



Rules for the Classification of Steel Ships

PART A – Classification and Surveys

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1. INDEPENDENCE OF THE SOCIETY AND APPLICABLE TERMS

- 1.1** The Society shall remain at all times an independent contractor and neither the Society nor any of its officers, employees, servants, agents or subcontractors shall be or act as an employee, servant or agent of any other party hereto in the performance of the Services.
- 1.2** The operations of the Society in providing its Services are exclusively conducted by way of random inspections and do not, in any circumstances, involve monitoring or exhaustive verification.
- 1.3** The Society acts as a services provider. This cannot be construed as an obligation bearing on the Society to obtain a result or as a warranty. The Society is not and may not be considered as an underwriter, broker in Unit's sale or chartering, expert in Unit's valuation, consulting engineer, controller, naval architect, designer, manufacturer, shipbuilder, repair or conversion yard, charterer or shipowner; none of the above listed being relieved from any of their expressed or implied obligations as a result of the interventions of the Society.
- 1.4** Only the Society is qualified to apply and interpret its Rules.
- 1.5** The Client acknowledges the latest versions of the Conditions and of the applicable Rules applying to the Services' performance.
- 1.6** Unless an express written agreement is made between the Parties on the applicable Rules, the applicable Rules shall be the Rules applicable at the time of entering into the relevant contract for the performance of the Services.
- 1.7** The Services' performance is solely based on the Conditions. No other terms shall apply whether express or implied.

2. DEFINITIONS

- 2.1** "Certificate(s)" means classification or statutory certificates, attestations and reports following the Society's intervention.
- 2.2** "Certification" means the activity of certification in application of national and international regulations or standards ("Applicable Referential"), in particular by delegation from different governments that can result in the issuance of a Certificate.
- 2.3** "Classification" means the classification of a Unit that can result or not in the issuance of a classification Certificate with reference to the Rules. Classification (or Certification as defined in clause 2.2) is an appraisalment given by the Society to the Client, at a certain date, following surveys by its surveyors on the level of compliance of the Unit to the Society's Rules and/or to Applicable Referential for the Services provided. They cannot be construed as an implied or express warranty of safety, fitness for the purpose, seaworthiness of the Unit or of its value for sale, insurance or chartering.
- 2.4** "Client" means the Party and/or its representative requesting the Services.
- 2.5** "Conditions" means the terms and conditions set out in the present document.
- 2.6** "Industry Practice" means international maritime and/or offshore industry practices.
- 2.7** "Intellectual Property" means all patents, rights to inventions, utility models, copyright and related rights, trade marks, logos, service marks, trade dress, business and domain names, rights in trade dress or get-up, rights in goodwill or to sue for passing off, unfair competition rights, rights in designs, rights in computer software, database rights, topography rights, moral rights, rights in confidential information (including know-how and trade secrets), methods and protocols for Services, and any other intellectual property rights, in each case whether capable of registration, registered or unregistered and including all applications for and renewals, reversions or extensions of such rights, and all similar or equivalent rights or forms of protection in any part of the world.
- 2.8** "Parties" means the Society and Client together.
- 2.9** "Party" means the Society or the Client.
- 2.10** "Register" means the public electronic register of ships updated regularly by the Society.
- 2.11** "Rules" means the Society's classification rules (available online on veristar.com), guidance notes and other documents. The Society's Rules take into account at the date of their preparation the state of currently available and proven technical minimum requirements but are not a standard or a code of construction neither a guide for maintenance, a safety handbook or a guide of professional practices, all of which are assumed to be known in detail and carefully followed at all times by the Client.
- 2.12** "Services" means the services set out in clauses 2.2 and 2.3 but also other services related to Classification and Certification such as, but not limited to: ship and company safety management certification, ship and port security certification, maritime labour certification, training activities, all activities and duties incidental thereto such as documentation on any supporting means, software, instrumentation, measurements, tests and trials on board. The Services are carried out by the Society according to the Rules and/or the Applicable Referential and to the Bureau Veritas' Code of Ethics. The Society shall perform the Services according to the applicable national and international standards and Industry Practice and always on the assumption that the Client is aware of such standards and Industry Practice.
- 2.13** "Society" means the classification society 'Bureau Veritas Marine & Offshore SAS', a company organized and existing under the laws of France, registered in Nanterre under number 821 131 844, or any other legal entity of Bureau Veritas Group as may be specified in the relevant contract, and whose main activities are Classification and Certification of ships or offshore units.
- 2.14** "Unit" means any ship or vessel or offshore unit or structure of any type or part of it or system whether linked to shore, river bed or sea bed or not, whether operated or located at sea or in inland waters or partly on land, including submarines, hovercrafts, drilling rigs, offshore installations of any type and of any purpose, their related and ancillary equipment, subsea or not, such as well head and pipelines, mooring legs and mooring points or otherwise as decided by the Society.

3. SCOPE AND PERFORMANCE

- 3.1** Subject to the Services requested and always by reference to the Rules, and/or to the Applicable Referential, the Society shall:
- review the construction arrangements of the Unit as shown on the documents provided by the Client;
 - conduct the Unit surveys at the place of the Unit construction;
 - class the Unit and enter the Unit's class in the Society's Register;
 - survey the Unit periodically in service to note whether the requirements for the maintenance of class are met.
- The Client shall inform the Society without delay of any circumstances which may cause any changes on the conducted surveys or Services.
- 3.2** The Society will not:
- declare the acceptance or commissioning of a Unit, nor its construction in conformity with its design, such activities remaining under the exclusive responsibility of the Unit's owner or builder;
 - engage in any work relating to the design, construction, production or repair checks, neither in the operation of the Unit or the Unit's trade, neither in any advisory services, and cannot be held liable on those accounts.

4. RESERVATION CLAUSE

- 4.1** The Client shall always: (i) maintain the Unit in good safety condition after surveys; (ii) present the Unit for surveys; and (iii) inform the Society in due time of any circumstances that may affect the given appraisalment of the Unit or cause to modify the scope of the Services.
- 4.2** Certificates are only valid if issued by the Society.
- 4.3** The Society has entire control over the Certificates issued and may at any time withdraw a Certificate at its entire discretion including, but not limited to, in the following situations: where the Client fails to comply in due time with instructions of the Society or where the Client fails to pay in accordance with clause 6.2 hereunder.
- 4.4** The Society may at times and at its sole discretion give an opinion on a design or any technical element that would 'in principle' be acceptable to the Society. This opinion shall not presume on the final issuance of any Certificate nor on its content in the event of the actual issuance of a Certificate. This opinion shall only be an appraisalment made by the Society which shall not be held liable for it.

5. ACCESS AND SAFETY

- 5.1** The Client shall give to the Society all access and information necessary for the efficient performance of the requested Services. The Client shall be the sole responsible for the conditions of presentation of the Unit for tests, trials and surveys and the conditions under which tests and trials are carried out. Any information, drawing, etc. required for the performance of the Services must be made available in due time.
- 5.2** The Client shall notify the Society of any relevant safety issue and shall take all necessary safety-related measures to ensure a safe work environment for the Society or any of its officers, employees, servants, agents or subcontractors and shall comply with all applicable safety regulations.

6. PAYMENT OF INVOICES

- 6.1** The provision of the Services by the Society, whether complete or not, involves, for the part carried out, the payment of fees thirty (30) days upon issuance of the invoice.
- 6.2** Without prejudice to any other rights hereunder, in case of Client's payment default, the Society shall be entitled to charge, in addition to the amount not properly paid, interest equal to twelve (12) months LIBOR plus two (2)

per-cent as of due date calculated on the number of days such payment is delinquent. The Society shall also have the right to withhold Certificates and other documents and/or to suspend or revoke the validity of Certificates.

- 6.3** In case of dispute on the invoice amount, the undisputed portion of the invoice shall be paid and an explanation on the dispute shall accompany payment so that action can be taken to resolve the dispute.

7. LIABILITY

- 7.1** The Society bears no liability for consequential loss. For the purpose of this clause consequential loss shall include, without limitation:
- Indirect or consequential loss;
 - Any loss and/or deferral of production, loss of product, loss of use, loss of bargain, loss of revenue, loss of profit or anticipated profit, loss of business and business interruption, in each case whether direct or indirect.
- The Client shall defend, release, save, indemnify, defend and hold harmless the Society from the Client's own consequential loss regardless of cause.
- 7.2** Except in case of wilful misconduct of the Society, death or bodily injury caused by the Society's negligence and any other liability that could not be, by law, limited, the Society's maximum liability towards the Client is limited to one hundred and fifty per-cent (150%) of the price paid by the Client to the Society for the Services having caused the damage. This limit applies to any liability of whatsoever nature and howsoever arising, including fault by the Society, breach of contract, breach of warranty, tort, strict liability, breach of statute.
- 7.3** All claims shall be presented to the Society in writing within three (3) months of the completion of Services' performance or (if later) the date when the events which are relied on were first discovered by the Client. Any claim not so presented as defined above shall be deemed waived and absolutely time barred.

8. INDEMNITY CLAUSE

- 8.1** The Client shall defend, release, save, indemnify and hold harmless the Society from and against any and all claims, demands, lawsuits or actions for damages, including legal fees, for harm or loss to persons and/or property tangible, intangible or otherwise which may be brought against the Society, incidental to, arising out of or in connection with the performance of the Services (including for damages arising out of or in connection with opinions delivered according to clause 4.4 above) except for those claims caused solely and completely by the gross negligence of the Society, its officers, employees, servants, agents or subcontractors.

9. TERMINATION

- 9.1** The Parties shall have the right to terminate the Services (and the relevant contract) for convenience after giving the other Party thirty (30) days' written notice, and without prejudice to clause 6 above.
- 9.2** The Services shall be automatically and immediately terminated in the event the Client can no longer establish any form of interest in the Unit (e.g. sale, scrapping).
- 9.3** The Classification granted to the concerned Unit and the previously issued Certificates shall remain valid until the date of effect of the termination notice issued, or immediately in the event of termination under clause 9.2, subject to compliance with clause 4.1 and 6 above.
- 9.4** In the event where, in the reasonable opinion of the Society, the Client is in breach, or is suspected to be in breach of clause 16 of the Conditions, the Society shall have the right to terminate the Services (and the relevant contracts associated) with immediate effect.

10. FORCE MAJEURE

- 10.1** Neither Party shall be responsible or liable for any failure to fulfil any term or provision of the Conditions if and to the extent that fulfilment has been delayed or temporarily prevented by a force majeure occurrence without the fault or negligence of the Party affected and which, by the exercise of reasonable diligence, the said Party is unable to provide against.
- 10.2** For the purpose of this clause, force majeure shall mean any circumstance not being within a Party's reasonable control including, but not limited to: acts of God, natural disasters, epidemics or pandemics, wars, terrorist attacks, riots, sabotages, impositions of sanctions, embargoes, nuclear, chemical or biological contaminations, laws or action taken by a government or public authority, quotas or prohibition, expropriations, destructions of the worksite, explosions, fires, accidents, any labour or trade disputes, strikes or lockouts.

