ClassNK

NOTATION HANDBOOK

NIPPON KAIJI KYOKAI

9th Edition
January 2022

About This Handbook

The purpose of this notation handbook is to make notations easier to understand and relevant notations easier to find.
This handbook takes into consideration the requirements of Rules established by this Society up until **January 2022**.
Any requirements regarding notations in addition to requirements amended or newly established after this date are also to be complied with.

For more information please refer to the Guidelines below for the most up-to-date and detailed requirements and provisions:

- Regulations for the Classification and Registry of Ships
- Part A “General Rules” of Survey and Construction of Steel Ship

We hope that this handbook will provide an efficient source of reference in the design and construction of your ships.

Correction/Revision Record

Rev.	Date	Page	Part	Detail
7	October 2020	6	Design Condition	Revised "Representative Examples of Descriptive Note"
		9	Installations Character(s)	Added "CAA"
		17	"Cargo Ship"	Revised "EQ C V"
		18	"Work-Ship"	Added "EV"
		2 5	"Wind-Assisted Propulsion System"	Added "EQ WAPS-S, EQ WAPS-R, EQ WAPS-K"
		27	"Others"	Added "1C"
		33	Notations for Application of Special Survey Scheme	Added "HCM, HCM-GBS"
		39	"Digital Smart Ships"	Added "DSS(EE), DSS(HM), DSS(SLOSH), DSS(MM), DSS(CNS), DSS(NAV)"
		40	"Cyber Security"	Added "CybR-G"
8	April 2021	5	Class Notations "Representative Examples of Notations"	Deleted "Note (1)"
		34	" Notations for Application of Special Survey Scheme "	Added "RMSV"
		39	"Hull Protection by Highly Ductile Steel"	Revised "DSS(EE)", Added "HP-HDS/C20, HP-HDS/C35, HP-HDS/C50, HP-HDS/E20, HP-HDS/E35, HP-HDS/E50, HP-HDS/F20, HP-HDS/F35, HP-HDS/F50"
		40	"Digital Smart Ships"	Added "DSS(SM), DSS(LAN), DSS(RCSM)"
9	January 2022	18	"Cargo Ship"	Added "EQ LNG Bunkering"
		21 22	"Mobile Offshore Drilling Units and Special Purpose Barges"	Revised "DPS A, DPS B, DPS C"
		30	"Ships Using Gas or Other Low-Flashpoint Fuels"	Added "EQ U LFF", "A-Fuel", "LNG FR", "MA FR", "EA FR", "LPG FR", "AM FR" Deleted "LR"
		35 36	"Environmental Awareness"	Added "LOTA, EAL, NOx-Tier III, LEV, F, BFM" Revised "R" Deleted "BWTS, SCELL-XX, FCELL-XX, WINDG-XX, ORCWHR-XX, EGWHR-XX, ALS"
		36	"Advanced Environmental Awareness"	Added “a-EA” Added "SCELL(-PA), FCELL(-PA), WINDG(-PA), ORCWHR(-PA), EGWHR(-PA), ALS, ESA"
		39	"Ships Using Gas or Other Low-Flashpoint Fuels"	Revised "Ships Using Gas or Other Low-Flashpoint Fuels"
		41 42	"Digital Smart Ships"	Revised "DSS(EE)" and "DSS(HM)" Added "DSS(EE2)" and "DSS(ESM)"

Table of Contents

GENERAL

Class Notations

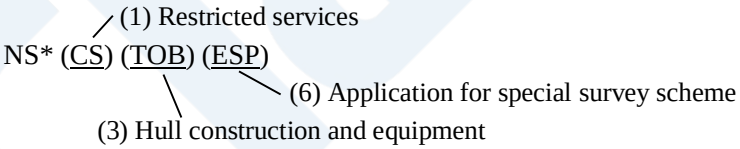
- **Class Notations** are affixed to **Classification Characters**[*1] when the ship is registered and the provisions of special or additional requirements or the relaxation of conditions are applied.
  An appropriate notation will be affixed to the Classification Characters of the ship when the following (1) to (4) are applicable.
  (1) A ship which has been approved for a limited service area
  (2) A ship which has been approved for a particular purpose
  (3) A ship, the hull construction of which has been strengthened for a particular purpose
  (4) A ship not included in (1) to (3) above that is deemed appropriate by the Society - such as the following
    (a) A ship whose main hull part is constructed of materials other than steel
    (b) A ship whose scantlings have been approved by applying detailed structural analysis based on methods such as advanced direct calculation
    (c) A ship which has been classified on the condition that a special scheme will be applied for the ship's class maintenance surveys
    (d) A ship which has been designed and built with novel design features not covered by the current Rules, and which has been classified applying special requirements
    (e) A ship which has taken measures of corrosion prevention in accordance with specified standards

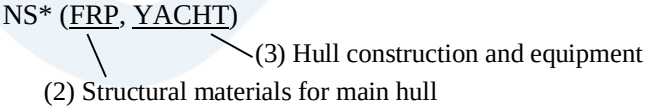
For ships complying with additional requirements and/or those exempted from requirements related to the subjects specified in the following paragraphs in accordance with the provisions of these Rules, an appropriate notation is affixed to the Classification Characters as follows;

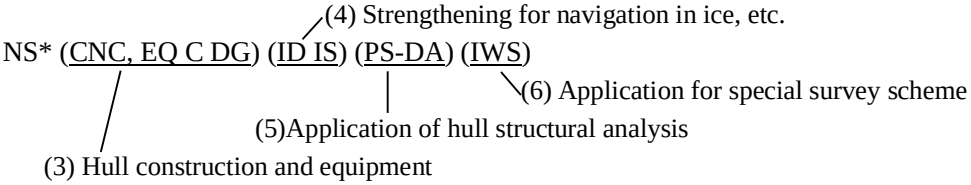
NS* ((1)) ((2), (3)) ((4)) ((5)) ((6))

(1) Restricted services specified in 1.2.2, Part A
(2) Structural materials for main hull specified in 1.2.3, Part A
(3) Hull construction and equipment specified in 1.2.4, Part A
(4) Strengthening for navigation in ice, etc. specified in 1.2.5, Part A
(5) Application of hull structural analysis specified in 1.2.6, Part A
(6) Application of special survey scheme specified in 1.2.7, Part A

e.g.







- Other than above, an appropriate notation is affixed based on the application from owner according to the Guidelines specified which issued separately issued by the Society when particular measures for protecting marine environment, improving the working environment of the crew and other specific purpose are taken.

Descriptive Notes

- Such items as special construction and kind of cargo will be registered in the Classification Register as **Descriptive notes** for a ship when deemed necessary. And also will be indicated in the Certificate of Classification as well. Descriptive Notes are distinct from the Class Notations, and are provided solely as detailed information about the ship.
  See the Appendix about the example of descriptive notes for representative type of ship.

Representative Examples of Notations

- Representative Examples of several combinations of Notations for each purpose of ships are as follows;

Purpose of Ship		**Representative Examples of Notation**
Bulk Carrier		NS* (CSR, BC-A, BC-XII, GRAB 20, PSPC-WBT, NC, 1C)(ESP)(IWS)(PSCM), MNS*
Oil Tanker	Oils-Flashpoint above 60℃	NS* (CSR, TOA, PSPC-WBT, NC)(ESP)(IWS)(PSCM), MNS*
	Oils-Flashpoint on and below 60℃	NS* (CSR, TOB, PSPC-WBT, NC)(ESP)(IWS)(PSCM), MNS*
Container Carrier		NS* (CNC, EQ C DG, PSPC-WBT, NC, 1C)(PS-DA -CNC)(PS-FA)(IWS)(PSCM), MNS*
Ore Carrier		NS* (OC, BC-XII, GRAB, PSPC-WBT, NC)(ESP)(IWS)(PSCM), MNS*
Chemical Tanker	Oil / Chemical	NS* (CSR, TOB / CT II&III, PSPC-WBT, NC)(ESP)(IWS)(PSCM), MNS*
	Pure Chemical	NS* (CT II&III, PSPC-WBT, NC)(ESP)(IWS)(PSCM), MNS*
Liquefied Gas Carrier		NS* (LGC 2G, PSPC-WBT, NC)(PS-DA&FA)(IWS)(PSCM), MNS*
		NS* (LGC 2G, PSPC-WBT, NC, 1C)(PS-DA-DLA)(PS-FA-DLA)(IWS)(PSCM), MNS*
Pure Car & Truck Carrier		NS* (VC, PSPC-WBT, NC)(IWS)(PSCM), MNS*

Note:
1) For ships which "in water survey" is applied, "IWS" is affixed.
2) For ships equipped for the carriage of dangerous goods, "EQ C DG" is affixed.
3) For ships taking environmental measure according to the Environmental Guideline, "EA" is affixed.
4) For ships taking ship recycling convention according to the Guidelines for the Inventory of Hazardous Materials, "IHM" is affixed.
5) GRAB, IWS, PSCM are not mandatory notation but typically affixed as the option.
6) Descriptive note for such as purpose of ships, special condition, kind of cargo and etc. will be registered. Representative examples are summarized as follows.

Kind	**Representative Examples of Descriptive Note**
Restricted Services	Restricted service up to 30 miles off the coast in Singapore Restricted service in Philippines
Design Condition	[Bulk Carrier to which CSR-B&T, so-called harmonized CSR is applied] Complied with Part CSR-B&T of the Rules for the Survey and Construction of Steel Ships* [Handy size Bulk Carrier] Strengthened for heavy cargo loading where hold nos. 2 & 4 may be empty [Panamax size Bulk Carrier] Strengthened for heavy cargo loading where hold nos. 2, 4 & 6 may be empty [Cape size Bulk Carrier] Strengthened for heavy cargo loading where hold nos. 2, 4, 6 & 8 may be empty [Double Hull Bulk Carrier] Double hull construction applied to all cargo holds* [LPG - Pressure] Design maximum pressure: 1.77 MPa / minimum temperature: 0 degrees C [LPG - Low Temp.] Design maximum pressure: 0.028 MPa / minimum temperature: -46 degrees C [LNG Carrier] Design maximum pressure: 0.025 MPa / minimum temperature: -163 degrees C
Cargo	[Oil/Molasses/Chemical Carrier] Designed for carriage of Oils, Chemicals and Molasses [Cement Carrier] Designed for carriage of Cement
Purpose	High speed Escort ship Designed for training purposes
Others	Fatigue crack arrestor applied to hatch corners of all cargo holds Equipped with Helicopter Deck Complied with Part CSR-B&T of the Rules for the Survey and Construction of Steel Ships

*May be affixed together with the other listed Descriptive Notes for Bulk Carriers

[*1] Classification Characters

- Class will be distinguished by the following characters.

