



Guidance for Classification and Construction
Part 0 General

GUIDANCE FOR CLASS NOTATIONS

Volume B

2025 Edition

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Amendments to the preceding Edition are marked by red colour and expanded text. However, if the changes involves the whole section or sub section normally only the title will be in red colour.

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Foreword

The 2025 edition supersedes the 2023 edition of the [Guidance for Class Notation \(Pt.0, Vol.B\)](#). This edition introduces several updates, including modifications to ship type notations, qualifiers, special notations, and additional notations. A comprehensive list of these changes can be found in the "Guidance Amendment Notice" section.

The summary of the previous edition and amendments, including the implementation date, is indicated in the table below:

No.	Edition/ Rule Change Notice (RCN)	Effective Date	Link
1	Edition 2023	1 st January 2024	
2	GCN No.2, Dec 2022	1 st January 2023	
3	GCN No.1, November 2021	1 st July 2023	
4	Edition 2021	1 st January 2022	
5	GCN No.1, May 2020	1 st June 2020	
7	Edition 2019	1 st July 2019	
8	Edition 2018	1 st April 2018	

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Guidance Changes Notice

These pages contain the amendments and corrigenda within the following section of the Guidance.

These amendments will come into force on 1st January 2025, unless the effective date of the notation has been specified in the underlying rules or mentioned below.

Note:

Application for correspondence with current notations are addressed in [Section 1, A.5](#)

Paragraph	Title/Subject	Status/Remark
Section 1. General Requirements and Guidance		
All		Several editorial revisions have been made to improve consistency and facilitate understanding.
1.A.	General	
1.A.5.2	-	To make editorial revisions to clarify the intent and purpose.
1.A.5.3	-	To make editorial revisions to clarify the intent and purpose.
1.A.5.4	-	To add new requirements relating to ships undergoing modifications, ensuring compliance with relevant rules for any additional or modified notations.
1.A.5.5	-	To specify that 5.4 rules are those in effect at the time of modification per the owner-shipyard contract.
1.B.	Class Designation	To update and align the notation examples with the latest edition of this guidance document.
1.F	Service Area Symbol	To supersede the title of subsection to improve consistency and facilitate understanding.
1.K	Handling of Class Designation	To supersede the title of subsection to improve consistency and facilitate understanding.
Section 2. Ship Type Notations		
All		Several editorial revisions have been made to improve consistency and facilitate understanding
2.A.	Introduction	
2.A.3	-	To adjust the ship type

2.A.4	-	Editorial changes regarding requirements to be applied to ships with more than 1 ship type notation to be more clear.
2.B.	Dry Cargo Ship	
2.B.1	General Dry Cargo Ship	To supersede the definitions of the qualifiers and special notations to clarify their intent and purpose. Delete underlying design rules as they are no longer applicable.
2.B.2	Multi-Purpose Dry Cargo Ship	To supersede the definitions of Strengthened for Heavy Cargo.
2.B.3	Bulk Carrier	To adjust the definition of ESP according to the ship type. To supersede description of strengthened for heavy cargo notation and to add special notation "BC-A", "BC-B" and "BC-C".
2.B.4	Ore Carrier	To adjust the definition of ESP according to the ship type. To supersede description of "Grab X" notation.
2.B.5	"X" Carrier	To make editorial revisions to clarify the intent and purpose
2.B.6	Deck Cargo Ship	Corrigenda
2.C.	Container Ships	
2.C.1	Container Ships	To supersede description of "Hatch coverless, max Hs...m" and to make editorial revisions to clarify the intent and purpose.
2.D.	RO-RO Ship	
2.D.1	RO-RO Ship	To make editorial revisions to clarify the intent and purpose.
2.E.	Passenger Ships	
2.E.1	Passenger Ships	To delete underlying design rules as they are no longer applicable and to introduce examples of written notations corresponding to the new additional notation "FFCEV"
2.E.2	RO-RO Passenger Ship	To make editorial revisions to clarify the intent and purpose.
2.E.4	RO-RO Passenger Boat	To make editorial revisions to clarify the intent and purpose.
2.F.	Oil Tanker	
2.F.1	Oil Tanker	To delete the special notation "Product" and moved into new ship type notation.

		To supersede and delete certain examples of notations
2.F.2	Product Tanker	To add a new ship type notation including their qualifiers and special notation.
2.F.3	Oil Storage Service	Renumbering and to add $FP \leq 60^{\circ}C$ and $FP > 60^{\circ}C$ qualifiers To supersede the example of notation.
2.G.	Chemical Tanker	
2.G.1	Chemical Tanker	To adjust the definition of the definition of $FP > 60^{\circ}C$ and ESP according to the ship type. To supersede the example of notation.
2.G.2	NLS Tanker	To add new qualifiers and special notations, and to supersede the underlying survey rules. To supersede the description for better understanding. To supersede the example of notation .
2.H.	Tanker for Special Cargo	
2.H.1	Tanker	To supersede the underlying rules. To adjust the definition of the definition of $FP > 60^{\circ}C$
2.I.	Liquefied Gas Carrier (LNG & LPG Carrier)	
2.I.1.	Liquefied Gas Carrier	To supersede the underlying rules for “RI” special notation.
2.K.	Vessel for Special Operations	
2.K.2.	Special Service Ship	To supersede the definition of “SPS” qualifiers
2.L.	Offshore Service Vessel	
2.L.1	Offshore Service Vessel	To add “SPS” qualifiers and its definition as well as supersede the underlying rules. To supersede the definition of OSV and the example of notation.
2.L.2	Crew Boat	Corrigenda
2.M.	Pontoon and Barge	
2.M.2	Barge	To supersede special notations and the qualifiers. Correction of underlying rules. To supersede the description of Barge. To supersede qualifier of $FP \leq 60^{\circ}C$ and $FP > 60^{\circ}C$. To add new special notations “Oil Storage Service” and supersede special notation “Oil”.

		To supersede the example of notation.
2.M.3 Self Propelled Barge		
<i>These amendments come into force on 16th August 2024</i>		
2.M.3	Self Propelled Barge	To add new special notation with its qualifiers and underlying rules. To specify that this notation only for ship operated only in domestic waters area of Indonesia. To supersede the example of notation.
2.N.	Fishing Vessel	
2.N.1	Fishing Vessel	To add new underlying rules for fishing vessel with wood material and length greater than 24 m. To add new example notation
2.O.	Livestock Carrier	
2.O.1	Livestock Carrier	To clarify description of livestock carrier notation
2.P.	Landing Craft	
2.P.1	Landing Craft	To delete underlying design rules as they are no longer applicable.
2.Q.	High Speed Craft (HSC)	
2.Q.1	HSC	To add new additional notation example
2.R.	Yacht	
2.R.1	Yacht	To clarify description of yacht notation. Corrigenda and to add explanation regarding the application of underlying rules of yacht notation on the remarks.
2.S	Floating Dock	
2.S.1	Floating Dock	To make editorial revisions to clarify the intent and purpose.
2.T.	Floating Offshore Structure	
2.T.1	Drilling Unit	
2.T.1.1	Self-Elevating Drilling Unit	Corrigenda
2.T.1.2	Column Stabilized Drilling Unit	Corrigenda
2.T.1.3.1	Drilling Vessel	Corrigenda
2.T.1.3.2	Drilling Barge	Corrigenda
2.T.2	Specific Offshore Unit	
2.T.2.1	Self-Elevating Unit	Corrigenda

2.T.2.2	Column Stabilized Unit	Corrigenda and to add new special notation of "Oil Storage Service" according to NE Jan 2025 Rules for Mobile Offshore Units (Pt.5, Vol.VI) To add new example notation
2.T.3	Floating Production Installation (FPI)	
2.T.3.1	Floating Offshore Installation (FOI)	To add new special notation and its definition. To supersede the description of the notation and include a new example of the notation.
2.T.3.2	Floating Production Storage and Offloading (FPSO)	To supersede the description of the notation and include a new example of the notation.
2.T.3.3	Floating Production and Offloading (FPO)	To supersede the description of the notation and include a new example of the notation.
2.T.3.4	Floating Storage and Offloading (FSO)	To supersede the description of the notation and include a new example of the notation.
2.T.4	Floating Offshore Liquefied Gas Terminal (FOLGT)	To supersede the description of the notation and include a new example of the notation.
2.X	Wing in Ground Craft (WIG Craft)	
2.X.1	WIG	Corrigenda
2.Y	Shiplift and Transfer System	
2.Y.1	Shiplift and Transfer System	Corrigenda
2.Y.2	Shiplift	Corrigenda
Section 3. Additional Notations		
3.A.	Additional Notation for Hull	
3.A.2	Special hull structural analysis or strengthening	To delete the additional notation "BC-A", "BC-B" and "BC-C".
3.A.5	Environmental protection and pollution control	To supersede underlying design rules of "BMW" additional notation. To add new additional notation "IHM" which stands for Inventory of Hazardous Materials.
3.A.7	Survey Arrangement	To add the new additional notation "HIMP," which stands for Hull Inspection and Maintenance Program.
3.A.11	Floating Offshore Structure	To supersede the description and underlying rules of additional notation "OHCM" To supersede the description and to add qualifiers of additional notation "POSMOSYS" To add new additional notation "TAM"
3.A.15	Operational Area	To supersede the title of subsection and to add new description of the additional notation with its underlying rules.

3.B.	Additional Notations for Machinery	
3.B.2	Navigation and manoeuvring	To delete the additional notation "ASSPRO" as this notation is no longer relevant.
3.B.5	Fire fighting	To add the new additional notation "FFCEV" related to ships carrying electric vehicles.

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Section 1 General Requirements and Guidance

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A. Introduction

1. Within the scope of classification, the characteristic features of hull, machinery and equipment are reflected in the character of classifications and **class** notations affixed to the character of classification.
2. Class notations are assigned in order to determine the applicable rule requirements for assignment and retention of class.
3. The ship or other type notations are defined based on e.g.:
 - type of cargo
 - number of passengers
 - the ability to execute special operations.
4. Due to the space restriction, the presentation of class notations in the Class Certificates and documents issued by BKI, in the Register of Vessels and in the electronic customer portals, may differ from the presentation in this Guidance.

5. Application

5.1 All ships and offshore units/installations admitted or being admitted to class after the effective date of **this** Guidance are to be assigned **with** class **designation** in accordance with **B.** to **J.**

5.2 **When changes occur to the notation set out in this Guidance, ships and offshore units/installations that have been assigned with notations in accordance with previous editions of this Guidance may continue to use their old notation until the next class renewal survey. During the class renewal survey, the old notation will be replaced with a new notation in accordance with the latest edition of this Guidance.**

Note:

At the owner's request, a change from former to current notations may be performed before the next class renewal survey.

When the previous notation has been removed and there is no equivalent to the new notation set out in the current edition of this Guidance, the previous notation will remain in use until the end of the ship's service life.

5.3 For existing ships and offshore units/installations including transfer of class ships or offshore units, the class designation will be assigned after the survey completion date.

For ships admitted to class by transfer of class in accordance with Rules for Classification and Survey (Pt.1, Vol.I), Sec. 2, D.2 - D.5, the class designation from the previous classification society will be matched with equivalent designation according to this Guidance. If there is no equivalent designation, the process for assigning designation will be carried out according to flow chart shown in Fig. 1.1.

5.4 For ships undergoing modifications resulting in changes or additions to the notations, the requirements of the underlying rules relevant to the new notations must be complied with.

5.5 The underlying rules in 5.4 are the applicable rules at the time the modification is performed, in accordance with the modification contract date between the owner and the shipyard.

B. Class Designation

1. All ships classed with BKI in accordance with the requirements of BKI Rules are to be assigned with class designations, as applicable.

- construction symbol
- class symbol
- anchoring equipment symbol
- service area symbol
- ship type notation
- special notation and/or additional notation

2. The class designations are to be granted for hull and/or machinery including electrical installations.

3. The presentation of class designation are as follows:

- Characters of class consists of construction symbol, class symbol, anchoring equipment symbol and range of service area symbol.
- Character of class will be shown in CAPITAL letter and **bold**.
- Class notations consists of ship type notation, qualifier and special/additional notation. Multiple ship type notations as well as additional notations are separated by comma and space.
- Class notations are printed either in CAPITAL or regular font, which one is applicable.

A) Class designation for hull

Character of class				Class notation				
Construction symbol	Class symbol	Anchoring equipment symbol	Service area symbol	Ship type 1 (Qualifier),	Special notation	and/or	Ship type 2 (Qualifier),	Special notation
				Additional notation (Qualifier)				

Examples:

✱ A100	①	P	Product Tanker (FP ≤ 60°C, ESP, Double hull, CSR) or Chemical Tanker (ESP, FP > 60°C), Type 2, 2G, Palm acid oil
			IW, RSD(F25), SPM(1), HBT

B) Class designation for machinery and electrical installation

Character of class		Class notation
Construction symbol	Class symbol	Additional notation (Qualifier)

Examples:

✱ SM	GF(DF), RP(1x%), INERT, OT, CM-PS
------	-----------------------------------

C. Construction Symbol

The construction symbol will be assigned for ships and offshore units/installations based on supervision of its construction according to BKI Technical Rules as given in Table 1.1.

Table 1.1 The symbol for supervision of construction

Symbol	Description
✱	Hull, machinery (including electrical) installations, and anchoring equipment have been constructed under the BKI supervision and in accordance with the BKI Rules at the shipyard, and/or subcontractors supplying construction components/hull sections, including on-site installation (for site specific offshore installations) and commissioning tests and trials of the offshore installation.
✱	Hull and machinery (including electrical) installations have been constructed under the supervision of and in accordance with the Rules of another recognized Classification Societies (IACS members). The classification notation which BKI considers having the equivalent intent will be assigned. Deviations from the BKI Rules may be accepted.
⊗	The mark ⊗ is assigned to the relevant part of the ship, where the procedure for the assignment of classification is other than ✱, ✱, but however deemed acceptable.
□	For the hull proof of subdivision and damage stability have been furnished. Example: ✱ or ✱

D. Class Symbol

The class symbols are to be assigned to ships and offshore units/installations as well as naval ships based on compliance of BKI Technical Rules related its hull, machinery including electrical installations with the condition as shown in Table 1.2.

Table 1.2 Class symbol

Part	Symbol	Definition
Hull	A100	The ship's hull fully comply with the requirements of BKI Technical Rules or other rules considered to be equivalent. For domestic ships in correspond to service area symbols namely P(ID) , L(ID) , and T(ID) in Table 1.5, the ship's hull fully comply with the requirements of Peraturan Kapal Domestik (Bag. 8, Vol. I) .
	A90	The ship's hull does not fully comply with the requirements of BKI Technical Rules; however, the Class may be maintained for a shorter period and/or with shorter survey intervals. The symbol 90 indicate the maintenance condition of the ship's hull in relation to the requirements of the BKI Technical Rules, taking into account the permissible corrosion and wear tolerances. For domestic ships in correspond to service area symbols namely P(ID) , L(ID) , and T(ID) in Table 1.5, the ship's hull not fully comply with the requirements of Peraturan Kapal Domestik (Bag. 8, Vol. I) where class is still maintained with shorter interval periods of survey.
	N100 (p)	The naval ship's hull fully complies with the requirements of the BKI Technical Rules or other rules considered to be equivalent. p as a figure is indicating the duration of the nominal Class period [years]. Normally p = 5, but BKI may agree to adjustment to the material and maintenance scheme of a Naval Administration. The nominal Class period can be reduced in exceptional cases and for a limited time, if the ship does not fully comply with the Rules but has been allowed to operate under restrictions, e.g. regarding the service range and/or weather conditions
Machinery	SM	The machinery including electrical installations fully complies with the requirements of BKI Technical Rules or other Rules considered to be equivalent. For domestic ships in correspond to service area symbols namely P(ID) , L(ID) , and T(ID) in Table 1.5, the ship's machinery including electrical installations fully complies with the requirements of Peraturan Kapal Domestik (Bag. 8, Vol. I) .
	A-SM	The machinery including electrical installations of non-self propelled or assisted propulsion system vessels and floating units fully comply with the requirements of the BKI Technical Rules or other Rules considered to be equivalent. For domestic ships in correspond to service area symbols namely P(ID) , L(ID) , and T(ID) in Table 1.5, The ship's machinery including electrical installations of non-self-propelled vessels fully complies with the requirements of Peraturan Kapal Domestik (Bag.8, Vol. I) .
	<u>SM</u> <u>A-SM</u>	The machinery including electrical installations does not fully comply with the requirements of BKI Technical Rules, but functional safety and general fitness for purpose are ensured for the envisaged service.

For naval ships applying non-naval rules, symbols as mentioned in Table 1.3 will be affixed after Class Symbol as shown in Table 1.2

Table 1.3 Additional class symbol for naval ships applying non-naval rules

Symbol	Definition
Sea-NH	The class symbol is affixed to N100(p) if the requirements for the ship's hull follow BKI Rules for non-naval ships or other Rules considered to be equivalent.
Sea-NM	The class symbol is affixed to SM if the requirements for the ship's machinery and systems follow BKI Rules for non-naval ships or other Rules considered to be equivalent.
Sea-NE	The class symbol is affixed to SM if the requirements for the ship's electrical installation and/or automation follow BKI Rules for non-naval ships or other Rules considered to be equivalent.
Sea-NQ	The class symbol is affixed to SM if the requirements for the ship's equipment follow BKI Rules for non-naval ships or other Rules considered to be equivalent.

E. Anchoring Equipment Symbol

A ship is to be assigned with anchoring equipment symbol to the hull part of class notation based on the arrangement of its anchoring equipment. Table 1.4 shows the symbol for anchoring equipment.

Table 1.4 Anchoring equipment symbol

Symbol	Description
For Seagoing Ships	
①	The anchoring equipment i.e. anchor, anchor chain cables and windlass fully comply with the requirement of BKI Technical Rules.
②	The anchoring equipment i.e. anchor, anchor chain cables and windlass of unmanned barge fully comply with the requirement of Rules for Hull (Pt. 1, Vol. II) Section 31 .
No symbol	The anchoring equipment symbol are not present for the ships without anchoring equipment, i.e. for unmanned barge (if requested by owner).
① _L or ① _F	The anchoring equipment symbol for fishing vessel complying with Rules for Fishing Vessels (Pt.1, Vol. XII) , Sec. 18, A.3 .
① _{SP}	The anchoring equipment symbol for the high speed craft equipped with anchoring equipment according to Rules for High Speed Craft (Pt. 3, Vol. III) , Table 13.1 .
For Domestic Ships	
(_{DN} 18), (_{DN} 28), (_{DN} 38)	<p>The anchoring equipments i.e. anchor, anchor chain cables and windlass fully comply with the requirement of Peraturan Kapal Domestik (Bag.8, Vol. I) Bab 2.D.3</p> <p>The number 18, 28 and 38 means the maximum permissible value of depth where the ship temporarily moored within a harbour or sheltered area when the ship is awaiting berth, tide, etc</p>
(_{LB} 18), (_{LB} 28), (_{LB} 38)	The anchoring equipments i.e. anchor, anchor chain cables and windlass of unmanned barge fully comply with the requirement of Peraturan Kapal Domestik (Bag. 8, Vol. I) Bab 2.D.4
(_{SD})	The anchoring equipments i.e. anchor, anchor chain cables and windlass fully comply with the requirement of Pedoman Kapal Sungai dan Danau (Bag.8, Vol. A) Bab 4.H .

Table 1.4 Anchoring equipment symbol (*continued*)

Symbol	Description
No Symbol	<p>The anchoring equipment symbol are not present for the ships without anchoring equipment (if requested by owner), i.e. :</p> <ul style="list-style-type: none"> – for unmanned barge. – for manned barge which is equipped with only one set of anchoring equipment. Refer to Peraturan Kapal Domestik (Bag. 8, Vol. I) Bab 2.D.4 – for ships and manned barge operated in river or lake subject to class approval.

F. Service Area Symbol

The following service area symbols will be assigned to the ships complying with requirements of BKI **Technical** Rules.

Table 1.5 Service area symbol

Symbol	Description	Applicable Rules							
		A	B	C	D	E	F	G	H
No symbol	Ships built in accordance with the Technical Rules for unlimited ocean service will have no service area symbol .	•	•				•	•	
P	<i>Restricted Ocean Service</i> , this range of service is limited. In general, to the trade along the coast, provided that the distance to the nearest port of refuge and the offshore distance are not exceeding 200 nautical miles, or the trade within South-East Asian waters, as well as trade within enclosed seas such as Mediterranean Sea, Black Sea, Caribbean Sea and waters with similar sea conditions.	•	•				•	•	
P(ID)	<i>Domestic Restricted Ocean Service</i> , this range of service is limited subject to Indonesian sea which are not exceeding 200 nautical miles from the nearest port of refuge and the offshore distance as well as to the trade within enclosed seas in Indonesian territory. This symbol may be applied for domestic waters other than Indonesian sea with similar sea conditions.								•
L	<i>Coastal Service</i> , this range of service is limited. In general, to the trade along the coast, provided that the distance to the nearest port of refuge and the offshore distance are not exceeding 50 nautical miles, as well as to the trade within enclosed seas, such as Riau Islands Sea territory. Where permissible distance of less than 50 nautical miles has been fixed for a ship, the relevant distance will be indicated in the Class Certificate, e. g. L (20) .	•	•				•	•	
L(ID)	<i>Domestic Coastal Service</i> , this range of service is limited subject to Indonesian sea which are not exceeding 50 nautical miles from the nearest port of refuge and the offshore distance. This symbol may be applied for domestic waters other than Indonesian sea with similar sea conditions. Where permissible distance of less than 50 nautical miles within domestic waters has been fixed for a ship, the relevant distance will be indicated in the Class Certificate, e. g. L(ID20) as to represents the symbol for a permissible distance of less than 20 nautical miles.								•

Table 1.5 Service area symbol (*continued*)

Symbol	Description	Applicable Rules							
		A	B	C	D	E	F	G	H
T	<i>Sheltered Water Service</i> , this range of service is limited to the trade in calm seas, bays, harbours or similar waters where there is no running of heavy seas.	•	•				•	•	
T(ID)	<i>Domestic Sheltered Water Service</i> , this range of service is limited to Indonesian sea for the trade in calm seas, bays, harbours or similar waters where there is no running of heavy seas.								•
D(...)	<p><i>Inland Waterway Service</i>, this range of service applies to vessels intended for operation in inland waters only. Inland waters shall comprise:</p> <ul style="list-style-type: none"> – all Indonesian inland water ways – other waters showing comparable conditions <p>The character D is completed, between brackets, with the significant wave height for which the ship has been calculated.</p> <p>D(0) is assigned to a ship having a structure with scantlings deemed suitable to navigate on still and smooth stretches of water.</p> <p>D(0,6) is assigned to a ship having a structure with scantlings deemed suitable to navigate on stretches of water where there may be strong currents and a certain roughness of the surface on which a maximum significant wave height of 0,6 m can develop.</p> <p>D(1,2) is assigned to a ship having a structure with scantlings deemed suitable to navigate on semi-maritime stretches of water or lakes on which a maximum significant wave height of 1,2 m can develop.</p> <p>D(2) is assigned to a ship having a structure with scantlings deemed suitable to navigate on semi-maritime stretches of water or lakes on which a maximum significant wave height of 2 m can develop.</p>			•					
SD	Assigned to a ship having a structure with scantlings deemed suitable to navigate on River, Lakes, Swamp and Canal with sign limitation regulated by the local administration.								•
I	Unrestricted voyages far away from coastlines, during which a vessel entirely left to its own devices has to be in a position to cope with emergency situations for prolonged periods, without relying on outside assistance.				•	•			
I (ID)	The same description to symbol I, but limited in Indonesia Sea								•
II	Voyages along the coastline but restricted to a sea area located at a distance not exceeding 200 nautical miles, measured from the main land and/or from offshore islands situated at a distance not exceeding 400 nautical miles from the main land and/or from another island.				•	•			
II (ID)	The same description to symbol II, but limited in Indonesia Sea								•

Table 1.5 Service area symbol (*continued*)

Symbol	Description	Applicable Rules							
		A	B	C	D	E	F	G	H
III	Voyages along the coastline confined to a sea area located at a distance of 20 nautical miles, measured from the main land and/or from offshore islands situated at a distance not exceeding 40 nautical miles from the main land and/or from another island.				•	•			
III (ID)	The same description to symbol III, but limited in Indonesia Sea								•
IV	Day trips between close ports along the coastline within a relatively protected area. However, voyages are restricted to a sea area located at a distance not exceeding 3 nautical miles, measuring from the main land and/or from offshore islands situated at a distance not exceeding 6 nautical miles from the main land and/or from another island.				•	•			
IV (ID)	The same description to symbol IV, but limited in Indonesia Sea								•
V	Trips on inland waterways and lakes. Also included are day trips off the coastline, confined to shallows and/or sea areas located at a distance not exceeding 0,75 nautical miles, measured from the shore and/or the main land.				•	•			
<p>A = Seagoing ships (Part 1) B = Rules for High Speed Craft (Pt.3, Vol.III) C = Inland Waterways Ships (Part 2) D = Guidance for FRP and Wooden Fishing Vessel up to 24 m (Pt.3, Vol.A) E = Rules for Small Vessels up to 24 m (Pt.3, Vol.VII) and Rules for Yacht (Pt.3, Vol.IX) F = Rules for Mobile Offshore Unit (Pt.5, Vol.VI) G = Naval Ships Technology (Pt.9) H = Kapal Domestik (Bag.8)</p> <p>Note:</p> <ul style="list-style-type: none"> For crew boat having the length up to 24 meters, the service area notation is I, II, III, IV, V and for the length of more than 24 meters the service area notation is no symbol, P, L, T. Range of service for Peraturan Kapal Domestik (Bag.8, Vol.I) covers Indonesian waters only based on Indonesian government regulations. 									