11. CONFIDENTIALITY

- 11.1** The documents and data provided to or prepared by the Society in performing the Services, and the information made available to the Society, will be treated as confidential except where the information:
- is properly and lawfully in the possession of the Society;
 - is already in possession of the public or has entered the public domain, other than through a breach of this obligation;
 - is acquired or received independently from a third party that has the right to disseminate such information;
 - is required to be disclosed under applicable law or by a governmental order, decree, regulation or rule or by a stock exchange authority (provided that the receiving Party shall make all reasonable efforts to give prompt written notice to the disclosing Party prior to such disclosure).
- 11.2** The Parties shall use the confidential information exclusively within the framework of their activity underlying these Conditions.
- 11.3** Confidential information shall only be provided to third parties with the prior written consent of the other Party. However, such prior consent shall not be required when the Society provides the confidential information to a subsidiary.
- 11.4** Without prejudice to sub-clause 11.1, the Society shall have the right to disclose the confidential information if required to do so under regulations of the International Association of Classifications Societies (IACS) or any statutory obligations.

12. INTELLECTUAL PROPERTY

- 12.1** Each Party exclusively owns all rights to its Intellectual Property created before or after the commencement date of the Conditions and whether or not associated with any contract between the Parties.
- 12.2** The Intellectual Property developed by the Society for the performance of the Services including, but not limited to drawings, calculations, and reports shall remain the exclusive property of the Society.

13. ASSIGNMENT

- 13.1** The contract resulting from these Conditions cannot be assigned or transferred by any means by a Party to any third party without the prior written consent of the other Party.
- 13.2** The Society shall however have the right to assign or transfer by any means the said contract to a subsidiary of the Bureau Veritas Group.

14. SEVERABILITY

- 14.1** Invalidity of one or more provisions does not affect the remaining provisions.
- 14.2** Definitions herein take precedence over other definitions which may appear in other documents issued by the Society.
- 14.3** In case of doubt as to the interpretation of the Conditions, the English text shall prevail.

15. GOVERNING LAW AND DISPUTE RESOLUTION

- 15.1** These Conditions shall be construed in accordance with and governed by the laws of England and Wales.
- 15.2** Any dispute shall be finally settled under the Rules of Arbitration of the Maritime Arbitration Chamber of Paris ("CAMP"), which rules are deemed to be incorporated by reference into this clause. The number of arbitrators shall be three (3). The place of arbitration shall be Paris (France). The Parties agree to keep the arbitration proceedings confidential.
- 15.3** Notwithstanding clause 15.2, disputes relating to the payment of the Society's invoices may be submitted by the Society to the *Tribunal de Commerce de Nanterre*, France, or to any other competent local Court, at the Society's entire discretion.

16. PROFESSIONAL ETHICS

- 16.1** Each Party shall conduct all activities in compliance with all laws, statutes, rules, economic and trade sanctions (including but not limited to US sanctions and EU sanctions) and regulations applicable to such Party including but not limited to: child labour, forced labour, collective bargaining, discrimination, abuse, working hours and minimum wages, anti-bribery, anti-corruption, copyright and trademark protection, personal data protection (<https://personaldataprotection.bureauveritas.com/privacypolicy>).
- Each of the Parties warrants that neither it, nor its affiliates, has made or will make, with respect to the matters provided for hereunder, any offer, payment, gift or authorization of the payment of any money directly or indirectly, to or for the use or benefit of any official or employee of the government, political party, official, or candidate.
- 16.2** In addition, the Client shall act consistently with the Bureau Veritas' Code of Ethics and, when applicable, Business Partner Code of Conduct both available at <https://group.bureauveritas.com/group/corporate-social-responsibility/operational-excellence>.





RULES FOR THE CLASSIFICATION OF SHIPS

Part A Classification and Surveys

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The English wording of these rules take precedence over editions in other languages.

Unless otherwise specified, these rules apply to ships for which contracts are signed after July 1st, 2021. The Society may refer to the contents hereof before July 1st, 2021, as and when deemed necessary or appropriate.

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Part A
Classification and Surveys

Chapter 1

**PRINCIPLES OF CLASSIFICATION
AND CLASS NOTATIONS**

SECTION 1 GENERAL PRINCIPLES OF CLASSIFICATION

SECTION 2 CLASSIFICATION NOTATIONS

**APPENDIX 1 NOTATIONS ASSIGNED ACCORDING TO EDITIONS OF THE
RULES FORMER TO JUNE 2000 EDITION**

SECTION 1

GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of classification

1.1 Purpose of the Rules

1.1.1 The Rules published by the Society give the requirements for the assignment and the maintenance of classification for seagoing ships.

Note 1: The general conditions of classification are laid down in the Marine & Offshore General Conditions.

1.1.2 The application criteria of the different parts of the present Rules are the following:

- Part A - Classification and Surveys applies to all ships.
- Part B - Hull and Stability, Part C - Machinery and Systems, Part E and Part E - Service Notations apply to seagoing ships whose hull is of welded steel construction. Where necessary, the extent of application is more precisely defined in each chapter of these parts of the Rules.
- Part F - Additional Class Notations applies, at the request of the Interested Party, to all ships.

The classification of ships other than those dealt with in the above-mentioned Parts B, C, D, E and F is covered by specific Rules published by the Society.

1.1.3 Classification of diving systems

The classification of the diving systems is covered by Rule Note NR610, Rules for the Classification of Diving Systems.

Unless otherwise specified, the provisions of the present Rules apply, "diving system" being to be understood when reference is made to "ship".

In case of discrepancy between the requirements of the present Rules and those of NR610, the latter prevail.

1.2 General definitions

1.2.1 The following general definitions are used in these Rules:

- Society means the Classification Society with which the ship is classed
- Rules means these Rules for the Classification of Ships and documents issued by the Society serving the same purpose
- Surveyor means technical staff acting on behalf of the Society to perform tasks in relation to classification and survey duties
- Survey means an intervention by the Surveyor for assignment or maintenance of class as defined in Part A, Chapter 2, or interventions by the Surveyor within the limits of the tasks delegated by the Administrations
- Administration means the Government of the State whose flag the ship is entitled to fly or the State under whose authority the ship is operating in the specific case

- Interested Party means a party, other than the Society, having responsibility for the classification of the ship, such as the Owners of a ship and his representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested
- Owner means the Registered Owner or the Disponent Owner or the Manager or any other party having the responsibility to keep the ship seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2
- Approval means the review by the Society of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rules requirements, or other referential where requested
- Essential service is intended to mean a service necessary for a ship to proceed at sea, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned.

1.2.2 Definition of date of "contract for construction":

The date of "contract for construction" of a ship is the date on which the contract to build the ship is signed between the Owner and the Shipbuilder. This date is normally to be declared to the Society by the Interested Party applying for the assignment of class to a new ship. For ships "contracted for construction" on or after 1st April 2006, this date and the construction numbers (i.e. hull numbers) of all the ships included in the contract, are to be declared to the Society by the Interested Party applying for the assignment of class to a new ship.

The date of "contract of construction" of a series of ships, including specified optional ships for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the Owner and the Shipbuilder.

For the purpose of this definition, ships built under a single contract for construction are considered a "series of ships" if they are built to the same approved plans for classification purposes. However, ships within a series may have design alterations from the original design provided:

- Such alterations do not affect matters related to classification, or
- If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective Owner and the Shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.

The optional ships will be considered part of the same series of ships if the option is exercised not later than 1 year after the contract to build the series was signed.

If a contract for construction is later amended to include additional ships or additional options, the date of “contract for construction” for such ships is the date on which the amendment to the contract is signed between the Owner and the Shipbuilder. The amendment to the contract is to be considered as a “new contract” to which the above applies.

If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified ship or ships, is the date on which the revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

1.3 Meaning of classification, scope and limits

1.3.1 The classification process consists of:

- the development of Rules, guidance notes and other documents relevant to the ship, structure, material, equipment, machinery and other items covered by such documents
- the review of plans and calculations and the surveys, checks and tests intended to demonstrate that the ship meets the Rules (refer to Ch 2, Sec 1)
- the assignment of class (see Ch 2, Sec 1) and issue of a Certificate of Classification, where compliance with the above Rules is found
- the periodical, occasional and class renewal surveys performed to record that the ship in service meets the conditions for maintenance of class (see Ch 2, Sec 2).

1.3.2 The Rules, surveys performed, reports, certificates and other documents issued by the Society, are in no way intended to replace or alleviate the duties and responsibilities of other parties such as Administrations, Designers, Shipbuilders, Manufacturers, Repairers, Suppliers, Contractors or Sub-contractors, actual or prospective Owners or Operators, Charterers, Brokers, Cargo-owners and Underwriters.

The activities of such parties which fall outside the scope of the classification as set out in the Rules, such as design, engineering, manufacturing, operating alternatives, choice of type and power of machinery and equipment, number and qualification of crew or operating personnel, lines of the ship, trim, hull vibrations, spare parts including their number, location and fastening arrangements, life-saving appliances, and maintenance equipment, remain therefore the responsibility of those parties, even if these matters may be given consideration for classification according to the type of ship or additional class notation assigned.

1.3.3 Unless otherwise specified, the Rules do not deal with structures, pressure vessels, machinery and equipment which are not permanently installed and used solely for operational activities such as dredging or heavy load lifting, workshops or welding equipment, except for their effect on the classification-related matters, as declared by the Interested Party, such as fire protection and ship’s general strength.

During periods of construction, modification or repair, the unit is solely under the responsibility of the builder or the repair yard. As an example, the builder or repair yard is to ensure that the construction, modification or repair activities are compatible with the design strength of the ship and that no permanent deformations are sustained.

Note 1: Refer to [3.3] as regards the Owner’s responsibility for maintenance and operation of the ship in relation to the maintenance of class.

1.3.4 The class assigned to a ship by the Society following its interventions is embodied in a Certificate of Classification and noted in the Register of ships.

At a certain date the class of a ship is maintained or regular when no surveys are overdue, when the conditions for suspension of class are not met and when the class is not withdrawn nor suspended. Otherwise the class is irregular. Attention is drawn on the fact that a ship holding a valid Certificate of Classification may be in an irregular class position.

1.4 Request for services

1.4.1 Requests for interventions by the Society, such as surveys during construction, surveys of ships in service, tests, etc., are in principle to be submitted in writing and signed by the Interested Party. Such request implies that the applicant will abide by all the relevant requirements of the Rules, including the Marine & Offshore General Conditions.

The Society reserves the right to refuse or withdraw the class of any ship for which any applicable requirement of the Rules is not complied with.

1.5 Register of ships

1.5.1 A Register of Ships is published periodically by the Society. This publication, which is updated by the Society, contains the names of ships which have received the Certificate of Classification, as well as particulars of the class assigned and information concerning each ship.

2 Rules

2.1 Effective date

2.1.1 The effective date of entry into force of any amendments to the Rules is indicated on the inside front page of the Rules or in the relevant Section.

2.1.2 In principle, the applicable Rules for assignment of class to a new ship are those in force at the date of contract for construction.

