



RULES FOR

CONDITIONS OF CLASSIFICATION 2018

PART 1

**American Bureau of Shipping
Incorporated by Act of Legislature of
the State of New York 1862**

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Rule Change Notice (2018)

The effective date of each technical change since 1993 is shown in parentheses at the end of the subsection/paragraph titles within the text of each Part. Unless a particular date and month are shown, the years in parentheses refer to the following effective dates:

(2000) and after	1 January 2000 (and subsequent years)	(1996)	9 May 1996
(1999)	12 May 1999	(1995)	15 May 1995
(1998)	13 May 1998	(1994)	9 May 1994
(1997)	19 May 1997	(1993)	11 May 1993

Listing by Effective Dates of Changes from the 2017 Rules

Notice No. 1 (effective on 1 March 2017) to the 2017 Rules, which is incorporated in the 2018 Rules, is summarized below.

EFFECTIVE DATE 1 March 2017 – shown as (1 March 2017)

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
1-1-1/7	Scope of Classification	To align with the other sections of Part 1 regarding disclaimers of liability for the responsibilities of vessel owners/operators in this article. (Incorporates Notice No. 1)
1-1-7/7 (New)	Plan Submittal	To align ABS plan submittal process with our legal duty to protect client and third party intellectual property rights. (Incorporates Notice No. 1)

Notice No. 2 (effective on 1 May 2017) to the 2017 Rules, which is incorporated in the 2018 Rules, is summarized below.

EFFECTIVE DATE 1 May 2017 – shown as (1 May 2017)

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
1-1-4/3.1	Effective Date	To remove the application of the six-month rules for Guides, which are meant for immediate implementation. (Incorporates Notice No. 2)

EFFECTIVE DATE 1 January 2018 – shown as (2018)

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
1-1-A3/5.1.5	Duplicate Product Design Assessment	To clarify ABS policy for PDA-DUP issuance, confirmed by ABS Programs.

PART

1

Foreword

For the 2008 edition, Part 1, “Conditions of Classification” for all vessels other than those in offshore service was consolidated into a generic booklet, entitled *Rules for Conditions of Classification (Part 1)*. The purpose of this consolidation was to emphasize the common applicability of the classification requirements in “Part 1” to ABS-classed vessels, other marine structures and their associated machinery, and thereby make “Part 1” more readily a common “Part” of the various ABS Rules and Guides, as appropriate.

Accordingly, the subject booklet, *Rules for Conditions of Classification (Part 1)*, is to be considered, for example, as being applicable to and comprising a “Part” of the following ABS Rules and Guides:

- *Rules for Building and Classing Steel Vessels (Steel Vessel Rules)*
- *Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length (Under 90 m Rules)*
- *Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways (River Rules)*
- *Rules for Building and Classing Steel Barges (Barge Rules)*
- *Rules for Building and Classing Steel Floating Dry Docks (Floating Dry Dock Rules)*
- *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities (UWVS Rules)*
- *Rules for Building and Classing Bulk Carriers for Service on the Great Lakes (Great Lakes Bulk Carrier Rules)*
- *Rules for Building and Classing Offshore Support Vessels (OSV Rules)*
- *Guide for Building and Classing Yachts (Yacht Guide)*
- *Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk (CNG Guide)*

A separate Part 1 booklet, entitled *Rules for Conditions of Classification – Offshore Units and Structures (Part 1)*, has been created to consolidate the classification requirements for offshore services.

