concept Design is prepared in accordance with **Annex 7A-9 of the Guidance for Cargo Fuel Ready Ships** in **Pt 7 Ch 5.** (Approval in principle)
(Cargo name) Ready **D**	to ships for which the generic Design is prepared in accordance with **Annex 7A-9 of the Guidance for Cargo Fuel Ready Ships** in **Pt 7 Ch 5.**
(Cargo name) Ready **I (FS, ME, AE, B, ME-C, AE-C, B-C)**	to ships for which parts of the systems are installed with the detailed design in accordance with **Annex 7A-9 of the Guidance for Cargo Fuel Ready Ships** in **Pt 7 Ch 5.** (I : partial Installation) (FS : gas Fuel Supply systems ME : gas fired Main Engines AE : gas fired Auxiliary Engines B : gas fired Boilers ME-C : gas fired Main Engine - Conversion AE-C : gad fired Auxiliary Engines - Conversion B-C : gas fired Boiler - Conversion)

Additional Special Feature Notations	Relevant Requirements
FC, FC-PWR	to ships comply with the requirements of the **Guidance for Fuel Cell Systems on Board Ships** in which fuel cell systems on board of ships used s auxiliary or main source of power are installed. (Fuel Cell-PoWeR)
RP1, RP2, RP1-**S**, RP2-S	to ships comply with the additional requirements for the redundant propulsion and steering systems specified in **Pt 5, Annex 5-10 of the Guidance**. (RP : Redundant Propulsion and steering system, -S : in Separate space)
CEmN-SCR (Control of Emission Nitrogen oxides)	to ships comply with the requirements for the selective catalytic reduction system specified in **Ch 2 Sec.2** of the **Guidance for Prevention System of Pollution from ships.** (Selective Catalytic Reduction system)
CEmN-**EGR(R, S)**	to ships comply with the requirements for the exhaust gas recirculation system specified in **Ch 2 Sec.3** of the **Guidance for Prevention System of Pollution from ships.** (Exhaust Gas Recirculation system) EGR : to ships comply with basic requirements for exhaust gas recirculation system EGR(R): to ships comply with redundancy requirements in addition to basic requirements (Redundancy) EGR(S): to ships comply with type approval or test/survey requirements in addition to basic requirements (Survey)
CEmN-**E&F**	to ships reducing emission of nitrogen oxides by adjusting combustion environment and/or fuel used in engines specified in **Ch 2 Sec.1** of the **Guidance for Prevention System of Pollution from ships**. (E&F : Engine & Fuel)
CEmS-EGC(R, S) **-D, O, C, H** (Control of Emission Sulphur oxides)	to ships comply with the requirements for the exhaust gas cleaning systems specified in **Ch 3 Sec. 2** of the **Guidance for Prevention System of Pollution from ships**. (Exhaust Gas Cleaning system) EGC : to ships comply with basic requirements for exhaust gas cleaning system EGC(R): to ships comply with redundancy requirements in addition to basic requirements (Redundancy) EGC(S): to ships comply with type approval or test/survey requirements in addition to basic requirements (Survey) An additional notation may be assigned to ships according to a type of system D : Dry type, O : Wet Open type, C : Wet Closed type, H : Wet Hybrid type
EGC Ready **D-D, O, C, H**	to ships for which the generic Design is prepared in accordance with **Ch 3 Sec.3** of **Guidance for Prevention System of Pollution from ships**. (Exhaust Gas Cleaning system)
EGC Ready **I(SR, EX, WR, CH, SD, EG)-** D, O, C, H	to ships for which parts of the systems are Installed with the detailed design in accordance with **Ch 3 Sec.3** of **Guidance for Prevention System of Pollution from ships**. (SR : Hull Structural arrangement and Reinforcement EX : EXhaust gas system WR : WashwateR system CH : CHemical treatment system, if applicable SD : ReSiDue system EG : SOx Scrubber system)
CEmS-**LSF**	to ships using low sulphur fuel without exhaust gas cleaning system specified in **Ch 3 Sec.1** of the **Guidance for Prevention System of Pollution from ships**. (LSF : Low Sulphur Fuel)

