List of

ABS Notations and Symbols

October 2026

LIST OF

ABS NOTATIONS AND SYMBOLS
OCTOBER 2026

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

© 2026 American Bureau of Shipping. All rights reserved.
ABS Plaza
1701 City Plaza Drive
Spring, TX 77389 USA

Overview

Headings

This listing of ABS Classification notations is composed of the following headings:

Common Notations and Symbols

The notations and symbols contained under this heading may be applicable to any type of vessel or offshore installation, as indicated by the referenced Rules and Guides (which are available for viewing in Rule Manager).

These notations and symbols pertain to hull structure, analyses, equipment, machinery, automation, surveys, etc.

Other Notations for Specific Applications – Bulk Carrier, Container Carrier, Offshore Services, etc.

Following the common notations are groupings by type of vessel or offshore service. The notations contained under the heading for each vessel type are applicable only to that type of vessel.

Remarks

Class Committee Approval

The assignment of a Notation designates compliance with the applicable ABS Rules or Guides. When a vessel first comes into Class, the vessel is presented to the Classification Committee for acceptance with all Notations listed. If Notations are added after the vessel has been Classed, the vessel may require presentation to the Class Committee for further acceptance. The Notations that require acceptance by the Class Committee have an entry advising that assignment requires acceptance by the Class Committee.

Mandatory Notations and Symbols *(1 October 2026)*

The mandatory requirements applicable to a specific vessel type and service must be met for a vessel to receive and maintain a class certificate.

This document also introduces optional notations. Optional notations may be added or dropped without impacting the validity of the class certificate. Requirements associated with an optional notation are to be met in order for the vessel to receive and maintain the notation.

The designation of a notation as mandatory is provided for information only and generally aligns with the ABS *Rules for Building and Classing Marine Vessels*. The Rules applicable to a vessel are to be considered the definitive source for determining whether a notation is mandatory.

Appendix 1 provides examples of minimum mandatory notations for several vessel types, as well as commonly selected optional notations.

Examples of Notations

The example class notations given under “Remarks” on each page are intended only to show the usage of the particular notation on that page and are not necessarily all-inclusive for the particular application/services shown.

Revision History *(1 October 2026)*

The following table lists major updates and the edition date of those updates:

Edition Date	*Revisions*
1 October 2026	New Notations: **Data Center**
	Retired Notations: **REMSUR1**, **REMSUR2**
1 September 2026	New Notations: **Dredge (max. dredging draft = *xx* m (or ft) in Hs ≤ *yy* m (or ft))**
	Added **Offshore Installation, Hydrocarbon** and **Offshore Installation (Self-Installing Unit), Hydrocarbon** notations to align with the *Offshore Rules*.
1 August 2026	New Notations: **EDD**, **Ship Lifting System**, **Ship Lifting and Transfer System**
	Reinstated ✠ **A1 (geographical limitations)** notation for vessels not covered by the *Restricted Service Requirements*.
1 July 2026	New Notations: **Cable Laying Vessel**, **Diving Support Vessel (AIR)**, **DFD-*fuel***, **DFGT-*fuel***, **Diving Support Vessel (MIXED-GAS)**, **Diving Support Vessel (SAT)**, **ECTC(96%, C)**, **ECTC(80%, C)**, **ECTC(80%, C)**, **ECTC(96%, SC)**, **ECTC(80%, SC)**, **ECTC(70%, SC)**, **HAB(A)**, **HAB(A+)**, **HAB(A++)**, **HAB(V)**, **HAB(V+)**, **HAB(V++)**, **HAB(N)**, **HAB(N+)**, **HAB(N++)**, **HAB(C)**, **HAB(C+)**, **HAB(C++)**, **HAB(L)**, **Pipe Laying Vessel**, **ROV Support Vessel**, **SGF-*fuel***, **SSR**, **SSR Capable**
	Retired Notations: **ECTC(C)**, **ECTC(SC)**, **GFS**, **HAB(ACCOM)**, **HAB(ACCOM+)**, **HAB(ACCOM++)**, **HAB(MODU)**, **HAB(MODU+)**, **HAB(MODU++)**, **HAB(OS)**, **HAB(OS+)**, **HAB(OS++)**, **HAB(WB)**, **HAB(WB+)**, **HAB(WB++)**, **LFFS**
	Updated descriptions and remarks of **FFV** notations to change them from mandatory to optional.
	Updated remarks of **UWILD** notation to specify that the notation is mandatory for vessels entering storage service.
	Updated description and remarks of **COAST GUARD** notation to clarify that the vessel type is not part of the notation.
	Updated description and remarks of **CR** notation to add application to MODUs.
1 June 2026	New Notations: **Nuclear Ready**, **SMART (AEM)**, **SMART (CAA)**, **SMART (OPM)**
1 May 2026	Updated description, references, and remarks of **LFFS** notation to add **LPG**, in line with the new *Requirements for LPG Fueled Vessels*.
	Updated examples for **IP** notation to put "**IP**" after "✠ **AMS**".
	Updated references and remarks of **OHCM** notations to add a reference to Part 3B and an example for self-elevating units.
1 March 2026	Updated references for consolidation of the following Guides into the new *Guide for Habitability Notations*: • ABS *Guide for Crew Habitability on Ships* • ABS *Guide for Crew Habitability on Workboats* • ABS *Guide for Crew Habitability on Mobile Offshore Drilling Units (MODUs)* • ABS *Guide for Crew Habitability on Offshore Installations* • ABS *Guide for Habitability of Industrial Personnel on Accommodation Vessels*

Edition Date	*Revisions*
1 January2026	New Notations: **CCCS-T**, **IP**, **SPS**
	Added box-shaped bulk carriers to types of vessels for which **SHR** notation is optional.
	Updated references for **Wind-SC(A)** and **Wind-SC(B)** notations for high-speed craft from *Requirements for Building and Classing Wind Farm Support Vessels* to Chapter 5-4 of *Rules for Building and Classing High-Speed Craft*.
	Updated references for **Wind-SC** notation for offshore support vessels from *Requirements for Building and Classing Wind Farm Support Vessels* to Chapter 5D-17 of *Rules for Building and Classing Marine Vessels*.
	Updated descriptions of **OSR** notations.
	Updated reference for **IP** notation for high-speed craft from Section 5D-1-5 of *Rules for Building and Classing Marine Vessels* to Section 5-3-1 of *Rules for Building and Classing High-Speed Craft*.
	Updated references for **(LNG) R** notation from *Guide for Building and Classing LNG Regasification Vessels* to Chapter 5C-24 of *Rules for Building and Classing Marine Vessels*.
	Updated description, references, and remarks of **CGSU**, **CRC**, **SElev**, and **Crane CRC** notations, in line with update to promote the *Guide for Certification of Lifting Appliances* to the *Requirements for Certification of Lifting Appliances*. Updated examples in Appendix 1.
1 December 2025	New Notations: **Offshore Support Vessel (Spaceport, (Launch))**; **Offshore Support Vessel (Spaceport, (Recovery))**; **Offshore Support Vessel (Spaceport, (Launch, Recovery))**; **Ship-Type Unit, Spaceport (Launch)**; **Ship-Type Unit, Spaceport (Recovery)**; **Ship-Type Unit, Spaceport (Launch, Recovery)**
	Removed mandatory requirement for **RELIQ** and **GCU** notations.
	Corrected references for **ECTC(C)** and **ECTC(SC)** notations for Chemical Carriers and Oil Carriers.
	Rearranged **Spaceport** notations to put the hull type first.
1 September 2025	New Notations: **TMed-1**, **TMed-2**
1 July 2025	New Notations: **BP*(*xx*)**; **Chemical Carrier (Ship Type *X*)**; **Chemical Tank Barge (Type *X* Barge)**; **LE (*number of years*) *year* (*site*)**; **PMP-DG**
	Retired Notations: **Annual Survey**
	Updated description of **Biofuel-1** and **Biofuel-2** notations.
	Updated description, references, and remarks of **CSC**, **CLP**, **CLP-V**, and **CLP-V(PARR)** notations, in line with update to promote the *Guide for Certification of Container Securing Systems* to the *Requirements for Certification of Container Securing Systems*.
	Updated references for promotion of *Guide for Building and Classing Liquefied Gas Carriers with Independent Tanks* to *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*.
1 June 2025	New Notations: **CR-Ex**

Edition Date	*Revisions*
1 May 2025	New Notations: **MTEP (XXX, YY, ZZZZ)**; **Offshore Liquefied Gas Terminal F(Hydrogen) PLSO**; **Offshore Liquefied Gas Terminal F(Hydrogen) ORS**; **Offshore Liquefied Gas Terminal F(Hydrogen) SO**; **Offshore Liquefied Gas Terminal F(Hydrogen) T**; **Offshore Liquefied Gas Terminal G(Hydrogen) PLSO**; **Offshore Liquefied Gas Terminal G(Hydrogen) ORS**; **Offshore Liquefied Gas Terminal G(Hydrogen) SO**; **Offshore Liquefied Gas Terminal G(Hydrogen) T**
	Retired Notations: None
1 March 2025	New Notations: **Offshore Liquefied Gas Terminal F(Ammonia) PLSO**; **Offshore Liquefied Gas Terminal F(Ammonia) ORS**; **Offshore Liquefied Gas Terminal F(Ammonia) SO**; **Offshore Liquefied Gas Terminal F(Ammonia) T**; **Offshore Liquefied Gas Terminal G(LPG) PLSO**; **Offshore Liquefied Gas Terminal G(LNG/LPG) PLSO**; **Offshore Liquefied Gas Terminal G(Ammonia) PLSO**; **Offshore Liquefied Gas Terminal G(LPG) ORS**; **Offshore Liquefied Gas Terminal G(LNG/LPG) ORS**; **Offshore Liquefied Gas Terminal G(Ammonia) ORS**; **Offshore Liquefied Gas Terminal G(LPG) SO**; **Offshore Liquefied Gas Terminal G(LNG/LPG) SO**; **Offshore Liquefied Gas Terminal G(Ammonia) SO**; **Offshore Liquefied Gas Terminal G(LPG) T**; **Offshore Liquefied Gas Terminal G(LNG/LPG) T**; **Offshore Liquefied Gas Terminal G(Ammonia) T**
	Retired Notations: None
	Added new Appendix 1 with examples of mandatory notations and commonly selected optional notations.
	Updated description of **BP (xx)** for Steel Vessels < 90 m (295 ft) and Offshore Support Vessels.
	Updated references for promotion of *Guide for Building and Classing Gravity-Based Offshore LNG Terminals* to *Requirements for Building and Classing Gravity-Based Offshore Liquefied Gas Terminals* and changed title from "LNG Terminals" to "Liquefied Gas Terminals".
1 January 2025	New Notations: **Container Barge**; **Container Deck Cargo Barge**; **Floating Offshore Installation (*hull type*), Hydrocarbon**; **HDC(*P*, Locations)**; **HLC(*ρ*, *Tanks*)**; **PMP-MS**; **Power Service (Nuclear)**; **RBI(Topsides Structure)**; **RBI(Fixed Offshore Platform)**; **RW**
	Retired Notations: **PMP-CBM, SMART (SHM)**; **RCM (AMS)**; **RCM (CRC)**; **RCM (DPS)**
	Changed references to the *Rules for Building and Classing Mobile Offshore Units*, *Rules for Building and Classing Floating Production Installations*, *Rules for Facilities on Offshore Installations*, and *Guide for Building and Classing Drillships*, to references to the new *Rules for Building and Classing Offshore Units* and *Guide for Hydrocarbon Production Facilities on Offshore Units*.
	Added steel barges to vessel types for which Ⓔ is optional, in line with update of *Rules for Building and Classing Steel Barges*.
	Added function category "Autonomous Platform (APF)" to **AUTONOMOUS** notation, in line with update of *Requirements for Autonomous and Remote Control Functions*.
	Changed design fatigue life for **SFA (years, WWT)** notation from 40 years to 20 years, in with update of *Guide for Spectral-Based Fatigue Analysis for Vessels*.
	Updated references for **LNG Cargo Ready** and **SO_x Scrubber Ready** notations, in line with incorporation of Guides into the *Marine Vessel Rules*.

Edition Date	*Revisions*
	Updated references for promotion of *Guide for Building and Classing International Naval Ships* to *Requirements for Building and Classing International Naval Ships*.
	Updated references for promotion of *Guide for Building and Classing International Naval Ships* to *Requirements for Building and Classing Liftboats*.
1 October 2024	New Notations: **Geographical Limitation (xx NM, xx m (or ft) Significant Wave Height)** **Restricted Service (xx NM, xx m (or ft) Significant Wave Height)**
1 September 2024	New Notations: **COMF(G)**, **HAB(G)**
1 August 2024	Retired Notations: **✠ IE (Pipe Lay)**; **ABS-ISGOTT**; **DM**; **PM**; **Towing Vessel Great Lakes Service, DM**; **Towing Vessel Great Lakes Service, PM**; **Towing Vessel (Sub M, River Service)**
	Removed notations related to the following retired Requirements and Guides: • *Requirements for Building and Classing Integrated Tug-Barge (ITB) Combinations Intended to Operate on the Great Lakes* • *Guide for Classification of Industrial Systems and Equipment* • *Guide for Building and Classing Subchapter M Towing Vessels* • *Guide for Implementation of International Safety Guide for Oil Tankers (ISGOTT)*
	Updated references for **OSR-C1** and **OSR-C2** notations to refer to *Marine Vessel Rules* due to retirement of *Guide for Vessels with Oil Recovery Capabilities*.
	Updated references for promotion of *Guide for Building and Classing Floating Offshore Liquefied Gas Terminals* to *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*.
	Updated description of **PARR-C1** and **PARR-C2** notations, in line with update of *Guide for the Assessment of Parametric Roll Resonance in the Design of Container Carriers*.
	Added "**(geographical limitations)**" to **Towing Vessel ITB** and **Barge ITB** notations to align with 5-3-1/1.3 of the *Rules for Building and Classing Steel Barges*.
1 July 2024	New Notations: **CR**, **CGSU**, **IP**, **NMOOR-JETTY**, **SLE (XX)**
	Retired Notations: **HYBRID IEPS**,**Oil or Bulk/Ore (OBO) Carrier**
1 June 2024	New Notations: **STBLess-W**, **UWN (AL)**, **UWN (AT)**
1 April 2024	New Notations: **All-Electric Vessel**; **All-Electric Vessel [*operating mode*]**; **All-Electric Ready**; **HYBRID**; **HYBRID [EM]**; **HYBRID [OCC]**; **HYBRID Ready**
1 January 2024	New Notations: **Anchor Handling Vessel**; **Biofuel-1**, **Biofuel-2**; **CLP-V(PARR)**; **CPS-B**; **CPS-D**; **CPS-V**; **Crane Vessel**; **EGC-EGR (M)**; **FTS(ν, ρ, T)**; **General Dry Cargo Vessel**; **Ice Class ID**; **Ice Class IE**, **Icebreaker***; **Liquefied Carbon Dioxide Carrier**; **Lock-out Submersible G**; **LSC**; **LSC(DC)**; **LVSC**; **LVSC-Ready**; **Offshore Support Vessel (Supply-CHEM)**; **POLAR(Category, PST)**; **POLAR Ready(Category, PST), SRtP**
	Retired Notations: **✠ APLUS**; **✠ ASLS**; **✠ SASLS**; **Ice Class A0**; **Ice Class B0**; **Ice Class C0**; **Ice Class D0**; **Ice Class E0**; **Ice Class PC1, Enhanced**; **Ice Class PC2, Enhanced**; **Ice Class PC3, Enhanced**; **Ice Class PC4, Enhanced**; **Ice Class PC5, Enhanced**; **Ice Class PC6, Enhanced**; **Ice Class PC7, Enhanced**; **LASH Barge**

Edition Date	*Revisions*
1 December 2023	New Notations: **PMP-CBM, SMART (SHM)**; **PMP, SMART (MHM)**; **PMP-CBM, SMART (MHM)**; **PMP+, SMART (MHM)**; **PMP-CBM+, SMART (MHM)**

New Notations *(1 October 2026)*

The following table lists newly added Notations, the category under which they fall in the list, and the date they become effective:

Notation	*Category*	*Effective Date*
Data Center	Offshore Services	1 October 2026
Dredge (max. dredging draft = *xx* m (or ft) in Hs ≤ *yy* m (or ft))	Dredges	1 September 2026
EDD	Common Notations and Symbols	1 August 2026
Ship Lifting System	Ship Lifting and Transfer Systems	
Ship Lifting and Transfer System	Ship Lifting and Transfer Systems	
DFD-*fuel*	Common Notations and Symbols	1 July 2026
DFGT-*fuel*	Common Notations and Symbols	
HAB(A), HAB(A+), HAB(A++)	Common Notations and Symbols	
HAB(V), HAB(V+), HAB(V++)	Common Notations and Symbols	
HAB(N), HAB(N+), HAB(N++)	Common Notations and Symbols	
HAB(C), HAB(C+), HAB(C++)	Common Notations and Symbols	
HAB(L)	Common Notations and Symbols	
SGF-*fuel*	Common Notations and Symbols	
UWILD	Common Notations and Symbols (new mandatory application to vessels entering storage service)	
Cable Laying Vessel	Cable Laying Vessels	
ECTC(96%, C)	Chemical Carriers	
ECTC(80%, C)	Chemical Carriers	
ECTC(70%, C)	Chemical Carriers	
ECTC(96%, SC)	Chemical Carriers	
ECTC(80%, SC)	Chemical Carriers	
ECTC(70%, SC)	Chemical Carriers	
Diving Support Vessel (AIR)	Diving and Remotely Operated Vehicles Support Vessels	
Diving Support Vessel (MIXED-GAS)	Diving and Remotely Operated Vehicles Support Vessels	
Diving Support Vessel (SAT)	Diving and Remotely Operated Vehicles Support Vessels	
ROV Support Vessel	Diving and Remotely Operated Vehicles Support Vessels	
SGF-*fuel*	Liquefied Gas Carriers	
ECTC(96%, C)	Oil Carriers	
ECTC(80%, C)	Oil Carriers	

Notation	*Category*	*Effective Date*
ECTC(70%, C)	Oil Carriers	
ECTC(96%, SC)	Oil Carriers	
ECTC(80%, SC)	Oil Carriers	
ECTC(70%, SC)	Oil Carriers	
Pipe Laying Vessel	Pipe Laying Vessels	
SSR	Safety Standby Rescue Vessels (new application to non-OSVs)	
SSR Capable	Safety Standby Rescue Vessels (new application to non-OSVs)	
Nuclear Ready	Common Notations and Symbols	1 June 2026
SMART (AEM)	Common Notations and Symbols	
SMART (CAA)	Common Notations and Symbols	
SMART (OPM)	Common Notations and Symbols	
IP	Common Notations and Symbols (new application to all vessels, not only OSVs)	1 January 2026
SPS	Common Notations and Symbols (new application to all vessels, not only OSVs)	
CCCS-T	Chemical Carriers	
CCCS-T	Oil Carriers	
Offshore Support Vessel (Spaceport, (Launch))	Offshore Support Vessels	1 December 2025
Offshore Support Vessel (Spaceport, (Recovery))	Offshore Support Vessels	
Offshore Support Vessel (Spaceport, (Launch, Recovery))	Offshore Support Vessels	
Ship-Type Unit, Spaceport (Launch)	Offshore Services	
Ship-Type Unit, Spaceport (Recovery)	Offshore Services	
Ship-Type Unit, Spaceport (Launch, Recovery)	Offshore Services	
TMed-1	Common Notations and Symbols	1 September 2025
TMed-2	Common Notations and Symbols	
PMP-DG	Common Notations and Symbols	1 July 2025
Chemical Carrier (Ship Type *X*)	Chemical Carriers (added "**(Ship Type *X*)**")	
BP*(xx)	Steel Vessels < 90 m (295 ft)	
BP*(xx)	Offshore Support Vessels	
Chemical Tank Barge (Type *X* Barge)	Barges – Ocean Services (added "**(Type *X* Barge)**")	

Notation	*Category*	*Effective Date*
LE (*number of years*) *year* (*site*)	Offshore Services (added "**(*site*)**")	
CR-Ex	Common Notations and Symbols	1 June 2025
MTEP (XXX, YY, ZZZZ)	Offshore Services	1 May 2025
Offshore Liquefied Gas Terminal F(Hydrogen) PLSO	Offshore Services	
Offshore Liquefied Gas Terminal F(Hydrogen) ORS	Offshore Services	
Offshore Liquefied Gas Terminal F(Hydrogen) SO	Offshore Services	
Offshore Liquefied Gas Terminal F(Hydrogen) T	Offshore Services	
Offshore Liquefied Gas Terminal G(Hydrogen) PLSO	Offshore Services	
Offshore Liquefied Gas Terminal G(Hydrogen) ORS	Offshore Services	
Offshore Liquefied Gas Terminal G(Hydrogen) SO	Offshore Services	
Offshore Liquefied Gas Terminal G(Hydrogen) T	Offshore Services	
Offshore Liquefied Gas Terminal F(Ammonia) PLSO	Offshore Services	1 March 2025
Offshore Liquefied Gas Terminal F(Ammonia) ORS	Offshore Services	
Offshore Liquefied Gas Terminal F(Ammonia) SO	Offshore Services	
Offshore Liquefied Gas Terminal F(Ammonia) T	Offshore Services	
Offshore Liquefied Gas Terminal G(LPG) PLSO	Offshore Services	
Offshore Liquefied Gas Terminal G(LNG/LPG) PLSO	Offshore Services	
Offshore Liquefied Gas Terminal G(Ammonia) PLSO	Offshore Services	
Offshore Liquefied Gas Terminal G(LPG) ORS	Offshore Services	
Offshore Liquefied Gas Terminal G(LNG/LPG) ORS	Offshore Services	
Offshore Liquefied Gas Terminal G(Ammonia) ORS	Offshore Services	
Offshore Liquefied Gas Terminal G(LPG) SO	Offshore Services	

Notation	*Category*	*Effective Date*
Offshore Liquefied Gas Terminal G(LNG/LPG) SO	Offshore Services	
Offshore Liquefied Gas Terminal G(Ammonia) SO	Offshore Services	
Offshore Liquefied Gas Terminal G(LPG) T	Offshore Services	
Offshore Liquefied Gas Terminal G(LNG/LPG) T	Offshore Services	
Offshore Liquefied Gas Terminal G(Ammonia) T	Offshore Services	
PMP-MS	Common Notations and Symbols	1 January 2025
Power Service (Nuclear)	Common Notations and Symbols	
Container Barge	Barges – Ocean Services	
Container Deck Cargo Barge	Barges – Ocean Services	
HDC(*P, Locations*)	Barges – Ocean Services (new application to barges)	
HLC(*ρ, Tanks*)	Barges – Ocean Services (new application to barges)	
RW	Barges – Ocean Services (new application to barges)	
Floating Offshore Installation (hull type), Hydrocarbon	Offshore Services (added “Hydrocarbon”)	
RBI(Topsides Structure)	Offshore Services	
RBI(Fixed Offshore Platform)	Offshore Services	
Geographical Limitation (xx NM, xx m (or ft) Significant Wave Height)	Common Notations and Symbols	1 October 2024
Restricted Service (xx NM, xx m (or ft) Significant Wave Height)	Common Notations and Symbols	
COMF(G)	Naval Ships	1 September 2024
HAB(G)	Naval Ships	
CR	Common Notations and Symbols	1 July 2024
CGSU	Common Notations and Symbols (expanded application to all vessels with self-unloading cargo gear)	
IP	Offshore Support Vessels	
IP	High-Speed Craft	
NMOOR-JETTY	Offshore Services	
SLE (XX)	Offshore Services	

Notation	*Category*	*Effective Date*
STBLess-W	Common Notations and Symbols	1 June 2024
UWN (AL)	Common Notations and Symbols	
UWN (AT)	Common Notations and Symbols	
All-Electric Vessel	Common Notations and Symbols	1 April 2024
All-Electric Vessel [*operating mode*]	Common Notations and Symbols	
All-Electric Ready	Common Notations and Symbols	
HYBRID	Common Notations and Symbols (removed "**IEPS**")	
HYBRID [EM]	Common Notations and Symbols	
HYBRID [OCC]	Common Notations and Symbols	
HYBRID Ready	Common Notations and Symbols	
Biofuel-1	Common Notations and Symbols	1 January 2024
Biofuel-2	Common Notations and Symbols	
CPS-B	Common Notations and Symbols	
CPS-D	Common Notations and Symbols	
CPS-V	Common Notations and Symbols	
EGC-EGR (M)	Common Notations and Symbols	
FTS(ν, ρ, T)	Common Notations and Symbols	
Ice Class ID	Common Notations and Symbols	
Ice Class IE	Common Notations and Symbols	
Icebreaker*	Common Notations and Symbols	
LSC	Common Notations and Symbols	
LSC(DC)	Common Notations and Symbols	
LVSC	Common Notations and Symbols	
LVSC-Ready	Common Notations and Symbols	
POLAR(*Category*, *PST*)	Common Notations and Symbols	
POLAR Ready(*Category*, *PST*)	Common Notations and Symbols	
Anchor Handling Vessel	Anchor Handling Vessels	
CLP-V(PARR)	Container Carriers	
Crane Vessel	Crane Vessels	
General Dry Cargo Vessel	General Dry Cargo Vessels	
Liquefied Carbon Dioxide Carrier	Liquefied Gas Carriers	
SRtP	Passenger Vessels	
Offshore Support Vessel (Supply-CHEM)	Offshore Support Vessels	
Lock-out Submersible G	Underwater Vehicles and Systems	

Notation	*Category*	*Effective Date*
PMP-CBM, SMART (SHM)	Common Notations and Symbols	1 December 2023
PMP, SMART (MHM)	Common Notations and Symbols	
PMP-CBM, SMART (MHM)	Common Notations and Symbols	
PMP+, SMART (MHM)	Common Notations and Symbols	
PMP-CBM+, SMART (MHM)	Common Notations and Symbols	

Retired Notations *(1 October 2026)*

The following table lists Notations which have been retired, the category under which they fall in the list, and the date they were retired:

Notation	*Category*	*Date Retired*
REMSUR1	Common Notations and Symbols	1 October 2026
REMSUR2	Common Notations and Symbols	
GFS	Common Notations and Symbols	1 July 2026
HAB(ACCOM), HAB(ACCOM+), HAB(ACCOM++)	Common Notations and Symbols	
HAB(MODU), HAB(MODU+), HAB(MODU++)	Common Notations and Symbols	
HAB(OS), HAB(OS+), HAB(OS++)	Common Notations and Symbols	
HAB(WB), HAB(WB+), HAB(WB++)	Common Notations and Symbols	
LFFS	Common Notations and Symbols	
ECTC(C)	Chemical Carriers	
ECTC(SC)	Chemical Carriers	
ECTC(C)	Oll Carriers	
ECTC(SC)	Oil Carriers	
Annual Survey	Common Notations and Symbols	1 July 2025
PMP-CBM, SMART (SHM)	Common Notations and Symbols	1 January 2025
RCM (AMS)	Offshore Services	
RCM (CRC)	Offshore Services	
RCM (DPS)	Offshore Services	
✠ IE (Pipe Lay)	Common Notations and Symbols	1 August 2024
ABS-ISGOTT	Oil Carriers	
Towing Vessel Great Lakes Service, DM	Steel Vessels < 90 m (295 ft)	
Towing Vessel Great Lakes Service, PM	Steel Vessels < 90 m (295 ft)	
Towing Vessel (Sub M, River Service)	Rivers and Intracoastal Services	
DM	Rivers and Intracoastal Services, (Great Lakes)	
PM	Rivers and Intracoastal Services, (Great Lakes)	
HYBRID IEPS	Common Notations and Symbols	1 July 2024
Oil or Bulk/Ore (OBO) Carrier	Bulk Carriers	
Ice Class A0	Common Notations and Symbols	1 January 2024
Ice Class B0	Common Notations and Symbols	
Ice Class C0	Common Notations and Symbols	

Notation	*Category*	*Date Retired*
Ice Class D0	Common Notations and Symbols	
Ice Class E0	Common Notations and Symbols	
Ice Class PC1, Enhanced	Common Notations and Symbols	
Ice Class PC2, Enhanced	Common Notations and Symbols	
Ice Class PC3, Enhanced	Common Notations and Symbols	
Ice Class PC4, Enhanced	Common Notations and Symbols	
Ice Class PC5, Enhanced	Common Notations and Symbols	
Ice Class PC6, Enhanced	Common Notations and Symbols	
Ice Class PC7, Enhanced	Common Notations and Symbols	
✠ APLUS	Refrigerated Cargo Carriers	
✠ ASLS	Refrigerated Cargo Carriers	
✠ SASLS	Refrigerated Cargo Carriers	
LASH Barge	Barges – Ocean Services	

Common Notations and Symbols

SYMBOL

✠ Maltese Cross

DESCRIPTION

The Maltese Cross, ✠, symbol is assigned to vessels and offshore units for which the hull construction and/or the manufacture of its machinery and components and any associated required testing, as applicable, is carried out under ABS survey. For a vessel or offshore unit constructed under survey of another recognized Classification Society or Authority, the Maltese Cross, ✠, symbol will be omitted from the hull and/or machinery classification notations.

REFERENCES

1A-1-3/1 and 1A-1-3/9 of the *Rules for Conditions of Classification (Part 1A)*

1B-1-3/3 and 1B-1-3/5 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1C-1-3/1 and 1C-1-3/5 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Classification symbol whose meaning is the same within all ABS Rules and Guides.

Assignment of this symbol requires Class Committee approval.