Character	Description	Rules/Guidance
NS*	Class of a ship, the plans of which have been approved by the Society in accordance with the Ship Rules, and which has been built while under survey for classification by the Surveyors.	2.1.2, REGULATIONS FOR THE CLASSIFICATION AND REGISTRY OF SHIPS
NS	Class of a ship which had not been built under the Society's survey but has been subjected to survey for classification Surveyors.	

[*2] Characters of Main Propulsion Machinery

- When the ships having NS* or NS have main propulsion machinery installed, the following characters will be assigned.

Character	Description	Rules/Guidance
MNS*	For ships having Classification Characters NS*	2.1.4, REGULATIONS FOR THE CLASSIFICATION AND REGISTRY OF SHIPS
MNS	For ships having Classification Characters NS	

[*3] Installations Character(s)

- The ships will be assigned characters and registered when the installations have been surveyed for registration by the Surveyors in accordance with the rules for the survey and construction of installations provided separately and found by the Society to be in compliance with the requirements of the Installation Rules.
- A "*" mark may be added to the Installations Characters if the plans of the installations have been approved by the Society in accordance with the Installation Rules and when the installations have been surveyed for registration during construction by the Surveyors. It is only applicable to Cargo Refrigerating Installations.
  e.g. RMC*･CA
- Since the Installations Registration certificate was abolished and its contents incorporated into a Certificate of Classification from 1 July 2019, the Installation Character(s) will be indicated in the Certificate of Classification.

Character	**Description**	**Rules/Guidance**
RMC and **RMC･CA**	Cargo Refrigerating Installations "RMC" is given in the Register for the refrigeration installations. "RMC･CA" is given in the Register for the refrigeration installations equipped with controlled atmosphere system.	Rules for Cargo Refrigerating Installations / Guidance
CHG	Cargo Handling Appliances	Rules for Cargo Handling Appliances / Guidance
MPP	Marine Pollution Prevention Installations	Rules for Marine Pollution Prevention Systems / Guidance
LSA	Safety Equipment	Rules for Safety Equipment / Guidance
RCF	Radio Installations	Rules for Radio Installations / Guidance
CAA (Japanese flag only)	Crew Accommodation	Rules for Crew Accommodation / Guidance
AFS and **AFS･C**	Anti-Fouling Systems on Ships "AFS" is given in the Register for Anti-Fouling Systems on ships, except where distinguished by the characters "AFS･C". "AFS･C" is given in the Register for Anti-Fouling Systems on ships where applied on barriers which have covered existing underlying non-compliant anti-fouling systems.	Rules for Anti-Fouling Systems on Ships / Guidance
BWM	Ballast Water Management Installations	Rules for Ballast Water Management Installations

Character	Description	Rules/Guidance
MC, **M0**, **M0·A**, **M0·B**, **M0·C** and **M0·D**	Automatic and Remote Control Systems "MC" is given in the Register for any centralized monitoring and control systems used for main propulsion and essential auxiliary machinery of MC-ships. "M0" is given in the Register for any operating systems for periodically unattended machinery spaces of M0-ships. "M0·A" is given in the Register for the Class A specific automation equipment of M0·A-ships. "M0·B" is given in the Register for the Class B specific automation equipment of M0·B-ships. "M0·C" is given in the Register for the Class C specific automation equipment of M0·C-ships. "M0·D" is given in the Register for the Class D specific automation equipment of M0·D-ships.	Rules for Automatic and Remote Control Systems / Guidance
BRS, **BRS1** and **BRS1A**	Navigation Bridge Systems "BRS" is given in the Register for bridge layouts, bridge working environments and navigational equipment of BRS-ships. "BRS1" is given in the Register for BRS system with Accident Prevention Systems of BRS1-ships. "BRS1A" is given in the Register for BRS1 system with Bridge Work Assist Systems of BRS1A-ships.	Rules for Navigation Bridge Systems / Guidance
DVS	Diving Systems	Rules for Diving Systems / Guidance
PMM	Preventive Machinery Maintenance Systems	Rules for Preventive Machinery Maintenance Systems / Guidance
IFC·M, **IFC·A** and **IFC·AM**	Integrated Fire Control Systems "IFC·M" is given in the Register for integrated fire control systems - Machinery spaces of category A and Cargo areas. "IFC·A" is given in the Register for integrated fire control systems - Accommodation spaces and service spaces. "IFC·AM" is given in the Register for integrated fire control systems - Machinery spaces of category A, Cargo areas, Accommodation spaces and service spaces.	Rules for Integrated Fire Control Systems
HMS and **HMS·R**	Hull Monitoring System "HMS" is given in the Register for Hull Monitoring System. "HMS·R" is given in the Register for Hull Monitoring System with continuous recording capabilities.	Rules for Hull Monitoring Systems
CCM	Centralized Cargo Monitoring and Control Systems	Rules / Guidance for Centralized Cargo Monitoring and Control Systems

CLASS NOTATIONS

Notations for Restricted Services

- For ships classed to be engaged in restricted services, and appropriate notation is affixed to the Classification Characters.

Abbreviation	Notation	Description	Rules/Guidance
CS	Coasting Service	For ships engaged in service restricted to only coastal areas within generally 20 miles from the nearest land or areas deemed equivalent by the Society.	1.2.2, Part A
SWS	Smooth Water Service	For ships engaged in service restricted to only calm water areas generally sheltered from the open sea by land or areas deemed equivalent by the Society.	1.2.2, Part A
DSA	Designated Service Area	For ships that are classed on their relationship with shore support facilities and that are engaged in service within a specific sea area where the aforementioned shore support can reach; or ships operated when moored or positioned in a specific sea area*.	1.2.2, Part A
RS	River Service	For ships which are, in general, restricted to service in inland waterways such as rivers, etc., or other areas deemed equivalent by the Society	1.2.2(1), Part 1 of the Rules for the survey and construction of inland waterway ships

* "Specific sea area" means the operation area specified in the provisions of Chapter 3, Part P and Chapter 2, Part PS of the Rules and designated service area specified in 1.1.1-1(2), Part T of the Rules. The details are entered as descriptive notes.

Notations for Structural Materials for Main Hull

- For ships that use materials other than steel as the structural material for the main hull in accordance with the provisions of 1.1.7-4, Part C or 1.3.1-3, Part CS, an appropriate notation is affixed to the Classification Characters.

Abbreviation	Notation	Description	Rules/Guidance
AL	Aluminium Alloy	For ships made of aluminium alloy.	1.2.3, Part A 1.2.3, RULES FOR HIGH SPEED CRAFT
FRP	FRP	For FRP ships complying with additional requirements and/or those exempted from any requirements in accordance with the provisions of this Rules, an appropriate notation is affixed to the Classification Characters in accordance with the provisions of Chapter 2 of the Regulation for the Classification and Registry of Ships. In this case, notations are to be affixed in the same manner as 1.2, Part 1 of the Rules for High Speed Craft, subject that the notation of FRP is affixed relating to the structural material for main hull specified in 1.2.3, Part 1 of the Rules for High Speed Craft.	1.1.3, RULES FOR THE SURVEY AND CONSTRUCTION OF SHIPS OF FIBREGLASS REINFORCED PLASTICS 1.2.3, RULES FOR HIGH SPEED CRAFT

Notations for Hull Construction and Equipment

- The ships that have two or more function, such as combination carriers are given notation based on the primary characteristic of the structure or equipment as follows:
  (1) For ore and oil carriers: OC / TOB
  (2) For bulk carriers having necessary installations for carriage of lumber cargoes: BC, EQ C LB

"Special consideration for the application to Bulk Carriers and Oil Tankers"

Notation	Description	Rules/Guidance
CSR	1. Bulk carriers with unrestricted international navigation, having length of 90 m or above and contracted for construction on or after 1 April 2006, are to comply with **Part CSR-B**. Issues other than those specified in **Part CSR-B** are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of **Part CSR-B**. (e.g. CSR, BC-A) 2. Double hull oil tankers with unrestricted international navigation, having length of 150 m or above and contracted for construction on or after 1 April 2006, are to comply with **Part CSR-T**. Issues other than those specified in **Part CSR-T** are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of **Part CSR-T**. (e.g. CSR, TOB) 3. Bulk carriers with unrestricted international navigation, having length of 90 m or above and Double hull oil tankers with unrestricted international navigation, having length of 150 m or above and contracted for construction on or after 1 July 2015, are to comply with **Part CSR-B&T**. Issues other than those specified in **Part CSR-B&T** are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of **Part CSR-B&T**. (e.g. CSR, BC-A) (e.g. CSR, TOB) For the identification of applying CSR-B&T, Descriptive Note is affixed.	1.2.1-2 and 1.2.1-3, Part A 3.3.1, Chap.1 Sec.1, Part CSR-B 1.1.1.2, Sec.3, Part CSR-T 3.1.1, Pt.1 Chap.1 Sec.1 Part CSR-B&T

"Tanker"

Abbreviation	Notation	Description	Rules/Guidance
T	Tanker	For ships intended for the carriage of liquid cargoes in tank(s) integrated with their hull structures and complying with the provisions of Chapter 29, Part C or Chapter 24, Part CS as appropriate, the notation of "Tanker" is affixed to the Classification Characters.	1.2.4-1, Part A
FLB	Tanker, flammable liquid-flash point on and below 60℃	For ships intended for the carriage of liquid cargoes having a flash point on and below 60℃ other than oils.	

Abbreviation		Notation	Description	Rules/Guidance
T	FLA	Tanker, flammable liquid-flash point above 60℃	For ships intended for the carriage of liquid cargoes having a flash point above 60℃ other than oils.	1.2.4-1, Part A
	OB	Tanker, oils-flash point on and below 60℃	For ships intended for the carriage of oils having a flash point on and below 60℃.	
	OA	Tanker, oils-flash point above 60℃	For ships intended for the carriage of oils having a flash point above 60℃.	

For ships complying with the provisions of 1.2.4-1, Part A of the Rules that are designed for the carriage of specific cargoes, the details are to be entered as descriptive notes.