Additional Special Feature Notations	Relevant Requirements
EEDI-P3, EEDI-**ER[x]**	to ships comply with the additional requirements for the energy efficiency design index(EEDI) specified in **Ch 4** of the **Guidance for Prevention System of Pollution from ships.** (Energy Efficiency Design Index - Phase, Extra Reduction, x : Rate in percent)
ES-Wind, ES-Wind1	to ships where the systems for assisting ship propulsion from wind in **Ch 5 of the Guidance for Prevention System of Pollution from ships** are installed onboard. (Energy Saving-Wind power)
ES-ALS, ES-ALS1	to ships where the hull air lubrication systems in **Ch 6 of the Guidance for Prevention System of Pollution from ships** are installed onboard. (Energy Saving-Air Lubrication System)
CEmC-**OCCS(R, S)**	to ships comply with the requirements for the onboard carbon capture and storage system specified in **Ch 7** of the **Guidance for Prevention System of Pollution from ships.** (Onbaord Carbon Capture and Storage system) OCCS : to ships comply with basic requirements for onboard carbon capture and storage system OCCS(R) : to ships comply with redundancy requirements in addition to basic requirements (Redundancy) OCCS(S) : to ships comply with type approval or test/survey requirements in addition to basic requirements (Survey)
OCCS Ready **D(A)**	to ships for which the Concept Design is prepared for onboard carbon capture and storage system in accordance with **Ch 8 of the Guidance for Prevention System of Pollution from ships.** (Approval in principle)
OCCS Ready **D**	to ships for which the generic Design is prepared for onboard carbon capture and storage system in accordance with **Ch 8 of the Guidance for Prevention System of Pollution from ships.**
OCCS Ready **I** **(AT, SRat, CT, SRct, AS, CS, AB, RG, PS, LQ)**	to ships for which parts of onboard carbon capture and storage system are installed with the detailed design in accordance with **Ch 8 of the Guidance for Prevention System of Pollution from ships.** (partial Installation) (AT : Absorbent storage Tank SRat : Strucutural Reinforcement for AT CT : Carbon dioxide storage Tank SRct : Strucutural Reinforcement for CT AS : Absorbent System CS : Carbon dioxide System AB : ABsorber RG : ReGenarator PS : Pre-Scrubber LQ : LiQuefaction)

Additional Special Feature Notations	Relevant Requirements
NVH-N1, NVH-N2, NVH-N3	to ships comply with the additional requirements for Noise Criteria specified in Ch 3, of the Guidance for Noise and Vibration. (Noise, Vibration and Habitability – Noise)
NVH-V1, NVH-V2, NVH-V3	to ships comply with the additional requirements for Noise Criteria specified in Ch 4, of the Guidance for Noise and Vibration. (Noise, Vibration and Habitability – Vibration)
URN(NXX), URN(QXX), URN(RXX), URN(SXX), URN(THR)	to ships comply with the additional requirements for Underwater Radiated Noise Criteria specified in Ch 3 of the Guidance for Radiated Noise from Ships. (URN : Underwater Radiated Noise N : Normal mode, Q : Quiet mode, R : Research mode, S : Seismic survey mode, THR : THRuster mode, XX : Integer ship speed (knots) in still water corresponding to the propeller output at each mode)
ARN(SM), ARN(S1), ARN(S2), ARN(BM), ARN(B1), ARN(B2)	to ships comply with the additional requirements for the external airborne noise specified in Ch 4 of the Guidance for Radiated Noise from Ship. (ARN : Airborne Radiated Noise SM : ARN for Sailing is Measured BM : ARN for Berthing is Measured)
CS0, CS1, CS2, CS3	to ships with the maritime cyber security system specified in the Guidance for Maritime Cyber Security System (CS: Cyber Security)
CS READY	to ships with the maritime cyber security system specified in the Guidance for Maritime Cyber Security System
Cyber Resilience, Cyber Resilience(Managed)	to ships comply with the cyber resilience requirements specified in the Guidance for Cyber Resilience of Ships and Systems
AL1, AL2, AL3, AL4, AL5	to ships with the autonomous systems specified in the Guidance for Autonomous Ships (AL: Autonomy Level)
Smart(INFRA) Smart(SHM) Smart(MHM) Smart(EEM) Smart(NAV)	to ships equipped with smart infrastructures and smart system functions specified in the Guidance for Smart Systems (INFRAstructure) (Structural Health Monitoring) (Machinery Health Monitoring) (Energy Efficiency Management) (Intelligent NAVigation)
CSAP	to ships comply with the additional requirements specified in Pt. 7 Annex 7-11 Guidelines on providing safe working conditions for securing of containers on deck (CSAP : Cargo Safety Access Plan)
FTS	to ships where fuel oil treatment system specified in Pt 5, Ch 6, Annex 5-13 of the Guidance are provided onboard. (Fuel oil Treatment System)
ISPM(0), ISPM(1), ISPM(2), ISPM(3)	to ships operating the integrated software process specified in the Guidance for Integrated Software Process Management