G. Ship Type Notations

Ship type notations are to be assigned to ships, offshore units/installations or other type structures to indicate that they comply with the requirements of underlying rules defined in Section 2. These notations are affixed to the hull class notation.

H. Qualifiers

- Class notations may have one or more qualifiers which as a supplementary symbol used to identify variants of the ship type notation, additional notation or a design parameter.
- Qualifier typically denotes differentiation in levels of complexity and/or special requirements or limitations and may be assigned as an additional requirements.
- Qualifiers are to be located immediately after a ship type notation as well as after an additional notation and are indicated in parenthesis. Multiple qualifiers are separated by comma and space.

4. The qualifiers applicable for each ship type notations and additional notations are set out in [Section 2](#) and [Section 3](#) respectively.

I. Special Notations

Special notation will be affixed to the class notation when specific features are applicable to the relevant ship type notation. These symbols might be related to the characteristic of the hull structures, types of cargo tank, nature of cargo etc., see [Section 2](#).

J. Additional Notations

When additional installations comply with the relevant requirements of **BKI Technical Rules**, the additional notation may be appended, see [Section 3](#).

K. Handling of Class Designation

The handling process of class **designation** is illustrated in the [Fig. 1.1](#).

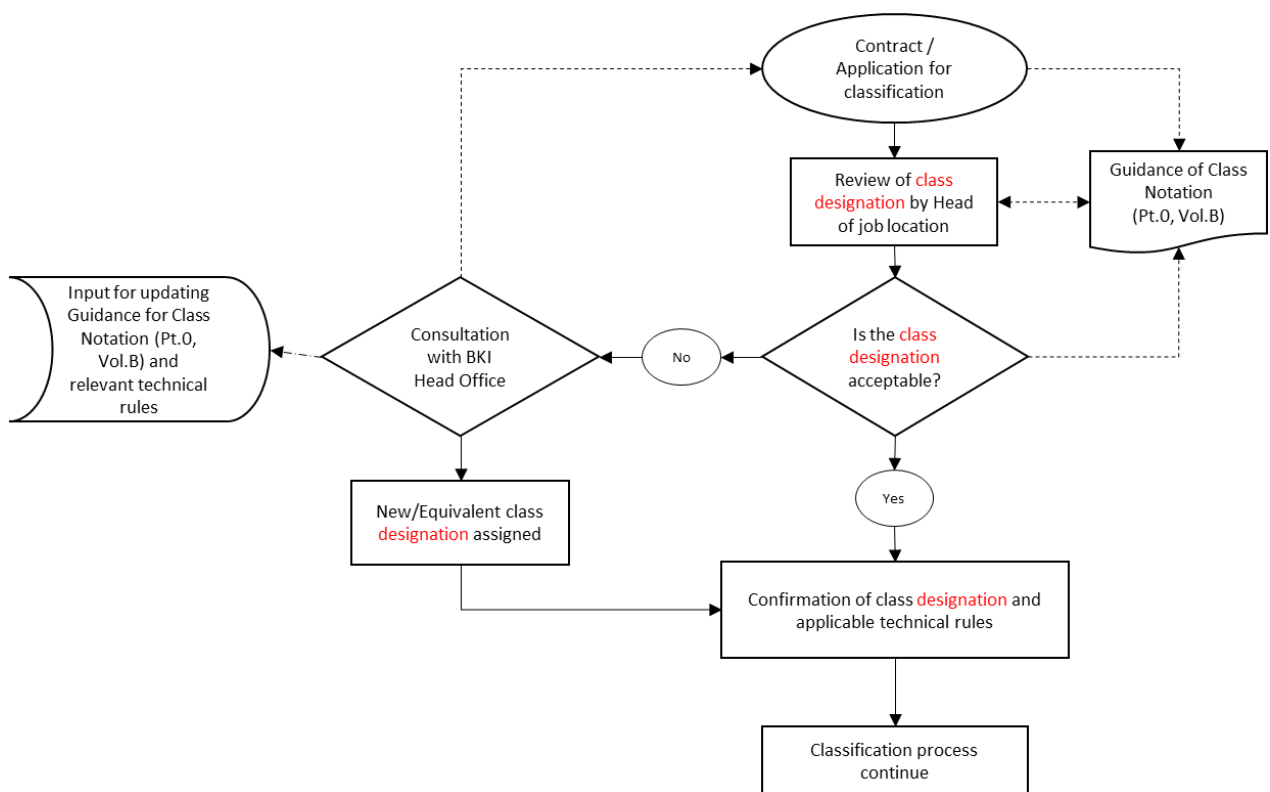


Fig. 1.1 Handling of class **designation**

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A. Introduction

1. The ship type notations are grouped and clustered by the type of vessel or offshore services.
2. The notations contained under the heading for each ship type are applicable only for such type of vessel.
3. A ship may be assigned with more than one ship type notation and special notation provided that all related Rules are met, and the following marks are to be applied for the separation:

Notations	Separation marks	Remarks
Ship type notation ¹	and	means the ship or unit can perform the operation for its given notation at the same time;
	or	means the ship or unit cannot perform the operation for its given notation at the same time.
Special notation	,	"Comma" means the ship or unit can perform the operation for its given notation at the same time;
	/	"slash" means the ship or unit cannot perform the operation for its given notation at the same time.
Qualifier	,	(comma)
Additional notation	,	(comma)
¹ Separation mark "and" is applicable only for ship having the same type of cargo e.g. liquid and liquid or solid and solid only. Note: The following ship type are permitted for the combination with and/or separation mark.		

Sec 2 Ship Type Notations

A

1. Oil **Tanker and** Bulk **Carrier and** Ore Carrier
2. Oil **Tanker** and Chemical Tanker
3. For High speed craft (HSC) notations, the separation mark “and” may be assigned with other ship type notations (e.g. Crew Boat).
4. For other possibilities of combination of ship type notations, may be accepted in case by case basis under BKI approval.

4. **When a ship is assigned more than one ship type notation, the requirements that must be met are the more stringent requirements.**

Example:

✱ A100	①	P	Oil Tanker (FP≤ 60°C, ESP, Double hull, CSR), Crude or Chemical Tanker (ESP, FP>60°C), Type 2, 2G, Palm acid oil.
			IW, RSD(F25), SPM(1), HBT

B. Dry cargo ship

1. General Dry Cargo Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
General Dry Cargo Ship	<ul style="list-style-type: none"> BC CH.XII Hatch coverless Hatch coverless, max Hs ...m 	<ul style="list-style-type: none"> Strengthened for Heavy Cargo 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 23 A and Sec.36 Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Peraturan Domestik (Bagian 8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-II. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

1.1 Description

General Dry Cargo Ship : Notation assigned to ships constructed for the carriage of unitized and dry bulk cargo.

1.2 Qualifier

- **BC CH.XII**: assigned to ships engaged in domestic Indonesian waterways as defined in Peraturan Kapal Domestik (Pt.8, Vol.I) Bab 1, whose typical midship section arrangement not constructed as General Dry Cargo Ship mentioned in 1.1 but comply with the requirements of Construction Rules in Pt. 1 Seagoing Ship and Solas Chapter XII and not subject to Enhanced Survey Program (ESP).
- **Hatch coverless** : assigned to hatchcoverless General Dry Cargo Ships equipped with the appropriate facilities subject to BKI approval¹.
- **Hatch coverless, max Hs...m**: assigned to General Dry Cargo Ships operating in domestic Indonesian waterways which are equipped with appropriate facilities and the operating conditions are restricted based on permissible significant wave height (Hs in meter), refers to Peraturan Kapal Domestik (Bag.8, Vol.I).

1.3 Special notation

- **Strengthened for Heavy Cargo** : Special notation for ships that occasionally or regularly carry heavy cargo, such as iron, ore, phosphate etc., the double bottom construction of which is strengthened. This special notation is not mandatory.

1.4 Additional notation

- **ECC** : Equipped for Carriage of Containers, see Section 3.A.3

The relevant additional notation for hull and machinery item, see Section 3.

¹ Requirements on MSC/Circ.608/Rev.1 may be applied. Refer to Rules for Hull (Pt.1, Vol.II) Sec.36

Sec 2 Ship Type Notations

B

Remarks:

1. *Example:*

✘	A100	①	P	General Dry Cargo Ship
✘	A100	①	P	General Dry Cargo Ship, Strengthened for Heavy Cargo
✘	A100	①	P	General Dry Cargo Ship (Hatch coverless), ECC
✘	A100	①	P(ID)	General Dry Cargo Ship (Hatch coverless, max Hs 7 m), ECC
✘	A100	①	P(ID)	General Dry Cargo Ship (BC CH.XII), ECC
✘	A100	(Isd)	SD	General Dry Cargo Ship (Hatch coverless), in Sungai Musi

2. Multi-Purpose Dry Cargo Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Multi-Purpose Dry Cargo Ship	N/A	<ul style="list-style-type: none"> Strengthened for Heavy Cargo Equipped for Carriage of RO-RO Cargo 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-II. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

2.1 Description

Multi-purpose Dry Cargo Ship : Notation assigned to ships constructed for the carriage of general and bulk cargo.

2.2 Qualifiers

- N/A

2.3 Special notation

- **Strengthened for Heavy Cargo** : assigned to ships that occasionally or regularly carry heavy cargo, such as iron, ore, phosphate etc., where the double bottom construction of which is strengthened. This Special notation is not mandatory.
- **Equipped for Carriage of RO-RO Cargo** : Assigned for Multi Purpose Dry Cargo Ships which are also equipped for the transport of trailers and motor vehicles without fuel in the tanks and which are for this purpose fitted with ramps and if applicable shell doors and strengthened according to the Rules.

2.4 Additional notation

- **ECC** : Equipped for Carriage of Containers, see [Section 3.A.3](#)

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

- The provisions of IMO resolution MSC.277(85) apply to ships, which occasionally carry dry cargoes in bulk, the keels of which are laid or which are at similar stage of construction on or after 1st July 2010.
- The resolution is non-mandatory in general. If a flag state considers the regulation as mandatory, all provisions are to be applied regardless of the length of the ship.
- The following application has to be used if flag state considers the regulation as non-mandatory:
 - Multi Purpose Dry Cargo Ships with ship length less than 150 m:
Generally, all provisions given for MPVs with $L < 150$ m shall be applied. A ship owner may refuse applying resolution MSC.277(85).
 - Multi Purpose Dry Cargo Ships with ship length of 150 m and upwards:

Sec 2 Ship Type Notations

B

It is recommended to apply all provisions given for MPVs with $L \geq 150$ m.

4. *Underlying rules for Special notation: Rules for Hull (Pt.1, Vol.II), Section 23.A.*

5. *Examples:*

✘	A100	①	P	Multi-Purpose Dry Cargo Ship, Strengthened for Heavy Cargo
✘	A100	①	P	Multi-Purpose Dry Cargo Ship ECC
✘	A100	①	P	Multi-Purpose Dry Cargo Ship ECC
✘	A100	①	P(ID)	Multi-Purpose Dry Cargo Ship, Strengthened for Heavy Cargo
✘	A100	(Isb)	SD	Multi-Purpose Dry Cargo Ship in Sungai Musi

3. Bulk Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Bulk Carrier	<ul style="list-style-type: none"> • ESP • Double Skin • CSR • BC CH.XII 	<ul style="list-style-type: none"> • Strengthened for heavy cargo • GRAB(X) • BC-A • BC-B • BC-C • {max cargo density .. t/m³} • {no MP} • {holds a, b .. may be empty} • {Block loading} 	<ul style="list-style-type: none"> • Rules for Hull (Pt.1, Vol.II) Sec. 23. • Rules for Machinery Installation (Pt.1, Vol.III) • Rules for Electrical Installations (Pt.1, Vol.IV) • Rules for Materials (Pt.1, Vol.V) • Rules for Welding (Pt.1, Vol.VI) • Rules for Bulk Carrier and Oil Tanker (Pt.1, Vol.XVII) • SOLAS Chapter XII • Peraturan Kapal Domestik (Bag.8, Vol.I) • Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> • Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I. • Peraturan Kapal Domestik (Bag.8, Vol.I) • Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

3.1 Description

Bulk Carrier : Notation assigned to ships constructed generally with single deck, double bottom, topside tanks and hopper side tanks in cargo spaces, and intended primarily to carry dry cargo in bulk.

Combination carriers are included.

3.2 Qualifiers

- **ESP** (Enhanced Survey Program) : The ship's hull and piping in way of cargo area will be surveyed according to an enhanced survey programme. Bulk carriers of 500 GRT/GT are affected there from only if these ships are constructed generally with single deck, double bottom, hopper side tanks, topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk.
- **Double Skin** : **to be** assigned in the following cases:
 - a) the ships, constructed before 1 July 1999, have double side skin construction,
 - b) 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,
 - c) 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
- **CSR** (Common Structural Rules) : Notation for Bulk Carriers having a length of 90 metres or above and for Oil Tankers and Product Tankers having a length of 150 m and above, contracted for construction on or after 1 April 2006 and being in compliance with [Rules for Bulk Carrier and Oil Tanker \(Pt.1, Vol.XVII\)](#).
- **BC Ch.XII**: **assigned** to ships engaged in domestic service in accordance with the [Peraturan Kapal Domestik \(Bag.8, Vol.I\) Bab.1](#), which are not constructed with the typical midship section arrangement as Bulk Carrier in [3.1](#) and comply with the requirements **of the Construction Rules** in Pt. 1 Seagoing Ship and Solas Chapter XII and not subject to Enhanced Survey Program (ESP).

3.3 Special notation

- **Strengthened for Heavy Cargo** : assigned to ships that occasionally or regularly carry heavy cargo, such as iron, ore, phosphate etc., where the double bottom construction of which is strengthened. This Special notation is not mandatory.
- **GRAB (X)** : assigned to ships with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons. This notation is mandatory for ships having one of the special notations **BC-A** or **BC-B** and these ships are to be complied with for an unladen grab weight X equal to or greater than:
 - A) 35 tons ships with $L \geq 250$ m,
 - B) 30 tons for ships with $200 \text{ m} \leq L < 250$ m,
 - C) 20 tons otherwise.
 For all other ships, the Notation GRAB [X] is voluntary.
- **BC-A** : assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of $1,0 \text{ t/m}^3$ and above with specified holds empty at maximum draught in addition to BC- B conditions
- **BC-B** : assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density of $1,0 \text{ t/m}^3$ and above with all cargo holds loaded in addition to BC-C conditions.
- **BC-C** : assigned to Bulk Carriers designed to carry dry bulk cargoes of cargo density less than $1,0 \text{ t/m}^3$.
- **{Maximum cargo density in t/m^3 }** : assigned for special notation BC-A and BC-B if the maximum cargo density is less than $3,0 \text{ t/m}^3$.
- **{no MP}** : assigned for Special notations BC-A, BC-B and BC-C, when the ship has not been designed for loading and unloading in multiple ports in accordance with the conditions specified in the Rules for Hull (Pt.1, Vol.II), Sec. 23.
- **{holds a, b .. may be empty}**: assigned for special notations BC-A.
- **{Block loading}** : assigned for special notation BC-A, when the ship is intended to operate in alternate block load condition.

3.4 Additional notation

The relevant additional notation for hull and machinery item, see Section 3.

Remarks:

1. Additional class notations **are** assigned to the ships designed for carriage of solid bulk cargoes and comply with Rules for Hull (Pt.1, Vol.I) Sec. 23.
2. For bulk carriers with $L \geq 90$ metres, according to the Common Structural Rules, the Special notation CSR will be assigned (see Section 3). Underlying rules for **this** special notations are :
 - Rules for Hull (Pt.1, Vol.II), Sec. 23.A.
 - Rules for Bulk Carrier and Oil Tanker (Pt.1, Vol.XVII.B) Pt.1 ,Ch.1, Sec.1.
3. Special notations **BC-A, BC-B and BC-C** are mandatory for bulk carriers having CSR notation and length $L \geq 150$ m. For non-CSR bulk carrier may be granted with those notations as requested by owner.
4. Example:

✱	A100	①	P	Bulk Carrier (ESP, Double skin, CSR), BC-A , {Holds no. 2, 4 may be empty}, GRAB(2)
✱	A100	①	P(ID)	Bulk Carrier (BC CH.XII), GRAB(2)

Pt	0	General	
Vol	B	Guidance for Class Notations	
Sec	2	Ship Type Notations	B
<hr/>			
✠	A100	(ISD) SD	Bulk Carrier (BC CH.XII), GRAB(2) in Sungai Musi
<hr/>			

4. Ore Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Ore Carrier	ESP	GRAB(X)	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II), Sec. 23 Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

4.1 Description

Ore Carrier : Notation assigned to ships specially designed for the carriage of bulk cargo and ore respectively and strengthened in accordance with the BKI Construction Rules.

4.2 Qualifiers

- **ESP** (Enhanced Survey Program) : The ship's hull and piping in way of cargo area will be surveyed according to an enhanced survey programme. Bulk carriers of 500 GRT/GT are affected there from only if these ships are constructed generally with single deck, double bottom, hopper side tanks, topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry **ore** cargoes in bulk.

4.3 Special notation

- **GRAB (X)** : assigned to ships with holds designed for loading/unloading by grabs having a maximum **specific weight** up to [X] tons.

4.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. This notation is mandatory for sea-going single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for carrying ore cargoes in the center hold only.
2. Example:

✱	A100	①	P	Ore Carrier (ESP), GRAB(2)
✱	A100	①	P(ID)	Ore Carrier (ESP), GRAB(2)
✱	A100	(ISD)	SD	Ore Carrier (ESP), GRAB(2) In Sungai Musi

5. “X” Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
“X” Carrier	N/A	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II), Sec. 23 Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

5.1 Description

“X” Carrier : Notation assigned to ships exclusively designed for the carriage of a single type of dry bulk cargo. “X” denotes the type of bulk cargo to be carried, limited to either, Woodchips, Cement, Fly ash, or Sugar.

This notation is mandatory unless ship type notation Bulk Carrier is assigned.

5.2 Qualifiers

– N/A

5.3 Special notation

– N/A

5.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✱	A100	①	P	Cement Carrier
✱	A100	①	P	Sugar Carrier
✱	A100	①	P(ID)	Sugar Carrier
✱	A100	(Isd)	SD	Sugar Carrier in Sungai Musi

6. Deck Cargo Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Deck Cargo Ship	N/A	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 23 A and Sec.36 Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Rules for Stowage and Lashing of Containers (Pt.4, Vol. I) Guidelines for the Carriage of Refrigerated Containers on Board Ships (Pt.1, Vol. 5) Peraturan Domestik (Bagian 8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-II. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

6.1 Description

Deck Cargo Ship: **Notation** assigned to ship that is designed to carry cargo exclusively above deck without any access for cargo below deck.

6.2 Qualifier

N/A

6.3 Special notation

N/A

6.4 Additional notation

- ECC : Equipped for Carriage of Containers, see [Section 3.A.3](#)

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✱	A100	①	P	Deck Cargo Ship ECC
✱	A100	①	P(ID)	Deck Cargo Ship ECC
✱	A100	(ISD)	SD	Deck Cargo Ship ECC, in Sungai Musi

C. Container Ships

1. Container Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Container Ship	<ul style="list-style-type: none"> Hatch coverless Hatch coverless, max Hs ...m 	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Rules for Container Ships (Pt.1, Vol.XVIII) Rules for Stowage and Lashing of Containers (Pt.4, Vol. I) Guidelines for the Carriage of Refrigerated Containers on Board Ships (Pt.1, Vol. 5) Peraturan Domestik (Bag. 8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau (Bag.8, Vol.1)

1.1 Description

Container Ship : Notation assigned to ship which characterized by fixed stowage appliances in the form of cell guides at the bulkheads as well as fixed container foundations on the inner bottom.

In addition, fixed appliances for stowage and lashing are provided on the upper deck and/or hatch covers. The transport of break bulk on the inner bottom may be accepted in special cases; the transport of bulk cargo is excluded.

1.2 Qualifiers

- **Hatch coverless**: Assigned to international voyage Container Ships equipped with the appropriate facilities. Refers to IMO MSC. Circ.608.
- **Hatch coverless, max Hs...m**: Assigned to Container ships operating in domestic Indonesian waterways which are equipped with appropriate facilities and the operating conditions are restricted based on permissible significant wave height (Hs in meter), refers to Peraturan Kapal Domestik (Bag.8, Vol.I).

1.3 Special notation

N/A

1.4 Additional notation

The relevant additional notation for to hull and machinery item, see Section 3.

Remarks:

1. The validity of the Notation depends on the exclusive use of container stowage and lashing elements approved by BKI and/or tested in accordance with *the Construction Rules*, as well as on the approval of the container stowage and lashing plan with parts lists.
2. Examples:

✠	A100	①	P	Container ship
✠	A100	①	P	Container ship (Hatch coverless)
✠	A100	①	P(ID)	Container ship (Hatch coverless, max Hs 5,5 m)
✠	A100	(IsD)	SD	Container ship (Hatch coverless, max Hs 5,5 m) in Sungai Musi

D. RO-RO Ship

1. RO-RO Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
RO-RO Ship	N/A	<ul style="list-style-type: none"> Car carrier Cargo carrier 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-II.

1.1 Description

RO-RO Ship : Notation assigned to ship which utilizes a loading ramp to enable wheeled vehicles to be rolled-on and rolled-off the ship.

1.2 Qualifiers

- N/A

1.3 Special notation

- **Car carrier** : Assigned to RO-RO ships other than car ferry intended primarily to carry vehicles on vehicle deck in roll-on and roll off system.
- **Cargo carrier** : Assigned to RO-RO 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.

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✱	A100	①	P	RO-RO Ship, Car carrier
✱	A100	①	P	RO-RO Ship, Car carrier, Cargo carrier

E. Passenger ships

1. Passenger Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Passenger Ship	N/A	<ul style="list-style-type: none"> • Cargo carrier • Car carrier • Ferry • Recreational 	<ul style="list-style-type: none"> • Rules for Hull (Pt.1, Vol.II) • Rules for Machinery Installation (Pt.1, Vol.III) • Rules for Electrical Installations (Pt.1, Vol.IV) • Rules for Materials (Pt.1, Vol.V) • Rules for Welding (Pt.1, Vol.VI) • Rules for High Speed Craft (Pt 3, Vol. III) • SOLAS Convention Ch. II-1 and II-2. • Peraturan Kapal Domestik (Bag.8, Vol.I) • Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> • Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. • For the Indonesian flag, Rules for Classification and Survey (Pt.1, Vol.I) Sec. 5 is to be observed. • Peraturan Kapal Domestik (Bag.8, Vol.I) • Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

1.1 Description

Passenger Ship : Notation assigned to ship which carries more than 12 passengers. Passenger is every person other than:

- the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship, and
- a child under one year of age.

Ships shall comply with the construction rules for carriage and /or accommodation of passengers and with the applicable requirements of the Chapters II-1 and II-2 of the SOLAS Convention. For domestic passenger ships, exemption from these requirements may be granted only within the framework of options given therein and are subject of approval by the competent Administration.

1.2 Qualifiers

- N/A

1.3 Special notation

- **Cargo carrier**: Assigned to passenger ship carrying general cargoes.
- **Car carrier**: Assigned to passenger ship carrying vehicle on deck.
- **Ferry**: Assigned to ship which carries more than 12 passengers and vehicles, especially engaged short services between two or three harbours regularly, subject to the corresponding National Regulations.
- **Recreational**: Assigned to passenger ship for recreational purpose only and granted by administration for exemption from SOLAS requirements.

1.4 Additional notation

- **ECC** : Equipped for Carriage of Containers, see [Section 3.A.3](#)

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. *Example:*

✖	A100	①	P	Passenger Ship
✖	A100	①	P	Passenger Ship, Cargo Carrier
✖	A100	①	P	Passenger Ship, Container Carrier
✖	A100	①	P	Passenger Ship, Car Carrier
✖	SM			FF1, FFCEV(DEP, FE)
✖	A100	①	P	Passenger Ship, Cargo Carrier, Car Carrier ECC
✖	A100	①	P	Passenger Ship, Ferry
✖	SM			FF1, FFCEV(DEP, FE)
✖	A100	①	L(ID)	Passenger Ship, Recreational
✖	A100	(ISD)	SD	Passenger Ship, Ferry in Danau Toba

2. RO-RO Passenger Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
RO-RO Passenger Ship	<ul style="list-style-type: none"> Open space Enclosed space 	<ul style="list-style-type: none"> Ferry 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) SOLAS Convention Ch. II-1 and II-2. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. For the Indonesian flag, Rules for Classification and Survey (Pt.1, Vol.I) Sec. 5 is to be observed. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

2.1 Description

RO-RO Passenger Ship: Assigned to passenger ships which are utilizes a loading ramp and specially designed and constructed for the carriage of vehicles, and cargo in pallet form or in container, and loaded and unloaded by wheeled vehicles.