"Chemical Tanker"

Abbreviation		Notation	Description	Rules/Guidance
CT		Chemical Tanker	For ships carrying dangerous chemicals in bulk complying with the provisions of Part S, an appropriate notation corresponding to the type of ships specified in 2.1.2, Part S, is affixed to the Classification Characters as follows.	1.2.4-2, Part A 2.1.2, Part S
	I	Chemical Tanker Type I	A chemical tanker intended to transport chemical products with very severe environmental and safety hazards which require maximum preventive measures to preclude an escape of such cargo.	
	II	Chemical Tanker Type II	A chemical tanker intended to transport chemical products with appreciably severe environmental and safety hazards which require significant preventive measures to preclude an escape of such cargo.	
	III	Chemical Tanker Type III	A chemical tanker intended to transport chemical products with sufficiently severe environmental and safety hazards which require a moderate degree of containment to increase survival capability in a damaged condition.	
	II&III	Chemical Tanker Type II & III	For ships complying with the requirements for both type II and type III ships.	

1) For ships complying with the provisions of 1.2.4-2, Part A that are designed for the carriage of specific cargoes, the details are to be entered as descriptive notes.
2) For ships complying with the provisions of 1.2.4-2, Part A, design pressure and design temperatures of cargo spaces are to be entered as descriptive notes.

"Liquefied Gas Carrier"

Abbreviation		Notation	Description	Rules/Guidance
LGC		Liquefied Gas Carrier	For ships carrying liquefied gases in bulk complying with the provisions of **Part N**, an appropriate notation corresponding to the type of ships specified in **2.1.2**, **Part N** is affixed to the Classification Characters as follows.	1.2.4-3, Part A 2.1.2, Part N
	1G	Liquefied Gas Carrier Type 1G	A type 1G ship is a gas carrier intended to transport products indicated in Chapter 19 of Part N which require maximum preventive measures to preclude the escape of such cargo.	
	2G	Liquefied Gas Carrier Type 2G	A type 2G ship is a gas carrier intended to transport products indicated in Chapter 19 of Part N which require significant preventive measures to preclude the escape of such cargo.	
	2PG	Liquefied Gas Carrier Type 2PG	A type 2PG ship is a gas carrier of 150m in length or less intended to transport products indicated in Chapter 19 of Part N which require significant preventive measures to preclude escape of such cargo, and where the products are carried in independent type C tanks designed (see 4.2.4-4, Chapter 4 of Part N) for a MARVS of at least 0.7 MPa gauge and a cargo containment system design temperature of -55℃ or above. Note that a ship of this description but over 150m in length is to be considered a type 2G ship.	
	3G	Liquefied Gas Carrier Type 3G	A type 3G ship is a gas carrier intended to carry products indicated in Chapter 19 of Part N which require moderate preventive measures to preclude the escape of such cargo.	

1) For ships complying with the provisions of 1.2.4-3, Part A that are designed for the carriage of specific cargoes, the details are to be entered as descriptive notes.
2) For ships complying with the provisions of 1.2.4-3, Part A, design pressure and design temperatures of cargo spaces are to be entered as descriptive notes.

"Tank Carrier"

Abbreviation		Notation	Description	Rules/Guidance
TC		Tank Carrier	For ships intended for the carriage of liquid cargoes in independent tank(s) (except Chemical Carrier or LGC), the notation of "Tank Carrier" is affixed to the Classification Characters.	1.2.4-4, Part A
	FLB	Tank Carrier, flammable liquid-flash point on and below 60℃	For ships intended for the carriage of liquid cargoes having a flash point on and below 60℃ other than oils.	
	FLA	Tank Carrier, flammable liquid-flash point above 60℃	For ships intended for the carriage of liquid cargoes having a flash point above 60℃ other than oils.	
	OB	Tank Carrier, oils-flash point on and below 60℃	For ships intended for the carriage of oils having a flash point on and below 60℃.	
	OA	Tank Carrier, oils-flash point above 60℃	For ships intended for the carriage of oils having a flash point above 60℃.	

"Ore Carrier / Bulk Carrier"

Abbreviation	Notation	Description	Rules/Guidance
OC	Ore Carrier	For ships intended for the carriage of ore cargoes or similar cargoes having equivalent high density, generally having two longitudinal watertight bulkheads and a double bottom throughout the cargo spaces and complying with the provisions of Chapter 30, Part C of the Rules.	1.2.4-5, Part A Chap. 30, Part C
SCCS *[1)]	Specially Constructed Cargo Ship	For ships intended for the carriage of cargoes having moisture contents which exceed transportable moisture limit in accordance with the provisions of 1.1.3-5, Part C, 1.1.3-2, Part CS and 1.1.1-2, Part U.	1.2.4-25, Part B 1.1.3-5, Part C 1.1.3-2, Part CS 1.1.1-2, Part U

Abbreviation		Notation	Description	Rules/Guidance
BC *2)		Bulk Carrier	For ships intended for the carriage of dry cargoes in bulk, generally having a single deck, a double bottom, bilge hopper tanks and topside tanks in cargo spaces and complying with the provisions of Chapter 31, Part C.	1.2.4-6, Part A 31.1.2-1, Part C 3.1.2 Chap.1 Sec.1 Part CSR-B
	-A	Bulk Carrier-Type A	Bulk carriers designed to carry bulk cargoes with a bulk cargo density of 1.0 t/m3 and above with specified holds empty at designed maximum load draught and with all ballast tanks empty.	
	-B	Bulk Carrier-Type B	Bulk carriers designed to carry bulk cargoes with a bulk cargo density of 1.0 t/m3 and above in a homogeneously loaded condition at designed maximum load draught with all ballast tanks empty.	
	-C	Bulk Carrier-Type C	Bulk carriers designed to carry bulk cargoes with a bulk cargo density of less than 1.0 t/m3 in a homogeneously loaded condition at designed maximum load draught with all ballast tanks empty.	
	M	Bulk Carrier modified	For ships complying with the provisions of 1.2.4-6, Part A of the Rules, and that are registered as bulk carriers in compliance with the provisions of C31.1.1-1, Part C of the Guidance, the notation Bulk Carrier modified is to be used.	A1.2.4-6, Part A C31.1.1-1, Part C
BC-XII		BC-XII	The notation is affixed for bulk carriers which apply to SOLAS chapter XII.	1.2.4-7, Part A Chap. 31A and 34.2, Part C 13.5.10 and 13.8.5, Part D 1.2.3, Part U
Additional Notation				
NO MP		No Multi-port loading/unloading	For such ships which have not been subject to the requirements for loading and/or unloading in multiple ports, the additional notation is affixed to the notation specified in **BC-A, BC-B or BC-C.** (e.g. BC-A, NO MP)	1.2.4-6, Part A, 3.1.3 Chap.1 Sec.1 Part CSR-B
GRAB		GRAB	For ships which comply with the requirements given in 31.2.4-3 and 31.3.2-2, Part C of the Rules for grab operations.	1.2.4-22, Part A, 31.2.4-3, 31.3.2-2, Part C C31A.6.2, Part C

Abbreviation	Notation	Description	Rules/Guidance
GRAB [X]	GRAB [X]	Inner bottom strengthened for grab loading and discharging. For ships which comply with the requirements given in Chap.12 Sec.1, Part CSR-B of the Rules for an unladen grab weight X equal to or greater than 20 tons. (e.g. GRAB20)	3.2.1, Chap.1 Sec.1, Part CSR-B 9.5.4, Chap.3 Sec.6, Part CSR-B Chap.12 Sec.1, Part CSR-B

*1): For ships complying with the provisions of 1.2.4-23 that are designed for the carriage of specific cargoes, the details are to be entered as descriptive notes.

*2): With respect to the provisions of 1.2.4-6, Part A, for ships whose maximum cargo density is restricted to less than 3.0 ton/m^3 or the assignment of specified empty holds at designed maximum load draught is restricted; details are to be entered as descriptive notes.

"Cargo Ship"

Abbreviation	Notation	Description	Rules/Guidance
CNC	Container Carrier	For ships intended for the carriage of containers, generally having a double bottom in cargo spaces and complying with the provisions of Chapter 32, Part C.	1.2.4-8, Part A Chapter 32, Part C
RORO	Roll on-Roll off	For ships having cargo spaces not normally subdivided in any way and normally extending to either a substantial length or the entire length of the ship in which cargoes can be loaded and unloaded normally in a horizontal direction, and complying with the relevant requirements of these Rules.	1.2.4-9, Part A
EQ C DG	Equipped for Carriage of Dangerous Goods	For ships equipped for the carriage of dangerous goods in accordance with the provisions of Chapter 19, Part R and 4.10, Part H.	1.2.4-16, Part A Chap. 19, Part R 4.10, Part H
EQ C V	Equipped for Carriage of Vehicles	For ships equipped for the carriage of motor vehicles with fuel in their tanks for their own propulsion in accordance with the provisions of Chapter 20, Part R and 4.8.1, Part H.	1.2.4-17, Part A 20.2.1-1, Part R 4.8.1, Part H
EQ C CNGPMV	Equipped for Carriage of Compressed Natural Gas Powered Motor Vehicles	For vehicle carriers, as defined in 3.2.54, Part R, equipped for the carriage of motor vehicles with compressed natural gas in their tanks for their own propulsion in accordance with the provisions of Chapter 20A, Part R and 4.8.2, Part H.	1.2.4-18, Part A 3.2.54, Part R Chapter 20A, Part R 4.8.2, Part H
EQ C CHPMV	Equipped for Carriage of Compressed Hydrogen Powered Motor Vehicles	For vehicle carriers, as defined in 3.2.54, Part R, equipped for the carriage of motor vehicles with compressed hydrogen in their tanks for their own propulsion in accordance with the provisions of Chapter 20A, Part R and 4.8.3, Part H.	1.2.4-19, Part A 3.2.54, Part R Chapter 20A, Part R 4.8.3, Part H

Abbreviation	Notation	Description	Rules/Guidance
EQ C C	Equipped for Carriage of Coal	For ships equipped for the carriage of coal in accordance with the provisions of 31.7.5, Part C and 4.9, Part H.	1.2.4-20, Part A 31.7.5, Part C 4.9, Part H
EQ C LB	Equipped for Carriage of Lumber	For ships equipped for the carriage of lumber cargoes in accordance with related provisions of 1.1.3-2, Part C, 23.1.3-3, Part C and Part U.	1.2.4-21, Part A 1.1.3-2, Part C 23.1.3-3, Part C Part U
VC	Vehicles Carrier	For ships having specific cargo spaces for carriage of motor vehicles, generally having "Roll on - Roll off" cargo spaces with equipment for the carriage of motor vehicles with fuel in their tanks.	
EQ LNG Bunkering	Equipped with LNG Bunkering Facilities	Liquified gas carriers that are built for the purpose of supplying LNG for propulsion or others to other ships	Guideline for Survey and Facilities/Equipment of LNG bunkering Ships

"Work-Ship"