Additional Special Feature Notations	Relevant Requirements
PID, MID	to ships comply with the requirements to prevent the spread of infectious disease in the event of an outbreak of an infectious disease on board in **Guidance for Ships designed to Prevent the spread of Infectious Disease** (PID: Prevention of the spread of Infectious Disease, MID: Mitigation of the spread of Infectious Disease)
ESA1, ESA2	to ships which comply with the requirements of enhanced shaft alignment specified in **Pt 5, Annex 5-12-1 of the Guidance**. (Enhanced Shaft Alignment)
Reduced Freeboard	to ships comply with the requirement specified in **Annex 1 of the Rules for the Classification of Dredgers**
ETA *(2025)*	to ships where the Emergency Towing Arrangement specified in **Pt 4, Ch 8, 205.** of the Rules is applied. (Emergency Towing Arrangement)
LSN *(2025)*	to be assigned to ships where the program for lashing calculations is approved by the Society in accordance with the requirements in **Ch 4 Sec 4** of **the Guidance for Approval of Manufacturing Process and Type Approval, ETC** (Lashing Software for Non-standardized cargo)
Oil Recovery (+)	to ships comply with the requirement specified in **Guidelines for Vessels with Oil Recovery System**

〈Note〉

Special Feature Notations Remarks	Ship Type	Rule
GRAB[X]	CSR Bulk Carrier BC-A or BC-B	Rule Pt 11 Ch 2 or Rule Pt 13 Sub-part 2 Ch 1
	Ore Carrier Ore / Oil Carrier Ore / Chemical Carrier Oil / Bulk / Ore Carrier	Guidance Pt 7 Ch2 101. 2
Additional Special Feature Notations	**Ship Type**	**Rule**
Grab	-	Guidance Pt 7 Annex 7-7 2 (not CSR Bulk carrier)

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))

<table>
<tr><th colspan="2">Additional Installation Notations</th><th>Relevant Requirements</th></tr>
<tr><td rowspan="7">Hull Items</td><td>HMS
(G, W, SD, S, U, LS)</td><td>to ships where the Hull Monitoring System specified in Pt 9, Ch 6 of the Rules is provided onboard.
(G : Sesnor fo location tracking (GPS),
W : Sensor for monitoring wind speed and wind heading,
SD : Sensor for monitoring ship speed and direction,
S : System for acquiring sea state information,
U : As a ship with UMA notation, system for monitoring information in the machinery space, such as output/rpm of the propulsion shaft, LS : sensor s for monitoring local hull strain)</td></tr>
<tr><td>LG(F, P, OC, PA, IP)</td><td>to ships where the Cargo Handling Appliances specified in Pt 9, Ch 2 of the Rules are provided onboard. (Lifting appliance + loose Gear)
<table>
<tr><td>F</td><td>Cargo handling appliances that satisfy the registration inspection in accordance with Pt 9, Ch 2, 203. of the Rules, where "F" stands for "Fully."</td></tr>
<tr><td>P</td><td>Cargo handling appliances that satisfy only the registration inspection specified in Pt 9, Ch 2, 203., 2 (2) of the Rules, where "P" stands for "Partially."</td></tr>
<tr><td>OC</td><td>Offshore Cranes among the cargo handling appliances that satisfy the registration inspection in accordance with Pt 9, Ch 2, 203. of the Rules</td></tr>
<tr><td>PA</td><td>Personnel lifting Appliances among the cargo handling appliances that satisfy the registration inspection in accordance with Pt 9, Ch 2, 203. of the Rules.</td></tr>
<tr><td>IP</td><td>Industrial Personnel lifting appliances among the cargo handling appliances that satisfy the registration inspection in accordance with Pt 9, Ch 2, 203. of the Rules, installed on ships subject to the IP code and satisfying the relevant requirements</td></tr>
</table></td></tr>
<tr><td>LI</td><td>to ships where the Loading Instrument on Stability specified in Pt 1, Ch 1, 307. of the Rules or the Longitudinal Strength Loading Instrument specified in Pt 3, Ch 3, 104. of the Rules is provided onboard.</td></tr>
<tr><td>EQ-SPM</td><td>to ships where the EQuipment Employed in the Mooring of Ships at Single Point Mooring specified in Pt 4, Ch 10, 101. 7 of the Rules is provided onboard.</td></tr>
<tr><td>PKS</td><td>to offshore units where the Position Keeping System specified in Ch 4, Sec 6 of the Rules for the Classification of Mobile Offshore Units or Ch 3, 415. of the Rules for the Classification of Mobile Offshore Drilling Units is provided onboard.</td></tr>
<tr><td>SUR, BOU, SAT</td><td>to ships where the diving systems specified in Pt 9, Ch 7, 602. 1 of the Rules are provided onboard.
(SUR : SURface supplied air diving)
(BOU : BOUnce Diving)
(SAT : SATuration Diving)</td></tr>
<tr><td>ADUW</td><td>to ships where the anchoring systems in deep and unsheltered water specified in Pt 4, Annex 4-3 of the Guidances are installed onboard.
(ADUW : Anchoring in Deep and Unsheltered Water)</td></tr>
</table>