2.1.3 Special consideration may be given to applying new or modified rule requirements which entered into force subsequent to the date of contract for construction, at the discretion of the Society and in the following cases:

- when a justified written request is received from the party applying for classification
- when the keel is not yet laid and more than one year has elapsed since the contract for construction was signed
- where it is intended to use existing previously approved plans for a new contract.

2.1.4 The above procedures for application of the Rules are, in principle, also applicable to existing ships in the case of major conversions and, in the case of alterations, to the altered parts of the ship.

2.1.5 The rule requirements related to assignment, maintenance and withdrawal of the class of ships already in operation, as detailed in Part A, Chapter 2 to Part A, Chapter 5, are applicable from the date of their entry into force.

2.2 Equivalence

2.2.1 The Society may consider the acceptance of alternatives to these Rules, provided that they are deemed to be equivalent to the Rules to the satisfaction to the Society.

2.2.2 If deemed necessary, the Society may require that engineering analysis, assessment and approval of the alternative design and arrangement be carried out in accordance with IMO MSC.1/Circ.1002 as amended, IMO MSC/Circ.1212 as amended and IMO MSC.1/Circ.1455 as amended, as applicable.

2.3 Novel features

2.3.1 The Society may consider the classification of ships based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to the Society. Specific limitations may then be indicated on a memoranda.

2.4 Disagreement and appeal

2.4.1 Any technical disagreement with the Surveyor in connection with the performance of his duties should be raised by the Interested Party as soon as possible.

The Interested Party may appeal in writing to the Society, which will subsequently consider the matter and announce its decision according to its established procedure.

3 Duties of the Interested Parties

3.1 International and national regulations

3.1.1 The classification of a ship does not relieve the Interested Party from compliance with any requirements issued by Administrations.

Note 1: Attention is drawn on the prohibition of asbestos on-board ships (new ships, modified parts of existing ships) and other National Regulations, as applicable.

3.2 Surveyor's intervention

3.2.1 Surveyors are to be given free access at all times to ships which are classed or being classed, shipyards and works, to carry out their interventions within the scope of assignment or maintenance of class, or within the scope of interventions carried out on behalf of Administrations, when so delegated.

Free access is also to be given to auditors accompanying the Surveyors of the Society within the scope of the audits as required in pursuance of the Society's internal Quality System or as required by external organizations.

3.2.2 Interested Parties are to take the necessary measures for the Surveyors' inspections and testing to be carried out safely. Interested Parties - irrespective of the nature of the service provided by the Surveyors of the Society or others acting on its behalf - assume with respect to such Surveyors all the responsibility of an employer for his workforce such as to meet the provisions of applicable legislation. As a rule, the Surveyor is to be constantly accompanied during surveys by personnel of the Interested Party.

Interested Parties are to inform promptly the Surveyor of defects or problems in relation to class.

Refer also to Ch 2, Sec 2, [2.5] to Ch 2, Sec 2, [2.9].

3.2.3 The Certificate of Classification and/or other documents issued by the Society remain the property of the Society. All certificates and documents necessary to the Surveyor's interventions are to be made available by the Interested Party to the Surveyor on request.

3.2.4 During the phases of ship design and construction, due consideration should be given to rule requirements in respect of all necessary arrangements for access to spaces and structures with a view to carrying out class surveys. Arrangements of a special nature are to be brought to the attention of the Society.

3.3 Operation and maintenance of ships

3.3.1 The classification of a ship is based on the understanding that the ship is loaded and operated in a proper manner by competent and qualified crew or operating personnel according to the environmental, loading, operating and other criteria on which classification is based.

In particular, it will be assumed that the draught of the ship in operating conditions will not exceed that corresponding to the freeboard assigned or the maximum approved for the classification, that the ship will be properly loaded taking into account both its stability and the stresses imposed on its structures and that cargoes will be properly stowed and suitably secured and that the speed and course of the ship are adapted to the prevailing sea and weather conditions according to the normal prudent seamanship.

3.3.2 Ships are to be maintained at all times, at the diligence of the Owners, in proper condition complying with international safety and pollution prevention regulations.

3.3.3 Any document issued by the Society in relation to its interventions reflects the condition of the ship as found at the time and within the scope of the survey. It is the Interested Party's responsibility to ensure proper maintenance of the ship until the next survey required by the Rules. It is the duty of the Interested Party to inform the Surveyor when he boards the ship of any events or circumstances affecting the class.

3.4 Flag and Port State Control inspections

3.4.1 Where defects are found further to an inspection by an Administration in pursuance of Port State Control or similar programmes, Owners are to:

- inform the Society about any deficiency related to the class of the ship or to the statutory certificates issued by the Society on behalf of the flag Administration, and provide its action plan for rectification of these deficiencies. It will be verified by next attending Surveyors that deficiencies are rectified and/or that the necessary repair work is carried out within due time.
- immediately report the outcome of this inspection to the Society when the ship is detained, and ask to the Society to perform an occasional survey.

3.5 Use of measuring equipment and of service suppliers

3.5.1 General

Firms providing services on behalf of the Interested Party, such as measurements, tests and servicing of safety systems and equipment, the results of which may form the basis for the Surveyor's decisions, are subject to the acceptance of the Society, as deemed necessary.

The equipment used during tests and inspections in workshops, shipyards and on board ships, the results of which may form the basis for the Surveyor's decisions, is to be customary for the checks to be performed. Firms are to individually identify and calibrate to a national or international standard each piece of such equipment.

Note 1: Refer to Rule Note NR 533 Approval of Service Suppliers.

3.5.2 Simple measuring equipment

The Surveyor may accept simple measuring equipment (e.g. rulers, tape measures, weld gauges, micrometers) without individual identification or confirmation of calibration, provided it is of standard commercial design, properly maintained and periodically compared with other similar equipment or test pieces.

3.5.3 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a ship (e.g. pressure, temperature or rpm gauges and meters) and used in examination of shipboard machinery and/or equipment based either on calibration records or comparison of readings with multiple instruments.

3.6 Spare parts

3.6.1 It is the Owner's responsibility to decide whether and which spare parts are to be carried on board.

3.6.2 As spare parts are outside the scope of classification, the Surveyor will not check that they are kept on board, maintained in a satisfactory condition, or suitably protected and lashed.

However, in the case of repairs or replacement, the spare parts used are to meet the requirements of the Rules as far as practicable; refer to Ch 2, Sec 2, [6.4.2].

3.7 Quality system audits

3.7.1 Attention is drawn to the possibility that auditors external to the Society may attend surveys and audits carried out by the Society and that this attendance shall not be obstructed.

4 Application of statutory requirements by the Society

4.1 International and national regulations

4.1.1 Where requirements of International Conventions, such as SOLAS, ILLC, MARPOL, ILO or of IMO Assembly Resolutions, are quoted as excerpts, they are printed in italic type replacing the word "Administration" with "Society".

These requirements are quoted for ease of reference.

4.1.2 When authorised by the Administration concerned, the Society will act on its behalf within the limits of such authorisation. In this respect, the Society will take into account the relevant national requirements, survey the ship, report and issue or contribute to the issue of the corresponding certificates.

The above surveys do not fall within the scope of the classification of ships, even though their scope may overlap in part and may be carried out concurrently with surveys for assignment or maintenance of class.

4.1.3 In the case of a discrepancy between the provisions of the applicable international and national regulations and those of the Rules, normally, the former take precedence. However, the Society reserves the right to call for the necessary adaptation to preserve the intention of the Rules or to apply the provisions of [1.4.1].

4.1.4 In statutory matters, when authorized by the Administration concerned and acting on its behalf, the Society applies the available IACS Unified Interpretations (UIs), unless provided with written instruction to apply a different interpretation by the flag Administration.

SECTION 2

CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

1.1.1 The classification notations give the scope according to which the class of the ship has been based and refer to the specific rule requirements which are to be complied with for their assignment. In particular, the classification notations are assigned according to the type, service and navigation of the ship and other criteria which have been provided by the Interested Party, when applying for classification.

The Society may change the classification notations at any time, when the information available shows that the requested or already assigned notations are not suitable for the intended service, navigation and any other criteria taken into account for classification.

Note 1: Reference should be made to Ch 1, Sec 1, [1.3] on the limits of classification and its meaning.

1.1.2 The classification notations assigned to a ship are indicated on the Certificate of Classification, as well as in the Register of Ships published by the Society.

1.1.3 The classification notations assigned to ships and units, other than those covered in Parts B, C, D, E and F, which are to comply with specific Rules published by the Society are given in Ch 1, App 1.

1.1.4 The classification notations applicable to existing ships conform to the Rules of the Society in force at the date of assignment of class, as indicated in Ch 2, Sec 1. However, the classification notations of existing ships may be updated according to the current Rules, as far as applicable.

1.1.5 The classification notations applicable to diving systems are defined in NR610, Rules for the Classification of Diving Systems. The requirements in [1.2] and from Articles [2] to [7] are not applicable to diving systems.

The diving systems are assigned with one of the service notations defined in [8].

1.2 Types of notations assigned

1.2.1 The types of classification notations assigned to a ship are the following:

- a) class symbol
- b) construction marks
- c) service notations with additional service features, as applicable
- d) navigation notations

e) operating area notations (optional)

f) additional class notations (optional).

The different classification notations and their conditions of assignment are listed in Articles [2] to [6], according to their types.

1.2.2 As an example, the classification notations assigned to a ship may be as follows (the kind of notation shown in brackets does not form part of the classification notation indicated in the Register of Ships and on the Certificate of Classification):

I  **HULL**  **MACH**

(class symbol, construction marks)

oil tanker chemical tanker ESP-Flash point > 60°C

(service notation and additional service features)

unrestricted navigation

(navigation notation)

 **SYS-IBS-1**

(additional class notation).

2 Class symbol

2.1 General

2.1.1 The class symbol expresses the degree of compliance of the ship with the rule requirements as regards its construction and maintenance. There is one class symbol, which is compulsory for every classed ship.

2.1.2 The class symbol **I** is assigned to ships built in accordance with the requirements of the Rules or other rules recognised as equivalent, and maintained in a condition considered satisfactory by the Society.

The period of class (or interval between class renewal surveys) assigned to class symbol **I** ships is maximum 5 years, see Ch 2, Sec 2, [4].

Note 1: The class symbol **I** is to be understood as being the highest class granted by the Society.

2.1.3 The class symbol **II** is assigned to ships which do not meet all requirements for class symbol **I**, but are deemed acceptable to be entered into the Register of Ships.

The period of class assigned to class symbol **II** ships is maximum 3 years, see Ch 2, Sec 2, [4].

2.1.4 Except for special cases, class is assigned to a ship only when the hull, propulsion and auxiliary machinery installations, and equipment providing essential services have all been reviewed in relation to the requirements of the Rules.

3 Construction marks

3.1 General

3.1.1 The construction mark identifies the procedure under which the ship and its main equipment or arrangements have been surveyed for initial assignment of the class. The procedures under which the ship is assigned one of the construction marks are detailed in Ch 2, Sec 1.