Rules for Conditions of Classification

CONTENTS

CHAPTER 1	Scope and Conditions of Classification	1
Section 1	Classification	5
Section 2	Suspension and Cancellation of Classification	8
Section 3	Classification Symbols and Notations.....	12
Section 4	Rules for Classification	15
Section 5	Other Regulations	21
Section 6	International Association of Classification Societies (IACS).....	23
Section 7	Submission of Plans	24
Section 8	Conditions for Surveys After Construction.....	26
Section 9	Fees	29
Section 10	Disagreement.....	30
Section 11	Limitation of Liability.....	31
Section 12	Hold Harmless	32
Section 13	Time Bar to Legal Action.....	33
Section 14	Arbitration.....	34
Appendix 1	Load Line and Tonnage Marks	35
Appendix 2	Classification Symbols and Notations.....	42
Appendix 3	ABS Type Approval Program.....	43
Appendix 4	Tiers of Type Approval.....	55

PART

1

CHAPTER 1 Scope and Conditions of Classification

CONTENTS

SECTION 1	Classification.....	5
1	Process	5
3	Certificates and Reports	5
5	Representations as to Classification.....	6
7	Scope of Classification.....	6
SECTION 2	Suspension and Cancellation of Classification.....	8
1	General	8
3	Notice of Surveys.....	8
5	Special Notations	8
7	Suspension of Class	8
9	Lifting of Suspension.....	10
11	Cancellation of Class	11
13	Alternative Procedures for Certain Types of Vessels	11
SECTION 3	Classification Symbols and Notations	12
1	Unrestricted Service.....	12
3	Special Rules	12
5	Special Purpose Vessels	12
7	Geographical Limitations	12
9	Vessels Not Built Under Survey.....	13
11	Equipment Symbol.....	13
13	✕ AMS Notation	13
15	AMS Notation.....	13
17	Centralized or Automatic Control Systems.....	13
19	Dynamic Loading Approach.....	13
21	Spectral Fatigue Analysis	13
23	Common Structural Rules for Tankers and Bulk Carriers	14
25	SafeHull Criteria.....	14
27	Ice Classes	14
29	PORT Notation.....	14
31	Domestic Service Notation	14

SECTION 4	Rules for Classification.....	15
1	Application of Rules	15
1.1	General.....	15
1.3	Application	15
3	Effective Date of Rule Change.....	16
3.1	Effective Date	16
3.3	Implementation of Rule Changes	16
5	Novel Features.....	17
7	Alternatives	17
7.1	General.....	17
7.3	National Regulations.....	17
7.5	Other Rules	17
7.6	Application of Common Structural Rules for Bulk Carriers and Oil Tankers	17
7.7	ABS Type Approval Program.....	17
SECTION 5	Other Regulations	21
1	General	21
3	International Conventions or Codes	21
5	Governmental Regulations	21
5.1	Governmental Authorization	21
5.3	European Commission	21
7	Carriage of Chemicals and Liquefied Gases by Non-self Propelled Vessels	22
9	International Code of Safety for High Speed Craft, 2000	22
11	ABS Surveyor's Safety and ABS Occupational Health and Safety Management Systems (OHSMS) Manual	22
SECTION 6	International Association of Classification Societies (IACS)	23
1	IACS Audit.....	23
3	Early Warning System	23
SECTION 7	Submission of Plans	24
1	Hull Plans	24
3	Machinery Plans	25
5	Additional Plans	25
7	Plan Submittal	25
SECTION 8	Conditions for Surveys After Construction	26
1	Damage, Failure and Repair.....	26
1.1	Examination and Repair	26
1.3	Repairs	26
1.5	Suspension of Classification.....	26
1.7	Representation	26
3	Notification and Availability for Survey.....	27
5	Notification of Port State Detention.....	27

