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CCS CLASS NOTATION PILOT

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I. Foreword

A detailed description of the characters of classification and class notations assigned by CCS to sea-going ships is presented in this booklet to facilitate customers to get a deep understanding of the meanings of such characters and associated notations, and to assist them in selecting ship types, requesting class notations and determining parallel notations of other classification societies in the world.

Unless expressly stated otherwise, “the Rules” referred to in this booklet means CCS Rules for Classification of Sea-Going Steel Ships (2009) and their subsequent amendments.

The characters of classification and class notations will be changed in line with the development of related industries, the introduction of new ship types and the variation of value-added services provided by CCS. Where any part of this booklet conflicts with currently effective classification rules of CCS, the latter shall prevail.

II. Characteristics of classification

Characters of classification are indicative of main features of the ship and mandatory.

The hull (including equipment) and machinery (including electrical installations) of a ship that comply with CCS rules, guidelines or equivalent provisions will be assigned appropriate characters of classification and class notations by CCS.

The hull (including equipment) and machinery (including electrical installations) of a ship that are classed with CCS will be assigned one of the following characters of classification as appropriate:

CSA

CSM

or

CSA

CSM

or

CSA

CSM

The meanings of the characters of classification are:

CSA – indicating that the ship’s hull structure and equipment have been constructed with plan approval by and under the supervision of CCS and comply with CCS rules;

CSA – indicating that the ship’s hull structure and equipment have been constructed without plan approval by and not under the supervision of CCS, and that they have been found upon classification survey by CCS to be in compliance with CCS rules;

CSM – indicating that the ship’s propulsion and essential auxiliary machinery have been inspected by CCS, and that its machinery and electrical installations have been constructed with plan approval by and under the supervision of CCS and comply with

CCS rules;

CSM – indicating that the ship’s propulsion and essential auxiliary machinery have not been inspected by CCS, and that its machinery and electrical installations have been constructed with plan approval by and under the supervision of CCS and comply with CCS rules;

CSM – indicating that the ship’s machinery and electrical installations have been constructed without plan approval by and not under the supervision of CCS, and that they have been found upon classification survey by CCS to be in compliance with CCS rules.

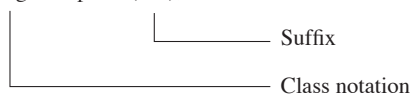
III. Class notations for sea-going ships

Ships or machineries (including electrical installations) constructed or manufactured in accordance with relevant rules issued by CCS or other equivalent regulations accepted by it will be assigned appropriate class notations by CCS. CCS class notations in use for sea-going ships are listed in this Appendix for reference and application.

General principles for identification of class notations are as follows:

1. Class notations are marked after characters of classification, where the notations for type of vessel, hull and service restriction, cargo, features, equipment, survey, etc. are marked after the characters CSA and the notations for automation and special equipment of machinery, machinery survey, environmental protection, refrigerated cargo installation, etc. are marked after the characters CSM.
2. The class notations for type of vessel, service restriction and special duties are necessary notations and are to be assigned together with characters of classification.
3. Where a class notation (other than those referred to in 2 above) assigned to a specific ship together with characters of classification is required by the rules to which the ship is subject, such notation is a necessary one for this ship, or an optional one.
4. Where multiple class notations for type of vessel are assigned, such individual notations are to be separated by the sign “/”, i.e. Offshore Tug/Supply ship; Ore/Bulk/Oil Carrier.
5. Any suffix to a class notation is to be bracketed and every two suffixes are to be separated by a comma “,”, i.e.:

Loading Computer (S, I);



6. Every two sets of class notations are to be separated by a semicolon “;”.

7. Unless specifically stated otherwise, class notations are generally given in the sequence A – J as shown in the table below:

Types of class notations	Type of vessel	Service restriction	Special duties	Cargo	Special features	Automation	Special equipment	Special survey	Environmental protection	Refrigerated cargo installation
Table	Table A	Table B	Table C	Table D	Table E	Table F	Table G	Table H	Table I	Table J

For example, in respect to a bulk carrier constructed under supervision of CCS according to CSR rules, engaged in non-restricted service and service in floating ice condition, with design check by CCS COMPASS-Structure software, with loading computer for calculation of overall strength, intact stability and bulk grains, machinery space periodically unattended, screwshaft condition monitoring and subject to in-water survey, the following characters of classification and class notations are to be assigned:

- ★CSA Bulk Carrier; CSR; Ice Class B; BC-A; Holds Nos. 2, 4 & 6 may be Empty; Strengthened for Heavy Cargoes; Grab (20); COMPASS (D, F), Loading Computer (S, I, G), ESP, In-Water Survey
- ★CSM AUT-0; SCM

Table A Type Notations

Class notation	Description		Technical requirements to be complied with
General Dry Cargo Ship	General dry cargo ships	Ships primarily to carry dry cargo, and also liquid cargo contained in vessels, other than bulk carriers, container ships, ro-ro cargo ships, refrigerated cargo ships, cement carriers, livestock carriers, deck cargo ships, forest product carriers and wood chip carriers. Assignment of this notation is subject to compliance with survey requirements in Sec. 4, Ch.5 of this PART	Ch.2, Pt.2 of the Rules
X Carrier	X Ship	Self-propelled ships carrying solid cargo, other than general dry cargo ships. Type notations to be assigned according to name of product carried and X to be substituted by such name. Typical type notations are: Cement Carrier; Forest Product Carrier; Wood Chip Carrier; Deck Cargo Ship; Refrigerated Cargo Ship; Livestock Carrier; Fly Ash Carrier; Sugar Carrier	Ch.2, Pt.2 of the Rules and relevant requirements
Passenger Ship	Passenger ships	Ships carrying more than 12 passengers	Ch. 9, Pt. 2 of the Rules
RO/RO Ship	Ro-ro ships	Ships carrying vehicles or cargo in pallet form or in containers and loaded/unloaded by wheeled vehicles	Ch. 9, Pt. 2 of the Rules
RO-RO Passenger Ship	Ro-ro passenger ships	Passenger ships with ro-ro cargo spaces or special category spaces and capable of carrying road vehicles	Ch. 9, Pt. 2 of the Rules
Train/RO-RO Passenger Ship	Train and ro-ro passenger ships	Ro-ro ships carrying more than 12 passengers and capable of carrying trains	Ch. 9, Pt. 2 of the Rules
Ferry	Ferries	Ships having a continuous deck and carrying passengers (without sleeping berths) and/or vehicles for regular voyages between two sides of straits or islands	Ch. 9, Pt. 2 of the Rules