Abbreviation	Notation	Description	Rules/Guidance
D	Dredger	Dredgers	1.3.2, Part O
CV	Crane Vessel	Crane ships: Ship-type ships	
FC	Floating Crane	Crane ships: Barge-type ships	
TUG	Tug	Vessels engaged in towing operations: Tugs	
TV	Towing Vessel	Vessels engaged in towing operations: Ocean tugs	
EV	Escort Vessel	Vessels engaged in towing operations as steering, braking and otherwise controlling of the assisted ship during ordinary or emergency maneuvering: Escort tugs	
P	Pusher	Pusher tugs	
UV	Utility Vessel	For ships supporting a wide variety of light duty operation. (e.g. carrying equipment, buoy laying, survey and research work, fire-fighting, ferrying offshore workers within the oil field etc.)	
SUL	Self-unloader	For ships constructed generally with single deck, double bottom, hopper side tanks and topside tanks in the cargo length area and equipped with self-unloading facilities for dry cargoes in bulk.	1.2.4-27, Part A 1.3.1(19), Part B

Abbreviation		Notation	Description	Rules/Guidance
FFV		Fire Fighting Vessel	With respect to fire fighting vessels, the following notations corresponding to the installed fire fighting equipment defined in **O6.4.2-1, Part O** are affixed.	1.3.2, Part O
	1	Fire Fighting Vessel-Type 1	FFV1 vessels	
	2	Fire Fighting Vessel-Type 2	FFV2 vessels	
	3	Fire Fighting Vessel-Type 3	FFV3 vessels	
OSV		Offshore Supply Vessel	Offshore supply vessels	
AHV		Anchor Handling Vessel	Anchor handling vessels	
CL		Cable Layer	Vessels engaged in laying objects on the seabed: Cable laying vessels	
PL		Pipe Layer	Vessels engaged in laying objects on the seabed: Pipe laying vessels	
ORV		Oil Recovery Vessel	Oil Recovery Vessels	
WTIS		Wind Turbine Installation Ship	Wind turbine installation ships: Ship-type ships	
WTIB		Wind Turbine Installation Barge	Wind turbine installation ships: Barge-type ships	
SEWTIS		Self-elevating Wind Turbine Installation Ship	Wind turbine installation ships: Self-elevating ships	
SEWTIB		Self-elevating Wind Turbine Installation Barge	Wind turbine installation ships: Self-elevating ships	
CSWTIU		Column-stabilized Wind Turbine Installation Unit	Wind turbine installation ships: Column-stabilized ships	
Additional description for FFV (e.g. Fire Fighting Vessel-Type 1 equipped with WSS, FMS3)				
Abbreviation		**Fire fighting equipment**		**Rules/Guidance**
WSS		Water-spray system		O1.2.4, Part O
MFG		Mobile high expansion foam generator		
FMS		Foam monitor system		
	1	FMS1: Have capacities of more than 1,000l/ minute		
	2	FMS2: Have capacities of more than 3,000l/ minute		
	3	FMS3: Have capacities of more than 6,000l/minute		
	4	FMS4: Have capacities of more than 12,000 l/minute		
	5	FMS5: Two fixed low expansion foam monitors that have capacities more than 5,000 l/minute		

"Mobile Offshore Drilling Units and Special Purpose Barges"

Abbreviation	Notation	Description	Rules/Guidance
SEDU	Self-Elevating Drilling Unit	Mobile offshore drilling units: Self-elevating type	P1.1.5-1, Part P
CSDU	Column-Stabilized Drilling Unit	Mobile offshore drilling units: Column-stabilized type	
DV	Drilling Vessel	Mobile offshore drilling units: Ship-type	
DB	Drilling Barge	Mobile offshore drilling units: Barge-type	
Additional Notation for MODU			
MODU	Mobile offshore Drilling Unit	For units complying with The Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code) (IMO Resolution A.649(16)). (e.g. MODU/SEDU)	P1.1.5-1, Part P

- For the following specific purpose barge, the appropriate notations to the purpose and/or the types of installed industrial factories are affixed.

Abbreviation	Notation	Description	Rules/Guidance
SB	Storage Barge	In cases where oil is stored, the notation to be affixed is "Oil Storage Barge", and additional descriptions regarding flash points of oil are affixed. (For example, Oil Storage Barge, Flash point below 60℃).	1.2.3, Part P
FH	Floating Hotel	Moored floating units: Hotel ships	
PPB	Power Plant Barge	Plant barges: For generating electricity	
AB	Accommodation Barge	Accommodation barges	
Notation for Mooring systems			
Notation	**Description**		**Rules/Guidance**
AM	Anchor mooring systems are defined as those comprising anchors and sinkers laid to the seabed, fairleaders, windlasses, winches and other mooring equipment provided at several parts of the hull, and mooring lines connecting them, and obtaining a mooring force mainly from the net weight of the catenary mooring lines (for those provided with intermediate buoys or intermediate sinkers, their net weight or buoyancy). Here, the term mooring line means an integration of chains, wire ropes, fibre ropes or their combination, connecting means such as shackles, or intermediate buoys or intermediate sinkers.		10.2.2(1), Part P

Notation	Description	Rules/Guidance
TM	Tension mooring systems are defined as those comprising supporting members such as piles and sinkers laid to the seabed, tension lines arranged upright direction, and connecting means to fix the tension mooring lines to the hull structure, and confining the unit s heaves, rolls and pitches by the increased buoyancy created by pulling the Rules for the Survey and Construction of Steel Ships unit downward and the tension in the mooring line. Here, tension mooring lines include steel pipes, chains, steel wire ropes and fibre ropes, and they are arranged straight in a high tensile force which is mainly obtained from elastic elongation of these lines.	10.2.2(2), Part P
SPM	In this system, mooring force is obtained only from a single point of a hull. The system comprises mooring equipment installed in the hull, connecting systems, one or more mooring lines, mooring construction instead of mooring lines, and supporting members laid to the seabed or provided in the fixtures in the vicinity.	10.2.2(3), Part P
DM	Dolphin mooring systems are those comprising dolphins such as fixed piles or concrete caissons arranged adjacent to the unit, fenders and fender beams arranged between the unit and dolphins, or fenders provided in the unit as necessary. Positioning in this case is obtained from the reaction force of the fixed dolphins.	10.2.2(4), Part P
OM	Other mooring system	10.2.2(5), Part P
DPS	Dynamic positioning system means the positioning system consists of the following systems specified in (a) to (c). (a) Power system (b) Thruster systems such as thruster or propeller (c) Dynamic positioning control system 1 Dynamic positioning system (hereinafter referred to as DPS) is to be classified into the following three categories specified in (1) to (3). (1) Class 1 DPS (2) Class 2 DPS (3) Class 3 DPS 2 Categories of the DPS is defined in the following assumptions specified in (1) to (3) of the worst failure conditions of the DPS. Where the worst failure condition includes a miss-operation (i.e. a single inadvertent act if such an act is reasonably probable) or a malfunction of the components or systems comprising the DPS.	10.2.1, Part P 10.2.3, Part P
1	Class 1 DPS means a DPS for which a loss of position keeping capability (i.e. maintaining a desired position or heading) may occur in the event of a single failure.	
2	Class 2 DPS means a DPS for which a loss of position keeping capability is not to occur in the event of a single failure in any active component or system. Normally, common static components (e.g. ventilation and seawater systems not directly cooling running machinery), however, will not be considered to fail where adequate protection from damage is demonstrated to the satisfaction of the Society.	

Notation		Description	Rules/Guidance
DPS	2	This failure includes the following (a) and (b). (a) Any active component or system (generators, thrusters, switchboards, communication networks, remote controlled valves, etc.). (b) Any normally static component (cables, pipes, manual valves, etc.) that may immediately affect position keeping capabilities upon failure or is not properly documented with respect to protection.	10.2.1, Part P 10.2.3, Part P
	3	Class 3 DPS means a DPS for which a loss of position keeping capability is not to occur in the event of a single failure in all components or systems. This failure includes the following (a) to (c). (a) The components and systems specified in Class 2 DPS as well as any normally static component assumed to fail. (b) All components in any one watertight compartment are to be assumed to fail due to fire or flooding. (c) All components in any one fire sub-division are to be assumed to fail due to fire or flooding (Cables are to comply with 10.7.9-2, Part P).	10.2.1, Part P 10.2.3, Part P

With respect to the provisions of 1.2.4-11, Part A, design criteria such as water depth and wave height are to be entered as descriptive notes.

"Floating Offshore Facilities for Crude Oil/Petroleum Gas Production, Storage and Offloading"

Abbreviation	Notation	Description	Rules/Guidance
FPSO	Floating Offshore Facility for Hydro-carbon Production, Storage and Offloading	FPSO is the Floating Offshore Facility which is positioned at a specific oil producing sea areas of oil field permanently or for long periods of time, and also fitted with systems for the production, storage and offloading of crude oil, etc. drawn up from the seabed.	1.1.4-1(1), Part PS
FPO	Floating Offshore Facility for Hydro-carbon Production and Offloading	FPO is the Floating Offshore Facility which is positioned at a specific oil producing sea areas permanently or for long periods of time, and also fitted with systems for the production and offloading of crude oil, etc. drawn up from the seabed.	1.1.4-1(2), Part PS
FSO	Floating Offshore Facility for Hydro-carbon Storage and Offloading	FSO is the Floating Offshore Facility which is positioned at a specific oil producing sea areas permanently or for long period of times, and also fitted with systems for the storage and offloading of crude oil, etc. drawn up from the seabed.	1.1.4-1(3), Part PS

Notation for the type of Floating Offshore Facilities			
Abbreviation	**Notation**	**Description**	**Rules/Guidance**
ST	Ship type	The Floating Offshore Facility in the shape of an ordinary ship having a displacement hull.	1.1.4-2, Part PS 1.2.2-1, Part PS
CST	Column-stabilized type	The Floating Offshore Facility consisting of decks with top-side installations, surface piercing columns, submerged lower hulls (footings), bracings, etc., which are semi-submerged to a predetermined drought (including such units as those supported by the seabed in shallow water) during operation.	1.1.4-2, Part PS 1.2.2-2, Part PS
OT	Other type	The Floating Offshore Facility which not specified in above such as the Cylindrical Facilities.	1.1.4-2, Part PS 1.2.2-3, Part PS

Notation for Mooring systems		
Notation	**Description**	**Rules/Guidance**
CM	CM is defined as mooring forces obtained mainly from the net weight of catenary mooring lines (in the case of those provided with intermediate buoys or intermediate sinkers, their net weight or buoyancy).	1.1.4-2, Part PS 1.2.4-2(1), Part PS
TM	TM is defined as mooring lines arranged straight and adjusted by high initial mooring forces, and the mooring forces obtained from the elastic elongation of these lines.	1.1.4-2, Part PS 1.2.4-2(2), Part PS
CALM	CALM consists of a large buoy connected to mooring points at the seabed by catenary mooring lines. The Floating Offshore Facility is moored to the buoy by mooring lines or a rigid yoke structure.	1.1.4-2, Part PS 1.2.4-3(1), Part PS
SALM	SALM consists of the mooring structure with buoyancy which is positioned at or near the water surface, and is connected to the seabed. The Floating Offshore Facility is moored to the buoy by mooring lines or a rigid yoke structure.	1.1.4-2, Part PS 1.2.4-3(2), Part PS
TRM	The Floating Offshore Facility itself is fitted with a turret which allows only its angular movement relative to the turret so that it may be weathervane. The turret may be fitted internally within the Floating Offshore Facility, or externally at the stern/bow of the Floating Offshore Facility. The turret is generally connected to the seabed using a spread mooring system.	1.1.4-2, Part PS 1.2.4-3(3), Part PS

With respect to the provisions of 1.2.4-12, Part A, design criteria such as water depth and wave height are to be entered as descriptive notes.