7	Attendance at Port State Request	27
9	Attendance at ABS Request	27
11	Safety Management System.....	28
SECTION 9	Fees	29
SECTION 10	Disagreement	30
1	Rules	30
3	Surveyors.....	30
SECTION 11	Limitation of Liability	31
SECTION 12	Hold Harmless	32
SECTION 13	Time Bar to Legal Action	33
SECTION 14	Arbitration.....	34
APPENDIX 1	Load Line and Tonnage Marks.....	35
1	Load Line Markings for Ocean-going Vessels – Millimeters.....	35
3	Load Line Markings for Ocean-going Vessels – Inches	36
5	Load Line Markings for Great Lakes Vessels – Inches	37
7	Tonnage Mark Diagram – For Vessels Operating with Dual Tonnage – Millimeters.....	38
9	Tonnage Mark Diagram – For Vessels Operating with Dual Tonnage – Inches	39
11	Tonnage Mark Diagram – For Vessels Operating with Single Low Tonnage – Millimeters.....	40
13	Tonnage Mark Diagram – For Vessels Operating with Single Low Tonnage – Inches.....	41
APPENDIX 2	Classification Symbols and Notations	42
APPENDIX 3	ABS Type Approval Program	43
1	General	43
3	Limitations.....	44
5	Process	44
5.1	Product Design Assessment (PDA) Tier 2.....	44
5.3	Manufacturing Assessment (MA)	46
5.5	Product Quality Assurance Certification (PQA) Tier 4 (IACS UR Z26 Alternative Certification Scheme)	47
5.7	Certificates	48
5.9	Terms and Conditions of the Request for Product Type Approval and Agreement	50
FIGURE 1	Process of the Type Approval Program.....	53

APPENDIX 4 Tiers of Approval	55
Tier 1 – Manufacturer’s Certification (MC)	55
Tier 2 – Product Design Assessment (PDA)	55
Tier 3 – Type Approval (TA)	55
Tier 4 – Product Certification via Product Quality Assurance (PQA)	56
Tier 5 – Unit Certification via Survey During Fabrication (UC)	56

PART

1

CHAPTER 1 Scope and Conditions of Classification

SECTION 1 Classification

1 Process *(1 November 2004)*

The Classification process consists of:

- a) The development of Rules, Guides, standards and other criteria for the design and construction of marine vessels and structures, for materials, equipment and machinery,
- b) The review of design and survey during and after construction to verify compliance with such Rules, Guides, standards or other criteria,
- c) The assignment and registration of class when such compliance has been verified, and
- d) The issuance of a renewable Classification certificate with annual endorsements valid for five years.

The Rules, Guides, and standards are, in general, developed by the International Association of Classification Societies and by ABS staff, and passed upon by committees made up of naval architects, marine engineers, shipbuilders, engine builders, steel makers and by other technical, operating, and scientific personnel associated with the worldwide maritime industry. Theoretical research and development, established engineering disciplines, as well as satisfactory service experience are utilized in their development and promulgation. ABS and its committees can act only upon such theoretical and practical considerations in developing Rules, Guides, and standards.

Surveyors apply normally accepted examination and testing standards to those items specified for each survey by the Rules. Construction procedures, safety procedures and construction supervision remain the responsibility of the shipyard, ship repairer, manufacturer, Owner or other client.

For classification, vessels are to comply with both the hull and the machinery requirements of the Rules and Guides.

3 Certificates and Reports *(1 January 1996)*

3.1

Plan review, and surveys during and after construction are conducted by ABS to verify to itself and its committees that a vessel, structure, item of material, equipment or machinery is in compliance with the Rules, Guides, standards or other criteria of ABS and to the satisfaction of the attending Surveyor. All reports and certificates are issued solely for the use of ABS, its committees, its clients and other authorized entities.

3.3

ABS will release information from reports and certificates to the Port State to assist in rectification of deficiencies during port state control intervention. Such information includes text of conditions of classification, survey due dates, and certificate expiration dates. The Owner will be advised of any request and/or release of information

3.5

ABS will release certain information to the vessel's hull underwriters and P&I clubs for underwriting purposes. Such information includes text of overdue conditions of classification, survey due dates, and certificate expiration dates. The Owners will be advised of any request and/or release of information. In the case of overdue conditions of classification, the Owners will be given the opportunity to verify the accuracy of the information prior to its release.