This notation is mandatory for vessels constructed under ABS Survey

Example:

	Vessels have been built under ABS survey	*Vessels have not been built under ABS survey*
Hull and Equipment:	**✠ A1**	**A1**
Machinery, boiler and systems	**✠ AMS**	**AMS**
Shipboard automation systems	**✠ ACCU**	**ACCU**

Common Notations and Symbols

SYMBOLS

✠ **A1**

DESCRIPTION

A1 is a classification symbol that**,** together with the Maltese Cross ✠ symbol**,** indicates compliance with the Hull requirements of the ABS Rules or their equivalent for unrestricted ocean service and survey by ABS during construction of the vessel. The symbols ✠ **A1** may be followed by appropriate vessel type notation such as **Oil Carrier**, **Bulk Carrier**, **Fuel Oil Carrier**, **Ore Carrier**, **Passenger Vessel**, **Vehicle Carrier**, **Container Carrier**, **Towing Vessel**, **Refrigerated Cargo Carrier**, **Liquefied Gas Carrier**, etc. The Maltese Cross ✠ symbol will be omitted for vessels that have not been built under survey by ABS.

REFERENCES

1A-1-3/1 and 1A-1-3/9 of the *Rules for Conditions of Classification (Part 1A)*

1B-1-3/3 and 1B-1-3/5of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1C-1-3/1 and 1C-1-3/5 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Classification symbols whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with hull/structural related requirements.

Assignment of this symbol requires Class Committee approval.

This notation is mandatory for classed vessels

Common Notations and Symbols

SYMBOL

Ⓔ

DESCRIPTION *(1 January 2026)*

Circle E, Ⓔ, is a classification symbol that signifies that the equipment of anchors and chain cables of the vessel is in compliance with the requirements of the Rules, or with the requirements corresponding to the service limitations noted in the vessel's classification which have been specifically approved for the particular service. Compliance with Ⓔ requirements is a condition of classification for vessels, for which the equipment number (EN) calculated in accordance with 3-5-1/3.1 of the ABS *Rules for Building and Classing Marine Vessels* is equal to or greater than 205.

This symbol is optional for:

- Vessels under 90 m (295 ft) having EN less than 205 or vessels intended for towing as indicated in 3-5-1/3.7 and Section 3-5-3 of the ABS *Rules for Building and Classing Marine Vessels*.
- Coastal HSC or Riverine HSC with an EN less than 205 as calculated in accordance with 3-5-1/3 of the ABS *Rules for Building and Classing High-Speed Craft*.
- Wind farm support vessels with notation **Wind-SC(A)** as indicated in 5-4-4/1 of the ABS *Rules for Building and Classing High-Speed Craft*.
- Steel barges as indicated in 3-3-1/2 of the ABS *Rules for Building and Classing Steel Barges*.

For self-propelled mobile offshore units, symbol Ⓔ is mandatory and all anchoring (temporary mooring) equipment is to be fabricated and tested in presence of and to the satisfaction of the attending Surveyor, and certified in accordance with 6-1-10/Table 1 of the ABS *Rules for Building and Classing Offshore Units*.

For non-propelled mobile offshore units fitted with an anchoring (temporary mooring) equipment, if the optional symbol Ⓔ is requested, equipment is to be fabricated and tested in presence of and to the satisfaction of the attending Surveyor and certified in accordance with 6-1-10/Table 1 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1A-1-3/11 of the *Rules for Conditions of Classification (Part 1A)*

1B-1-3/9.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1C-1-3/9 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Classification symbol which is applicable for temporary mooring of vessels within a harbor or other area of sheltered water

Assignment of this symbol requires Class Committee approval.

This notation is mandatory for vessels with calculated equipment number greater than 205 and self-propelled mobile offshore units. Refer to vessel specific requirements.

Example – ✠ A1, Oil Carrier, Ⓔ…

Common Notations and Symbols

NOTATION *(1 August 2026)*

✠ A1 (*geographical limitations*)

DESCRIPTION

The symbols **✠ A1** followed by a notation of the service limitations is to be assigned to vessels, which have been built to the satisfaction of ABS Surveyors to specific requirements for restricted service, which have been approved by the ABS Classification Committee for the particular service. (e.g., **Gulf of Mexico**,)

REFERENCES

1A-1-3/7 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for vessels which are not designed to meet the full criteria for unrestricted service.

Example – ✠ A1, **Philippines, Inter-Island Service**, Oil Carrier, Ⓔ…

Common Notations and Symbols

NOTATION

✠ A1 *Geographical Limitation* (*xx* NM, *xx* m (or ft) *Significant Wave Height*)

DESCRIPTION

The symbols **✠ A1** followed by a notation of the service limitations is to be assigned to vessels, which have been built to the satisfaction of ABS Surveyors to specific requirements for restricted service operation within a geographical limitation in accordance with the requirements in the ABS *Requirements for Restricted Service Vessels*, which have been approved by the ABS Classification Committee for the particular service. (e.g., **Gulf of Mexico Coastal Service (100 NM, 5.5 m Significant Wave Height)**,)

The service restriction ***xx* NM** given in nautical miles related to seasonal zones, areas, and seasonal periods as defined in the International Convention on Load Lines, 1966, Annex II represents the maximum distance from nearest port of safe anchorage. The service restriction ***xx* m (or ft) Significant Wave Height** represents the significant wave height for restricted service operations. The ***xx* NM** and the ***xx* m (or ft) Significant Wave Height** are specified by the Owner, and they are to be clearly indicated in the operating manual. The service restriction ***xx* NM** and ***xx* m (or ft) Significant Wave Height** are to be selected to consider the most severe conditions for different geographical limitations.

REFERENCES *(1 August 2026)*

1/2.1.1 of the *Requirements for Restricted Service Vessels*

REMARKS *(1 August 2026)*

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for vessels which are not designed to meet the full criteria for unrestricted service.

Example – ✠ A1, Ferry, **Philippines Inter-Island Service (50 NM, 4.5 m Significant Wave Height)**, Ⓔ…

✠ A1, Towing Vessel, **Harbor Service (25 NM, 3.5 m Significant Wave Height)**, Ⓔ…

Common Notations and Symbols

NOTATION

✠ **AMS**

DESCRIPTION

AMS is a classification notation that, together with the Maltese Cross ✠ symbol, indicates that a vessel's machinery, boilers and systems have been constructed and installed under ABS survey in accordance with the requirements of the ABS Rules. The ✠ **AMS** notation is intended for all new construction of ABS classed self-propelled vessels and offshore units.

REFERENCES

1A-1-3/13 of the *Rules for Conditions of Classification (Part 1A)*

1B-2-2/13 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1C-1-3/11 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Classification notation whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with machinery related requirements on self-propelled vessels and offshore units.

Assignment of this notation requires Class Committee approval.

This notation is mandatory for self-propelled vessels and mobile offshore units.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ **AMS**…

Common Notations and Symbols

NOTATION

AMS

DESCRIPTION

The **AMS** notation, without the Maltese Cross ✠ symbol, is assigned to self-propelled vessels and offshore units for which the machinery, boilers and systems have not been constructed and installed under ABS survey, but are found satisfactory with regard to ABS requirements.

REFERENCES

1A-1-3/15 of the *Rules for Conditions of Classification (Part 1A)*

1C-1-3/13 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Classification notation whose meaning is the same within all ABS Rules and Guides as regards to indicating compliance with machinery related requirements on self-propelled vessels and offshore units.

Assignment of this notation requires Class Committee approval.

This notation is mandatory for self-propelled vessels and mobile offshore units that are not eligible for ✠ **AMS**.

Example – A1, Oil Carrier, Ⓔ, **AMS**…

Common Notations and Symbols

NOTATION

✠ **ACC**

DESCRIPTION

Automatic **C**entralized **C**ontrol (**ACC**) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from a continuously manned centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. The Maltese Cross ✠ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under ABS survey.

REFERENCES *(1 January 2025)*

4-1-1/1.5, 4-9-5/1, and 4-9-11/1 of the *Rules for Building and Classing Marine Vessels*

4-1-1/1.5 and 4-9-5/1 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

See also ✠ **ACCU**

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ **ACC**…

Common Notations and Symbols

NOTATION

✠ **ACCU**

DESCRIPTION

Automatic **C**entralized **C**ontrol **U**nmanned (**ACCU**) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from the navigation bridge and from a centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. The Maltese Cross ✠ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under ABS survey.

REFERENCES *(1 January 2025)*

4-1-1/1.5, 4-9-6/1, and 4-9-11/1 of the *Rules for Building and Classing Marine Vessels*

4-1-1/1.5 and 4-9-6/1 of the *Requirements for Building and Classing International Naval Ships*

4-1-1/1.5 and 4-9-1/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

4-7-1/3 of the *Rules for Building and Classing High-Speed Craft*

Great Lakes Bulk Carries, Aluminum Vessels, Reinforced Plastic Vessels and Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements of 4-9-6/1 of the ABS *Rules for Building and Classing Marine Vessels.*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ **ACCU**…

Common Notations and Symbols

NOTATION

✠ **ABCU**

DESCRIPTION

Automatic **B**ridge **C**entralized **C**ontrol **U**nmanned (**ABCU**) – This notation is assigned to a self-propelled vessel which is fitted with the required automation and remote monitoring and control systems to enable the propulsion machinery space to be periodically unattended (similar to an **ACCU** classed vessel) and the propulsion control to be effected primarily from the navigation bridge. The Maltese Cross ✠ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under ABS survey.

REFERENCES

4-1-1/1.5, 4-9-7/1.1, and 4-9-11/1 of the *Rules for Building and Classing Marine Vessels*

4-1-1/1.5 and 4-9-1/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

4-7-1/3 of the *Rules for Building and Classing High-Speed Craft*

Aluminum Vessels, Reinforced Plastic Vessels and Yachts will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements of 4-9-7/1.1 of the *Rules for Building and Classing Marine Vessels.*

REMARKS

This notation is available for unrestricted service of small vessels, capable of operating as **ACCU** classed vessels but because of their compact propulsion-machinery space design are not fitted with the means to control the propulsion and its associated machinery from a centralized location within the propulsion-machinery space.

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Offshore Support Vessel, Ⓔ, ✠ AMS, ✠ **ABCU**…

Common Notations and Symbols

NOTATION

AIRN

AIRN+

AIRN-M (a, b)

DESCRIPTION

AIRN – This notation is assigned to vessels that have met the external airborne noise criteria specified in Section 6 and Section 7 of the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise* as confirmed by measurement.

AIRN+ – This notation is assigned to vessels that have met the more stringent external airborne noise criteria specified in Section 6 and Section 7 of the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise* as confirmed by measurement.

AIRN-M (a, b) – This notation is assigned to vessels that have external airborne noise measured in accordance with the measurement procedure as specified in Section 7 of the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*. **a** denotes the averaged A-weighted external airborne noise level (31.5 to 8000 Hz) of the vessel under normal berth condition, in dB(A). **b** denotes the averaged A-weighted external airborne noise level of the vessel in low frequency range (31.5 to 160 Hz) under normal berth condition, in dB(A).

REFERENCES

Subsection 1/3 of the *Guide for the Classification Notation Underwater Noise and External Airborne Noise*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **AIRN**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **AIRN+**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **AIRN-M (45, 40)**…

Common Notations and Symbols

NOTATION

All-Electric Vessel

All-Electric Vessel [*operating mode*]

DESCRIPTION

All-Electric Vessel – This notation is assigned to a vessel fitted with means to operate on all-electric power systems, designed, constructed, and tested in accordance with the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

All-Electric Vessel [*operating mode*] – This notation is assigned to a vessel arranged to comply with the requirements for the **All-Electric Vessel** notation, and also fitted with means to operate under one or more specific operating modes as identified in Section 3, Table 3 of the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

Operating Modes: Power Management **[PMT]**, Power Backup **[PBU]**, Shore Connection **[SCN]**, Offshore Charging Connection **[OCC]**

REFERENCES

1/5.1.2 of the *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*

REMARKS

These notations are optional.

Example – ✠ A1, HSC Ro-Ro Passenger Craft (A), Ⓔ, ✠ AMS, **All-Electric Vessel**…

✠ A1, Offshore Support Vessel (Supply), Ⓔ, ✠ AMS, **All-Electric Vessel [PMT, PBU, OCC]** …

Common Notations and Symbols

NOTATION

All-Electric Ready

DESCRIPTION

This notation is assigned to a vessel that has design features suitable to permit conversion at a future date for to an all-electric power system vessel by the addition of non-conventional power sources such as fuel cells, electrical storage systems (ESS) consisting of batteries, supercapacitors, or other technologies to form the power generation and propulsion system of the vessel. The following optional notations may be assigned based on the level of readiness in accordance with the requirements of the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

- **All-Electric Ready 1C** indicates a high-level evaluation of the suitability of a particular vessel design to incorporate an all-electric power system.
- **All-Electric Ready 2D** indicates a detailed evaluation of the suitability of a particular vessel design to incorporate an all-electric power system.

The following descriptive letters will be included in the notation when the drawings and supporting documents of the operating mode as indicated in the above subgroups have been reviewed and approved by ABS per the applicable ABS Rule/Guide requirements:

Operating Mode	*Descriptive Letter(s)*
Power Management	PMT
Power Backup	PBU
Shore Connection	SCN
Offshore Charging Connection	OCC

REFERENCES

1/5.1.2iii), 1/5.1.3 of the *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*

REMARKS

These notations are optional.

Example – ✠ A1, Offshore Support Vessel (Supply), Ⓔ, ✠ AMS, **All-Electric Ready 1C [PMT, PBU, SCN, OCC]**…

✠ A1, Offshore Support Vessel (Supply), Ⓔ, ✠ AMS, **All-Electric Ready 2D [PMT, PBU, SCN, OCC]**…

Common Notations and Symbols

NOTATION

***Alternative* Fuel Ready**

CNG Fuel Ready

LNG Fuel Ready

Ethane Fuel Ready

LPG Fuel Ready

DME Fuel Ready

Methanol Fuel Ready

Ethanol Fuel Ready

Hydrogen Fuel Ready

Ammonia Fuel Ready

DESCRIPTION

These notations are assigned to vessels complying with the "Alternative Fuel Ready" scheme in the ABS *Guide for Gas and Other Low-Flashpoint Fuel Ready Vessels*, which incorporates both the Class Approval of the detailed drawings and the installation of parts of the system and specified equipment on board the vessel including Survey in accordance with the related requirements of Part 5C, Chapter 13 of the ABS *Rules for Building and Classing Marine Vessels.*

Upon satisfactory completion of each review level, ABS will provide the following recognition of the extent to which compliance with Part 5C, Chapter 13 of the *Marine Vessel Rules* has been established:

- **Level 1C** – A design-based optional Class Notation assigned upon satisfactory review of the concept design for Level 1 compliance in accordance with Subsection 2/1 of the Guide. This notation indicates the actual fuels(s) covered by the concept design and the basic ability of a vessel design to fit a specific gas or other low flashpoint fuel. Upon request, an Approval in Principle (AIP) may also be issued for such a design based concept. The "Alternative Fuel Ready Level 1C" notations associated with the fuels detailed in Subsection 1/1 of the Guide are to be assigned when those fuels are covered in the concept design review.
- **Level 2D** – A design-based optional Class Notation assigned upon satisfactory review of the detail design for Level 2 compliance in accordance with Subsection 2/3 of the Guide. This notation indicates the actual fuels(s) covered by the detail design review and the components or systems for which the design was reviewed. The "Alternative Fuel Ready Level 2D" notations associated with the fuels detailed in Subsection 1/1 of the Guide are to be assigned when those fuels are covered in the detail design review.
- **Level 3** – An optional Class Notation indicating the actual fuels(s) covered by the plan approval and with descriptive letters introduced in the *Record* listing the parts of the system that have been installed in accordance with approved plans and to the satisfaction of the Surveyor prior to delivery of the vessel.

The following descriptive letters will supplement the **Fuel Ready** class notation when the component or system indicated has been ABS approved/surveyed as per the applicable Rule/Guide requirements and installed on board to the attending Surveyor's satisfaction:

System/Component	*Descriptive Letter(s)*
Hull structural reinforcement for fuel storage tank	S
Fuel storage tank arrangements	TA
Fuel bunkering system and arrangement	BK
Fuel supply system	FS
Main engines	ME
Auxiliary engines	AE
Gas turbines	GT
Main or Auxiliary boilers Fuel cells	MB, AB FC

REFERENCES

Subsection 1/5, 2/1.1, 2/3.1, and 2/5.1 of the *Guide for Gas and Other Low-Flashpoint Fuel Ready Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LPG Fuel Ready Level 1C**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Methanol Fuel Ready Level 1C**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LPG and Ammonia Fuel Ready Level 1C**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LNG Fuel Ready Level 2D (S, FS, ME, AE)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LPG Fuel Ready Level 2D (S, FS, ME)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Ammonia Fuel Ready Level 2D (S, ME)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LNG Fuel Ready Level 3 (S, FS, ME, AE)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LPG Fuel Ready Level 3 (S, FS, ME)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Ammonia Fuel Ready Level 3 (S, ME)**, NBL, SH, SHCM…

Common Notations and Symbols

NOTATION

✠ **APS**

DESCRIPTION

This notation is assigned to a self-propelled vessel fitted with athwartship thrusters intended to assist in the maneuvering of the vessel. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel, and during trials.

REFERENCES *(1 January 2025)*

4-1-1/1.5 and 4-3-5/1.3.1 of the *Rules for Building and Classing Marine Vessels*

4-1-1/1.5 and 4-3-5/1.3.1 of the *Requirements for Building and Classing International Naval Ships*

Mobile Offshore Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, Reinforced Plastic Vessels, Light Warships, Patrol and High-Speed Naval Vessels, High-Speed Craft, and *Yachts* will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.1 of the ABS *Rules for Building and Classing Marine Vessels*.

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, ✠ **APS**, SH, SHCM…

Common Notations and Symbols

NOTATION

AT(*hull girder component + additional thickness*)

DESCRIPTION

Additional **T**hickness (**AT**) – This notation is assigned to all conventional type vessels and to floating production installations where the vessel or installation incorporates additional plate thickness above the required scantlings. The notation will be followed by the description of the major hull girder component(s) that has the additional thickness. It will also include a number to indicate the magnitude of the additional thickness (rounded to the nearest 0.5 mm) that has been applied, i.e., **AT(DK+0.5)**.

The major structural components are defined as follows:

DK	Upper deck (including stringer plate)
BS	Bottom shell (including bilge)
IB	Inner-bottom
SS	Side shell (including shear strake)
IS	Inner skin (including "hopper" sloping plating)
LB	Longitudinal bulkheads other than the inner skin
TB	Transverse Bulkhead

REFERENCES

3B-4-1/1.2.1 of the *Rules for Building and Classing Offshore Units*

2-1/3.15 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

Steel Vessels will also be eligible for this notation for vessels incorporating additional plate thicknesses above the required scantlings.

REMARKS

This notation is optional.

Example – ✠ A1, Floating Offshore Installation, ✠ AMS, **AT(BS+0.5)**…

Common Notations and Symbols

NOTATION

AUTONOMOUS (*function category*, *operations supervision level*)

REMOTE-CON (*function category*)

DESCRIPTION

AUTONOMOUS (*function category*, *operations supervision level*) – This notation is assigned to a vessel or unit possessing a permanently installed autonomous function that satisfies the requirements in the ABS *Requirements for Autonomous and Remote Control Functions*. The function(s) is to be indicated in the vessel records along with its consequences of failure category.

REMOTE-CON (*function category*) – This notation is assigned to a vessel possessing a permanently installed remote control function that satisfies the requirements in the requirements in Section 6 of the ABS *Requirements for Autonomous and Remote Control Functions*. The function(s) is to be indicated in the vessel records along with its consequences of failure category.

The Function Category to be indicated in the notations is to be selected from the following:

i) Navigation (NAV)

ii) Maneuvering (MNV)

iii) Mooring/Unmooring (MOR)

iv) Docking/Undocking (DOC)

v) Propulsion (PRP)

vi) Auxiliary (AUX)

vii) Environmental Protection (ENV)

viii) Cargo Handling (CGH)

ix) Ballast and Trim (BAL)

x) Industrial Processes (IND)

xi) Autonomous Platform (APF)

The operations supervision levels are as follows:

Operator Location	*Required Attention Level*	*Operations Supervision Level*
Onboard vessel	Continuous supervision	OP1
Onboard vessel	Periodic supervision	OP2
Onboard vessel	As needed basis (System notification or operational mode)	OP3
Remote location	Continuous supervision	RO1
Remote location	Periodic supervision	RO2
Remote location	As needed basis (System notification or operational mode)	RO3

REFERENCES

Subsections 1/2, 1/8 and 1/9 of the *Requirements for Autonomous and Remote Control Functions*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory for vessels or units with permanently installed autonomous or remote-controlled functions. The Guide is not applicable to underwater vehicle systems and hyperbaric facilities.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **AUTONOMOUS (NAV, OP2, RO2)**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **REMOTE-CON (NAV)**, SH, SHCM…

✠ A1, Offshore Wind Turbine (Floating), **REMOTE-CON (BAL, RO2)**…

Common Notations and Symbols

NOTATION

Biofuel-1

Biofuel-2

DESCRIPTION *(1 July 2025)*

These notations are assigned to vessels utilizing biofuel or biofuel blends as fuel in the combustion units for propulsion and auxiliary systems on board.

Biofuel-1 – This notation may be assigned to vessels which use a biofuel blend to ISO 8217:2024 of up to and including 30% biofuel in compliance with IMO requirements and with 6-5-1/5.i-5.ii of the ABS *Rules for Building and Classing Marine Vessels* or a biofuel blend off specification of up to and including 30% biofuel in compliance with IMO requirements and with 6-5-1/5.i-5.v of the ABS *Rules for Building and Classing Marine Vessels*.

Biofuel-2 – This notation may be assigned to vessels which use a biofuel blend of greater than 30% biofuel in compliance with IMO requirements and with 6-5-1/5.i through 6-5-1/5.v of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-5-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **Biofuel-1**, CSR, AB-CM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Biofuel-2**…

Common Notations and Symbols

NOTATION

BWE

DESCRIPTION

Ballast **W**ater **E**xchange (**BWE**) – This notation is assigned to vessels designed, constructed, and surveyed in accordance with the ABS *Guide for Ballast Water Exchange*.

Vessels which have not been constructed under survey in accordance with the requirements of this Guide may obtain the optional **BWE** notation, provided the vessel's arrangements have been determined to comply with the design and construction criteria contained in this Guide. The operation of the ballast water exchange system is to be demonstrated to ABS, or documentation confirming the successful performance of ballast water exchange for a period of one year is to be submitted to ABS.

This notation is applicable to vessels of any type operating in the aquatic environment and includes submersibles, floating craft, floating platforms, Floating Storage Units (FSUs), and Floating Production Storage and Offloading Units (FPSOs).

REFERENCES

1-4/1 of the *Guide for Ballast Water Exchange*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **BWE**…
A1, Oil Carrier, Ⓔ, AMS, **BWE**…

Common Notations and Symbols

NOTATION

BWT

BWT+

DESCRIPTION *(1 September 2026)*

BWT – This notation is assigned to a vessel with a ballast water management system installed onboard that has received a Type Approval Certificate issued by an IMO Member State. The system has been reviewed and installed in compliance with Part 6, Chapter 6 of the ABS *Rules for Building and Classing Marine Vessels* and serves to identify a level of compliance with the applicable regulations contained in the IMO "*International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004*", as well as those supporting IMO Guidelines referenced in the Convention addressing the ballast water management systems.

BWT+ – This notation will be assigned to a vessel with a ballast water management system installed onboard that, in addition to being type approved by an IMO Member State and evaluated for compliance with the requirements in Part 6, Chapter 6 of the ABS *Rules for Building and Classing Marine Vessels*, has been fabricated under survey at the manufacturing facility by an ABS Surveyor.

REFERENCES

6-6-1/7 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **BWT**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **BWT+**…

Common Notations and Symbols

NOTATION

CCO(T_{DST}, T_{MAT})

CCO(T_{DST}, T_{MAT})+

CCO-POLAR(T_{DST}, T_{MAT})

CCO-POLAR(T_{DST}, T_{MAT})+

(HR *HOURS*)

DE-ICE

DESCRIPTION

These notations are assigned to vessels complying with the requirements specified in the ABS *Guide for Vessels Operating in Low Temperature Environments*. The "T_{DST}, T_{MAT}" in the parentheses refer to the design service temperature and the minimum anticipated temperature in °C for which the vessel's structure and exposed machinery are designed, respectively. Vessels receiving either the **CCO** or the **CCO-POLAR** notation will also be required to obtain the Class notation **POT**.

CCO(T_{DST}, T_{MAT}) – This notation is a basic notation for vessels operating in a low temperature environment and is applicable to vessels designed, constructed, and surveyed in accordance with the ABS *Guide for Vessels Operating in Low Temperature Environments*.

CCO-POLAR(T_{DST}, T_{MAT}) – This notation is available for those vessels intended to operate in Polar Regions on a continuous basis.

(HR *HOURS*) – This notation can be appended to the **CCO-POLAR(T_{DST}, T_{MAT})** notation to indicate that a vessel is equipped and provided with arrangements for emergency power in excess of the minimum 18 hours specified within Regulation II-1/43 of the 1974 Safety of Life at Sea Convention (SOLAS) and 4-8-2/5.5 of the ABS *Rules for Building and Classing Marine Vessels*. This notation would be expressed with the designation **HR** in parentheses with the total number of hours**.**

+ – Vessels may have the **+** appended to the notation to indicate the placement of additional equipment onboard for the crew and specific low temperature environment training for the crew as per Sections 8 and 9 of the ABS *Guide for Vessels Operating in Low Temperature Environments*.

DE-ICE is a notation available for vessels occasionally operating in low temperatures subject to ice accretion. The requirements in Section 10 of the ABS *Guide for Vessels Operating in Low Temperature Environments* are applicable to vessels seeking this optional notation.

These notations supersede the **CCO-*HR*(*TEMP*)** and **CCO-*HR*(*TEMP*)+** notations for vessels contracted for construction after 1 August 2010.

REFERENCES

Subsection 1/3 of the *Guide for Vessels Operating in Low Temperature Environments*

REMARKS

See Part 6, Chapter 1 of the ABS *Rules for Building and Classing Marine Vessels* for the notations for ice strengthening and their requirements.

These notations are optional.

Example – ✠ A1, Oil Carrier, Ice Class A0, Ⓔ, ✠ AMS, ✠ ACCU, **CCO(–18, –30)**…

✠ A1, Oil Carrier, Ice Class A0, Ⓔ, ✠ AMS, ✠ ACCU, **CCO(–18, –30)+**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **CCO-POLAR(–30, –50)**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **CCO-POLAR(–30, –50)+**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **CCO-POLAR(–30, –50) (HR24)**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **CCO-POLAR(–30, –50) (HR24)+**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **DE-ICE**…

Common Notations and Symbols

NOTATION

CGSU

DESCRIPTION *(1 January 2026)*

Cargo **G**ear **S**elf **U**nloading (**CGSU**) – This notation is assigned to vessels with self-unloading cargo gear that operates while the vessel is in a harbor or sheltered area, or in mild environmental conditions and signifies that an ABS Register of Cargo Gear is issued under the provisions of the ABS *Requirements for Certification of Lifting Appliances*.

REFERENCES *(1 January 2026)*

1-1/9.3 and 4-1/1 of the *Requirements for Certification of Lifting Appliances*

REMARKS

This notation is optional.

Example – ✠ A1, Bulk Carrier Great Lakes Service, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **CGSU**…

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CGSU**…

Common Notations and Symbols

NOTATION

CPS-B

CPS-D

CPS-V

CPS-COT

CorrResistant

DESCRIPTION

Coating **P**erformance **S**tandard (**CPS-B**) – indicates compliance for all dedicated seawater ballast tanks of all types of SOLAS compliant vessels with IMO Resolution MSC.215(82) Performance Standard for Protective Coatings, required by SOLAS Chapter II-1/3-2, amended by IMO Resolution MSC.216(82), in accordance with Section 2 of the ABS *Guide for Performance Standards for Corrosion Protection*.

Coating **P**erformance **S**tandard (**CPS-D**) – indicates compliance for double-side skin spaces of SOLAS compliant Bulk Carriers with IMO Resolution MSC.215(82) Performance Standard for Protective Coatings, required by SOLAS Chapter II-1/3-2, amended by IMO Resolution MSC.216(82), in accordance with Section 2 of the ABS *Guide for Performance Standards for Corrosion Protection*.

Coating **P**erformance **S**tandard (**CPS-V**) – indicates compliance for void spaces of Bulk Carriers and Crude Oil Tankers with IMO Resolution MSC.244(83) for Performance Standard for Protective Coatings for Void Spaces on Bulk Carriers and Oil Tankers, in accordance with Section 2 of the ABS *Guide for Performance Standards for Corrosion Protection*.

Coating **P**erformance **S**tandard – **C**rude **O**il **T**anker (**CPS-COT**) – indicates compliance for cargo oil tanks of SOLAS compliant Crude Oil Tankers with IMO Resolution MSC.288(87) Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers (IMO PSPC-COT), required by SOLAS Chapter II-1/3-11, amended by IMO Resolution MSC.291(87), in accordance with Section 3 of the ABS *Guide for Performance Standards for Corrosion Protection*.

Corrosion **Resistant** Steel (**CorrResistant**) – indicates compliance for cargo oil tanks of SOLAS compliant Crude Oil Tankers with IMO Resolution MSC.289(87) Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Oil Tankers – Performance Standard for Corrosion Resistant Steel (IMO PSCRS-COT), required by SOLAS Chapter II-1/3-11, amended by IMO Resolution MSC.291(87), in accordance with Section 4 of the ABS *Guide for Performance Standards for Corrosion Protection*.

These notations are intended for all SOLAS compliant vessels but may also be issued to other types of vessels such as non-SOLAS vessels, MODU Code compliant vessels, and ship-type floating production installations.

See Section 1 Table 1 of the ABS *Guide for Performance Standards for Corrosion Protection* for more information.

REFERENCES

Subsection 1/1 and Section 1, Table 1 of the *Guide for Performance Standards for Corrosion Protection*

REMARKS

CPS-B and **CPS-D** notations are mandatory. However, SOLAS requires protective coating for most vessels.

CPS-V notation is optional for vessels to apply approved protective coatings for void spaces in accordance with IMO Resolution MSC.244(83) for Performance Standard for Protective Coatings for Void Spaces on Bulk Carriers and Oil Tankers.