"Barge"

Abbreviation			Notation	Description	Rules/Guidance
B			Barge	For floating structures intended for the carriage of cargoes in cargo holds, on decks and/or in tanks integrated with hull structures, not propelled by mechanical means and complying with the provisions of Part Q of the Rules.	1.2.4-13, Part A Part Q
	P		Barge, Pontoon Type	For barges of pontoon type intended for the carriage of cargoes only on upper decks.	1.2.4-13(1), Part A Part Q
	T		Barge, Tanker	For barges intended for the carriage of liquid cargoes in tank(s) integrated with their hull structures.	1.2.4-13(2), Part A Part Q
		FLB	Barge, Tanker, flammable liquid-flash point on and below 60℃	For barges intended for the carriage of liquid cargoes having a flash point on and below 60℃ other than oils.	
		FLA	Barge, Tanker, flammable liquid-flash point above 60℃	For barges intended for the carriage of liquid cargoes having a flash point above 60℃ other than oils.	
		OB	Barge, Tanker, oils-flash point on and below 60℃	For barges intended for the carriage of liquid cargoes having a flash point on and below 60℃.	
		OA	Barge, Tanker, oils-flash point above 60℃	For barges intended for the carriage of liquid cargoes having a flash point above 60℃.	
	CT		Barge, Chemical Tanker	For barges intended for the carriage of liquid cargoes in tank(s) integrated with their hull structures.	
		I	Barge, Chemical Tanker Type I	For type I barges	
		II	Barge, Chemical Tanker Type II	For type II barges	
		III	Barge, Chemical Tanker Type III	For type III barges	
		II&III	Barge, Chemical Tanker Type II & III	For barges complying with the requirements for both type II and type III barges	

Abbreviation			Notation	Description	Rules/Guidance
B	LGC		Barge, Liquefied Gas Carrier	For barges carrying liquefied gases in bulk in accordance with the provisions of Part N of the Rules.	1.2.4-13(3), Part A Part N
		1G	Barge, Liquefied Gas Carrier Type 1G	For type 1G barges	
		2G	Barge, Liquefied Gas Carrier Type 2G	For type 2G barges	
		2PG	Barge, Liquefied Gas Carrier Type 2PG	For type 2PG barges	
		3G	Barge, Liquefied Gas Carrier Type 3G	For type 3G barges	

"Submersible"

Abbreviation	Notation	Description	Rules/Guidance
SBM	Submersible	For submersibles complying with the provisions of Part T.	1.2.4-14, Part A Part T
EQ SS SBM	Equipped with Support System for Submersible	For ships equipped with support systems for submersibles (mother ships/support ships) complying with the provisions of Part T.	1.2.4-15, Part A Chap. 20, Part R 4.8, Part H

With respect to the provisions of 1.2.4-14, Part A, design conditions such as maximum diving depth are to be entered as descriptive notes.

"Wind-Assisted Propulsion System"

Abbreviation	Notation	Description	Rules/ Guidance
EQ WAPS-S	Equipped with Wind-Assisted Propulsion System – Sail	For ships on which sail type wind-assisted propulsion systems are installed	Guidelines for Wind-Assisted Propulsion Systems for Ships
EQ WAPS-R	Equipped with Wind-Assisted Propulsion System – Rotor	For ships on which rotor type wind-assisted propulsion systems are installed	Guidelines for Wind-Assisted Propulsion Systems for Ships
EQ WAPS-K	Equipped with Wind-Assisted Propulsion System – Kite	For ships on which kite type wind-assisted propulsion systems are installed	Guidelines for Wind-Assisted Propulsion Systems for Ships

"Others"

Abbreviation	Notation	Description	Rules/Guidance
PSPC-WBT	Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers	For ships complying with the provisions of 25.2.2-1, Part C, 22.4.2, Part CS, 1.2.2 Section 5 Chapter 3, Part CSR-B or 2.1.1.2 Section 6, Part CSR-T.	1.2.4-23, Part A
PSPC-COT	Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers	Where coatings in accordance with IMO Resolution MSC.288(87) are applied.	1.2.4-24(1), Part A
PSCRS-COT	Performance Standard for Corrosion Resistant Steel for Cargo Oil Tanks of Crude Oil Tankers	Where corrosion protection by corrosion resistance steel in accordance with IMO Resolution MSC.289(87) is Applied.	1.2.4-24(2), Part A
PSPC/PSCRS-COT	Performance Standard for Protective Coatings / Performance Standard for Corrosion Resistant Steel for Cargo Oil Tanks of Crude Oil Tankers	Where coatings in accordance with IMO Resolution MSC.288(87) and corrosion protection by corrosion resistance steel in accordance with IMO Resolution MSC.289(87) are applied in combination.	1.2.4-24(3), Part A
NC	Noise Code	Ships complying with the CODE ON NOISE LEVELS ONBOARD SHIPS in MSC.337(91)	1.2.4-26, Part A
NC J	Noise Code J	Ships complying with the CODE ON NOISE LEVELS ONBOARD SHIPS in MSC.337(91) except for Noise Level Limits requirement (Japanese special regulation for non-international ships)	1.2.4-26, Part A (Japanese version only)
CAT	Catamaran	With respect to the provisions of 1.2.4, Part A of the Rules, for catamarans or trimarans complying with relevant requirements specified in these Rules, the notation of Catamaran or Trimaran is affixed after the notation relating to the structural materials for main hull specified in 1.2.3, Part A of the Rules.	A1.2.4-1, Part A 1.2.4, Part A 1.2.3, Part A
TRI	Trimaran		

Abbreviation	Notation	Description	Rules/Guidance
PS	Passenger Ship	A passenger ship is a ship which carries more than twelve passengers where a passenger is every person other than: (1) 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 (2) a child under one year of age. For such ships having cargo spaces for carriage of general cargoes, the notation of "Passenger Ship/General Cargo" (abbreviated to PS/GC) is affixed.	2.1.39, Part A RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS
HS	High Speed	For craft complying with the requirements of Rules for High Speed Craft. Also for craft complying with the special requirements for those engaged in international voyage in accordance with the provisions of Chapter 14, the notation of "High Speed Craft complied with International Code of Safety for High Speed Craft" (abbreviated to HSC) is affixed. e.g. (High Speed Catamaran Passenger)(High Speed Craft complied with International Code of Safety for High Speed Craft) (abbreviated to (HS CAT P)(HSC))	RULES FOR HIGH SPEED CRAFT
FD	Floating Dock	For docks complying with the provisions of Rules for Floating Dock	1.1.6, RULES FOR FLOATING DOCK
1C	Propeller Shaft Kind 1C	For ships having a propeller shaft Kind 1C complying with the provisions of 6.2.11, Part D, the notation of “1C” is affixed.	1.2.4-29, Part A 6.2.11. Part D

"Inland Waterway Ships"

In the "Rule for the Survey and Construction of Inland Waterway Ships" have also been mentioned another notation other than the following notation. (Such as BTFLB, GRAB)

Abbreviation	Notation	Description	Rules/Guidance
PTC	Pusher, Tanker Convoy	For tanker convoy pusher	1.2.3-2, Part 1 of the Rules for the Survey and Construction of Inland Waterway Ships
BD	Barge, Dry Cargo Carrier	For barges intended for the carriage of general cargoes in cargo holds	1.2.3-3(1), Part 1 of the Rules for the Survey and Construction of Inland Waterway Ships

"Purpose of Gas Floating Offshore Facilities"

Abbreviation	Notation	Description	Rules/Guidance
LNG FPSO	Floating Offshore Facility for LNG Production, Storage and Offloading	For LNG FPSO or LPG FPSO - The Gas Floating Offshore Facility positioned at specific gas producing sea areas either permanently or for long period of times which is also fitted with systems for the production, storage and offloading of gas drawn up from the seabed.	1.1.5-3, Guidelines for Floating Offshore Facilities for LNG/LPG Production, Storage, Offloading and Regasification
LPG FPSO	Floating Offshore Facility for LPG Production, Storage and Offloading		
LNG FPO	Floating Offshore Facility for LNG Production and Offloading	For LNG FPO or LPG FPO - The Gas Floating Offshore Facility positioned at specific gas producing sea areas either permanently or for long periods of time which is also fitted with systems for the production and offloading of gas drawn up from the seabed.	
LPG FPO	Floating Offshore Facility for LPG Production and Offloading		
LNG FSO	Floating Offshore Facility for LNG Storage and Offloading	For LNG FSO or LPG FSO - The Gas Floating Offshore Facility positioned at specific gas field sea area either permanently or for long periods of time which receives liquefied gases from ships carrying liquefied gases in bulk or other liquefied gas production facilities, and which is also fitted with systems for the storage and offloading of liquefied gases.	
LPG FSO	Floating Offshore Facility for LPG Storage and Offloading		

Abbreviation	Notation	Description	Rules/Guidance
LNG FSRU	Floating Offshore Facility for LNG Storage and Regasification	For the Gas Floating Offshore Facility positioned at specific sea areas either permanently or for long period of times, which receives liquefied gases from ships carrying liquefied gases in bulk or other liquefied gas production facilities, and which is also fitted with systems for the storage, regasification and offloading of gas to onshore facilities	

Notation for the Purpose of Gas Floating Offshore Facilities			
Abbreviation	**Notation**	**Description**	**Rules/Guidance**
GPF	Gas Processing Facility	A gas processing facility is a facility for acid gas removal, dehydration and mercury removal from the raw gas drawn up from the seabed.	1.1.5-4, Guidelines for Floating Offshore Facilities for LNG/LPG Production, Storage, Offloading and Regasification
LF	Liquefaction Facility	For Liquefaction Facility - A liquefaction facility is a facility to liquefy the gas refined by the gas processing facility by heat exchange with a refrigerant.	
RGF	Regasification Facility	A regasification facility is a facility to gasify liquefied gas loaded in the cargo containment systems by heating with water, air or steam, etc.	
Notation for Mooring systems It is necessary affix the Notation for Mooring system as is the case in FPSO.			