3.7 (2002)

ABS may release vessel specific information related to the classification and statutory certification status. This information may be published on the ABS website or by other media and may include the vessel's classification, any operating restrictions noted in ABS's *Record*, the names, dates and locations of all surveys performed by ABS, the expiration date of all class and statutory certificates issued by ABS, survey due dates, the text of conditions of classification (also known as outstanding recommendations), transfers, suspensions, withdrawals, cancellations and reinstatements of class, and other related information as may be required.

5 Representations as to Classification (1 August 2011)

Classification is a representation by ABS as to the compliance with applicable requirements of the Rules, Guides, and standards. The Rules, Guides, and standards of the American Bureau of Shipping are not meant as a substitute for the independent judgment of professional designers, naval architects, marine engineers, Owners, operators, masters, and crew, nor as a substitute for the quality control procedures of shipbuilders, engine builders, steel makers, suppliers, manufacturers, and sellers of marine vessels, materials, machinery, or equipment. ABS, being a technical society, can only act through Surveyors or others who are believed by it to be knowledgeable and competent.

ABS represents solely to the vessel Owner or other client of ABS that when assigning class, it will use due diligence in the development of Rules, Guides, and standards, and in using normally applied testing standards, procedures, and techniques as called for by the Rules, Guides, standards, or other criteria of ABS for the purpose of assigning and maintaining class. ABS further represents to the vessel Owner or other client of ABS that its certificates and reports evidence compliance only with one or more of the Rules, Guides, standards, or other criteria of ABS in accordance with the terms of such certificate or report. Under no circumstances whatsoever are these representations to be deemed to relate to any third party.

The user of this document is responsible for ensuring compliance with all applicable laws, regulations, and other governmental directives and orders related to a vessel, its machinery and equipment, or their operation. Nothing contained in any Rule, Guide, standard, certificate, or report issued by ABS shall be deemed to relieve any other entity of its duty or responsibility to comply with all applicable laws, including those related to the environment.

7 Scope of Classification (1 March 2017)

Nothing contained in any certificate or report is to be deemed to relieve any designer, builder, Owner, manufacturer, seller, supplier, repairer, operator, insurer, or other entity or person of any duty to inspect or any other duty or warranty express or implied. Any certificate or report evidences only that at the time of survey the vessel, structure, item of material, equipment or machinery, or any other item covered by a certificate or report complied with one or more of the Rules, Guides, standards, or other criteria of the American Bureau of Shipping and is issued solely for the use of ABS, its committees, its clients, or other authorized entities. Nothing contained in any certificate, report, plan or document review or approval is to be deemed to be in any way a representation or statement beyond those contained in 1-1-1/5. ABS is not an insurer or guarantor of the integrity or safety of a vessel or of any of its equipment or machinery. The validity, applicability, and interpretation of any certificate, report, plan or document review or approval are governed by the Rules, Guides, and standards of the American Bureau of Shipping who shall remain the sole judge thereof. ABS is not responsible for the consequences arising from the use by other parties of the Rules, Guides, standards, or other criteria of the American Bureau of Shipping, without review, plan approval, and survey by ABS.

The term “approved” shall be interpreted to mean that the plans, reports, or documents have been reviewed for compliance with one or more of the Rules, Guides, standards, or other criteria acceptable to ABS.

The Rules and Guides are published with the understanding that responsibility for stability and trim, for reasonable handling and loading, as well as for avoidance of distributions of weight which are likely to set up abnormally severe stresses in vessels does not rest upon ABS.

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PART

1

CHAPTER 1 Scope and Conditions of Classification

SECTION 2 Suspension and Cancellation of Classification (1998)

1 General (1 November 2004)

The continuance of the Classification of any vessel is conditional upon the Rule or Guide requirements for periodical, damage, and other surveys being duly carried out. The Committee reserves the right to reconsider, withhold, suspend, or cancel the class of any vessel or any part of the machinery for noncompliance with the Rules or Guides, for defects or damages which are not reported to ABS, for defects reported by the Surveyors which have not been rectified in accordance with their recommendations, or for nonpayment of fees which are due on account of Classification, Statutory, or Cargo Gear Surveys. Suspension or cancellation of class may take effect immediately or after a specified period of time.