3.1.2 One of the construction marks defined below is assigned separately to the hull of the ship and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see [6] below) is assigned.

The construction mark is placed before the symbol **HULL** for the hull, before the symbol **MACH** for the machinery installations, and before the additional class notation granted, when such a notation is eligible for a construction mark.

If the ship has no machinery installations covered by classification, the symbol **MACH** is not granted and the construction mark will be only placed before the symbol **HULL**.

Note 1: for ships assigned with the service notation **yacht** or **charter yacht** and having a length less than 24 m may, see additional requirements defined in NR500.

3.1.3 The construction marks refer to the original condition of the ship. However, the Society may change the construction mark where the ship is subjected to repairs, conversion or alterations.

3.2 List of construction marks

3.2.1 The mark  is assigned to the relevant part of the ship, when it has been surveyed by the Society during its construction in compliance with the new building procedure detailed in Ch 2, Sec 1, [2.1], or when it is changing class from an IACS Society at ship's delivery or when class is being added to an IACS Society's class at ship's delivery in accordance with specific procedures.

3.2.2 The mark  is assigned to the relevant part of the ship, when the latter is classed after construction in compliance with the procedure detailed in Ch 2, Sec 1, [3.2] and it is changing class from an IACS Society at the time of the admission to class.

3.2.3 The mark  is assigned to the relevant part of the ship, where the procedure for the assignment of classification is other than those detailed in [3.2.1] and [3.2.2], but however deemed acceptable.

4 Service notations and corresponding additional service features

4.1 General

4.1.1 The service notations define the type and/or service of the ship which have been considered for its classification, according to the request for classification signed by the Interested Party. At least one service notation is to be assigned to every classed ship.

Note 1: The service notations applicable to existing ships conform to the Rules of the Society in force at the date of assignment of class. However, the service notations of existing ships may be updated according to the current Rules, as far as applicable, at the request of the Interested Party.

4.1.2 The assignment of any service notation to a new ship is subject to compliance with the general rule requirements laid down in Part B and Part C of the present Rules and in NR216 Materials and Welding, and, for some service notations, with the additional requirements laid down in the corresponding Chapter of Part D and Part E.

Note 1: For a service notation defined in a Rule Note, the assignment of this service notation to a new ship is subject to compliance with the general rule requirements laid down in Part B and Part C of the present Rules and in NR216 Materials and Welding, and with the additional requirements laid down in the relevant Rule Note and, if relevant, with the requirements laid down in:

- NR600 Hull Structure and Arrangement for the Classification of Cargo Ships less than 65 m and Non Cargo Ships less than 90 m
- NR566 Hull Arrangement, Stability and Systems for Ships less than 500 GT.

4.1.3 A ship may be assigned several different service notations. In such case, the specific rule requirements applicable to each service notation are to be complied with. However, if there is any conflict in the application of the requirements applicable to different service notations, the Society reserves the right to apply the most appropriate requirements or to refuse the assignment of one of the requested service notations.

4.1.4 A service notation may be completed by one or more additional service features, giving further precision regarding the type of service of the ship, for which specific rule requirements are applied.

4.1.5 The different service notations which may be assigned to a ship are listed in [4.2] to [4.17], according to the category to which they belong. These service notations are also listed in Tab 1 and Tab 2, where the correspondence between the service notation assigned by the Society and the type of ship defined by the International Conventions is also given for information.

As a rule, all notations in [4.2], [4.3], [4.4] and [4.5] are only to be assigned to self-propelled units.

Table 1 : List of service notations and additional service features

Service notation [ref. in Part A] Additional service feature	Reference Reference	Corresponding type of ship according to Conventions and/or Codes
Anchor handling [4.8.2]	Part E, Chapter 2	Cargo ship (SOLAS, Reg I/2(g))
Asphalt carrier [4.4.3]	Part D, Chapter 7	
Barge [4.10.1] tug combined type of cargo (1)	Part D, Chapter 14 Pt E, Ch 1, Sec 4 –	
Bulk carrier [4.3] ESP BC-A or BC-B or BC-C nonhomload CSR GRAB [X] CPS(WBT) heavycargo [AREA1, X1 kN/m ² - ...] (2) (3) (4) (5)	Part D, Chapter 4 Part D, Chapter 4 SOLAS, Reg IX/1.6 SOLAS, Reg XI-1/2 Part D, Chapter 4 – NR606 (10) NR522 NR606 (10) NR522, Ch 12, Sec 1 NR530 Pt B, Ch 5, Sec 6	Cargo ship (SOLAS, Reg I/2(g)) Bulk carrier (SOLAS, Reg XII/1)
Chemical tanker [4.4.4] ESP IMO Type 1, IMO Type 2, IMO Type 3 type of cargo (1)	Part D, Chapter 8	Chemical tanker (SOLAS, Reg.II-2/3.11, Reg.VII /8.2) Chemical tanker (MARPOL Annex II, Reg 1/16.1) when noxious liquid substances are loaded
Combination carrier/OBO ESP [4.3.4]	Part D, Chapter 6	Combination carrier (SOLAS, Reg II-2/3.14) Tanker (SOLAS, Reg I/2(h)) Bulk carrier (SOLAS, Reg IX/1.6, Reg XII/1) Oil tanker - Combination carrier (MARPOL Annex I, Reg I/1.8)
Combination carrier/OOC ESP [4.3.5]	Part D, Chapter 6	Combination carrier (SOLAS, Reg II-2/3.14) Tanker (SOLAS, Reg I/2(h)) Bulk carrier (SOLAS, Reg IX/1.6, Reg XII/1) Oil tanker - Combination carrier (MARPOL Annex I, Reg I/1.8)
Compressed natural gas carrier [4.16.5]	NR517	
Container ship [4.2.6] WhiSp1 or WhiSp2	Part D, Chapter 2 NR583	Cargo ship (SOLAS, Reg I/2(g))
Crew boat [4.16.4]	NR490	
Deck ship [4.2.8]	–	Cargo ship (SOLAS, Reg I/2(g))
Diving support-integrated [4.8.5] Diving support-capable [4.8.5] Diving support-portable [4.8.5] DD or SD	Part E, Chapter 7 –	
Dredger [4.6.2]	Part D, Chapter 13	Cargo ship (SOLAS, Reg I/2(g))
Escort tug [4.7.4] barge combined (design bollard pull = $[T_{BP}/9,81]$ t) (design maximum braking force = $[T_{X,MAX}/9,81]$ t) (design maximum escort speed = $[V_{MAX}]$ kN) (design maximum steering force = $[T_{V,MAX}/9,81]$ t) (standardized design bollard pull = $[T_{BP}/9,81]$ t)	Part E, Chapter 1 Pt E, Ch 1, Sec 4 Pt E, Ch 1, Sec 1 Pt E, Ch 1, Sec 1 Pt E, Ch 1, Sec 1 Pt E, Ch 1, Sec 1	Cargo ship (SOLAS, Reg I/2(g))

Service notation [ref. in Part A]	Reference	Corresponding type of ship according to Conventions and/or Codes
Additional service feature	Reference	
Fire-fighting [4.8.3]	Part E, Chapter 4	Cargo ship (SOLAS, Reg I/2(g))
1, 2, 3 or E	Pt E, Ch 4, Sec 3	
water spraying	Pt E, Ch 4, Sec 4	
Fishing vessel [4.11.1]	Part D, Chapter 15	Fishing vessel (SOLAS, Reg I/2(i)).
F	Pt D, Ch 15, Sec 6	To be noted that SOLAS Convention does not apply to such ships
ED	European Directive 97/70/EC as amended	
TORRE	Torremolinos International Convention for the Safety of Fishing Vessels as amended	
Floating dock [4.10.5]	NR475	
FLS tanker [4.4.7]	Part D, Chapter 7	Tanker (SOLAS, Reg I/2(h))
flash point > 60°C	Part D, Chapter 7	NLS Tanker (MARPOL, Annex II, Reg 1/16.2),
type of cargo (1)		when noxious liquid substances are loaded
FSRU [4.16.9]	NR645	
FSU-LNG [4.16.9]	NR645	
([cargo type], [ship type], [P _{design}], [T _{min}])	–	
General cargo ship [4.2.2]	–	Cargo ship (SOLAS, Reg I/2(g))
equipped for carriage of containers	Part D, Chapter 2	
nonhomload (3)	Pt D, Ch 4, Sec 3	
occasional dry bulk cargo	IMO Res.MSC 277(85) para. 1.6 and 1.7	
heavycargo [AREA1, X1 kN/m² - ...]	Pt B, Ch 5, Sec 6	
Hopper dredger, Hopper unit [4.6.2]	Part D, Chapter 13	Cargo ship (SOLAS, Reg I/2(g))
HSC, HSC-CAT A, HSC-CAT B [4.12.1] (6)	NR396 UNITAS	High-speed craft (SOLAS, Chapter X), 2000 HSC Code
Icebreaker z [4.14]	NR527	z is equal to 1, 2, 3, 4, 5, 6 or 7
Launch, Seagoing launch [4.16.2]	NR600 NR566	(non-convention ship)
Light ship [4.12.2] (6)	Part B and Part C or NR566, and NR396, Chapter 3 and Chapter 6	
Liquefied gas carrier [4.4.5]	Part D, Chapter 9	Tanker (SOLAS, Reg I/2(h))
([cargo type], [ship type], [P _{design}], [T _{min}])	–	Gas carrier (SOLAS, Reg II-1/3.20, Reg II-2/3.25, Reg VII /11.2)
BOG-refiquefaction	Pt D, Ch 9, Sec 1, [7]	
LNG-subcooling	Pt D, Ch 9, Sec 1, [7]	
REGAS	NR645, Sec 10	
STL-SPM	Pt D, Ch 9, Sec 1, [8]	
Liquefied gas carrier - FSRU [4.16.9]	NR645	
Liquefied gas carrier - FSU [4.16.9]	NR645	
([cargo type], [ship type], [P _{design}], [T _{min}])	–	
Livestock carrier [4.2.7]	Part D, Chapter 3	Cargo ship (SOLAS, Reg I/2(g))
LNG bunkering ship [4.4.6]	NR620	Tanker (SOLAS, Reg I/2(h))
RE	NR620	Gas carrier (SOLAS, Reg II-1/3.20, Reg II-2/3.25, Reg VII /11.2)
Initial-CD	NR620	
IG-Supply	NR620	
BOG	NR620	
([cargo type], [ship type], [P _{design}], [T _{min}])	–	