Additional Installation Notations		Relevant Requirements	
Machinery Items	UMA	to ships where the Operating Systems for Periodically Unattended MAchinery Spaces specified in Pt 9, Ch 3 of the Rules are provided onboard.	
	UMA1, UMA2, UMA3	to ships where the Automation Equipment specified in Pt 9, Ch 3 of the Rules is provided onboard. (UMA with automation equipments of Class 1, 2, 3)	
	CMA	to ships where the Centralized monitoring and control system for Main propulsion and essential Auxiliary machinery specified in Pt 9, Ch 3 of the Rules is provided onboard.	
	PMS	to ships where the Planned Maintenance System specified in Pt 1, Ch 2, 903. of the Rules is applied.	
	PMS-CBM	to ships where the Condition Based Maintenance System specified in Pt 1, Ch 2, 903. 3 of the Rules is applied.	
	PMS(S)	to ships where the Planned Maintenance System specified in Pt 1, Ch 2, 903. of the Rules with type-approved PMS Software are applied.	
	STCM	to ships where the Stern Tube Condition Monitoring system specified in Pt 1, Ch 2, 701. 2 of the Guidance is provided onboard.	
	BCM	to ships where the Boiler Condition Monitoring system specified in Pt 1, Ch 2, 803 of the Rules is provided onboard.	
	DPS(0), DPS(1), DPS(2), DPS(3)	to ships where the Dynamic Positioning System specified in Pt 9, Ch 4 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 Pt 9, Ch 5 of the Rules are provided. (Navigation Bridge System)	
	HVSC	to ships where the High Voltage Shore Connection systems specified in Pt 9, Ch 8 of the Rules are provided onboard.	
	HVSC-Ready D	to ships where the basic design of the High Voltage Shore Connection systems specified in Pt 9, Ch 8 of the Rules is prepared.	
	HVSC-Ready I	to ships where the detailed design and installation of specific equipment are performed in addition to the basic design of High Voltage Shore Connection systems specified in Pt 9, Ch 8 of the Rules is prepared.	
	BWE	to ships in which the Ballast Water Exchange system is installed in accordance with Pt 9, Ch 10, Sec 2 for ballast water management. Howerver, ships not applying to Pt 9, Ch 10, 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 Pt 9, Ch 7 of the Rules 2007 are complied.
	BWT	to ships in which the ballast water management system is installed in accordance with Pt 9, Ch 10 Sec 3 for ballast water management. Howerver, ships not applying to Pt 9, Ch 10, 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. (Ballast Water Treatment)	

Additional Installation Notations		Relevant Requirements
Machinery Items	VEC1	to ships in which cargo Vapour Emission Control system is installed in accordance with **Pt 9, Ch 9, Sec 2 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 **Pt 9, Ch 9, Sec 3 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 wapour balancing system are installed in accordance with **Pt 9, Ch 9, Sec 4 of the Rules**. (Vapor Emission Control system - Lightering operation)
	IGS	to ships where the Inert Gas Systems specified in **Pt 8, Ch 2, 405 of the Rules** are provided onboard, other than ships carrying liquefied gases in bulk. to ships carrying liquefied gases in bulk where the Inert Gas Systems specified in **Pt 7, Ch 5, 905. 1** of the Rules are provided onboard.
	COW	to ships where the Crude Oil Washing System specified in "Annex I of MARPOL" are provided onboard.
	ETC(1), ETC(2), ETC(1 or 2, except sloptanks)	to ships with the effective tank cleaning systems specified in the **Guidance for Effective Tank Cleaning**
	RMC	to ships where the Cargo Refrigerating Installations specified in **Pt 9, Ch 1 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 **Pt 5, Ch 6, 1201. 1** (14) (B) **of the Guidance**.
	GCU	to ships carrying liquefied gas in bulk where the Gas Combustion Unit for disposal of cargo vapour specified in **Pt 7, Ch 5, 701. 1 of the Guidance** is provided onboard.
	Reliquefaction	to ships carrying liquefied gas in bulk where the Reliquefaction Plant of cargo vapour specified in **Pt 7, Ch 5, 703. 2 of the Guidance** is provided onboard.
	DFDE (LNG, LPG)	to ships carrying liquefied gas in bulk where the Dual-Fuel Diesel Engine specified in **Pt 7, Ch 5, 1607.** or **Annex 7A-5 207. 4 of the Guidance** is provided onboard.
	Drilling System	to ships where the Drilling System specified in **Annex 1 of the Rules for the Classification of Mobile Offshore Drilling Units** is provided onboard.
	Battery-M, Battery-A	to ships where the battery system with a capacity of 50 kWh or more specified in Guidance for Battery Systems on Board of Ships are provided onboard. (M : Main, A : Additional)
	LNG Bunker	to ships where LNG bunkering systems specified in Pt 7, Ch 5, Annex 7A-3 of the Guidance are provided onboard.