1.1 (2004)

ABS reserves the right to perform unscheduled surveys of the hull, equipment, or machinery when ABS has reasonable cause to believe that the Rule requirements for periodical, damage and other surveys are not being complied with.

1.3 (2004)

Failure to permit the unscheduled surveys referred to in 1-1-2/1.1 above shall result in the suspension or cancellation of class.

3 Notice of Surveys

It is the responsibility of the Owner to ensure that all surveys necessary for the maintenance of class are carried out at the proper time. ABS will notify an Owner of upcoming surveys and outstanding recommendations. This may be done by means of a letter or other communication. The non-receipt of such notice, however, does not absolve the Owner from his responsibility to comply with survey requirements for maintenance of class.

5 Special Notations

If the survey requirements related to maintenance of special notations are not carried out as required, the suspension or cancellation may be limited to those special notations only.

7 Suspension of Class

7.1 (1 July 2005)

Suspension of classification is a withdrawal of all representations by ABS as to a vessel or structure.

7.3

Class will be suspended and the Certificate of Classification will become invalid from the date of any use, operation, loading condition, or other application of any vessel for which it has not been approved and which affects or may affect classification or the structural integrity, quality, or fitness for a particular use or service.

7.5 (1 October 2007)

Class will be suspended and the Certificate of Classification will become invalid in any of the following circumstances:

- i) If Continuous Survey items which are due or overdue at the time of Annual Survey are not completed and no extension has been granted,
- ii) If the other surveys required for maintenance of class, other than Annual, Intermediate or Special Periodical Surveys, are not carried out by the due date and no Rule allowed extension has been granted, or
- iii) If any damage, failure or deterioration repair has not been completed as recommended.

7.6 (1 October 2007)

Class will be subject to a suspension procedure if recommendations issued by the Surveyor are not carried out by their due dates and no extension has been granted.

7.7 (10 August 2004)

Classification may be suspended, in which case the Certificate of Classification will become invalid, upon failure to submit any damage, failure, deterioration, or repairs for examination upon the first opportunity or, if proposed repairs, as referred to in 7-1-1/7 of the *ABS Rules for Survey After Construction (Part 7)*, have not been submitted to ABS and agreed upon prior to commencement, as referred to in 7-1-1/7.

7.9

Class is automatically suspended and the Certificate of Classification is invalid in any of the following circumstances:

- i) (1 July 2005) If the Annual Survey is not completed by the date which is three (3) months after the due date, unless the vessel is under attendance for completion of the Annual Survey, or
- ii) (1 July 2005) If the Intermediate Survey is not completed by the date which is three (3) months after the due date of the third Annual Survey of the five (5) year periodic survey cycle, unless the vessel is under attendance for completion of the Intermediate Survey, or
- iii) If the Special Periodical Survey is not completed by the due date, unless the vessel is under attendance for completion prior to resuming trading.

(1 July 2005) Under “exceptional circumstances” (limited to such cases as unavailability of drydocking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions), consideration may be given for an extension of the Special Periodical Survey not exceeding three (3) months, provided the vessel is attended and the attending Surveyor(s) so recommend(s) after the following has been carried out:

- Annual Survey; and
- Re-examination of recommendations; and
- Progression of the Special Periodical Survey as far as practicable; and
- In the case where drydocking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of extension of Drydocking Survey not exceeding 36 months interval provided the vessel is without outstanding recommendation regarding underwater parts.