Service notation [ref. in Part A]	Reference	Corresponding type of ship according to Conventions and/or Codes
Additional service feature	Reference	
Offshore construction barge () [4.9.2]	(11)	
Offshore support vessel () [4.9.4]	(11)	
Offshore construction vessel () [4.9.3]	(11)	
Oil recovery [4.8.4]	Part E, Chapter 5	
OILTREAT		
SECOND-LINE		
Oil storage service [4.4.10]	–	
Oil tanker [4.4.2]	Part D, Chapter 7	Tanker (SOLAS, Reg I/2(h))
ESP	Part D, Chapter 7	Oil tanker (MARPOL Annex I, Reg I/1.5)
flash point > 60°C	SOLAS, Reg II-1/2.22	
asphalt carrier	SOLAS, Reg XI-1/2	
CSR	Part D, Chapter 7	
CPS(WBT)	Part D, Chapter 7	
(5)	NR606 (10)	
	NR523	
	NR530	
OPV [4.16.7]	Part D, Chapter 16	
Ore carrier ESP [4.3.3]	Part D, Chapter 5	Cargo ship (SOLAS, Reg I/2(g))
		Bulk carrier (SOLAS, Reg IX/1.6, Reg XII/1)
Passenger ship [4.5.2]	Part D, Chapter 11	Passenger ship (SOLAS, Reg. I/2(f))
≤ 36 passengers		
S RTP	Part D, Chapter 11	
PCT carrier [4.2.4]	Part D, Chapter 1	Cargo ship (SOLAS, Reg I/2(g))
Pontoon, Pontoon - crane [4.10.2]	Part D, Chapter 14	
Refrigerated cargo ship [4.2.5]	(7)	Cargo ship (SOLAS, Reg I/2(g))
equipped for carriage of containers	Part D, Chapter 2	
Ro-ro cargo ship [4.2.3]	Part D, Chapter 1	Cargo ship (SOLAS, Reg I/2(g))
equipped for carriage of containers	Part D, Chapter 2	
Ro-ro passenger ship [4.5.3]	Part D, Chapter 12	Passenger ship (SOLAS, Reg. I/2(f))
≤ 36 passengers		Ro-ro passenger ship (SOLAS, Reg II-2/3.42)
S RTP	Part D, Chapter 12	
Salvage tug [4.7.3]	Part E, Chapter 1	Cargo ship (SOLAS, Reg I/2(g))
barge combined	Pt E, Ch 1, Sec 4	
(design bollard pull = $[T_{BP}/9,81]$ t)	Pt E, Ch 1, Sec 1	
(standardized design bollard pull = $[T_{BP}/9,81]$ t)	Pt E, Ch 1, Sec 1	
Self-unloading bulk carrier ESP [4.3.6]	Part D, Chapter 4	Cargo ship (SOLAS, Reg I/2(g))
heavycargo [AREA1, X1 kN/m² - ...]	Pt B, Ch 5, Sec 6	Bulk carrier (SOLAS, Reg IX/1.6, Reg XII/1)
nonhomload	–	
(3)		
Semi-submersible cargo ship [4.16.8]	Part E, Chapter 9	Cargo ship (SOLAS, Reg I/2(g))
heavycargo [AREA1, X1 kN/m² - ...]	Pt B, Ch 5, Sec 6	
Special service [4.16.1]	(6)	(8)
Split hopper dredger, Split hopper unit [4.6.2]	Part D, Chapter 13	Cargo ship (SOLAS, Reg I/2(g))
Tanker [4.4.8]	(1)	Cargo ship (SOLAS, Reg I/2(g))
type of cargo		

Service notation [ref. in Part A]	Reference	Corresponding type of ship according to Conventions and/or Codes
Additional service feature	Reference	
Tug [4.7.2]	Part E, Chapter 1	Cargo ship (SOLAS, Reg I/2(g))
barge combined (design bollard pull = $[T_{BP}/9,81]$ t) (standardized design bollard pull = $[T_{BP}/9,81]$ t)	Pt E, Ch 1, Sec 4 Pt E, Ch 1, Sec 1 Pt E, Ch 1, Sec 1	
Wind farms service ship - Xi [4.16.6]	NR589	
X = S, M or L ; i = 0 , 1 or 2		
Yacht, Charter yacht [4.16.3]	NR500	
motor or sailing	NR500	
S or C or A or W (9)	NR500	
OTHER ADDITIONAL SERVICE FEATURES		Remarks
ammoniafuel [4.13.1]	NR671	Service feature to be completed by one of the following notations: singlefuel , dualfuel Service feature may be completed by one of the following notations: -aux , -prop .
LNGfuel or CNGfuel or LFPfuel [4.13.1]	NR529 or Part D, Chapter 9	
LPGfuel [4.13.1]	NI647 or Part D, Chapter 9	
methanolfuel [4.13.1]	NR670	
assisted propulsion [4.10.4]	–	
CBM or [CBM] [4.17.9]	–	
CPS(WBT) [4.17.6] (5)	NR530	
ESA [4.15.1]	NR592	
fuelcell [4.13.2]	NI547 or Part D, Chapter 9	
heavycargo [AREA1, X1 kN/m² - ...] [4.17.4]	Pt B, Ch 5, Sec 6	
no propulsion [4.10.3]	Part D, Chapter 14	Any non-propelled units other than barge or pontoon
POLAR CAT-A or POLAR CAT-B or POLAR CAT-C [4.17.3]	NR527	Mandatory for ships operating in polar waters (as defined in SOLAS and MARPOL)
POWERGEN(OIL) or POWERGEN(LNG/NG) or POWERGEN(DUALFUEL) [4.17.7]	NR656	
SMART() [4.17.8]	NR675	Service feature to be completed between brackets by at least one of the following notations: H1 or H2 , M1 or M2 , N1 or N2
SPxxx [4.17.1]	–	
SW-Registry [4.17.5]	Pt C, Ch 3, Sec 3	
Tier III [4.17.2]	–	
(1) For ships intended to carry only one type of cargo. (2) Additional indications: for BC-A: (holds a, b, ..., ... may be empty) and (Block-loading) if applicable; for BC-A or BC-B and if x.y is less than 3 t/m³: (maximum cargo density x.y t/m³); for BC-A, BC-B or BC-C: (no MP) if applicable. (3) Completed with indication of the different maximum loads allowed in each hold and which holds may be empty, if appropriate. (4) Mandatory as an additional service feature for bulk carriers CSR BC-A or CSR BC-B. (5) Mandatory for ships assigned with additional service feature CSR and contracted for construction on or after 8 December 2006. (6) The type of service may be specified after the service notation, i.e. light ship/fast passenger vessel, light ship/fast cargo vessel, light ship/fast patrol vessel. (7) No additional requirements are specified in Part D for this service notation; however requirements of Part F, Chapter 7 for the assignment of the additional class notation REF-CARGO are to be applied. (8) These ships are considered on a case by case basis by the Society according to their type of service. (9) Corresponding to hull material as defined in NR500. (10) Bulk carriers and Oil tankers assigned with the additional service feature CSR contracted for new construction on or after 1 July 2015 are to comply with the requirements of NR606 Common Structural Rules for Bulk Carriers and Oil Tankers. (11) These notations are not linked with technical requirements but are always completed by other service notation(s) to define applicable requirements as defined in [4.9] and listed in Tab 2.		

Table 2 : List of service notations and additional service features for offshore service vessels

Service notation [ref. in Part A]	Associated service notation [ref. in Part A]	Reference
Additional service feature	Additional service feature	Reference
Offshore construction barge [4.9.2]	accommodation [4.9.5] SPxxx or SPxxx-capable MOU	Part E, Chapter 11
	lifting [4.9.6]	Part E, Chapter 8
	pipe laying [4.9.7]	Part E, Chapter 12
Offshore construction vessel [4.9.3]	accommodation [4.9.5] SPxxx or SPxxx-capable MOU	Part E, Chapter 11
	cable laying [4.9.8] (1)	Part E, Chapter 6
	diving support-integrated [4.8.5] diving support-capable [4.8.5] diving support-portable [4.8.5] DD or SD	Part E, Chapter 7
	lifting [4.9.6]	Part E, Chapter 8
	pipe laying [4.9.7]	Part E, Chapter 12
Offshore support vessel [4.9.4]	accommodation [4.9.5] SPxxx or SPxxx-capable MOU	Part E, Chapter 11
	anchor handling [4.8.2]	Part E, Chapter 2
	diving support-integrated [4.8.5] diving support-capable [4.8.5] diving support-portable [4.8.5] DD or SD	Part E, Chapter 7
	fire-fighting [4.8.3] (1) 1, 2, 3 or E water spraying	Part E, Chapter 4 Pt E, Ch 4, Sec 3 Pt E, Ch 4, Sec 4
	lifting [4.9.6]	Part E, Chapter 8
	oil recovery [4.8.4] OILTREAT SECOND-LINE	Part E, Chapter 5
	standby rescue [4.9.9] number of survivors ship operation area	Part E, Chapter 10
	supply [4.9.10] (1) HNLS or WELLSTIM (6)	Part E, Chapter 3
	tug [4.7] (1) (design bollard pull = [T _{BP} /9,81] t) (standardized design bollard pull = [T _{BP} /9,81] t)	Part E, Chapter 1 Pt E, Ch 1, Sec 1
ADDITIONAL SERVICE FEATURES (2)		
no propulsion [4.10.3] (3)		Part D, Chapter 14
self elevating [4.9.2], [4.9.3] or [4.9.4]		Pt E, Ch 8, Sec 7
wind turbine installation [4.9.2], [4.9.3] or [4.9.4] (4)		
SRTP [4.17.1] (5)		Part D, Chapter 11
(1) For ships granted with the service notation cable laying , fire-fighting , supply or tug , the corresponding type of ship according to SOLAS (Reg 1/2(g)) may be cargo ship.		
(2) Other additional service features as listed in Tab 1 may be assigned to offshore service vessels.		
(3) Only for service notation offshore construction barge .		
(4) Only for service notation offshore construction barge and offshore construction vessel .		
(5) Only completing the additional service feature SPxxx , when conditions are met as defined in [4.17.1].		
(6) May be completed by the following notation(s): - FP ≤ 60°C, - toxic , - acids , - LG .		

4.2 Cargo ships

4.2.1 The service notations related to self-propelled ships intended for the carriage of cargo are listed in [4.2.2] to [4.2.7].

4.2.2 General cargo ship, for ships intended to carry general cargo.

The service notation may be completed by the following additional service feature, as applicable:

- **equipped for carriage of containers**, where the ship's fixed arrangements comply with the applicable rule requirements in Part D, Chapter 2
- **heavycargo** [AREA1, X1 kN/m² - AREA2, X2 kN/m² - ...], as defined in [4.17.4].
- **nonhomload**, when the ship has been designed in such a way that the cargo spaces may be loaded non-homogeneously, including cases where some holds may be empty, at a draught up to the scantling draught and fulfil the appropriate rule requirements for general strength, and when the corresponding loading conditions are listed in the reviewed loading manual. This notation may be completed with the indication of the different maximum loads allowed in each hold and which holds may be empty, if appropriate.
- **occasional dry bulk cargo**, for ships the keels of which are laid or which are at a similar stage of construction on or after the 1st July 2010, and which occasionally carry dry cargoes in bulk, as described in IMO Res.MSC 277(85), paragraphs 1.6 and 1.7.

The additional requirements of Ch 4, Sec 7 are applicable to these ships.