2.2 Qualifiers

- **Open space** : Assigned to ship which have following criteria:

- A) The bulkhead is not provided at the end of fore and after, and openings are not provided on the shell plating of vehicle area. In this case, the area of openings on the upper deck of considering area is to be comply with the followings.

$$\frac{a}{A} \geq \frac{1}{2}$$

a = area of opening on the upper deck

A = area of vehicle deck

- B) When the openings are provided on the both side shell plating in vehicle area, the area of opening is comply with the following.

$$\frac{a}{A} + \frac{5}{3} \cdot \frac{S_a}{S_A} \geq \frac{1}{2}$$

a,A = as specified in A)

S_a = area of opening on one side in vehicle area.

S_A = area of shell plating on one side in vehicle area.

- **Enclosed space** : Assigned to ship which closed space with weathertight other than above mentioned (open space).

2.3 Special notation

- **Ferry:** Assigned to ship which carries more than 12 passengers and vehicles, especially engaged short services between two or three harbours regularly, subject to the corresponding National Regulations.

2.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✠	A100	①	P	RO-RO Passenger Ship (Open Space), Ferry
✠	A100	①	P	RO-RO Passenger Ship (Enclosed Space), Ferry
✠	A100	①	L(ID)	RO-RO Passenger Ship (Enclosed Space), Ferry
✠	A100	(Isd)	SD	RO-RO Passenger Ship (Enclosed Space), Ferry in Danau Toba

3. Passenger Boat

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Passenger Boat	N/A	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Rules for High Speed Craft (Pt 3, Vol. III) Rules for Small Vessel up to 24 m (Pt.3 Vol.VII) SOLAS Convention Ch. II-1 and II-2. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. For the Indonesian flag, Rules for Classification and Survey (Pt.1, Vol.I) Sec. 5 is to be observed. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

3.1 Description

Passenger boat: Notation assigned to passenger ship with length less than 24 m which carries more than 12 passengers. Passenger is every person other than:

- the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship, and
- a child under one year of age.

Ships shall comply with the construction rules for carriage and /or accommodation of passengers and with the applicable requirements of the Chapters II-1 and II-2 of the SOLAS Convention. For domestic passenger ships, exemption from these requirements may be granted only within the framework of options given therein and are subject of approval by the competent Administration.

3.2 Qualifiers

- N/A

3.3 Special notation

- N/A

3.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

- Example:

✱	A100	①	II	Passenger Boat
✱	A100	②	L(ID)	Passenger Boat HSDE (max Hs 1,5 m)

<div><div>✱</div><div>A100</div><div>(ISD)</div></div>	<div>SD</div>	<div>Passenger Boat</div> <div>HSDE (max Hs 0,8 m), in Danau Toba</div>
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4. RO-RO Passenger Boat

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
RO-RO Passenger Boat	<ul style="list-style-type: none"> Open space Enclosed space 	<ul style="list-style-type: none"> Ferry 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Welding (Pt.1, Vol.VI) Rules for High Speed Craft (Pt 3, Vol. III) Rules for Small Vessel up to 24 m (Pt.3 Vol.VII) SOLAS Convention Ch. II-1 and II-2. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. For the Indonesian flag, Rules for Classification and Survey (Pt.1, Vol.I) Sec. 5 is to be observed. Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

4.1 Description

RO-RO Passenger boat: Assigned to passenger ships with length less than 24 m which are utilizes a loading ramp and specially designed and constructed for the carriage of vehicles, and cargo in pallet form or in container, and loaded and unloaded by wheeled vehicles.

4.2 Qualifiers

- **Open space:** Assigned to ship which have following criteria:

- A) The bulkhead is not provided at the end of fore and after, and openings are not provided on the shell plating of vehicle area. In this case, the area of openings on the upper deck of considering area is to be comply with the followings.

$$\frac{a}{A} \geq \frac{1}{2}$$

a = area of opening on the upper deck

A = area of vehicle deck

- B) When the openings are provided on the both side shell plating in vehicle area, the area of opening is comply with the following.

$$\frac{a}{A} + \frac{5}{3} \cdot \frac{S_a}{S_A} \geq \frac{1}{2}$$

a,A = as specified in A)

S_a = area of opening on one side in vehicle area.

S_A = area of shell plating on one side in vehicle area.

- **Enclosed space:** Assigned to ship which closed space with weathertight other than above mentioned (open space).

4.3 Special notation

- **Ferry**: Assigned to ship which carries more than 12 passengers and vehicles, especially engaged short services between two or three harbours regularly, subject to the corresponding National Regulations.

4.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✠ A100	①	II	RO-RO Passenger boat (Open Space), Ferry
✠ A100	①	III	RO-RO Passenger boat (Enclosed Space), Ferry
✠ A100	①	III(ID)	RO-RO Passenger boat (Enclosed Space), Ferry
✠ A100	(Isd)	SD	RO-RO Passenger boat (Enclosed Space), Ferry in Danau Toba

F. Oil Tanker

1. Oil Tanker

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Oil Tanker	<ul style="list-style-type: none"> ESP FP ≤ 60 °C FP > 60 °C CSR 	<ul style="list-style-type: none"> Crude 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24. Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Bulk Carrier and Oil Tanker (Pt.1, Vol.XVII) Peraturan Kapal Domestik (Bag.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Welding (Pt.1, Vol.VI) Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I. Peraturan Kapal Domestik (Bag.8, Vol.I)
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Storage Service 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Annex 2 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Annex 2

1.1 Description

Oil Tanker : Notation assigned to ship constructed primarily to carry **crude** oil in bulk in its cargo spaces. **Crude oil means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation.**

The notation Oil Tanker shall be followed by either Crude or Storage Service as special notation.

1.2 Qualifiers

- **FP ≤ 60 °C** : assigned to Tankers intended to carry oil in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C** : **assigned to tankers** intended to carry **oil in bulk** having a flash point (closed cup test) above 60°C only.
- **ESP** (enhanced survey programme): The ship's hull and piping in way of cargo area will be surveyed according to an enhanced survey programme. This qualifier is mandatory for all Oil Tankers, Product Tankers and Chemical Tankers of 500 GRT/GT and above.

1.3 Special notation

- **Crude** : assigned to tankers carrying crude oil in bulk primarily.
- **Storage Service** : assigned to tanker and operating in oil storage service **stationed at a single location** in accordance with the requirements **Guidelines for Floating Production Installation (Pt.5, Vol.3), Annex 2**. **If ship transits between ports or different sites and carries cargo between ports or sites the classification will be suspended. Information regarding the location of stationed ship is to be stated in the survey status.**

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. *Examples:*

✱	A100	①	P	Oil Tanker (ESP, CSR, FP > 60 °C), Crude
✱	A100	①	P	Oil Tanker (FP > 60 °C), Storage Service
✱	SM			
✱	A100	①	P(ID)	Oil Tanker (ESP, FP > 60 °C), Crude

2. Product Tanker

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Product Tanker	<ul style="list-style-type: none"> ESP FP ≤ 60 °C FP > 60 °C CSR 	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24. Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Materials (Pt.1, Vol.V) Rules for Bulk Carrier and Oil Tanker (Pt.1, Vol.XVII) Peraturan Kapal Domestik (Bag.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Welding (Pt.1, Vol.VI) Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I. Peraturan Kapal Domestik (Bag.8, Vol.I)
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	Storage Service	Guidelines for Floating Production Installation (Pt.5, Vol.3) Annex 2	Guidelines for Floating Production Installation (Pt.5, Vol.3) Annex 2

2.1 Description

Product Tanker: Notation assigned to ship constructed primarily to carry product oil in bulk in its cargo spaces. Product oil means oil other than “crude oil” in accordance with Rules for Hull (Pt.1, Vol.II) Sec.24, A.2.1.

2.2 Qualifiers

- **FP ≤ 60 °C** : assigned to tankers intended to carry product oil in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C** : assigned to tankers intended to carry product oil in bulk having a flash point (closed cup test) above 60°C only
- **ESP** (enhanced survey programme): The ship's hull and piping in way of cargo area will be surveyed according to an enhanced survey programme. This qualifier is mandatory for all Oil Tankers, Product Tankers and Chemical Tankers of 500 GRT/GT and above.

2.3 Special notation

- **Storage Service:** assigned to tanker and operating in oil storage service stationed at a single location in accordance with the requirements Guidelines for Floating Production Installation (Pt.5, Vol.3), Annex 2. If ship transits between ports or different sites and carries cargo between ports or sites the classification will be suspended. Information regarding the location of stationed ship is to be stated in the survey status.

2.4 Additional notation

Concerning to hull and machinery item, see Section 3.

Remarks:

1. Examples:

✖ A100	①	P	Product Tanker (ESP, CSR, FP ≤ 60 °C),
✖ A100	①	P	Product Tanker (ESP, FP >60 °C)

✖	A100	①	P(ID)	Product Tanker (ESP, FP ≤ 60 °C)
✖	A100	(L _W -38)	P(ID)	Product Tanker (ESP, FP > 60 °C)
✖	A100	①	P	Product Tanker (FP ≤ 60 °C), Storage Service
✖	SM			

3. Oil Storage Service

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Oil Storage Service	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	N/A	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3, Annex 2 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt. 5, Vol. I) Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3, Annex 2

3.1 Description

Oil Storage Service: This notation is assigned to tanker **constructed with single hull or** has reached its MARPOL phase-out date and will be used in oil storage service **stationed at a single location** in accordance with the requirements of [Guidelines for Floating Production Installations \(Pt.5, Vol.3\), Annex 2](#).

If ship transits between ports or different sites and carries cargo between ports or sites the classification will be suspended. Information regarding the location of stationed ship are to be stated in the survey status.

3.2 Qualifiers

- FP ≤ 60 °C : assigned to tankers intended to carry oil in bulk having a flashpoint (closed cup test) on and below 60°C.
- FP > 60 °C : assigned to tankers intended to carry oil in bulk having a flash point (closed cup test) above 60°C only

3.3 Special notation

N/A

3.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✘ A100 ⓘ Oil Storage Service
IW

✘ SM

✘ A100 ⓘ Oil Storage Service
IW

✘ SM

G. Chemical Tanker

1. Chemical Tanker

Notation	Qualifier	Special notation			Underlying rules/requirements	
					Design	Survey
Chemical Tanker	<ul style="list-style-type: none">ESPFP ≤ 60 °CFP > 60 °C	Type of ship ¹	Type of tank	<i>Specific cargo e.g Palm acid oil,...</i>	<ul style="list-style-type: none">Rules for Ships Carrying Dangerous Chemical in Bulk (Pt.1, Vol.X)	<ul style="list-style-type: none">Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I.
		<ul style="list-style-type: none">Type 1Type 2Type 3	<ul style="list-style-type: none">1G2G1P			
1 only type 2 and type 3 may be combined						

1.1 Description

Chemical Tanker : Notation assigned to ship which are constructed or adapted for the carriage in bulk any liquid product listed in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Section 17](#).

1.2 Qualifiers

- **FP ≤ 60 °C** : assigned to tankers intended to carry **liquids** in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C** : **assigned to tankers** intended to carry liquids **in bulk** having a flash point (closed cup test) above 60°C only
- **ESP** (enhanced survey programme): The ship's hull and piping in way of cargo area will be surveyed according to an enhanced survey programme. This qualifier is mandatory for all Oil Tankers, Product Tankers and Chemical Tankers of 500 GRT/GT and above.

1.3 Special notation

1.3.1 Type of ship

- **Type 1**: Assigned to chemical tanker intended to transport Section 17 products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo.
- **Type 2**: Assigned to chemical tanker intended to transport Section 17 products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo.
- **Type 3**: Assigned to chemical tanker intended to transport Section 17 products with sufficiently severe environmental and safety hazards which require a moderate degree of containment to increase survival capability in a damaged condition.

1.3.2 Type of tank

- **1** : Independent tank means a cargo containment envelope which is not contiguous with, or part of, the hull structure.
- **2** : Integral tank means a cargo containment envelope which forms part of the ship's hull and which may be stressed in the same manner and by the same loads which stress the contiguous hull structure and which is normally essential to the structural completeness of the ship's hull.
- **G** : Gravity tank means a tank having a design pressure not greater than 0,07 Mpa gauge at the top of the tank. A gravity tank may be independent or integral.

- **P** : Pressure tank means a tank having a design pressure greater than 0,07 Mpa gauge. A pressure tank shall be an independent tank and shall be of a configuration permitting the application of pressure-vessel design criteria according to recognized standards.

1.3.3 Specific cargo

Assigned to one or more specific cargo specified in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Section 17](#).

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example:

✘	A100	①	P	Chemical Tanker (ESP, FP > 60°C), Type 2, 2G, Palm acid oil
✘	A100	①	P	Chemical Tanker (ESP, FP > 60°C), Type 2, 2G, Palm acid oil or Product Tanker (ESP, CSR, FP ≤ 60°C)
✘	A100	①		Chemical Tanker (ESP, FP ≤ 60 °C), Type 2 / Type 3

2. NLS Tanker

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
NLS Tanker	<ul style="list-style-type: none"> FP < 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Z(18) 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24. Rules for Ships Carrying Dangerous Chemical in Bulk (Pt.1, Vol.X), Sec.18 MARPOL 73/78 Annex II, Reg.6 category Z IBC Code Chapter 18 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3

2.1 Description

NLS Tanker : Notation assigned to ship which are constructed or adapted to carry a cargo of Noxious Liquid Substances in bulk classified as pollution category Z **which** specified in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\), Section 18](#).

The notation NLS Tanker shall be followed by **Z(18)** as special notation.

2.2 Qualifiers

- **FP ≤ 60°C** : assigned to tankers intended to carry liquids in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60°C** : assigned to tankers intended to carry liquids in bulk having a flash point (closed cup test) above 60°C only

2.3 Special notations

- **Z(18)** : Ships carrying chemical with pollutant category Z which mentioned in [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\), Section 18](#).

2.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Noxious Liquid Substance in this context means any substance indicated in the Pollution Category column of the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Sec.18](#), as falling into Category Z.
2. Example:

✱ A100 ⓘ P NLS Tanker (FP > 60°C), Z(18)

H. Tanker for Special Cargo

1. Tanker

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Tanker	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	(Special cargo e.g. Apple Juice,...)	<ul style="list-style-type: none"> Rules for Ships Carrying Dangerous Chemical in Bulk (Pt.1, Vol.X), Sec. 18 Rules for Hull (Pt.1, Vol.II), Sec.24 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3
	N/A	<ul style="list-style-type: none"> Asphalt Edible oil 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II), Sec.24 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3

1.1 Description

Tanker : Notation assigned to ship which are constructed or adapted to carry liquids of different properties and presenting hazards different from the criteria of oil (See [Rules for Hull \(Pt.1, Vol.II\) Sec. 24.A.1.2](#))

1.2 Qualifiers

- **FP ≤ 60°C**: assigned to tankers intended to carry **liquids** in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60°C**: **assigned to tanker** intended to carry liquids **in bulk** having a flash point (closed cup test) above 60°C only

1.3 Special notation

- **Special cargo**: assigned to Tankers intended to carry Liquid Substances in bulk (except chemicals listed in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Sec. 17](#)), classified as pollution category OS, which are not subject to IBC Code, and specified in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\), Sec. 18](#).
- **Asphalt** : assigned to Tankers intended to carry Asphalt
- **Edible Oil** : assigned to Tankers intended to carry Edible Oil

1.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✘ A100 ① P Tanker, Apple Juice

✘ A100 ① P Tanker, Asphalt

I. Liquefied Gas Carrier (LNG & LPG Carrier)

1. Liquefied Gas Carrier

Notation	Qualifier	Special notation		Underlying rules/requirements	
				Design	Survey
Liquefied Gas Carrier	N/A	Type of ship <ul style="list-style-type: none">• 1G• 2G• 2PG• 3G	Type of tank <ul style="list-style-type: none">• 1A• 1B• 1C• 2I• 3M• 3SM	<ul style="list-style-type: none">• Rules for Ships Carrying Liquefied Gases in Bulk (Pt.1, Vol.IX).	<ul style="list-style-type: none">• Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I.
		Special notation for LPG carrier <ul style="list-style-type: none">• LPG			
		Special notation for Machinery <ul style="list-style-type: none">• RI			

1.1 Description

Liquefied Gas Carrier : Notation assigned to ships constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in the [Rules for Ships Carrying Liquefied Gases in Bulk \(Pt.1, Vol.IX\) Section 19](#).

1.2 Qualifiers

- N/A

1.3 Special notation

1.3.1 Type of ship

- **Type 1G** : Assigned to gas carrier intended to transport the products indicated in [Rules for Ships Carrying Liquefied Gases in Bulk \(Pt.1, Vol.IX\) Section 19](#) that require maximum preventive measures to preclude their escape.
- **Type 2G** : Assigned to gas carrier intended to transport the products indicated in [Rules for Ships Carrying Liquefied Gases in Bulk \(Pt.1, Vol.IX\) Section 19](#), that require significant preventive measures to preclude their escape.
- **Type 2PG** : Assigned to gas carrier of 150 m in length or less intended to transport the products indicated in Section 19 that require significant preventive measures to preclude their escape, and where the products are carried in type C independent tanks designed for a MARVS of at least 0,7 Mpa gauge and a cargo containment system design temperature of -55°C or above. A ship of this description that is over 150 m in length is to be considered a type **2G** ship.
- **Type 3G** : Assigned to gas carrier intended to carry the products indicated in [Rules for Ships Carrying Liquefied Gases in Bulk \(Pt.1, Vol.IX\) Section 19](#) that require moderate preventive measures to preclude their escape.

1.3.2 Type of tank

- **1A** : Assigned to ships having a type A independent tank or tanks primarily designed using classical shipstructural analysis procedures in accordance with [Rules for Hull \(Pt. 1, Vol II\) Sec.24](#). Where such

tanks are primarily constructed of plane surfaces, the design vapour pressure P_o shall be less than 0,07 Mpa.

- **1B** : Assigned to ship having a type B independent tanks or are tanks designed using model tests, refined analytical tools and analysis methods to determine stress levels, fatigue life and crack propagation characteristics. Where such tanks are primarily constructed of plane surfaces (prismatic tanks), the design vapour pressure P_o shall be less than 0,07 Mpa.
- **1C** : Assigned to ship having a type C independent tanks which is based on pressure vessel criteria modified to include fracture mechanics and crack propagation criteria.
- **2I** : Assigned to ship having integral tank that form a structural part of the hull and are influenced in the same manner by the loads that stress the adjacent hull structure.
- **3M** : Assigned to ship having membrane tank or non-self-supporting tanks that consist of a thin liquid and gastight layer (membrane) supported through insulation by the adjacent hull structure.
- **3SM** : Assigned to ship having semi-membrane tank or non-self-supporting tanks in the loaded condition and consist of a layer, parts of which are supported through insulation by the adjacent hull structure.

1.3.3 Special notation for LPG carrier

- **LPG**: Assigned to liquefied gas carrier carrying only propane and butane.

1.3.4 Special notation for machinery installation

- **RI**: Special notation for the machinery installation assigned to liquefied gas carrier and equipped with refrigeration installation system for cooling (reliquefaction) of their cargo in accordance with [Rules for Ships Carrying Liquefied Gases in Bulk \(Pt.1, Vol.IX\)](#).

1.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✱	A100	①	P	Liquefied Gas Carrier, 2G, 1C,
✱	A100	①	P	Liquefied Gas Carrier, LPG
✱	SM			RI

J. Compressed Natural Gas Carrier

1. CNG Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
CNG Carrier Mandatory: Yes	N/A	N/A	<ul style="list-style-type: none"> Guidelines for Ships Intended to Carry Compressed Natural Gases in Bulk (Pt.1, Vol.10) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Sec. 4-I.

1.1 Description

CNG Carrier : Notation assigned to ship that is designed and constructed for the transportation in bulk of compressed natural gas in accordance with the [Guidelines for Ships Intended to Carry Compressed Natural Gases Carrier \(Pt.1, Vol.10\)](#).

1.2 Qualifiers

- N/A

1.3 Special notation

- N/A

1.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

- Example:

✱ A100 ⓘ P CNG Carrier

K. Vessel for Special Operations

1. Tugs

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
TUG	N/A	<ul style="list-style-type: none"> • Active Escort • Escort • Pusher (Type A) • Pusher (Type B) 	<ul style="list-style-type: none"> • Rules for Hull (Pt.1, Vol.II) Sec. 27. 	<ul style="list-style-type: none"> • Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.
		<ul style="list-style-type: none"> • Fire Fighter • FFC 	<ul style="list-style-type: none"> • Guidance for Equipment on Fire Fighting Ships (Pt.4, Vol.C) 	

1.1 Description

TUG : Notation assigned to ships primarily designed for towing and/or pushing operations or assisting other vessels or floating objects in manoeuvring complying with the requirement of [Rules for Hull \(Pt.1, Vol.II\) Section 27](#).

1.2 Qualifiers

- N/A

1.3 Special notation

- **Active Escort** : Notation for tugs actively assisting a vessel during ahead voyage and manoeuvring by means of a permanent rope connection to the stern of the escorted vessel and complying with the requirement of [Rules for Hull \(Pt.1, Vol.II\) Section 27.H](#).

The characteristics of this notation is to be determined by approved full scale trials, as follows:

- A) maximum steering force T_{ey} [kN] at a test speed of advance V_t [kn], normally 8 to 10 knots,
- B) manoeuvring time t [s],
- C) manoeuvring coefficient $K = 31 / t$ [–] or 1, whichever is less.

- **Escort** : Notation for tugs which not comply with the requirement of Active escort tug
- **Pusher (Type A)**: Notation assigned to tugs operating as pusher unit with (integrated) permanent connection.
- **Pusher (Type B)**: Notation assigned to tugs operating as pusher unit with (articulated) removable connection.
- **Fire Fighter**: Notation for tugs with additional fire fighting operation. These ships fitted with equipment complying with the [Guidance for Equipment on Fire Fighting Ships \(Pt.4, Vol.C\)](#) will, depending on the size and purpose of the equipment provided, have one of the additional notations in [1.4](#) affixed to the Character of Classification for the machinery installation.
- **FFC**: Notation for tugs equipped with some fire fighting capability in addition to their regular service, but not in full compliance with or not specifically built for the service intended to be covered by the [Guidance for Equipment on Fire Fighting Ships \(Pt.4, Vol.C\)](#).

1.4 Additional notation

- **FF1**: Equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.
- **FF2**: Equipment for sustained fighting of large fires and for cooling parts of the installation on fire.
- **FF3**: Corresponding to **FF2**, but with greater fire-extinguishing capacity and more comprehensive fire-extinguishing equipment.
- **FF1/2** or **FF1/3**: Equipment corresponding to **FF2** or **FF3** and additionally suited for rescue operations as per **FF1**.

The relevant additional notation for hull and machinery item, see [Section 3](#)

Remarks:

1. Examples:

✖	A100	①	P	TUG
✖	A100	①	P	TUG, Active Escort
✖	A100	①	P	TUG, Pusher (Type A)
✖	A100	①	P	TUG, Fire Fighter
✖	SM			FF2
✖	A100	①	P	TUG, FFC

2. Special Service Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Special Service Ship	• SPS	<ul style="list-style-type: none"> Deck Cargo Research Seismic Survey Fish Carrier Pilot Mooring Hospital Diving Support Fire Fighter FFC Training Rescue Lifeboat 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 29-II. Code of Safety for Special Purpose Ship, 2008 (SPS Code) Rules for High Speed Craft (Pt.3, Vol.III) Guidance for Equipment on Fire Fighting Ship (Pt.4, Vol.C) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.
		<ul style="list-style-type: none"> Skimmer (specific function) 	<ul style="list-style-type: none"> Rules for Small Vessel up to 24 m (Pt.3, Vol.VII) 	
		<ul style="list-style-type: none"> Cable layer Pipe layer Well stimulation Offshore Crane Power Service 	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Sec. 3.I Rules for Mobile Offshore Unit (Pt.5, Vol.VI), Sec.2
		<ul style="list-style-type: none"> Aquaculture 	<ul style="list-style-type: none"> Guidelines for Aquaculture (Pt.5, Vol.4) 	<ul style="list-style-type: none"> Guidelines for Aquaculture (Pt.5, Vol.4)

2.1 Description

Special Service Ship : to be assigned to ships designed for carrying out intended special service.

2.2 Qualifiers

- **SPS** : Ships carrying special personnel who are neither crew members nor passengers in accordance with [Rules for Hull \(Pt. 1, Vol. II\), Sec.29.II](#).

Special personnel means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship.

2.3 Special notation

- **Deck Cargo** : to be assigned to ship carrying cargo on deck
- **Research** : to be assigned to research ships.
- **Seismic Survey** : to be assigned to seismic survey ships.
- **Fish Carrier** : to be assigned to fish carrier.
- **Pilot** : to be assigned to pilot ships.
- **Mooring** : to be assigned to mooring ships

- **Hospital** : to be assigned to hospital ships
- **Diving Support** : to be assigned to ships carrying out special purpose related diving support matters.
- **Fire Fighter** : to be assigned to fire-fighting ships. These ships fitted with equipment complying with the Regulation for Equipment on Fire Fighting Ships will, depending on the size and purpose of the equipment provided, have one of the additional notations in 2.4 affixed to the Character of Classification for the machinery installation.
- **FFC**: Notation for ship equipped with some fire fighting capability in addition to their regular service, but not in full compliance with or not specifically built for the service intended to be covered by the [Guidance for Equipment on Fire Fighting Ships \(Pt.4, Vol.C\)](#).
- **Skimmer (specific function)**: to be assigned to skimmer vessel intended to carry out specific function such as for trash, oil, etc.
- **Well Stimulation** : notation for self-propelled ship type vessels equipped for intervention at subsea wells with the aim to improve the operational well performance.
- **Cable Layer** : unit primarily intended for subsea cable installation. It denotes cable laying units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.A](#)
- **Pipe Layer** : unit primarily intended for subsea pipeline installation. It denotes pipe layer units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.A](#)
- **Rescue**: to be assigned to rescue ships.
- **Lifeboat**: to be assigned for emergency evacuation in the event of a disaster aboard a ship.
- **Offshore Crane**: to be assigned for unit engaged in the operation for the lifting of heavy loads in oil drilling and/or production operations or offshore construction.
- **Power Service**: to be assigned for vessels (including units, installations and converted vessels) intended to mount the power plant whose generated power is transferred or distributed externally that comply with full requirements of [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\) Sec.12, F.1-F.4 and F.6](#).
- **Aquaculture**: to be assigned for unit primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.