CPS-COT notation is mandatory for cargo oil tanks of crude oil tankers as defined in Annex I of MARPOL 73/78 and SOLAS Chapter II-1/3-11 for ships of 5,000 tonnes deadweight and above.

CorrResistant notation is mandatory for cargo oil tanks of crude oil tankers as defined in Annex I of MARPOL 73/78 and SOLAS Chapter II-1/3-11 for ships of 5,000 tonnes deadweight and above when corrosion resistant steel is used as an alternative to **CPS-COT**.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-B**…

✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-D**…

✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-V**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-B**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-V**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CPS-COT**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CorrResistant**…

Common Notations and Symbols

NOTATION

CR

DESCRIPTION

Cyber **R**esilience (**CR**) – This notation is assigned to vessels meeting the cyber resilience requirements of Section 4-9-13 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 July 2026)*

4-9-13/1 of the *Rules for Building and Classing Marine Vessels*

4-3-4/6 of the *Rules for Building and Classing Offshore Units*

REMARKS *(1 July 2026)*

This notation is mandatory for all passenger vessels and other vessels of 500 GT and over and all Mobile Offshore Units that are either self-propelled or assigned a **DPS** notation, and all Mobile Offshore Drilling Units over 500 GT, regardless of whether they are self-propelled or not.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CR**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, DPS-2, **CR**…

Common Notations and Symbols

NOTATION *(1 June 2025)*

CR-Ex

DESCRIPTION

Cyber **R**esilience – **E**xisting **V**essels (**CR-Ex**) – This notation is applicable to Company, Owner, or Vessel Manager and is applied to a specified existing vessel that establishes a cybersecurity program that incorporates elements of Cyber Resilience complying with the requirements contained in the ABS *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*.

REFERENCES

1/3.2 and Subsection 2/2 of the *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CR-Ex**…

Common Notations and Symbols

NOTATION

CRC

SC

HC

OC

SP

MRW

RMP

PL

PL+

PL++

Subsea

DESCRIPTION *(1 January 2026)*

Crane **R**egister **C**ertificate (**CRC**) – This notation signifies that an ABS Register of Lifting Appliances is issued under the provisions of the ABS *Requirements for Certification of Lifting Appliances*. The following notations (effective 1 July 2016) indicate the type of crane or lifting appliance installed on board the vessel that is designed, constructed and tested in accordance with the respective requirements of the ABS *Requirements for Certification of Lifting Appliances*:

SC Shipboard crane

OC Offshore crane

HC Heavy Lift crane

SP Special Purpose crane (i.e., a davit, monorail hoist/ engine room overhead crane, provision crane, or union purchase)

MRW Base-mounted Man Riding Winch

RMP Stern, bow and sideport ramps and moveable platforms (decks)

For personnel lifting, the above notations may be supplemented with the **PL**, **PL+**, or **PL++** notations, as follows:

PL Crane that is intended to be used for personnel lifting and is fitted with an Emergency Recovery System and provided with an independent means for controlled luff down and lowering operations in the event of a single failure in the power or control system in compliance with 2-9/13.3 of the ABS *Requirements for Certification of Lifting Appliances*.

PL+ Crane that is intended to be used for personnel lifting and is fitted with an Emergency Recovery System provided with an independent means for controlled slew, luff down, and lowering operations in the event of a single failure in the power or control system in compliance with 2-9/13.5 of the ABS *Requirements for Certification of Lifting Appliances*.

PL++ Crane that is intended to be used for personnel lifting and is fitted with an Emergency Recovery System provided with an independent means for performing all main functions, such as slewing, luffing up and down, hoisting up and down, folding and unfolding, and telescoping in and out operations in the event of a single failure in the power or control system, under all loaded conditions in compliance with 2-9/13.7 of the ABS *Requirements for Certification of Lifting Appliances*.

For subsea lifting, notations **OC** and **HC** may also be supplemented with the **Subsea** notation.

REFERENCES *(1 January 2026)*

1-1/9.1 of the *Requirements for Certification of Lifting Appliances*

REMARKS *(1 January 2026)*

These notations are mandatory for lifting appliances greater than 1,000 kg installed aboard vessels over 500 GT classed by ABS (see also 1-3/1 and 1-3/3 of the *Requirements for Certification of Lifting Appliances*). The **CRC(RMP)** notation is optional.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CRC(SC)**…

✠ A1, Offshore Support Vessel (SSR), GR A – (320), Ⓔ, ✠ AMS, **CRC(OC-PL+)**…

✠ A1, Offshore Support Vessel (Heavy Lift), Wind-SC, Ⓔ, ✠ AMS, **CRC(SC-PL++, HC-PL+)**…

✠ A1, Offshore Support Vessel (Heavy Lift), Ⓔ, ✠ AMS, **CRC(HC-Subsea)**…

✠ A1, Vehicle Carrier, Ⓔ, ✠ AMS, **CRC(RMP)**…

Common Notations and Symbols

NOTATION

CS-1

CS-2

DESCRIPTION

These notations are assigned to ships and offshore assets that comply with the ABS requirements contained in the ABS *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*. The scope of each notation is limited to Primary Essential Services and ancillary OT or IT systems or functions digitally connected to Primary Essential Services systems.

CS-1 – This notation is applicable to Company, Owner, or Vessel Manager and is applied to a specified vessel. It documents that the vessel has met requirements for a cybersecurity program per Table 3 in 2/1.3 of the Guide.

CS-2 – This notation is applicable to Company, Owner, or Vessel Manager and is applied to a specified vessel. It documents that the vessel has met requirements for a cybersecurity program per Table 3 in 2/1.3 of the Guide and the additional requirements related to Policies & Procedures, Vessel CRMS Design and Management of Change per Table 4 in 2/1.3 of the Guide.

REFERENCES *(1 June 2025)*

1/3.1 and 2/1.3 of the *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CS-1**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **CS-2**…

Common Notations and Symbols

NOTATION

CS-Ready

DESCRIPTION

This notation is assigned to ships and offshore assets that comply with the ABS requirements contained in the ABS *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*. The scope of this notation is limited to Primary Essential Services and ancillary OT or IT systems or functions digitally connected to Primary Essential Services systems.

This notation is applicable the Ship Builder Integrator (SBI) applied to a specified vessel. It documents that cybersecurity procedures and protections are applied to critical OT/IT systems during vessel construction and are documented and communicated to the Owner per Table 2 in 2/1.2 of the Guide. This notation provides OT/IT system information that can be utilized by the Company to satisfy certain **CS-1** and **CS-2** requirements.

REFERENCES *(1 June 2025)*

1/3.1 and 2/1.2 of the *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CS-Ready**…

Common Notations and Symbols

NOTATION

CS-System

DESCRIPTION

This notation is assigned to ships and offshore assets that comply with the ABS requirements contained in the ABS *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*. The scope of this notation is limited to Primary Essential Services and ancillary OT or IT systems or functions digitally connected to Primary Essential Services systems.

This notation is applicable the Original Equipment Manufacturer (OEM) equipment installed on a specified vessel. It documents that at least one of the installed systems, providing a Primary Essential Service, has an active ABS CyberSafety PDA Certificate per Table 1 in 2/1.1 of the Guide. This notation provides OT/IT system information that can be utilized by the Company to satisfy certain **CS-1** and **CS-2** requirements.

REFERENCES *(1 June 2025)*

1/3.1 and 2/1.1 of the *Guide for Cybersecurity Implementation for the Marine and Offshore Industries – ABS CyberSafety® Volume 2*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **CS-System**…

Common Notations and Symbols

NOTATION

DBC

DESCRIPTION

Designed for **B**ottom **C**ontact (**DBC**) – This notation is assigned to vessels that are designed and built for their hull to rest on the seabed (or riverbed, as applicable) in a controlled environment during normal operation in accordance with the ABS *Requirements for Vessels Designed for Bottom Contact*.

Such bottom contact operations are intended to extend over short periods of time (for example, between tidal variations).

These requirements are applicable to barges and ships but do not apply to offshore units involved in hydrocarbon exploration operations.

REFERENCES

Subsection 1/2 of the *Requirements for Vessels Designed for Bottom Contact*

REMARKS

This notation is mandatory for vessels carrying out planned bottom contact operations.

Example – ✠ A1, Offshore Support Vessel (Cable Lay), Ⓔ, **DBC**, ✠ AMS, UWILD…

✠ A1, Barge Cable Laying, **DBC**, UWILD…

Common Notations and Symbols

NOTATION

DFD-*fuel*

SGF-*fuel*

DFGT-*fuel*

DESCRIPTION *(1 July 2026)*

Dual **F**uel **D**iesel Engine power plant (**DFD-*fuel***) is a mandatory notation assigned to a vessel with a dual fuel diesel engine power plant designed, constructed, and tested in accordance with the applicable parts of Chapter 5C-13 of the ABS *Rules for Building and Classing Marine Vessels*.

Single **G**as **F**uel Engine power plant (**SGF-*fuel***) is a mandatory notation assigned to a vessel with a single gas fuel engine power plant designed, constructed, and tested in accordance with the applicable parts of Chapter 5C-13 of the ABS *Rules for Building and Classing Marine Vessels*.

Dual **F**uel **G**as **T**urbine power plant (**DFGT-*fuel***) is a mandatory notation assigned to a vessel with a dual fuel gas turbine power plant designed, constructed, and tested in accordance with 5C-13-10/5 and Appendix 5C-13-A1 of the ABS *Rules for Building and Classing Marine Vessels*.

Where a dual fuel diesel or single gas fuel engine power plant uses a fuel other than LNG, the equivalence of the design is to be demonstrated by application of the Alternative Design criteria detailed under 5C-13-2/3, and these notations will be supplemented with the type of fuel used:

- For LNG fueled ships: **DFD-LNG**, **SGF-LNG**, or **DFGT-LNG**
- For ethane fueled ships: **DFD-Ethane**, **SGF-Ethane**, or **DFGT-Ethane**
- For LPG fueled ships: **DFD-LPG**, **SGF-LPG**, or **DFGT-LPG**
- For ammonia fueled ships: **DFD-Ammonia**, **SGF-Ammonia**, or **DFGT-Ammonia**
- For hydrogen fueled ships: **DFD-Hydrogen**, **SGF-Hydrogen**, or **DFGT-Hydrogen**
- For methanol fueled ships: **DFD-Methanol**, **SGF-Methanol**, or **DFGT-Methanol**
- For ethanol fueled ships: **DFD-Ethanol**, **SGF-Ethanol**, or **DFGT-Ethanol**

REFERENCES *(1 July 2026)*

5C-13-1/1.1 of the *Rules for Building and Classing Marine Vessels*

Subsection 1/3 of the *Requirements for Methanol and Ethanol Fueled Vessels*

Subsection 1/4 of the *Requirements for LPG Fueled Vessels*

Subsection 1/3 of the *Requirements for Ammonia Fueled Vessels*

Subsection 1/3 of the *Requirements for Hydrogen Fueled Vessels*

REMARKS *(1 July 2026)*

Assignment of these notations requires Class Committee approval.

The **DFD-*fuel***, **SGF-*fuel*** and **DFGT-*fuel*** notations are mandatory when this equipment is installed, see the Description section above.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-LNG, GCU**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Ethane, GCU**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Methanol, GCU**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Ethanol, GCU**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-LPG, RELIQ**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Ammonia, RELIQ**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Hydrogen**, ✠ ACCU…

Common Notations and Symbols

NOTATION

✠ **DPS-0**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-0** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems with a centralized manual position control and automatic heading control to maintain a desired position and heading at sea without external aid under specified maximum environmental conditions; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Dynamic Positioning Systems*. The assigned numeral **"0"** indicates the degree of redundancy. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel, and during trials.

REFERENCES

Subsection 1/3 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

See also ✠ **DPS-1**, ✠ **DPS-2** and ✠ **DPS-3**

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-0**…

Common Notations and Symbols

NOTATION

✠ **DPS-1**

✠ **DPS-1+**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-1** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid under a specified maximum environmental conditions as well as a centralized manual position control with automatic heading control; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Dynamic Positioning Systems*. The assigned numeral **"1"** indicates the degree of redundancy. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel, and during trials.

At the Owner's request, the symbol **+** for the **DPS**-series notations may be assigned indicating additional requirements for station keeping capacity and failure modes for static components of the DP systems.

REFERENCES

Subsection 1/3 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

See also ✠ **DPS-0**, ✠ **DPS-2** and ✠ **DPS-3**

Assignment of this notation requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-1**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-1+**…

Common Notations and Symbols

NOTATION

✠ **DPS-2**

✠ **DPS-2+**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-2** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid within a specified operating envelope under specified maximum environmental conditions during and following any single fault excluding a loss of compartment or compartments; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Dynamic Positioning Systems*. The assigned numeral **"2"** indicates the degree of redundancy. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel, and during trials.

At the Owner's request, the symbol **+** for the **DPS**-series notations may be assigned indicating additional requirements for station keeping capacity and failure modes for static components of the DP systems.

REFERENCES

Subsection 1/3 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

See also ✠ **DPS-0**, ✠ **DPS-1** and ✠ **DPS-3**

Assignment of this notation requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-2**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-2+**…

Common Notations and Symbols

NOTATION

✠ **DPS-3**

✠ **DPS-3+**

DESCRIPTION

The **D**ynamic **P**ositioning **S**ystem notation **DPS-3** indicates that a self-propelled (or non-self-propelled) vessel is fitted with a system of thrusters, positioning instruments and control systems capable of automatically maintaining the position and heading at sea without external aid within a specified operating envelope under specified maximum environmental conditions during and following any single fault including a loss of a compartment due to fire flood; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Dynamic Positioning Systems*. The assigned numeral **"3"** indicates the degree of redundancy. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel, and during trials.

At the Owner's request, the symbol **+** for the **DPS**-series notations may be assigned indicating additional requirements for station keeping capacity and failure modes for static components of the DP systems.

REFERENCES

Subsection 1/3 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

See also ✠ **DPS-0,** ✠ **DPS-1** and ✠ **DPS-2**

Assignment of this notation requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-3**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **DPS-3+**…

Common Notations and Symbols

NOTATION *(1 August 2026)*

EDD

DESCRIPTION

Extended **D**ry**D**ocking (**EDD**) – This notation signifies that the vessel has been accepted into an Extended Drydocking Program in accordance with the ABS *Guide for Extended Drydocking* and may extend the interval between out-of-water drydockings to 7.5 years. This notation is not applicable to vessels 10 years of age or over and those vessels listed in Subsection 1/2 of the ABS *Guide for Extended Drydocking*.

UWILD, **PMP**, and **TCM**, **TCM-PS**, or **TCM-W** are prerequisites for **EDD**.

REFERENCES

Subsection 1/3 of the ABS *Guide for Extended Drydocking*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, PMP, TCM, UWILD, **EDD**…

Common Notations and Symbols

NOTATION

EEDI-Ph3

DESCRIPTION

This notation is assigned to a vessel whose verified attained Energy Efficiency Design Index (EEDI) value is less than or equal to the required value for EEDI Phase 3 in MARPOL Annex VI, Regulation 21 as amended by IMO Resolution MEPC.324(75), in accordance with Section 5 of the ABS *Guide for the Environmental Protection Notations for Vessels*.

REFERENCES

1/3.9 and Section 5 of the *Guide for the Environmental Protection Notations for Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **EEDI-Ph3**…

Common Notations and Symbols

NOTATION

EFP-A1

EFP-A2

EFP-M1

EFP-M2

EFP-C

DESCRIPTION

EFP-A1 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have accommodation areas designed, constructed and equipped in accordance with the requirements in 1/5.1.2 as well as the less stringent enhanced requirements of Chapter 2, Section 6 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-A2 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have accommodation areas designed, constructed and equipped in accordance with the requirements in Chapter 1 as well as Chapter 2, Sections 1 through 5 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-M1 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/5.5.2 and also comply with the less stringent enhanced requirements for the machinery spaces in Chapter 3, Section 8 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-M2 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have the machinery spaces designed, constructed and equipped in accordance with the requirements in Chapter 1 and Chapter 3, Sections 1 through 7 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-C – This notation is assigned to vessels identified in Chapter 4 that meet the criteria in 1-1/3 and have the cargo areas designed, constructed and equipped in accordance with Chapters 1 and 4 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

REFERENCES

1-1/5 of the *Guide for Enhanced Fire Protection Arrangements*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **EFP-A1**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **EFP-M2**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **EFP-C**…

Common Notations and Symbols

NOTATION

EGC-OCCS

DESCRIPTION

This notation is assigned to a vessel fitted with an Onboard Carbon Capture and Storage (OCCS) system designed, constructed, and tested in accordance with the requirements of the ABS *Requirements for Onboard Carbon Capture and Storage*.

REFERENCES

1/4.1 of the *Requirements for Onboard Carbon Capture and Storage*

REMARKS

This notation is mandatory for vessels where an OCCS system is fitted on board.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-OCCS**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

EGC-OCCS Ready

DESCRIPTION

This notation is assigned to a vessel that has design features suitable to permit conversion at a future date for the installation of an OCCS system. The following optional notations may be assigned based on the level of readiness in accordance with the requirements of the ABS *Requirements for Onboard Carbon Capture and Storage*.

- **EGC-OCCS Ready 1C** indicates a high-level evaluation of the compliance of the basic suitability of a particular vessel design to fit an OCCS system.
- **EGC-OCCS Ready 2D** indicates a detailed evaluation of the compliance of the suitability of a particular vessel design to fit an OCCS system.
- **EGC-OCCS Ready 3** extends the Class approval of the drawings to the installation of parts of the system or complete system on board the vessel including Survey in accordance with applicable requirements of this document and related *Marine Vessel Rules*.

The following descriptive letters will be included in the vessel record when the drawings and supporting documents of the OCCS equipment or system as indicated in the above subgroups has been reviewed and approved by ABS per the applicable ABS Rule/Guide requirements:

System/Component	*Descriptive Letter(s)*
Hull Structural Arrangement and Reinforcement	HS
OCCS System Configuration and Vessel Integration	SC
Pre-Scrubbing/Quenching system, Absorber and Desorber Systems	CC
CO2 Compression, Refrigeration and Liquefaction Systems	CRL
Chemical Treatment System	C
Liquid CO2 and/or final by-product storage and discharging system	LCS
Exhaust Gas System	EG
Monitoring, Alarm and Control System	MACS

REFERENCES

1/4.2 of the *Requirements for Onboard Carbon Capture and Storage*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **EGC-OCCS Ready Level 1C**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **EGC-OCCS Ready Level 2D (CRL)**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **EGC-OCCS Ready Level 3 (HS)**, NBL, SH, SHCM…

Common Notations and Symbols

NOTATION

EGC-SOx (M)

EGC-SOx

EGC-SCR (M)

EGC-SCR

EGC EGR (M)

EGC-EGR

EEMS

DESCRIPTION

EGC-SOx (M) – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of SO_x emissions using exhaust gas scrubbing designed, constructed, and tested in accordance with the statutory emissions performance testing, survey, and certification requirements of the applicable IMO Regulations and Guidelines and the minimum requirements of EGC SO_x scrubbers in 6-3-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

EGC-SOx – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of SO_x emissions using exhaust gas scrubbing designed, constructed, and tested in accordance with Section 6-3-2 of the ABS *Rules for Building and Classing Marine Vessels*.

EGC-SCR (M) – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of NO_x emissions by the use of Selective Catalytic Reduction catalysts designed, constructed, and tested in accordance with the statutory emissions performance testing, survey, and certification requirements of the applicable IMO Regulations and Guidelines and the minimum requirements of EGC SCR Systems in 6-3-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

EGC-SCR – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of NO_x emissions by the use of Selective Catalytic Reduction catalysts designed, constructed, and tested in accordance with Section 6-3-3 of the ABS *Rules for Building and Classing Marine Vessels*.

EGC-EGR (M) – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of NO_x emissions by the use of exhaust gas recirculation designed, constructed, and tested in accordance with the statutory emissions performance testing, survey, and certification requirements of the applicable IMO Regulations and Guidelines and the minimum requirements of EGC SCR Systems in 6-3-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

EGC-EGR – This notation is assigned to an exhaust gas cleaning system primarily designed for the reduction of NO_x emissions by the use of exhaust gas recirculation designed, constructed, and tested in accordance with Section 6-3-4 of the ABS *Rules for Building and Classing Marine Vessels*.

This notation is intended to be applied to those EGR systems that incorporate extensive off-engine systems designed for the purposes of removing the sulfur by-products from the exhaust gases that originate from the fuel and incorporate, for example, water scrubbing and water cleaning systems. Where a water treatment system is incorporated in the EGR system, the washwater discharge criteria is to meet the requirements of IMO Resolution MEPC.184(59).

EEMS – This notation is assigned to a permanently installed exhaust emission monitoring system designed, constructed, and tested in accordance with Section 6-3-5 of the ABS *Rules for Building and Classing Marine Vessels*.

The notation for an exhaust emissions monitoring system may be assigned to a vessel fitted with, or without, an exhaust emission abatement system.

REFERENCES

6-3-1/9.3, 6-3-1/9.5, 6-3-1/9.7, and 6-3-1/9.9 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-SO$_x$ (M)**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-SO$_x$**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-SCR (M)**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-SCR**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-EGR**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EEMS**, CSR, AB-CM…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EGC-SO$_x$**, **EEMS**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

EHS-P

EHS-C

EHS-F

EHS-E

DESCRIPTION

The Enhanced System notation (**EHS**), as a supplement to a **DPS**-series notation, may be assigned to a **DPS-2** or **DPS-3** vessel.

EHS-P (Enhanced Power and Thruster System) – This notation covers the requirements for the power system and thrusters that are beyond those for the **DPS**-series notations.

EHS-C (Enhanced Control System) – This notation covers the requirements on the DP control systems including control computers, position reference systems and sensors, which are beyond the minimum requirements for **DPS**-series notations.

EHS-F (Fire and Flood Protection System) – This notation covers the requirements for fire and flood protection considering the risk level of the areas. This is a supplement for a **DPS-2** system. It is not necessary for a **DPS-3** system, since a **DPS-3** system has higher requirement in this regard.

EHS-E (Enhanced Electrical System) – This notation covers the requirements for the electrical and power management systems that are beyond those for the **DPS**-series notations.

For a vessel with a **DPS-2** notation, the Enhanced Power and Thruster System Notation (**EHS-P**), the Enhanced Control System Notation (**EHS-C**), Fire and Flood Protection (**EHS-F**) Notation or any combination, such as **EHS-PC**, **EHS-PF**, **EHS-PCF**, may be assigned.

For a **DPS-3** vessel, **EHS-F** is not necessary since **DPS-3** has a higher fire protection requirement.

REFERENCES

Subsections 1/3 and 8/1 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ DPS-2 **EHS-PCF**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ DPS-3 **EHS-C**…

Common Notations and Symbols

NOTATION

ENVIRO

ENVIRO+

DESCRIPTION

ENVIRO – This notation is assigned to a vessel complying with the applicable requirements of Annexes I, II, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and associated ABS requirements which influence environmental protection.

ENVIRO+ – This notation will be assigned to a vessel complying with applicable requirements of the **ENVIRO** notation and Annexes I, II, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and the criteria for environmental protection related to design characteristics, management and support systems, sea discharges, and air discharges specified in the ABS *Guide for the Environmental Protection Notations for Vessels*.

These notations supersede the **ES** and **ES2020** notations for vessels contracted for construction after the effective date of the ABS *Guide for the Environmental Protection Notations for Vessels*.

REFERENCES

1/3.1 and 1/3.3 of the *Guide for the Environmental Protection Notations for Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **ENVIRO**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **ENVIRO+**…

Common Notations and Symbols

NOTATION

ENVIRO-IDP

DESCRIPTION

ENVIRO-IDP – This notation is assigned to a vessel whose protective oil-to-sea seals and drydock inspections are in compliance with the specific VGP requirements described in the paragraphs 2.2 and 4.1.4 of the VGP 2013, in accordance with Section 6 of the ABS *Guide for the Environmental Protection Notations for Vessels*.

REFERENCES

1/3.11 and Section 6 of the *Guide for the Environmental Protection Notations for Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **ENVIRO-IDP**…

Common Notations and Symbols

NOTATION

ERGO TOP

ERGO ES

ERGO VALVE

ERGO MAINT

DESCRIPTION

ERGO TOP – This notation is directed at assessing the human and topsides structures fit and compatibility, including external ramps, ladders, platforms, and other topsides structures (weather deck area) associated with crew safety and job performance.

ERGO ES – This notation is directed at assessing the human fit and compatibility of areas inside the skin of the vessel on or below the main deck (whether of a ship or an offshore structure). These include interior ramps, passageways, ramps hatches and scuttles, and other structures associated with crew safety and job performance.

ERGO VALVE – This notation is directed at assessing the access and use of operating and maintenance valves with regard to accessibility and ease of identification and use.

ERGO MAINT – This notation is directed at assessing the safety and ease of access to maintenance areas (maintenance platforms, access aids such as ladders, and the size of the maintenance workspace).

REFERENCES

Subsection 1/4 and Section 3, Table 1 of the ABS *Guide for Ergonomic Notations*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **ERGO TOP**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **ERGO ES**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **ERGO VALVE**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **ERGO MAINT**…

Common Notations and Symbols

NOTATION

ESA

ESA+

DESCRIPTION

Enhanced **S**haft **A**lignment (**ESA**) – This notation is assigned to vessels designed, constructed and operated in compliance with the calculation related sections in the ABS *Guide for Enhanced Shaft Alignment*. The additional shaft alignment installation and measurement related requirements, described in this Guide are not applicable for the **ESA** Notation and instead, the pertinent requirements in 4-3-2/11 of the ABS *Rules for Building and Classing Marine Vessels* apply.

Enhanced **S**haft **A**lignment Plus (**ESA+**) – This notation is assigned to vessels designed, constructed and operated in compliance with all of the Sections of the ABS *Guide for Enhanced Shaft Alignment*, including the installation procedures and sea trial measurement requirements as well as maintenance and survey requirements.

REFERENCES

1/1.1 of the *Guide for Enhanced Shaft Alignment*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **ESA**, CSR, AB-CM …

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **ESA+**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

ESP

ESDC

DESCRIPTION

Enhanced **S**urvey **P**rogram (**ESP**) – This notation is assigned to Oil Carriers, Bulk Carriers, Ore Carriers, Combination Carriers or Chemical Carriers, all in salt-water service, that are in compliance with the specified survey requirements for the **ESP** notation in the ABS *Rules for Survey After Construction (Part 7)*.

Expanded **S**urvey Program for General **D**ry **C**argo Vessels (**ESDC**) – This notation is assigned to General Dry Cargo Vessels, as defined in 7-1-1/3.33 of the ABS *Rules for Survey After Construction (Part 7)*, in salt-water service, that are in compliance with the specified survey requirements for the **ESDC** notation.

REFERENCES

Section 7-3-2 of the *Rules for Survey After Construction (Part 7)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory for the vessel types and services listed above in the description section.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **ESP**…

✠ A1, General Dry Cargo Vessel, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **ESDC**…

Common Notations and Symbols

NOTATION

ESS-LiBATTERY

DESCRIPTION

This notation is assigned to marine and offshore assets designed, constructed, or retrofitted with a lithium-ion battery system used as a source of power with an energy of 20 kWh or greater complying with the requirements of the ABS *Requirements for Use of Lithium-ion Batteries in the Marine and Offshore Industries*.

REFERENCES

Subsection 1/3 of the *Requirements for Use of Lithium-ion Batteries in the Marine and Offshore Industries*

REMARKS

This notation is optional. However, the requirements contained in the *Requirements for Use of Lithium-ion Batteries in the Marine and Offshore Industries* are mandatory for lithium-ion battery systems used as a source of power with an energy of 20 kWh or greater.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ESS-LiBATTERY**, ✠ ACCU, CSR, AB-CM…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **ESS-LiBATTERY**…

Common Notations and Symbols

NOTATION

ESS-SC

DESCRIPTION

This notation is assigned to marine and offshore assets designed, constructed, or retrofitted with a supercapacitor system used as an additional source of power with a capacity greater than 50 Wh complying with the requirements of the ABS *Requirements for Use of Supercapacitors in the Marine and Offshore Industries*.

REFERENCES

Subsection 1/3 of the *Requirements for Use of Supercapacitors in the Marine and Offshore Industries*

REMARKS

This notation is optional. However, the requirements contained in the *Requirements for Use of Supercapacitors in the Marine and Offshore Industries* are mandatory for lithium-ion battery systems used as an additional source of power with a capacity greater than 50 Wh.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ESS-SC**, ✠ ACCU, CSR, AB-CM…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **ESS-SC**…

Common Notations and Symbols

NOTATION

FC-E

FC-NE

DESCRIPTION

Fuel **C**ell – **E**ssential Service (**FC-E**) – This notation is assigned to vessels arranged to use a fuel cell power system for essential services (primary and secondary) or emergency services in compliance with the ABS *Requirements for Fuel Cell Power Systems for Marine and Offshore Applications*.

Fuel **C**ell – **N**on-**E**ssential Service (**FC-NE**) – This notation is assigned to vessels arranged to use a fuel cell power system for non-essential services in compliance with the ABS *Requirements for Fuel Cell Power Systems for Marine and Offshore Applications*.

If the fuel cell is intended for installation on a Gas Carrier or a Gas Fueled Ship, the notations **LFFS** or **GFS** will be assigned in association with **FC-E** or **FC-NE** notation for specific ship type. (e.g., **LFFS(FC-E)**) with descriptive letters introduced in the *Record* identifying the specific low flashpoint fuel used (Methanol/Ethanol/Methane/Propane/Butane/Ammonia/Hydrogen).