Class notation	Description		Technical requirements to be complied with
Bulk Carrier	Bulk carriers	Ships carrying mainly dry cargo in bulk, normally constructed with single deck, topside tanks, hopper tanks and double bottom in cargo spaces, cargo holds bounded by side shell. For bulk carriers, of which all cargo holds are bounded by double side skin construction of not less than 1000 mm breadth at any location within the hold length, the notation "Double Side Skin" is to be added after their type notation and separated by a comma ",", i.e. Bulk Carrier, Double Side Skin	Ch. 8, Pt. 2 of the Rules
Ore Carrier	Ore carriers	Ships constructed with single deck, 2 longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only	Ch. 16, Pt. 2 of the Rules
Water Tanker	Water tankers	Tankers carrying fresh water	Ch. 5 & 6, Pt. 2 of the Rules
Oil Tanker	Oil tankers	Ships carrying crude oil or oil products, note to be added according to flash point of oil carried: flash point above 60°C: F.P. > 60°C flash point up to 60°C: F.P. ≤ 60°C	Ch. 6, Pt. 2 of the Rules
		For ships with distance between two hulls in compliance with the Rules, single deck and small-size hatches, carrying crude oil or oil products, the notation "Double Hull" may be added and separated by a comma ",", i.e. Oil Tanker, Double Hull	Ch. 5, Pt. 2 of the Rules
Ore/Oil Carrier	Ore/oil carriers	Ships with single hull, single deck, 2 longitudinal bulkheads and double bottom, all or most of center holds used for carrying ore, side or side and some centre holds used for carrying oil	Ch. 5, Ch. 6 & Ch. 16, Pt. 2 of the Rules
Ore/Bulk/Oil Carrier	Ore/bulk/oil carriers	Ships with double hull, single deck, double bottom, topside tanks and hopper tanks, carrying oil or dry bulk cargo (including ore)	Ch. 5, Ch. 6, Ch. 8 & Ch. 16, Pt. 2 of the Rules
Container Ship	Container ships	Ships having double bottom and double side skin construction with torsion box girders fitted at top sides, large deck openings, carrying containers, or as alternative, single side skin construction with double bottom and torsion box girders or equivalent structure	Ch. 7, Pt. 2 of the Rules
Car Carrier	Car carriers	Ships specially designed and constructed for carriage of commercial wheeled vehicles	Guidelines for Hull Structure of Car Carriers
Open-Top Container Ship	Open-top container ships	Ships having double bottom and double side skin construction with torsion box girders fitted at top sides, large deck openings, carrying containers, or as alternative, single side skin construction with double bottom and torsion box girders or equivalent structure, but no hatch covers for holds	Ch. 6, Pt. 8 of the Rules

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Class notation	Description		Technical requirements to be complied with
Timber Carrier	Timber carriers	Dedicated log or timber carriers, provided with securing equipment, for which the notation Log Carrier may also be used	Ch. 2, Pt. 2 of the Rules and relevant requirements
Barge	Barges	Ships not provided with main propulsion machinery used for navigation purposes. Where such ships are dedicated to carriage of a specific cargo, they may be identified, as necessary, by the notation X Barge where X is the name of the specific cargo	Ch. 12, Pt. 2 of the Rules
Oil Barge	Oil barges	Barges carrying crude oil or oil products within holds	Ch. 12, Pt. 2 of the Rules
Chemical Barge	Chemical barges	Barges carrying chemicals within holds	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Gas Barge	Gas barges	Barges carrying liquefied gases within holds	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Pontoon Barge	Pontoon barges	Square barges carrying water-resistant cargoes on deck	Ch. 12, Pt. 2 of the Rules
Launch Barge	Launch barges	Barges dedicated to carriage of offshore jacket structures and for launching such jackets, which will be slid into water through trim of the barge by stern	Ch. 12, Pt. 2 of the Rules and relevant requirements
Barge Carrier	Barge carriers	Dedicated cargo barge and heavy cargo carriers with large deck area	Ch. 2, Pt. 2 of the Rules
Bridge Crane and Heavy Equipment Carrier	BBridge crane carriers	General cargo ships with large deck area and dedicated to carriage of bridge cranes and other heavy equipment	Ch. 2, Pt. 2 of the Rules and relevant requirements
Live Fish Carrier	Live fish carriers	Ships fitted with live fish holds, provided with water cycling or exchanging, in some cases provided with devices for increasing oxygen, purifying water and reducing temperature, dedicated to carry live fish	Ch. 2, Pt. 2 of the Rules and relevant requirements

Class notation	Description		Technical requirements to be complied with
Semi-Submersible Vessel	Semi-submersible vessels	Ships capable of being semi-submersible when needed during loading and unloading or operation	Ch. 15, Pt. 2 of the Rules
Tug	Tugs	Ships fitted with towing equipment, dedicated to towing ships or other floating objects on water	Ch. 10, Pt. 2 of the Rules
Chemical Tanker	Chemical tankers	<p>Ships similar as oil tankers, provided with cargo containment system, dedicated to carry liquid cargoes as listed in IBC Code. Chemical tankers constructed on or after 1 July 1986 and complying with IBC Code are to be assigned the following notations respectively, depending on the category of chemicals carried:</p> <p>Type 1: Carrying chemicals with very severe environmental and safety hazards, fitted with integral and independent tanks;</p> <p>Type 2: Carrying chemicals with appreciably severe environmental and safety hazards, fitted with integral and independent tanks;</p> <p>Type 3: Carrying chemicals with sufficiently severe environmental and safety hazards, fitted with integral and independent tanks.</p> <p>Chemical tankers constructed before 1 July 1986 and complying with BCH Code are to be assigned the notations of Type I/Type II/Type III respectively instead of Type 1/Type 2/Type 3</p>	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Liquefied Gas Carrier	Liquefied gas carriers	<p>Ships provided with cargo containment system, dedicated to carry liquefied gases or other flammable liquid cargoes as listed in IGC Code. Liquefied gas carriers constructed on or after 1 July 1986 and complying with IGC Code are to be assigned the following notations respectively, depending on the preventive measures to preclude the escape of cargo:</p> <p>Type 1G: Maximum preventive measures are required to preclude the escape of cargo;</p> <p>Type 2G: Significant preventive measures are required to preclude the escape of cargo;</p> <p>Type 2PG: For gas carriers of 150 m in length or less and significant preventive measures are required to preclude the escape of cargo, with a MARVS of 7 bar gauge and a cargo containment system design temperature of -55°C or above;</p> <p>Type 3G: Moderate preventive measures are required to preclude the escape of cargo.</p> <p>Liquefied gas carriers constructed before 1 July 1986 and complying with GC Code are to be assigned the notations of Type IG/Type IIG/Type IIPG/Type IIIG respectively instead of Type 1G/Type 2G/Type 2PG/Type 3G</p>	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk

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Class notation	Description		Technical requirements to be complied with
LPG Carrier	LPG carriers	Liquefied gas carriers dedicated to carrying liquefied petroleum gas. The notations Type 1G/Type 2G/Type 2PG/ Type 3G or Type IG/Type IIG/ Type IIPG/ Type IIIG are to be added for preventive measures to preclude the escape of cargo, as stated in column Description for the notation Liquefied Gas Carrier	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
LNG Carrier	LNG carriers	Liquefied gas carriers dedicated to carrying liquefied natural gas. The notations Type 1G/Type 2G/Type 2PG/ Type 3G or Type IG/Type IIG/ Type IIPG/ Type IIIG are to be added for preventive measures to preclude the escape of cargo, as stated in column Description for the notation Liquefied Gas Carrier	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
CNG Carrier	CNG carriers	Liquefied gas carriers dedicated to carrying compressed natural gas. The notations Type 1G/Type 2G/Type 2PG/ Type 3G or Type IG/Type IIG/ Type IIPG/ Type IIIG are to be added for preventive measures to preclude the escape of cargo, as stated in column Description for the notation Liquefied Gas Carrier	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
CO ₂ Carrier	CO ₂ Carriers	Liquefied gas carriers dedicated to carrying compressed CO ₂ . The notations Type 1G/Type 2G/Type 2PG/ Type 3G or Type IG/Type IIG/ Type IIPG/ Type IIIG are to be added for preventive measures to preclude the escape of cargo, as stated in column Description for the notation Liquefied Gas Carrier	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
Asphalt Carrier	Petroleum asphalt carriers	For ships dedicated to carrying melted petroleum asphalt, this type notation is to be assigned and the following notations are to be added: for independent tanks: independent tank, or for integral tanks: Integral tank for maximum cargo temperature: Maximum Cargo Temperature ≤ xxx°C for flash point above 60°C: F.P. > 60°C	Ch. 10, Pt. 8 of the Rules
Offshore Supply Ship	Offshore supply ships	Ships dedicated to supplying food, stores, etc. to installations and ships engaged in offshore operations	Ch. 11, Pt. 2 of the Rules
Offshore Tug/supply Ship	Offshore tug and supply ships	Ships capable of operating as offshore supply ships and of towing operations	Ch. 11, Pt.2 of the Rules

Class notation	Description		Technical requirements to be complied with
Stand-by Ship	Stand-by ships	Ships providing rescue operations and supporting services for mobile offshore drilling units or offshore oil/gas production facilities. Additional auxiliary functions such as fire fighting, towing, oil recovery, supply may be provided according to design purposes and multiple type notations may be assigned accordingly. For towing capacity fully complying with Chapter 10 of PART TWO, the notation Stand-by Ship/Tug may be assigned; and for towing capacity complying only with the requirements for towing arrangements in Chapter 10 of PART TWO, the suffix T may be added	Ch. 2, Pt. 2 of the Rules and relevant requirements
Floating Dock	Floating docks	Ships fitted with buoyant boxes at bottom, both sides constructed as wing walls, for repairing hoisted ships	Rules and Regulations for the Construction and Classification of Floating Docks
Cable Layer	Cable layers	Ships provided with cable laying machinery and other special equipment	Ch. 2, Pt. 2 of the Rules and relevant requirements
Pipe Layer	Pipe layers	Ships provided with special equipment for laying pipes	Ch. 2 & 13, Pt. 2 of the Rules
Chemical/Oil Tanker	Chemical/oil tankers	Tankers capable of carrying both chemicals and oil products	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Tug/Offshore Supply Ship/ Fire Fighting Ship N	Multi-purpose tugs	Tugs with more than 3 functions such as supplying and fire fighting (to be clearly stated) N – see description for the notation Fire Fighting Ship N	Ch. 10 & 11, Pt. 2 /Ch. 1, Pt. 8 of the Rules
Fishing Vessel	Fishing vessels	Ships provided with fishing equipment	Ch. 5, Pt. 8 of the Rules
Floating Crane	Floating cranes	Ships fitted with lifting appliances on deck, dedicated to hoisting operations on water. The notation Lifting Appliance is to be added	Ch. 13, Pt. 2 of the Rules, Rules for Lifting Appliances of Ships and Offshore Installations

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Class notation	Description		Technical requirements to be complied with
Salvage Ship	Salvage ships	Ships provided with equipment for salvaging sunken ships or other objects	Ch. 13, Pt. 2 of the Rules and relevant requirements
Rescue Ship	Rescue ships	Ships engaged in rescue operations at sea for ships and crew in distress	Ch. 2, Pt. 2 of the Rules
Pile Driving Barge	Pile-driving barges	Barges fitted with pile driving equipment at end or centre of deck, dedicated to pile driving in water	Ch. 12, Pt. 2 of the Rules and relevant requirements
Dredger	Dredgers	Ships fitted with dredging equipment, in general not operating independently	Ch. 14, Pt. 2 of the Rules
Trailing Suction Hopper Dredger	Trailing suction dredgers	Ships fitted with drag head and other dredging equipment	
Cutter Suction Dredger	Cutter suction dredgers	Ships fitted with cutter head and other dredging equipment	
Bucket Dredger	Bucket dredgers	Ships fitted with bucket and other dredging equipment	
Grab Dredger	Grab dredgers	Ships fitted with one or more grab machines	
Dipper Dredger	Dipper dredgers	Ships fitted with dippers	
Cutter Wheel Dredger	Cutter wheel dredgers	Ships fitted with cutter-wheel dredging apparatus	
Reclamation Craft	Reclamation craft	Ships fitted with suction pipes, nozzles, etc.	
Split Hopper Dredger	Split hopper dredgers	Ships with entire main hull being opened along longitudinal centerline for unloading	
Hopper Barge	Hopper barges	Barges dedicated to carrying mud	
Split Hopper Barge	Split hopper Barges	Barges with entire main hull being opened along longitudinal centerline for unloading	

Class notation	Description		Technical requirements to be complied with
Wave Pierce Craft	Wave-piercing craft	A special type of catamaran high speed craft with large aspect ratio and small waterplane area	1)HSC are ships with maximum speed not less than $3.7 \nabla 0.1667$ m/s. 2)For passenger ships as defined in 2.1.3.1(18) of Rules for Construction and Classification of Sea-Going High Speed Craft, the service notation Passenger A is to be added after type notation and where such ships are fitted with ro-ro spaces or special category spaces, the notation Ro-Ro Passenger A is to be added. 3)For passenger ships as defined in 2.1.3.1(19) of Rules for Construction and Classification of Sea-Going High Speed Craft, the service notation Passenger B is to be added after type notation and where such ships are fitted with ro-ro spaces or special category spaces, the notation Ro-Ro Passenger B is to be added. 4)For high speed cargo craft, the notation Cargo is to be added after type notation
Air Cushion Craft	Air cushion craft	High speed craft wholly supported by air cushion	
Surface Effect Ship HSC	Surface effect craft	High speed craft with air cushion being wholly or partially maintained by submerged permanent hard structure	
Catamaran HSC	Catamaran craft	High speed craft with upper parts of two parallel hulls being connected by strength framing	
Mono-Hull HSC	Mono-hull craft	High speed craft with one hull	
Hydrofoil Craft	Hydrofoil craft	Ships supported completely clear above water surface in non-displacement mode by hydrodynamic forces generated on foils	
SWATH-HSC	High speed small waterplane area twin hull craft	A special type of catamaran with small waterplane area, and with underwater portions of hulls being formed in shape of torpedo	Rules for Construction of Small Waterplane Area Twin Hull Craft
SWATH	Small waterplane area twin hull craft	A special type of catamaran with small waterplane area, and with underwater portions of hulls being formed in shape of torpedo	