2.4 Additional notation

- **FF1** : Equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.
- **FF2** : Equipment for sustained fighting of large fires and for cooling parts of the installation on fire.
- **FF3** : Corresponding to **FF2**, but with greater fire-extinguishing capacity and more comprehensive fire-extinguishing equipment.
- **FF1/2 or FF1/3** : Equipment corresponding to **FF2** or **FF3** and additionally suited for rescue operations as per **FF1**.

Remarks:

1. Where a ship carries more than 12 passengers, as defined in SOLAS, the ship should not be considered a special purpose ship as it is a passenger ship as defined by SOLAS.
2. Examples:

✱	A100	①	P	Special Service Ship (SPS), Research
✱	A100	①	P	Special Service Ship, Seismic Survey
✱	A100	①	P	Special Service Ship, Fish Carrier

Sec 2 Ship Type Notations

K

✳	A100	①	P	Special Service Ship, Pilot
✳	A100	①	P	Special Service Ship, Mooring
✳	A100	①	P	Special Service Ship, Hospital
✳	A100	①	P	Special Service Ship, Diving Support
✳	A100	①	P	Special Service Ship, Fire Fighter
✳	SM			FF2
✳	A100		V	Special Service Ship, Skimmer (Trash)
✳	A100		V	Special Service Ship, Rescue
✳	A100		V	Special Service Ship, Lifeboat
✳	A100	①	P	Special Service Ship, Offshore Crane POSMOSYS (MU), TAM (R)
✳	A100	①	P	Special Service Ship, Power Service
✳	A100	①	P	Special Service Ship, Aquaculture POSMOSYS

3. Work Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Work Ship	N/A	<ul style="list-style-type: none"> • Cable Layer • Crane • Salvage • Warehouse 	<ul style="list-style-type: none"> • Rules for Hull (Pt.1, Vol.II) Sec. 32. 	<ul style="list-style-type: none"> • Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

3.1 Description

Work Ship: Notation assigned to ships designed for primarily carrying out intended work.

3.2 Qualifiers

- N/A

3.3 Special notation

- **Cable Layer:** Notation assigned to ships carrying out cable laying works.
- **Crane:** Notation assigned to ships engaged in lifting heavy loads and moving such loads vertically and horizontally.
- **Salvage:** Notation assigned to ship carrying out salvage works.
- **Warehouse:** Notation assigned to ship intended as warehouse.

3.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

1. Ship carries more than 12 persons on board will be considered and treated as a passenger ship unless those persons meet the provision to be considered as the special personnel.
2. For the Crane Vessel, [Regulations for the Construction and Survey of Lifting Appliances \(Pt.6, Vol.IV\)](#) is to be referred.
3. Examples:

✠	A100	①	P	Work Ship, Warehouse
✠	A100	①	P	Work Ship, Cable Layer
✠	A100	①	P	Work Ship, Salvage
✠	A100	①	P	Work Ship, Crane

4. Dredger Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Dredger Ship	N/A	<ul style="list-style-type: none"> • Bucket • Suction • Grab • Hopper 	<ul style="list-style-type: none"> • Rules for Hull (Pt.1, Vol.II) Sec. 32. 	<ul style="list-style-type: none"> • Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

4.1 Description

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

4.2 Qualifiers

- N/A

4.3 Special notation

- **Bucket** : Notation assigned to ship carrying out dredging works in bucket type.
- **Suction** : Notation assigned to ship carrying out dredging works in suction type.
- **Grab** : Notation assigned to ship carrying out dredging works in grab type.
- **Hopper** : Notation assigned to dredger ship equipped with hopper.

4.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

1. Examples:

✘	A100	①	P	Dredger Ship, Suction
✘	A100	①	P	Dredger Ship, Grab
✘	A100	①	L(20)	Dredger Ship, Grab, Hopper

L. Offshore Service Vessel

1. Offshore Service Vessel

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Offshore Service Vessel	<ul style="list-style-type: none"> SPS 	<ul style="list-style-type: none"> SUPPLY AH TOW Standby OR CR HNLS Fire Fighter FFC 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec.29.II and Sec. 34 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

1.1 Description

Offshore Service Vessel : Notation assigned to ships designed for support service to offshore installation and built **according** to the requirements of the [Rules for Hull \(Pt.1, Vol.II\) Section 34](#).

1.2 Qualifiers

- **SPS**: Ships carrying special personnel who are neither crew members nor passengers in accordance with [Rules for Hull \(Pt. 1, Vol. II\), Sec.29.II](#).

Special personnel means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship.

1.3 Special notation

- **SUPPLY** : Notation for ships primary engaged in the supply of stores such as water and fuel oil, materials and equipment to offshore installations and which is designed with accommodation and bridge erections in the forward part and an exposed cargo deck in the aft part for the handling of cargo at sea.
- **AH** : Notation for anchor handling ships of ships engaged in the installation, moving and taking up of the mooring anchors of mobile offshore drilling units, dredgers, etc.
- **TOW** : Notation assigned for ships engaged in towing service, see [Rules for Hull \(Pt.1, Vol.II\) Sec. 27](#).
- **Standby** : Notation assigned to ships engaged in standby and rescue operations.
- **OR** : Notation assigned to ships with system to recover oil spilled on the surface of the water and/or a storage system for recovered oils and complying with the [Rules for Oil Recovery Vessel \(Pt.3, Vol.I\)](#).
- **CR** : Chemical recovery and transportation
- **HNLS** : Notation for ships carrying hazardous and noxious liquid substances and complying with the requirement of [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\), Section 20](#).
- **Fire Fighter** : Notation assigned to ships with additional fire fighting operation. These ships fitted with equipment complying with the [Guidance for Equipment on Fire Fighting Ships \(Pt.4, Vol.AC\)](#) will, depending on the size and purpose of the equipment provided, have one of the additional notations in [1.4](#) affixed to the Character of Classification for the machinery installation.

- **FFC** : Notation for ship equipped with some fire fighting capability in addition to their regular service, but not in full compliance with or not specifically built for the service intended to be covered by the [Guidance for Equipment on Fire Fighting Ships \(Pt.4, Vol.C\)](#).

1.4 Additional notation

- **FF1** : Equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.
- **FF2** : Equipment for sustained fighting of large fires and for cooling parts of the installation on fire.
- **FF3** : Corresponding to **FF2**, but with greater fire-extinguishing capacity and more comprehensive fire-extinguishing equipment.
- **FF1/2** or **FF1/3** : Equipment corresponding to **FF2** or **FF3** and additionally suited for rescue operations as per **FF1**.

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Examples:

✘	A100	①	P	Offshore Service Vessel, SUPPLY, HNLS
✘	A100	①	P	Offshore Service Vessel (SPS), AH, TOW, SUPPLY, Fire Figther
✘	SM			FF2
✘	A100	①	P	Offshore Service Vessel, AH, TOW, SUPPLY, FFC

2. Crew Boat

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Crew Boat	<ul style="list-style-type: none"> 1 2 	N/A	<ul style="list-style-type: none"> Rules for Crew Boat (Pt.3, Vol.X) Rules for Hull (Pt.1, Vol.II). Rules for High Speed Craft (Pt.3, Vol.III). Rules for Small Vessel up to 24 M (Pt.3, Vol.VII). Rules for Fibreglass Reinforced Plastics Ship (Pt.3, Vol.V). Rules for Yacht (Pt.3, Vol.IX) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

2.1 Description

Crew Boat: **Notation assigned** to a vessel designed to transport mainly offshore support personnel, but also other non-crew persons, to and from their working places on different types of offshore installations. In addition it may also be used to transport the personnel's equipment and other bigger cargo. The boat might also be able to conduct rescue operations.

Non-crew persons are special personnel, offshore support personnel or passengers for whom no permanent accommodation is provided on board.

Special personnel are defined in the SPS Code.

Offshore support personnel (OSP) means persons not regularly assigned to the craft, on board for a limited period of time, and having no task in relation to the normal operation of the ship. It is assumed that these personnel is able bodied with a fair knowledge of the layout of the Crew Boat and has received some training in safety procedures as defined by the relevant Flag State Authorities requirements or other equivalent National regulation and the handling of the Crew Boat's equipment. To be counted as such personnel health and basic training certificates according to the STCW 95 are required.

The term "Passenger" is as defined in SOLAS as amended.

Crew boat carries more than 12 passengers on board will be considered and treated as a passenger ship. In this case, the requirements concerning passenger ships may apply, see [Rules for Crew Boats \(Pt.3, Vol.X\)](#).

2.2 Qualifiers

- 1 : Assigned to crew boat with the OSP up to 12 persons, see [Rules for Crew Boats \(Pt.3, Vol.X\)](#).
- 2 : Assigned to crew boat with the OSP more than 12 persons, [Rules for Crew Boats \(Pt.3, Vol.X\)](#).

2.3 Special notation

- N/A

2.4 Additional notation

The additional notations related to crew boat may as follow:

- Notations concerning materials (HTS, AL, FRP);
- Type of hull (mono hull, catamaran, trimaran, SWATH, etc.);
- HSC not comply with IMO HSC Code (HSDE);

- Navigation and Maneuvering (DP0, DP1, DP2, DP3, NAV-O, NAV-OC);
- Propulsion, power generation and auxiliary systems (OT, OT-nh, OT-S, RC, RP 1x%, RP 2x%, RP 3x%);
- Equipment and design features (Crane, HELIW, HELIL, HELILSRF, ICEOPS);
- Special hull structural analysis or strengthening (RSD);
- Environmental protection and pollution control (EP, EP+);
- Ice Strengthening (ES 1-4);
- Survey Arrangement (IW, ERS);
- Novel Design (EXP);

For detail see [Section 3](#).

Remarks:

1. Where a ship carries more than 12 passengers, as defined in SOLAS, the ship should not be considered a crew boat as it is a passenger ship as defined by SOLAS.
2. For crew boat having speed equal to or more than HSC ship, the ship type notation is to be combined with ship type notation of HSC. See [Section 2.Q.1](#)
3. Examples:

✱	A100	Ⓢ	P	Crew Boat (1) and HSC (max H _s 1 m), Cargo
✱	A100	Ⓢ	P	Crew Boat (1) AL, Catamaran, HSDE (max H _s 1 m)
✱	A100	Ⓢ	P	Crew Boat (2) DL = 3 ton/m ²

M. Pontoon and Barge

1. Pontoon

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Pontoon	N/A	<ul style="list-style-type: none"> Container Dry Bulk Cargo General Dry Cargo Floating Pier 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II), Sec.31 Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.12 Petunjuk Konstruksi dan Fasilitas Pelabuhan (Pt.10, Vol.A) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 Rules for Classification and Survey (Pt.5, Vol.I) Sec. 3.1 Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.2

1.1 Description

Pontoon : Notation assigned to unmanned or manned floating units with following characteristics:

- non-propelled unit
- the ratios of the main dimensions of pontoons deviate from those usual for seagoing ships.
- they are designed to usually carry deck load or working equipment (e.g. lifting equipment, rams etc.) and have no holds for the carriage of cargo.

1.2 Qualifiers

- N/A

1.3 Special notation

- **Container:** Notation assigned to pontoon which is constructed primarily for the carriage of containers. Pontoon is characterized by fixed stowage appliances in the form of cell guides as well as fixed container foundations on the deck.
- **Dry Bulk Cargo:** Notation assigned to pontoon which is constructed primarily for the carriage of dry bulk cargoes.
- **General Dry Cargo:** Notation assigned to pontoon which is constructed primarily for the carriage of general dry cargoes.
- **Floating Pier:** Notation assigned to pontoon has mooring equipment, loading apparatus, etc. for loading or unloading and has bridges for access from the shore.

1.4 Additional notation

- DL (maximum deck loading), see [Section 3.A.2](#)

Remarks:

1. Example:

✱	A100	①	P	Pontoon, Dry Bulk Cargo
✱	A100	①	P	Pontoon, General Dry Cargo DL = 3 t/m ²
✱	A100		T	Pontoon, Floating Pier

2. Barge

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Barge	<ul style="list-style-type: none"> Hatch coverless,max Hs ...m 	<ul style="list-style-type: none"> Linked Pusher Barge Container Sand Crane Accommodation Piling Salvage Waste Log Oil Recovery Heavy Cargo Water Dry Bulk Cargo General Dry Cargo Floating Transfer Work Mud 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 31. Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Pipe Layer Cable Layer Well Stimulation Offshore Crane Power Service Accommodation Oil Storage Service 	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.12 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Sec. 3.I Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.12
	N/A	<ul style="list-style-type: none"> Hopper Split Hopper Dredger 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 32.M. 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Product Oil 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24 and 31. 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Chemical (Type of tank, Type of ship, Specific cargo) (See also Chemical Tanker) 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 31. Rules for Ships Carrying Dangerous Chemical in Bulk (Pt.1, Vol.X). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3
	N/A	<ul style="list-style-type: none"> Asphalt 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24 and Sec.31 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3
	N/A	<ul style="list-style-type: none"> LPG Tank 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec.31 Rules for Ships Carrying Liquefied Gas in Bulk (Pt.1, Vol.IX) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3 and Section 4-II.

	N/A	<ul style="list-style-type: none"> • Aquaculture 	<ul style="list-style-type: none"> • Guidelines for Aquaculture (Pt.5, Vol.4) 	<ul style="list-style-type: none"> • Guidelines for Aquaculture (Pt.5, Vol.4)
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2.1 Description

Barge : Notation assigned to unmanned or manned vessels, normally without self-propulsion, sailing in pushed or towed units with following characteristics:

- non-propelled unit;
- the ratios of the main dimensions of barges are in a range usual for seagoing ships;
- their construction complies with the usual construction of seagoing ships;
- their cargo **spaces** are suitable for the carriage of dry or liquid cargo.
- their cargo may be put on deck

2.2 Qualifiers

- **FP ≤ 60 °C** : assigned to **barge** intended to carry **liquid** in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C** : **assigned to barge** intended to carry liquids **in bulk** having a flash point (closed cup test) above 60°C only
- **Hatch coverless, max Hs =...m**: Assigned for domestic Indonesian waterways barges equipped with the appropriate facilities. Refers to [Peraturan Kapal Domestik \(Bag.8, Vol.I\)](#).

2.3 Special notation

- **Linked Pusher Barge** : Notation assigned to barges which are connected and operated by pusher tug.
- **Container** : Notation assigned to barges which are constructed primarily for the carriage of containers. Barge is characterized by fixed stowage appliances in the form of cell guides as well as fixed container foundations on the deck.
- **Sand** : Notation assigned to barges which are constructed primarily for the carriage of sand
- **Crane** : Notation assigned to barges with installed permanent crane (with pedestal or movable crane fixed to hull structure) engaged in lifting heavy loads and moving such loads vertically and horizontally.
- **Accommodation** : Notation assigned to barges which are constructed intended for the accommodation of persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew.
- **Piling** : Notation assigned to barges carrying out piling works.
- **Salvage** : Notation assigned to barges carrying out salvage works.
- **Waste** : Notation assigned to barges primarily for the carriage of waste.
- **Log** : Notation assigned to barges primarily for the carriage of logs.
- **Oil Recovery** : Notation assigned to barges carrying out oil recovery works.
- **Heavy Cargo** : Notation assigned to barges which are constructed for the carriage of heavy cargoes.
- **Water** : Notation assigned to barges intended for the carriage of liquid cargoes (water) in tanks integrated with their hull structures.
- **Product Oil** : Notation assigned to barges which are constructed primarily for the carriage of **product** oil in bulk.

- **Chemical** : Notation assigned to barges which are constructed primarily for the carriage of chemicals in tanks integrated with their hull structure (liquid cargoes listed in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Section 17](#).
The relevant qualifiers as well as Special notations are also to be assigned to this notation in the same manner for those of Chemical Tanker.
- **Hopper**: Notation assigned to barge intended to carry out dredging operation and having one or more hopper spaces in the midship region, or suction pipe well.
- **Split Hopper**: Notation assigned to hopper barge which opens longitudinally around hinges.
- **Dry Bulk Cargo**: Notation assigned to barges which are constructed primarily for the carriage of dry bulk cargoes.
- **General Dry Cargo**: Notation assigned to barge which is constructed primarily for the carriage of general dry cargoes.
- **Floating Transfer** : Notation assigned to barge which are constructed primary for the carriage of dry bulk cargoes and located in a fix position as floating transfer unit.
- **Work**: Notation assigned to barge which is intended for work services.
- **Mud** : Notation assigned to barge which are constructed primary for the carriage of mud.
- **Pipe Layer** : Notation assigned to barges carrying out pipe laying works.
- **Cable Layer** : Notation assigned to barges carrying out cable laying works
- **Well Stimulation**: Notation assigned to barge equipped for intervention at subsea wells with the aim to improve the operational well performance.
- **Offshore Crane**: Notation assigned to barge engaged in the operation for the lifting of heavy loads in oil drilling and/or production operations or offshore construction.
- **Power Service**: Notation assigned to barge intended to mount the power plant whose generated power is transferred or distributed externally that comply with full requirements of [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\) Sec.12, F.1-F.4 and F.6](#).
- **Asphalt**: Notation assigned to barge intended to carry Asphalt
- **LPG Tank**: Notation assigned to barge intended to carry LPG Tank
- **Aquaculture**: Notation assigned to barge primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.
- **Dredger**: Notation assigned to barge equipped with the dredging equipment for soils, sands, pebbles and stones at the bottom of river, harbor and sea lanes.
- **Oil Storage Service**: Notation assigned to barge which are constructed primarily for oil storage and stationed semi permanently (normally up to 5 years). This special notation must be followed by the additional notation “**in (location)**” to indicate the specific single location (see [Section 3.A.15](#)).

2.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Barges may be qualified with more than one Special notation.
2. Examples:

✱	A100	①	P	Barge, Accommodation POSMOSYS (MU), TAM (Manual)
✱	ASM			
✱	A100	①	P	Barge (FP > 60°C), Product Oil
✱	ASM			
✱	A100	①	P	Barge (FP > 60°C), Chemical (Type 2, 2G, Palm Oil)
✱	ASM			
✱	A100	①	P	Barge, Container and Crane
✱	ASM			
✱	A100	①	P	Barge, Pipe Layer and Cable Layer and Salvage
✱	ASM			
✱	A100	①	P	Barge, Dredger, Hooper
✱	ASM			
✱	A100	①	P(ID)	Barge (Hatch coverless, max Hs 7 m), Container
✱	ASM			
✱	A100	①	P	Barge, Aquaculture POSYMOSYS
✱	ASM			
✱	A100	①	P	Barge, Power Service POSYMOSYS
✱	ASM			Power Plant
✱	A100			Barge, Oil Storage Service POSMOSYS (Jetty), in Sungai Barito
✱	ASM			

3. Self Propelled Barge

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Self Propelled Barge	<ul style="list-style-type: none"> Hatch coverless,max Hs ...m 	<ul style="list-style-type: none"> Container Sand Crane Accommodation Piling Salvage Waste Log Oil Recovery Heavy Cargo Water Dry Bulk Cargo Deck Cargo General Dry Cargo Work Mud 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 31. Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Pt.8, Vol.I)
	N/A	<ul style="list-style-type: none"> Hopper Split Hopper Dredger 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 32.M. Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Pt.8, Vol.I)
	N/A	<ul style="list-style-type: none"> Asphalt 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec. 24 and Sec.31 Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Pt.8, Vol.I)
	N/A	<ul style="list-style-type: none"> LPG Tank 	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) Sec.31 Rules for Ships Carrying Liquefied Gas in Bulk (Pt.1, Vol.IX) Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Peraturan Kapal Domestik (Pt.8, Vol.I)
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Product Oil 	<ul style="list-style-type: none"> Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Peraturan Kapal Domestik (Pt.8, Vol.I)
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Chemical (Type of tank, Type of barge, Specific cargo) (See also Chemical Tanker) 	<ul style="list-style-type: none"> Peraturan Kapal Domestik (Pt.8, Vol.I) 	<ul style="list-style-type: none"> Peraturan Kapal Domestik (Pt.8, Vol.I)

3.1 Description

Self Propelled Barge: Notation assigned to barge sailing with following characteristics:

- self-propelled unit with limitation as follows:
 - operated only in restricted service area;
 - having the maximum speed not exceeding 9 knots;
 - having length not exceeding 120 meters.
- the ratios of the main dimensions of barges are in a range usual for seagoing ships;
- their construction complies with the usual construction of seagoing ships **or also with Rules for Domestic Ship (Part.8)**;
- their **cargo spaces** are suitable for the carriage of dry **or liquid** cargo;
- their cargo may be put on deck

Other than characteristics as mentioned above, self-propelled barge should meet with the safety requirements as usual ships.

3.2 Qualifiers

- **Hatch coverless, max Hs =...m:** Assigned for domestic Indonesian waterways barges equipped with the appropriate facilities. Refers to [Peraturan Kapal Domestik \(Bag.8, Vol.I\)](#).
- **FP ≤ 60 °C:** assigned to self propelled barge intended to carry liquids in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C:** assigned to self propelled barge intended to carry liquids in bulk having a flash point (closed cup test) above 60°C only.

3.3 Special notation

- **Container:** Notation assigned to **self propelled** barges which are constructed primarily for the carriage of containers. Barge is characterized by fixed stowage appliances in the form of cell guides as well as fixed container foundations on the deck.
- **Sand:** Notation assigned to **self propelled** barges which are constructed primarily for the carriage of sand
- **Crane:** Notation assigned to **self propelled** barges with installed permanent crane (with pedestal or movable crane fixed to hull structure) engaged in lifting heavy loads and moving such loads vertically and horizontally.
- **Accommodation:** Notation assigned to **self propelled** barges which are constructed intended for the accommodation of persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew.
- **Piling:** Notation assigned to **self propelled** barges carrying out piling works.
- **Salvage:** Notation assigned to **self propelled** barges carrying out salvage works.
- **Waste:** Notation assigned to **self propelled** barges primarily for the carriage of waste.
- **Log:** Notation assigned to **self propelled** barges primarily for the carriage of logs.
- **Oil Recovery:** Notation assigned to **self propelled** barges carrying out oil recovery works.
- **Heavy Cargo:** Notation assigned to **self propelled** barges which are constructed for the carriage of heavy cargoes.
- **Water:** Notation assigned to **self propelled** barges intended for the carriage of liquid cargoes (water) in tanks integrated with their hull structures.

- **Dry Bulk Cargo:** Notation assigned to **self propelled** barges which are constructed primarily for the carriage of dry bulk cargoes.
- **Deck Cargo:** Notation assigned to **self propelled** barges that is designed to carry cargo exclusively above deck without any access for cargo below deck.
- **General Dry Cargo:** Notation assigned to **self propelled** barge which is constructed primarily for the carriage of general dry cargoes.
- **Work:** Notation assigned to **self propelled** barge which is intended for work services.
- **Floating Transfer:** Notation assigned to **self propelled** barges which are constructed primary for the carriage of dry bulk cargoes and located in a fix position as floating transfer unit.
- **Mud:** Notation assigned to **self propelled** barges which are constructed primary for the carriage of mud.
- **Hopper:** Notation assigned to **self propelled** barges intended to carry out dredging operation and having one or more hopper spaces in the midship region, or suction pipe well.
- **Split Hopper:** Notation assigned to **self propelled** hopper barges which opens longitudinally around hinges.
- **Asphalt:** Notation assigned to **self propelled** barge intended to carry Asphalt.
- **LPG Tank:** Notation assigned to **self propelled** barge intended to carry LPG Tank.
- **Dredger:** Notation assigned to **self propelled** barge equipped with the dredging equipment for soils, sands, pebbles and stones at the bottom of river, harbor and sea lanes.
- **Product Oil :** Notation assigned to self propelled barges which are constructed primarily for the carriage of product oil in bulk. This notation is applicable only to self-propelled barges operating in Indonesian domestic waters.
- **Chemical:** Notation assigned to self propelled barges which are constructed primarily for the carriage of chemicals in tanks integrated with their hull structure (liquid cargoes listed in the [Rules for Ships Carrying Dangerous Chemical in Bulk \(Pt.1, Vol.X\) Section 17](#). This notation is applicable only to self-propelled barges operating in Indonesian domestic waters.