4.2.3 Ro-ro cargo ship, for ships specially intended to carry vehicles, trains or loads on wheeled beds. The additional requirements of Ch 4, Sec 6 and Part D, Chapter 1 are applicable to these ships. The service notation may be completed by the additional service feature **equipped for carriage of containers**, where the ship's fixed arrangements comply with the applicable requirements of Part D, Chapter 2.

4.2.4 PCT carrier (Pure Car and Truck carrier), for ships with high number of decks, specially intended to carry road vehicles as cargo. The additional requirements of Ch 4, Sec 6 and Part D, Chapter 1 are applicable to these ships.

4.2.5 Refrigerated cargo ship, for ships specially intended to carry refrigerated cargo. No additional requirements are specified in Part D for this service notation; however, the requirements of Part F, Chapter 7 for the assignment of the additional class notation **REF-CARGO** are to be applied. The service notation may be completed by the additional service feature **equipped for carriage of containers**, where the ship's fixed arrangements comply with the applicable rule requirements in Part D, Chapter 2.

4.2.6 Container ship, for ships specially intended to carry containers in holds or on decks. The additional requirements of Ch 4, Sec 8, [2] and Part D, Chapter 2 are applicable to these ships.

For container ships complying with the requirements of NR583 Whipping and Springing Assessment, the service notation is to be completed by the additional service features **WhiSp1** or **WhiSp2**.

4.2.7 Livestock carrier, for ships specially intended to carry livestock. The additional requirements of Ch 4, Sec 8, [3] and Part D, Chapter 3 are applicable to these ships.

4.2.8 Deck ship, for ships specially intended to carry cargo exclusively on the deck.

Note 1: A ship with service notation **deck ship** is usually but not necessarily a self-propelled unit intended for unrestricted navigation.

4.3 Bulk, ore and combination carriers

4.3.1 The service notations related to self-propelled ships specially intended for the carriage of dry cargo in bulk are those listed in [4.3.2] to [4.3.6] or in Part D, Chapter 4 for **bulk carrier** when the ship does not meet the forthcoming conditions.

The service notations described in [4.3.2] to [4.3.6] are always completed by the additional service feature **ESP**, which means that these ships are submitted to the Enhanced Survey Program as laid down in Ch 4, Sec 2.

Example: **ore carrier ESP**.

Note 1: Self-propelled ships are ships with mechanical means of propulsion not requiring assistance from another ship during normal operation.

4.3.2 Bulk carrier ESP, for sea going self-propelled ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area and intended primarily to carry dry cargoes in bulk. Typical midship sections are illustrated in Fig 1, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 4 are applicable to these ships.

The service notation **bulk carrier ESP** is always completed by one of the following additional service features, for bulk carriers of length greater than or equal to 150 m contracted for new construction on or after 1 July 2003:

- **BC-A**, for bulk carriers designed to carry dry bulk cargoes of density 1.0 t/m³ and above with specified holds empty at maximum draught in addition to BC-B conditions
- **BC-B**, for bulk carriers designed to carry dry bulk cargoes of density 1.0 t/m³ and above with all cargo holds loaded in addition to **BC-C** conditions
- **BC-C**, for bulk carriers designed to carry dry bulk cargoes of density less than 1.0 t/m³.

The additional service feature **BC-A** is completed with the indication of the allowed combination of specified empty holds, as follows: (**holds a, b, ..., ... may be empty**).

If limitations are to be observed during operation:

- the additional service features **BC-A** and **BC-B** are completed, when the maximum cargo density is less than 3.0 t/m³, with the indication of the maximum density of cargo that the ship is allowed to carry, as follows: (**maximum cargo density x.y t/m³**)

- the additional service features **BC-A**, **BC-B** and **BC-C** are completed by the following indication when the vessel has not been designed for loading and unloading in multiple ports: **(no MP)**.
- the additional service feature **BC-A** is completed by the notation **(Block-loading)** when the ship is intended to operate in alternate block load condition, according to Common Structural Rules for Bulk Carriers and Double Hull Oil Tankers (Rule Note NR606), Pt 1, Ch 1, Sec 1, [3.2.1]. The requirements for **(Block-loading)** notation are defined in NR606, Pt 1, Ch 4, Sec 8, [4.2.3].

Examples:

Bulk carrier BC-A (maximum cargo density 2.5 t/m³; holds 2, 4, 6 may be empty) ESP

Bulk carrier BC-B (maximum cargo density 2.5 t/m³; no MP) ESP

Bulk carrier BC-C (no MP) ESP

For ships contracted for new construction before 1 July 2003 or for ships contracted for new construction on or after 1 July 2003 but less than 150 m in length, the service notation **bulk carrier ESP** may be completed by the additional service features **heavycargo** or **nonhomload** defined under [4.2.2].

The service notation **bulk carrier ESP** is always completed by the additional service feature **CSR** for bulk carriers of length greater than or equal to 90 m contracted for new construction on or after 1 April 2006.

Bulk carriers assigned with the additional service feature **CSR** are to comply with the requirements of:

- the Common Structural Rules for Bulk Carriers (Rule Note NR522), when contracted for construction on or after 1 April 2006 and before 1 July 2015. The elements not dealt with in NR522 are to comply with the requirements of Part B, Part C and Part D of the Rules for the Classification of Steel Ships.

Note 1: Hybrid bulk carriers, where at least one cargo hold is constructed with hopper tank and topside tank, are covered by NR522. The structural strength of members in holds constructed without hopper tank and/or topside tank is to comply with the strength criteria defined in NR522.

- the Common Structural Rules for Bulk Carriers and Oil Tankers (Rule Note NR606) when contracted for construction on or after 1 July 2015. The elements not dealt with in NR522 are to comply with the requirements of Part B, Part C and Part D of the Rules for the Classification of Steel Ships.

Bulk carriers assigned with the additional service feature **CSR** and with holds designed for loading/unloading by grabs having a maximum specific weight up to [X] tons are assigned the notation **GRAB [X]** according to NR522 (Common Structural Rules for Bulk Carriers), Ch 1, Sec 1, [3.2.1] or NR606 (Common Structural Rules for Bulk Carriers and Oil Tankers), Pt 1, Ch 1, Sec 1, [3.2.2], as applicable. The requirements for **GRAB [X]** notation are given in NR522, Ch 12, Sec 1 or NR606, Pt 2, Ch 1, Sec 6, as applicable.

For bulk carriers assigned with the additional service feature **CSR**, and one of the additional service features **BC-A** or **BC-B**, these additional service features are always completed by the additional service feature **GRAB [X]**. For these ships, the requirements for the **GRAB [X]** notation are to be complied with for an unladen grab weight X equal to or greater than 20 tons.

For bulk carriers assigned with the additional service feature **CSR** others than above, the additional class notation **GRAB [X]** may be assigned on a voluntary basis (refer to [6.13.2], item a)).

Bulk carriers assigned with the additional service feature **CSR** are to comply with the requirements for maintenance of class, thickness measurements and acceptance criteria given in NR522, Chapter 13 or NR606, Part 1, Chapter 13 as applicable.

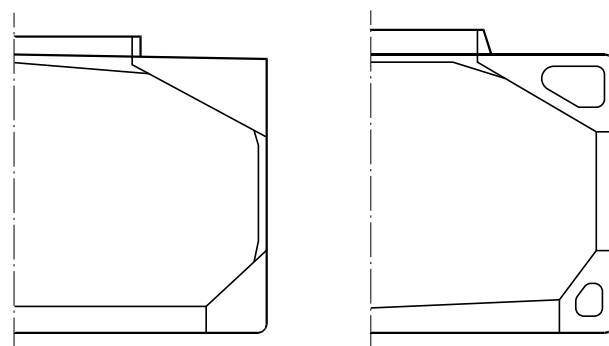
For bulk carriers assigned with the additional service feature **CSR** and contracted for construction on or after 8 December 2006, this additional service feature is always completed by the additional service feature **CPS(WBT)** for which the rule requirements of NR530 Coating Performance Standard, applicable to ships complying with the requirements of the Common Structural Rules for Bulk Carriers or the Common Structural Rules for Double Hull Oil Tankers and related to protective coatings in dedicated seawater ballast tanks of ships of not less than 500 gross tonnage and double-side skin spaces arranged in bulk carriers of length greater than or equal to 150 m, are applied.

Example:

Bulk carrier CSR CPS(WBT) BC-A (maximum cargo density 2.5 t/m³; holds 2, 4, 6 may be empty) ESP GRAB [20]

Note 2: Attention is drawn on the coating condition which is surveyed as per the requirements of Ch 4, Sec 2 for ships in service.

Figure 1 : Typical midship sections of ships with service notation bulk carrier ESP

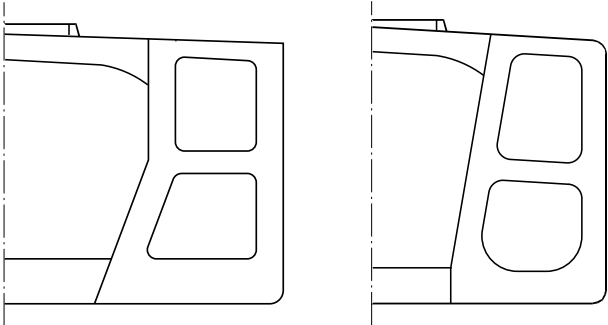


Left: Single side skin construction

Right: Double side skin construction.

4.3.3 Ore carrier ESP, for sea going self-propelled ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. Typical midship sections are illustrated in Fig 2, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 5 are applicable to these ships.

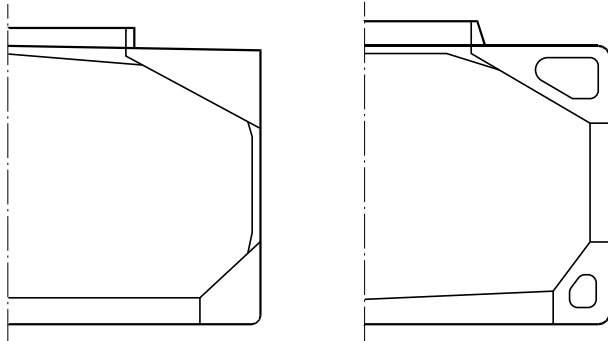
Figure 2 : Typical midship sections of ship with service notation ore carrier ESP



4.3.4 Combination carrier/OBO ESP, for sea going self-propelled ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in the cargo length area, and intended primarily to carry oil or dry cargoes, including ore, in bulk. Typical midship sections are illustrated in Fig 3, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 6 are applicable to these ships.