Class notation	Description		Technical requirements to be complied with
Wing In Ground Craft	Wing-in-ground craft	Ships, which are supported by using ground effect above the water or some other surface, without constant contact with such a surface and supported in the air, mainly, by an aerodynamic lift generated on a wing (wings) which are intended to utilize the ground effect action, must be assigned this type notation with one of following suffixes being added thereafter: A – for craft certified for operation only in ground effect; B – for craft certified to temporarily increase its altitude to a limited height beyond ground effect but not exceeding a certain distance	Guidelines for Survey of Wing-in-Ground Craft
Passenger Boat	Passenger boats	Passenger ships less than 20 m in length	Rules for Construction of Coastal Boats
Cargo Boat	Cargo boats	Cargo ships less than 20 m in length	Rules for Construction of Coastal Boats
Passenger Submersible Craft	Submersible passenger craft	Self-propelled free submersibles transporting or carrying passengers and capable of underwater sightseeing	Rules for the Construction and Classification of Diving Systems and Submersibles
Passenger Semi-submersible Craft	Semi-submersible passenger craft	Self-propelled free semi-submersibles transporting or carrying passengers and capable of underwater sightseeing, with some portion of their structure above water surface while submerging	Standard(s) acceptable to CCS
Rigid Connection PB Combination – Pusher	Rigid combination: Pusher tug	A combination consisting of a pusher tug and a barge wherein the pusher tug is secured in the barge notch by mechanical means. There is no relative motion between the tug and the barge, resulting in the two vessels acting as a single unit in a seaway. The pusher tug is a component part of the combination	Ch. 7, Pt. 8 of the Rules
Rigid Connection PB Combination – Barge	Rigid combination: Barge	A combination consisting of a pusher tug and a barge wherein the pusher tug is secured in the barge notch by mechanical means. There is no relative motion between the tug and the barge, resulting in the two vessels acting as a single unit in a seaway. The barge is a component part of the combination	Ch. 7, Pt. 8 of the Rules

Class notation	Description		Technical requirements to be complied with
Articulated Connection PB Combination – Pusher	Articulated combination: Pusher tug	A combination consisting of a pusher tug and a barge wherein the pusher tug is secured in the barge notch by mechanical means, allowing pitch between the tug and the barge in only one degree of freedom. The two vessels act as a single unit in a seaway and when disconnected from each other, both may moor or operate independently. The pusher tug is a component part of the combination	Ch. 7, Pt. 8 of the Rules
Articulated Connection PB Combination – Barge	Articulated combination: Barge	A combination consisting of a pusher tug and a barge wherein the pusher tug is secured in the barge notch by mechanical means, allowing pitch between the tug and the barge in only one degree of freedom. The two vessels act as a single unit in a seaway and when disconnected from each other, both may moor or operate independently. The barge is a component part of the combination	Ch. 7, Pt. 8 of the Rules
Aquatic Product Carrier	Aquatic product carriers	Dedicated to transporting aquatic products, characterized by using physical media such as ice, instead of refrigerating plant, for cold storage of aquatic products, with insulation layers fitted on inner surface of holds	Ch. 2, Pt. 2 of the Rules and relevant requirements
Yacht	Pleasure craft	Pleasure motorboats not engaged in trade	Rules for Construction of Yachts

Table B Service Restriction Notations

Class notation	Description		Technical requirements to be complied with
R 1	Service category 1	Within 200 (summer/tropical) or 100 (winter) n mile off the shore	Working ships may be assigned service categories applicable for transit and operation respectively, e.g. R 2 for Transiting or R 3 for Operation
R 2	Service category 2	Within 20 (summer/tropical) or 10 (winter) n mile off the shore	
R 3	Service category 3	Sheltered waters	

CCS CLASS NOTATION PILOT

Class notation	Description		Technical requirements to be complied with
XX – XX service	Specified route service	On specified route service, e.g. Shanghai – Osaka Service	The Rules
Greater Coastal Service Restriction	Greater coastal service restriction	<p>For craft engaged on voyages in the sea area within 200 nautical miles off the shore, which proceed in the course of a voyage for a time specified below, at operational speed from a place of refuge when fully laden:</p> <p style="padding-left: 40px;">not more than 4 hr for passenger craft; not more than 8 hr for cargo craft</p>	Rules for Construction and Classification of Sea-Going High Speed Craft
Coastal Service Restriction	Coastal service restriction	<p>For craft engaged on voyages in the sea area within 20 nautical miles off the shore, which proceed in the course of a voyage for a time specified below, at operational speed from a place of refuge when fully laden:</p> <p style="padding-left: 40px;">not more than 4 hr for passenger craft; not more than 8 hr for cargo craft</p>	Rules for Construction and Classification of Sea-Going High Speed Craft
Sheltered Water Service Restriction	Sheltered water service restriction	<p>For craft engaged on voyages in the sea areas between islands and the shore and between islands with a distance of less than 10 n miles in between, which forms a comparatively good sheltered condition with a little wave, or within 10 nautical miles off the shore. Such craft do not proceed in the course of a voyage more than 2 hr at operational speed from the shore when fully laden, with wind force not exceeding Beaufort scale 6 and visual wave height not more than 2.0 m</p>	Rules for Construction and Classification of Sea-Going High Speed Craft Rules for Construction of Coastal Boats
Calm Water Service Restriction	Calm water service restriction	<p>For craft engaged on voyages in the sea areas within 5 nautical miles off the shore. Such craft do not proceed in the course of a voyage more than 2 hr at operational speed from the shore when fully laden, with wind force not exceeding Beaufort scale 6 and visual wave height not more than 1.0 m</p>	Rules for Construction and Classification of Sea-Going High Speed Craft Rules for Construction of Coastal Boats