"Ships Using Gas or Other Low-Flashpoint Fuels"

Abbreviation	Notation	Description	Rules/Guidance
EQ U LFF	Equipped for Use of Low-flashpoint Fuels	Ships using gas or other low-flashpoint fuels	1.2.4-28, Part A Part GF
A-Fuel	Ammonia Fuel	Ships using Ammonia fuel	Part C-1, Guidelines for Ships Using Alternative Fuels
LNG FR	LNG Fuel Ready	Ships designed for future conversion to LNG fuel.	Annex 1, Guidelines for Ships Using Alternative Fuels
MA FR	Methanol Fuel Ready	Ships designed for future conversion to Methanol fuel.	Annex 1, Guidelines for Ships Using Alternative Fuels
EA FR	Ethanol Fuel Ready	Ships designed for future conversion to Ethanol fuel.	Annex 1, Guidelines for Ships Using Alternative Fuels
LPG FR	LPG Fuel Ready	Ships designed for future conversion to LPG fuel.	Annex 1, Guidelines for Ships Using Alternative Fuels
AM FR	Ammonia Fuel Ready	Ships designed for future conversion to Ammonia fuel.	Annex 1, Guidelines for Ships Using Alternative Fuels

Unless otherwise specified above, for ships deemed necessary by the Society, an appropriate notation may be affixed to the Classification Characters.

Notations for Strengthening for Navigation in Ice, etc.

- For polar class ships in accordance with the provisions of **Chapter 1**, **Part I**, the following notation corresponding to the polar classes specified in **1.2.2**, **Part I.**

Abbreviation	**Notation**	**Ice Description**	**Rules/Guidance**
PC1	Polar Class 1	Year-round operation in all Polar waters	1.2.5-1, Part A 1.2.2, Part I
PC2	Polar Class 2	Year-round operation in moderate multi-year ice condition	
PC3	Polar Class 3	Year-round operation in second-year ice which may include multi-year ice inclusion	
PC4	Polar Class 4	Year-round operation in thick first-year ice which may include multi-year and/or second-year ice inclusion	
PC5	Polar Class 5	Year-round operation in medium first-year ice which may include multi-year and/or second-year ice inclusion	
PC6	Polar Class 6	Summer/autumn operation in medium first-year ice which may include multi-year and/or second-year ice inclusions	
PC7	Polar Class 7	Summer/autumn operation in thin first-year ice which may include multi-year and/or second-year ice inclusions	
Additional Notation			
ICB	Icebreaker	For such ships which have powering and dimensions that allow it to undertake aggressive operations in ice-covered waters and complying with the relevant requirements, the additional notation is affixed to the notation specified in ICB.	1.2.5-1, Part A, Annex 1, Part I

- For ice class ships in accordance with the provisions of **Chapter 1**, **Part I**, the following notation corresponding to the ice classes specified in **1.2.2**, **Part I.**

Abbreviation	**Notation**	**The correspondence of ice classes between the Rules and**		**Rules/Guidance**
		the Finnish-Swedish Ice Class Rules 2010	**the Arctic Shipping Pollution Prevention Regulations**	
IA SUPER IS	Class IA Super Ice Strengthening	IA Super	Type A	1.2.5-2, Part A 1.2.2, Part I
IA IS	Class IA Ice Strengthening	IA	Type B	
IB IS	Class IB Ice Strengthening	IB	Type C	
IC IS	Class IC Ice Strengthening	IC	Type D	
ID IS	Class ID Ice Strengthening	II	Type E	1.2.5-2, Part A 1.2.2, Part I
(No IS)	No ice class	II	Type E	

- For ships operating in polar waters in accordance with the provisions of **Chapter 1, Part I**, the following notation corresponding to the ice classes specified in **1.2.1, Part I**.

Abbreviation	**Notation**	**Ice Description**	**Rules/Guidance**
PC A	Polar Code Category A	Polar waters in at least medium first-year ice, which include old ice inclusions.	1.2.5-3, Part A 1.2.1, Part I
PC B	Polar Code Category B	Polar waters in at least thin first-year ice, which include old ice inclusions.	1.2.5-3, Part A 1.2.1, Part I
PC C	Polar Code Category C	Open waters or ice conditions less severe than those included in categories A and B.	1.2.5-3, Part A 1.2.1, Part I

- For ships made of steel corresponding to a design temperature (TD) for operation in water areas with low temperatures (e.g. Arctic or Antarctic waters) in accordance with the provisions of 1.1.12-1, Part C.

Abbreviation		**Notation**	**Description**	**Rules/Guidance**
TD	a	TDa	1. For ships that have been designed to a specific design temperature (TD) in order to operate in areas with low air temperatures (e.g. Arctic or Antarctic waters), the application of steels used for hull structures is to be suitable for the design temperature, regardless of the requirements specified in Table C1.1 and Table C1.2. 2. For ships carrying cargoes with low temperatures, the application of steels used for longitudinals in the cargo hold is to be suitable for the design temperature, regardless of the requirements specified in Table C1.1 and Table C1.2. In this case, the design temperature (TD) of the cargo hold is to be determined. 3. Ships subject to the requirements in -1 are registered with the relevant notations.	1.2.5-4, Part A 1.1.12, Part C C1.1.12, Part C
	b	TDb		
	c	TDc		
	d	TDd		

Notations for Application of Hull Structural Analysis

- For ships that have had direct strength analysis and/or fatigue strength assessment carried out in a way approved by the Society for determining its structural scantlings or structural details.

Abbreviation	Notation	Description	Rules/Guidance
PS-DA	PrimeShip - Direct Assessment	Where the yield strength assessment and buckling strength assessment are carried out based upon direct strength calculations deemed appropriate by the Society in accordance with 1.1.22, Part C of the Rules.	1.2.6(1), Part A 1.1.22, Part C
PS-FA	PrimeShip - Fatigue Assessment	Where the fatigue strength assessment of structural details that are deemed necessary to assess by the Society are carried out in accordance with 1.1.23, Part C of the Rules.	1.2.6(2), Part A 1.1.23, Part C
PS-DA-CNC	PrimeShip - Direct Assessment - Container Carrier	Where the yield strength assessment and buckling strength assessment are carried out in accordance with 32.9, Part C of the Rules.	1.2.6(3), Part A 32.9, Part C
PS-DA-DLA	PrimeShip - Direct Assessment - Direct Load Analysis	Where the yield strength assessments and buckling strength assessments of primary members in all cargo spaces are carried out based upon direct load analysis and direct strength calculations deemed appropriate by the Society using individual design regular waves obtained from direct load analysis in accordance with 1.1.22, Part C of the Rules.	1.2.6(4), Part A 1.1.22, Part C
PS-FA-DLA	PrimeShip - Fatigue Assessment - Direct Load Analysis	Where the fatigue strength assessment of structural details of primary members in all cargo spaces that are deemed necessary by the Society are carried out based upon direct strength calculations using loads obtained from direct load analysis in accordance with 1.1.23, Part C of the Rules.	1.2.6(5), Part A 1.1.23, Part C

Notations for Application of Special Survey Scheme

Abbreviation	Notation	Description	Rules/Guidance
ESP	Enhanced Survey Programme	For oil tankers defined in 1.3.1(11), Part B, chemical tankers defined in 1.2.4-2, bulk carriers defined in 1.3.1(13), Part B and self-unloading ships defined in 1.3.1(19), Part B, for which enhanced surveys are carried out in class maintenance surveys in accordance with the relevant provisions of Part B.	1.2.7-1, Part A Chap. 1, Part B
HCM	Hull Construction Monitoring	For ships whose surveys for critical structural areas are carried out based upon a construction monitoring plan in accordance with the requirements in 1.1.12, Part B. For ships subject to SOLAS Chapter II-1 Regulation 3-10, the additional notation of "Goal-based Ship Construction Standards" (abbreviated to GBS) is suffixed to the notation "HCM" (e.g. HCM-GBS).	1.2.7-8, Part A 1.1.12, Part B
HCM-GBS	Hull Construction Monitoring, Goal-based Ship Construction Standards		
IWS	In Water Survey	For ships approved for In-water Surveys in accordance with the provisions of 6.1.2, Part B.	1.2.7-2, Part A 6.1.2, Part B
PSCM	Propeller Shaft Condition Monitoring System	For ships for which surveys based on the preventive maintenance system are carried out on the propeller shaft in accordance with the provisions of 8.1.3(1), Part B	1.2.7-3, Part A 8.1.3(1), Part B
PSCM･A	Propeller Shaft Condition Monitoring System･A	For ships for which surveys based on the preventive maintenance system are carried out on the propeller shaft in accordance with the provisions of 8.1.3(2), Part B	1.2.7-4, Part A 8.1.3(2), Part B
APSS･O	Alternative Propeller Shaft Survey・Oil	Ships having oil lubricated stern tube bearings whose propeller shaft surveys use the alternative survey methods	1.2.7-5, Part A Annex B1.1.3-7, Part B
APSS･W	Alternative Propeller Shaft Survey・Water	Ships having freshwater lubricated stern tube bearings utilising inboard freshwater whose propeller shaft surveys use the alternative surveys methods	1.2.7-6, Part A Annex B1.1.3-7, Part B
EDD	Extended Drydock	For ships for which In-water Surveys are consecutively carried out in lieu of docking survey in accordance with the requirements in 6.1.2-2, Part B.	1.2.7-7, Part A 6.1.2.1, Part B
HIDROVIA	HIDROVIA	For ships for which surveys are to be carried out in accordance with "HIDROVIA Parana – Paraguay" as the "standards deemed appropriate by the Society" specified in 1.2.4, Part 2 of the Rules	1.2.4, Part 1 of the Guidance for the survey and construction of inland waterway ships
RMSV	Remote Survey	For ships provided with advance preparation which represents readiness of the procedures and installation of reliable communication equipment for remote surveys	1.3-1. of the Guidelines for Remote Survey

Notations for Other

- Following notation may be affixed by the Society to the Classification Characters of a ship based on the applications received from owners when particular measures for protecting the marine environment, improving the working environment of the crew and other specific purposes are taken.