3.4 Additional notation

- **ECC :** Equipped for Carriage of Containers, see [Section 3.A.3](#)

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Self Propelled Barges may be qualified with more than one Special notation.
2. Examples:

✱	A100	①	P	Self Propelled Barge, Accommodation
✱	SM			
✱	A100	①	P	Self Propelled Barge, Container and Crane
✱	SM			
✱	A100	①	P	Self Propelled Barge, Salvage
✱	SM			
✱	A100	①	P	Self Propelled Barge, Split Hooper
✱	SM			

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M

✘ **A100** ① **P** Self Propelled Barge, Dredger
✘ **SM**

✘ **A100** ① **P (ID)** Self Propelled Barge (Hatch coverless, max Hs 7 m), Container
✘ **SM**

✘ **A100** ① **P (ID)** Self Propelled Barge, Deck Cargo
ECC
✘ **SM**

✘ **A100** ① **P (ID)** Self Propelled Barge (FP ≤ 60 °C), Product Oil
✘ **SM**

✘ **A100** ① **P (ID)** Self Propelled Barge (FP > 60°C), Chemical (Type 2, 2G, Palm Oil)
✘ **SM**

N. Fishing Vessel

1. Fishing Vessel

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Fishing Vessel	N/A	N/A	<ul style="list-style-type: none"> Rules for Fishing Vessels (Pt. 1, Vol. XII). Peraturan Kapal Kayu (Pt.3, Vol.VI) Guidance for FRP and Wooden Fishing Vessel up to 24 M (Pt.3, Vol.A). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Guidance for FRP and Wooden Fishing Vessel up to 24 M (Pt.3, Vol.A), Section 1

1.1 Description

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

1.2 Qualifiers

– N/A

1.3 Special notation

– N/A

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example:

✠	A100	①	P	Fishing Vessel
✠	A100	①	P	Fishing Vessel AL
✠	A100	①	P(ID)	Fishing Vessel WOOD

O. Livestock Carrier

1. Livestock Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Livestock Carrier	N/A	N/A	<ul style="list-style-type: none"> Guidelines for Livestock Carriers (Pt. 7, Vol. 4). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

1.1 Description

Livestock Carrier : Notation assigned to ships specially intended to carry livestock **such as cattle, sheep, etc.**

1.2 Qualifiers

- N/A

1.3 Special notation

- N/A

1.4 Additional notation

Concerning to hull and machinery item, see [Section 3](#).

Remarks:

- Example:

✱ **A100** ⓘ **P** Livestock Carrier

P. Landing Craft

1. Landing Craft

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Landing Craft	N/A	N/A	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

1.1 Description

Landing Craft : Notation assigned to ships constructed for carriage of deck cargo and equipped with ramp door.

1.2 Qualifiers

- N/A

1.3 Special notation

- N/A

1.4 Additional notation

- ECC : Equipped for Carriage of Containers, see [Section 3.A.3](#)
- ECIC : Equipped for Carriage of ISO Tank Containers, see [Section 3.A.3](#)

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example:

✱ A100	①	P	Landing Craft
✱ A100	①	P	Landing Craft ECC
✱ A100	①	P	Landing Craft ECIC

Q. High Speed Craft (HSC)

1. HSC

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
HSC	<ul style="list-style-type: none"> max Hs m 	<ul style="list-style-type: none"> Passenger A Passenger B Cargo 	<ul style="list-style-type: none"> Rules for High Speed Craft (Pt.3, Vol.III) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

1.1 Description

HSC : Notation assigned to High Speed Craft, either carrying more than 12 passengers or cargoes, which is designed and comply with the requirement of the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#).

1.2 Qualifiers

max Hs... m : the permissible significant wave height (in meter) at actual craft speed.

1.3 Special notation

- **Passenger A** : assigned to passenger craft (up to 450 passengers) meeting the requirement of category A in the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#).
- **Passenger B** : assigned to passenger craft (over 450 passengers) meeting the requirement of category B in the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#).
- **Cargo** : Notation assigned to High Speed Craft, designed and meeting the requirement of the “cargo craft” category specified in the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#)

1.4 Additional notation

- **AL** : Assigned to craft constructed of aluminium alloy
- **HTS** : Assigned to craft constructed of high tensile steel
- **FRP** : Assigned to craft constructed of fibre reinforced plastic
- **CAT** : assigned to craft with catamaran hull
- **TRI** : assigned to craft with trimaran hull
- **RORO** : Assigned to craft fitted with one or more Ro-Ro spaces.
- **DG** : Assigned to craft equipped for the carriage of dangerous goods in accordance with the [Rules for High Speed Craft \(Pt.3, Vol.III\) Section 7.17](#).

The relevant additional notation for hull and machinery item see, [Section 3](#).

Remarks:

1. Example:

✱	A100	Ⓒ	P	HSC, Passenger A AL, CAT
✱	A100	Ⓒ	P	HSC, Passenger B AL, TRI
✱	A100	Ⓒ	P	HSC, Cargo HTS, RO-RO, DG

✠	A100	Ⓢ	P	HSC (max Hs 1,5 m) , Passenger A
				AL, CAT

R. Yacht

1. Yacht

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Yacht	N/A	<ul style="list-style-type: none"> Sailing Motor Special 	<ul style="list-style-type: none"> Rules for Yacht (Pt.3, Vol.IX) Rules for Small Vessel Up to 24 m (Pt.3, Vol.VII) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I)

1.1 Description

Yacht : Notation assigned to **ship intended for pleasure cruising or recreational use**.

1.2 Qualifiers

- N/A

1.3 Special notation

- **Sailing** : Yachts powered mainly by sails
- **Motor** : Yachts propelled mainly by engine
- **Special** : The term “special” applies to yachts of unusual shape/dimensions and with special technical equipment, if any. BKI reserve the right of determining whether the BKI Rules are applicable and how they are to be interpreted.

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. **Yacht** may be qualified with more than one Special notation.
2. **Yachts with length $L > 24$ m will be designed and constructed in accordance with Rules for Yacht (Pt.3, Vol.IX) and using navigation notation P, L and T as defined in Table 1.5.**
3. **Yachts with length $L \leq 24$ m will be designed and constructed in accordance with Rules for Small Vessel Up to 24 m (Pt.3, Vol.VII) and using navigation notation I, II, III and IV as defined in Table 1.5.**
4. Examples:

✠	A100	①	P	Yacht, Sailing
✠	A100	①	II	Yacht, Motor
✠	A100	①	V	Yacht, Special

S. Floating Dock

1. Floating Dock

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Floating Dock	max LC ...t	N/A	• Rules for Floating Dock (Pt.3, Vol.II)	• Rules for Floating Dock (Pt.3, Vol.II)

1.1 Description

Floating Dock : Notation assigned to movable docks in which both ends are opened and which are able to control its 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 its large draft and rising up the ship outside of the water at its small draft.

1.2 Qualifiers

- max LC ...t : maximum lifting capacity in ton

1.3 Special notation

N/A

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

- Example:

✱ A100	Floating Dock (max LC 10.000 t)
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T. Floating Offshore Structure

1. Drilling Unit

1.1 Self-Elevating Drilling Unit

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Self-Elevating Drilling Unit	N/A	N/A	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I)

1.1.1 Description

Self-Elevating Drilling Unit: Notation **assigned to** units equipped with legs which are capable of raising the hull above the sea surface by means of a jack-up system. This unit have hulls with sufficient buoyancy and they are also known as jack-up units. The movable legs of a self-elevating unit are supported on the sea-bed when in the elevated condition and may be equipped with enlarged sections or footings to reduce the soil penetration or may be attached to a bottom pad or mat.

This unit intended for use in offshore drilling operations for the exploration or exploitation of the sub-sea resources.

1.1.2 Qualifiers

N/A

1.1.3 Special notation

N/A

1.1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✱ A100	Self-Elevating Drilling Unit
--------	------------------------------

1.2 Column Stabilized Drilling Unit

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Column Stabilized Drilling Unit	N/A	N/A	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I)

1.2.1 Description

Column Stabilized Drilling Unit: Notation **assigned to** units with an upper structure connected to the underwater hulls or footings by widely spaced columns. Column Stabilized Units depend upon the buoyancy of the columns, lower hulls or footings for flotation stability for all modes of operation afloat or in the raising or lowering the unit, as may be applicable.

This unit intended for use in offshore drilling operations for the exploration or exploitation of the sub-sea resources.

1.2.2 Qualifiers

N/A

1.2.3 Special notation

N/A

1.2.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✱ A100 ① P Column Stabilized Drilling Unit

1.3 Surface Drilling Unit

1.3.1 Drilling Vessel

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Drilling Vessel	N/A	N/A	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I)

.1 Description

Drilling Vessel : Notation **assigned to** units, self-propelled ship type equipped for drilling operations having a displacement-type hull or hulls, of the single, catamaran or trimaran types, which have been designed or converted for drilling operations in the floating condition. Such types have propulsion machinery.

.2 Qualifiers

N/A

.3 Special notation

N/A

.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

⚡ A100 Ⓢ P Drilling Vessel

1.3.2 Drilling Barge

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Drilling Barge	N/A	N/A	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I)

.1 Description

Drilling Barge : Notation assigned to units, barge type drilling having a displacement type hull or hulls, which have been designed or converted for drilling operations in the floating condition. These units have no propulsion machinery.

.2 Qualifiers

N/A

.3 Special notation

N/A

.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✱ A100 ① P Drilling Barge

2. Specific Offshore Unit

2.1 Self-Elevating Unit

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Self-Elevating Unit	N/A	<ul style="list-style-type: none"> Accommodation Offshore Crane Power Service Aquaculture 	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI), Sec.12 Guidelines for Aquaculture (Pt.5, Vol.4) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Aquaculture (Pt.5, Vol.4)

2.1.1 Description

Self-Elevating Unit: Notation **assigned to** units equipped with legs which are capable of raising the hull above the sea surface by means of a jack-up system. These units have hulls with sufficient buoyancy and they are also known as jack-up units. The movable legs of a self-elevating unit are supported on the seabed when in the elevated condition and may be equipped with enlarged sections or footings to reduce the soil penetration or may be attached to a bottom pad or mat.

This notation is assigned to mobile offshore unit capable of engaging in offshore operation other than drilling, storage, production, having a hull with sufficient buoyancy to transport the unit to the desired location.

2.1.2 Qualifiers

N/A

2.1.3 Special notation

- **Accommodation:** unit primarily intended for the accommodation of persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew. It denotes accommodation units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.C](#).
- **Offshore Crane:** unit engaged in the operation for the lifting of heavy loads in oil drilling and/or production operations or offshore construction. It denotes crane units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.E](#).
- **Power Service:** unit intended to mount the power plant whose generated power is transferred or distributed externally that comply with full requirements of [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\) Sec.12, F.1-F.4 and F.6](#).
- **Aquaculture:** unit primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.

2.1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. *Special notation is mandatory.*
2. *Example:*

✱ A100	Self-Elevating Unit, Accommodation
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T

✱ A100	Self-Elevating Unit, Offshore Crane
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✱ A100	Self-Elevating Unit, Power Service
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✱ A100	Self-Elevating Unit, Aquaculture
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2.2 Column Stabilized Unit

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Column Stabilized Unit	N/A	<ul style="list-style-type: none"> Accommodation Offshore Crane Cable Layer Pipe Layer Power Service Aquaculture Oil Storage Service 	<ul style="list-style-type: none"> Rules for Mobile Offshore Unit (Pt.5, Vol.VI), Sec.12 Guidelines for Aquaculture (Pt.5, Vol.4) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Aquaculture (Pt.5, Vol.4)

2.2.1 Description

Column Stabilized Unit: Notation **assigned to** units with an upper structure connected to the underwater hulls or footings by widely spaced columns. Column Stabilized Units depend upon the buoyancy of the columns, lower hulls or footings for flotation stability for all modes of operation afloat or in the raising or lowering the unit, as may be applicable.

This notation is assigned to mobile offshore unit capable of engaging in offshore operation other than drilling, storage, production, or handling of hydrocarbons having a hull with sufficient buoyancy to transport the unit to the desired location.

2.2.2 Qualifiers

N/A

2.2.3 Special notation

- **Accommodation:** unit primarily intended for the accommodation of persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew. It denotes accommodation units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.C](#).
- **Offshore Crane:** unit engaged in the operation for the lifting of heavy loads in oil drilling and/or production operations or offshore construction. It denotes crane units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.E](#).
- **Cable Layer:** unit primarily intended for subsea cable installation. It denotes cable laying units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.A](#)
- **Pipe Layer:** unit primarily intended for subsea pipeline installation. It denotes pipe layer units designed and built in accordance with [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\), Sec.12.A](#)
- **Power Service:** unit intended to mount the power plant whose generated power is transferred or distributed externally that comply with full requirements of [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\) Sec.12, F.1-F.4 and F.6](#).
- **Aquaculture:** unit primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.
- **Oil Storage Service:** unit which are constructed primarily for oil storage and stationed semi permanently (normally up to 5 years).

2.2.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. *Special notation is not mandatory.*
2. *Example:*

✘	A100	①	Column Stabilized Unit
✘	A100	①	Column Stabilized Unit, Offshore Crane POSMOSYS (MU-PL)
✘	A100	①	Column Stabilized Unit, Cable Layer
✘	A100	①	Column Stabilized Unit, Accommodation
✘	A100	①	Column Stabilized Unit, Power Service
✘	A100	①	Column Stabilized Unit, Aquaculture POSMOSYS (MU)
✘	A100	①	Column Stabilized Unit, Oil Storage service POSMOSYS (MU), TAM

3. Floating Production Installation (FPI)

3.1 Floating Offshore Installation (FOI)

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
FOI	<ul style="list-style-type: none"> Ship Type Column-Stabilized TLP Spar 	<ul style="list-style-type: none"> Power Service 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Rules for Facilities on Offshore Installation (Pt.5, Vol.XII) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt. 5, Vol. I) Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3

3.1.1 Description

FOI (Floating Offshore Installation): This notation is assigned where an installation is fitted with production **or other** facilities, but classification of the topside production **or other** facilities is not requested, and certain systems and equipment for the production **or other** facilities are in compliance with [Section 7, A.1.2 of Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#) are approved by BKI.

The shipboard systems, including the electrical system circuit protection for the production facilities and production firefighting equipment, are to be reviewed by BKI for the classification of the installation.

POSAMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

3.1.2 Qualifiers

- **Ship-Type:** Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.
- **Column-Stabilized:** Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.
- **TLP:** Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.
- **Spar:** Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

3.1.3 Special notation

- **Power Service:** Notation assigned to FOI intended to mount the power plant whose generated power is transferred or distributed externally that comply with full requirements of [Rules for Mobile Offshore Unit \(Pt.5, Vol.VI\) Sec.12, F.1-F.4 and F.6](#).

3.1.4 Additional notation

The additional notation related to Floating Production Installations (FPIs) as follow:

- In-water Survey in Lieu of Drydocking Survey (IW)
- Dynamic Positioning System (DP0, DP1, DP2, DP3)
- Position Mooring System (POSMOSYS)
- Dynamic Loading Approach (DYLA)
- Design Life and Fatigue Life (HL, FL, RFL)
- Spectral Fatigue Analysis (SFA)
- Additional Corrosion Margin (ACM(DK+0,5))
- Hull Construction Monitoring Program (OHCM)
- Disconnectable System (Disconnectable)
- Equipment and System (IMPT-EXPT, IMPT or EXPT)
- Strength Criteria (in site)
- Conversion to FPIs (CI, site)

For detail see [Section 3](#).

Remarks:

1. The service notation will be appended by one of the following qualifier; (**Ship-Type**), (**Column-Stabilized**), (**TLP**), or (**Spar**) to indicate the hull type.
2. For a converted installation where the existing vessel being converted is currently in BKI class with **✱**, then the **✱** would be maintained for the converted FPI.
3. For a converted installation where the trading vessel and site-specific environmental data have been used per the Guidelines for Floating Production Installations (Pt.5, Vol.3), the main notation is followed by the additional notation **CI, site**. The **CI** will be followed by the definition of the site. For example: **CI, NATUNA Field**.
4. Example:

✱ A100	FOI (Spar) POSMOSYS, IW, in Natuna Field
✱ A100	FOI (Ship Type) POSMOSYS (SPM), IW, CI, in Natuna Field
✱ A100	FOI (Ship Type), Power Service POSMOSYS (Jetty), IW, in Nusa Tenggara

3.2 Floating Production Storage and Offloading (FPSO)

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
FPSO	<ul style="list-style-type: none"> Ship Type Column-Stabilized TLP Spar 	N/A	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Rules for Facilities on Offshore Installations (Pt.5, Vol. XII) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3

3.2.1 Description

FPSO (Floating Production Storage and Offloading): This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, and production facility. This notation covers the following components:

- Installation, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of [Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#).
- Production Facilities according to the requirements of [Rules for Facilities on Offshore Installations \(Pt.5, Vol. XII\)](#) and [Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#).

POSMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

3.2.2 Qualifiers

- **Ship-Type:** Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.
- **Column-Stabilized:** Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.
- **TLP:** Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.
- **Spar:** Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

3.2.3 Special notation

N/A

3.2.4 Additional notation

The additional notation related to Floating Production Installations (FPIs) as follow:

- In-water Survey in Lieu of Drydocking Survey (IW)
- Dynamic Positioning System (DP0, DP1, DP2, DP3)
- Position Mooring System (POSMOSYS)

- Dynamic Loading Approach (DYLA)
- Design Life and Fatigue Life (HL, FL, RFL)
- Spectral Fatigue Analysis (SFA)
- Additional Corrosion Margin (ACM(DK+0,5))
- Hull Construction Monitoring Program (OHCM)
- Disconnectable System (Disconnectable)
- Equipment and System (IMPT-EXPT, IMPT or EXPT)
- Strength Criteria (in *site*)
- Conversion to FPIs (CI,*site*)

For detail see [Section 3](#).

Remarks:

1. The service notation will be appended by one of the following qualifier; (**Ship-Type**), (**Column-Stabilized**), (**TLP**), or (**Spar**) to indicate the hull type. The hull structural configurations of these installations are described in [Guidelines for Floating Production Installation \(Pt.5, Vol.3\) Sec. 2, A.2](#).
2. For a converted installation where the existing vessel being converted is currently in BKI class with **✱**, then the **✱** would be maintained for the converted FPI.
3. For a converted installation where the trading vessel and site-specific environmental data have been used per the [Guidelines for Floating Production Installations \(Pt.5, Vol.3\)](#), the main notation is followed by the additional notation **CI, site**. The **CI** will be followed by the definition of the site. For example: **CI, NATUNA Field**.
4. Example:

✱ A100	FPSO (Ship type) POSMOSYS, IW, in Natuna Field
✱ A100	FPSO (Ship type) POSMOSYS (SPM), IW, in Natuna Field
✱ A100	FPSO (Column-Stabilized) POSMOSYS, IW, CI, Natuna Field

3.3 Floating Production and Offloading (FPO)

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
FPO	<ul style="list-style-type: none"> Ship Type Column-Stabilized TLP Spar 	N/A	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Rules for Facilities on Offshore Installations (Pt.5, Vol. XII) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3

3.3.1 Description

FPO (Floating Production and Offloading): This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, and production facility. This notation covers the following components:

- Installation, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of [Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#).
- Production Facilities according to the requirements of the [Rules for Facilities on Offshore Installations \(Pt.5, Vol. XII\)](#) and [Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#).

POSMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

3.3.2 Qualifiers

- **Ship-Type:** Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.
- **Column-Stabilized:** Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.
- **TLP:** Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.
- **Spar:** Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

3.3.3 Special notation

N/A

3.3.4 Additional notation

The additional notation related to Floating Production Installations (FPIs) as follow:

- In-water Survey in Lieu of Drydocking Survey (IW)
- Dynamic Positioning System (DP0, DP1, DP2, DP3)
- Position Mooring System (POSMOSYS)

- Dynamic Loading Approach (DYLA)
- Design Life and Fatigue Life (HL, FL, RFL)
- Spectral Fatigue Analysis (SFA)
- Additional Corrosion Margin (ACM(DK+0,5))
- Hull Construction Monitoring Program (OHCM)
- Disconnectable System (Disconnectable)
- Equipment and System (IMPT-EXPT, IMPT or EXPT)
- Strength Criteria (in *site*)
- Conversion to FPIs (CI,*site*)

For detail see [Section 3](#).

Remarks:

1. The service notation will be appended by one of the following qualifier; (**Ship-Type**), (**Column-Stabilized**), (**TLP**), or (**Spar**) to indicate the hull type. The hull structural configurations of these installations are described in [Guidelines for Floating Production Installation \(Pt.5, Vol.3\) Sec. 2, A.2](#).
2. For a converted installation where the existing vessel being converted is currently in BKI class with **✠**, then the **✠** would be maintained for the converted FPI.
3. For a converted installation where the trading vessel and site-specific environmental data have been used per the [Guidelines for Floating Production Installations \(Pt.5, Vol.3\)](#), the main notation is followed by the special notation **CI, site**. The **CI** will be followed by the definition of the site. For example, **CI, NATUNA Field**.
4. Example:

✠ A100	FPO (Ship Type) POSMOSYS, IW, in Natuna Field
✠ A100	FPO (Ship Type) POSMOSYS (SPM), IW, in Natuna Field
✠ A100	FPO (Column-Stabilized) POSMOSYS, IW, CI, Natuna Field

3.4 Floating Storage and Offloading (FSO)

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
FSO	<ul style="list-style-type: none"> Ship Type Column-Stabilized TLP Spar 	N/A	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec. 3

3.4.1 Description

FSO(Floating Storage and Offloading): This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery. This notation covers the following components:

- i) Installation, including hull structure, equipment, and marine machinery under one of the above notations, subject to the requirements of [Guidelines for Floating Production Installation \(Pt.5, Vol.3\)](#).

POSMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

3.4.2 Qualifiers

- **Ship-Type:** Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.
- **Column-Stabilized:** Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.
- **TLP:** Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.
- **Spar:** Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

3.4.3 Special notation

N/A

3.4.4 Additional notation

The additional notation related to Floating Production Installations (FPIs) as follow:

- In-water Survey in Lieu of Drydocking Survey (**IW**)
- Dynamic Positioning System (**DP0, DP1, DP2, DP3**)
- Position Mooring System (**POSMOSYS**)
- Dynamic Loading Approach (**DYLA**)
- Design Life and Fatigue Life (**HL, FL, RFL**)

- Spectral Fatigue Analysis (SFA)
- Additional Corrosion Margin (ACM(DK+0,5))
- Hull Construction Monitoring Program (OHCM)
- Disconnectable System (Disconnectable)
- Equipment and System (IMPT-EXPT, IMPT or EXPT)
- Strength Criteria (in *site*)
- Conversion to FPIs (CI,*site*)

For detail see [Section 3](#).

Remarks:

1. The service notation will be appended by one of the following qualifier; (**Ship-Type**), (**Column-Stabilized**), (**TLP**), or (**Spar**) to indicate the hull type. The hull structural configurations of these installations are described in [Guidelines for Floating Production Installation \(Pt.5, Vol.3\) Sec. 2, A.2](#)
2. For a converted installation where the existing vessel being converted is currently in BKI class with ✘, then the ✘ would be maintained for the converted FPI.
3. For a converted installation where the trading vessel and site-specific environmental data have been used per the [Guidelines for Floating Production Installations \(Pt.5, Vol.3\)](#), the main notation is followed by the special notation **CI,*site***. The **CI** will be followed by the definition of the site. For example, **CI, NATUNA Field**.
4. Example:

✘ A100	FSO (Ship Type) POSMOSYS, IW, in Natuna Field
✘ A100	FSO (Ship Type) POSMOSYS (SPM), IW, in Natuna Field
✘ A100	FSO (Column-Stabilized) POSMOSYS, IW, CI, Natuna Field

4. Floating Offshore Liquefied Gas Terminal (FOLGT)

4.1 FOLGT

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
FOLGT	<ul style="list-style-type: none"> F (LNG) F (LPG) F (LNG, LPG) 	<ul style="list-style-type: none"> PLSO ORS SO T RO 	<ul style="list-style-type: none"> Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I) Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2)

4.1.1 Description

FOLGT (Floating Offshore Liquefied Gas Terminal): This notations are assigned to floating offshore liquefied gas terminals (FOLGT) that have been built, installed and commissioned to the satisfaction of the BKI Surveyors to the full requirements of [Guidelines for Floating Offshore Liquefied Gas Terminals \(Pt.5, Vol.2\)](#), where approved by BKI HO for service for the specified design environmental conditions, may be classed and distinguished in the BKI Register by the character class **✱A100**, followed by **FOLGT** and the appropriate qualifier and special notation for the intended service as listed in [4.2](#) and [4.3](#).

POSMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

4.1.2 Qualifiers

- **F (LNG)**: For floating terminals designed for LNG
- **F (LPG)**: For floating terminals designed for LPG
- **F (LNG, LPG)**: For floating terminals designed for combined LNG/LPG

4.1.3 Special notation

- **PLSO**: For floating terminals with Gas Processing and Production, Liquefaction, Storage and Offloading.
- **ORS**: For floating terminals with Offloading, Re-Gasification Facility, and Storage.
- **SO**: For floating terminals with Storage and Offloading,
- **T**: Floating terminals with Gas Processing and Production, Liquefaction, Storage and Offloading. The gas processing, production and liquefaction facilities are not desired to be within the scope of class. However the essential safety features of these facilities are to comply with BKI requirements.
- **RO** : For floating terminals with Re-Gasification Facility and Offloading.