Class notation	Description		Technical requirements to be complied with
Weather Restriction N	Weather restriction	Weather restriction for wing-in-ground craft, with N being one of the following: I: Significant wave height not exceeding 3.0 m and wind force not exceeding Beaufort scale 7 for the restricted service II: Significant wave height not exceeding 2.0 m and wind force not exceeding Beaufort scale 6 for the restricted service III: Significant wave height not exceeding 1.0 m and wind force not exceeding Beaufort scale 5 for the restricted service IV: Significant wave height not exceeding 0.5 m and wind force not exceeding Beaufort scale 4 for the restricted service	Guidelines for Survey of Wing-in-Ground Craft
Dredging Within R3	Operation within R3 service area	Restricted service area for dredgers	Ch. 14, Pt. 2 of the Rules
Dredging Within R2	Operation within R2 service area	Restricted service area for dredgers	Ch. 14, Pt. 2 of the Rules
Dredging Within R1	Operation within R1 service area	Restricted service area for dredgers	Ch. 14, Pt. 2 of the Rules
PC N	Operation in Polar waters	For ships capable of operating in Polar waters, N means one of the following: 1 - Year-round operation in all Polar waters 2 - Year-round operation in moderate multi-year ice conditions 3 - Year-round operation in second-year ice which may include multi-year ice inclusions 4 - Year-round operation in thick first-year ice which may include old ice inclusions 5 - Year-round operation in medium first-year ice which may include old ice inclusions 6 - Summer/autumn operation in medium first-year ice which may include old ice inclusions 7 - Summer/autumn operation in thin first-year ice which may include old ice inclusions	Ch. 13, Pt. 8 of the Rule

Table C Special Duties Notations

Class notation	Description		Technical requirements to be complied with
Fire Fighting Ship N	Fire fighting ships of Grade N	Ships capable of fire fighting are to be assigned this notation, with N being one of the following: 1 – for early stage fire fighting; 2 – for large fire fighting; 3 – for large or oil fire fighting. For ships provided with a water spraying system for delivering efficient cooling water spraying over all the exposed vertical surfaces of the hull so as to enable the ship to approach the burning object for fire-fighting and/or rescue purposes, the notation Water Spraying may be added after the above notation	Ch. 1, Pt. 8 of the Rules
Training Ship	Training ships	Ships dedicated to training of marine personnel	Ch. 2, Pt. 8 of the Rules
Fish-Factory Ship	Fisheries processing ships	Specialized in fish processing	Ch. 2, Pt. 8 of the Rules
Research Ship	Research ships	Ships specialized in marine research and study, survey, exploration, etc. are to be assigned this notation	Ch. 2, Pt. 8 of the Rules
Oil Recovery Ship with Cargo Tank	Oil recovery ships equipped with means for the recovery and discharge of oil as well as with tanks for storing the recovered oil	Steel ships equipped for the recovery of oil floating on the sea with a flash point not exceeding 60°C (closed-cup test) and a Reid vapour pressure below atmospheric pressure	Ch.3, Pt.8 of the Rules
Oil Recovery Ship without Cargo Tank	Oil recovery ships without tanks for storing the recovered oil equipped with means for the recovery, but not for discharge of oil	Steel ships equipped for the recovery of oil floating on the sea with a flash point not exceeding 60°C (closed-cup test) and a Reid vapour pressure below atmospheric pressure	Ch.3, Pt.8 of the Rules

Class notation	Description		Technical requirements to be complied with
Oil Recovery Ship not suitable for products with a flash point of 60°C and less	Oil recovery ships equipped with means for the recovery of oil with a flash point exceeding 60°C	Steel ships equipped for the recovery of oil floating on the sea with a flash point exceeding 60°C (closed-cup test) and a Reid vapour pressure below atmospheric pressure	Ch.3, Pt.8 of the Rules
Traffic Ship	Traffic ships	For transporting personnel, but not as passenger transport service	Ch. 2, Pt. 2 of the Rules and relevant requirements
Public Affair Ship	Public affair ships	Ships owned or operated by the Government and used only for non-commercial services	Ch. 2, Pt. 2 of the Rules and relevant requirements
X Boat	Work boats	Ships dedicated to specific services. X is to be substituted by a specific service, e.g.: Pilot Boat: Ships dedicated to pilot service; Anchor Boat: Ships dedicated to operations related to anchoring and mooring; Light Boat: Ships dedicated to serving as navigational marks; Diving Boat: Work boats dedicated to diving operations	Ch. 2, Pt. 2 of the Rules and relevant requirements
Sewage Recovery Vessel	Sewage recovery ships	Ships dedicated to recovery of rubbish	Ch. 2, Pt. 2 of the Rules and relevant requirements

Table D Cargo Notations

Class notation	Description		Technical requirements to be complied with
BC-A	Harmonized notation BC-A	Bulk carriers are to be assigned this notation, provided they are designed to carry dry bulk cargoes of density 1.0 t/m ³ and above; have specified holds empty at maximum draught; have BC-B requirements included in loading conditions	Ch. 8, Pt. 2 of the Rules

Class notation	Description		Technical requirements to be complied with
BC-B	Harmonized notation BC-B	Bulk carriers are to be assigned this notation, provided they are designed to carry dry bulk cargoes of density of 1.0 t/m ³ and above; have all cargo holds loaded; have BC-C requirements included in loading conditions	Ch. 8, Pt. 2 of the Rules
BC-C	Harmonized notation BC-C	Bulk carriers are to be assigned this notation, provided they are designed to carry dry bulk cargoes of density less than 1.0 t/m ³	Ch. 8, Pt. 2 of the Rules
Maximum Cargo Density (xxt /m ³)	Maximum cargo density (xxt /m ³)	This restriction is to be added after a harmonized notation if maximum cargo density is less than 3.0 t/m ³ , and maximum allowed cargo density is to be indicated in the brackets. This notation is applicable only to BC-A and BC-B	Ch. 8, Pt. 2 of the Rules
No MP	No loading and unloading in multiple ports	The restriction (no MP) is to be added after a harmonized notation when the vessel has not been designed for loading and unloading in multiple ports in accordance with the Rules. This notation is applicable to all harmonized notations (BC-A, BC-B, BC-C)	Ch. 8, Pt. 2 of the Rules
Allowed combination of specified empty holds	Combination of empty holds allowed	This notation is to be added after a harmonized notation if specified empty holds are allowed in design. The notation is applicable only to BC-A	Ch. 8, Pt. 2 of the Rules
Holds Nos. xxx may be Empty	Holds nos. xxx may be empty	For bulk carriers with specified or alternate holds empty, this notation may be added	Ch. 8, Pt. 2 of the Rules
Holds Nos. xxx May Be Empty With Restrictions Imposed By SOLAS XII/14	Restrictions from sailing with any hold empty	Existing ships, if not meeting the structural strength requirements for withstanding flooding of any one cargo hold as specified in SOLAS regulation XII/5.1 and requirements for strength standards and renewal criteria of single-side skin construction as specified in resolution MSC.168(79), are not to sail with any cargo hold loaded to less than 10% of the hold's maximum allowable cargo weight when in the full load condition, on and after 1 July 2006 or reaching 10 years of age, whichever is later	SOLAS XII/14