"Environmental Awareness"

Abbreviation	**Notation**	**Description**	**Rules/Guidance**
EA	Environmental Awareness	Ships which have taken particular measures for the environment in accordance with the "Environmental Guideline"	2.1.3-3(1)(a), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Environmental Guideline
Additional Marks **- Additional marks corresponding to applicable environmental measures may be added.** **(e.g. EA + BILGE CONTROL, FOTP)**			
Marks	**Additional features**	**Items**	**Remarks**
BILGE CONTROL	BILGE CONTROL	Integrated Bilge Water Treatment System (IBTS) Oil content of bilge discharge below 5ppm All bilge water transferred to shore	
FOTP	FO Tank Protection	Protection of fuel oil tanks (Tank location from outer shell by specified minimum distance)	
LOTA	LO Tank Alarm	High level alarms for lubricating oil tanks and hydraulic oil tanks	
STS	Stern Tube Sealing	Use of stern tube air seals	
EAL	Environmentally Acceptable Lubricants	Use of Environmentally Acceptable Lubricants	
GW	Greywater	Sewage treatment system	
GB	Garbage	All garbage transferred to shore	
N2	N2 Generator	Provision of N_2 generating equipment	
NOx	NOx	Reduction in NOx emissions (80% or below)	
NOx-Tier III	NOx Tier III	Reduction in NOx emissions (Tier III or below)	
SOx	SOx	Reduction in sulfur content of fuel oils (0.1% or below)	

Marks	Additional features	Items	**Remarks**
LEV	Low Emission Vessel	Emission Reduction (CO, HC, NOx, PM, PN)	
R	Refrigeration Systems	Use of refrigerant which has a Global Warming Potential (GWP) of less than 1500	
F	Fire Fighting Systems	Use of Extinguishing Agents which has a Global Warming Potential (GWP) of less than 1500	
VOC	VOC	Provision of volatile organic compound emission control system	
SPC	Shore Power Connection	High voltage shore power connection system	
BFM	Biofouling Management	Management of Biofouling	
CRP	Propulsion System	Contra rotating propeller	

"Advanced Environmental Awareness "

Abbreviation	**Notation**	**Description**	**Rules/Guidance**
a-EA	Advanced Environmental Awareness	Ships which have taken particular advanced measures for the environment in accordance with the "Environmental Guideline"	5.1.2, Environmental Guidelines

Advanced Environmental Measures
- Marks corresponding to applicable advanced environmental measures may be added.
(e.g. a-EA(ALS, ESA))

Marks	**Features**	**Items**	**Remarks**
SCELL(-PA)	Zero/Low Emission	Adopting of solar cell	In cases where the system is used for onboard power supply, the marks can be affixed when the systems have a capacity of 1% or more of the single main generator. "PA" is affixed in cases where the systems are used for main propulsion assist.
FCELL(-PA)		Adopting of fuel cell	
WINDG(-PA)		Adopting of wind generator	
ORCWHR (-PA)		Adoption of waste heat recovery system with low-boiling medium such as organic Rankine cycle generator system	
EGWHR(-PA)		Adoption of exhaust gas waste heat recovery system	
ALS	Air Lubrication System	Provision of bottom air lubrication systems	
ESA	Energy Saving Additives	Adoption of Energy Saving Additives (fins, fin caps, rudder bulbs, ducts, etc.)	

"Inventory of Hazardous Materials"

Abbreviation	Notation	Description	Rules/Guidance
IHM	Inventory of Hazardous Materials	Ships maintaining an Inventory of Hazardous Materials for Ship Recycling in accordance with "Guidelines for the Inventory of Hazardous Materials"	2.1.3-3 (1)(b), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Guidelines for the Inventory of Hazardous Materials

"Noise and Vibration"

Abbreviation		Notation	Description	Rules/Guidance
NVC	･A	Noise and Vibration Comfort･A	Ships applying the provisions for the noise and vibration in accommodation spaces etc. contained in the "Noise and Vibration Guideline"	2.1.3-3(1)(c), 2.1.3-3(1)(d), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Noise and Vibration Guideline
	･B	Noise and Vibration Comfort･B		
	･B'	Noise and Vibration Comfort･B'		
	･C	Noise and Vibration Comfort･C		
	･A+	Noise and Vibration Comfort･A+	Ships complying not only with the provisions for the noise and vibration in accommodation spaces etc. contained in the "Noise and Vibration Guideline", but also with those in the CODE ON NOISE LEVELS ONBOARD SHIPS in MSC.337(91)	
	･B+	Noise and Vibration Comfort･B+		
	･C+	Noise and Vibration Comfort･C+		
MVA		Mechanical Vibration Awareness	Ships complying with the provisions for the vibration of machinery room installations contained in the "Noise and Vibration Guideline"	

"High Voltage Shore Supply System"

Abbreviation	Notation	Description	Rules/Guidance
HVSS	High Voltage Shore supply System	Ships installed with high voltage shore supply systems as a pollution abatement measure in ports in accordance with the "Guidelines for High Voltage Shore supply Systems"	2.1.3-3(1)(e), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Guidelines for High Voltage Shore supply Systems

"Energy Efficiency Design Index"

Abbreviation	Notation	Description	Rules/Guidance
EEDI-pX	Energy Efficiency Design Index-phase X	Ships which have taken particular measures for energy efficiency (Ships whose Energy Efficiency Design Index satisfies a required value calculated using a phase reduction factor which is stricter than the phase to be applied according to 3.3, Part 8 of the Rules for Marine Pollution Prevention Systems; for ro-ro cargo ships and ro-ro passenger ships, however, this only applies in cases where the required EEDI value is stricter)). * X refers to the adopted phase.	2.1.3-3(1)(f), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Rules/Guidance for Marine Pollution Prevention Systems

* EEDI-p1 is affixed to the classification characters of ships to which EEDI phase 0 is applicable and whose attained EEDI satisfies a required value of EEDI phase 1.
* EEDI-p2 is affixed to the classification characters of ships to which EEDI phase 0 or phase 1 is applicable and whose attained EEDI satisfies a required value of EEDI phase 2.
* EEDI-p3 is affixed to the classification characters of ships to which EEDI phase 0, phase 1 or phase 2 is applicable and whose attained EEDI satisfies a required value of EEDI phase 3.

"Nitrogen Oxides Emission"

Abbreviation	Notation	Description	Rules/Guidance
NOx-III	Nitrogen Oxides Emission-Tier III	Ships installed with marine diesel engines satisfying the maximum allowable NOx emission limits criteria specified in 2.1.2-1(1)(c) of Part 8 of the Rules for Marine Pollution Prevention Systems as an emission control measure and which are permitted to operate in NOx emission control areas.	2.1.3-3(2)(a), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Rules/Guidance for Marine Pollution Prevention Systems

"Sulphur Oxides"

Abbreviation	Notation	Description	Rules/Guidance
SOx	Sulphur Oxides	Ships complying with the requirements related to sulphur content specified in 1.2.2-1(1)(c), Part 8 or 2.2-1(3), Part 8 of the Rules for Marine Pollution Prevention Systems by use of low-flashpoint fuel; or ships having an exhaust gas cleaning system as an equivalent compliance method.	2.1.3-3(2)(b), GUIDANCE FOR THE CLASSIFICATION AND REGISTRY OF SHIPS Rules/Guidance for Marine Pollution Prevention Systems subject to compliance with relevant Rules for the Surveys and Construction of Ships

"Ships Using Gas or Other Low-Flashpoint Fuels "

Abbreviation	Notation	Description	Rules/Guidance
GF/DF	Gas Fuelled with Dual Fuel Engine	Ships installed with marine diesel engines which operate on both oil fuel and gas.	Guidelines for Gas fuelled ships or other equivalent standards
LFLF/DF	Low Flashpoint Liquid Fuelled with Dual Fuel Engine	Ships installed with marine diesel engines which operate both oil fuel and low flashpoint liquid	Guidelines for Gas fuelled ships or other equivalent standards

"Container Stowage and Securing Arrangements"

Abbreviation	Notation	Description	Rules/Guidance
CSSA	Container Stowage and Securing Arrangements	For ships which keep onboard a lashing calculation program, capable of carrying out strength evaluation based on the method of container stowage and securing arrangements in accordance with Chap. 5 and 6 of the Guidelines without taking specific sea routes into consideration.	Chap. 7, Guidelines for Container Stowage and Securing Arrangements
CSSA-R	Container Stowage and Securing Arrangements with Service on Specific Sea Routes	For ships which keep onboard a lashing calculation program, capable of carrying out strength evaluation based on the method of container stowage and securing arrangements in accordance with Chap. 5 and 6 of the Guidelines taking specific sea routes into consideration.	Chap. 7, Guidelines for Container Stowage and Securing Arrangements
SDCL	Safe Design for Container Lashing	For ships, the keels of which were laid or which are at a similar stage of construction on or after 1 January 2015, whose construction and equipment are complying with the CSS Code Annex 14 in its entirety.	Chap. 8, Guidelines for Container Stowage and Securing Arrangements
SDCL-E	Safe Design for Container Lashing to Existing Containership	For ships, the keels of which were laid or which are at a similar stage of construction before 1 January 2015, whose construction and equipment are complying with Section 4.4, 7.1, 7.3 and 8; and complying with the principles of the CSS Code Annex 14 contained in Section 6 and 7.2 as far as practical.	Chap. 8, Guidelines for Container Stowage and Securing Arrangements

" Hull Protection by Highly Ductile Steel "

Abbreviation	Notation	Description	Rules/Guidance
HP-HDS	Hull Protection by Highly Ductile Steel	For ships using highly ductile steel approved by the Society to increase hull protection performance in the case of collision or grounding.	2.1.3-2, Regulations for the Classification and Registry of Ships
HP-HDS/C20	Hull Protection by Highly Ductile Steel / C20	For ships using highly ductile steel (HD20) to protect cargo area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/C35	Hull Protection by Highly Ductile Steel / C35	For ships using highly ductile steel (HD35) to protect cargo area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/C50	Hull Protection by Highly Ductile Steel / C50	For ships using highly ductile steel (HD50) to protect cargo area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/E20	Hull Protection by Highly Ductile Steel / E20	For ships using highly ductile steel (HD20) to protect machinery area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/E35	Hull Protection by Highly Ductile Steel / E35	For ships using highly ductile steel (HD35) to protect machinery area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/E50	Hull Protection by Highly Ductile Steel / E50	For ships using highly ductile steel (HD50) to protect machinery area.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/F20	Hull Protection by Highly Ductile Steel / F20	For ships using highly ductile steel (HD20) to protect fuel oil tank.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/F35	Hull Protection by Highly Ductile Steel / F35	For ships using highly ductile steel (HD35) to protect fuel oil tank.*	Guidelines for Use of Highly Ductile Steel
HP-HDS/F50	Hull Protection by Highly Ductile Steel / F50	For ships using highly ductile steel (HD50) to protect fuel oil tank.*	Guidelines for Use of Highly Ductile Steel

* Where highly ductile steel is applied to several areas, relevant combined notation will be provided to identify those areas and material grades.