Additional Installation Notations		Relevant Requirements
Machinery Items	VRS	to ships where arrangements for handling excess vapor specified in **Pt 7, Ch 5, Annex 7A-3 203. 2** of the Guidance and **Ch 1, 102. 2 of Guidelines for Floating LNG Bunkering Terminal** are provided onboard. (Vapour Recovery System)

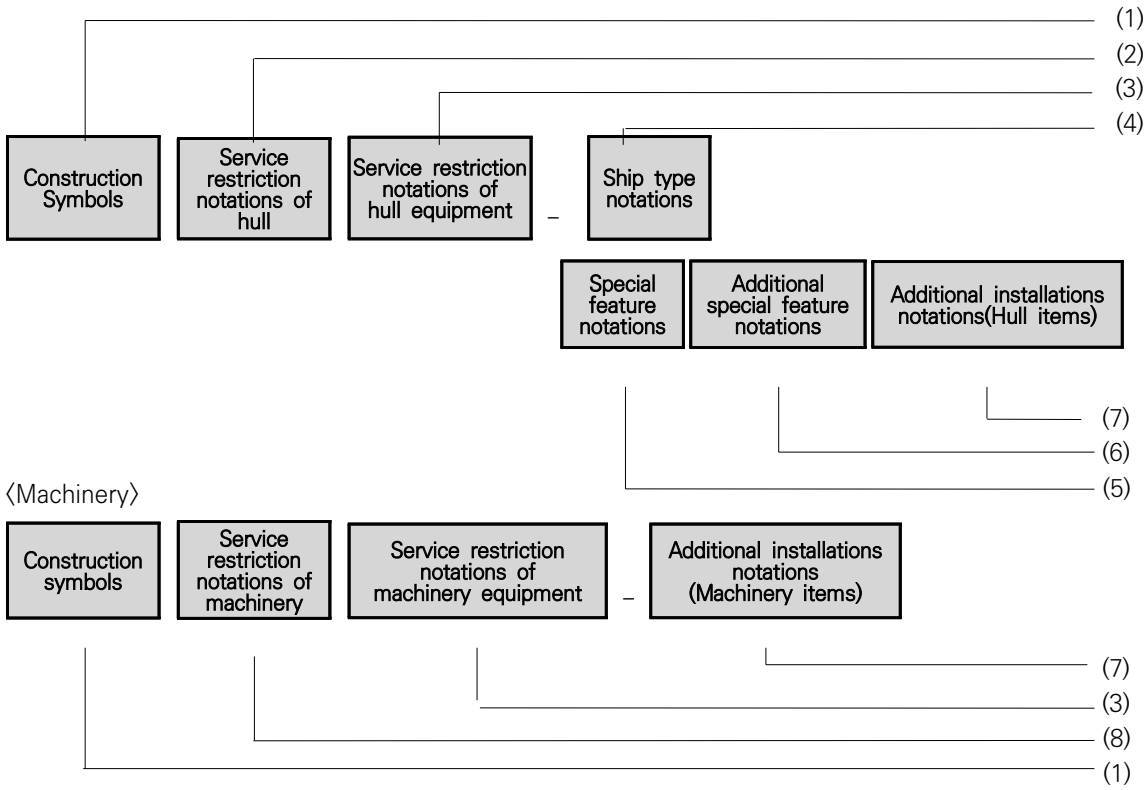
Annex 1 Written Examples of Class Notations

1. General

A typical arrangement of Class Notations will consist of the following structure.