4.1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. For floating terminals designed for liquefied gases other than LNG or LPG, the class notations will indicate in parentheses the specific product.
2. Example:

✘ A100	FOLGT (F(LNG)), PLSO POSMOSYS, IW, RFL (20) 2030, in Natuna Field
✘ A100	FOLGT (F(LPG)), ORS POSMOSYS (SPM), IW, SFA (20) 2030, in Natuna Field
✘ A100	FOLGT (F(LNG, LPG)), SO POSMOSYS, IW, RFL (20) 2030, in Natuna Field
✘ A100	FOLGT (F(LNG)), T POSMOSYS, IW, RFL (20) 2030, in Natuna Field
✘ A100	FOLGT (F(LNG)), RO POSMOSYS, IW, RFL (20) 2030, in Natuna Field

5. Single Point Mooring (SPM)

5.1 Single Point Mooring

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Single Point Mooring	<ul style="list-style-type: none"> excl. PLEM 	N/A	<ul style="list-style-type: none"> Rule for Single Point Mooring (Pt.5, Vol.IX) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt. 5, Vol. I) Rule for Single Point Mooring (Pt.5, Vol.IX)

5.1.1 Description

Single Point Mooring : The notation is assigned to a system which permits a vessel to weathervane while the vessel is moored to a fixed or floating structure anchored to the seabed by a rigid or articulated structural system or by catenary spread mooring.

5.1.2 Qualifiers

- **Excl. PLEM**: This qualifier is assigned to a single point mooring for which the Pipeline End Manifold, PLEM, (or similar equipment) associated with the SPM is exempted from the scope of Classification. The manner used to control the flow of fluid between a subsea pipeline and the visiting vessel is to be fully described in documentation provided to BKI when requesting this exemption.

5.1.3 Special notation

N/A

5.1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. SPMs built under survey for use as permanent mooring which is part of floating production unit/installation do not require a separate classification under [Rules for Single Point Mooring \(Pt.5, Vol.IX\)](#). Requirements for mooring systems of floating production unit/installation are found in BKI "[Guidelines for Floating Production Installations \(Pt.5, Vol.3\)](#)".
2. Example:

✘ A100	Single Point Mooring
✘ A100	Single Point Mooring (Excl. PLEM)

6. Floating Aquaculture Installation

6.1 Floating Aquaculture Installation

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Floating Aquaculture Installation	<ul style="list-style-type: none"> Spar-Type Column-Stabilized Type Ship-Type 	<ul style="list-style-type: none"> Manned Unmanned 	<ul style="list-style-type: none"> Guidelines for Aquaculture (Pt.5, Vol.4) 	<ul style="list-style-type: none"> Guidelines for Aquaculture (Pt.5, Vol.4)

6.1.1 Description

Floating Aquaculture Installations: The notations are assigned to a floating offshore structure primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.

POSMOSYS (Position Mooring System) **with suitable qualifier** as additional notation (see [Sec.3.A.11](#)) is mandatory for this installation. However, for the extraordinary cases, this additional notation may be waived with special consideration by BKI.

6.1.2 Qualifiers

- **Spar-Type:** An installation possessing a deep draft, vertical floating structure, usually of cylindrical shape, supporting a topside structure (if any) and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.
- **Column-Stabilized Type:** An installation consisting of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any
- **Ship Type:** Ship type is single displacement hulls, either ship-shaped or barge-shaped installation with or without the side or bottom structure.

6.1.3 Special notation

- **Manned:** A manned aquaculture installation is one with permanent occupied living accommodations or one that requires the continuous attendance of personnel for more than 12 hours in successive 24-hour periods.
- **Unmanned:** An unmanned aquaculture installation which is unattended, but which may be visited regularly, and where its operations are aligned with requirements from the national authority and owner's classification of pre-determined risk severity (e.g. safety level may be considered that operation can be shut-in during the design environmental event, equivalent to the medium exposure level (L2) as defined in ISO 19904-1)

Such installations are provided with accommodation that is suitable for the intended visits to the installation

6.1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

-
- | | |
|--------|--|
| ✱ A100 | Floating Aquaculture Installation (Spar-Type), Manned
POSMOSYS, IW, in Natuna Field |
|--------|--|
-
- | | |
|--------|---|
| ✱ A100 | Floating Aquaculture Installation (Column Stabilized-Type), Unmanned
POSMOSYS, IW, in Natuna Field |
|--------|---|
-
- | | |
|--------|--|
| ✱ A100 | Floating Aquaculture Installation (Ship-Type), Manned
POSMOSYS, IW, in Natuna Field |
|--------|--|
-

U. Fixed Offshore Structure

1. Fixed Offshore Structure

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Fixed Offshore Structure	<ul style="list-style-type: none"> Jacket GBS Compliant Tower Self-Elevating 	<ul style="list-style-type: none"> Process Production 	<ul style="list-style-type: none"> Rule for Structure (Pt.5, Vol.II). Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.2 Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.3 Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.4 Rules for Mobile Offshore Units (Pt.5, Vol.VI), Annex 2 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I), Sec.5 Rules for Mobile Offshore Units (Pt.5, Vol.VI), Sec.2

1.1 Description

Fixed Offshore Structure: The notation is assigned to offshore structure that pay load is supported by a foundation bearing capacity.

1.2 Qualifiers

- **Jacket:** to be assigned to fixed offshore structures characterized by slender foundation elements, or piles, driven into the sea bed.
- **GBS:** to be assigned to fixed offshore structures which rest directly on the sea bed. (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.
- **Self-Elevating:** to be assigned for new or converted Self-Elevating Unit to be operated as Fixed Offshore Structure.

1.3 Special notation

- **Process:** Notation for fixed offshore structures equipped with a plant for processing gas and/or oil into semi-finished products or end products.
- **Production:** Notation for fixed offshore structures equipped with facilities for production of oil and gas to be delivered by the fully developed source.

1.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✱ A100	Fixed Offshore Structure (Pile Foundation)
--------	--

✠ A100	Fixed Offshore Structure (Gravity Foundation)
✠ A100	Fixed Offshore Structure (Self-Elevating)
✠ A100	Fixed Offshore Structure (Self-Elevating), Production

2. Fixed Aquaculture Installation

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Fixed Aquaculture Installation	<ul style="list-style-type: none"> Pile Foundation Gravity Foundation 	<ul style="list-style-type: none"> Manned Unmanned 	<ul style="list-style-type: none"> Rule for Structure (Pt.5, Vol.II). Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.2 Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.3 Rules for Fixed Offshore Installation (Pt.5, Vol.VII), Sec.4 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.5, Vol.I), Sec.5

2.1 Description

Fixed Aquaculture Installation: The notation is assigned to fixed offshore structure primarily intended for farming of aquatic organisms in offshore areas but not limited at sea involving interventions in the rearing process to enhance production.

2.2 Qualifiers

- **Pile Foundation:** Notation for structures fixed on the sea-bed by means of piles
- **Gravity Foundation:** Notation for structures supported on the sea-bed by action of gravity only.

2.3 Special notation

- **Manned:** A manned aquaculture installation is one with permanent occupied living accommodations or one that requires the continuous attendance of personnel for more than 12 hours in successive 24-hour periods.
- **Unmanned:** An unmanned aquaculture installation which is unattended, but which may be visited regularly, and where its operations are aligned with requirements from the national authority and owner's classification of pre-determined risk severity (e.g. safety level may be considered that operation can be shut-in during the design environmental event, equivalent to the medium exposure level (L2) as defined in ISO 19904-1)

Such installations are provided with accommodation that is suitable for the intended visits to the installation

2.4 Additional notation

The relevant additional notation for hull and machinery item see [Section 3](#).

Remarks:

1. Example:

✖ A100	Fixed Aquaculture Installation (Pile Foundation), Unmanned
✖ A100	Fixed Aquaculture Installation (Gravity Foundation), Manned

V. Naval Ships

1. Aircraft Carrier

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Aircraft Carrier	N/A	N/A	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol. 2) Guidelines for Propulsion Plants (Pt.9, Vol. 3) Guidelines for Electrical Installations (Pt.9, Vol. 4) Guidelines for Naval Ship Materials (Pt.9, Vol. 5) Guidelines for Ship Operation Installations and Auxiliary (Pt.9, Vol. 6) Guidelines for Automations (Pt.9, Vol. 7) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

1.1 Description

Aircraft Carrier: Notation assigned to Aircraft Carrier, if large naval ship with a displacement greater than 10000 tons which is capable of operate with a flight deck, hangar, etc. a greater number of different types of naval aircraft at the same time

1.2 Qualifiers

N/A

1.3 Special notation

N/A

1.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example:

✘ N100 (5)	① P Aircraft Carrier
✘ N100 (5) Sea-NH	① P Aircraft Carrier
✘ SM Sea-NM Sea-NE Sea-NQ	

2. Cruiser

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Cruiser	N/A	N/A	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol. 2) Guidelines for Propulsion Plants (Pt.9, Vol. 3) Guidelines for Electrical Installations (Pt.9, Vol. 4) Guidelines for Naval Ship Materials (Pt.9, Vol. 5) Guidelines for Ship Operation Installations and Auxiliary (Pt.9, Vol. 6) Guidelines for Automations (Pt.9, Vol. 7) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

2.1 Description

Cruiser: Notation assigned to Cruiser, if large naval ship with a displacement greater than 5000 tons which is capable to develop control commanding tasks and mainly sea and air in a mission theatre at the same time.

2.2 Qualifiers

N/A

2.3 Special notation

N/A

2.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example

✘ N100 (5)	① P	Cruiser
✘ N100 (5) Sea-NH	① P	Cruiser
✘ SM Sea-NM Sea-NE Sea-NQ		

3. Amphibious Warfare Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Amphibious Warfare Ship	N/A	<ul style="list-style-type: none"> • LHD • LSD • LST • LCI 	<ul style="list-style-type: none"> • Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol. 2) • Guidelines for Propulsion Plants (Pt.9, Vol. 3) • Guidelines for Electrical Installations (Pt.9, Vol. 4) • Guidelines for Naval Ship Materials (Pt.9, Vol. 5) • Guidelines for Ship Operation Installations and Auxiliary (Pt.9, Vol. 6) • Guidelines for Automations (Pt.9, Vol. 7) 	<ul style="list-style-type: none"> • Guidelines for Classification and Surveys (Pt.9, Vol. 1)

3.1 Description

Amphibious Warfare Ship: Notation assigned to Amphibious Warfare ship, if large marine ship with a displacement above 5000 tons which is capable to operate mainly helicopter and landing craft at the same time, the latter often via stern dock.

3.2 Qualifiers

N/A

3.3 Special notation

- LHD: Amphibious Assault Ship,
- LSD: Dock Landing Ship
- LST: Tank Landing Ship
- LCI: Infantry Landing Craft

3.4 Additional notation

For relevant additional notation for hull and machinery item, see [section 3](#)

Remarks:

1. Example:

✘ N100 (5)	① P	Amphibious Warfare Ship, LHD
✘ N100 (5) Sea-NH	① P	Amphibious Warfare Ship, LSD
✘ SM Sea-NM Sea-NE Sea-NQ		

4. Destroyer

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Destroyer	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol. 2) Guidelines for Propulsion Plants (Pt.9, Vol. 3) Guidelines for Electrical Installations (Pt.9, Vol. 4) Guidelines for Naval Ship Materials (Pt.9, Vol. 5) Guidelines for Ship Operation Installations and Auxiliary (Pt.9, Vol. 6) Guidelines for Automations (Pt.9, Vol. 7) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

4.1 Description

Destroyer: Notation assigned to Destroyer, if larger naval ship with a displacement above 4000 tons which is capable to develop at least two control tasks at the same time.

4.2 Qualifiers

- HSC : If the requirement for the ship meet the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#)
- HSDE : If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#) and which are not subject to the IMO HSC Code

4.3 Special notation

N/A

4.4 Additional notation

For relevant additional notation for hull and machinery item, see [section 3](#)

Remarks:

1. Example:

✘ N100 (5)	① P	Destroyer
✘ N100 (5)	Ⓟ P	Destroyer (HSC)
✘ N100 (5)	Ⓡ P	Destroyer (HSDE)
✘ N100 (5) Sea-NH	① P	Destroyer
✘ SM Sea-NM Sea-NE Sea-NQ		

5. Frigate

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Frigate	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol. 2) Guidelines for Propulsion Plants (Pt.9, Vol. 3) Guidelines for Electrical Installations (Pt.9, Vol. 4) Guidelines for Naval Ship Materials (Pt.9, Vol. 5) Guidelines for Ship Operation Installations and Auxiliary (Pt.9, Vol. 6) Guidelines for Automations (Pt.9, Vol. 7) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

5.1 Description

Frigate: Notation assigned to Frigate, if Medium sized naval ship with a displacement above 1500 tons which is capable to develop sea or air or submarine control alternatively.

5.2 Qualifiers

- **HSC** : If the requirement for the ship meet the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#)
- **HSDE** : If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#) and which are not subject to the IMO HSC Code.

5.3 Special notation

- N/A

5.4 Additional notation

For relevant additional notation for hull and machinery item, see [section 3](#)

Remarks:

1. Example:

✳ N100 (5)	① P	Frigate
✳ N100 (5)	Ⓟ P	Frigate (HSC)
✳ N100 (5)	Ⓡ P	Frigate (HSDE)
✳ N100 (5) Sea-NH	① P	Frigate
✳ SM Sea-NM Sea-NE Sea-NQ		

6. Corvette

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Corvette	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Rules for Patrol Boats (Pt.3, Vol.XI) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

6.1 Description

Corvette: Notation assigned to Corvette, if Small naval ship with a displacement below than 1500 tons which is capable to undertake limited missions.

6.2 Qualifiers

- **HSC** : If the requirement for the ship meet the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#)
- **HSDE** : If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#) and which are not subject to the IMO HSC Code

6.3 Special notation

- N/A

6.4 Additional notation

For relevant additional notation for hull and machinery item, see [section 3](#)

Remarks:

1. Example:

✘ N100 (5)	① P	Corvette
✘ N100 (5)	② P	Corvette (HSC)
✘ N100 (5)	③ P	Corvette (HSDE)
✘ N100 (5) Sea-NH	① P	Corvette
✘ SM Sea-NM Sea-NE Sea-NQ		

7. Mine Warfare Vessel

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Mine Warfare Vessel	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Rules for Patrol Boats (Pt.3, Vol.XI) 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol. 1)

7.1 Description

Mine Warfare Vessel: Notation assigned to Mine Warfare Vessel, if this type includes mine countermeasure vessels, mine hunters and mine laying ship

7.2 Qualifiers

- **HSC** : If the requirement for the ship meet the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#)
- **HSDE** : If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt.3, Vol.III\)](#) and which are not subject to the IMO HSC Code

7.3 Special notation

N/A

7.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#)

Remarks:

1. Example:

✳ N100 (5)	① P	Mine Warfare Vessel
✳ N100 (5)	② P	Mine Warfare Vessel (HSC)
✳ N100 (5)	③ P	Mine Warfare Vessel (HSDE)
✳ N100 (5) Sea-NH	① P	Mine Warfare Vessel
✳ SM Sea-NM Sea-NE Sea-NQ		

8. Naval Support Ship

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Naval Support Ship		<ul style="list-style-type: none"> Hospital 	<ul style="list-style-type: none"> Naval Ship Technology (Pt.9) Seagoing Ships (Pt.1) 	
	<ul style="list-style-type: none"> FP ≤ 60 °C FP > 60 °C 	<ul style="list-style-type: none"> Replenishment Tanker 		

8.1 Description

Naval Support Ships: Notation assigned to ships designed for support service to naval ships or military activities.

8.2 Qualifiers

- **FP ≤ 60 °C :** assigned to Tankers intended to carry oil in bulk having a flashpoint (closed cup test) on and below 60°C.
- **FP > 60 °C :** Where it is intended to carry liquids having a flash point (closed cup test) above 60°C only

8.3 Special notation

- **Hospital:** a ship designated for primary function as a floating medical treatment facility or hospital
- **Replenishment Tanker:** a ship designated to supply both fuel and dry stores during underway replenishment at sea.

8.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#)

Remarks:

1. Example:

✳ N100 (5)	① P	Naval Support Ships, Hospital
✳ N100 (5)	① P	Naval Support Ships (FP < 60°C), Replenishment Tanker
✳ N100 (5)	① P	Naval Support Ships (FP > 60°C), Replenishment Tanker
✳ N100 (5) Sea-NH	① P	Naval Support Ships, Hospital
✳ SM Sea-NM Sea-NE Sea-NQ		

W. Patrol and Patrol Boat

1. Patrol

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Patrol	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Rules for Patrol Boats (Pt.3, Vol.XI) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Guidelines for Classification and Surveys (Pt.9, Vol. 1) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

1.1 Description

Patrol: Notation assigned to Patrol, if this type of naval ship is a patrol ship/vessel/ boat/unit with a length $L > 24$ m. If the length L would reach about 80 m special agreement with BKI will become necessary for some design aspects.

The tasks are similar to patrol boats, but may include a wider range of the possible activities.

1.2 Qualifiers

- **HSC:** If the requirement for the ship meet the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#).
- **HSDE:** If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#) and which are not subject to the IMO HSC Code.

1.3 Special notation

N/A

1.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#)

Remarks:

- Example:

✱ N100 (5)	①	P	Patrol
✱ N100 (5)	Ⓛ	P	Patrol (HSC)
✱ N100 (5)	Ⓛ	P	Patrol (HSDE)

✱ A100	①	P	Patrol
✱ A100	Ⓛ	P	Patrol (HSC)
✱ A100	Ⓛ	P	Patrol (HSDE)
✱ A100	①	P(ID)	Patrol (HSDE)

Sec 2 Ship Type Notations

W

AL, FFC			
✠	A100	(ISD)	SD Patrol (HSDE) AL, FFC, in Sungai Musi

2. Patrol Boat

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Patrol Boat	<ul style="list-style-type: none"> HSC HSDE 	N/A	<ul style="list-style-type: none"> Rules for Patrol Boats (Pt.3, Vol.XI) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Guidelines for Classification and Surveys (Pt.9, Vol. 1) Peraturan Kapal Domestik (Bag.8, Vol.I) Pedoman Kapal Sungai dan Danau(Bag.8, Vol.1)

2.1 Description

Patrol Boat: Notation assigned to Patrol Boat, if small naval, coast guard or police vessel, smaller in size than a corvette, commonly engaged in military patrol and reconnaissance missions, border protection roles, including anti-smuggling, anti-terrorist, anti-piracy, fishery patrols and law enforcement. It is also often used rescue operations and can be diversified in smaller Inshore Patrol Vessels and larger Offshore Patrol Vessels.

The ship type Notation **Patrol Boat** is only valid for small watercraft from 6 to 24 m in length

2.2 Qualifiers

- **HSC:** If the requirement for the ship meet the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#).
- **HSDE:** If the requirement for the ship using element of the [Rules for High Speed Craft \(Pt. 3, Vol. III\)](#) and which are not subject to the IMO HSC Code.

2.3 Special Notation

N/A

2.4 Additional notation

For relevant additional notation for hull and machinery item, see [Section 3](#)

Remarks:

1. Example:

✳ N100 (5)	①	II	Patrol Boat
✳ N100 (5)	Ⓛ	P	Patrol Boat (HSC)
✳ N100 (5)	Ⓛ	P	Patrol Boat (HSDE)

✳ A100	①	II	Patrol Boat
✳ A100	Ⓛ	P	Patrol Boat (HSC)
✳ A100	Ⓛ	P	Patrol Boat (HSDE)
✳ A100	①	P(ID)	Patrol (HSDE)

Sec 2 Ship Type Notations

W

				AL, FFC
✠	A100	(I _{SD})	SD	Patrol (HSDE)
				AL, FFC, in Sungai Musi

X. Wing in Ground Craft (WIG Craft)

1. WIG

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
WIG	<ul style="list-style-type: none"> A WH HSO/HS1 	<ul style="list-style-type: none"> Passenger Cargo 	<ul style="list-style-type: none"> Rules for Classification and Construction of Wing In Ground (Pt.3, Vol.VIII). 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3. Rules for Classification and Construction of Wing In Ground (Pt.3, Vol.VIII).

1.1 Description

WIG: **Notation** assigned to the craft which, in its main operational mode is supported clear above the water or ground by lift forces generated by the ground-effect between that surface and one or more air foils forming part of the structure of the craft, and which is not capable of sustained flight outside of that ground- effect.

1.2 Qualifiers

- **A:** type A WIG craft means a WIG craft that operates only within the ground-effect.
- **WH HSO/HS1:** is wave height for maximum permitted operating conditions expressed in terms of a significant wave height HSO [m] for safe take-off and landing and a significant wave height HS1 [m] for safe wing in ground-effect flight and for safe emergency landing.

1.3 Special notation

- **Passenger :** passenger WIG craft means any passenger WIG craft:
 - operating on a route where it has been demonstrated to the satisfaction of the flag and port States that there is a high probability that in the event of an evacuation at any point of the route, all passengers and crew can be rescued safely by external rescue services within the least of:
 - the time to prevent persons in survival craft from exposure causing hypothermia in the worst intended conditions,
 - the time appropriate with respect to environmental conditions and geographical features of the route, or
 - 4 hours;
 - which has access to weather reports and can reach a place of refuge in good time, if weather conditions deteriorate and are forecasted to exceed the worst intended conditions; and
 - carrying not more than 50 passengers
- **Cargo :** Cargo WIG craft means any WIG craft other than passenger WIG craft:
 - with an all up weight of 30 t or less, and
 - capable of maintaining the main functions and safety systems of unaffected spaces,

1.4 Additional notation

The relevant additional notation for hull and machinery item, see [Section 3](#).

Remarks:

1. Example:

✱ **A100** ① P WIG (A, WH 0,5/2,0), Passenger

✱ **A100** ① P WIG (A, WH 0,5/2,0), Cargo

Y. Shiplift and Transfer System

1. Shiplift and Transfer System

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Shiplift and Transfer System	N/A	N/A	<ul style="list-style-type: none"> Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5) 	<ul style="list-style-type: none"> Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5)

1.1 Description

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

1.2 Qualifiers

N/A

1.3 Special notation

N/A

1.4 Additional notation

- **at** (*port/yard to be specified*)
- (*MDL x effective platform length*)

Additional notation **at**...(port/yard to be specified) shall be followed by (MDL x effective platform length).
For detail information see [Section 3.A.15](#)

Remarks:

1. Example:

✱	A100	Shiplift and Transfer System at Tanjung Perak Port, 30 ton/m x 100m
✱	A100	Shiplift and Transfer System at PAL Shipyard, 30 ton/m x 100m

2. Shiplift

Notation	Qualifier	Special notation	Underlying rules/requirements	
			Design	Survey
Shiplift	N/A	N/A	Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5)	Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5)

2.1 Description

Shiplift : **Notation** assigned to the shiplift in which ship are raised and lowered by means of winches or jacks when docked on a flexible or rigid platform structure.

2.2 Qualifiers

N/A

2.3 Special notation

N/A

2.4 Additional notation

- at (port/yard to be specified)
- (MDL x effective platform length)

Additional notation **at...**(port/yard to be specified) shall be followed by (MDL x effective platform length). For detail information see [Section 3.A.15](#)

Remarks:

1. Example:

- | | |
|----------------|--|
| ⊗ A 100 | Shiplift
at Tanjung Perak Port, 30 ton/m x 100m |
| ⊗ A 100 | Shiplift
at PAL Shipyard, 30 ton/m x 100m |

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Section 3 Additional Notations

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A. Additional Notations for hull

The following Additional Notations for Hull Item may be appended to ships complying with the relevant requirements in the order of following tables.

1. Materials

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
HTS	N/A	Materials (high tensile steel) that are employed for the entire hull	<ul style="list-style-type: none"> Rules for Materials (Pt.1, Vol.V) Rules for Hull (Pt. 1, Vol. II), Sec. 2 Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2), Sec. 3 	N/A
AL	N/A	Materials (aluminium) that are employed for the entire hull		N/A
FRP	N/A	Materials (fibre reinforced plastic) that are employed for the entire hull	<ul style="list-style-type: none"> Rules for Non-Metalic Materials (Pt.1, Vol.XIV) Rules for Hull (Pt. 1, Vol. II), Sec. 2 Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2), Sec. 3 	N/A
WOOD	N/A	Materials (wood) that are employed for the entire hull.	<ul style="list-style-type: none"> Rules for Non-Metalic Materials (Pt.1, Vol.XIV) Guidance for FRP and Wooden Fishing Vessel up to 24 M (Pt.3, Vol.A) Peraturan Kapal Kayu (Bag.3, Vol.VI) 	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
Note: <ul style="list-style-type: none">– Other materials used for structure parts of the hull will be indicated into the Register– Material selection, design, dimensioning and manufacturing of hull structures made of FRP shall be agreed case by case with BKI Head Office				

2. Special hull structural analysis or strengthening

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
RSD	N/A	Cargo hold analysis carried out by the designer and examined by BKI	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol.II) 	N/A
	F25	Fatigue assessment based on $6,25 \cdot 10^7$ load cycles of North Atlantic Spectrum carried out by BKI ¹⁾	<ul style="list-style-type: none"> Rules for Container Ships (Pt. 1, Vol. XVIII), Annex B 	N/A
	F30	Fatigue assessment based on $7,5 \cdot 10^7$ load cycles of North Atlantic Spectrum carried out by BKI ¹⁾	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec. 4 	N/A
	ACM	Additional corrosion margin according to detailed listings in the technical file. Analysis carried out by BKI.		N/A
	gFE	Global finite element analysis which mandatory for Container Ships in accordance with the Rules for Container Ships (Pt.1, Vol.XVIII), Annex B or optional for Other Ships in accordance with Guidelines for Analysis Techniques Strength of Ships (Pt. 1, Vol. 6)		N/A
COLL	1-6	Ships, the side structures of which are specially strengthened in order to resist collision impacts	<ul style="list-style-type: none"> Rules for Hull (Pt. 1, Vol. II), Sect. 35 	N/A
G	N/A	For ships with inner bottoms and/or coamings and longitudinal bulkheads strengthened for the use of grabs	<ul style="list-style-type: none"> Rules for Hull (Pt 1, Vol. II), Sect. 23, B.4.3.2 	N/A
CTC	N/A	For Oil Tankers, the cargo tanks of which comply with the Rules for Corrosion Protection of Crude Oil Cargo Tanks	<ul style="list-style-type: none"> Guidance for the Corrosion Protection and Coating Systems (Pt.1, Vol.G) 	N/A
CPS	N/A	Coating Performance Standard (CPS) is an additional notation with objectives promoting the effective use of protective coatings on Ships and Marines Structures.	<ul style="list-style-type: none"> Guidance for Coating Performance Standard (Pt.7, Vol.G) 	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
DL=...t/m ²	N/A	Maximum Deck Loading in ton/m ²	• Rules for Hull (Pt.1, Vol.II)	N/A
SL=...t	N/A	Maximum Stack Load for containers in ton	• Rules for Hull (Pt.1, Vol.II)	N/A
WHL=...t	N/A	Maximum wheel load in ton	• Rules for Hull (Pt.1, Vol.II)	N/A
AXL=...t	N/A	Maximum axle load in ton	• Rules for Hull (Pt.1, Vol.II)	N/A
Md=...t/m ³	N/A	Maximum mass density in ton	• Rules for Hull (Pt.1, Vol.II)	N/A
¹⁾ Fatigue assessment will be carried out for all hatch opening corners on all deck levels, longitudinal frames and butt welds of deck plating and side shell plating (where applicable).				