Class notation	Description		Technical requirements to be complied with
Max. Cargo Density xxx kg/m ³	Maximum cargo density xxx kg/m ³	For bulk chemical tankers, scantlings of structural members of cargo tanks are determined to the maximum design pressure, maximum temperature and maximum cargo density, in accordance with the characteristics of cargoes intended to be carried	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Max. Pressure xxxMPa	Maximum pressure xxx MPa		
Max. Cargo Temperature xxx°C	Maximum Cargo Temperature xxx°C		
Max. Vapour Pressure xxx MPa	Maximum vapour pressure xxx MPa	For liquefied gas carriers, scantlings of structural members of cargo tanks are determined to the maximum design pressure, material properties and minimum cargo temperature, in accordance with the characteristics of cargoes intended to be carried. Where fitted with reliquefaction or refrigeration equipment, the notation LG may be added	Rules for Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
Minimum Cargo Temperature xxx°C	Minimum cargo temperature xxx°C		
LG	Reliquefaction of gas		

Table E Special Features Notations

Class notation	Description		Technical requirements to be complied with
Strengthened for Heavy Cargoes	Strengthened for heavy cargoes	Ships with longitudinal framing for strength deck and bottom within cargo area, and double bottom and strengthening for bottom framing within cargo area, may be assigned this notation	Ch. 2, Pt. 2 of the Rules
COMPASS	COMPASS software	For ships the design of which has been checked using CCS COMPASS-Structure software, one or more of following suffixes are to be added: R: For ships the check of which against rules has been performed using COMPASS – Structure SDP; D: For ships of which hull structure direct calculations have been performed using COMPASS – Structure; F: For ships of which hull structure fatigue strength assessment has been performed using COMPASS – Structure. Such notation is necessary for CSR ships	CCS COMPASS Computer Software System

Class notation	Description		Technical requirements to be complied with
ERS	Emergency response service	Upon prior ESR agreement between the owner and CCS and an electronic database for stability and structural strength of a ship, CCS will in case of emergency of the ship, e.g. collision at sea, grounding, oil spillage, etc. and at request of the owner, initiate an emergency response procedure to provide calculation and analysis for damage stability, structural strength and spillage, giving technical support to the ship in getting out of danger and recommendations to the owner/master in making final decision	Operational Guidelines for CCS' Ship Emergency Response Service
Icebreaking	Capable of breaking ice	For ships not specially designed for icebreaking duties and navigating in first-year ice conditions, complying with the requirements for ice strengthening and having independent icebreaking capability, this notation is added before the type notation, e.g. Icebreaking Tug, Ice Class B1	Ch. 9, Pt. 8 of the Rules
Bottom Strengthened for Operating Aground	Bottom strengthened for operating aground	Bottom of dredgers strengthened for operating aground	Ch. 14, Pt. 2 of the Rules
Grab (X)	Structural strengthening for loading/unloading by grabs	Strengthening of inner bottom plating, lower strake of hopper tank sloping plate and transverse lower stool plating for holds designed for loading/unloading by grabs having a maximum weight up to × tons	Ch2, Pt2 or Ch. 12, Pt. 10 of the Rules
CSR	Common structural rules	For ships designed and constructed in accordance with common structural rules contained in PART NINE or PART TEN of CCS Rules, this notation is to be added after type notation	Pt. 9, 10 of the Rules

Class notation	Description		Technical requirements to be complied with
Stainless Steel	Stainless steel	Cargo spaces of bulk chemical tankers are constructed of stainless steel	Rules for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
Lining with Corrosion Resistant Lining	Fitted with corrosion resistant lining	Cargo spaces of bulk chemical tankers are fitted with corrosion resistant lining	
PSPC	Protective coating	<p>Ships of which specific spaces comply with Performance Standard for Protective Coating are to be assigned this notation, with one or more of suffixes B, C, D and V being added thereafter. Meanings of the suffixes are as follows:</p> <p>B: protective coating applied in dedicated seawater ballast tanks of all type of ships</p> <p>C: protective coating applied in cargo oil tank spaces of crude oil tankers</p> <p>D: protective coating applied in double-side skin spaces of bulk carriers</p> <p>V: protective coating applied in void spaces of bulk carriers and oil tankers</p> <p>Note: B, C, D and V can operate both separately and together</p>	Relevant requirements of CCS Guidelines for Anticorrosion Inspection of Hull Structure
SOLAS II-2 Reg 19	Fit for carriage of dangerous goods	Ships fit for carriage of dangerous goods in packaged form or solid dangerous goods in bulk and holding a certificate of fitness for carriage of dangerous goods, may be assigned this notation at the request of the owner	SOLAS reg. II-2/19
CM	Monitoring of construction of hull structure	Oil tankers, bulk carriers and container ships of 150 m or above in length, for which the control of structural precision at essential locations of hull (including alignment, fitting-up, edge treatment and technological standards) is in accordance with an approved plan, may be assigned this notation at the request of the owner	Guidelines for Monitoring of Construction of Hull Structure

Class notation	Description		Technical requirements to be complied with
Ice Class B1*	Navigation in extreme ice conditions	Navigation in severe ice conditions, not requiring ice breaker assistance. Maximum and minimum ice class draughts fore, amidships and aft, and minimum required main engine output to be stated in classification certificate	Ch. 4, Pt. 2/Ch. 14, Pt. 3 of the Rules
Ice Class B1	Navigation in severe ice conditions	Navigation in severe ice conditions and if necessary, with ice breaker assistance. Maximum and minimum ice class draughts fore, amidships and aft, and minimum required main engine output to be stated in classification certificate	Ch. 4, Pt. 2/Ch. 14, Pt. 3 of the Rules
Ice Class B2	Navigation in intermediate ice conditions	Normal navigation in intermediate ice conditions and if needed, with ice breaker assistance. Maximum and minimum ice class draughts fore, amidships and aft, and minimum required main engine output to be stated in classification certificate	Ch. 4, Pt. 2/Ch. 14, Pt. 3 of the Rules
Ice Class B3	Navigation in light ice conditions	Normal navigation in light ice conditions and if needed, with ice breaker assistance. Maximum and minimum ice class draughts fore, amidships and aft, and minimum required main engine output to be stated in classification certificate	Ch. 4, Pt. 2/Ch. 14, Pt. 3 of the Rules
Ice Class B	Navigation in floating ice condition	Floating ice condition	Ch. 4, Pt. 2/Ch. 14, Pt. 3 of the Rules