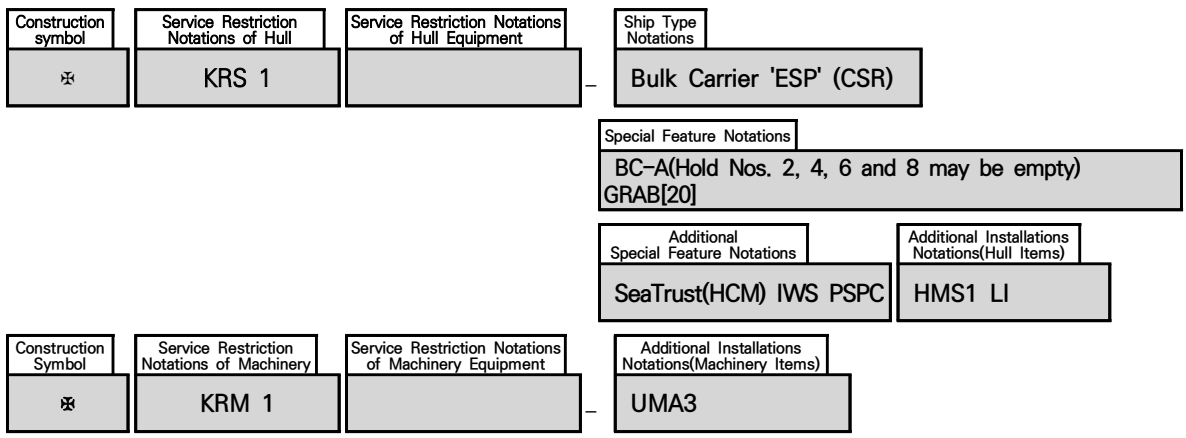
The class will be distinguished by the class notations and the typical arrangement of class notations will consist of the following structure.

〈Hull〉



〈Machinery〉

Example)



2. Written Examples of Ship Types

2.1 Oil Tanker

Class Character :

KRS 1 – Oil Tanker
Special Feature

KRS 1 – Oil Tanker 'ESP'
Special Feature

KRS 1 – Oil Tanker(Double Hull) 'ESP'
Special Feature

Example :

1) For dedicated asphalt carriers of which all cargo tanks are independent type

KRS 1 – Oil Tanker (FAO)
Asphalt

2) For oil tankers

KRS 1 – Oil Tanker 'ESP' (FBC)
Crude/Product

3) For double hull oil tankers comply with the requirements specified in Pt 12 or Pt 13 of the Rules

KRS 1 – Oil Tanker(Double Hull) 'ESP' (FBC) (CSR)
Crude/Product

2.2 Liquefied Gas Carrier

Class Character :

KRS 1 – Liquefied Gas Carrier
A B (C) / D (IGC)

KRS 1C – Liquefied Gas Carrier
B (C) / P (GCX)

The symbols A, B, (C), D and P imply :

- A : Type of Ship
- B : Type of Tank
- (C) : Transportation Mode
- D : Maximum Vapour Pressure, Minimum Temperature and Specific Gravity (SG)
- P : Name of Product primarily carried

Example :

1) For ships to comply with IGC or GC code

KRS 1 – Liquefied Gas Carrier
2G 1A (R)/0.25bar, -50°C, 1.0SG LCO2 (IGC)

KRS 1C – Liquefied Gas Carrier
1C (P)/Propane (GCX)

2) For ships not to comply with IGC or GC code

A) For ships carrying primarily LPG, i.e., Propane or Butane

KRS 1 – Liquefied Gas Carrier
LPG

B) For ships carrying Liquefied Gases those other than LPG

KRS 1C – Liquefied Gas Carrier
VCM

A means type of ship to be determined by "damage assumptions"(203.), "location of cargo tanks"(204.), "standard of damage"(206.) and "survival requirements"(207.) specified in **Pt 7, Ch 5, Sec 2** and **Sec 19 of the Rules**.

Ship Type	Contents(*)
1G	Gas carrier intended to transport products which require maximum preventive measures to preclude the escape of such cargo
2G	Gas carrier intended to transport products which require significant preventive measures to preclude the escape of such cargo
2PG	Gas carrier 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 of at least 7 bar gauge and a cargo containment system of design temperature of -55℃ or above. (Note : a ship of this description, but over 150 m in length is to be considered a type 2G ship.)
3G	Gas carrier intended to carry products which require moderate preventive measures to preclude the escape of such cargo
(NOTES) (*) : See column C of "Summary of Minimum Requirements" specified in **Pt 7, Ch 5, Sec 19 of the Rules**	

B means type of tank to be determined by "cargo containment" specified in **Pt 7, Ch 5, Sec 4 of the Rules**.