REFERENCES

Subsection 1/4 of the *Requirements for Fuel Cell Power Systems for Marine and Offshore Applications*

REMARKS

This notation is optional. However, the requirements contained in the *Requirements for Fuel Cell Power Systems for Marine and Offshore Applications* are mandatory for fuel cell power systems installed on board classed vessels and units as outlined in the document.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **FC-E**, ✠ ACCU, CSR, AB-CM …

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **FC-NE**, ✠ ACCU, CSR, AB-CM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, LFFS(**FC-E – Hydrogen**), ✠ ACCU…

Common Notations and Symbols

NOTATION

FL (*years*)

DESCRIPTION *(1 July 2025)*

Fatigue **L**ife (**FL (*years*)**) – This is a notation that denotes a vessel's design fatigue life is in excess of the minimum fatigue life of 20 years. This notation is eligible for vessels that receive the SafeHull notation provided the excess design fatigue life is verified to be in compliance with the criteria in Appendix 1 of the appropriate Chapter of Part 5C of the ABS *Rules for Building and Classing Marine Vessels* addressing Oil or Fuel Oil Carriers, Bulk or Ore Carriers, Combination Carriers or Container Carriers. The **(*years*)** refers to the fatigue life equal to 25 years or more (in 5-year increments) as specified by the applicant. This notation is also available for Membrane Tank Liquefied Gas Carriers in accordance with 5C-12-1/1.3 of the ABS *Rules for Building and Classing Marine Vessels* and also for Liquefied Gas Carriers with Independent Tanks in accordance with 1/1.3 of the ABS *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks* and Asphalt Carriers with Independent Tanks in accordance with 1/1.3 of the ABS *Requirements for Building and Classing Asphalt Carriers with Independent Tanks*.

REFERENCES *(1 July 2025)*

5C-1-1/3.3, 5C-3-1/1.2, 5C-5-1/3.1, and 5C-12-1/3.1 of the *Rules for Building and Classing Marine Vessels*

1/1.3 of the *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*

1/1.3 of the *Requirements for Building and Classing Asphalt Carriers with Independent Tanks*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **FL(30)**…

Common Notations and Symbols

NOTATION

FTS(ν, ρ, T)

DESCRIPTION

Fuel **T**reatment **S**ystem (**FTS(ν, ρ, T)**) – This notation is assigned to vessels with fuel systems and equipment complying with the requirements in 4-6-4/19 of the ABS *Rules for Building and Classing Marine Vessels*. **ν** is the fuel oil maximum kinematic viscosity at 50°C (122°F) given in cSt, **ρ** is the fuel oil maximum density at 15°C (59°F) given in kg/m^3 (lb/in^3), and **T** is the minimum outside air temperature for which the installations are approved given in °C (°F).

REFERENCES

4-6-4/19 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **FTS(380, 991, 0)**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

GCU

DESCRIPTION *(1 May 2026)*

Gas **C**ombustion **U**nit (**GCU**) is an optional notation assigned upon the Client's request to a vessel with a gas combustion unit designed, constructed, and tested in accordance with 5C-13-6/9.4 and Appendix 5C-13-6A3 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 July 2026)*

5C-13-1/1.5 of the *Rules for Building and Classing Marine Vessels*

Subsection 1/3.3 of the *Requirements for Ammonia Fueled Vessels*

REMARKS *(1 July 2026)*

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-LNG, GCU**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Ammonia, GCU**, ✠ ACCU…

Common Notations and Symbols

NOTATION

GRAB [*X*]

DESCRIPTION

This notation is assigned to vessels to signify that the vessel's inner bottom has been designed for a specific grab weight in metric tons.

REFERENCES

3-2-4/9.5, 3-2-4/9.6, 5A-1-1/3.2.2, and 5C-3-4/7.3.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

GRAB [X] is mandatory for ships having one of the additional service features **BC-A** or **BC-B**, according to 5A-1-1/3.2.1. For these ships, the requirements for the **GRAB [X]** notation given in Section 5B-1-6 are to be complied with for an unladen grab weight X taken not less than:

- 35 t for ships with $L \geq 250$ m,
- 30 t for ships with 200 m $\leq L <$ 250 m,
- 20 t otherwise.

For all other vessels, the additional class notation **GRAB [X]** is optional.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **GRAB [25]**…

✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **GRAB [25]**…

✠ A1, Offshore Support Vessel, Ⓔ, ✠ AMS, ✠ ACCU, **GRAB [25]**…

Common Notations and Symbols

NOTATION *(1 July 2026)*

HAB

HAB+

HAB++

HAB(A)

HAB(A+)

HAB(A++)

HAB(V)

HAB(V+)

HAB(V++)

HAB(N)

HAB(N+)

HAB(N++)

HAB(C)

HAB(C+)

HAB(C++)

HAB(L)

DESCRIPTION *(1 July 2026)*

HAB – This notation is assigned to assets, which comply with the minimum criteria for all five habitability aspects (i.e., accommodation area design, whole-body vibration (separate criteria for accommodation areas and workspaces), noise, indoor climate, and lighting) as included in the ABS *Guide for Habitability Notations*.

HAB(A) – This notation is assigned to assets, which comply with the minimum criteria for accommodation area design as included in Section 2 of the ABS *Guide for Habitability Notations*.

HAB(V) – This notation is assigned to assets, which comply with the minimum criteria for whole-body vibration (separate criteria for accommodation areas and workspaces) as included in Section 3 of the ABS *Guide for Habitability Notations*.

HAB(N) – This notation is assigned to assets, which comply with the minimum criteria for noise as included in Section 4 of the ABS *Guide for Habitability Notations*.

HAB(C) – This notation is assigned to assets, which comply with the minimum criteria for indoor climate as included in Section 5 of the ABS *Guide for Habitability Notations*.

HAB(L) – This notation is assigned to assets, which comply with the minimum criteria for lighting as included in Section 6 of the ABS *Guide for Habitability Notations*.

+ and **++** – These notations are assigned to assets which comply with more stringent habitability criteria with respect to accommodation areas, whole-body vibration, noise, or indoor climate aimed at increasing crew comfort and safety as included in the ABS *Guide for Habitability Notations*.

REFERENCES *(1 March 2026)*

Subsection 1/6 of the *Guide for Habitability Notations*

REMARKS *(1 July 2026)*

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **HAB**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **HAB(A, V+, N+, C, L)**…

✠ A1, Towing Vessel, Ⓔ, ✠ AMS, **HAB(V, N+)**…

✠ A1, Offshore Support Vessel (DSV SAT), Ⓔ, ✠ AMS, **HAB(V+, N, C)**…

✠ A1, Column Stabilized Drilling Unit, Ⓜ, ✠ AMS, **HAB(A, V, N+, C+)**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, Ⓜ, ✠ AMS, **HAB(A, V, N+, C++, L)**…

✠ A1, Accommodation Barge, **HAB(A+, V++, N++, C++, L)**…

Common Notations and Symbols

NOTATION

HDS

DESCRIPTION

This notation is assigned to vessels built with higher-ductility (HD) steel plates that comply with the requirements of the ABS *Guide for Material Requirements for Higher-Ductility Hull Structural Steel Plates and Sections* and meet the minimum extent for application.

Detailed information on the extent of HD steel can be entered into the *Record* as comments. For example, "HDxx applied to Cargo Tanks and Fuel Oil Tanks".

REFERENCES

1/7.3 of the *Guide for Material Requirements for Higher-Ductility Hull Structural Steel Plates and Sections*

REMARKS

This notation is optional.

Example – ✠ A1, Ⓔ, Oil Carrier, **HDS**, ✠ AMS, ✠ ACCU…

Common Notations and Symbols

NOTATION

HELIDK

HELIDK(SRF)

DESCRIPTION

HELIDK – This notation is assigned to vessels with a helicopter deck intended for landing with no provision for storage or refueling and complying with Sections 2 and 6 of the ABS *Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*.

HELIDK(SRF) – This notation is assigned to vessels with a helicopter deck and a helicopter facility for storage and/or refueling and complying with Sections 2 through 6 of the ABS *Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*.

REFERENCES

Subsection 1/3 of the *Guide for the Class Notation Helicopter Decks and Facilities (HELIDK and HELIDK(SRF))*

REMARKS

These notations are optional.

Example – ✠ A1, Ⓔ, Oil Carrier, **HELIDK**, ✠ AMS, ✠ ACCU, CSR, AB-CM…

✠ A1, Ⓔ, Oil Carrier, **HELIDK(SRF)**, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Common Notations and Symbols

NOTATION

HIMP

DESCRIPTION

Hull **I**nspection and **M**aintenance **P**rogram (**HIMP**) – This notation signifies that the vessel is enrolled in the Hull Inspection and Maintenance Program in accordance with the ABS *Guide for Hull Inspection and Maintenance Program*.

REFERENCES

Subsection 1/3 of the *Guide for Hull Inspection and Maintenance Program*

REMARKS

This notation is optional.

Example – ✠ A1, Ⓔ, Oil Carrier, **HIMP**, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Common Notations and Symbols

NOTATION

HM1

HM1+R

Slam Warning

Green Seas Warning

Ship Motion

Sea State

Sloshing Monitoring

ACS

MOT

PT

ST

LS

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull condition monitoring system for the purpose of motion monitoring and that the system is in accordance with the applicable requirements of the ABS *Guide for Hull Condition Monitoring Systems*. **Slam Warning**, **Green Seas Warning**, **Ship Motion**, **Sloshing Monitoring** or **Sea State** to identify the motion monitoring system provided will follow this notation. An additional notation, **+R**, will be added to the **HM1** notation where provisions for recording data for later evaluation are provided.

In addition, optional descriptive notations specifying the required type of monitoring devices of the monitoring system in compliance with the ABS *Guide for Hull Condition Monitoring Systems*, together with a digit specifying the number of devices installed or the number of measurements, will also be assigned as needed. The symbols include: **MOT** (ship motion sensors), **ACS** (ship acceleration sensors), **PT** (pressure transducers), **ST** (sea state monitoring devices), and **LS** (strain gauges for local stress monitoring).

REFERENCES

Subsection 1/3 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

See also **HM2** and **HM3**

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **HM1+R (Slam Warning: ACS1, Ship Motion: MOT2, Sea State: ST1),** HM2+R (Hull Girder Stress: HS2, Local Load Monitoring: LS4), HM3 (VDR, Wind: WD2, Shaft Monitoring: TM2, RC2), CSR, AB-CM…

Common Notations and Symbols

NOTATION

HM2

HM2+R

Hull Girder Stress

Local Load Monitoring

Fatigue Monitor

Structural Temperature Monitoring

LC

HS

LS

TEMP

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull stress monitoring system, which may include local stress and fatigue monitoring systems; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Hull Condition Monitoring Systems*. This notation will be followed by **Hull Girder Stress**, **Local Load Monitoring**, **Fatigue Monitor**, **Structural Temperature Monitoring**, or **LC** (loading computer data link) to identify the stress monitoring system provided. An additional notation, **+R**, will be added to the **HM2** notation where provisions for recording data for later evaluation are provided.

In addition, optional descriptive notations specifying the required type of monitoring devices of the monitoring system in compliance with the ABS *Guide for Hull Condition Monitoring Systems*, together with a digit specifying the number of devices installed or the number of measurements, will also be assigned as needed. The symbols include: **HS** (hull girder strain gauges), **LS** (strain gauges for local stress monitoring), and **TEMP** (temperature sensors for structural temperature monitoring).

REFERENCES

Subsection 1/3 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

See also **HM1** and **HM3**

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, HM1+R (Slam Warning: ACS1, Ship Motion: MOT2, Sea State: ST1), **HM2+R (Hull Girder Stress: HS2, Local Load Monitoring: LS4),** HM3 (VDR, Wind: WD2, Shaft Monitoring: TM2, RC2), CSR, AB-CM…

Common Notations and Symbols

NOTATION

HM3

VDR

Enhanced VDR

Navigation

Wind

Shaft Monitoring

SL

WD

TM

RC

DESCRIPTION

A Classification notation indicating that a vessel is fitted with a hull stress monitoring system and associated Voyage Data Recording system; and that the systems are in accordance with the applicable requirements of the ABS *Guide for Hull Condition Monitoring Systems*. This notation will be followed by **VDR**, **Enhanced VDR**, **Navigation**, **Wind**, **Shaft Monitoring**, or **SL** (shore data link) to identify the extent of their recording capability, the time scale of their recording and the survivability of their recordings.

In addition, optional descriptive notations specifying the required type of monitoring devices of the monitoring system in compliance with the ABS *Guide for Hull Condition Monitoring Systems*, together with a digit specifying the number of devices installed or the number of measurements, will also be assigned as needed. The symbols include: **WD** (wind state monitoring devices), **TM** (shaft torque meters), and **RC** (shaft revolution counters).

REFERENCES

Subsection 1/3 of the *Guide for Hull Condition Monitoring Systems*

REMARKS

See also **HM1** and **HM2**

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, HM1+R (Slam Warning: ACS1, Ship Motion: MOT2, Sea State: ST1), HM2+R (Hull Girder Stress: HS2, Local Load Monitoring: LS4), **HM3 (VDR, Wind: WD2, Shaft Monitoring: TM2, RC2)**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

HVSC

DESCRIPTION

A Classification notation applicable to vessels equipped with a high voltage shore connection system (HVSC) designed to power the vessel with the shore power alone, enabling the shipboard generators to be shut down while in port, which has been designed, installed and surveyed in accordance with Part 6, Chapter 4 of the ABS *Rules for Building and Classing Marine Vessels*, and when found satisfactory.

REFERENCES

6-4-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is mandatory for vessels equipped with a high voltage shore connection designed to power the vessel with shore power alone, enabling the shipboard generators to be shut down while in port.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **HVSC**, SH, SHCM…

Common Notations and Symbols

NOTATION

HVSC-Ready

DESCRIPTION

This notation is applicable to vessels been designed for future installation of a high voltage shore connection system (HVSC) designed to power the vessel with the shore power alone, enabling the shipboard generators to be shut down while in port, in accordance with Part 6, Chapter 4 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-4-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **HVSC-Ready**, SH, SHCM…

Common Notations and Symbols

NOTATION

HYBRID

HYBRID [*operating mode*]

DESCRIPTION

HYBRID – This notation is assigned to marine and offshore assets with a system arranged to use one or more sources of power (e.g., energy storage system (ESS) such as battery, supercapacitor, fuel cell system, wind, solar PV, and conventional power generation (including generator(s) and/or shaft generator(s))), designed, constructed, and tested in accordance with the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

HYBRID [*operating mode*] – This notation is assigned to marine and offshore assets arranged to comply with the requirements for the **HYBRID** notation, and also fitted with means to operate under one or more specific operating modes as identified in Section 3, Table 2 of the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

Operating Modes: Low-Exhaust Emission **[LEE]**, Power Management **[PMT]**, Power Backup **[PBU]**, Power Take-Off/Power Take-In **[PTO/PTI]**, Shore Connection **[SCN]**, Offshore Charging Connection **[OCC]**, Electric Mode **[EM]**

REFERENCES

1/5.1.1 of the *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **HYBRID**, ✠ ACCU, CSR, AB-CM…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **HYBRID [PMT, PBU, EM]** …

Common Notations and Symbols

NOTATION

HYBRID Ready

DESCRIPTION

This notation is assigned to a vessel that has design features suitable to permit conversion at a future date for to a hybrid electrical power system vessel by the addition of non-conventional power sources such as fuel cells, electrical storage systems (ESS) consisting of batteries, supercapacitors, or other technologies to form the power generation and propulsion system of the vessel. The following optional notations may be assigned based on the level of readiness in accordance with the requirements of the ABS *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*.

- **HYBRID Ready 1C** indicates a high-level evaluation of the suitability of a particular vessel design to incorporate a hybrid power system.
- **HYBRID Ready 2D** indicates a detailed evaluation of the suitability of a particular vessel design to incorporate a hybrid power system.

The following descriptive letters will be included in the notation when the drawings and supporting documents of the operating mode as indicated in the above subgroups have been reviewed and approved by ABS per the applicable ABS Rule/Guide requirements:

Operating Mode	*Descriptive Letter(s)*
Low-Exhaust Emission	LEE
Power Management	PMT
Power Backup	PBU
Power Take-Off/Power Take-In	PTO/PTI
Shore Connection	SCN
Offshore Charging Connection	OCC
Electric Mode	EM

REFERENCES

1/5.1.1iii), 1/5.1.3 of the *Requirements for Hybrid and All-Electric Power Systems for Marine and Offshore Applications*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **HYBRID Ready 1C [LEE, PMT, PBU, PTO/PTI, SCN, OCC, EM]**, NBL, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **HYBRID Ready 2D [LEE, PMT, PBU, PTO/PTI, SCN, OCC, EM]**, NBL, SH, SHCM…

Common Notations and Symbols

NOTATION

Ice Breaker

DESCRIPTION

This notation is assigned to a vessel having an operational profile that includes escort or ice management functions, having powering and dimensions that allow it to undertake aggressive operations in ice-covered waters. The classification notation **Ice Breaker** is to be assigned to vessels of **Ice Classes PC1** through **PC7** built to the requirements of Sections 6-1-1, 6-1-2, and 6-1-3 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-1-1/1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for vessels intended to perform escort or ice management operations.

Example – ✠ A1, **Ice Breaker**, Ice Class PC3, Ⓔ, ✠ AMS…

Common Notations and Symbols

NOTATION

Icebreaker*

DESCRIPTION

This notation is assigned to vessels of **Ice Classes PC1** through **PC7** where the arrangement, powering, and scantlings of the hull structure and propulsion machinery are determined based on the operational profile of the icebreaker and the corresponding ship-ice interaction scenarios in accordance with Section 6-1-5 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-1-5/1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Icebreaker***, Ice Class PC3, Ⓔ, ✠ AMS…

Common Notations and Symbols

NOTATION

Ice Class IAA

Ice Class IA

Ice Class IB

Ice Class IC

Ice Class ID

Ice Class IE

DESCRIPTION

The ice strengthening notations **Ice Class IAA**, **Ice Class IA**, **Ice Class IB**, and **Ice Class IC** are notations that indicate that the vessel is suitable for navigating the waters of the Northern Baltic in winter in accordance with the applicable requirements of Section 6-1-4 of the ABS *Rules for Building and Classing Marine Vessels*.

Ice Class ID, and **Ice Class IE** are notations for vessels operating in very light and extremely light ice conditions in accordance with the applicable requirements of Section 6-1-4 of the ABS *Rules for Building and Classing Marine Vessels*.

The ice strengthening requirements of Section 6-1-4 of the ABS *Rules for Building and Classing Marine Vessels* are in agreement with the Finnish-Swedish Ice Class Rules.

The minimum Rule required engine output power in kW will to be specified in the Ice Class section of the Class Certificate.

REFERENCES

6-1-4/3.3 of the *Rules for Building and Classing Marine Vessels*

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional. However, vessels intended for independent navigation in ice-infested polar waters are to comply with the appropriate requirements of Part 6 of the ABS *Rules for Building and Classing Marine Vessels*. Additional coastal state requirements may apply.

Example – ✠ A1, Oil Carrier, **Ice Class IA**, Ⓔ, ✠ AMS, ✠ ACCU…

Common Notations and Symbols

NOTATION

Ice Class PC1

Ice Class PC2

Ice Class PC3

Ice Class PC4

Ice Class PC5

Ice Class PC6

Ice Class PC7

DESCRIPTION

The ice strengthening notations **Ice Class PC1, Ice Class PC2, Ice Class PC3, Ice Class PC4, Ice Class PC5, Ice Class PC6**, and **Ice Class PC7** are notations that indicate that the vessel is suitable for navigating independently in ice-covered Polar waters in accordance with the applicable requirements of the Sections 6-1-1 through 6-1-3 of the ABS *Rules for Building and Classing Marine Vessels*. See 6-1-1/Table 2 of the ABS *Rules for Building and Classing Marine Vessels* for guidance in selecting the most suitable ice class for the operational regions and periods, and ice conditions.

REFERENCES

6-1-1/3.1 of the *Rules for Building and Classing Marine Vessels*

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional. However, vessels intended for independent navigation in ice-infested polar waters are to comply with the appropriate requirements of Part 6 of the ABS *Rules for Building and Classing Marine Vessels*. Additional coastal state or IMO Polar Code requirements may apply.

Example – ✠ A1, Oil Carrier, **Ice Class PC1**, Ⓔ, ✠ AMS, ✠ ACCU…

Common Notations and Symbols

NOTATION

IDM-A

DESCRIPTION

Infectious **D**isease **M**itigation – **A**rrangements (**IDM-A**) – This notation is assigned to marine and offshore assets complying with the minimum arrangement criteria provided in Sections 2 and 3 of the ABS *Guide for Mitigation of Infectious Disease Transmission on Board Marine and Offshore Assets*.

REFERENCES

Subsection 1/4 of the *Guide for Mitigation of Infectious Disease Transmission on Board Marine and Offshore Assets*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **IDM-A**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **IDM-A**…

Common Notations and Symbols

NOTATION

IHM

DESCRIPTION

Inventory of **H**azardous **M**aterials (**IHM**) – This notation is applicable to new and existing vessels which have had their Inventory reviewed and verified to the requirements of the ABS *Guide for the Inventory of Hazardous Materials* to the satisfaction of ABS Survey.

i) The **IHM** notation is available to vessels contracted for construction on or after the effective date of the ABS *Guide for the Inventory of Hazardous Materials*.

ii) The **IHM** notation is also available to Existing vessels subject to compliance with the requirements of 3/4.2.3, along with the ABS requirements specified in 3/4.2.3 of the ABS *Guide for the Inventory of Hazardous Materials*.

This notation supersedes the **GP** notation for vessels contracted for construction after the effective date of the ABS *Guide for the Inventory of Hazardous Materials*.

REFERENCES

Subsection 1/7 of the *Guide for the Inventory of Hazardous Materials*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **IHM**…

Common Notations and Symbols

NOTATION

ILM

(*n*)

+T

+G

+L

+P

DESCRIPTION

ILM (Basic Ice loads Monitoring System) – This notation is assigned to a vessel having the basic ice loads monitoring system that monitors the hull girder bending stress.

(n) (Number of additional strain gauge locations (e.g., 2, 4 etc.)) – This notation is assigned to a vessel having strain gauge locations in addition to those required for the basic ice loads monitoring system. **(*n*)** denotes the additional number of additional strain gauge locations.

+T (Turning ice loads monitoring on the quarter) – This notation, in addition to **ILM**, may be assigned to a vessel having ice loads monitoring systems with the additional purpose of monitoring the ice loads induced at the quarters of the vessel due to turning in ice.

+G (Global ice loads monitoring) – This notation, in addition to **ILM**, may be assigned to a vessel having ice loads monitoring systems for hull girder bending and shear monitoring due to operation in ice, typically ramming loads.

+L (Local ice loads recording) – This notation, in addition to **ILM** may be assigned to a vessel having ice loads monitoring systems with the additional purpose of recording the stresses for analysis of ice loads.

+P (Local ice pressure monitoring and recording) – This notation, in addition to **ILM** may be assigned to a vessel having ice loads monitoring systems with the additional purpose of measuring and recording local impact pressures.

REFERENCES

Subsection 1/9 of the *Guide for Ice Loads Monitoring Systems*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **ILM(4)+T+G+P**…

Common Notations and Symbols

NOTATION *(1 January 2026)*

IP

DESCRIPTION

Industrial **P**ersonnel (**IP**) – A notation assigned to vessels seeking to comply with the IP Code, adopted the IMO Maritime Safety Committee by IMO Resolution MSC.527(106), in accordance with Section 5C-23-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-23-2/1.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 May 2026)*

This notation is optional.

Example – ✠ A1, Offshore Support Vessel (Supply), Ⓔ, ✠ AMS, **IP**…
✠ A1, Towing Vessel, Ⓔ, ✠ AMS, **IP**…

Common Notations and Symbols

NOTATION

ISQM

SQM

DESCRIPTION

Classification notations indicating compliance with the procedures and criteria given in the ABS *Guide for Integrated Software Quality Management (ISQM)* for control system software development from the *concept* phase or *Design Group* to the end of the *Verification, Validation and Transition* phase; subsequently, leading to the beginning of operation of the affected system.

ISQM is for integrated control systems and **SQM** is for non-integrated control systems.

REFERENCES

Subsection 1/3 of the *Guide for Integrated Software Quality Management (ISQM)*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ DPS-1, **ISQM**, CSR, AB-CM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **SQM**, SH, SHCM…

Common Notations and Symbols

NOTATION

LAID UP

DESCRIPTION

This notation is assigned to vessels that are in lay-up in compliance with Appendix 7-A1-3 "Vessel Lay-Up and Reactivation" of the ABS *Rules for Survey After Construction (Part 7)* or the ABS *Guide for Lay-up and Reactivation of Offshore Support Vessels* The notation allows for the vessel's surveys falling due during lay-up to be held in abeyance until the vessel reactivates, at which time they are to be brought up-to-date.

REFERENCES

7-A1-3/1.1 of the *Rules for Survey After Construction (Part 7)*

REMARKS

This notation is optional.

Example – ✠ A1, Ore or Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **LAID UP**…

Common Notations and Symbols

NOTATION

LEV(EU)

LEV(US)

DESCRIPTION

Low **E**missions **V**essel (**LEV**) – This notation is assigned to a vessel where the specified internal combustion engines installed on a vessel meet stricter gaseous and particulate pollutant limits than regulated by MARPOL Annex VI, as detailed in Section 4 of the ABS *Guide for the Environmental Protection Notations for Vessels*. Engine emissions meet the corresponding levels for engine size, power and application regulated by other regional, national or local regulatory instruments, for equivalent marine, heavy duty or non-road mobile machinery applications. The optional notation **LEV** will be assigned a descriptor representing the regional, national or local regulatory requirements which are applied to the vessel.

Low **E**missions **V**essel **(EU)** (**LEV(EU)**) – This notation is assigned to a vessel where all identified engines on board the vessel have been certified to meet the EU Stage V emissions limits, as stated in EU Regulation 2016/1628, on the fuels applicable to that regulation, in accordance with Subsection 4/5 of the ABS *Guide for the Environmental Protection Notations for Vessels*.

Low **E**missions **V**essel **(US)** (**LEV(US)**) – This notation is assigned to a vessel where all identified engines over 600 kW on the vessel have been certified to meet the U.S. EPA Tier 4 emissions limits, as stated in US 40 CFR § 1042.101 on the fuels applicable to that regulation, in accordance with Subsection 4/5 of the ABS *Guide for the Environmental Protection Notations for Vessels*.

REFERENCES

1/3.5 of the *Guide for the Environmental Protection Notations for Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LEV(EU)**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LEV(US)**…

Common Notations and Symbols

NOTATION

Line Cutter

DESCRIPTION

This notation is assigned to a vessel fitted with line cutters to reduce the risk of propeller entanglement and shaft seal damage caused by line intrusion that comply with the requirements of 4-3-2/17 of the ABS *Rules for Building and Classing Marine Vessels* or the applicable sections of the Rules and Guides listed below.

REFERENCES *(1 January 2025)*

4-3-2/17.1 of the *Rules for Building and Classing Marine Vessels*

4-3-1/35 of the *Rules for Building and Classing High-Speed Craft*

4-3-2/17.1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

4-2-1/21.1 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

4-3-2/17.1 of the *Requirements for Building and Classing International Naval Ships*

4-3-1/33.1 of the *Requirements for Building and Classing Liftboats*

4-3-1/35.1 of the *Rules for Building and Classing Yachts*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Line Cutter**, SH, SHCM…

Common Notations and Symbols

NOTATION

LSC

LSC(DC)

DESCRIPTION

Loading and **S**tability **C**omputer Software (**LSC**) – This notation is assigned to vessels equipped with computer software whose functions include longitudinal strength calculations, and stability calculations, which is capable of performing both hull girder loading and stability calculations to verify compliance with the requirements in 3-3-1/19 of the ABS *Rules for Building and Classing Marine Vessels*.

Loading and **S**tability **C**omputer Software with **D**amage **C**ontrol Assessment (**LSC(DC)**) – This notation is assigned to vessels equipped with computer software whose functions include longitudinal strength calculations, and stability calculations, which is capable of performing both hull girder loading and stability calculations and also assesses the actual damage conditions using the input from detection systems installed on the vessel to verify compliance with the requirements in 3-3-1/19 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

3-3-1/19 of the *Rules for Building and Classing Marine Vessels*

REMARKS

The **LSC** notation is mandatory for tankers. The **LSC(DC)** notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, **LSC**, ✠ AMS, ✠ ACCU, CSR, AB-CM …

✠ A1, Container Carrier, Ⓔ, **LSC(DC)**, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM…

Common Notations and Symbols

NOTATION

LVDC-DIST

DESCRIPTION

A optional notation applicable to marine and offshore assets designed, constructed, or retrofitted with a DC power distribution system, where electrical power sources, vessel major loads, and/or energy storage systems are connected to the DC bus directly or via power electronic converters, and that comply with the requirements of the ABS *Requirements for Direct Current (DC) Power Distribution Systems for Marine and Offshore Applications*.

REFERENCES

Subsection 1/5 of the *Requirements for Direct Current (DC) Power Distribution Systems for Marine and Offshore Applications*

REMARKS

This notation is optional. However, the requirements of the *Requirements for Direct Current (DC) Power Distribution Systems for Marine and Offshore Applications* are mandatory for vessels and units with shipboard low voltage direct-current (DC) power distribution.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LVDC-DIST**, SH, SHCM…

Common Notations and Symbols

NOTATION

LVSC

DESCRIPTION

A Classification notation applicable to vessels equipped with a low voltage shore connection system (LVSC) designed to power the vessel with the shore power alone, enabling the shipboard generators to be shut down while in port, which has been designed, installed and surveyed in accordance with Part 6, Chapter 4 of the ABS *Rules for Building and Classing Marine Vessels*, and when found satisfactory.

REFERENCES

6-4-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional for vessels equipped with a low voltage shore connection designed to power the vessel with shore power alone, enabling the shipboard generators to be shut down while in port.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LVSC**, SH, SHCM…

Common Notations and Symbols

NOTATION

LVSC-Ready

DESCRIPTION

This notation is applicable to vessels been designed for future installation of a low voltage shore connection system (LVSC) designed to power the vessel with the shore power alone, enabling the shipboard generators to be shut down while in port, in accordance with Part 6, Chapter 4 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-4-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **LVSC-Ready**, SH, SHCM…

Common Notations and Symbols

NOTATION

MAN

MAN-A

DESCRIPTION

These notations are assigned to a vessel complying with the requirements specified in the ABS *Guide for Vessel Maneuverability*.