(1 July 2005) If the vessel is at sea on the Special Periodical Survey due date, consideration may be given for an extension of the Special Periodical Survey provided there is documented agreement to an extension prior to the due date, positive arrangements have been made for a Surveyor to attend the vessel at the first port of call, and ABS is satisfied there is technical justification for an extension. Such an extension shall be granted only until arrival at the first port of call after the due date. However, if owing to “exceptional circumstances” the Special Periodical Survey cannot be completed at the first port of call, the Rule above for an extension of the Special Periodical Survey may be followed, but the total period of extension shall in no case be longer than three (3) months after the original due date of the Special Periodical Survey.

7.11 (1 July 2005)

When a vessel is intended for a demolition voyage with any periodical survey overdue, the vessel's class suspension may be held in abeyance, and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the lay-up or final discharge port to the demolition yard. In such cases, a short term Class Certificate with conditions for the voyage noted may be issued provided the attending Surveyor finds the vessel in satisfactory condition to proceed for the intended voyage.

7.13 (1 July 2005)

If due to circumstances reasonably beyond the Owner's or ABS's control (limited to such cases as damage to the vessel; unforeseen inability of ABS to attend the vessel due to the governmental restrictions on right of access or movement of personnel; unforeseeable delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes, civil strife, acts of war, or other cases of force majeure), the ship is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, ABS may allow the vessel to sail, in class, directly to an agreed discharge port and, if necessary, hence, in ballast, to an agreed port at which the survey will be completed, provided that ABS:

- i) Examines the vessel's records; and
- ii) Carries out the due and/or overdue surveys and examination of recommendations at the first port of call when there is an unforeseen inability of ABS to attend the vessel in the present port, and
- iii) Has satisfied itself that the vessel is in a condition to sail for one trip to a discharge port and subsequent ballast voyage to a repair facility if necessary. (Where there is unforeseen inability of ABS to attend the vessel in the present port, the master is to confirm that his ship is in condition to sail to the nearest port of call.)

If class has already been automatically suspended in such cases, it may be reinstated subject to the conditions presented in this Paragraph.

7.15 (1 February 2013)

When a vessel is intended for a single voyage from laid-up position to repair yard with any periodical survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to the repair yard, upon agreement with the Flag Administration, provided ABS finds the vessel in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. A short term Class Certificate with conditions for the intended voyage may be issued. This is not applicable to vessels whose class was already suspended prior to being laid-up.

9 Lifting of Suspension

9.1 (1 July 2005)

Class will be reinstated after suspension for overdue surveys upon satisfactory completion of the overdue surveys. Such surveys will be credited as of the original due date. However, the vessel is removed from class from the date of suspension until the date class is reinstated.

9.3 (1 July 2005)

Class will be reinstated after suspension for overdue recommendations upon satisfactory completion of the overdue recommendations. However, the vessel is removed from class from the date of suspension until the date class is reinstated.

9.5

Class will be reinstated after suspension for overdue Continuous Survey items upon satisfactory completion of the overdue items.

11 Cancellation of Class

11.1

If the circumstances leading to suspension of class are not corrected within the time specified, the vessel's class will be canceled.

11.3

A vessel's class is canceled immediately when a vessel proceeds to sea without having completed recommendations which were required to be dealt with before leaving port.

11.5

When class has been suspended for a period of three (3) months due to overdue Annual, Intermediate, Special Periodical or other surveys required for maintenance of class; overdue Continuous Survey items; or overdue outstanding recommendations, class will be canceled. A longer suspension period may be granted for vessels which are either laid up, awaiting disposition of a casualty, or under attendance for reinstatement.

11.7 (1 August 2016)

Any attempt by the Client to subcontract, assign, delegate, sublet, or transfer the Classification agreement without prior written notice to ABS shall, at ABS' option, render the Classification agreement null and void. ABS may deem the Classification of any vessel cancelled upon the vessel's sale or transfer without prior written notice to ABS.

11.9 (1 August 2016)

For vessels sold or transferred during layup, the new Owners are to advise ABS in writing within 90 days, irrespective of any written notification provided by previous Owners as noted in 1-1-2/11.7, of their request for continued maintenance of the vessel's Classification under the new Ownership. Failure to submit the request to continue Classification will result in Class cancellation.