Note 1: Ships assigned with the service notation **combination carrier/ OBO ESP** that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

Figure 3 : Typical midship sections of ship with service notation combination carrier/OBO ESP



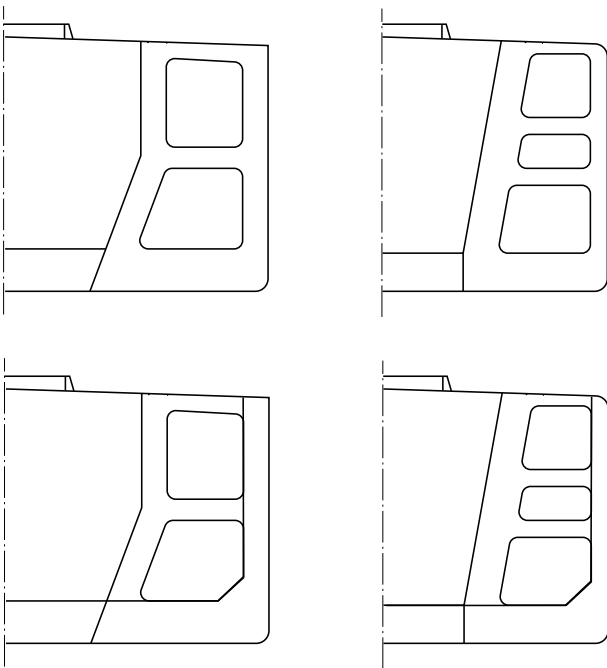
Left: Single side skin construction
Right: Double side skin construction.

4.3.5 Combination carrier/OOC ESP, for sea going self-propelled ships which are constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds or oil cargoes in centre holds and wing tanks. Typical midship sections are illustrated in Fig 4, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 6 are applicable to these ships.

Note 1: “combination carrier” is a general term applied to ships intended for the carriage of both oil and dry cargoes in bulk; these cargoes are not carried simultaneously, with the exception of oily mixture retained in slop tanks.

Note 2: Ships assigned with the service notation **combination carrier/OOC ESP** that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out.

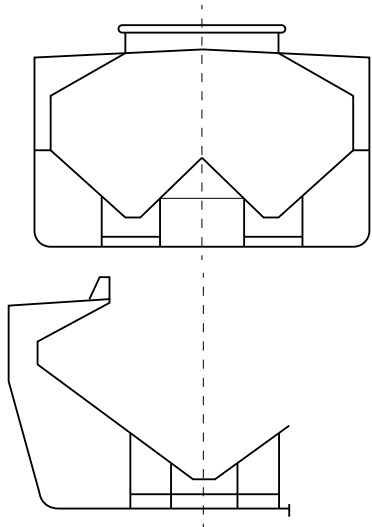
Figure 4 : Typical midship sections of ships with service notation combination carrier/OOC ESP



4.3.6 Self-unloading bulk carrier ESP, for sea going self-propelled ships which are constructed generally with single deck, double bottom, hopper side tanks and topside tanks with single or double side skin construction in cargo area and intended primarily to carry and self-unload dry cargoes in bulk. Typical midship sections are given in Fig 5, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 4 are applicable to these ships.

The service notation **self-unloading bulk carrier ESP** may be completed by the additional service feature **heavycargo** or **nonhomload** defined in [4.2.2].

Figure 5 : Typical midship sections of ship with service notation self-unloading bulk carrier ESP



4.4 Ships carrying liquid cargo in bulk

4.4.1 The service notations related to self-propelled ships intended for the carriage of liquid cargo in bulk are listed in [4.4.2] to [4.4.10].

4.4.2 **Oil tanker**, for sea going self-propelled ships which are constructed generally with integral tanks and intended primarily to carry in bulk crude oil, other oil products, or oil-like substances having any flash point, or liquid at atmospheric pressure and ambient temperature (or thus maintained by heating). This notation may be assigned to tankers of both single and double hull construction, as well as tankers with alternative structural arrangements, e.g. mid-deck designs.

The service notation may be completed by the additional service feature **flash point > 60°C**, as applicable, where the ship is intended to carry only such type of products, under certain conditions.

The service notation may be completed by the additional service feature **asphalt carrier**, where the ship is intended to carry such type of products, under certain conditions. The maximum cargo temperature is to be indicated on the Certificate of Classification.

The additional requirements of Part D, Chapter 7 are applicable to these ships.

For ships with integral cargo tanks, the service notation **oil tanker** is always completed by the additional service feature **ESP** (i.e. **oil tanker ESP**), which means that these ships are submitted to the Enhanced Survey Program as laid down in Ch 4, Sec 3. Typical midship sections are illustrated in Fig 6. The service notation **oil tanker ESP** is always completed by the additional service feature **CSR** for double hull oil tankers of length greater than or equal to 150 m and contracted for new construction on or after 1 April 2006.

Oil tankers assigned with the additional service feature **CSR** are to comply with the requirements of:

- the Common Structural Rules for Double Hull Oil Tankers (Rule Note NR523), when contracted for construction on or after 1 April 2016 and before 1 July 2015. The elements not dealt with in NR523 are to comply with

the requirements of Part B, Part C and Part D of the Rules for the Classification of Steel Ships.

- the Common Structural Rules for Bulk Carriers and Oil Tankers (Rule Note NR606), when contracted for construction on or after 1 July 2015. The elements not dealt with in NR523 are to comply with the requirements of Part B, Part C and Part D of the Rules for the Classification of Steel Ships.

Oil tankers assigned with the additional service feature **CSR** are to comply with the requirements for ship in operation renewal criteria given in NR523, Section 12, or NR606, Part 1, Chapter 13, as applicable, related to the allowable thickness diminution for hull structure.

For oil tankers assigned with the additional service feature **CSR** and contracted for construction on or after 8 December 2006, this additional service feature is always completed by the additional service feature **CPS(WBT)** for which the rule requirements of NR530 Coating Performance Standard, applicable to ships complying with the requirements of the Common Structural Rules for Bulk Carriers or the Common Structural Rules for Double Hull Oil Tankers and related to protective coatings in dedicated seawater ballast tanks of ships of not less than 500 gross tonnage and double-side skin spaces arranged in bulk carriers of length greater than or equal to 150 m, are applied.

Example:

Oil tanker CSR CPS(WBT) ESP

Note 1: Attention is drawn on the coating condition which is surveyed as per the requirements of Ch 4, Sec 3 for ships in service.

Note 2: Ships assigned with the service notation **oil tanker ESP** that do not comply with MARPOL I/19 may be subject to International and/or National Regulations requiring phase out under MARPOL I/20 and/or MARPOL I/21.

4.4.3 **Asphalt carrier**, for sea going self-propelled ships which are constructed with independent (non-integral) cargo tanks, intended to carry only such type of products, under certain conditions. The additional requirements of Part D, Chapter 7 are applicable to these ships.

The maximum cargo temperature is to be indicated on the Certificate of Classification.

Figure 6 : Typical midship sections of ships with service notation oil tanker ESP

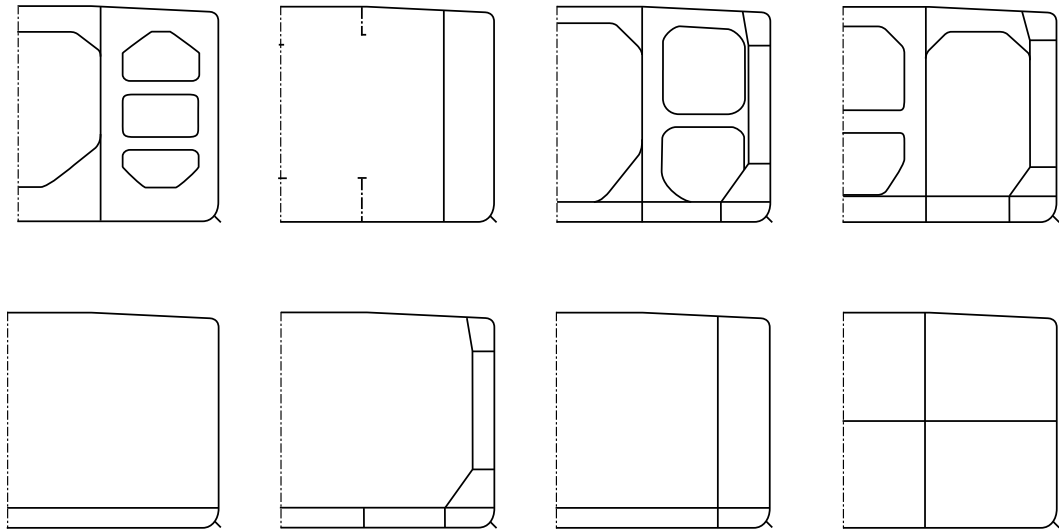
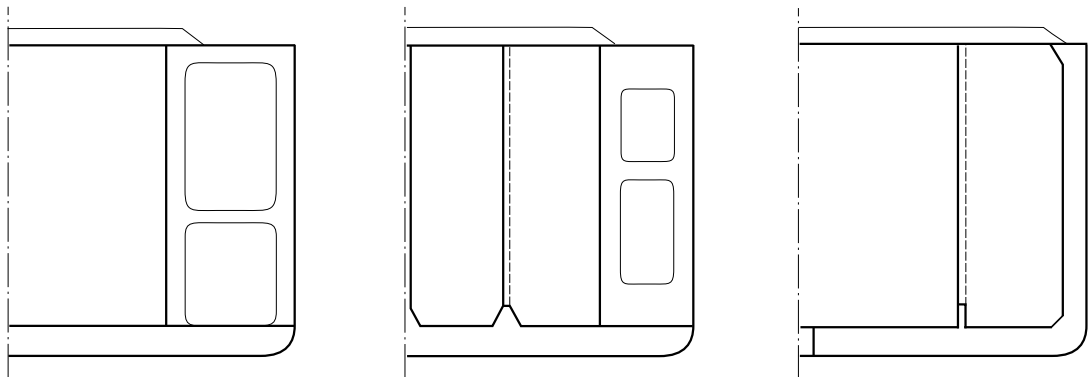


Figure 7 : Typical midship sections of ships with service notation chemical tanker ESP



4.4.4 Chemical tanker, for sea going self-propelled ships which are constructed generally with integral tanks and intended primarily to carry chemicals in bulk. This notation may be assigned to tankers of both single or double hull construction, as well as tankers with alternative structural arrangements. Typical midship sections are illustrated in Fig 7, or a midship section deemed equivalent by the Society. The additional requirements of Part D, Chapter 8 are applicable to these ships.

The list of products the ship is allowed to carry is attached to the Certificate of Classification or the Certificate of Fitness, where issued by the Society, including, where necessary, the maximum allowable specific gravity and/or temperature.

For ships intended to carry only one type of cargo, the service notation may be completed by the additional service feature indicating the type of product carried.

Example:

chemical tanker - Molten Sulphur

For ships with integral cargo tanks, the service notation **chemical tanker** is always completed by the additional service feature **ESP** (i.e. **chemical tanker ESP**), which means that these ships are submitted to the Enhanced Survey Programme as laid down in Ch 4, Sec 4.

The service notation **chemical tanker** is to be completed by the corresponding ship type **IMO Type 1**, **IMO Type 2** or **IMO Type 3**, as relevant and as defined in the IMO IBC Code as amended.

4.4.5 Liquefied gas carrier, for ships specially intended to carry liquefied gases or other substances listed in Pt D, Ch 9, Sec 1 of the Rules. The additional requirements of Ch 4, Sec 5 and Part D, Chapter 9 are applicable to these ships.