MAN – This notation is assigned to a vessel which meets the IMO Standards for Ship Maneuverability [IMO 2002a and IMO 2002b] and if the "overall rating" evaluated by the unique assessment as specified in the Guide is 1 or more.

MAN-A – This notation is assigned to a vessel for which all non-rated criteria are satisfied for the intended service performance and the individual rating of all the rated criteria is 1 or more and the overall rating is 2.5 or more.

REFERENCES

Section 1 of the *Guide for Vessel Maneuverability*

REMARKS

Assignment of the **MAN** notation requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **MAN**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **MAN-A**, SH, SHCM…

Common Notations and Symbols

NOTATION

MLC-ACCOM

MLC-ACCOM(SPS)

MLC-ACCOM(WB)

DESCRIPTION

MLC-ACCOM – This notation is assigned to a vessel complying with the criteria for seafarer accommodation areas and the associated ambient environmental characteristics (i.e., whole-body vibration, noise, indoor climate, and lighting) contained in the ABS *Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements* relating to Regulation 3.1 of the ILO Maritime Labor Convention (MLC).

MLC-ACCOM(SPS) – This notation is assigned to vessels awarded (or in the process of being awarded) the ABS Classification Notation of **SPS** and meeting all the appropriate criteria in the ABS *Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements* considering the allowances permitted for special purpose ships as provided in the ILO MLC. These allowances have been included in Appendix 3 of the Guide.

MLC-ACCOM(WB) – This notation is assigned to non-SPS vessels (e.g., offshore/platform support vessels, tow boats, anchor handling vessels, etc.) wanting to demonstrate compliance with the ILO MLC with consideration given to specific flag State ILO MLC guidance, as applicable.

REFERENCES

Subsection 2/2 of the *Guide for Compliance with the ILO Maritime Labour Convention, 2006 Title 3 Requirements*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **MLC-ACCOM**…

✠ A1, Offshore Support Vessel (Pipe Lay), SPS, Ⓔ, ✠ AMS, **MLC-ACCOM(SPS)**…

✠ A1, Towing Vessel, Ⓔ, ✠ AMS, QR, BP(*xx*), **MLC-ACCOM(WB)**…

Common Notations and Symbols

NOTATION

MOVDK

DESCRIPTION

Movable **D**ec**k** (**MOVDK**) – This notation signifies that the vessel's movable deck(s) (platform(s)) are designed and constructed in accordance with the ABS *Requirements for the Class Notation Movable Decks (Platforms) for Vehicle Loading (MOVDK)*. This notation is applicable to dry cargo vessels, vehicle carriers, steel barges, high-speed craft, light warships, patrol and high-speed naval vessels.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation Movable Decks (Platforms) for Vehicle Loading (MOVDK)*

REMARKS

This notation is optional.

Example – ✠ A1, Vehicle Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **MOVDK**…

Common Notations and Symbols

NOTATION

NBL

DESCRIPTION

Navigational **B**ridge **L**ayout (**NBL**) – This notation is assigned to vessels having navigational equipment designed and constructed based on sound ergonomic principles and their navigational bridges equipped in compliance with the requirements in Sections 1 and 2 of the ABS *Guide for Bridge Design and Navigational Equipment/Systems*, as applicable, and which have been constructed and installed under ABS survey.

REFERENCES

1/5.1 of the *Guide for Bridge Design and Navigational Equipment/Systems*

REMARKS

See also **NBLES**, **NBLES+**, **NBLES (COS)**, and **NIBS**

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NBL**, SH, SHCM…

Common Notations and Symbols

NOTATION

NBLES

NBLES+

DESCRIPTION

Navigational **B**ridge **L**ayout and **E**quipment/**S**ystems (**NBLES**) – This notation is assigned to vessels having navigational bridges equipped per the requirements specified in Sections 1 through 3 of the ABS *Guide for Bridge Design and Navigational Equipment/Systems*, as applicable, and which have been constructed and installed under ABS survey. Equipment required for **NBLES** is listed in 3/Table 1 (found at the end of Section 3).

Navigational **B**ridge **L**ayout and **E**quipment/**S**ystems Plus (**NBLES+**) – This notation is assigned to vessels having met the requirements for **NBLES** notation which are also equipped with additional equipment on bridge wings as specified in 3/Table 2 of the ABS *Guide for Bridge Design and Navigational Equipment/Systems*, as applicable, and which have been constructed and installed under ABS survey. Equipment required for **NBLES+** is listed in 3/Table 2 (found at the end of Section 3).

REFERENCES

1/5.2 and 3/1 of the *Guide for Bridge Design and Navigational Equipment/Systems*

REMARKS

See also **NBL**, **NBLES (COS)**, and **NIBS**

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NBLES**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NBLES+**, SH, SHCM…

Common Notations and Symbols

NOTATION

NBLES (COS)

DESCRIPTION

Navigational **B**ridge **L**ayout and **E**quipment/**S**ystems for **C**oastal and **O**ffshore **S**ervice (**NBLES (COS)**) – This notation is assigned to vessels that typically operate in coastal and narrow waters and have their navigational bridges equipped according to Sections 1 through 4 of the ABS *Guide for Bridge Design and Navigational Equipment/Systems*, as applicable, and which have been constructed and installed under ABS survey.

REFERENCES

1/5.3 and 4/1 of the *Guide for Bridge Design and Navigational Equipment/Systems*

REMARKS

See also **NBL**, **NBLES**, **NBLES+**, and **NIBS**

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NBLES (COS)**, SH, SHCM…

Common Notations and Symbols

NOTATION

NIBS

DESCRIPTION

Navigational **I**ntegrated **B**ridge **S**ystem (**NIBS**) – This notation is assigned to vessels which are fitted with an integrated bridge systems (IBS) for the navigational purpose in compliance with the IMO document SN.1/Circ.288, "Guidelines for Bridge Equipment and Systems, Their Arrangement and Integration (BES)", and are found to comply with the requirements in Sections 1 through 3 and Section 5 of the ABS *Guide for Bridge Design and Navigational Equipment/Systems*, and which have been constructed and installed under ABS survey.

REFERENCES

1/5.4 of the *Guide for Bridge Design and Navigational Equipment/Systems*

REMARKS

See also **NBL**, **NBLES**, **NBLES+**, and **NBLES (COS)**

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NIBS**, SH, SHCM…

Common Notations and Symbols

NOTATION

NOx-Tier III

DESCRIPTION

This notation is assigned to a vessel where all marine diesel engines with power output greater than 130 kW, other than those exempted as per Para 1.2 of Regulation 13 of Annex VI of the MARPOL 73/78 Regulations, as applicable, have been certified for compliance with Para 5.1 of Regulation 13 of Annex VI of MARPOL 73/78, and provided with an approved NOx Technical File and Engine International Air Pollution (EIAPP) certification, in compliance with the ABS *Guide for the Environmental Protection Notations for Vessels*.

REFERENCES

1/3.7 and Section 7 of the *Guide for the Environmental Protection Notations for Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **NOx-Tier III**…

Common Notations and Symbols

NOTATION *(1 June 2026)*

Nuclear Ready

DESCRIPTION

This notation is assigned to a vessel that has design features suitable to permit conversion at a future date to a nuclear power system. The following optional notations may be assigned based on the level of readiness in accordance with the requirements of the ABS *Guide for Nuclear Ready Application for Marine and Offshore*.

- **Nuclear Ready Level 2D** (Design Review) This level is categorized into separate groups identifying distinct parts of the complete design reviewed for compliance with the *Marine Vessel Rules*, *Barge Rules*, *Offshore Rules*, and other applicable requirements. This includes the engineering review of the minimum required subsystems as specified in 2/1.1.1 of the ABS *Guide for Nuclear Ready Application for Marine and Offshore*.
- **Nuclear Ready Level 3** (Installation) This level extends the class approval of the vessel's drawings, including survey, in accordance with the related requirements of the *Marine Vessel Rules*, *Barge Rules*, *Offshore Rules*, and other applicable requirements. This includes the engineering review of each subsystem listed in Section 2/Table 1 and the minimum required installations as specified in 2/2.1.1 of the ABS *Guide for Nuclear Ready Application for Marine and Offshore*.

REFERENCES

Subsection 1/4 of the ABS *Guide for Nuclear Ready Application for Marine and Offshore*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Nuclear Ready Level 2D**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **Nuclear Ready Level 3**…

Common Notations and Symbols

NOTATION

(OSR-C1)

(OSR-C2)

DESCRIPTION

(OSR-C1) – This notation may be assigned to vessels or barges built in compliance with the ABS *Guide for Vessels with Oil Recovery Capabilities* for recovery of oil of unknown flash points but not outfitted for the same in accordance with Section 4 of the Guide, and other relevant sections of the *Marine Vessel Rules* or *Barge Rules*, as applicable, and approved for oil recovery service at the assigned freeboard.

(OSR-C2) – This notation may be assigned to vessels or barges built in compliance with the ABS *Guide for Vessels with Oil Recovery Capabilities* for recovery of oil having a flash point exceeding 60°C (140°F) but not outfitted for the same in accordance with Section 5, and other relevant sections of the *Marine Vessel Rules* or *Barge Rules*, as applicable, and approved for oil recovery service at the assigned freeboard.

REFERENCES

5C-15-1/3.5, 5C-15-1/3.7, 5D-6-1/3.3 and 5D-6-1/3.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Towing Vessel **(OSR-C1)**, Ⓔ, ✠ AMS…

✠ A1, Towing Vessel **(OSR-C2)**, Ⓔ, ✠ AMS…

Common Notations and Symbols

NOTATION

✠ **PAS**

DESCRIPTION

This notation is assigned to non-self propelled vessels fitted with thrusters intended to assist in maneuvering or propelling while under tow, and the arrangements are in accordance with the applicable requirements of Part 4, Chapter 3 of the ABS *Rules for Building and Classing Marine Vessels*. The Maltese Cross ✠ symbol signifies that compliance with these Rules was verified by ABS during construction of the vessel. This includes survey of the machinery at the manufacturer's plant (where required), during installation on board the vessel; and during trials.

REFERENCES *(1 January 2025)*

4-1-1/1.5 and 4-3-5/1.3.2 of the *Rules for Building and Classing Marine Vessels*

4-1-1/1.5 and 4-3-5/1.3.2 of the *Requirements for Building and Classing International Naval Ships*

Mobile Offshore Units, Steel Vessels for Service on Rivers and Intracoastal Waterways, Aluminum Vessels, Reinforced Plastic Vessels, Light Warships, Patrol and High-Speed Naval Vessels, High-Speed Craft, and *Yachts* will also be eligible for this notation provided the systems and the equipment are in full compliance with the applicable requirements 4-3-5/1.3.2 of the ABS *Rules for Building and Classing Marine Vessels.*

REMARKS

This notation is optional.

Example – ✠ A1, Chemical Tank Barge, ✠ **PAS**…

Common Notations and Symbols

NOTATION

PMP

PMP+

DESCRIPTION

The optional notations below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP or **PMP+** – This notation is assigned to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram for Planned Maintenance and/or condition monitoring (CM) or both (PM/CM).

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP**…

Common Notations and Symbols

NOTATION

PMP-CBM

PMP-CBM+

DESCRIPTION

The optional notation below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP-CBM – This notation is assigned to vessels that are in compliance with the requirements of 7-A1-14/5 "Preventative Maintenance Program for Condition Based Maintenance" utilizing real-time monitoring (RTM).

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-CBM**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-CBM+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-CBM**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-CBM+**…

Common Notations and Symbols

NOTATION

PMP-RBMD

PMP-RBMD+

DESCRIPTION

The optional notations below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP-RBMD or **PMP-RBMD+** – This notation is assigned to vessels that are in compliance with Section 3 "Reliability Based Maintenance" and Section 2, "Design for Reliability" of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*. Design for reliability (DFR) refers to the incorporation of reliability-enhancing strategies and practices into the design, manufacture and capital equipment procurement procedures.

Note: In order to qualify for a notation assigned under the requirements of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*, a vessel is required to be assigned with a **PMP** notation in accordance with the Preventative Maintenance Program in Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

Subsection 1/8 of the *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RBMD**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RBMD+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RBMD**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RBMD+**…

Common Notations and Symbols

NOTATION

PMP-RCMD

PMP-RCMD+

DESCRIPTION

The optional notations below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP-RCMD or **PMP-RCMD+** – This notation is assigned to vessels that are in compliance with Section 4 "Reliability Centered Maintenance" and Section 2, "Design for Reliability" of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*. Design for reliability (DFR) refers to the incorporation of reliability-enhancing strategies and practices into the design, manufacture and capital equipment procurement procedures.

Note: In order to qualify for a notation assigned under the requirements of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*, a vessel is required to be assigned with a **PMP** notation in accordance with the Preventative Maintenance Program in Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

Subsection 1/8 of the *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RCMD**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RCMD+** …

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RCMD**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RCMD+**…

Common Notations and Symbols

NOTATION

PMP-RBM

PMP-RBM+

DESCRIPTION

The optional notations below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP-RBM or **PMP-RBM+** – This notation is assigned to vessels that are in compliance with the requirements of Section 3 "Reliability Based Maintenance" of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques* and applicable sections of Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

Note: In order to qualify for a notation assigned under the requirements of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*, a vessel is required to be assigned with a **PMP** notation in accordance with the Preventative Maintenance Program in Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

Subsection 1/8 of the *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RBM**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RBM+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RBM**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RBM+**…

Common Notations and Symbols

NOTATION

PMP-RCM

PMP-RCM+

DESCRIPTION

The optional notations below may be assigned at the request of the owner to vessels that are in compliance with the requirements for the **P**reventative **M**aintenance **P**rogram in the ABS *Rules for Survey After Construction (Part 7)* on one or more item(s) of all classed equipment subject to Continuous Survey-Machinery (CMS). The notation indicates less than 50% of all classed equipment is enrolled into this program. The notation with "+" appended indicates more than 50% of all equipment subject to CMS is enrolled into the program.

PMP-RCM or **PMP-RCM+** – This notation is assigned to vessels that are in compliance with the requirements of Section 4 "Reliability Centered Maintenance" of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques* and applicable sections of Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

Note: In order to qualify for a notation assigned under the requirements of the ABS *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*, a vessel is required to be assigned with a **PMP** notation in accordance with the Preventative Maintenance Program in Appendix 7-A1-14 of the ABS *Rules for Survey After Construction (Part 7)*.

REFERENCES

7-A1-14/1.3 of the *Rules for Survey After Construction (Part 7)*

Subsection 1/8 of the *Guide for Surveys Based on Machinery Reliability and Maintenance Techniques*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RCM**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **PMP-RCM+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RCM**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **PMP-RCM+**…

Common Notations and Symbols

NOTATION *(1 July 2025)*

PMP-CBM, SMART (MHM)

PMP-CBM+, SMART (MHM)

DESCRIPTION *(1 July 2025)*

The optional notations below may be assigned at the request of the owner to vessels that are enrolled in the alternate means to credit survey requirements.

PMP-CBM, SMART (MHM), and **PMP-CBM+, SMART (MHM)** – These combinations of notations indicate that machinery items enrolled in a Preventative Maintenance Program (PMP) in accordance with the requirements of Appendix 7-A1-14 of the *Rules for Survey After Construction (Part 7)* are enrolled in the alternate means to credit survey requirements, in accordance with Subsection 5/10 of the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

REFERENCES *(1 July 2025)*

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

Subsection 5/10 of the *Guide for Smart Functions for Marine Vessels and Offshore Units*

REMARKS *(1 July 2025)*

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMP-CBM, SMART (MHM)**…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMP-CBM+, SMART (MHM)**…

Common Notations and Symbols

NOTATION *(1 July 2025)*

PMP-MS

PMP-DG

DESCRIPTION *(1 July 2025)*

The optional notations below may be assigned at the request of the owner to vessels that are enrolled in the alternate means to credit survey requirements.

PMP-MS – This "Maintenance System" notation is assigned to vessels where 100% of the vessel's CMS eligible equipment is enrolled into the program and the client is using a Computerized Maintenance Management System (CMMS) software reviewed by an ABS Engineering Office per 7-A1-14/15.1.5 of the *Rules for Survey After Construction (Part 7)*.

PMP-DG – This "Digital" notation is assigned to vessels where 100% of the vessel's CMS eligible equipment is enrolled into the program and the client is using a Computerized Maintenance Management System (CMMS) software reviewed by an ABS Engineering Office per 7-A1-14/15.1.5 of the *Rules for Survey After Construction (Part 7)* and data is provided to ABS through either an API Connection to a Client's CMMS or a delivered data file from the client.

REFERENCES

7-A1-14/1.5 of the *Rules for Survey After Construction (Part 7)*

REMARKS *(1 July 2025)*

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMP-MS**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMP-DG**…

Common Notations and Symbols

NOTATION

POLAR(*Category, PST*)

POLAR Ready(*Category, PST*)

DESCRIPTION

POLAR(Category, PST) – This notation indicates compliance with the IMO International Code for Ships Operating in Polar Waters (Polar Code) as specified in Section 11 of the ABS *Guide for Vessels Operating in Low Temperature Environments*.

POLAR Ready(*Category, PST*) – This notation indicates the owners/operators of a vessel have not yet conducted an Operational Assessment and written a Polar Water Operations Manual, but all minimum required equipment is on board for Polar Code compliance.

The "***Category, PST***" in the parentheses refer to the Polar Code defined ship Category and the Polar Service Temperature as specified in 11/3.1 of the ABS *Guide for Vessels Operating in Low Temperature Environments*.

REFERENCES

Subsections 1/3, 11/3 of the *Guide for Vessels Operating in Low Temperature Environments*

REMARKS

See Part 6, Chapter 1 of the ABS *Rules for Building and Classing Marine Vessels* for the notations for ice strengthening and their requirements.

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR(C, –15)** …

✠ A1, Oil Carrier, Ice Class PC6, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR(B, –15)**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR(A, –15)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(C, N/A)** …

✠ A1, Oil Carrier, Ice Class PC6, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(B, N/A)**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(A, N/A)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(C, –25)** …

✠ A1, Oil Carrier, Ice Class PC6, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(B, –25)**…

✠ A1, Oil Carrier, Ice Class PC1, Ⓔ, ✠ AMS, ✠ ACCU, **POLAR Ready(A, –25)**…

Common Notations and Symbols

NOTATION

PORT

DESCRIPTION

This notation is assigned to vessels fitted with automatic and remote control and monitoring system installations which are found to comply with the requirements of the ABS *Guide for Automatic or Remote Control and Monitoring Systems for Vessels in Port* and which have been installed and tested under survey by the Surveyor.

REFERENCES

1A-1-3/29 of *the Rules for Conditions of Classification (Part 1A)*

1C-1-3/19 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

1/1.3 of the *Guide for Automatic or Remote Control and Monitoring Systems for Vessels in Port*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **PORT**, SH, SHCM…

Common Notations and Symbols

NOTATION

POT

DESCRIPTION

Protection of Fuel and Lubricating **O**il **T**anks (**POT**) – This notation is assigned to vessels having an aggregate fuel oil capacity of 600 m^3 (21,190 ft^3) and above with fuel oil and lubricating oil tanks arranged in accordance with the requirements specified in 4-6-4/17.5 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 January 2025)*

4-6-4/17.5 of the *Rules for Building and Classing Marine Vessels*

4-6-4/17.5 of the *Requirements for Building and Classing International Naval Ships*

4-2-5/13 of the *Rules for Building and Classing Offshore Units*

4-4-4/11.5 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

This notation is optional. However, MARPOL requires the protection of fuel oil tanks for most large vessels.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **POT**, CSC, CLP, SH, SHCM…

Common Notations and Symbols

NOTATION

Power Service

✠ Power Plant

DESCRIPTION

Power Service – This notation is assigned to power service vessels including power service barges, power service ships, power service offshore installations, power service mobile offshore units, and other vessels converted for power service that comply with Sections 1 through 4 and 6 of the ABS *Requirements for Power Service for Marine and Offshore Applications*.

Power Plant – This notation is assigned to power generation and distribution equipment, systems, subsystems, and components that have been built, installed, and commissioned to the satisfaction of the Surveyors to the full requirements in Sections 5 and 6 of the ABS *Requirements for Power Service for Marine and Offshore Applications*.

REFERENCES

Subsection 1/5 of the *Requirements for Power Service for Marine and Offshore Applications*

8-16-1/5 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of these notations requires Class Committee approval.

The **Power Service** notation is mandatory for power service vessels and units. The **Power Plant** notation is optional.

Example – ✠ A1, Barge, **Power Service** …

✠ A1, Barge, River Service, **Power Service** …

✠ A1, Column-Stabilized Unit, **Power Service** …

✠ A1, Floating Offshore Installation (Ship-Type) (CI), **Power Service** …

✠ A1, Offshore Installation (Bottom-Founded), **Power Service** …

✠ A1, Barge, Power Service, ✠ **Power Plant** …

Common Notations and Symbols

NOTATION

Power Service (Nuclear)

DESCRIPTION

This notation is assigned to barges, ships, site-specific floating offshore installations, fixed offshore installations, and mobile offshore units, and other vessels converted for power service having onboard nuclear power system installations for nuclear power generation for purposes other than self-propulsion that comply with Sections 1 through 4 and 6 of the ABS *Requirements for Nuclear Power Systems for Marine and Offshore Applications*.

REFERENCES

Subsection 1/3 of the *Requirements for Nuclear Power Systems for Marine and Offshore Applications*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Barge, **Power Service (Nuclear)**…

✠ A1, Barge, River Service, **Power Service (Nuclear)**…

✠ A1, Floating Offshore Installation (Column-Stabilized) (CI), **Power Service (Nuclear)**…

Common Notations and Symbols

NOTATION

R1

R1+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple propulsion machines but only one propulsor and steering system, and that the arrangements are in accordance with the applicable requirements of Section 4-3-7 of the ABS *Rules for Building and Classing Marine Vessels*.

The mark **+** will be added to the **R1** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-7/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-7/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-7/7.1.

REFERENCES *(1 January 2025)*

4-3-7/3 of the *Rules for Building and Classing Marine Vessels*

4-3-6/3 of the *Requirements for Building and Classing International Naval Ships*

4-3-5/3 of the *Rules for Building and Classing High-Speed Craft*

4-3-7/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **R1**, CSC, CLP, SH, SHCM…

Common Notations and Symbols

NOTATION

R1-S

R1-S+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with a single propulsor but has the propulsion machinery arranged in separate spaces such that a fire or flood in one space will not affect the propulsion machinery in the other space and that the arrangements are in accordance with the applicable requirements of Section 4-3-7 of the ABS *Rules for Building and Classing Marine Vessels*.

The mark **+** will be added to the **R1-S** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-7/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-7/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-7/7.1.

REFERENCES *(1 January 2025)*

4-3-7/3 of the *Rules for Building and Classing Marine Vessels*

4-3-6/3 of the *Requirements for Building and Classing International Naval Ships*

4-3-5/3 of the *Rules for Building and Classing High-Speed Craft*

4-3-7/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **R1-S**, CSR, AB-CM…

Common Notations and Symbols

NOTATION

R2

R2+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple propulsion machines and multiple propulsors and steering system, and that the arrangements are in accordance with the applicable requirements of Section 4-3-7 of the ABS *Rules for Building and Classing Marine Vessels*.

The mark **+** will be added to the **R2** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-7/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-7/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-7/7.1.

REFERENCES *(1 January 2025)*

4-3-7/3 of the *Rules for Building and Classing Marine Vessels*

4-3-6/3 of the *Requirements for Building and Classing International Naval Ships*

4-3-5/3 of the *Rules for Building and Classing High-Speed Craft*

4-3-7/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **R2+**, CSC, CLP, SH, SHCM…

Common Notations and Symbols

NOTATION

R2-S

R2-S+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple machines and propulsors, and associated steering systems arranged in separate spaces such that a fire or flood in one space will not affect the propulsion machinery in the other space; and that the arrangements are in accordance with the applicable requirements of Section 4-3-7 of the ABS *Rules for Building and Classing Marine Vessels*.

The mark **+** will be added to the **R2-S** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-7/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-7/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-7/7.1.

REFERENCES *(1 January 2025)*

4-3-7/3 of the *Rules for Building and Classing Marine Vessels*

4-3-6/3 of the *Requirements for Building and Classing International Naval Ships*

4-3-5/3 of the *Rules for Building and Classing High-Speed Craft*

4-3-7/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **R2-S+**, CSC, CLP, SH, SHCM…

Common Notations and Symbols

NOTATION

RELIQ

DESCRIPTION *(1 May 2026)*

ReLiquefaction System (**RELIQ**) is an optional notation assigned upon the Client's request to a vessel with a re-liquefaction system designed, constructed, and tested in accordance with 5C-13-6/9.3 and Appendix 5C-13-6A2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 July 2026)*

5C-13-1/1.3 of the *Rules for Building and Classing Marine Vessels*

Subsection 1/4.2 of the *Requirements for LPG Fueled Vessels*

Subsection 1/3.2 of the *Requirements for Ammonia Fueled Vessels*

REMARKS *(1 July 2026)*

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-LNG, RELIQ**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-LPG, RELIQ**, ✠ ACCU…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, **DFD-Ammonia, RELIQ**, ✠ ACCU…

Common Notations and Symbols

NOTATION

RES

DESCRIPTION

Residual **S**trength (**RES**) – This notation is assigned to Oil or Fuel Oil Carriers, Bulk or Ore Carriers, combination carriers and Container Carriers which have been built in accordance with the procedure and criteria for calculating and evaluating the residual strength of hull structures as per the ABS *Guide for Assessing Hull-Girder Residual Strength*.

REFERENCES

5C-1-3/3.9 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **RES**…

Common Notations and Symbols

NOTATION

Restricted Service (xx NM, xx m (or ft) Significant Wave Height)

DESCRIPTION

The symbols ✠ **A1** followed by a notation of the service limitations is to be assigned to vessels, which have been built to the satisfaction of ABS Surveyors to restricted service operations between geographical limitations in a specific route in accordance with the requirements in the ABS *Requirements for Restricted Service Vessels*, which have been approved by the ABS Classification Committee for the particular service. (e.g., **Restricted Service (100 NM, 5.5 m Significant Wave Height)**,)

The service restriction ***xx* NM** given in nautical miles related to seasonal zones, areas, and seasonal periods as defined in the International Convention on Load Lines, 1966, Annex II represents the maximum distance from nearest port of safe anchorage. The service restriction ***xx* m (or ft) Significant Wave Height** represents the significant wave height for restricted service operations. The ***xx* NM** and the ***xx* m (or ft) Significant Wave Height** are specified by the Owner, and they are to be clearly indicated in the operating manual. The service restriction ***xx* NM** and ***xx* m (or ft) Significant Wave Height** are to be selected to consider the most severe conditions for different geographical limitations.

REFERENCES

1/2.1.2 of the *Requirements for Restricted Service Vessels*

REMARKS

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for vessels which are not designed to meet the full criteria for unrestricted service.

Example – ✠ A1, Ferry, **Restricted Service (100 NM, 5.5 m Significant Wave Height)**, Ⓔ…

Common Notations and Symbols

NOTATION

RRDA

DESCRIPTION

Rapid **R**esponse **D**amage **A**ssessment (**RRDA**) – This notation is assigned to vessels which have been classed in compliance with the ABS *Guide for Rapid Response Damage Assessment*.

REFERENCES

Subsection 1/3 of the *Guide for Rapid Response Damage Assessment*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **RRDA**…

Common Notations and Symbols

NOTATION

RW

DESCRIPTION

The notation **RW** for **R**educed **W**eight anchors is a notation, for vessels receiving the Ⓔ symbol, assigned for specially considered anchors of proven superior holding ability for which the mass may be reduced up to a maximum of 25% from the mass specified in 3-5-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

3-5-1/7 of the *Rules for Building and Classing Marine Vessels*

3A-4-1/15 of the *Rules for Building and Classing Offshore Units*

3-3-1/13 of the *Rules for Building and Classing Steel Barges*

REMARKS

This notation is mandatory for vessels fitted with reduced weight anchors and required to receive the Ⓔ notation. It is also mandatory for barges fitted with reduced weight anchors.

Example – ✠ A1, Container Carrier, Ⓔ, **RW**, ✠ AMS…

Common Notations and Symbols

NOTATION

S

SQ, SE, SEn, HS

SQE, SQEn, SEEn, HSQ, HSE, HSEn

SQEEn, HSEEn, HSQEn, HSQE

HSQEEn

DESCRIPTION

Notations assigned to a vessel to recognize that the classed vessel meets the applicable requirements of the ABS *Guide for Marine Health, Safety, Quality, Environmental, and Energy Management (The ABS Guide for Marine Management Systems)* as follows:

S	Safety requirements
SQ	Safety and quality requirements
SE	Safety and environmental requirements
SEn	Safety and energy requirements
HS	Safety and health requirements
SQE	Safety, quality and environmental requirements
SQEn	Safety, quality and energy requirements
SEEn	Safety, environmental and energy requirements
HSQ	Safety, health, and quality requirements
HSE	Safety, health, and environmental requirements
HSEn	Safety, health and energy requirements
SQEEn	Safety, quality, environmental and energy requirement
HSEEn	Safety, health, environmental and energy requirements
HSQEn	Safety, health, quality, and energy requirements
HSQE	Safety, health, quality, and environmental requirements
HSQEEn	Safety, health, quality, environmental and energy requirements

REFERENCES

1/1.2.1 of the *Guide for Marine Health, Safety, Quality, Environmental, and Energy Management (The ABS Guide for Marine Management Systems)*

REMARKS

These notations are optional.

Example – **SQ, SQE, HSQE, HSQEEn**…

Note: These notations appear only in the ABS *Record*.

Common Notations and Symbols

NOTATION

SEC

DESCRIPTION

The Ship Security notation (**SEC**) is assigned to all types of ships and mobile offshore drilling units complying with the ABS *Guide for Ship Security (SEC) Notation* for which the requirements have been derived from Chapter XI-2 of SOLAS, Parts A and B of the ISPS Code and 33 CFR Subchapter H of the USCG Regulations.