3. Cargo operation

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
STL	N/A	For tankers in shuttle service and designed with a submerged turret loading arrangement	• Rules for Hull (Pt.1, Vol.II) Sec.24 L	N/A
VEC	N/A	This Notation may be assigned to tankers equipped with vapour return installations for the return of volatile organic compounds to shore during loading operations complying either with: <ul style="list-style-type: none"> – USCG Regulations for foreign flag vessels Title 46 CFR, Part 39 Vapour Control Systems, or – IMO MSC/ Circ. 585, Standards for vapour emission control systems. 	N/A	N/A
LCS	N/A	Computer based system for calculation and control of loading conditions by means of which it can be easily and quickly ascertained that in any ballast or load condition the applicable stability requirements and longitudinal and local strength will be complied with.	• Guidelines for certification of loading computer system (Pt.4, Vol.1)	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
ECC	N/A	Equipped for Carriage of Containers is assigned for ships (including general dry cargo, multi-purpose dry cargo ship, passenger ship and landing craft, barge and self propelled barge) carrying containers occasionally or as part of cargo only, and equipped with the appropriate facilities.	<ul style="list-style-type: none"> Guidelines for Stowage and Lashing (Pt.4, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Surveys (Pt.1 Vol.I)
ECIC	N/A	Equipped for Carriage of ISO Tank Containers is assigned for ships (including general dry cargo, multi-purpose dry cargo ship, passenger ship and landing craft, barge and self-propelled barge) carrying ISO Tank containers occasionally or as part of cargo only, and equipped with the appropriate facilities. Requirements of the specific tank containment e.g. IMDG Code, National Regulation, SOLAS II-2 Reg. 19, etc. are to be applied.	<ul style="list-style-type: none"> Guidelines for Stowage and Lashing (Pt.4, Vol.I) 	<ul style="list-style-type: none"> Rules for Classification and Surveys (Pt.1 Vol.I)

4. Living and working conditions

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
HBT	N/A	Vessel complying with the minimum criteria for crew accommodations and the ambient environment (i.e., vibration, noise, indoor climate and lighting).	<ul style="list-style-type: none"> Guidance for Crew Habitability on Ship (Pt. 7, Vol.B), Guidance for Crew Habitability on Offshore Installation (Pt. 7, Vol.C) 	N/A
	+	Vessel complying with all of the more stringent habitability criteria with respect to crew accommodations, whole-body vibration and indoor climate.	<ul style="list-style-type: none"> Guidance for Crew Habitability on Ship (Pt. 7, Vol.B) 	N/A

5. Environmental protection and pollution control

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
BWM	D1	Ballast water exchange	Rules for Machinery Installations (Pt.1, Vol.III), Sec.11, O.1.6	Rules for Classification and Surveys (Pt.1 Vol.I)
	D2	Ballast water treatment		
EP	N/A	Ships designed, constructed, and operated in compliance with the applicable requirements of: <ul style="list-style-type: none"> Annexes I, II, III, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended SOLAS 74/88, as amended: Chapter VII "Carriage of dangerous goods, International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001" 	<ul style="list-style-type: none"> Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F) Guidelines for Ship Operation Installations & Auxiliary Systems (Pt.9, Vol.6), Sec.10 	<ul style="list-style-type: none"> Rules for Classification and Surveys (Pt.1 Vol.I) Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F), Sec.6
EP+	N/A	Ships designed, constructed, and operated in compliance with the applicable requirements of EP plus: <ul style="list-style-type: none"> "International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004" Guidelines for Inventory of Hazardous Materials (Pt.1, Vol.15) MEPC.1 / Circ. 681, "Interim Guidelines on the Method of Calculation of the Energy Efficiency Design Index for New Ships" MEPC.1 / Circ. 682, "Interim Guidelines for Voluntary Verification of the Energy Efficiency Design Index" 		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
EP-OS	N/A	Offshore units, floating installations, and liftboats designed, constructed, and operated in compliance with the applicable requirements of: <ul style="list-style-type: none"> Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended, Requirements of Section 4 of the Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F) 	<ul style="list-style-type: none"> Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F) 	<ul style="list-style-type: none"> Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F), Sec.6
EP-OS+	N/A	Offshore units, floating installations, and liftboats designed, constructed, and operated in compliance with applicable requirements of: <ul style="list-style-type: none"> the EP-OS notation and Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended, Requirements of Section 5 of the Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F) 	<ul style="list-style-type: none"> Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F) 	<ul style="list-style-type: none"> Guidance for the Environmental Service Systems for Ships, Offshore Units, Floating Installations and Liftboats (Pt.7 Vol.F), Sec.6
IHM	N/A	Inventory of Hazardous Materials (IHM) additional notation is applicable to new and existing vessels which have had their inventory reviewed and verified to the requirements of Guidelines for Inventory of Hazardous Materials (Pt.1, Vol.15) for the safe and environmentally sound recycling of ships.	<ul style="list-style-type: none"> Guidelines for Inventory of Hazardous Materials (Pt.1, Vol.15), Sec.3 	<ul style="list-style-type: none"> Guidelines for Inventory of Hazardous Materials (Pt.1, Vol.15) Sec.2

6. Ice strengthening

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
ES	N/A	Drift ice in mouths of rivers, and coastal regions		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
	1	Thickness of the design maximum ice block entering the propeller Hice = 1,0 m	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol. II) Sec.15 Rules for Machinery Installations (Pt.1, Vol.III) Sec. 13 	Rules for Classification and Surveys (Pt.1 Vol.I)
	2	Thickness of the design maximum ice block entering the propeller Hice = 1,2 m		
	3	Thickness of the design maximum ice block entering the propeller Hice = 1,5 m		
	4	Thickness of the design maximum ice block entering the propeller Hice = 1,75 m		

7. Survey Arrangement

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
IW	N/A	The ship's hull or unit/installation's hull is specially equipped for in-water surveys, i.e. surveys of the underwater part carried out in floating condition instead of dry docking. Fixed markings and inscriptions are not required but means for the diver to determine his respective position shall be in place.	<ul style="list-style-type: none"> Rules for Hull (Pt.1, Vol. II), Section 37. See also Section 3, C.1.7. Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2), Sec.1.A.3.2 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Guideline for Floating Production Installation (Pt.5, Vol.3) Sec.3.B.7.
ERS	N/A	Emergency Response Service for ships/naval ships, the geometry and structural data of which are made available in a database to provide the assistance necessary for limiting damages in case of average with the aid of special computer programs.	<ul style="list-style-type: none"> Guidance for Emergency Response Service (Pt.7, Vol.H) Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) 	<ul style="list-style-type: none"> Guidance for Emergency Response Service (Pt.7, Vol.H)
HLP	N/A	Hull Lifecycle Program for ships/naval ships, where the hull structural data necessary for the performance of thickness measurements with the programme are available in a database in order to determine the allowable corrosion tolerances of all structural	N/A	Rules for Classification and Survey (Pt.1, Vol.I)

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		elements of the ship's hull. The results of the surveys will be entered into the.		
CM-PS	N/A	Condition monitoring of propeller shaft at stern tube, Where the propeller shaft runs within the stern tube in oil, the possibility exists, to prolong the intervals between shaft withdrawals, if the requirement according to the Rules for Machinery Installations, (Pt. 1, Vol. III) Sec. 4, D.5.6 are fulfilled	<ul style="list-style-type: none"> Rules for Machinery Installations, (Pt. 1, Vol. III) Sec. 4, D.5.6 	N/A
HIMP	N/A	Hull Inspection and Maintenance Program (HIMP). This additional notation signifies that the ships or mobile offshore unit are enrolled in the Hull Inspection and Maintenance Program in accordance with the Guidance in underlying rules.	<ul style="list-style-type: none"> Guidance For Hull Inspection and Maintenance Program (Pt.7, Vol.D) 	<ul style="list-style-type: none"> Guidance For Hull Inspection and Maintenance Program (Pt.7, Vol.D)

8. Equipment and design features

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
DG	N/A	Notation for ships/naval ships equipped for the carriage of dangerous goods	<ul style="list-style-type: none"> Rules for Machinery Installations (Pt. 1, Vol. III), Sect. 12.P Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) 	Rules for Classification and Survey (Pt.1, Vol.I)
DG (HSC Code 7.17)	N/A	Notation in the Class Certificate assigned to high-speed craft equipped for the carriage of dangerous goods	<ul style="list-style-type: none"> Rules for High-Speed Craft (Pt. 3, Vol. III) and the HSC Code 7.17 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I)
DBC	N/A	Notation for ships equipped for the carriage of solid bulk cargoes	<ul style="list-style-type: none"> Rules for Machinery Installations (Pt. 1, Vol. III), Sect. 12 and the IMSBC Code 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I)
INF	1-3	Notations for ships equipped for the carriage of high-level radioactive goods	N/A	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
AHCTS	N/A	The ship has been equipped with an approved additional hatch cover tightness system	N/A	N/A
EC	N/A	Equipment Certified, Characteristic implements and/or equipment have by agreement been constructed in accordance with the Construction Rules of and under supervision by BKI. This does not apply to the anchor equipment, which is always covered by Classification, or to equipment, such as container lashing elements.	<ul style="list-style-type: none"> Related BKI Construction Rules and other recognized standards 	N/A
SPM	N/A	Single point mooring arrangement of basic design, fitted with local control for mooring to single point mooring	<ul style="list-style-type: none"> Rules for Hull (Pt.2, Vol.II) Sec. 24 L 	<ul style="list-style-type: none"> Rules for Single Point Mooring (Pt.5, Vol.IX)
	1	Single point mooring arrangement of basic design, fitted with local control for mooring and cargo loading manifold		
	2	Single point mooring arrangement of advanced design, fitted with bow control station and provided with automatic and remote control for cargo transfer and ship manoeuvring		
	3	Single point mooring arrangement of advanced design, fitted with bow control station automatic and remote control for cargo transfer and equipped with a Dynamic Positioning System (DPS)		
Only in Berthing Operations	N/A	For ship engaged only in berthing operations, one anchor is sufficient, if a spare anchor is readily available on land	<ul style="list-style-type: none"> Rules for Hull (Pt.2, Vol.II) Sec. 27.E.2.2 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I)
LA-A1 (SWL...ton)	N/A	For the operation of the ship or installation, such as e.g.: provision cranes, engine room cranes / workshop cranes, hatch cover cranes hose cranes	<ul style="list-style-type: none"> Guidelines for Loading Gear on Seagoing Ships and Offshore Installations (Pt.4, Vol.3) 	<ul style="list-style-type: none"> Guidelines for Loading Gear on Seagoing Ships and Offshore Installations (Pt.4, Vol.3)
LA-A2 (SWL...ton)	N/A	For offshore cranes not used for cargo-handling, such as e.g.: offshore working cranes		
LA-A3 (SWL...ton)	N/A	For floating cranes not used for cargo-handling, like e.g.: mounting cranes		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
LA-B1 (SWL...ton)	N/A	For ship cranes for cargo-handling using spreaders or hooks, such as e.g.: container cranes, general cargo cranes		
LA-B2 (SWL...ton)	N/A	For cranes for cargo-handling at sea using hooks, such as e.g.: general cargo cranes, offshore cranes according to A.3.2		
LA-B3 (SWL...ton)	N/A	For floating cranes for cargo-handling using hooks, such as e.g.: floating cargo cranes		
LA-C1 (SWL...ton)	N/A	For ship cranes for cargo-handling using grabs, hooks or special loose gear, such as e.g.: grab cranes, pallet cranes		
LA-C2 (SWL...ton)	N/A	For ship cranes for cargo-handling offshore using grabs, such as e.g.: grab cranes, lighter cranes		
LA-C3 (SWL...ton)	N/A	For floating cranes for cargo-handling using grabs, such as e.g.: grab floating cranes, lighter floating cranes		
HELIW	N/A	Assigned to crew boat equipped with helicopter winching operation.	• Rules for Crew Boat (Pt.3, Vol.X)	• Rules for Classification and Surveys (Pt.1, Vol.I)
HELIL	N/A	Ships with a helicopter deck intended for landing with no provision for storage or refuelling	• Guidance for the Class Notation Helicopter Deck and Facilities (Pt.7, Vol.A)	• Rules for the Classification and Surveys (Pt.1, Vol.I) Sec.3.C.1.1.
HELILSRF	N/A	Ships with a helicopter deck and a helicopter facility for storage and/or refuelling		
FFC	N/A	Ships equipped with some fire fighting capability in addition to their regular service, but not in full compliance with or not specifically built for the service intended to be covered by the Guidance for Equipment on Fire Fighting Ships (Pt.4, Vol.C) .	• Guidance for Equipment on Fire Fighting Ships (Pt.4, Vol.C).	• Rules for the Classification and Surveys (Pt.1, Vol.I)
TOW	N/A	Ships equipped with towing equipment like towing winches or warping capstans, towing lines or towing hooks, etc.	• Rules for Hull (Pt.1, Vol.II) Sec. 27	• Rules for the Classification and Surveys (Pt.1, Vol.I)

9. Freeboard

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
With freeboard ... m	N/A	The ship's hull is dimensioned for a draught of less than the maximum draught permissible according to the Load Line Convention	<ul style="list-style-type: none"> Load line convention (ICLL) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I)

10. HSC not comply with IMO HSC Code

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
HSDE	max Hs ...m	<p>Notation assigned to High Speed Craft complying with both Section 3 and 6 of Rules for High Speed Craft (Pt.3, Vol.III).</p> <p>Stability, machinery and electrical installation requirements of this craft to be complying with following requirements:</p> <ul style="list-style-type: none"> - For craft with length $L > 24$ m or more than 500 GT subject to Guidelines on Intact Stability (Pt.6, Vol.3) as far as applicable, Rules for Machinery Installation (Pt.1, Vol.III) and Rules for Electrical Installations (Pt.1, Vol.IV) respectively - For craft with length $L \leq 24$ m subject to Guidelines on Intact Stability (Pt.6, Vol.3) as far as applicable and Rules for Small Vessels up to 24 m (Pt.3, Vol.VII) for machinery and electrical installation. <p>This additional notation applies for:</p> <ul style="list-style-type: none"> - passenger craft which do not proceed in the course of their voyage more than four hours at 90% of maximum speed from a place of refuge, and - cargo craft which do not proceed in the course of their voyage more than 8 hour at 90 % of maximum speed from a place of refuge when fully laden. <p>(max Hs... m) means the permissible significant wave height (in meter) at actual craft speed.</p>	<ul style="list-style-type: none"> Rules for High-Speed Craft (Pt.3, Vol.III) Guidelines on Intact Stability (Pt.6, Vol.3) Rules for Machinery Installation (Pt.1, Vol.III) Rules for Electrical Installations (Pt.1, Vol.IV) Rules for Small Vessels up to 24 m (Pt.3, Vol.VII) 	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) Sec. 3.

11. Floating Offshore Structure

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
DYLA	N/A	This notation is assigned to installations where the hull structure has been built to plans reviewed for calculating and evaluating the behaviour of hull structures under dynamic loading conditions, in addition to compliance with other requirements of the Rules	<ul style="list-style-type: none"> Guidelines for Dynamic Loading Approach (Pt.7, Vol.2) Guidelines for Floating Production Installation (Pt.5, Vol.3) 	N/A
	<i>S return of period</i>	The basic notation DYLA is applied when the hydrodynamic loads have been determined using the wave environment of the North Atlantic as if the installation is a trading vessel with a 20- to 25-year service life. If the wave environment of the intended site is used during the analysis, the notation will include an S qualifier, followed by the design return period at the defined site. For example, if the 100-year return period was used, the following may apply: DYLA (S100) . Transit conditions to the intended site are also to be included in the DYLA evaluation.	<ul style="list-style-type: none"> Guidelines for Dynamic Loading Approach (Pt.7, Vol.2) Guidelines for Floating Production Installation (Pt.5, Vol.3). 	N/A
HL	<i>(number of years)</i>	<p>This is a notation that denotes a floating terminal's structural design life is greater than 20 years and the floating terminal is designed for uninterrupted operation on-site without any drydocking. The Nominal Design Corrosion Values (NDCV) of the hull structure are to be increased in accordance with the underlying rules.</p> <p>The <i>(number of years)</i> refers to the design life greater than 20 years (in 5-year increments) as reflected by the increase in nominal design corrosion values.</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installations (Pt.5, vol.3) Sec.4.C.1.1.4 Guidelines for Floating Offshore Liquefied Gas Terminals (Pt.5, Vol.2) Sec.5.B.2. 	N/A
FL	<i>(number of years)</i>	<p>Fatigue Life – FL <i>(number of years)</i>– This is a notation that denotes design fatigue life of 20 years for a new build, ship-shaped FPI (i.e., FPSO, FPS or FSO) hull structure and FLGT hull structure.</p> <p>The <i>(number of years)</i> refers to the fatigue life equal to 20 years or more (in 5-year increments), as specified by the applicant.</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3). Guidelines for Floating Offshore Liquefied Gas 	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
			Terminal (Pt.5, Vol.2).	
RFL	<i>(number of years), Year</i>	<p>Remaining Fatigue Life (RFL) - This notation is assigned to an existing vessel that is converted to an FPSO, FPS or FSO in the process referred to as an FPI vessel conversion, and the FPSO, FPS or FSO.</p> <p>The RFL (number of years), Year refers to expected minimum remaining fatigue life in years, the year of maturation of fatigue life and the specific site of installation.</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3) Sec. 4, B.1 	N/A
SFA	<i>(number of years)</i>	<p>Spectral Fatigue Analysis (SFA)</p> <p>This notation is assigned to vessels where Spectral Fatigue Analysis is performed.</p> <p>The (number of years) refers to the design fatigue life equal to 20 years or more (in 5-year increments), as specified by the applicant. The Year is the year of maturation of fatigue.</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec.4,A Guidance for the Fatigue Assessment of Offshore Structures (Pt.5, Vol.B). 	N/A
	<i>(R number of years), Year</i>	<p>This notation is assigned to existing vessels converted to an FPSO, FPS or FSO where Spectral Fatigue Analysis is applied to assess the expected minimum remaining fatigue life of the structure</p> <p>The SFA notation will be followed by the value of the expected minimum remaining fatigue life in years preceded by the letter R, and the year of maturation of fatigue life in the defined site location.</p>		
ACM	<i>(hull girder component + additional thickness)</i>	<p>Where the installation incorporates additional plate thicknesses above the required scantlings, the installation will be identified in the Register by the notation ACM, followed by the description of the major hull girder component(s) that has the additional thickness. This notation will also include a number to indicate the magnitude of the additional thickness (rounded down to the nearest 0,5 mm) that has been applied.</p> <p>The major structural components are defined as follows:</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3). Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2). 	N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		DK Upper deck (including stringer plate) ID Inner deck SD Second deck BS Bottom shell (including bilge) IB Inner bottom BG Watertight bottom girder SS Side shell (including shear strake) ST Watertight side stringer IS Inner skin (including "hopper" sloping plating) CB Centerline cofferdam bulkhead LB Longitudinal bulkheads other than the inner skin TB Transverse Bulkhead Thickness in mm. Example: <ul style="list-style-type: none"> ACM (<i>hull girder component + additional thickness</i>) ACM (DK+0,5)		
OHCM	N/A	Offshore Hull Construction Monitoring (OHCM) – This notation is assigned to Floating Liquefied Gas Terminals, Floating Production Installation and Mobile Offshore Units that have been found in compliance with underlying rules.	<ul style="list-style-type: none"> Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2), Annex 6 Guidelines for Floating Production Installation (Pt.5, Vol.3), Annex 10 Rules for Mobile Offshore Unit (Pt.5, Vol.VI), Sec. 2.C. 	<ul style="list-style-type: none"> Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2), Annex 6 Guidelines for Floating Production Installation (Pt.5, Vol.3), Annex 10
Disconnectable	N/A	A floating installation system that has a propulsion system and a means of disengaging the installation from its mooring and riser systems to allow the installation to ride out severe weather or seek refuge under its own power for	<ul style="list-style-type: none"> Guidelines for Floating Offshore Liquefied Gas 	<ul style="list-style-type: none"> Guidelines for Floating Offshore Liquefied Gas

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		a specified design environmental condition will be classed with the above designations and with this notation. This notation is assigned together with ✱ SM	Terminal (Pt.5, Vol.2). • Guidelines for Floating Production Installation (Pt.5, Vol.3).	Terminal (Pt.5, Vol.2). • Guidelines for Floating Production Installation (Pt.5, Vol.3).
	R (from site to designed port) or (from site to geographic area Lat.X1 , Long.Y1 ; Lat.X2 , Long.Y2; Lat.X3 , Long.Y3; Lat.X4 , Long.Y4)	For Disconnectable floating installations that are disconnected from its mooring and riser systems due to the occurrence of a limiting extreme environmental condition, the structural strength of the installation shall comply with unrestricted service (North Atlantic) conditions. However, if the disconnectable floating installation is restricted to a specific service area in proximity to its operating site location, reduced design load parameters may be applied with an appropriate limited area of disconnected service notation Disconnectable-R (from site to designated port) or (from site to geographic area Lat.X1, Long.Y1; Lat.X2, Long.Y2; Lat.X3, Long.Y3; Lat.X4, Long.Y4), where permitted by local authorities or regulations. This notation is assigned together with ✱ SM		
POSMOSYS	N/A	This additional notation is assigned to floating offshore installation where the position mooring system is provided onboard. Indicate that the installation's position mooring system configuration uses spread mooring	• Rules for Mobile offshore unit (Pt.5, Vol.VI) • Guidelines for Floating Production Installation (Pt. 5, Vol. 3). • Guidance for Position Mooring System (Pt.5, Vol.E)	• Rules for Mobile offshore unit (Pt.5, Vol.VI) • Guidelines for Floating Production Installation (Pt. 5, Vol. 3). • Guidance for Position Mooring System (Pt.5, Vol.E), Sec.7
	SPM	This additional notation is assigned to floating offshore installation indicating that the installation's position mooring system configuration uses single point mooring (SPM)		
	MU	This additional notation is assigned to mobile unit, indicating that the mooring system has the position mooring capability of the unit under owner specified environmental conditions and meets the		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		requirements specified in underlying rules.		
	MU-PL	This additional notation is assigned to mobile unit, indicating that the mooring equipment and components carried onboard a unit and designed for the pre-laid position mooring system has the positioning mooring capability of the unit, when hooked up with pre-laid mooring components, under owner specified environmental conditions and meets the requirements specified in this Guidance		
	Jetty	This additional notation is assigned to floating offshore structures, indicating that the floating structure is moored at a jetty.		
	TPM	This additional notation is assigned to floating offshore structures, indicating that the floating structure moored by tension pile mooring system		
FLM	(number of years), Year	<p>This is a notation assigned to new construction and conversion of floating installations/ terminals where different design fatigue life values are specified for structural elements (hull and hull interface structures) and the position mooring system within the installation.</p> <p>For New Construction:</p> <p>The (number of years) refers to the design fatigue life for the position mooring system.</p> <p>Year is the year of maturation associated with the position mooring system.</p> <p>For Conversions:</p> <p>The (number of years) refers to the target value of the fatigue life for a new position mooring system.</p> <p>Year is the year of maturation associated with the new position mooring system.</p>	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3). 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3) Sec.3.