The list of products the ship is allowed to carry is attached to the Certificate of Classification or the Certificate of Fitness, where issued by the Society, including, where necessary, the conditions of transportation (pressure, temperature, filling limits).

The service notation is to be completed by the following additional service feature indicating the cargo type, the IMO code ship type, the cargo tank design pressure P_{design} and minimum temperature T_{min} : ([cargo type], [ship type], [P_{design}], [T_{min}]) with:

- [cargo type] to be taken as one of the following: **LNG**, **LEG** or **LPG**

- [ship type] to be taken as one of the following: **IMO Type 1G**, **IMO Type 2G**, **IMO Type 2PG** or **IMO Type 3G**
- [P_{design}] the value of the maximum vapour pressure, in barg
- [T_{min}] the value of the minimum cargo temperature, in °C.

The service notation is completed by the following additional service features, as applicable:

- **BOG-reliquefaction**, where the ship is fitted with a reliquefaction installation. The requirements for the assignment of this additional service feature are given in Pt D, Ch 9, Sec 1, [7]
- **LNG-subcooling**, where the ship is fitted with a cooling installation aiming at reducing the cargo temperature. The requirements for the assignment of this additional service feature are given in Pt D, Ch 9, Sec 1, [7]
- **REGAS**, where the ship is fitted with an installation for revaporisation of the liquefied natural gas. The requirements for the assignment of this additional service feature are given in NR645, Sec 10
- **STL-SPM**, where the ship is used as re-gasification terminal and fitted forward with equipment for non permanent mooring or single buoy. The requirements for the assignment of this additional service feature are given in Pt D, Ch 9, Sec 1, [8].

Example:

**liquefied gas carrier (LNG, IMO Type 2G, 0,35 barg, -163°C)
REGAS STL-SPM**

4.4.6 LNG bunkering ship, for ships carrying liquefied natural gas (LNG) and intended to ensure the transfer of LNG to ships using LNG as fuel.

The additional requirements of Ch 4, Sec 5 and Rule Note NR620 LNG Bunkering Ship are applicable to these ships.

The service notation is to be completed by the additional service feature ([cargo type], [ship type - IGC Code], [cargo tank design pressure], [minimum temperature]) as defined in [4.4.5].

The service notation may be completed by the following additional service features, as applicable:

- **RE**, where the ship is designed to receive LNG from a gas fuelled ship for which the LNG fuel tanks have to be emptied

- **Initial-CD**, where the ship is designed for initial cooling down of the gas fuelled ship LNG fuel tank
- **IG-Supply**, where the ship is designed to supply inert gas and dry air, to ensure gas freeing and aeration, to a gas fuelled ship complying with IGF Code, paragraph 6.10.4
- **BOG**, where the ship is designed to recover and manage the boil-off gas generated during the bunkering operation.

4.4.7 FLS tanker, for ships specially intended to carry in bulk flammable liquid products other than those covered by the service notations **oil tanker**, **chemical tanker** or **liquefied gas carrier**.

The list of products the ship is allowed to carry may be attached to the Certificate of Classification, including, where necessary, the maximum allowable specific gravity and/or temperature.

The service notation may be completed by the additional service feature **flash point > 60°C**, where the ship is intended to carry only such type of products, under certain conditions.

For ships intended to carry only one type of cargo, the service notation may be completed by the additional service feature indicating the type of product carried.

The additional requirements of Ch 4, Sec 8, [4] and Part D, Chapter 7 are applicable to these ships.

4.4.8 Tanker, for ships intended to carry non-flammable liquid cargoes in bulk other than those covered by the service notations in [4.4.2] to [4.4.7], such as water.

The list of cargoes the ship is allowed to carry may be attached to the Certificate of Classification.

For ships intended to carry only one type of cargo, the service notation may be completed by the additional service feature indicating the type of product carried, e.g. **tanker-water**.

The additional requirements of Part D, Chapter 10 are applicable to these ships.

4.4.9 Refer also to [4.3.4] and [4.3.5] for **combination carrier** intended to carry alternatively oil products and dry cargo in bulk in cargo holds/tanks.

4.4.10 Oil storage service, assigned on a case by case basis and subject to flag agreement, to ships formerly granted with the service notation **oil tanker ESP** and intended to be used as oil storage unit with the following restrictions:

- the ship is stationed at a single location, without transit or carriage of cargo between ports or different sites
- the use of the ship will be limited to storage in a dedicated single location. This location is to be situated in a sheltered area or an area enabling the ship to quickly move away from severe weather conditions
- the provisions provided when the ship is in its storage service period are no longer applicable if the ship leaves the dedicated storage service location, except when moving away from severer weather conditions
- when seeking shelter from severe weather conditions into a port of refuge, the ship is not allowed to discharge to a terminal, except on a case by case basis where repairs in a shipyard are required

- the ship may move without cargo on board to repair facilities or lay-up site, on a case-by-case basis
- the **ESP** notation has been withdrawn as far as the vessel is stationed as an oil storage unit and will be reinstated as soon as the vessel leaves the storage site to resume trading.

Periodical bottom surveys can be performed afloat and to this end the additional class notation **INWATERSURVEY** defined in [6.14.3] is to be granted.

The machinery part is to remain classed and the additional class notation **MON-SHAFT** defined in [6.6.3] is to be granted.

When granting the service notation **oil storage service**, a memoranda is to be endorsed in order to record the following:

- date of change in service notation,
- date of withdrawal of ESP notation together with Flag agreement references,
- location where the unit is stationed together with navigation notation.

When a ship starts its period as a storage service, the normal survey requirements are still applicable as follows:

- hull class renewal survey is carried out according to ESP requirements as laid down in Ch 4, Sec 3, [6], with a possibility to have the concurrent bottom inspection done afloat, provided that conditions laid down in Ch 3, Sec 4, [3] are met,
- other periodical surveys are carried out according to Part A, Chapter 3 as applicable.

When completing the storage service period, and before resuming trading, all surveys from which the ship has been relaxed during its storage period, have to be carried out, including possible surveys in drydock condition; upon completion of satisfactory surveys, the service notation **oil tanker ESP** will be reinstated to the ship and related surveys will become fully applicable.

Note 1: the mooring arrangements of the vessel, including their compliance with any authority's requirement, are left to the responsibility of the owner when granted the service notation **oil storage service**.

4.5 Ships carrying passengers

4.5.1 The service notations related to ships specially intended for the carriage of passengers are listed in [4.5.2] to [4.5.3].

4.5.2 Passenger ship, for ships intended to carry more than 12 passengers. The additional requirements of Ch 4, Sec 6 and Part D, Chapter 11 are applicable to these ships.

The service notation may be completed by the additional service feature ≤ 36 **passengers**, where the ship is intended to carry only such a limited number of passengers.

The service notation is to be completed by the additional service feature **SRTP** for ships complying with the provisions of Part D, Chapter 11.

4.5.3 Ro-ro passenger ship, for ships intended to carry more than 12 passengers and specially equipped to load trains or wheeled vehicles. The additional requirements of Ch 4, Sec 6 and Part D, Chapter 12 are applicable to these ships.

The service notation may be completed by the additional service feature **≤ 36 passengers**, where the ship is intended to carry only such a limited number of passengers.

The service notation is to be completed by the additional service feature **SRTP** for ships complying with the provisions of Part D, Chapter 12.

4.6 Ships for dredging activities

4.6.1 The service notations related to ships specially intended for dredging activities are listed in [4.6.2]. The additional requirements of Ch 4, Sec 8, [5] and Part D, Chapter 13 are applicable to these ships.

4.6.2 The following notations are provided:

- a) **dredger**, for ships specially equipped only for dredging activities (excluding carrying dredged material)
- b) **hopper dredger**, for ships specially equipped for dredging activities and carrying spoils or dredged material
- c) **hopper unit**, for ships specially equipped for carrying spoils or dredged material
- d) **split hopper unit**, for ships specially equipped for carrying spoils or dredged material and which open longitudinally, around hinges
- e) **split hopper dredger**, for ships specially equipped for dredging and for carrying spoils or dredged material and which open longitudinally, around hinges.

4.6.3 These ships which are likely to operate at sea within specific limits may, under certain conditions, be granted an operating area notation. For the definition of operating area notation, reference should be made to [5.3].

4.7 Tugs

4.7.1 General

Ships intended to tow and/or push other ships or units are assigned one of the service notation defined in [4.7.2], [4.7.3] or [4.7.4].

The additional requirements of Ch 4, Sec 8, [6] and Part E, Chapter 1 are applicable to these ships.

These service notations may be completed by the additional service feature **barge combined**, when the units are designed to be connected with barges and comply with the relevant requirements of Pt E, Ch 1, Sec 4. The barges to which the tug can be connected are specified in a memoranda.

These service notations are always completed by the additional service feature **(standardized design bollard pull = $[T_{BP}/9,81]$ t)**.

Note 1: Ships contracted for construction before 1 July 2020 and not meeting the bollard pull test requirements for the assignment of the additional service feature **(standardized design bollard pull = $[T_{BP}/9,81]$ t)** are assigned the additional service feature **(design bollard pull = $[T_{BP}/9,81]$ t)**, subject to bollard pull tests being carried out according to a procedure accepted by the Society.

The requirements for the assignment and the maintenance of this additional service feature are given respectively in Part E, Chapter 1 and Ch 4, Sec 8, [6].

Ships granted with the additional service feature **(design bollard pull = $[T_{BP}/9,81]$ t)** may be granted with the additional service feature **(standardized design bollard pull = $[T_{BP}/9,81]$ t)** after having satisfactorily carried out the bollard pull test laid down in Pt E, Ch 1, App 1.

These ships which are likely to operate at sea within specific limits may, under certain conditions, be granted an operating area notation. For the definition of operating area notation, reference should be made to [5.3].

4.7.2 Tug

The service notation **tug** is assigned to ships specially equipped for towing and/or pushing.

Note 1: The service notation **tug** may also be used as additional service notation combined with **offshore support vessel**.

4.7.3 Salvage tug

The service notation **salvage tug** is assigned to ships specially equipped for towing and/or pushing, having specific equipment for salvage.

4.7.4 Escort tug

The service notation **escort tug** is assigned to ships specially equipped for towing and/or pushing having specific equipment for escorting ships or units during navigation.

The service notation **escort tug** is always completed by the following additional service features:

- **(design maximum braking force = $[T_{X,MAX}/9,81]$ t)**
where the value $T_{X,MAX}$ is the highest rated braking force over the applicable range of loading conditions and escort speeds
- **(design maximum escort speed = $[V_{MAX}]$ kn)**
where the value V_{MAX} is the highest escort speed for which the escort tug is considered to perform escort operations
- **(design maximum steering force = $[T_{Y,MAX}/9,81]$ t)**
where the value $T_{Y,MAX}$ is the highest rated steering force over the applicable range of loading conditions and escort speeds.

4.8 Working ships

4.8.1 General

The service notations related to ships specially intended for different working services are listed in [4.8.2] to [4.8.5]. These service notations may be assigned directly to a ship or combined within the service notations **offshore support vessel** or **offshore construction vessel** defined in [4.9].