REFERENCES

Subsection 1/1 of the *Guide for Ship Security (SEC) Notation*

REMARKS

This notation is optional.

Example – **SEC**…

Note: This notation appears only in the ABS *Record*.

Common Notations and Symbols

NOTATION

SElev

DESCRIPTION *(1 January 2026)*

Shipboard **Elev**ator (**SElev**) – This notation signifies that the vessel's or unit's installed shipboard elevator is certified by ABS in accordance with Chapter 5 of the ABS *Requirements for Certification of Lifting Appliances*.

REFERENCES *(1 January 2026)*

1-1/9.5 of the *Requirements for Certification of Lifting Appliances*

REMARKS

This notation is optional.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **SElev**…

Common Notations and Symbols

NOTATION

SFA(*years*)

DESCRIPTION

Spectral **F**atigue **A**nalysis (**SFA**) – This notation is assigned to vessels where **S**pectral **F**atigue **A**nalysis is conducted in accordance with the procedures included in the ABS *Guide for Spectral-Based Fatigue Analysis for Vessels* or equivalent, and the vessel is built in accordance with plans approved on the basis of the results of such analysis. The vessel will be distinguished in the *Record* by the notation **SFA(*years*).** The notation, **SFA(*years*)** denotes that the designated fatigue life value is equal to 20 years or greater under the wave conditions of unrestricted service defined in Section 5, Table 1 of the ABS *Guide for Spectral-Based Fatigue Analysis for Vessels*. The **(*years*)** refers to the designated fatigue life equal to 20 years or more (in 5-year increments) as specified by the applicant.

REFERENCES

1A-1-3/21 of the *Rules for Conditions of Classification (Part 1A)*

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

Subsection 1/1 of the *Guide for Spectral-Based Fatigue Analysis for Vessels*

REMARKS

This notation is optional. However, this is mandatory for container carriers with length over 350 m, container carriers with twin island configuration, and ore and ore/oil carriers with length over 300 m.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **SFA(30)**…

Common Notations and Symbols

NOTATION

SFA(years, WWT)

DESCRIPTION

Spectral **F**atigue **A**nalysis (**W**orld**w**ide **T**rading) – This notation is assigned to vessels where **S**pectral **F**atigue **A**nalysis is conducted in accordance with the procedures included in the ABS *Guide for Spectral-Based Fatigue Analysis for Vessels* or equivalent, and the vessel is built in accordance with plans approved on the basis of the results of such analysis. The vessel will be distinguished in the *Record* by the notation **SFA (*years*, *WWT*).** The notation, **SFA (*years*, *WWT*)** denotes that the designated fatigue life value is equal to 20 years or greater under the wave conditions of worldwide trading service defined in Section 5, Table 2 of the ABS *Guide for Spectral-Based Fatigue Analysis for Vessels*. The **(*years*)** refers to the designated fatigue life equal to 20 years or more (in 5-year increments) as specified by the applicant.

REFERENCES

Subsection 1/1 of the *Guide for Spectral-Based Fatigue Analysis for Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **SFA(45, *WWT*)**…

Common Notations and Symbols

NOTATION

SH, SHCM

DESCRIPTION *(1 July 2025)*

Safe**H**ull (**SH**) – The SafeHull notation is assigned to Bulk or Ore Carriers, Combination Carriers and Container Carriers designed to Part 5C, Chapters 3 and 5 of the ABS *Rules for Building and Classing Marine Vessels*, respectively. Also, the **SH** notation may be assigned to Membrane Tank LNG Carriers designed in accordance with Part 5C, Chapter 12 of the ABS *Rules for Building and Classing Marine Vessels*. The **SH** notation applies to Container Vessels over 130 m, Bulk Carriers, Membrane Tank LNG Carriers over 150 m in length and Liquefied Gas Carriers with Independent Tanks over 90 m in length. The requirements of these portions of the Rules are collectively referred to as the SafeHull Criteria.

Safe**H**ull **C**onstruction **M**onitoring (**SHCM**) – This notation is assigned to vessels that have been found in compliance with Part 5C, Appendix 1, "SafeHull Construction Monitoring Program" of the ABS *Rules for Building and Classing Marine Vessels* and assigned the SafeHull notation **SH**. This notation is required for Bulk or Ore Carriers, Combination Carriers and Container Carriers designed to Part 5C, Chapters 3 and 5 of ABS *Rules for Building and Classing Marine Vessels*, respectively. The **SHCM** notation is also required for Membrane Tank LNG Carriers that have been designed in accordance with the Part 5C, Chapter 12 of the ABS *Rules for Building and Classing Marine Vessels* and assigned the SafeHull notation **SH** and for Liquefied Gas Carriers with Independent Tanks that have been design in accordance with the ABS *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks* and assigned the SafeHull notation **SH**. In addition, the classification notation **SH, SHCM** is to be assigned to asphalt carriers having lengths of 150 m (492 ft) and above.

For barges, where the hull structure is similar to that of a typical gas carrier, the scantling requirements in Part 5C of the *Marine Vessel Rules* or the ABS *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks (LGC Requirements)*, as applicable, may be applied in lieu of these Rules; including welding requirements, corrosion margins, and plate renewal criteria. Barges in full compliance with Part 5C of the *Marine Vessel Rules* or the *LGC Requirements*, as applicable, will be eligible to receive the **SH, SHCM** notations.

These notations are available for vehicle carriers that comply with the *Guide for Alternative Requirements for Hull Construction of Vessels Intended to Carry Vehicles (130 meters or More in Length)*.

The notations **SH** and **SHCM** are always used in association with each other.

Note: CSR vessels are not eligible for **SH, SHCM** notation.

REFERENCES *(1 July 2025)*

1A-1-3/25 of the *Rules for Conditions of Classification (Part 1A)*

5C-1-1/3.1, 5C-3-1/1.2, 5C-5-1/3.1, 5C-12-1/3.1, and Part 5C, Appendix 1 of the *Rules for Building and Classing Marine Vessels*

1/1.1 of the *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*

1/1.1 of the *Requirements for Building and Classing Asphalt Carriers with Independent Tanks*

5-3-1/9.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory for the vessel types and lengths outlined above. However, they are optional for vehicle carriers with length over 130 meters and barges.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **SH, SHCM**…

Common Notations and Symbols

NOTATION

SHR

DESCRIPTION *(1 January 2026)*

This notation is assigned to vessels built to the satisfaction of the ABS Surveyors in accordance with plans that have been approved to the Rules of another recognized classification society, and the vessel's scantlings within 0.4*L* amidships have been reviewed by ABS based on the requirements in the following:

Container carriers [$L \geq 130$ m (427 ft)]: Section 5C-5-4 of the ABS *Rules for Building and Classing Marine Vessels*

Liquefied gas carriers with membrane tanks: Section 5C-12-4 of the ABS *Rules for Building and Classing Marine Vessels*

Liquefied gas carriers with independent tanks: Section 5 of the ABS *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*

Bulk carriers [$L \geq 150$ m (492 ft)] to which the Common Structural Rules are not applicable: Section 5C-3-4 of the ABS *Rules for Building and Classing Marine Vessels*

The **SHR** notation is optional for vehicle carriers ($L > 130$ m) and box-shaped bulk carriers. This notation may be awarded provided the scantlings within 0.4*L* amidships have been reviewed to the ABS *Guide for Alternative Requirements for Hull Construction of Vessels Intended to Carry Vehicles (130 Meters or More in Length)* for vehicle carriers and Section 5C-3-4 of the *Marine Vessel Rules* for box shaped bulk carriers.

REFERENCES

1A-1-4/7.5 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for the vessel types listed above classed based on plans approved to the Rules of another recognized classification society, in accordance with 1A-1-4/7.5. It is optional for vehicle carriers ($L > 130$ m).

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **SHR**…

Common Notations and Symbols

NOTATION

SH-DLA

DESCRIPTION

Safe**H**ull-**D**ynamic **L**oading **A**pproach (**SH-DLA**) – This notation is assigned to vessels which have been evaluated using an enhanced structural analysis procedure and criteria for calculating and evaluating the behavior of hull structures under dynamic loading conditions and built in accordance with plans approved on the basis of the results of such analysis, in addition to full compliance with the other requirements of the Rules.

REFERENCES

1A-1-3/19 of the *Rules for Conditions of Classification (Part 1A)*

Subsection 1/7 of the *Guide for 'SafeHull Dynamic Loading Approach' for Vessels*

REMARKS

This notation is optional. However, this is mandatory for container carriers with length over 290 m, container carriers with twin island configuration, and ore and ore/oil carriers with length over 300 m.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **SH-DLA**…

Common Notations and Symbols

NOTATION

SKP

SKP(a,b,c,d,e,f)

DESCRIPTION

SKP – This notation is supplemental information about the station keeping performance for specified limiting environmental conditions, such as wind speed and direction, wave height and frequency, current speed and direction. In general, the limiting environments are to be applied to intact (all thrusters running) and damaged (worst case failure) conditions unless the limiting environmental conditions for post failure cases are also specified. The directions for wind, wave and current can be different and are to be specified by the Owner.

SKP(a,b,c,d,e,f) – This notation is supplemental information about the station keeping performance for a given environmental location. The analysis is to be carried out for many combinations of wind speeds, wave height and current speeds. The wind speed and wave height relationship is to be provided for the specified location. A co-linear condition for wind, wave and current is assumed.

a The probability that the vessel can remain on station at the selected site **f** and current speed of **e** with all thrusters in normal operation conditions

b The probability that the vessel can remain on station with the failure of minimum effect single thruster at the selected site **f** and current speed of **e**

c The probability that the vessel can remain on station with the failure of maximum effect single thruster at the selected site **f** and current speed of **e**

d The probability that the vessel can remain on station at the selected site **f** and current speed of **e** with the worst case failure condition

e Current speed in knot (Owner-specified or typically 1.5 kt)

f Environment location (Owner-specified or a representative typically North Sea location)

REFERENCES

Subsections 1/3 and 9/1 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ DPS-2 **SKP**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, ✠ DPS-2 **SKP(95, 95, 85, 75, 2 North Sea)**…

Common Notations and Symbols

NOTATION

SLAM-B

SLAM-S

DESCRIPTION

These notations are assigned to vessels complying with the requirements specified in the ABS *Guide for Slamming Loads and Strength Assessment for Vessels*.

SLAM-B (Strengthened against Bottom and/or Bowflare slamming) – This notation is assigned to a vessel which satisfies the ABS bottom slamming and/or bowflare slamming procedure and criteria in the bow area, depending on vessel type and hull form.

SLAM-S (Strengthened against Stern slamming) – This notation is assigned to a vessel which satisfies the ABS stern slamming procedure and criteria in the stern area.

REFERENCES

Subsection 1/9 of the *Guide for Slamming Loads and Strength Assessment for Vessels*

REMARKS

This notation is optional. However, this Guide is mandatory for container carriers with length over 350 m.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **SLAM-B**…
✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **SLAM-S**…

Common Notations and Symbols

NOTATION *(1 June 2026)*

SMART (INF)

SMART (SHM)

SMART (MHM)

SMART (AEM)

SMART (OPM)

SMART (CAA)

DESCRIPTION *(1 June 2026)*

SMART (INF) – This notation is assigned to vessels possessing a permanently installed Smart Function system for Data **INF**rastructure to establish data handling functions with pre-installed hardware and software that support the current and potentially future Smart Function implementations, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

SMART (SHM) – This notation is assigned to vessels possessing a permanently installed Smart Function system for **S**tructural **H**ealth **M**onitoring to provide the vessel owner with structural health awareness, assess and predict structural damage and provide decision-making support on safer and more optimal vessel operation, inspection and repairs, and asset integrity management, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

SMART (MHM) – This notation is assigned to vessels possessing a permanently installed Smart Function system for **M**achinery **H**ealth **M**onitoring to provide the vessel owner with improved awareness of the health state and operational conditions of the onboard machinery and systems, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

SMART (AEM) – This notation is assigned to vessels possessing a permanently installed Smart Function system for **A**sset **E**fficiency **M**onitoring to monitor and/or predict asset efficiency against an established baseline and identify the contributors to efficiency degradation, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

SMART (OPM) – This notation is assigned to vessels possessing a permanently installed Smart Function system for **O**perational **P**erformance **M**anagement to provide guidance, recommendations, or decision support to assist operators in optimizing the way an asset is operated or managed, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

SMART (CAA) – This notation is assigned to vessels possessing a permanently installed Smart Function system for **C**rew **A**ssistance and **A**ugmentation to reduce crew's physical, cognitive, and/or administrative workload, enhance situational awareness, and minimize the risk of human error, in compliance with the ABS *Guide for Smart Functions for Marine Vessels and Offshore Units*.

The notation can be any of the single notations or a combination.

REFERENCES

Subsection 1/6, 3/3, 4/3, 5/3, 6/2 of the *Guide for Smart Functions for Marine Vessels and Offshore Units*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (INF)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (MHM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (SHM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (AEM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (OPM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (CAA)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (INF, MHM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (INF, SHM, MHM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (INF, AEM)**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SMART (INF, CAA)**…

Common Notations and Symbols

NOTATION

SO_x Scrubber Ready

DESCRIPTION

This notation is assigned to vessels complying with Level 3 of the "SO_x Scrubber Ready" scheme in the ABS *Guide for SO_x Scrubber Ready Vessels*, which incorporates both the Class Approval of the detailed drawings and the installation of specified equipment onboard the vessel. The following descriptive letters will be included in the vessel record when the item of equipment or system indicated has been ABS approved/surveyed as per the applicable Rule/Guide requirements and installed on board to the attending Surveyor's satisfaction:

i) Hull structural arrangement and reinforcement – Descriptive HS

ii) SO_x Scrubber system configuration and vessel integration – Descriptive SC

iii) Exhaust gas system – Descriptive EG

iv) Washwater system – Descriptive W

v) Chemical treatment system, if applicable – Descriptive C

vi) Residue system – Descriptive R

REFERENCES

6-3-2/14.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **SO_x Scrubber Ready HS SC EG**, CSC, CLP, NBL, SH, SHCM…

Common Notations and Symbols

NOTATION

SPMA

DESCRIPTION

This notation is assigned a vessel provided with mooring arrangements in accordance with the requirements of Section 3-5-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

3-5-2/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, **SPMA**, Ⓔ, ✠ AMS …

✠ A1, Liquefied Gas Carrier, **SPMA**, Ⓔ, ✠ AMS …

Common Notations and Symbols

NOTATION *(1 January 2026)*

SPS

DESCRIPTION

The notation **SPS** may be assigned to vessels that comply with the requirements in Section 5C-23-1 of the ABS *Rules for Building and Classing Marine Vessels* and the IMO Code of Safety for Special Purpose Ships (SPS Code).

REFERENCES

1A-3-2/1.5 of the *Rules for Conditions of Classification (Part 1A)*

5C-23-1/1.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional. However, the flag Administration is to be consulted for application of the SPS Code or other regulations when the vessel carries more than 12 special personnel.

Example – ✠ A1, Offshore Support Vessel (Pipe Lay, **SPS**), Ⓔ, ✠ AMS…

✠ A1, Towing Vessel, **SPS**, Ⓔ, ✠ AMS…

Common Notations and Symbols

NOTATION

SSV

DESCRIPTION

This notation is assigned to ABS classed vessels, offshore installations or facilities, with standalone or integrated computer-based control systems complying with the procedures and criteria of the *Guide for Software Systems Verification – ABS CyberSafety™ Volume 4*. The **SSV** Notation applies only to the software of the equipment's control system that are included in the ABS reviewed Verification Plan. The connected control systems and functions of the connected equipment are not included in the notation unless detailed in the verification plan.

REFERENCES

Subsection 1/3 of the *Guide for Software Systems Verification – ABS CyberSafety™ Volume 4*

Subsection 11/5 of the ABS *Guide for Dynamic Positioning Systems*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SSV**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **SSV**…

Common Notations and Symbols

NOTATION

STBLess-W

DESCRIPTION

Stern**T**ube**L**ess – **W**ater Lubricated (**STBLess-W**) – This notation is assigned to vessels with an open-loop, water lubricated bearing type with a stern inspection chamber providing access for inspection and bearing replacement without the need to remove the tail shaft, complying with the requirements of the ABS *Requirements for Sterntubeless Vessels with Water Lubricated Bearings.*

ESA and **TCM-W** are prerequisites for **STBLess-W**.

REFERENCES

1/1.1 of the *Requirements for Sterntubeless Vessels with Water Lubricated Bearings*

7-9-20/7 of the *Rules for Survey After Construction*

REMARKS

This notation is optional. However, the requirements contained in the *Requirements for Sterntubeless Vessels with Water Lubricated Bearings* are mandatory for vessels with sterntubeless arrangements.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESA, TCM-W, **STBLess-W**, ESP …

Common Notations and Symbols

NOTATION

SUSTAIN-1

SUSTAIN-2

DESCRIPTION

SUSTAIN-1 – This notation is assigned to marine and offshore assets that comply with the relevant requirements contained in Section 2 of the ABS *Guide for Sustainability Notations*.

SUSTAIN-2 – This notation is assigned to marine and offshore assets that comply with the relevant requirements contained in both Section 2 and Section 3 of the ABS *Guide for Sustainability Notations*.

The year 2020 in the notation indicates the applicable edition of the Guide.

REFERENCES

Subsection 1/3 of the *Guide for Sustainability Notations*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SUSTAIN-1**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **SUSTAIN-2**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **SUSTAIN-1**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **SUSTAIN-2**…

Common Notations and Symbols

NOTATION

TCM

DESCRIPTION

Tailshaft **C**ondition **M**onitoring (**TCM**) – This notation is assigned to vessels with tailshafts specifically arranged with oil-lubricated stern tube bearings, complying with the requirements of 4-3-2/13 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES *(1 January 2025)*

4-3-2/13.1 of the *Rules for Building and Classing Marine Vessels*

4-3-2/13.1 of the *Requirements for Building and Classing International Naval Ships*

4-3-2/13.1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

7-9-20/1 of the *Rules for Survey After Construction*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **TCM**, ESP …

Common Notations and Symbols

NOTATION

TCM-PS

DESCRIPTION

Tailshaft **C**ondition **M**onitoring – **P**rotective **S**eal (**TCM-PS**) – This notation is assigned to vessels with the tailshaft stern tube seal system which can fully eliminate oil discharge through the oil to sea interface. The system would eliminate the need for using environmentally acceptable lubricants (EALs) as required by some local and regional regulations., complying with the requirements of 4-3-2/14 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES *(1 January 2025)*

4-3-2/14.1 of the *Rules for Building and Classing Marine Vessels*

4-3-2/14.1 of the *Requirements for Building and Classing International Naval Ships*

4-3-2/14.1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

7-9-20/5 of the *Rules for Survey After Construction*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **TCM-PS**, ESP …

Common Notations and Symbols

NOTATION

TCM-W

DESCRIPTION

Tailshaft **C**ondition **M**onitoring – **W**ater Lubricated **(TCM-W)** – This notation is assigned to vessels with tailshafts specifically arranged with closed or opened type water-lubricated stern tube bearings, complying with the requirements of 4-3-2/15 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES *(1 January 2025)*

4-3-2/15.1 of the *Rules for Building and Classing Marine Vessels*

4-3-2/15.1 of the *Requirements for Building and Classing International Naval Ships*

4-3-2/15.1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

7-9-20/3 of the *Rules for Survey After Construction*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **TCM-W**, ESP …

Common Notations and Symbols

NOTATION *(1 September 2025)*

TMed-1

TMed-2

DESCRIPTION

These notations are assigned to marine, offshore, and government assets including commercial vessels, naval vessels, barges, high-speed craft, yachts, drilling units, production installations, and other offshore units utilizing telemedicine capabilities on board.

TMed-1 – This notation may be assigned to vessels or units which have two-way video capability, medical supply chest, and diagnostic tools (e.g., thermometer, blood pressure monitor) in compliance with the ABS *Guide for Telemedicine Capabilities on Board Marine and Offshore Assets*.

TMed-2 – This notation may be assigned to vessels or units which meet the requirements for **TMed-1** and also have Electronic Health Records (EHR), high-resolution imaging, and full telemedical consultation environment (e.g., medical facilities and medical advice in accordance with IMO TMAS Requirements for Global Medical Assistance) in compliance with the ABS *Guide for Telemedicine Capabilities on Board Marine and Offshore Assets*.

REFERENCES

Subsection 1/4 of the *Guide for Telemedicine Capabilities on Board Marine and Offshore Assets*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **TMed-1**…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **TMed-2**…

✠ A1, Column Stabilized Drilling Unit, Ⓟ, ✠ AMS, **TMed-2**…

Common Notations and Symbols

NOTATION

UWILD

DESCRIPTION

Under**W**ater **I**nspection in **L**ieu of **D**rydocking (**UWILD**) – This notation signifies that the vessel is in compliance with Appendix 7-A1-1 of the ABS *Rules for Survey After Construction (Part 7)* and the Owner may request Underwater Inspection as an alternative to Drydocking Inspection. This notation is not applicable to vessels 15 years of age or over and subject to the Enhanced Survey Program (ESP).

REFERENCES

Appendix 7-A1-1 of the *Rules for Survey After Construction (Part 7)*

REMARKS *(1 July 2026)*

This notation is optional except for vessels entering storage service per 7B-4-1/7.3.2 of the *Rules for Building and Classing Offshore Units*.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, ESP, **UWILD**…

Common Notations and Symbols

NOTATION

UWN (Q)

UWN+ (Q)

UWN (T)

UWN+ (T)

UWN (R)

UWN (AT)

UWN (AL)

DESCRIPTION

UWN (Q) – This notation is assigned to vessels, which comply with the minimum underwater noise criteria for the Quiet Operation condition for low speed operation in environmentally-sensitive areas, as specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

UWN+ (Q) – This notation is assigned to vessels, which comply with more stringent underwater noise criteria for the Quiet Operation condition for low speed operation in environmentally-sensitive areas, as specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

UWN (T) – This notation is assigned to vessels, which comply with the minimum underwater noise criteria for the Transit condition for normal operation, as specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

UWN+ (T) – This notation is assigned to vessels, which comply with more stringent underwater noise criteria for the Transit condition for normal operation, as specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

A commercial vessel may carry multiple underwater noise notations. The application of these notations to offshore exploration and production vessels is subject to case-by-case review by ABS with consideration of specific designs and operational conditions of these vessels.

For research vessels, there is only one notation applicable, **UWN (R)**.

UWN (R) – This notation is assigned to research vessels, which comply with the minimum underwater noise criteria specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

For acoustic research vessels, there are two underwater noise notations, **UWN (AT)** and/or **UWN (AL)**.

UWN (AT) – This notation is assigned to acoustic research vessels operating in Thruster condition, which comply with the minimum underwater noise criteria specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

UWN (AL) – This notation is assigned to acoustic research vessels operating in Light Survey condition, which comply with the minimum underwater noise criteria specified in the ABS *Guide for the Classification Notation Underwater Noise and External Airborne Noise*.

REFERENCES

Subsection 1/3 of the *Guide for the Classification Notation Underwater Noise and External Airborne Noise*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **UWN (Q)**…
✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **UWN+ (Q)**…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **UWN (T)**…
✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **UWN+ (T)**…
✠ A1, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **UWN (R)**…
✠ A1, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **UWN (AT)**…
✠ A1, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **UWN (AL)**…

Common Notations and Symbols

NOTATION

VIB-M

DESCRIPTION

This notation is assigned to vessels that comply with the vibration acceptance criteria as specified in the ABS *Guide for Vibration of Machinery Equipment and Related Structures*.

Compliance with is to be verified to the satisfaction of the attending Surveyor through the measurement of the vibration of:

i) Local structures

- Structures supporting the main propulsion system or other machinery and equipment, as well as nearby structures
- Structures in compartments of machinery and equipment that may be affected by the operation of the associated machinery and equipment

ii) Machinery and equipment specified in this Guide

REFERENCES

Subsection 1/2 of the *Guide for Vibration of Machinery Equipment and Related Structures*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **VIB-M**…

Common Notations and Symbols

NOTATION

Wind-Assisted

Wind-Assisted+

Wind-Assisted Ready

DESCRIPTION

Wind-Assisted – This notation is assigned to a vessel with a wind assisted propulsion system installed on board, which complies with the minimum class requirements included in the ABS *Requirements for Wind Assisted Propulsion System Installation*

Wind-Assisted+ – This notation is assigned to a vessel with a wind assisted propulsion system installed on board that, in addition to compliance with the minimum class requirements included in the ABS *Requirements for Wind Assisted Propulsion System Installation,* also complies with and has been certified according to the additional requirements included in the ABS *Requirements for Wind Assisted Propulsion System Installation.*

Wind-Assisted Ready – This notation is assigned to a vessel with an anticipated wind assisted propulsion system to be installed in the future, which complies with the requirements in the ABS *Requirements for Wind Assisted Propulsion System Installation.*

REFERENCES

Subsection 1/2 of the *Requirements for Wind Assisted Propulsion System Installation*

REMARKS

These notations are optional. However, vessels fitted with wind assisted propulsion systems are subject to minimum class requirements outlined in the Requirements document.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **Wind-Assisted**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **Wind-Assisted+**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **Wind-Assisted Ready**…

Common Notations and Symbols

NOTATION

Wind-SC

DESCRIPTION *(1 January 2026)*

This notation is to be assigned to an offshore support vessel that complies with Chapter 5D-17 of the ABS *Rules for Building and Classing Marine Vessels*.

This notation is also applicable to other Steel Vessels or Aluminum Vessels that comply with 5D-17-2/1.1, 5D-17-2/1.3, 5D-17-2/3, 5D-17-2/5, and 5D-17-3 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 January 2026)*

1A-3-2/33 of the *Rules for Conditions of Classification (Part 1A)*

5D-17-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is mandatory.

Example – ✠ A1, Offshore Support Vessel (Heavy Lift, **Wind-SC**), Ⓔ, ✠ AMS…

Common Structural Rules for Bulk Carriers and Oil Tankers

NOTATION

CSR, AB-CM

DESCRIPTION

Vessels designed and built to the requirements in Part 5A "General Hull Requirements (IACS CSR Part 1)", and 5B "Ship Types (IACS CSR Part 2)", and 5C-A1-2 "Guide for ABS Construction Monitoring Program" of the *Rules for Building and Classing Marine Vessels*, except as stipulated in 1A-1-4/7.6 of the *Rules for Conditions of Classification (Part 1A)*, will be identified in the *Record* by the notation **CSR, AB-CM**.

REFERENCES

1A-1-3/23 of the *Rules for Conditions of Classification (Part 1A)*

Part 5A & 5B "Common Structural Rules for Bulk Carriers and Oil Tankers" of the *Rules for Building and Classing Marine Vessels*

Appendix 5C-A1-2, "ABS Construction Monitoring Program" of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **CSR, AB-CM**…

✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, **CSR, AB-CM**…

Anchor Handling Vessels

NOTATION

Anchor Handling Vessel

DESCRIPTION

This notation is assigned to vessels other than OSVs designed primarily for anchor handling service and built to the requirements of Part 5C, Chapter 22 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules.

REFERENCES

5C-22-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Anchor Handling Vessel**, Ⓔ, ✠ AMS, ✠ ACCU…

Aquaculture Installations and Vessels

NOTATION

ASV-Support

ASV-Fish Pellet

ASV-Live Fish

DESCRIPTION

ASV-Support – This notation is assigned to fish farm support vessels, which comply with the requirements of Sections 1 to 5 and 6/1, 6/6, and Section 8 of the ABS *Requirements for Building and Classing Aquaculture Service Vessels*. Fish farm Support vessels are engaged primarily in aquaculture installation support capable of inspection, maintenance and repair of aquaculture installations, fish delousing, fish pellet carriage, and/or harvesting fish.

ASV-Fish Pellet – This notation is assigned to fish pellet carriers, which comply with the requirements of Sections 1 to 5 & 6/1, 6/2 if applicable, 6/6, and Section 8 of the ABS *Requirements for Building and Classing Aquaculture Service Vessels*. Fish pellet carriers are vessels with cargo holds for storing and transporting fish pellets from onshore facilities to fish farming installations.

ASV-Live Fish – This notation is assigned to live fish carriers, which comply with the requirements of Sections 1 to 6 and Section 8 of the ABS *Requirements for Building and Classing Aquaculture Service Vessels*. Live fish carriers are vessels with systems and tanks for loading, unloading, storing and carrying live fish.

REFERENCES

1/2.2.1 of the *Requirements for Building and Classing Aquaculture Service Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory for vessels primarily engaged in aquaculture operations.

Example – ✠ A1, **ASV-Support**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, **ASV-Fish Pellet**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, **ASV-Live Fish**, Ⓔ, ✠ AMS, ✠ ACCU…

Aquaculture Installations and Vessels

NOTATION

Fish Farm Installation, Manned (*hull type*)

Fish Farm Installation, Unmanned (*hull type*)

DESCRIPTION

These notations are assigned to non-self-propelled, sited aquaculture installations that comply with the requirements for the hull structure of the aquaculture installation, the mooring system or foundation, and onboard machinery, equipment and systems that are not part of the aquaculture systems, as defined in the ABS *Requirements for Building and Classing Aquaculture Installations*

The service notation will be appended by one of the following: **Spar-Type**, **Column-Stabilized Type**, **Ship-Shape** or **Non-Buoyant** to indicate the hull type. The hull structural configurations of these installations are described in 1/8.1 of the ABS *Requirements for Building and Classing Aquaculture Installations*.