13 Alternative Procedures for Certain Types of Vessels (1 July 2006)

Alternatives to 1-1-2/7.9 procedures for automatic suspension of class and 1-1-2/11.5 procedures for cancellation of class may be applied to military vessels, commercial vessels owned or chartered by governments which are utilized in support of military operations or service, laid-up vessels, or fishing vessels.

PART

1

CHAPTER 1 Scope and Conditions of Classification

SECTION 3 Classification Symbols and Notations

Note: A listing of Classification Symbols and Notations available to the Owners of vessels may be viewed and downloaded from the ABS website “<http://www.eagle.org>”. This Section introduces the fundamental classification symbols and notations. Additional and/or optional classification symbols and notations are described in the Rules and Guides governing the specific vessel or service.

1 Unrestricted Service (1 August 2011)

Vessels which have been built to the satisfaction of the ABS Surveyors to the applicable requirements of the Rules, Guide, or to their equivalent, where approved by the Committee for unrestricted service at the assigned freeboards, may be classed and distinguished in the *Record* by the symbols **✕ A1** indicating compliance with the hull requirements of the Rules and for self-propelled vessels **✕ AMS** indicating compliance with the machinery requirements of the Rules.

3 Special Rules

Vessels which have been built to the satisfaction of the ABS Surveyors to the requirements as contained in the Rules for special types of vessels and which are approved by the Committee for unrestricted ocean service at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols **✕ A1** followed by the appropriate notation, such as **Oil Carrier, Ore Carrier, Bulk Carrier, Ore or Oil Carrier, Oil or Bulk/Ore (OBO) Carrier, Liquefied Gas Carrier, Chemical Carrier, Passenger Vessel, Vehicle Carrier, Container Carrier, Towing Vessel, Refrigerated Cargo Carrier**.

(See the “List of ABS Notations and Symbols” on the ABS website “www.eagle.org” for more information on the notations.)

5 Special Purpose Vessels

Vessels of special design, intended primarily for ferry service, for dredging, for fishing, etc., which have been built to the satisfaction of the ABS Surveyors to arrangements and scantlings approved for the particular purpose, where approved by the Committee for a particular service at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols **✕ A1** followed by a notation of the trade for which special modifications to the Rules have been approved.

7 Geographical Limitations

Vessels which have been built to the satisfaction of the ABS Surveyors to special modified requirements for a limited service, where approved by the Committee for that particular service, will be classed and distinguished in the *Record* by the symbols and notations as described in 1-1-3/1, 1-1-3/3, and 1-1-3/5, but the symbols and notations will either be followed by or have included in them the appropriate geographical service limitation (e.g., **Gulf of Mexico**).

9 Vessels Not Built Under Survey

Vessels which have not been built under ABS survey, but which are submitted for classification, will be subjected to a special classification survey. Where found satisfactory and thereafter approved by the Committee, they will be classed and distinguished in the *Record* by the symbols and special notations as described in 1-1-3/1 to 1-1-3/7, but the symbol **⌘** signifying survey during construction will be omitted.

11 Equipment Symbol

The symbol **Ⓔ** placed after the symbols of classification, thus: **⌘ A1 Ⓔ**, will signify that the equipment of anchors and chain cables of the vessel is in compliance with the requirements of the Rules or with requirements corresponding to the service limitation noted in the vessel's classification, which have been specially approved for the particular service.

13 **⌘** AMS Notation (29 November 2007)

Machinery, and boilers if installed, which have been constructed and installed to the satisfaction of the ABS Surveyors to the full requirements of the Rules, when found satisfactory after trial and approved by the Committee, will be classed and distinguished in the *Record* by the notation **⌘ AMS**. This notation is mandatory for classification of self-propelled commercial vessels built under ABS survey, classed and distinguished in the *Record* by the symbol **⌘ A1**.