" Designed by Application of Brittle Crack Arrest Concept "

Abbreviation	Notation	Description	Rules/Guidance
DACA	Designed by Application of Brittle Crack Arrest Concept	For ships adopting Brittle Crack Arrest Design in the region of upper deck	Guidelines on Brittle Crack Arrest Design

" Exhaust Gas Cleaning System "

Abbreviation	Notation	Description	Rules/ Guidance
EGCSR-F	Exhaust Gas Cleaning System Ready-Full	Ships which are designed for Exhaust Gas Cleaning System installation and satisfied both class requirements and convention requirements	Guidelines for Exhaust Gas Cleaning Systems
EGCSR-G	Exhaust Gas Cleaning System Ready-General	Ships which are designed for Exhaust Gas Cleaning System installation and satisfied class requirements	Guidelines for Exhaust Gas Cleaning Systems

"Digital Smart Ships"

Abbreviation	Notation	Description	Rules/ Guidance
DSS	Digital Smart Ship	For ships having a technical solution that is capable of collecting and processing various data and utilize it for ships' operational support. *:See also below descriptions for specific features represented by each notation	
DSS(EE)	Digital Smart Ship (Energy Efficiency)	For ships having systems for energy consumption monitoring or energy efficiency analysis using voyage information and operational parameters for ship performance management, navigation plan development, etc.	3.2.1, Guidelines for Digital Smart Ships
DSS(EE2)	Digital Smart Ship (Energy Efficiency 2)	In addition to DSS(EE), for ships having systems for carrying out examination support for energy efficient route planning or trim optimization in combination with information on route characteristics and meteorological and oceanographic forecasts, etc.	3.2.1, Guidelines for Digital Smart Ships
DSS(HM)	Digital Smart Ship (Hull Monitoring)	For ships having systems for providing information on hull stress levels, cumulative damage, acceleration, etc. by hull monitoring for assisting with hull maintenance or operation in rough seas.	3.2.2, Guidelines for Digital Smart Ships
DSS(SLOSH)	Digital Smart Ship (Sloshing)	For ships having systems to support master's decision makings by detecting or predicting sloshing phenomena in cargo or fuel tanks	3.2.3, Guidelines for Digital Smart Ships
DSS(MM)	Digital Smart Ship (Machinery Monitoring)	For ships having systems capable of diagnosing the conditions of machinery using sensors fitted with the installation or component of the installation together with	3.2.4, Guidelines for Digital Smart Ships
DSS(CNS)	Digital Smart Ship (Connected Ship)	For ships having data transmitting systems to transfer ship's data which are processed by hardware and software installed onboard to shore-based office	3.2.5, Guidelines for Digital Smart Ships
DSS(NAV)	Digital Smart Ship (Navigation)	For ships having systems capable of automatically or remotely operating some or all of the human decision-making process	3.2.6, Guidelines for Digital Smart Ships
DSS(SM)	Digital Smart Ship (Shore Monitoring)	For ships whose sensor data obtained on board is transmitted to onshore facilities for monitoring by specialists, etc.	3.2.7, Guidelines for Digital Smart Ships
DSS(LAN)	Digital Smart Ship (Onboard Local Area Network)	For ships provided with fixed facilities that provide a ship communication network that is available for use from almost anywhere in all designated spaces and/or on open decks	3.2.8, Guidelines for Digital Smart Ships
DSS(RCSM)	Digital Smart Ship (Refrigerated Cargo Shore Monitoring)	For ships provided with facilities that automatically and periodically transmit data in refrigerated cargo spaces or refrigerated containers to onshore facilities	3.2.9, Guidelines for Digital Smart Ships
DSS(ESM)	Digital Smart Ship (Emission Shore Monitoring)	For ships provided with facilities that automatically and periodically transmit data regarding gases released from internal combustion engines, boilers, or other facilities into the atmosphere to onshore facilities.	3.2.10, Guidelines for Digital Smart Ships

"Cyber Security"

Abbreviation	Notation	Description	Rules/ Guidance
CybR-G	Cyber Resilience-Guideline	Cyber security measures have been taken for the computer based system onboard the ship.	Guidelines for Designing Cyber Security Onboard Ships

INDEX

Appendix

Representative Examples of combination of Notations with Descriptive Notes

- Representative Examples of several combinations of Notations with Descriptive Notes for each kind of ship are as follows;

Purpose of Ship		**Notation(s)**	**Descriptive Note**
Oil Carrier	VLCC	(CSR, TOB, PSPC-WBT, NC)(ESP)	---
	Suezmax Tanker	(CSR, TOB, PSPC-WBT, NC)(ESP)	---
	Aframax Tanker	(CSR, TOB, PSPC-WBT, NC)(ESP)	---
	LR Tanker	(CSR, TOB, PSPC-WBT, NC)(ESP)	---
	MR Tanker	(CSR, TOB, PSPC-WBT, NC)(ESP)	---
	Small size Product Tanker (L<150m, black/white oil)	(TOB, PSPC-WBT, NC, 1C)(ESP)	---
	Asphalt Tanker	(TC, PSPC-WBT, NC, 1C)	Designed for carriage of Asphalt
Chemical Carrier	Multi-purpose oil/chemical tanker	(TOB, CT II&III, PSPC-WBT, NC, 1C)(ESP)	---
	Multi-purpose chemical tanker	(CT II&III, PSPC-WBT, NC)(ESP)	---
	Molten Sulphur Carrier	(CT III, PSPC-WBT, NC)	Designed for carriage of Molten Sulphur
	Sulphuric acid carrier	(CT III, PSPC-WBT, NC)	Designed for carriage of Sulphuric acid
Gas Carrier	LNG	(LGC 2G, PSPC-WBT, NC, 1C)	Design maximum pressure: XXX MPa / minimum temperature: XXX degrees C
	LPG (Pressure Type)	(LGC 2PG, PSPC-WBT, NC, 1C)	Design maximum pressure: XXX MPa / minimum temperature: XXX degrees C
	LPG (Low temperature Type)	(LGC 2G, PSPC-WBT, NC, 1C)	Design maximum pressure: XXX MPa / minimum temperature: XXX degrees C
Floating Facilities	FPSO	(DSA)(FPSO)(ST)(CM)	Operation at XXXXX
Ore Carrier		(OC, BC-XII, GRAB, PSPC-WBT, NC, 1C)(ESP)	---
Bulk Carrier	Cape size (9 C/H Ships)	(CSR, BC-A, BC-XII, GRAB20, PSPC-WBT, NC)(ESP)	Strengthened for heavy cargo loading where hold nos. 2,4,6 & 8 may be empty
	Panamax size (7 C/H Ships)	(CSR, BC-A, BC-XII, GRAB 20, PSPC-WBT, NC, 1C)(ESP) (HCM-GBS)(IWS)	Strengthened for heavy cargo loading where hold nos. 2,4 & 6 may be empty
	Handy size (5 C/H Ships)		Strengthened for heavy cargo loading where hold nos. 2 & 4 may be empty
	Box shape	(BCM, BC-XII, GRAB, PSPC-WBT, NC, 1C)	Double hull construction applied to all cargo holds
Container Ship		(CNC, PSPC-WBT, NC, 1C)	---
Chip Carrier		(BC-XII, PSPC-WBT, NC, 1C)	---
Vehicles Carrier		(VC, PSPC-WBT, NC, 1C)	---

" Other Descriptive Notes related to Notations "

Notation		**Ship's systems**	**Descriptive Note**
	Abbreviation with parentheses		
Nitrogen Oxides Emission-Tier III	NOx-III(SCR, EGR)	Ships installed with Main Engine (1) utilizing EGR and Generator Engines (3) connected to SCR	NOx-III(yyyy)(M/E : EGR), (G/E(Nos.1, 2, 3) : SCR)
	NOx-III(DFE)	Ships installed with Dual Fuel Engines using pre-mixed lean burned gas fuel as Main Propulsion Generator Engine (4)	NOx-III(yyyy)(G/E(Nos.1, 2, 3, 4) : DFE)
	NOx-III(GOE)	Ships installed with Gas Only Engines using pre-mixed lean burned gas fuel as Main Propulsion Generator Engine (4)	NOx-III(yyyy)(G/E(Nos.1, 2, 3, 4) : GOE)
	NOx-III(SCR, DFE)	Ships installed with Dual Fuel Engine using diffusion burned gas fuel and connected to SCR as Main Engine (1) and Dual Fuel Engines using pre-mixed lean burned gas fuel as Generator Engine (3)	NOx-III(yyyy)(M/E : SCR), (G/E(Nos.1, 2, 3) : DFE)
	NOx-III(DFE)	Ships installed with Dual Fuel Engines using pre-mixed lean burned gas fuel as Main Engine (1) and Generator Engine (3)	NOx-III(yyyy)(M/E : DFE), (G/E(Nos.1, 2, 3) : DFE)
Sulphur Oxides	SOx(EGCS)	Ships installed with Main Engine (1) and Generator Engines (3) connected to EGCS	SOx-EGCS-M/E, G/E(Nos.1, 2, 3)
	SOx(LFF)	Ships installed with Main Propulsion Generator Engines (4) and Aux. Boiler (1) using natural gas as fuel	SOx-LFF(natural gas)-G/E(Nos.1, 2, 3, 4), A/B
	SOx(LFF)	Ships installed with Main Engine (1), Generator Engines (3) and Aux. Boiler (1) using natural gas as fuel	SOx-LFF(natural gas)-M/E, G/E(Nos.1, 2, 3), A/B

Note:

1) The "yyyy" in the first parenthesis of Descriptive Note for the Notation NOx-III is the following number:
   a) 2016 (in the case where diesel engine installations are provided on ships at beginning stage of construction on or after 1 January 2016 (excluding those which fall under the following (b)) in accordance with the requirements of Annex VI)
   b) 2021 (in the case where diesel engine installations are provided on ships at beginning stage of construction on or after 1 January 2021 in accordance with the requirements of Annex VI)