REFERENCES

1/2.2 and 1/8.1 of the *Requirements for Building and Classing Aquaculture Installations*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Fish Farm Installation, Manned (Spar-Type) (S) Mississippi Canyon Block 779**…

✠ A1, **Fish Farm Installation, Manned (Column-Stabilized Type) (S) Mississippi Canyon Block 779**…

✠ A1, **Fish Farm Installation, Manned (Ship-Shape) (S) Mississippi Canyon Block 779**…

✠ A1, **Fish Farm Installation, Unmanned (Non-Buoyant) (S) Mississippi Canyon Block 779**…

Asphalt Carriers

NOTATION

Asphalt Carrier with Independent Tanks (*temp*°C)

DESCRIPTION

This notation is assigned to vessels designed for carriage of asphalt solutions with maximum design cargo temperature of *temp*°C in independent tanks (during loading, steady state, etc.), and built to the requirements of the ABS *Requirements for Building and Classing Asphalt Carriers with Independent Tanks* and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1/1.1 of the *Requirements for Building and Classing Asphalt Carriers with Independent Tanks*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Asphalt Carrier with Independent Tanks (170°C)**, Ⓔ, ✠ AMS, ✠ ACCU…

Bulk Carriers

NOTATION

Bulk Carrier

DESCRIPTION

A **Bulk Carrier** is a vessel that is constructed generally with single deck, topside tanks and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk. It includes vessels of such type as Ore Carriers or combination carriers such as Ore or Oil Carriers and Oil or Bulk/Ore (OBO) Carriers**.** The ABS vessel type notation **Bulk Carrier** forms part of the class designation assigned to a vessel built in accordance with the requirements of Part 5A and Part 5B, Chapter 1 (for CSR bulk carriers) or Part 5C, Chapter 3 (for vessels 150 meters (492 feet) or more in Length) or Part 5C, Chapter 4 (for vessels under 150 meters (492 feet) in Length) of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5A-1-1/3.2, 5C-3-1/1.2, 5C-3-1/1.5.1 and 5C-4-1/1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

See also bulk carrier notations, **BC-A, BC-B, BC-C, (no MP)**.

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Bulk Carrier**, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

✠ A1, **Bulk Carrier**, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Bulk Carriers

NOTATION

Bulk Carrier, BC-A (holds *X* and *Y* may be empty with maximum cargo density: *XX* tonnes/m^3)

Bulk Carrier, BC-B (maximum cargo density: *XX* tonnes/m^3)

Bulk Carrier, BC-C (maximum cargo density: *XX* tonnes/m^3)

(no MP)

DESCRIPTION

BC-A: Bulk Carriers designed to carry dry bulk cargoes of cargo density 1.0 tonnes/m^3 (62.4 lbs/ft^3) and above with specified holds empty in addition to **BC-B** conditions

BC-B: Bulk Carriers designed to carry dry bulk cargoes of cargo density 1.0 tonnes/m^3 (62.4 lbs/ft^3) and above with all cargo holds loaded in addition to **BC-C** conditions

BC-C: Bulk Carriers designed to carry dry bulk cargoes of cargo density less than 1.0 tonnes/m^3 (62.4 lbs/ft^3)

(maximum cargo density: XX tonnes/m^3): A notation added after the above Bulk Carrier **BC-A, BC-B** and **BC-C** notations where a bulk carrier has not been designed to carry 3.0 tonnes/m^3 (187 lbs/ft^3) or higher density cargoes

(no MP): A notation added after the above Bulk Carrier **BC-A, BC-B** and **BC-C** notations where a bulk carrier has not been designed for loading and unloading in multiple ports

REFERENCES

5A-1-1/3.2.1 and 5C-3-1/1.2 of the *Rules for Building and Classing Marine Vessels*.

REMARKS

Assignment of these notations requires Class Committee approval.

Assignment of the appropriate service feature notation is mandatory for Bulk Carriers over 150 m in length.

Example – ✠ A1, Bulk Carrier, **BC-A (holds 2, 4, 6 and 8 may be empty with maximum cargo density: 2.50 tonnes/m^3)**, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

✠ A1, Bulk Carrier, **BC-B (maximum cargo density: 1.7 tonnes/m^3), (no MP)**, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

✠ A1, Bulk Carrier, **BC-B (maximum cargo density: 1.7 tonnes/m^3), (no MP)**, Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Bulk Carriers

NOTATION

Box-Shaped Bulk Carrier

DESCRIPTION

A **Box-Shaped Bulk Carrier** is a vessel having double side skin construction without upper wing tanks and lower wing tanks or with small topside tanks throughout the entire length and height of cargo holds and which are designed for the carriage of various dry cargoes including bulk cargoes. The ABS vessel type notation **Box-Shaped Bulk Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapter 19 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERNCES

5C-19-1/1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

See also bulk carrier notations, **BC-A, BC-B, BC-C**.

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Box-Shaped Bulk Carrier**, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

Bulk Carriers

NOTATION

Ore Carrier

DESCRIPTION

An **Ore Carrier** is a vessel having two longitudinal bulkheads and a double bottom throughout the cargo area, constructed for the carriage of ore cargoes in the center holds only. The ABS vessel type notation **Ore Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapter 3 (for vessels 150 meters (492 feet) or more in Length) or Part 5C, Chapter 4 (for vessels under 150 meters (492 feet) in Length) of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES

5C-3-1/1.2, 5C-3-1/1.5.2 and 5C-4-1/1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Ore Carrier**, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

Bulk Carriers

NOTATION

Ore or Oil Carrier

DESCRIPTION

An **Ore or Oil Carrier** is a vessel having two longitudinal bulkheads and a double bottom throughout the cargo area, constructed for the carriage of ore cargoes in the center holds or for the carriage of oil cargoes in the center holds and wing tanks. The ABS vessel type notation **Ore or Oil Carrier** is assigned to a vessel built in accordance with the requirements of Part 5C, Chapters 1 and 3 or Chapters 2 and 4 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-3-1/1.2 and 5C-3-1/1.5.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Ore or Oil Carrier**, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM…

Bulk Carriers

NOTATION

Great Lakes Service

DESCRIPTION

This is a geographical limitation notation for vessels built specifically for trading on the Great Lakes and the St. Lawrence Seaway. This notation is assigned to Great Lakes vessels of bulk carrier type, having machinery aft, at least one complete deck, a double bottom and side tanks, a longitudinal system of framing for the deck and bottom, and two continuous longitudinal bulkheads fitted between the freeboard deck and the bottom shell.

REFERENCES

1A-8-2/1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for vessels built to the ABS *Rules for Building and Classing Bulk Carriers for Service on the Great Lakes*.

Example – ✠ A1, **Great Lakes Service**, Ⓔ, ✠ AMS, ✠ ACCU…

Bulk Carriers

NOTATION

DWA

DESCRIPTION

Deep **W**ater **A**nchoring **(DWA)** – Bulk carriers having length of 150 meters or more designed, constructed and surveyed in full compliance with the criteria contained within the ABS *Guide for the Optional Class Notation Deep Water Anchoring for Oil Tankers and Bulk Carriers (DWA)* may be assigned a class notation **DWA**, Deep Water Anchoring for Ships, in addition to the usual Ⓔ symbol, thus ✠ **A1** Ⓔ **DWA**. The notation signifies that the anchor, chain, windlass and support structure of the vessel is in compliance with the requirements contained in the Guide addressing deep water anchoring.

REFERENCES

1/1.1 of the *Guide for the Optional Class Notation Deep Water Anchoring for Oil Tankers and Bulk Carriers (DWA)*.

REMARKS

This notation is optional.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ **DWA**, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Bulk Carriers

NOTATION

LDCARE1 (ore loading/unloading rate *xx* MT/hour, *yy* minutes overshooting)

LDCARE2 (ore loading/unloading rate *xx* MT/hour, *yy* minutes overshooting)

TML

DESCRIPTION *(1 July 2026)*

LDCARE1 – This notation is assigned to vessels \ carrying ore cargoes that comply with the requirements in Subsection 2/1 of the *Guide for Special Loading of Ore and Ore/Oil Carriers*.

LDCARE2 – This notation is assigned to vessels carrying ore cargoes that comply with the requirements in Subsection 2/3 of the *Guide for Special Loading of Ore and Ore/Oil Carriers* which are fitted with automatic draft reading sensors, as well as an automatic level-gauging system for all ballast tanks linked to the onboard loading program.

TML – This notation is assigned to vessels carrying Group A cargoes that comply with the requirements in Section 3 of the *Guide for Special Loading of Ore and Ore/Oil Carriers* and 5C-3-A3 of the *Marine Vessel Rules*.

REFERENCES

Subsection 1/5 of the *Guide for Special Loading of Ore and Ore/Oil Carriers*

5C-3-A3/9.1 & 5C-3-A3/9.21 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of the **TML** notation requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Ore or Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **LDCARE1 (ore loading/unloading rate xx MT/hour, yy minutes overshooting)**…

✠ A1, Ore Carrier, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **LDCARE2 (ore loading/unloading rate xx MT/hour, yy minutes overshooting)**…

✠ A1, Ore Carrier, Ⓔ, ✠ AMS, ✠ ACCU, SH, SHCM, **TML**…

Bulk Carriers

NOTATION

PMA

PMA+

DESCRIPTION

PMA – This notation is assigned to Bulk Carriers of 20,000 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets IMO Resolutions MSC.151(78) – "Adoption of Amendments to the International Convention for the Safety Of Life At Sea, 1974, as Amended" and MSC.158(78) – "Adoption of Amendments to the Technical Provisions for Means of Access for Inspections", and the associated IACS Unified Interpretation (UI) SC 191 for the application of amended SOLAS regulation II-1/3-6 (resolution MSC.151 (78)) and revised Technical provisions for means of access for inspections (resolution MSC.158 (78)).

PMA+ – This notation is assigned to Bulk Carriers of 20,000 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets the requirements for the **PMA** notation, plus additional ergonomic considerations, such as sizes of openings, clear overhead heights, guardrail heights and stanchion spacing, ladder incline angles, etc.

REFERENCES

Subsection 1/5 of the *Guide for Means of Access to Tanks and Holds for Inspection*

REMARKS

These notations are optional. However, SOLAS requires permanent means of access for certain Oil Tankers and Bulk Carriers.

Example – ✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMA**…

✠ A1, Bulk Carrier, BC-B (maximum cargo density: 1.7 tonnes/m^3), Ⓔ, ✠ AMS, ✠ ACCU, CSR, AB-CM, **PMA+**…

Cable Laying Vessels

NOTATION *(1 July 2026)*

Cable Laying Vessel

DESCRIPTION

This notation is assigned to vessels other than OSVs intended for installation, maintenance and repair of underwater telecommunication cables and power transmission cables and built to the requirements of Part 5C, Chapter 27 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules.

REFERENCES

5C-27-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Cable Laying Vessel**, Ⓔ, ✠ AMS, ✠ ACCU…

Chemical Carriers

NOTATION *(1 July 2025)*

Chemical Carrier (Ship Type *X*)

DESCRIPTION *(1 July 2025)*

This notation is assigned to a vessel that is designed and constructed or adapted and specifically fitted for the carriage in bulk of any liquid product listed in Part 5C, Chapter 9, Section 17 of the ABS *Rules for Building and Classing Marine Vessels*. The ABS vessel type notation **Chemical Carrier (Ship Type *X*)** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 9 of the ABS *Rules for Building and Classing Marine Vessels*.

Note: "***X***" represents the IBC Code ship type as follows:

- **Ship Type 1** transports Chapter 17 products with "very severe environmental and safety hazards", which require maximum preventive measure
- **Ship Type 2** transports Chapter 17 products with "appreciably severe environmental and safety hazards" require significant preventive measures
- **Ship Type 3** transports Chapter 17 products with "sufficiently severe environmental and safety hazards", require moderate degree preventive measures

REFERENCES

5C-9-1/1.1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 January 2026)*

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Chemical Carrier (Ship Type 2)**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, **Chemical Carrier (Ship Type 2 and 3)**, Ⓔ, ✠ AMS, ✠ ACCU…

Chemical Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with bow loading and unloading arrangements are contained in the *Marine Vessel Rules*.

Example – ✠ A1, Chemical Carrier, **BLU**, Ⓔ, ✠ AMS, ✠ ACCU…

Chemical Carriers

NOTATION *(1 January 2026)*

CCCS-T

DESCRIPTION

Centralized **C**argo **C**ontrol **S**tation – **T**anker (**CCCS-T**) – This notation is assigned chemical carriers where the main operations related to cargo loading/discharging and ballasting/de-ballasting are arranged for centralized operation and surveillance from a centralized control station, in accordance with 5C-2-3/37 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-9-1/1.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **CCCS-T**…

Chemical Carriers

NOTATION *(1 July 2026)*

ECTC(96%, C)

ECTC(80%, C)

ECTC(70%, C)

ECTC(96%, SC)

ECTC(80%, SC)

ECTC(70%, SC)

DESCRIPTION *(1 July 2026)*

ECTC(96%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 96% in accordance with 5C-2-3/35.3 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(80%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 80% and less than 96% in accordance with 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(70%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 70% and less than 80% in accordance with 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(96%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 96% that also comply with the requirements of 5C-2-3/35.3 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(80%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 80% and less than 96% that also comply with the requirements of 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(70%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 70% and less than 80% that also comply with the requirements of 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES *(1 December 2025)*

5C-2-3/35.1.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2026)*

These notations are optional.

Example – ✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(96%, C)**, ✠ ACCU…

✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(80%, C)**, ✠ ACCU…

✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(70%, C)**, ✠ ACCU…

✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(96%, SC)**, ✠ ACCU…

✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(80%, SC)**, ✠ ACCU…

✠ A1, Chemical Carrier, Ⓔ, ✠ AMS, **ECTC(70%, SC)**, ✠ ACCU…

Chemical Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with stern loading and unloading arrangements are contained in the *Marine Vessel Rules*

Example – ✠ A1, Chemical Carrier, **SLU**, Ⓔ, ✠ AMS, ✠ ACCU …

Compressed Natural Gas Carriers

NOTATION

Compressed Natural Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of compressed natural gas in accordance with the ABS *Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk*. The ABS vessel type notation **Compressed Natural Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with the ABS *Guide for Vessels Intended to Carry Compressed Natural Gases in Bulk*.

REFERENCES

1A-10-2/1 of the *Rules for Conditions of Classification*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Compressed Natural Gas Carrier**, Ⓔ, ✠ AMS…

Container Carriers

NOTATION

Container Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed primarily for the carriage of containers in holds or on deck or both, with structures for that purpose, such as cell guides, pedestals, etc. The ABS vessel type notation **Container Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 5 (for vessels 130 meters (427 feet) to 450 meters (1476 feet) in Length) or Part 5C, Chapter 6 (for vessels under 130 meters (427 feet) in Length) of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-5-1/3.1 and 5C-6-1/1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Container Carrier**, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM…

Container Carriers

NOTATION

CSC

DESCRIPTION *(1 July 2025)*

Container **S**ecuring **C**ertificate (**CSC**) – The **CSC** notation signifies that the initial installation of the container securing system has been certified by ABS for unrestricted service. A certificate indicating that the initial installation is in compliance with the ABS *Requirements for Certification of Container Securing Systems* may be issued upon satisfactory completion of plan review, testing of securing devices, approval of the Container Securing Manual and installation of the fixed securing devices to the satisfaction of the attending Surveyor.

REFERENCES *(1 July 2025)*

Subsection 2/1 of the *Requirements for Certification of Container Securing Systems*

REMARKS *(1 July 2025)*

This notation is mandatory for all seagoing dedicated container vessels contracted on or after 1 July 2025.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **CSC**, CLP, SH, SHCM…

Container Carriers

NOTATION

CLP

CLP-V

CLP-V(PARR)

DESCRIPTION *(1 July 2025)*

CLP (Computer Lashing Program) – This notation signifies that an onboard computer lashing program installed on a vessel assigned the **CSC** notation has been certified in accordance with Appendix 3 of the ABS *Requirements for Certification of Container Securing Systems*.

CLP-V (Computer Lashing Program – Specific Voyage) – This notation signifies that an onboard computer lashing program installed on a vessel assigned the **CSC** notation has been certified in accordance with Appendix 3 of the ABS *Requirements for Certification of Container Securing Systems* and that its capability to address both unrestricted service and specific voyage routes has been certified.

CLP-V(PARR) (Computer Lashing Program – Route Splitting and Parametric Roll Detection) – This notation signifies that an onboard computer lashing program installed on a vessel assigned the **CSC** notation has been certified in accordance with Appendix 3 of the ABS *Requirements for Certification of Container Securing Systems* and that its capability to address both unrestricted service and specific voyage routes has been certified.

REFERENCES *(1 July 2025)*

Subsection 2/1 of the *Requirements for Certification of Container Securing Systems*

REMARKS *(1 July 2025)*

The **CLP** notation is mandatory for all seagoing dedicated container vessels contracted on or after 1 July 2025.

The **CLP-V** notation is optional for vessels that receive the mandatory **CSC** notation. However, vessels that apply voyage specific reduction factors are required to comply with **CLP-V**.

The **CLP-V(PARR)** notation is optional. However, this notation is required for vessels that apply the Route Splitting or Seasonal Reduction Factors.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, **CLP**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, **CLP-V**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, **CLP-V(PARR)**, SH, SHCM…

Container Carriers

NOTATION

EBCAD

DESCRIPTION

Enhanced **B**rittle **C**rack **A**rrest **D**esign (**EBCAD**) – The **EBCAD** notation signifies that a container carrier has been built to the satisfaction of ABS with a combination of two or more of the additional crack prevention/crack arrest measures specified in 1/5.1 of the ABS *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers* along the cargo hold region and with NDT inspection in accordance with Subsection 5/3 of the Guide.

REFERENCES

1/5.1 of the *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers*

REMARKS

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **EBCAD**, SH, SHCM…

Container Carriers

NOTATION

ERGO(LASH)

ERGO(LASH)-R

DESCRIPTION

ERGO(LASH) – This notation is applicable to both existing and new container carriers prescribing enhanced ergonomic requirements relating to container lashing based on the design guidelines contained in section 6 (Design) and section 8 (Specialized Container Safety Design), except subsection 6.3 (Lashing Systems), of Annex 14 of the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) as adopted by MSC.1/Circ.1352 and in compliance with Section 2 of the ABS *Guide for Ergonomic Container Lashing*.

ERGO(LASH)-R – This notation is applicable to existing container carriers, prescribing requirements based on good ergonomic practice, relating to container lashing in compliance with Section 2 of the ABS *Guide for Ergonomic Container Lashing*. It is considered that it will be more practicable to apply this notation's requirements to existing container carriers with the understanding that existing ships are not required to be enlarged or undergo other major structural modifications.

REFERENCES

Subsection 1/4 of the *Guide for Ergonomic Container Lashing*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **ERGO(LASH)**, SH, SHCM…

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **ERGO(LASH)-R**, SH, SHCM…

Container Carriers

NOTATION

FOC

FOC-R

FOC+

FOC-R+

CCH

FBC

CHF

DESCRIPTION

These notations are assigned to a container carrier complying with the requirements specified in the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

FOC (**F**ire-fighting **O**n-deck **C**ontainer) – This notation is assigned to a Container Carrier provided with an arrangement of a fire piping system and additional fire-fighting equipment in compliance with Section 2 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*. This notation recognizes enhanced container deck firefighting capability onboard Container Carriers beyond that required by SOLAS Chapter II-2 Regulation 10 requirements [as amended by IMO Resolution MSC 365(93)].

FOC-R (**F**ire-fighting **O**n-deck **C**ontainer – **R**estricted) – This notation is assigned to a Container Carrier when full compliance with the **FOC** notation requirements is not practical that is provided with fire-fighting equipment and arrangements in compliance with Section 3 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*. It is applicable to container carriers constructed either before 1 January 2016 (designed to carry any number of container tiers on deck) or those constructed after 1 January 2016 (designed to carry 4 or less tiers of containers on deck), but do provide on deck firefighting arrangements that exceed the SOLAS requirements applicable to those vessels

FOC+ (**F**ire-fighting **O**n-deck **C**ontainer Plus) – This notation is assigned to a Container Carrier meeting the **FOC** notation requirements of Section 2 and the enhanced requirements for hatch cover protection and fire-fighter's breathing apparatus of Section 4 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

FOC-R+ (**F**ire-fighting **O**n-deck **C**ontainer – **R**estricted Plus) – This notation is assigned to a Container Carrier meeting the **FOC-R** notation requirements of Section 3 and the enhanced requirements for hatch cover protection and fire-fighter's breathing apparatus of Section 4 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

CCH (**C**ontainer **C**arrier **H**ouse/Structures) – This notation is assigned to a Container Carrier provided with specific cooling arrangements, air monitoring, and other arrangements intended to protect crew within the accommodations, services spaces, machinery spaces and other normally manned locations from the heat as well as smoke that may be created during a cargo fire, in compliance with Section 5 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

FBC (**F**ire-fighting **B**elow-deck **C**ontainer) – This notation is assigned to a Container Carrier provided with enhanced fire detection, extinguishing and cooling arrangements within a container hold beyond that required by SOLAS Chapter II-2 Regulations, in compliance with Section 6 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

CHF (**C**ontainer **H**old **F**looding) – This notation is assigned to a Container Carrier provided with appropriate arrangements and established procedures to flood a container hold to support extinguishing a fire in the hold, in compliance with Section 7 of the ABS *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*.

REFERENCES

Subsection 1/3 of the *Guide for Fire-Fighting Systems for Cargo Areas of Container Carriers*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **FOC**, SH, SHCM …

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **FOC-R**, SH, SHCM …

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **CCH**, SH, SHCM …

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **FBC**, SH, SHCM …

✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **CHF**, SH, SHCM …

Container Carriers

NOTATION

PARR-C1

PARR-C2

DESCRIPTION

These notations are assigned to a vessel complying with the requirements specified in the ABS *Guide for Assessment of Parametric Roll Resonance in the Design of Container Carriers*.

PARR-C1 – This notation is assigned to a vessel with parametric roll under control. For this notation, a roll damping model from decay test or equivalent method and numerical simulations have been performed and operational guidance has been developed.

PARR-C2 – This notation is assigned to a vessel with parametric roll under control. For this notation, a roll damping model from decay test or equivalent method and numerical simulations have been performed and operational guidance has been developed. In addition, anti-rolling devices designed specifically to eliminate or mitigate parametric roll with proof of efficiency or general-purpose anti-rolling devices proven effective against parametric roll are fitted.

REFERENCES

Section 5 of the *Guide for the Assessment of Parametric Roll Resonance in the Design of Container Carriers*

REMARKS

These notations are optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, SH, SHCM, **PARR-C1**…

Container Carriers

NOTATION

SPR

DESCRIPTION

The **SPR** notation may be granted if the springing analysis procedure as indicated in the ABS *Guidance Notes on Springing Assessment for Container Carriers and Ore Carriers* is satisfied and the following criteria are complied with:

i) Fatigue Strength in accordance with Appendix 1 of the ABS *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers*

REFERENCES

1/5.3 of the *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers*

5C-5-1/3.3.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is mandatory for container carriers with length in excess of 350 meters (1148 feet), or with the upper deck region constructed of H47 grade steel, and optional for all container carriers.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **SPR**, SH, SHCM…

Container Carriers

NOTATION

WIP

DESCRIPTION

The **WIP** notation may be granted if the whipping analysis procedure as indicated in the ABS *Guidance Notes on Whipping Assessment for Container Carriers* is satisfied and the following criteria are complied with:

i) Hull Girder Ultimate Strength as indicated in Appendix 5C-5-A2a of the *Marine Vessel Rules;* and

ii) Fatigue Strength in accordance with Appendix 1 of the ABS *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers*

REFERENCES

1/5.3 of the *Requirements for Application of Higher-Strength Hull Structural Thick Steel Plates in Container Carriers*

5C-5-1/3.3.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is mandatory for container carriers with length in excess of 350 meters (1148 feet), or with the upper deck region constructed of H47 grade steel, and optional for all container carriers.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ ACCU, CSC, CLP, **WIP**, SH, SHCM…

Crane Vessels

NOTATION

Crane Vessel

DESCRIPTION

This notation is assigned to vessels whose main function is crane operations of heavy lift cranes with a lifting capacity of 160 metric tons (352800 lbf) and above and built to the requirements of Part 5C, Chapter 21 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules. It excludes offshore support crane vessels that are intended for the lifting of heavy loads in oil drilling and production operations, offshore construction and/or salvage operations, with a lifting capacity of 160 metric tons (352800 lbf) and above.

Vessels assigned the **Crane Vessel** notation are to have their cranes certified as required in 5C-21-2/7. The **CRC** notation is to be maintained throughout the vessel's service life.

REFERENCES

5C-21-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Crane Vessel**, Ⓔ, ✠ AMS, ✠ ACCU, CRC…

Diving and Remotely Operated Vehicles Support Vessels

NOTATION *(1 July 2026)*

Diving Support Vessel (AIR)

Diving Support Vessel (MIXED-GAS)

Diving Support Vessel (SAT)

DESCRIPTION

These notations are assigned to vessels other than OSVs intended to support diving operations and built to the requirements of Part 5C, Chapter 25 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules.

The notation ✠ **A1 Diving Support Vessel (AIR)** will be assigned to vessels intended to support air diving systems (see 5C-25-1/Table 1) and complying with the applicable requirements of Part 5C, Chapter 25 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Diving Support Vessel (MIXED-GAS)** will be assigned to vessels intended to support mixed-gas diving systems (see 5C-25-1/Table 1) and complying with the applicable requirements of Part 5C, Chapter 25 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Diving Support Vessel (SAT)** will be assigned to vessels intended to support saturation diving systems (see 5C-25-1/Table 1) and complying with the applicable requirements of Part 5C, Chapter 25 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

Vessels that are intended to support multiple diving systems and complying with the applicable requirements of Part 5C, Chapter 25 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* will be assigned the Class notation ✠ **A1 Diving Support Vessel** followed by the appropriate notations for the diving systems. For example, vessels intended to support air and saturation diving systems may be assigned the Class notation ✠ **A1 Diving Support Vessel (AIR/SAT)**.

REFERENCES

5C-25-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Diving Support Vessel (AIR)**, Ⓔ, ✠ AMS…

✠ A1, **Diving Support Vessel (MIXED-GAS)**, Ⓔ, ✠ AMS…

✠ A1, **Diving Support Vessel (SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Diving Support Vessel (AIR/SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Diving Support Vessel (MIXED-GAS/SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (ROV)**, Ⓔ, ✠ AMS…

Diving and Remotely Operated Vehicles Support Vessels

NOTATION *(1 July 2026)*

ROV Support Vessel

DESCRIPTION

This notation is assigned to vessels other than OSVs intended to support remotely operated vehicle (ROV) operations and built to the requirements of Part 5C, Chapter 25 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules.

REFERENCES

5C-25-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **ROV Support Vessel**, Ⓔ, ✠ AMS, ✠ ACCU…

Dredges

NOTATION *(1 September 2026)*

Dredge (max. dredging draft = *xx* m (or ft) in Hs ≤ *yy* m (or ft))

DESCRIPTION

This notation is assigned to self-propelled and non-self-propelled vessels built of steel that are designed for the purpose of gathering spoil from marine beds and built to the requirements of the ABS *Requirements for Dredges* and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* or the ABS *Rules for Building and Classing Steel Barges*. Dredging operational limits will be described to specify the maximum dredging draft and maximum significant wave height in dredging conditions.

The vessel's description will be entered in the ABS *Record* denoting the type of dredge, such as Trailing Suction Hopper Dredger, Hopper Dredger, Suction Hopper Dredger, Split Hopper Dredger, or Split Hopper Barge.

Dredges that have been designed and built for restricted service operation within a defined geographic limitation may be assigned the following notations:

Geographical Limitations (*xx* NM, *yy* m (or ft) Significant Wave Height)

Restricted Service (*xx* NM, *yy* m (or ft) Significant Wave Height)

REFERENCES

1/2.1 of the *Requirements for Dredges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Dredge (max. dredging draft = 6.35 m in Hs ≤ 2.5 m)**, Ⓔ, ✠ AMS, CR…

✠ A1, **Dredge (max. dredging draft = 6.35 m in Hs ≤ 2.5 m), Gulf of Mexico Coastal Service (100 NM, 5.5 m Significant Wave Height)**, Ⓔ, ✠ AMS, CR…

✠ A1, **Dredge (max. dredging draft = 6.35 m in Hs ≤ 2.5 m), Restricted Service (50 NM, 4.5 m Significant Wave Height)**, Ⓔ, ✠ AMS…

General Dry Cargo Vessels

NOTATION

General Dry Cargo Vessel

DESCRIPTION

This notation is assigned to vessels intended for the carriage of diverse forms of dry cargoes in compatible combinations and packaging, such as boxes, bales, barrels, drums, etc., and built to the requirements of Part 5C, Chapter 20 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules. It may also be assigned to deck cargo ships designed to carry cargo exclusively above deck without cargo holds below deck.

REFERENCES

5C-20-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **General Dry Cargo Vessel**, Ⓔ, ✠ AMS, ✠ ACCU, ESDC…

Liquefied Gas Carriers

NOTATION

Liquefied Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of liquefied gas or other products listed in Part 5C, Chapter 8, Section 19 of the ABS *Rules for Building and Classing Marine Vessels*, or Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (i.e., the International Gas Carrier Code) or Chapter XIX of the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (i.e., the Gas Carrier Code). The ABS vessel type notation **Liquefied Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with Part 5C, Chapter 8 or Chapter 12 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-8-1/2.1.1 and 5C-12-1/3.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Gas Carrier,** Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

Liquefied Hydrogen Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and built to carry liquefied hydrogen in accordance with the ABS *Requirements for Liquefied Hydrogen Carriers* and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

Subsection 1/3 of the *Requirements for Liquefied Hydrogen Carriers*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Hydrogen Carrier**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

Liquefied Natural Gas Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation in bulk of liquefied natural gas of which the methane content is more than 80%. The ABS vessel type notation **Liquefied Natural Gas Carrier** forms part of the classification designation assigned to vessels built in accordance with Part 5C, Chapter 8 or Chapter 12 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-8-1/2.1.1 and 5C-12-1/3.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Natural Gas Carrier**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

Liquefied Gas Carrier with Independent Tanks

DESCRIPTION *(1 July 2025)*

This notation is assigned to a vessel that is designed and constructed for the carriage of liquefied gases. The ABS vessel type notation **Liquefied Gas Carrier with Independent Tanks** forms part of the classification designation assigned to vessels built in accordance with the ABS *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*.