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
RFLM	(number of years), Year	This notation is assigned to an existing vessel that is converted to an FPSO, FPS or FSO in the process referred to as an FPI vessel conversion, where different design fatigue life values are specified for structural elements (hull and hull interface structures) and the position mooring system within the installation and where an existing mooring system is to be reused. This notation refers to the remaining fatigue life of the existing position mooring system.	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3), Sec. 4.B.1 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3).
in ..site..	N/A	This additional notation will be assigned to new building or existing FPI/FLOGT where transit condition and site-specific environmental data have been used in lieu of North Atlantic data, example: in Natuna Field	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3). Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2). 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3). Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2).
CI,..site..	N/A	This additional notation will be assigned to an existing vessel converted to an FPI. Example: CI, Natuna Filed	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3). 	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt. 5, Vol. 3), Sec.3.
Marginal Field	(site)	This notation is assigned to an existing vessel converted to a FPSO, FPS or FSO and intended to be used at marginal field and the unit will be drydocking every 5 years. The RFL notation may be omitted. A notation Marginal Field (site) will be added after CI to indicate the intended use for 5 years for the site.		
LE	(number of years), Year	<p>For the first life extension up to 5 years, upon agreement with operator/owner, this may be granted instead of RFL or FL without performing new fatigue analysis as required in Guidelines for Floating Production Installations (Pt.5, Vol.3) Sec. 1, A.3.6.5, if the following conditions are to be satisfied:</p> <ul style="list-style-type: none"> Any modifications to the structure have class approval. Critical areas of the original design have been re-examined using NDT techniques and verified to be satisfactory by BKI Surveyor. 		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		<ul style="list-style-type: none"> Additional items to be determined on a case-by-case basis during the life extension process have been resolved. 		
TAM	N/A	<p>This additional notation is assigned to Mobile Offshore Unit (MOU), Floating Production Installations (FPIs), Floating Offshore Liquefied Gas Terminals equipped with thruster systems.</p> <p>Indicates that the combined mooring and thruster systems is capable of automatically maintaining the position and heading of the unit under owner specified maximum environmental conditions and meets the requirements specified in the</p>	<ul style="list-style-type: none"> Guidance for Position Mooring System (Pt.5, Vol.E) 	<ul style="list-style-type: none"> Guidance for Position Mooring System (Pt.5, Vol.E)
	R	Indicates that the combined mooring and thruster systems is capable of automatically maintaining the position and heading of the unit under owner specified maximum environmental conditions, thruster system meets the requirements specified in this document including redundancy.		
	Manual	Indicates the combined mooring and thruster system is capable of maintaining the position and heading of the unit under owner specified maximum environmental conditions, thruster system is manually controlled and meets the requirements specified in the underlying rules.		
	PL	<p>Indicates a pre-laid systems fitted with a TA system with automatic position control.</p> <p>The system is capable maintaining the position and heading of the unit under specified maximum environmental conditions and meet the requirements of the underlying rules.</p>		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
	Manual-PL	Indicates a pre-laid systems fitted with a TA system that is manually operated by a TA operator. The system is capable maintaining the position and heading of the unit under specified maximum environmental conditions and meet the requirements of the underlying rules.		

12. Type of hull

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
CAT	N/A	assigned to craft with catamaran hull.	<ul style="list-style-type: none"> Rules for High-Speed Craft (Pt.3, Vol.III) Rules for Crew Boat (Pt.3, Vol.X) 	Rules for Classification and Surveys (Pt.1, Vol.I)
TRI	N/A	assigned to craft with trimaran hull.		
SWATH	N/A	Assigned to craft with Small Waterplane Area Twin Hull.		

13. Naval Ships

13.1 Hull structures

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
RSM	N/A	The construction of the hull fulfils the requirements for residual strength following a defined extent of structural damage due to military effects.	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec. 21 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol.1)
SFP	N/A	Additional requirements concerning fire resisting divisions, combustible materials, ventilation, etc. are to be applied.	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec. 2.D 	
LA	N/A	Equipped with classified LA (Lifting Appliances) other than those need in connection with RAS.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.3 	N/A
LA (CRANE)	N/A	Equipped with classified lifting appliances like cranes, gantry cranes, A-frames etc. which are able to work up		N/A

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		to a certain sea state to be defined by the Naval Administration.		
RAS	N/A	Replenishment at Sea (RAS) notation which equipped with installations for the transfer of liquids, such as fuel, oil, water, stores and persons while operating at sea. This Notation may be assigned to the supplying ship as well as to the receiving ship.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.4 	N/A

13.2 Towing Arrangements

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
TOW-Nav	N/A	For naval ships which are equipped with towing equipment like towing winches or warping capstans, towing lines or towing hooks, etc.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.5.D Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec.18 Guidelines for Electrical Installations (Pt.9, Vol.4) Sec.16 	Guidelines for Classification and Surveys (Pt.9, Vol.1)

13.3 Dynamic Loads

Additional Notations for abilities of the naval ship to limit the effects created by dynamic loads

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
SHOCK	N/A	Designed to withstand shock loads from weapon effects above or below the water surface of a size to be specified by the Naval Administration.	Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec.16.D	Guidelines for Classification and Surveys (Pt.9, Vol.1)
NOISE	N/A	Designed to operate with a defined noise level to be specified by the Naval Administration.	Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec.16.B	
VIBR	N/A	Designed to operate create only a limited influence or vibrations on the	Guidelines for Hull Structures and	

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		fatigue of the hull structures, the mast mounted electronic equipment, etc. and the habitability of the crew.	Ship Equipment (Pt.9, Vol.2) Sec.16.C	

13.4 Analytical Investigations

Additional Notations for various analytic investigation for optimization of the design of naval surface ships.

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
VA	N/A	VA (Vulnerability Analysis) is an analytical investigation has been conducted in order to minimize the effects of flooding, fire and damage to the structure of the vessel.	N/A	N/A
OPSIM	N/A	OPSIM (OPerational SIMulation) is an analytical investigation has been conducted in order to determine and optimize the behaviour of the ship during special operations e.g. RAS and VERTREP	N/A	N/A
ERG	N/A	ERG(Ergonomic analysis) is an analytical investigation has been conducted in order to determine and optimize the layout of bridges or CIC's with regards to ergonomic aspects.	N/A	N/A

13.5 Environmental standards

Additional Notations	Qualifier	Descriptions	Underlying rules/requirements	
			Design	Survey
AC1	N/A	AC1 (Ambient Conditions Special) The parameter for ship inclination, for ship movement and the limit conditions are increased against the standard requirements.	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec.1.A.4. Tables 1.1 and 1.2, fourth column. Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6), Sec.1. 	<ul style="list-style-type: none"> Guidelines for Classification and Surveys (Pt.9, Vol.1)
ACS	N/A	ACS (Ambient Conditions Special)	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment 	

		The special requirements for unusual types and/or tasks of naval ships are agreed upon case by case.	(Pt.9, Vol.2) Sec.1.A.4. • Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.1	
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14. Shiplift and Transfer System

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
at ... (port/yard to be specified)	N/A	Additional notation to be assigned to Shiplift and Transfer System for service at..... (port/yard to be specified).	• Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5)	• Guidelines for Shiplift and Transfer Systems (Pt.4, Vol.5)
MDL x (effective platform length)	N/A	MDL (Maximum Distributed Load, tones/metre) x effective platform length. See Section 2.Y for example.		

15. Operational Area

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
In(location)	N/A	Additional notation to be assigned to ship operating in rivers or lakes (the location of rivers or lakes to be specified).	• Pedoman Kapal Sungai Danau (Bag.8, Vol.A)	• Pedoman Kapal Sungai Danau (Bag.8, Vol.A)
		Additional notation to be assigned to: • Barge with special Oil Storage Service (Section 2.M.2), that stationed at single location.	• Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.12	• Rules for Mobile Offshore Unit (Pt.5, Vol.VI) Sec.12

B. Additional Notations for machinery

The following Additional Notations for Machinery item may be appended to ships complying with the relevant requirements in the order of following tables.

1. Propulsion, power generation and auxiliary systems

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
OT	N/A	The machinery installation is fitted with equipment for unattended machinery spaces, so that it does not require to be operated and/ or maintained for periods of at least 24 hours.	<ul style="list-style-type: none"> Rules for Automation (Pt.1, Vol.VII) Guidelines for Automation (Pt.9, Vol.7) Sec. 2.A 	Rules for Classification and Surveys (Pt.1, Vol.I)
	nh	The period during which attendance to and maintenance of equipment is not required, is less than 24 hours, with nh indicating that the machinery space may remain unattended for n hours.		
	S	The machinery installation is operated with the engine control room permanently attended (centralized control) and is equipped with a system for remote control of the main propulsion plant from the bridge or arrangements for manoeuvring from the engine control room.		
	F	Fishing vessels: The installation is provided with a system for remote control of the main propulsion plant from the bridge.		
LFF	DF-LNG	Where a dual fuel diesel engine or turbine power plant, for propulsion or auxiliary purposes, is designed, constructed and tested using LNG as fuel. in accordance with underlying Guidelines.	Guidelines for the Use of Gas or other Low-Flashpoint Fuels for Ships (Pt.1, Vol.1)	Guidelines for the Use of Gas or other Low-Flashpoint Fuels for Ships (Pt.1, Vol.1)
	SF-LNG	Where a single gas fuel diesel engine or turbine power plant, for propulsion or auxiliary purposes, is designed, constructed and tested using LNG as fuel. in accordance with the underlying Guidelines.		
	DF-CNG	Where a dual fuel diesel engine or turbine power plant, for propulsion or auxiliary purposes, is designed, constructed and tested using CNG as fuel. in accordance with the underlying Guidelines.		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
	SF-CNG	Where a single gas fuel diesel engine or turbine power plant, for propulsion or auxiliary purposes, is designed, constructed and tested using CNG as fuel in accordance with the underlying Guidelines.		
RP	1x%	The ship has at least two propulsion machines, which are independent or can be disconnected from each other. This also applies to the auxiliary systems which are needed to operate the propulsion machines. No redundancy of propeller, shaft line, gearbox and steering system is required.	Rules for The Redundant Propulsion and Steering Systems (Pt. 1, Vol. XIII)	N/A
	2x%	The ship has at least two propulsion systems and two steering systems, each of which is independent or can be disconnected from each other. This also applies to each of the auxiliary systems which is needed to operate the propulsion and/or steering systems.		
	3x%	The ship has at least two propulsion systems and two steering systems, each of which is independent or can be disconnected from each other and is installed in separate compartments. This also applies to each of the auxiliary systems which is needed to operate the propulsion and/or steering systems.	Rules for The Redundant Propulsion and Steering Systems (Pt. 1, Vol. XIII)	N/A
RC	N/A	Crew Boats with a length $L \leq 48$ m provided with remote control of the main propulsion plant from the bridge may be assigned with this notation.	<ul style="list-style-type: none"> Rules for Crew Boat (Pt.3, Vol.X) Guidelines for Automation (Pt.9, Vol.7), Sec. 2.C. 	Rules for Classification and Surveys (Pt.1, Vol.I)
DC	N/A	Notation applicable to ships and offshore units/installations designed, constructed, or retrofitted with a DC power distribution system, where electrical power sources, vessel major loads, and/or energy storage systems are connected to the DC bus directly or via power electronic converters	Rules for Electrical Installations (Pt.1, Vol.IV)	Rules for Classification and Surveys (Pt.1, Vol.I)
Power Plant	N/A	Power unit with power generation and distribution equipment, systems, subsystems, and components that have been built, installed, and commissioned to the satisfaction of the Surveyors that	Rules for Mobile Offshore Unit (Pt.5,	Rules for Mobile Offshore Unit (Pt.5,

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		comply with requirements in Rules for Mobile Offshore Unit (Pt.5, Vol.VI)	Vol.VI) Sec.12.F.5	Vol.VI) Sec.12.F.6
SP	LV	Additional notation is given to ship having low voltage (LV) shore power (SP) connetion system which is designed, constructed and tested in accordance with the underlying Rules.	<ul style="list-style-type: none"> Rules for Electrical Installations (Pt.1, Vol.IV), Sec.4, G. 	<ul style="list-style-type: none"> Rules for Classification and Surveys (Pt.1, Vol.I) Rules for Electrical Installations (Pt.1, Vol.IV), Annex A.
	Ready	Additional notation is eligible to existing ship that has been equipped with low voltage (LV) shore connection (SP) system and complies with the requirements of the specific sub-section of the underlying Rules.		
SEP	Power	Additional notation assigned to ships equipped with the storage of electrical power (SEP) intended as main or additional (hybrid) electric power supply purpose.	<ul style="list-style-type: none"> Rules for Electrical Installations (Pt.1, Vol.IV) Sec. 23 	<ul style="list-style-type: none"> Rules for Electrical Installations (Pt.1, Vol.IV) Sec. 23
	Propulsion	Additional notation given to the ships where SEP is used for supplying electrical power for ship propulsion.		

2. Navigation and manoeuvring

Additional Notations	Qualifier	Description	Underlying Rules	
			Survey	Design
DP ¹⁾	0	Loss of position may occur (only functionality)	<ul style="list-style-type: none"> Rules for Dynamics Positioning Systems (Pt.4, Vol.II) Guidelines for Propulsion Plants (Pt.9, Vol.3), Sec.7.1.1 	Rules for Dynamics Positioning Systems (Pt.4, Vol.II) Sec.3
	1	Loss of position may occur, meets IMO Class 1 (non redundant)		
	2	No loss of position in the event of a single fault in an active component, meets IMO Class 2 (redundant)		
	3	No loss of position in the event of a single fault in an active or static component, meets IMO Class 3 (redundant installation in separate compartments)		
NAV	O	The ship is designed in compliance with the rules for Bridge design on seagoing ships on man console for ship operated on ocean area.	<ul style="list-style-type: none"> Rules for the Bridge Design on Seagoing Ships One Man Console (Pt.4, Vol.III) 	<ul style="list-style-type: none"> Rules for the Bridge Design on Seagoing Ships One Man Console (Pt.4, Vol.III)
	OC	The ship is designed in compliance with the rules for Bridge design on seagoing		

Additional Notations	Qualifier	Description	Underlying Rules	
			Survey	Design
		ships on man console for ship operated on ocean areas and coastal waters		
Note: ¹⁾ For DP 2 and DP 3 a redundancy concept document (FMEA of basic design) with worst case failure design intent is to be submitted in due time.				

3. Cargo operation

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
CRS ¹⁾	N/A	Both in respect of hull and machinery, the cargo refrigerating system fully complies with the requirements of the Construction Rules of or other rules considered to be equivalent.	<ul style="list-style-type: none"> Rules for Refrigerating Installations (Pt. 1, Vol. VIII) 	
RIC ¹⁾	N/A	Both in respect of hull and machinery, the cargo refrigerating installation fully complies with the requirements of the Rules for Fishing Vessels (Pt. 1, Vol. XII) or other rules considered to be equivalent.	<ul style="list-style-type: none"> Rules for Fishing Vessels (Pt. 1, Vol. XII) 	
CA	N/A	Refrigerated cargo installations with cargo areas intended for the carriage of refrigerated cargo in controlled atmosphere. It is taken for granted that the gas generating systems are permanently installed.	<ul style="list-style-type: none"> Rules for Refrigerating Installations (Pt. 1, Vol. VIII) 	
CA mob	N/A	Refrigerated cargo installations with cargo areas intended for the carriage of refrigerated cargo in controlled atmosphere, using mobile gas generating systems, which are taken on board, when required.	<ul style="list-style-type: none"> Rules for Refrigerating Installations (Pt. 1, Vol. VIII) 	
RCP x/y	N/A	Refrigerated Container Stowage Positions Class Notation for ships for which the suitability of the carriage of refrigerated containers is proved. The Class Notation RCP is supplemented by two figures. The first figure X stands for the total number of certified refrigerated container stowage positions on deck and in container holds and is related to FEU (forty-foot equivalent units). The second figure Y indicates the percentage of containers carrying fruit/ chilled cargoes for which the ship is certified. Details concerning container size, stowage positions and special conditions will be indicated in the Register, if required.	<ul style="list-style-type: none"> Guidelines for the Carriage of refrigerated Containers on Board Ships (Pt.1 Vol.5) 	

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
RI	N/A	Class Notation for the machinery installation of ships carrying liquefied gases and equipped with refrigeration installation system for cooling (reliquefaction) of their cargo	<ul style="list-style-type: none"> Rules for Ships carrying Liquefied Gasses in Bulk (Pt.1, Vol.IX) 	
CHS	N/A	Notation for the machinery installation of ship equipped with cargo heating system using steam boiler for heating of their cargo, particularly in liquid.	<ul style="list-style-type: none"> Rules for Machinery Installations (Pt. 1, Vol. III) Sec.7.I 	<ul style="list-style-type: none"> Rules for Classification and Surveys (Pt.1, Vol.I), Sec.3.B.1.5.2
<p>Note</p> <p>¹⁾ The Notations CRS or RIC may be assigned if the cargo refrigerating system or installation does not in all respects comply with the requirements of the Rules, but functional safety and sea worthiness are ensured for the envisaged service.</p>				

4. Equipment and design features

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
DSV	1	Diving support with wetbell and/or basket		
	2	Diving support with diving bell		
UES	1	Support for underwater equipment with a weight of up to 5 ton		
	2	Support for underwater equipment with a weight of up to 20 ton		
	3	Support for underwater equipment with a weight of up to 80 ton		
	4	Support for underwater equipment with a weight of more than 80 ton		
ICEOPS	N/A	Equipped with machinery and systems suitable for operations at very low temperatures and for minimization of accretion of ice and other relevant problems.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9,Vol.6) 	
INERT	N/A	An Inert gas system for tanks and void spaces within cargo area	<ul style="list-style-type: none"> Rules for Classification and Survey (Pt.1, Vol.I) 	<ul style="list-style-type: none"> Rules for Machinery Installation (Pt.1, Vol.III) Rules for Ships Carrying Liquefied Gas in Bulk (Pt.1, Vol.IX)

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
RCM	PS	Reliability Centered Maintenance: The propulsion system, including as applicable: prime mover(s), reduction gears, shafting, propeller or other thrusting device, all auxiliary systems providing, cooling, control, electrical power, exhaust, fuel, lubrication and equipment related to the steering or other directional control system.	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) 	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) Rules for Classification and Surveys,(Pt.1, Vol.1)
	FF	Reliability Centered Maintenance: The fire extinguishing system	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) 	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I)
	CARGO	Reliability Centered Maintenance: The cargo handling (cargo pumps, associated piping for internal and independent tanks) and safety equipment (i.e., inert gas system, vapor emission control) for a tanker, liquefied gas carrier or chemical carrier.	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) Rules for Ships Carrying Liquefied Gas in Bulk (Pt.1, Vol.IX) Rules for Ships Carrying Dangerous Chemical in Bulk (Pt.1, Vol.X) 	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I)
	MACH	When the RCM Program is approved for both propulsion and fire extinguishing system.	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) Rules for Machinery Installations (Pt.1, Vol.III) 	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I)
	CDS	When the RCM Program is approved for systems and equipment used in connection with drilling and the drilling system.	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I) 	<ul style="list-style-type: none"> Guidance for Survey Based on Reliability – Centered Maintenance (Pt. 7, Vol.I)
Re-Gas	N/A	This notation is assigned to a new or existing LNG Carrier on which the Owner has elected to install a Re-gasification	<ul style="list-style-type: none"> Guidelines for Floating Production 	<ul style="list-style-type: none"> Guidelines for Floating Production

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		facility so that the vessel may load and transport LNG and then re-gasify it for direct discharge ashore.	Installation (Pt.5, Vol.3). • Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2).	Installation (Pt.5, Vol.3). • Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2).
CS-	1	CS-1: Cybersecurity Level 1 Basic level of cybersecurity (Informed Cybersecurity) for ships, offshore structures and shore facilities.	Guidelines for Maritime Cybersecurity (Pt.4, Vol.4)	Guidelines for Maritime Cybersecurity (Pt.4, Vol.4)
	2	CS-2: Cybersecurity Level 2 Advanced level of Cybersecurity for ships, offshore structures and shore facilities.		
	3	CS-3: Cybersecurity Level 3 Adaptive level of Cybersecurity for ships, offshore structures and shore facilities.		

5. Fire fighting

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
FF	1	Equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.	• Rules for Classification and Survey (Pt.1, Vol.I)	• Rules for Machinery Installations (Pt.1, Vol.III)
	2	Equipment for sustained fighting of large fires and for cooling parts of the installation on fire		
	3	Corresponding to FF2 , but with greater fire-extinguishing capacity and more comprehensive fire-extinguishing equipment		
	1/2 OR 1/3	Equipment corresponding to FF2 or FF3 and additionally suited for rescue operations as per FF1		
FFCEV	DE	This additional class notations is assigned to the ship when the fire detection system is provided.	• Guidelines for Electric Vehicle Carrier (Pt.1, Vol.14)	• Guidelines for Electric Vehicle Carrier (Pt.1, Vol.14)
	DEP	This additional class notations is assigned to the ship when the fire detection and prevention system are provided.		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
	FE	This additional class notations is assigned to the ship when the fire extinguishing system is provided.		

6. Floating Offshore Structure

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
IMPT-EXPT	N/A	This notation is assigned to an installation where the import and export systems are built in full compliance with the requirements of Guidelines for Floating Production Installations (Pt.5, Vol.3), Sec. 7, B.	<ul style="list-style-type: none"> Guidelines for Floating Production Installation (Pt.5, Vol.3). Guidelines for Floating Offshore Liquefied Gas Terminal (Pt.5, Vol.2). 	Guidelines for Floating Production Installation (Pt.5, Vol.3), Sec.3.
IMPT or EXPT	N/A	One of these notations is assigned to an installation when only the import system or the export system, respectively, is built in full compliance with the requirements of Guidelines for Floating Production Installations (Pt.5, Vol.3), Sec. 7, B.		

7. Naval Ships

7.1 Flight Operations (FO)

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
FO	N/A	The naval ship is arranged for starts and landing of a greater number of different types of aircraft, for which complete service, like refuelling and maintenance, etc. can be performed in a protected hangar.	<ul style="list-style-type: none"> Guidelines for Hull Structures and Ship Equipment (Pt.9, Vol.2) Sec.23 Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.13 	N/A
FO (HELIW)	N/A	Equipped for helicopter winching operations, landing is not possible. (VERTREP)		N/A
FO (HELIL)	N/A	Equipped with helicopter landing deck		N/A
FO (HELILF)	N/A	Equipped with helicopter landing deck and refuelling capabilities.		N/A
FO (DRONE)	N/A	Equipped with drone (UAV) handling capabilities.		N/A

7.2 Special Military Requirements

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
NBC	N/A	Nuclear, Biological and Chemical warfare (NBC) Designed and equipped to meet the requirements for protection within a citadel against the fall-out of nuclear, as well as biological and chemical weapons.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.11 	N/A
DEG	N/A	Degaussing (DEG) Equipped with an active system for degaussing (magnetic self-protection) by means of amplified cable windings in the ship which reduce the magnetic signature.	<ul style="list-style-type: none"> Guidelines for Electrical Installations (Pt.9, Vol.4) Sec. 12.F. 	N/A
DI	N/A	Diving Installation (DI) Equipped with diving installations for production, bottling and storage of breathing gases.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.18 	N/A
EMC	N/A	Electromagnetic Compatibility (EMC) Special measures are provided for the laying of cables to optimize electromagnetic compatibility.	<ul style="list-style-type: none"> Guidelines for Electrical Installations (Pt.9, Vol.4) Sec. 12. 	N/A
SAM	N/A	Storage of Ammunition (SAM) Equipped with special measures to store safely ammunition, missiles, torpedos, etc. with minimized risk for the naval ship.	<ul style="list-style-type: none"> Guidelines for Ship Operation Installations and Auxiliary Systems (Pt.9, Vol.6) Sec.3.F and Sec. 9.O. 	N/A

8. Autonomous Ships (AS)

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
AS	Global (Ax Dy Rz)	Global indicates the autonomous system is applied to the whole ship.	Guidelines for Autonomous Vessel (Pt.3, Vol.1), Sec. 1.E	N/A
	System (Ax Dy Rz)	System indicates an individual system on ship in which autonomous system is implemented. <ul style="list-style-type: none"> Navigation Machinery Passenger Management Cargo Management 		

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
		– Mooring and Anchoring		
Note: <ul style="list-style-type: none"> – Ax indicates the degree of automation, consist of : <ul style="list-style-type: none"> – A0: Human operated – A1: Human directed – A2: Human delegated – A3: Human supervised – A4: Full automation – Dy indicates the degree of direct control, consist of : <ul style="list-style-type: none"> – D0: No direct control – D1: Available direct control – D2: Discontinuous direct control – D3: Full direct control – Rz indicates the degree of remote control available for operator, consist of : <ul style="list-style-type: none"> – R0: No remote control – R1: Available remote control – R2: Discontinuous remote control – R3: Full remote control 				

C. Other Notations

1. Experiment

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
EXP	N/A	The additional class notation EXP will be assigned to ships which the machinery installations have been specially approved and be subjected to intensified survey due to the machinery has been developed on novel principles and/or has not yet been sufficiently tested in shipboard service.	<ul style="list-style-type: none"> Rules for Machinery Installation (Pt.1, Vol.III) 	N/A

2. Risk Assessment

Additional Notations	Qualifier	Description	Underlying Rules	
			Design	Survey
PR	N/A	The additional class notation PR will be assigned to ships where the design has been accepted based on risk assessment.	<ul style="list-style-type: none"> Guidance for Risk Evaluation for the Classification of Marine Related Facilities (Pt.4, Vol.A) Reference Notes on Risk Assessment for The Marine and Offshore Oil and Gas Industries (Pt.4) Petunjuk Penilaian Risiko Kapal Domestik (Pt.8, Vol.A) 	N/A

Annex A

Matrix of Class Notation

1.

2.

Ship type notation and Qualifier

Ship type notation and Special Notation

A-1

A-3

1.

Ship type notation and Qualifier

See table in the next page.

[illegible]

2. Ship type notation and Special Notation

See table in the next page.