Table F Machinery Notations

Class notation	Description		Technical requirements to be complied with
AUT-0	Machinery space periodically unattended	Main propulsion machinery remotely controlled from BCS, machinery space including CCS periodically unattended	Ch. 3, Pt. 7 of the Rules
MCC	Central control of machinery spaces	Ships with this notation are to be provided with CCS and LCS. When machinery and electrical equipment are in normal operation, CCS is to be constantly attended by watch-keepers	Sec. 2, Ch. 4, Pt. 7 of the Rules

BRC	Remote control from bridge	Main propulsion machinery remotely controlled from BCS, machinery spaces constantly attended by watch-keepers	Sec. 3, Ch. 4, Pt. 7 of the Rules
DP-N	Dynamic positioning systems	Ships with dynamic positioning systems are to be assigned this notation, with N being one of the following: 1 - capable of keeping the position and heading of the ship under specified environmental conditions and in addition, independent, concentrated manual control of the ship's position and automatic heading control are to be fitted. 2 - capable of automatically keeping the position and heading of the ship when single failure (excluding loss of a cabin or cabins) appears under specified environmental conditions and in specified operating fields. 3 - capable of automatically keeping the position and heading of the ship when any failure (including entire loss of a cabin caused by fire or flood) appears under specified environmental conditions and in specified operating fields	Ch. 11, Pt. 8 of the Rules
OMBO	One man bridge operation	Arrangement of bridge and wheelhouse together with navigational equipment and system are suitable for one man operating a ship at bridge	Ch. 4, Pt. 8 of the Rules

Table G Special Equipment Notations

Class notation	Description		Technical requirements to be complied with
Equipped with Container Securing Arrangement	Container securing arrangements	Ships other than container ships fitted with container securing arrangements may be assigned this notation	Appendix 1 of Ch. 7, Pt. 2 of the Rules
Emergency Towing Arrangements	Emergency towing arrangements	Tankers provided with emergency towing arrangements are to be assigned this notation	Sec.5, Ch. 3, Pt. 2 of the Rules
Loading Computer	Loading computers	Ships provided with approved loading computers are to be assigned this notation, with one or more of suffixes S, I, G and D being added thereafter. Meanings of the suffixes are as follows: S: Capable of calculating and checking hull strength under various loading conditions I: Capable of calculating and checking intact stability G: Capable of calculating and checking stability of grain in bulk D: Capable of calculating and checking damage stability	Appendices 1 & 2 of Ch. 2, Pt. 2 of the Rules
		Note: S, I, G and D can operate both separately and together	

CCS CLASS NOTATION PILOT

Class notation	Description		Technical requirements to be complied with
Single Point Mooring	Single point mooring	Mooring and transferring arrangements providing a connection between submarine pipelines and mooring ships (offshore floating units, oil tankers, etc.) and if necessary, transferring liquid cargo. Ships may be moored to such arrangements and moored ships can turn around the mooring point under environmental loading	Appendix A of Rules for the Construction and Classification of Offshore Single Point Mooring Installations
IGS	Inert gas systems	For ships provided with inert gas system. Note: "IGS" has the same meaning as "Inert Gas System"	Ch. 4, Pt. 6 of the Rules
COW	Crude oil washing system	This notation may be added for ships fitted with crude oil washing system	Annex I to MARPOL 73/78 to be complied with, as appropriate
CBT	Clean ballast tank	This notation may be added for ships fitted with clean ballast tanks	
SBT	Segregated ballast tank	This notation may be added for ships fitted with segregated ballast tanks. Where segregated ballast tanks are in a protective location, the notation PL is to be added after SBT	
Helicopter Facilities	Helicopter facilities	For ships with areas and structures for takeoff and landing of helicopters, and storage, fire protection and oil supply facilities for helicopters, this notation may be added	Sec. 18, Ch. 2, Pt. 2 & Ch. 5, Pt. 6 of the Rules
Electrical Propulsion System	Electrical propulsion systems	For ships fitted with electrical propulsion system, this notation may be added	Ch.15, Pt. 8 of the Rules
LPG Fuel System	Using liquefied petroleum gas as fuel	For ships using liquefied petroleum gas as fuel, this notation may be added	Standard(s) acceptable to CCS
Water Jet Units	Water jet units	For ships fitted with water jet units, this notation may be added	Standard(s) acceptable to CCS
Z-propulsion	Z-propulsion system	For ships fitted with Z-propulsion system, this notation may be added	Standard(s) acceptable to CCS

Class notation	Description		Technical requirements to be complied with
Non-propulsion	No propulsion machinery	This notation is assigned to those ships not fitted with propulsion equipment used for main propulsion purposes or those ships fitted with propulsion machinery used only for purposes such as lateral thrusting, operational actions or auxiliary propulsion during tugging, and is to be added after the type notation. In case of a type notation indicating that the ship is not self-propelling, e.g. 'Barge, Oil Barge, Pontoon Barge, Floating Dock, Hopper Barge, Split Hopper Barge,' this notation need not be added	
Cargo Handling by Conveyer System	Self-unloading systems	For ships fitted with conveyors for cargo handling and capable of self-loading or self-unloading, this notation may be added. In the case of cement carriers fitted with compression operated cargo handling system, this notation may be replaced by the notation Air Slid Conveyer System, as necessary	Standard(s) acceptable to CCS
VCS	Vapour control systems	For ships fitted with systems for control of vapour emission from tanks in compliance with the Rules (excluding requirements for VCS-T), this notation may be added	Ch. 15, Pt. 3 of the Rules
VCS-T	Vapour control systems – transfer	For ships fitted with systems for control of vapour emission from tanks in compliance with the Rules, this notation may be added	Ch. 15, Pt. 3 of the Rules
Auxiliary Propelling/	Auxiliary propelling/ maneuvering units	For ships fitted with auxiliary propelling/maneuvering units which are intended not for navigation purposes, but only for locally adjusting operation position of the ship, this notation may be added	Standard(s) acceptable to CCS
Lifting Appliance	Lifting appliances	Marine lifting appliances. This notation is to be added together with the notation Floating Crane for floating cranes and upon request, for other ships	Rules for Lifting Appliances of Ships and Offshore Installations

Class notation	Description		Technical requirements to be complied with
PR-N	Redundant propulsion system	<p>Ships, of which the main propulsion machinery and/or the steering gear is provided with redundancy, may be assigned this notation wherein the letter N indicates one of the following cases:</p> <p>1 – A ship fitted with two or more propulsion machines but only a single propulsor and a single steering system.</p> <p>2 – A ship fitted with two or more propulsion machines and also two or more propulsors and two or more steering systems.</p> <p>1S – A ship fitted with only a single propulsor and a single steering system but having two or more propulsion machines arranged in separate compartments.</p> <p>2S – A ship fitted with two or more propulsion machines and also two or more propulsors and two or more steering systems, having the propulsion machines, propulsors and associated steering systems arranged in separate compartments</p>	Ch. 14, Pt. 8 of the Rules