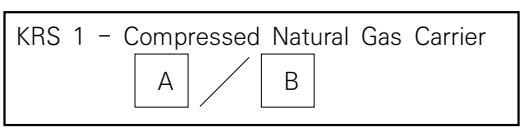
Tank Type	Symbol	Contents
Integral Tank	2I	(1) Tank to form a structural part of the ship's hull(primary barrier for containment of cargo) (2) Design vapour pressure Po not to normally exceed 0.25 bar(Max. 0.7 bar) (3) Boiling point of the cargo To not to be below −10 °c
Membrane Tank	3M	(1) Non-self supporting tanks which consist of a thin layer(membrane) supported through insulation by the adjacent hull structure (2) Design vapour pressure Po not to normally exceed 0.25 bar(Max. 0.7 bar) (3) Thickness of the membrane not to normally exceed 10 mm
Semi-membrane Tank	3S	(1) 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) (2) Design vapour pressure Po not to normally exceed 0.25 bar(Max. 0.7 bar)
Independent Tank Type A	1A	(1) Gravity tanks (2) Tanks designed using the requirements of **Pt 3, Ch 15 of the Rules** (3) Design vapour pressure Po less than 0.7 bar(for plane surfaces)
Independent Tank Type B	1B	(1) Gravity tanks or pressure vessels (2) Tanks designed using model tests, refined analytical tools and analysis methods (3) Design vapour pressure Po less than 0.7 bar(for plane surfaces)
Independent Tank Type C	1C	(1) Pressure vessels (2) Tanks designed using the requirements of **Pt 5, Ch 5 of the Rules** (3) Design vapour pressure to be specially considered
Independent Tank Type Novel Configuration	NV	(1) Cargo containment systems of Novel Configuration (2) **Annex7A-7 Standard for the Use of Limit State Methodologies in the Design of Cargo Containment Systems of Novel Configuration**
(NOTES) The number in the second column indicates: 1: independent, 2: integral, 3: membrane		

C means transportation mode.

Symbol	Contents
(R)	Fully Refrigerated
(P)	Fully Pressurized
(RP)	Refrigerated and Pressurized

2.3 Compressed Natural Gas Carrier

Class Character :



A : Type of Cargo Tank

B : Design Pressure, Minimum Temperature

Example :

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

2.4 Chemical Tanker

Class Character :

KRS 1 – Chemical Tanker 'ESP' (FBC)

A B / D (IBC)

KRS 1C – Chemical Tanker 'ESP' (FAO)

B / P (BCX)

The symbols A, B, D and P imply :

- A : Type of Ship
- B : Type of Tank
- D : Specific Gravity (SG)
- P : Name of Product primarily carried

Example :

1) For chemical tanker

KRS 1 – Chemical Tanker 'ESP' (FBC)
II 2G/1.0SG (IBC)

KRS 1C – Chemical Tanker (FAO)
1G/Sulphur Molten (BCX)

2) For combination carrier of oil and chemical

KRS 1 – Oil/Chemical Tanker 'ESP' (FAC)
Product/III 2G/1.2SG (IBC)

A means type of ship to be determined by "damage assumption", "location of cargo tanks", "standard of damage" and "survival requirements" specified in **Pt 7, Ch 6, Sec 2 of the Rules**.

Ship Type	Contents(*)
I	Chemical tanker intended to transport products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo
II	Chemical tanker intended to transport products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo
III	Chemical tanker 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

(NOTES)
(*) : See column E of "Summary of Minimum Requirements" specified in **Pt 7, Ch 6, Sec 17 of the Rules**.

B means type of tank to be determined by "cargo containment" specified in **Pt 7, Ch 6, Sec 4** and **Sec 17 of the Rules**, as shown in the following.

1G
2G
1P

Symbol	Tank Type	Contents
1	Independent Tank	(1) Gravity tanks or pressure vessels (2) Tanks designed using the requirements of **Pt 3, Ch 15** and **Pt 5, Ch 5 of the Rules**.
2	Integral Tank	(1) Self-supporting hull construction tank (2) Tank having a design pressure not greater than 0.25 bar(Max. 0.7 bar) (3) Boiling point of the cargo not to be below -10°C
G	Gravity Tank	(1) Independent or integral (2) Tank having a design pressure not greater than 0.7 bar
P	Pressure Tank	(1) Independent tank (2) Tank designed using the requirements of **Pt 5, Ch 5 of the Rules** (3) Tank having a design pressure greater than 0.7 bar

2.5 Bulk Carrier or Cargo Ship

Class Character :

KRS 1 – Bulk Carrier 'ESP' A	KRS 1C – Bulk Carrier(Double Skin) 'ESP' A
KRS 1 – Bulk Carrier A	KRS 1 – Cargo Ship A

Example :

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

KRS 1 – Bulk Carrier 'ESP'
HC

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

KRS 1 – Bulk Carrier 'ESP'
HC/E(Hold Nos. 2, 4, 6 and 8 may be empty)

3) In cases where the ship is fitted with BC-B

KRS 1 – Bulk Carrier 'ESP'
BC-B

4) In cases where the ship is fitted with BC-B and the maximum cargo density is less than 3.0 t/m^3

KRS 1 – Bulk Carrier 'ESP'
BC-B(max cargo density --- t/m^3)

5) In cases where the ship is fitted with BC-A

KRS 1 – Bulk Carrier 'ESP'
BC-A(Hold Nos. 2, 4, 6 and 8 may be empty)

6) In cases where the ship is fitted with BC-A and the maximum cargo density is less than 3.0 t/m^3

KRS 1 – Bulk Carrier 'ESP'
BC-A(Hold Nos. 2, 4, 6 and 8 may be empty
with max cargo density --- t/m^3)

7) In cases where the ship is fitted with BC-A and the maximum cargo density is less than 3.0 t/m^3 and intended to operate in alternate block load condition.