15 AMS Notation (1 February 2011)

Machinery, and boilers if installed on self-propelled vessels, which have not been constructed and installed under ABS survey, but which are submitted for classification, will be subjected to a special classification survey. Where found satisfactory and thereafter approved by the Committee, they will be classed and distinguished in the *Record* by the notation **AMS**. The symbol **⌘** signifying survey during construction will be omitted.

17 Centralized or Automatic Control Systems

Where, in addition to the individual unit controls, it is proposed to provide remote, centralized, or automatic control systems for propulsion units, essential auxiliaries, or for cargo handling, relevant data is to be submitted to permit the assessment of the effect of such systems on the safety of the vessel. All controls necessary for the safe operation of the vessel are to be proved to the Surveyor's satisfaction. The automatic and remote-control systems are to be in accordance with the applicable requirements of the relevant Rules or Guide.

19 Dynamic Loading Approach

Vessels which have been built to plans reviewed in accordance with an acceptable procedure and criteria for calculating and evaluating the behavior of hull structures under dynamic loading conditions, in addition to full compliance with other requirements of the Rules, will be classed and distinguished in the *Record* by the notation **SH-DLA** placed after the appropriate hull classification notation. See also 3-1-2/5.3 of the *Steel Vessel Rules*. The application of the dynamic loading approach is optional.

21 Spectral Fatigue Analysis (2003)

Where a spectral fatigue analysis is performed satisfactorily in accordance with an acceptable procedure and criteria, and the vessel is built in accordance with plans approved on the basis of the results of such analysis, the vessel will be distinguished in the *Record* by the notation **SFA (year)**. The notation, **SFA (year)**, denotes that the designated fatigue life value is equal to 20 years or greater. The **(year)** refers to the designated fatigue life equal to 20 years or more (in 5-year increments) as specified by the applicant.

23 Common Structural Rules for Tankers and Bulk Carriers (1 April 2006)

Vessels designed and built to the requirements in Part 5A “General Hull Requirements (IACS CSR Part 1)”, Part 5B “Ship Types (IACS CSR Part 2)”, and Part 5C, Appendix 2 “ABS Construction Monitoring Program”, will be identified in the *Record* by the notation **CSR, AB-CM**.

25 SafeHull Criteria (1 April 2006)

Vessels 150 m or more in length whose designs are not within the scope of the Common Structural Rules referred to in 1-1-3/23, and that are designed and built to the requirements in Part 5C, Chapter 1, and Part 5C, Chapter 3 of the *Steel Vessel Rules*, and vessels designed and built to the requirements in Part 5C, Chapter 5 of the *Steel Vessel Rules* for container carriers [$L \geq 130$ m (427 feet)] will be identified in the *Record* by the notation **SH, SHCM**. See also Part 5C, Appendix 1 “SafeHull Construction Monitoring Program” of the *Steel Vessel Rules*.

27 Ice Classes (1998)

Vessels to be distinguished in the *Record* by the notation **Ice Class** are to meet the requirements in Part 6, Chapter 1 of the *Steel Vessel Rules* applicable to the designated ice class.

29 PORT Notation (1999)

Where requested by the Owner, control and monitoring installations which are found to comply with the requirements in the *ABS Guide for Automatic and Remote Control and Monitoring Systems for Vessels in Port* and which have been installed and tested under survey by the ABS Surveyor will be assigned and distinguished in the *Record* with the class notation **PORT**.

31 Domestic Service Notation (2017)

Where requested by the Owner, vessels designed and built in compliance with Part 5, Appendix 1 of the *ABS Rules for Building and Classing Vessels Under 90 Meters (295 Feet) In Length*, and intended solely for restricted service in domestic waters may be assigned and distinguished in the *Record* with the class notation **(Operational Area) Domestic Service**. Example – **✕ A1, U.S. Domestic Service, ©, ✕ AMS**.