Table H Special Survey Notations

Class notation	Description		Technical requirements to be complied with
ESP	Enhanced survey programme	For oil tankers, oil/bulk carriers, oil/bulk/ore carriers, chemical tankers, bulk carriers subject to ESP, this notation is to be added after type notation	Ch. 5, Pt. 1 of the Rules
In-Water Survey	In-water survey	For ships suitable for in-water surveys in lieu of examinations of the outside of their bottom and related items in dry dock, this notation may be assigned	Ch. 12, Pt. 8 of the Rules
CHS	Continuous hull survey	Where continuous survey system for hull is adopted in lieu of special survey and items required in special survey are to be surveyed in regular rotation with uniform annual share within the five-year class period, this notation may be assigned and applies to ships other than general dry cargo ships, oil tankers, combination carriers, chemical tankers and bulk carriers only	Ch. 5, Pt. 1 of the Rules

Class notation		Description	Technical requirements to be complied with
CMS	Continuous machinery survey	Where continuous survey system for machinery is adopted in lieu of special survey and items required in special survey are to be surveyed in regular rotation with uniform annual share within the five-year class period, this notation may be assigned	Ch. 5, Pt. 1 of the Rules
SCM	Screwshaft condition monitoring	This notation may be assigned to oil-lubricated propeller shafts fitted with approved oil glands and complying with Appendix 14 “Guidelines for Screwshaft Condition Monitoring System” of Ch. 5, Pt. 1 of the Rules	Sec. 12 and Appendix 14 “Guidelines for Screwshaft Condition Monitoring System” of Ch. 5, Pt. 1 of the Rules
ECM	Diesel engine lube oil condition monitoring	This notation may be assigned to ships having lubricating oil condition monitoring system of diesel engines and complying with Appendix 15 “Guidelines for Lubricating Oil Condition Monitoring System of Diesel Engines” of Ch. 5, Pt. 1 of the Rules. Lubricating oil analysis is to cover lubricating oil in use for cylinders, pistons, piston rings, piston rods, piston pins, crossheads, crosshead pins, guides, crankshafts and all bearings, connecting rods, piston rod stuffing boxes. Results of the analysis is to be used to determine whether an overhaul is necessary analyzed through lube oil according to and other parameters	Appendix 15 “Guidelines for Lubricating Oil Condition Monitoring System of Diesel Engines” of Ch. 5, Pt. 1 of the Rules
PMS	Planned maintenance scheme (PMS) for machinery	This notation may be assigned to ships for which CCS-approved PMS is adopted as an alternative to special or continuous (if adopted) survey of machinery and electrical installations	Appendix 16 “Guidelines for Survey of Planned Maintenance Scheme (PMS) for Machinery” of Ch. 5, Pt. 1 of the Rules

Table I Environmental Protection Notations

Class notation		Description	Technical requirements to be complied with
Clean	Clean	This notation may be assigned to ships complying with relevant requirements for pollution-preventing structures, equipment and operational procedures in CCS rules, in addition to statutory requirements for pollution prevention	Sec.2, Ch. 8, Pt. 8 of the Rules

Class notation	Description		Technical requirements to be complied with
FTP	Fuel oil tank protection	This notation may be assigned to ships having an aggregate oil fuel capacity of less than 600 m ³ , with oil fuel tanks being located as required	Sec. 3, Ch. 8, Pt. 8 of the Rules
GWC	Gray water control	This notation may be assigned to ships having control of drainage from laundry, bathroom, galley, accommodation and fitted with a grey water holding tank of required capacity, high level alarm and a sewage disposal system with required processing capacity	
NEC	NO _x emission control	NO _x emission from diesel engines is to comply with following criteria: total weighted value of NO _x emissions is not to exceed 60 percent of the total weighted NO _x emission limits specified in MARPOL Annex VI, Regulation 13; 10.2 g/kWh for n < 130 r/min; 27.0 × n ^(-0.2) g/kWh for 130 r/min ≤ n < 2000r/min; 5.9 g/kWh for 2000 r/min ≤ n	
SEC	SO _x emission control	This notation may be assigned to ships with sulphur content of all oil fuels used on board being less than 1.0% m/m	
RSC	Refrigeration system control	This notation may be assigned to ships, of which all refrigerants used are to have an Ozone Depleting Potential (ODP) rating of zero and a Global Warming Potential (GWP) of less than 2000	
AFS	Anti-fouling system	This notation may be assigned to ships, of which anti-fouling system is not to contain any organic compound acting as biocide	
GPR	Green passport for recycling	This notation may be assigned to ships provided with a green passport as defined in IMO Guidelines on Ship Recycling adopted by IMO resolution A.962(23)	
BWMP	Ballast Water Management Plan	For ships implementing approved ballast water management plan on board, one of the following suffixes is to be added according to the basis on which the plan has been developed: MEPC.127(53): Resolution MEPC.127(53) Guidelines for Ballast Water Management and Development of Ballast Water Management Plans; IMO A.868(20)	Guidelines for Development of Ship's Ballast Water Management Plan (2006)

Class notation	Description		Technical requirements to be complied with
COMF (NOISE) N	Comfort (noise)	Ships of 65 m in length and over, of which noise in related compartments is controlled at the specified level, may be assigned this notation, with suffixes N1 or 2 or 3 indicating different comfort levels, where 1 represents the highest comfort level	Ch. 16, Pt. 8 of the Rules
COMF (VIB) N	Comfort (vibration)	Ships of 65 m in length and over, of which vibration in related compartments is controlled at the specified level, may be assigned this notation, with suffixes N1 or 2 or 3 indicating different comfort levels, where 1 represents the highest comfort level	Ch. 16, Pt. 8 of the Rules

Table J Refrigerated Cargo Installation Notations

Class notation	Description		Technical requirements to be complied with
CRS (xx Hold xx°C, xx°C Max. Sea Water)	Refrigerated cargo	For ships fitted with refrigerated cargo installations, this notation is to be added after type notation, and minimum temperature(s) to be maintained by the installation at maximum sea water temperature stated and cargo area covered by the minimum temperature(s) are to be stated	Ch. 1 to Ch.3, Pt. 5 of the Rules
CF	Preservation of fruit	For refrigerated installations for cargo fruits, this notation is to be added	Pt. 5 of the Rules
QF	Quick freezing	For refrigerated cargo installations having a quick-freezing capability for fishing vessels, this notation is to be added	Ch. 4, Pt. 5 of the Rules
CRC (xx holds), AC f/ WC	Carriage of refrigerated containers in holds	For container ships capable of carrying refrigerated containers in holds, this notation may be added, where: AC – Air-cooled refrigerated containers f – simultaneity factor for refrigerating plant WC – Water-cooled refrigerated containers	Pt. 5 of the Rules