KRS 1 – Bulk Carrier 'ESP' (CSR)
BC-A(Hold Nos. 2, 4, 6 and 8 may be empty
with max cargo density --- t/m^3) (Bock loading)

8) In cases where the ship has 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**

KRS 1 – Bulk Carrier 'ESP'
BC-A(or BC-B, BC-C) (no MP)

9) In cases where the ship is complied with for unladen grab weight X equal to or greater than 20 tons according to **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[X]

10) Others

KRS 1 – Bulk Carrier

KRS 1C – Cargo Ship
HC

2.6 Fishing Vessel

Class Character :

KRS 1 – Fishing Vessel
(Special Feature)

Example :

KRS 1 – Fishing Vessel
Long Liner and Angling

KRS 1 – Fishing Vessel
Stern Trawler

2.7 Passenger Ship

KRS 1C – Passenger Ship *
A / B / C

*Only for submersible

Example :

KRS 1C – Passenger Ship
Catamaran/Car Ferry

KRS 1C – Passenger Ship
Hydrofoil

KRS 1C – Passenger Ship
Submersible/Leisure/Max. 70M, 2Hrs

2.8 Special Purpose Submersible

Class Character :

KRS 1C – Special Purpose Submersible
A B / C / D

Example :

KRS 1C – Special Purpose Submersible
Manned Self-Propelled/Research/Max. 70M, 1.5Hrs

2.9 Mobile Offshore Drilling Unit

Class Character :

KRS 1C – Mobile Offshore Drilling Unit
A

Example :

KRS 1 – Mobile Offshore Drilling Unit
Column-stabilized

2.10 Offshore Support Vessel

Class Character :

KRS 1 – Offshore Support Vessel

A	B

Example :

KRS 1 – Offshore Support Vessel
Supply AH Tow HDC(30 kN/m^2, main deck)

KRS 1 – Offshore Support Vessel
Supply AH Tow HLC(2.5SG, Tank Nos. 3 and 5)

A Special Feature Notation may be assigned as following according to the specialized functional service of the Offshore Support Vessel.

Special Feature Notation	Specialized Functional Service
Supply	to ships for supply service
AH	to ships for anchor handling service
Tow	to ships for towing service
HL	to ships for heavy lift service
WTIMR	to ships for wind turbine installation, maintenance and repair service
FFS1, FFS2, FFS3	to ships for fire fighting service, FFS1, FFS2 or FFS3 shall be assigned according to the minimum requirement of Table 8.1 of the **Guidance for 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.
FF	to ships not in full compliance with **Ch 8** of the **Guidance for Offshore Support Vessels** or not specifically built for the service intended to be covered by **Ch 8** of the **Guidance for Offshore Support Vessels** but equipped with some fire fighting capability in accordance with **Ch 8** of the **Guidance for Offshore Support Vessels**.
Oil Spill Recovery	to ships for oil spill recovery service

B Offshore Support Vessels built with strengthened for carrying heavy cargoes specified in accordance with **Ch 3, 202**. of the **Guidance for Offshore Support Vessels** may be assigned the relevant Special Feature Notation HDC(P, Locations) or HLC(ρ, Tanks) additionally.

(1) For example, an Offshore Support Vessel for supply service, anchor handling service and towing service, strengthened for heavy deck cargo of 30 kN/m^2 at main deck may be assigned the class notation Offshore Support Vessel – Supply AH Tow HDC(30 kN/m^2, main deck).
(2) 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).

3.0 Special feature

Example :

In cases where the ship is applied to the reduced scantling as the restriction of navigation area and condition :

✠ KRS 0 - Barge
Service between Korea and Sakhalin during May and June

※ Comparison of Ice Class of the Society with Finnish-Swedish Ice Class Rules 2010 and Arctic Shipping Pollution Prevention Regulations

Ice Class of the Society	Ice Class of Finish-Swedish Ice Class Rules 2010
IA Super	IA Super
IA	IA
IB	IB
IC	IC
*	II

(NOTES)
*) ID class of the Society is not equal to II class of the Finnish-Swedish Ice Class Rule, because ID class requires strengthening of forward region.

Ice Class of the Society	Ice Class of Arctic Shipping Pollution Prevention Regulations
IA Super	Type A
IA	Type B
IB	Type C
IC	Type D
ID	Type D