REFERENCES *(1 July 2025)*

1/1.1 of the *Requirements for Building and Classing Liquefied Gas Carriers with Independent Tanks*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Gas Carrier with Independent Tanks**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

Liquefied Carbon Dioxide Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the carriage of liquefied carbon dioxide and built to the requirements of the ABS *Requirements for Liquefied Carbon Dioxide Carriers*.

Gas carriers approved to carry multiple cargoes are to be classed ✠ **A1 Liquefied Gas Carrier** and are not eligible for the ✠ **A1 Liquefied Carbon Dioxide Carrier** notation.

REFERENCES

Subsection 1/1 of the *Requirements for Liquefied Carbon Dioxide Carriers*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Carbon Dioxide Carrier**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

Liquefied Gas Carrier, Storage Service

Liquefied Natural Gas Carrier, Storage Service

Liquefied Gas Carrier with Independent Tanks, Storage Service

DESCRIPTION

The notation **Storage Service** is assigned to liquefied gas carriers built to the satisfaction of the ABS Surveyors to the additional requirements of the ABS *Guide for Liquefied Gas Carrier Storage Service*:

REFERENCES

Subsection 1/5 of the *Guide for Liquefied Gas Carrier Storage Service*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, **Liquefied Gas Carrier, Storage Service**, Ⓔ, ✠ AMS…

A1, **Liquefied Gas Carrier, Storage Service**, Ⓔ, AMS…

✠ A1, **Liquefied Natural Gas Carrier, Storage Service**, Ⓔ, ✠ AMS…

A1, **Liquefied Natural Gas Carrier, Storage Service**, Ⓔ, AMS…

✠ A1, **Liquefied Gas Carrier with Independent Tanks, Storage Service**, Ⓔ, ✠ AMS…

A1, **Liquefied Gas Carrier with Independent Tanks, Storage Service**, Ⓔ, AMS…

Liquefied Gas Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with bow loading and unloading arrangements are contained in the *Marine Vessel Rules*

Example – ✠ A1, Liquefied Gas Carrier, **BLU**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION *(1 July 2026)*

DFD-*fuel*

SGF-*fuel*

DFGT-*fuel*

DESCRIPTION *(1 July 2026)*

Dual **F**uel **D**iesel engine power plant (**DFD-*fuel***) is a mandatory notation assigned to a vessel with a dual fuel diesel engine power plant designed, constructed, and tested in accordance with the applicable parts of 5C-8-16/7 or 5C-8-16/9 and Appendix 5C-8-A7 of the ABS *Rules for Building and Classing Marine Vessels,* which has been constructed and installed under survey by the Surveyor.

Single **G**as **F**uel engine power plant (**SGF-*fuel***) is a mandatory notation assigned to a vessel with a single gas fuel diesel engine power plant designed, constructed, and tested in accordance with the applicable parts of 5C-8-16/7 or 5C-8-16/9 and Appendix 5C-8-A7 of the ABS *Rules for Building and Classing Marine Vessels,* which has been constructed and installed under survey by the Surveyor.

Dual **F**uel **G**as **T**urbine power plant (**DFGT-*fuel***) is a mandatory notation assigned to a vessel with a dual fuel gas turbine power plant designed, constructed, and tested in accordance with the requirements of 5C-8-16/8 and Appendix 5C-8-A8 of the ABS *Rules for Building and Classing Marine Vessels,* which has been constructed and installed under survey by the Surveyor.

These notations will be supplemented with the type of fuel used:

- For LNG fueled carriers: **DFD-LNG**, **SGF-LNG**, or **DFGT-LNG**
- For ethane fueled carriers: **DFD-Ethane**, **SGF-Ethane**, or **DFGT-Ethane**
- For LPG fueled carriers: **DFD-LPG**, **SGF-LPG**, or **DFGT-LPG**
- For ammonia fueled carriers: **DFD-Ammonia**, **SGF-Ammonia**, or **DFGT-Ammonia**

REFERENCES

5C-8-1/2.1.3, 2.1.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2026)*

The **DFD-*fuel***, **SGF-*fuel***, and **DFGT-*fuel*** notations are mandatory for vessels using low flashpoint or gas fuels.

Example – ✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFD-LNG**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFD-Ethane**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFD-LPG**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFD-Ammonia**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **SGF-LNG**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **SGF-Ethane**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **SGF-LPG**, ✠ ACCU…
✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **SGF-Ammonia**, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFGT-LNG**, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFGT-Ethane**, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFGT-LPG**, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **DFGT-Ammonia**, ✠ ACCU…

Liquefied Gas Carriers

NOTATION

GCU

DESCRIPTION

Gas **C**ombustion **U**nit (**GCU**) is an optional notation assigned upon the client's request to a vessel with a gas combustion unit designed, constructed, and tested in accordance with the requirements of 5C-8-7/4 and Appendix 5C-8-A6 of the ABS *Rules for Building and Classing Marine Vessels,* which has been constructed and installed under survey by the Surveyor. See also 5C-8-A6/Table 2-Column A of the *Marine Vessel Rules*.

REFERENCES

5C-8-1/2.3.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 December 2025)*

This notation is optional.

Example – ✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **GCU**, ✠ ACCU…

Liquefied Gas Carriers

NOTATION

LNG Bunkering

LNG Bunkering, VRS

DESCRIPTION

This notation is assigned to a liquefied gas carrier arranged for regular LNG bunkering service, designed, constructed, and tested in accordance with the requirements of the ABS *Guide for LNG Bunkering*.

Vapor **R**eturn **S**ystem (**VRS**) - Where a vessel assigned the **LNG Bunkering** notation incorporates an optional Vapor Return System, the **VRS** notation may be assigned. The Vapor Return System is to be designed, constructed and tested in accordance with 2/5.5.2 of the ABS *Guide for LNG Bunkering*.

Where a vessel assigned the **LNG Bunkering** notation incorporates additional equipment such as a Re-Liquefaction Unit, Gas Combustion Unit or Dual Fuel Diesel Engine designed, constructed and tested in accordance with the applicable requirements of the applicable sections of Part 5C, Chapter 8 of the ABS *Rules for Building and Classing Marine Vessels*, the additional notations **RELIQ**, **GCU** or **DFD** may be assigned.

REFERENCES

Subsection 1/7 of the *Guide for LNG Bunkering*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Liquefied Gas Carrier, **LNG Bunkering**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, **LNG Bunkering, VRS**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, Liquefied Gas Carrier, **LNG Bunkering, RELIQ**, Ⓔ, ✠ AMS, ✠ ACCU…

Liquefied Gas Carriers

NOTATION

LNG Cargo Ready

DESCRIPTION

This notation is assigned to liquefied gas carriers falling under the scope of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) and the ABS requirements under Part 5C, Chapter 8 of the ABS *Rules for Building and Classing Marine Vessels (Marine Vessel Rules)* and having design features suitable for the carriage of LNG at a future date.

The following descriptive letters will supplement the **LNG Cargo Ready** notation as a *Record* comment when the component or system indicated has been ABS approved/surveyed as per the applicable Rule/Guide requirements and installed on board to the attending Surveyor's satisfaction (with the exception of final LNG gas trials):

System	*Descriptive Letters*
Cargo Containment	CC
Cargo Piping	CP
Cargo Pump	PP
Cargo Gas Compressor	CO
Reliquefication System	RS
Gas Combustion Unit	GC
Fuel Gas Supply	FG
Dual Fuel Engine	DF

The **LNG Cargo Ready** notation is to be applied in combination with either the **Liquefied Gas Carrier** or **Liquefied Gas Carrier with Independent Tanks** notations.

REFERENCES

5C-8-20/1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Liquefied Gas Carrier, **LNG Cargo Ready**, Ⓔ, ✠ AMS…

✠ A1, Liquefied Gas Carrier with Independent Tanks, **LNG Cargo Ready**, Ⓔ, ✠ AMS…

Liquefied Gas Carriers

NOTATION

(LNG) R

DESCRIPTION

This notation is assigned to a new or existing **LNG** Carrier on which the Owner has elected to install a **R**e-gasification facility so that the vessel may load and transport LNG and then re-gasify it for direct discharge ashore.

REFERENCES *(1 January 2026)*

5C-24-1/3 of the *Rules for Building and Classing Marine Vessels*

2-1/3.17 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

This notation is optional.

Example – ✠ A1, Liquefied Gas Carrier, **(LNG) R**, Ⓔ, ✠ AMS, ✠ ACCU…

✠ A1, Liquefied Gas Tank Barge, **(LNG) R**…

✠ A1, Liquefied Gas Carrier with Independent Tanks, **(LNG) R**, Ⓔ, ✠ AMS, ✠ ACCU…

Liquefied Gas Carriers

NOTATION

RELIQ

DESCRIPTION

Re-Liquefaction System (**RELIQ**) is an optional notation assigned upon the client's request to a vessel with a re-liquefaction system designed, constructed, and tested in accordance with the requirements of 5C-8-7/3 and Appendix 5C-8-A5 of the ABS *Rule for Building and Classing Marine Vessels,* which has been constructed and installed under survey by the Surveyor. See also 5C-8-A5/Table 2-Column A of the *Marine Vessel Rules*.

The **RELIQ** notation may be granted to gas carriers other than LNGC, such as LPGC, provided all applicable requirements in Appendix 5C-8-A5 of the ABS *Rules for Building and Classing Marine Vessels* are met by interpreting the term "LNG" as the specific liquefied cargo of the vessel.

REFERENCES

5C-8-1/2.3.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 December 2025)*

This notation is optional.

Example – ✠ A1, Liquefied Gas Carrier, Ⓔ, ✠ AMS, **RELIQ**, ✠ ACCU…

Liquefied Gas Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with stern loading and unloading arrangements are contained in the *Marine Vessel Rules*.

Example – ✠ A1, Liquefied Gas Carrier, **SLU**, Ⓔ, ✠ AMS …

Oil Carriers

NOTATION

Fuel Oil Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed for the transportation of petroleum products in bulk, having flash points exceeding 60°C (140°F), closed cup test. Petroleum product refers to oil other than crude oil. The ABS vessel type notation **Fuel Oil Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 2 (for vessels under 150 meters (492 feet) in length) of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-2-1/1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Fuel Oil Carrier**, Ⓔ, ✠ AMS…

Oil Carriers

NOTATION

Oil Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed primarily for the transportation of petroleum products (crude oil) in bulk, having flash points at or below 60°C (140°F), closed cup test, and includes vessels of similar types such as combination carriers (Ore/Oil Carriers, etc.). The ABS vessel type notation **Oil Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5A and Part 5B Chapter 2 (for CSR oil carriers) or Part 5C, Chapter 2 (for vessels under 150 meters (492 feet) in length) of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-2-1/1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Oil Carrier**, Ⓔ, ✠ AMS, SH, SHCM…

✠ A1, **Oil Carrier**, Ⓔ, ✠ AMS, CSR, AB-CM…

Oil Carriers

NOTATION

Oil Carrier, Storage Service

DESCRIPTION

This notation is assigned to a vessel that is classed **Oil Carrier** and operating in oil storage service in accordance with the requirements of Part 7B, Chapter 4 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

7B-4-1/3.3 of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, **Oil Carrier, Storage Service**, Ⓔ, ✠ AMS…

A1, **Oil Carrier, Storage Service**, Ⓔ, AMS…

Oil Carriers

NOTATION

Oil Storage Service

DESCRIPTION

This notation is assigned to a vessel that that has reached its MARPOL phase-out date and will be used in oil storage service in accordance with the requirements of Part 7B, Chapter 4 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

7B-4-1/3.3 of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, **Oil Storage Service**, Ⓔ, ✠ AMS…

A1, **Oil Storage Service**, Ⓔ, AMS…

Oil Carriers

NOTATION

BLU

DESCRIPTION

This notation is assigned to a vessel that is provided with bow loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with bow loading and unloading arrangements are contained in the *Marine Vessel Rules*.

Example – ✠ A1, Oil Carrier, **BLU**, Ⓔ, ✠ AMS…

Oil Carriers

NOTATION *(1 January 2026)*

CCCS-T

DESCRIPTION

Centralized **C**argo **C**ontrol **S**tation – **T**anker (**CCCS-T**) – This notation is assigned crude oil tankers, product carriers, and combination carriers where the main operations related to cargo loading/discharging and ballasting/de-ballasting are arranged for centralized operation and surveillance from a centralized control station, in accordance with 5C-2-3/37 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-2-3/1.1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **CCCS-T**…

Oil Carriers

NOTATION

CPP

DESCRIPTION

Cargo **P**iping **P**rotected (**CPP**) – At the request of the Owner, the notation **CPP** is assigned to an oil carrier in which all the cargo piping and valve control piping is located above the double bottom. The **CPP** notation is not a condition of classification.

REFERENCES

5C-2-3/1.1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **CPP**…

Oil Carriers

NOTATION

DWA

DESCRIPTION

Deep **W**ater **A**nchoring **(DWA)** – Oil carriers having length of 150 meters or more designed, constructed and surveyed in full compliance with the criteria contained within the ABS *Guide for the Optional Class Notation Deep Water Anchoring for Oil Tankers and Bulk Carriers (DWA)* may be assigned a class notation **DWA**, Deep Water Anchoring for Ships, in addition to the usual Ⓔ symbol, thus ✠ **A1** Ⓔ **DWA**. The notation signifies that the anchor, chain, windlass and support structure of the vessel is in compliance with the requirements contained in the Guide addressing deep water anchoring.

REFERENCES

1/1.1 of the *Guide for the Optional Class Notation Deep Water Anchoring for Oil Tankers and Bulk Carriers (DWA)*.

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ **DWA**, ✠ AMS, ✠ ACCU, CSR, AB-CM…

Oil Carriers

NOTATION *(1 July 2026)*

ECTC(96%, C)

ECTC(80%, C)

ECTC(70%, C)

ECTC(96%, SC)

ECTC(80%, SC)

ECTC(70%, SC)

DESCRIPTION *(1 July 2026)*

ECTC(96%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 96% in accordance with 5C-2-3/35.3 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(80%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 80% and less than 96% in accordance with 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(70%, C) – This notation is assigned to vessels with all cargo tanks having a tank cleaning coverage area of not less than 70% and less than 80% in accordance with 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(96%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 96% that also comply with the requirements of 5C-2-3/35.3 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(80%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 80% and less than 96% that also comply with the requirements of 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

ECTC(70%, SC) – This notation is assigned to vessels with both cargo and slop tanks having a tank cleaning coverage area of not less than 70% and less than 80% that also comply with the requirements of 5C-2-3/35.5 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-2-3/35.1.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2026)*

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(96%, C)**, ✠ ACCU…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(80%, C)**, ✠ ACCU…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(70%, C)**, ✠ ACCU…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(96%, SC)**, ✠ ACCU…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(80%, SC)**, ✠ ACCU…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **ECTC(70%, SC)**, ✠ ACCU…

Oil Carriers

NOTATION

IGS – Ballast

DESCRIPTION

This notation is assigned to a vessel that is provided with an inert gas installation, supplying inert gas to ballast tanks, which complies with the requirements specified in 5C-2-3/25.43 of the ABS *Rules for Building and Classing Marine Vessels* and which has been constructed and installed under survey by the Surveyor.

REFERENCES

5C-2-3/25.43.1(b) of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, **IGS – Ballast**…

Oil Carriers

NOTATION

PMA

PMA+

DESCRIPTION

PMA – This notation is assigned to Oil Carriers of 500 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets IMO Resolutions MSC.151(78) – "Adoption of Amendments to the International Convention for the Safety Of Life At Sea, 1974" and MSC.158(78) – "Adoption of Amendments to the Technical Provisions for Means of Access for Inspections", and the associated IACS Unified Interpretation (UI) SC 191 for the application of amended SOLAS regulation II-1/3-6 (resolution MSC.151 (78)) and revised Technical provisions for means of access for inspections (resolution MSC.158 (78)).

This notation may also be assigned to oil tankers originally constructed on or after 1 January 2006 being converted to ship-type floating production installations in accordance with 3B-4-1/5.19.3 of the ABS *Rules for Building and Classing Offshore Units*.

PMA+ – This notation is assigned to Oil Carriers of 500 gross tonnage and over constructed on or after 1 January 2006 to signify that the vessel's means of access meets the requirements for the **PMA** notation, plus additional ergonomic considerations, such as sizes of openings, clear overhead heights, guardrail heights and stanchion spacing, ladder incline angles, etc.

REFERENCES

Subsection 1/5 of the *Guide for Means of Access to Tanks and Holds for Inspection*

3B-4-1/5.19.3 of the *Rules for Building and Classing Offshore Units*

REMARKS

These notations are optional. However, SOLAS requires permanent means of access for certain Oil Tankers and Bulk Carriers.

The **PMA** notation is mandatory at delivery for new construction Floating Production Installations.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, CSR, AB-CM, **PMA**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, CSR, AB-CM, **PMA+**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type), ✠ AMS, **PMA** …

Oil Carriers

NOTATION

SLU

DESCRIPTION

This notation is assigned to a vessel that is provided with stern loading and unloading arrangements in compliance with the ABS *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*.

REFERENCES

Subsection 1/3 of the *Requirements for the Class Notation for Bow or Stern Loading and Unloading (BLU or SLU) for Oil Carriers, Liquefied Gas Carriers or Chemical Carriers*

REMARKS

This notation is optional. However, minimum class requirements for vessels with stern loading and unloading arrangements are contained in the *Marine Vessel Rules*.

Example – ✠ A1, Oil Carrier, **SLU**, Ⓔ, ✠ AMS …

Oil Carriers

NOTATION

SPMA

DESCRIPTION

This notation is assigned a vessel provided with mooring arrangements in accordance with the requirements of Section 3-5-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

3-5-2/3 of the *Rules for Building and Classing Marine Vessels.*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Carrier, **SPMA**, Ⓔ, ✠ AMS …

Oil Carriers

NOTATION

VEC

VEC-L

DESCRIPTION

Vapor **E**mission **C**ontrol (**VEC**) – The notation **VEC** is assigned to indicate that an oil carrier is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5C-2-3/21 of the ABS *Rules for Building and Classing Marine Vessels* for this notation.

Vapor **E**mission **C**ontrol-**L**ightering (**VEC-L**) – The notation **VEC-L** is assigned to indicate that an oil carrier is fitted with a vapor emission control system that is also suitable for use during lightering operations; and that the system is in accordance with the applicable requirements of 5C-2-3/21 of the ABS *Rules for Building and Classing Marine Vessels* for this notation.

REFERENCES

5C-2-3/1.1.2 and 5C-2-3/21.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional. However, the Rules contain mandatory requirements for vessels that have a vapor emission control system installed.

Example – ✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **VEC**…

✠ A1, Oil Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **VEC-L**…

Passenger Vessels

NOTATION

Passenger Vessel

DESCRIPTION

This notation is assigned to vessels designed and constructed and specifically fitted for the carriage of more than twelve (12) passengers. The ABS vessel type notation **Passenger Vessel** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 7 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES

5C-7-1/1.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Passenger Vessel**, Ⓔ, ✠ AMS…

Passenger Vessels

NOTATION

COMF

COMF+

DESCRIPTION

COMF is a notation assigned to a vessel complying with the minimum criteria for the ambient environmental aspects (i.e., whole-body vibration, noise, indoor climate, and lighting). This notation is assigned to passenger vessels built in accordance with the requirements of the ABS *Guide for Passenger Comfort on Ships.*

COMF+ is a notation assigned to a vessel complying with the ambient environmental aspects (i.e., whole-body vibration, noise, indoor climate, and lighting) and additional criteria with respect to whole-body vibration (including motion sickness). This notation is assigned to passenger vessels built in accordance with the requirements of the ABS *Guide for Passenger Comfort on Ships.*

REFERENCES

Subsection 1/6 of the *Guide for Passenger Comfort on Ships*

REMARKS

These notations are optional.

Example – ✠ A1, Passenger Vessel, Ⓔ, ✠ AMS, ✠ ACCU, **COMF**…

✠ A1, Passenger Vessel, Ⓔ, ✠ AMS, ✠ ACCU, **COMF+**…

Passenger Vessels

NOTATION

SRtP

DESCRIPTION

Safe **R**eturn **t**o **P**ort (**SRtP**) – This notation is assigned to passenger ships of 120 m in length or more or having three or more main vertical zones complying with the provisions of SOLAS Ch II-1/Regulation 8-1 and SOLAS Ch II-2/Regulations 21 and 22, as interpreted by IMO MSC.1/Circ.1369 & 1369/Add.1 and IMO MSC.1/Circ.1437 in accordance with the requirements of 5C-7-5/25 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES

5C-7-5/25.1.14 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for passenger vessel as described above.

Example – ✠ A1, Passenger Vessel, Ⓔ, ✠ AMS, ✠ ACCU, **SRtP**…

Pipe Laying Vessels

NOTATION *(1 July 2026)*

Pipe Laying Vessel

DESCRIPTION

This notation is assigned to vessels other than OSVs intended for installation of subsea pipelines and built to the requirements of Part 5C, Chapter 26 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules.

REFERENCES

5C-26-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Pipe Laying Vessel**, Ⓔ, ✠ AMS, ✠ ACCU…

Refrigerated Cargo Carriers

NOTATION

✠ **IRCC**

DESCRIPTION

The **I**ntegral **R**efrigerated **C**ontainer **C**arrier notation **IRCC** indicates that a vessel is arranged for the carriage of refrigerated containers of plug-in or integral types which have their own individually mounted refrigeration machinery, hence requiring shipboard electrical power supply and in some cases the cooling water supply for the condensers and, where fitted, the associated temperature monitoring and control system and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/7.1.4 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, ✠ RCC, Ⓔ, ✠ AMS, ✠ **IRCC**…

Refrigerated Cargo Carriers

NOTATION

✠ IRCC-SP *xxx/xx*

DESCRIPTION

The **I**ntegral **R**efrigerated **C**ontainer **C**arrier – **S**towage **P**ositions notation **IRCC-SP *xxx/xx*** is assigned to container ships equipped to transport integral refrigerated containers complying with the ABS *Guide for Carriage of Integral Refrigerated Containers on Board Ships*, in addition to the applicable requirements of the ABS *Rules for Building and Classing Marine Vessels*.

The Class Notation **✠ IRCC-SP xxx/xx** is supplemented by two figures, the first of which stands for the number of certified integral refrigerated container stowage positions and the second figure for the percentage of containers that may be loaded with fruit or chilled cargoes.

REFERENCES

Subsection 1/1 of the *Guide for Carriage of Integral Refrigerated Containers on Board Ships*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Container Carrier, Ⓔ, ✠ AMS, ✠ **IRCC-SP 940/35**…

Refrigerated Cargo Carriers

NOTATION

✠ RC(Hold *No.*)

DESCRIPTION

The **R**efrigerated **C**argo (Some **Holds** Only) notation **RC(Hold *No.*)** indicates that a vessel has some holds provided with facilities to carry refrigerated cargoes and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/7.1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Ⓔ, ✠ AMS, ✠ **RC(Hold Nos. 5 & 6)**…

Refrigerated Cargo Carriers

NOTATION

✠ **RCC**

✠ **RCCC**

DESCRIPTION

The **R**efrigerated **C**argo **C**arrier notation. **RCC** indicates that a vessel is arranged for the carriage of refrigerated cargoes in insulated holds and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

The **R**efrigerated **C**argo **C**ontainer **C**arrier. notation **RCCC** indicates that a vessel is arranged for the carriage of refrigerated containers of the porthole type, individually cooled by shipboard refrigeration machinery and associated systems, and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

RCC
6-2-1/7.1.1 of the *Rules for Building and Classing Marine Vessels*

RCCC
6-2-1/7.1.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, ✠ **RCC**, Ⓔ, ✠ AMS …
✠ A1, ✠ **RCCC**, Ⓔ, ✠ AMS …

Refrigerated Cargo Carriers

NOTATION

✠ REBLT

DESCRIPTION

The **R**efrigerated **E**dible **B**ulk **L**iquid **T**anker notation **REBLT** indicates that a vessel is arranged for the carriage of edible liquid products in bulk in refrigerated cargo tanks cooled by shipboard refrigeration machinery and associated systems; and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/7.1.5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, ✠ **REBLT**, Ⓔ, ✠ AMS …

Refrigerated Cargo Carriers

NOTATION

✠ **RFC**

DESCRIPTION

The **R**efrigerated **F**ish **C**arrier notation **RFC** indicates that a fish processing or fish storage vessel is provided with facilities for chilling, cooling, or freezing and/or storage of fish in refrigerated cargo holds cooled by the vessel's own shipboard refrigeration machinery and associated systems and that such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/7.1.6 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Ⓔ, ✠ AMS, ✠ ACCU, ✠ **RFC**…

Refrigerated Cargo Carriers

NOTATION

RMC

DESCRIPTION

The **R**efrigeration **M**achinery **C**ertified notation **RMC** indicates that an existing vessel is fitted with the arrangements necessary for the carriage of refrigerated cargoes which were not constructed and installed under ABS survey; but complies with Part 4, Section 12 of the ABS *Rules for Building and Classing Marine Vessels* (1997 edition).

REFERENCES

6-2-1/7.5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for existing vessels that change class to ABS as outlined above and in 6-2-1/7.5 of the *Marine Vessel Rules*.

Example – ✠ A1, Ⓔ, ✠ AMS, ✠ ACCU, **RMC**…

Refrigerated Cargo Carriers

NOTATION

✠ **CA**

DESCRIPTION

The **C**ontrolled **A**tmosphere notation **CA** indicates that a refrigerated cargo vessel is fitted with equipment and systems for supplying Nitrogen or equivalent gas to cargo holds, including associated safety features, in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/9.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Ⓔ, ✠ AMS, ✠ **CA (*date of survey*)**…

Refrigerated Cargo Carriers

NOTATION

✠ CA (INST)

DESCRIPTION

The **C**ontrolled **A**tmosphere (**Inst**allation) notation **CA (INST)** indicates that a refrigerated cargo vessel is fitted with a permanently installed piping system which is ready for connection to portable controlled atmosphere generating equipment and that the arrangements and safety features are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/9.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Ⓔ, ✠ AMS, ✠ **CA (INST)**…

Refrigerated Cargo Carriers

NOTATION

(F)

DESCRIPTION

The **F**ruit Carrier notation **(F)** is assigned to refrigerated cargo or container vessels suitably designed for the carriage of fruit in hold spaces or containers when such arrangements are in accordance with the applicable requirements of Part 6, Chapter 2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

6-2-1/9.5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Ⓔ, ✠ AMS, **(F)**…

Safety Standby Rescue Vessels

NOTATION *(1 July 2026)*

SSR

GR A – (*N*)

GR B – (*N*)

GR C – (*N*)

SSR Capable (number of survivors, operational area)

DESCRIPTION

The notation ✠ **A1 SSR** may be assigned to vessels designed primarily for safety standby rescue service or vessels designed primarily for different purposes and also built for safety standby rescue service and built to the requirements of Part 5C, Chapter 28 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for safety standby service at the assigned freeboards.

GR A – (*N*), **GR B – (*N*), GR C – (*N*)** – These notations are assigned to vessels classed for Safety Standby Service, indicating the class designation together with the number of survivors **(*N*)**, the vessel has been certified to accommodate. Group A (**GR A**) includes a number of survivors greater than 300, Group B (**GR B**) equal to or greater than 20 and less than or equal to 300 and Group C (**GR C**) less than 20.

SSR Capable (number of survivors, operational area) – This notation is assigned to vessels not in full compliance with the ABS *Rules for Building and Classing Marine Vessels* or not specifically built for the service intended to be covered by the ABS *Rules for Building and Classing Marine Vessels*, but which have some safety standby rescue capability in addition to their regular service, may be considered and reviewed under the intent of these Rules, in relation to the specific safety standby rescue requirements.

REFERENCES

5C-28-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval, <u>except</u> **SSR Capable**.

These notations are optional.

Example – ✠ A1, **SSR GR A (320)**, Ⓔ, ✠ AMS…

✠ A1, **SSR Capable (50, Coastwise less than 50NM)**, Ⓔ, ✠ AMS…

Semi-Submersible Heavy Lift Vessels

NOTATION

Semi-Submersible Heavy Lift Vessel

DESCRIPTION

This notation is assigned to a vessel designed and constructed for loading or unloading deck cargo by temporarily submerging the cargo deck by ballast operations in accordance with the requirements of the ABS *Requirements for Building and Classing Semi-Submersible Heavy Lift Vessels*.

REFERENCES

1/3.1 of the *Requirements for Building and Classing Semi-Submersible Heavy Lift Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Semi-Submersible Heavy Lift Vessel**, Ⓔ, ✠ AMS…

Ship Lifting and Transfer Systems

NOTATION *(1 August 2026)*

Ship Lifting System

Ship Lifting and Transfer System

DESCRIPTION

These notations are assigned to ship lifting and transfer system installations in which vessels are raised and lowered using winches or jacks while positioned on an articulated or platform structure as follows:

Ship Lifting System – This notation is assigned to ship lifting systems, which comply with the requirements of Sections 2 through 7 of the ABS *Requirements for Ship Lifting and Transfer Systems*.

Ship Lifting and Transfer System – This notation is assigned to ship transfer systems, which comply with the requirements of Sections 2, 3, 4, 6, and 7, including Subsection 4/3 and 7/2.2.2 of the ABS *Requirements for Ship Lifting and Transfer Systems*.

REFERENCES

Subsection 1/5 of the *Requirements for Ship Lifting and Transfer Systems*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Ship Lifting System**

✠ A1, **Ship Lifting and Transfer System**

SWATH Vessels

NOTATION

SWATH Vessel

DESCRIPTION

Small **W**aterplane **A**rea **T**win **H**ull (**SWATH Vessel**) – This notation is assigned to SWATH vessels for commercial or noncommercial service operating in a speed regime where hull generated dynamic lift forces do not develop and are not considered as part of or a feature of the design that are built in accordance with the requirements of the ABS *Requirements for Building and Classing SWATH Vessels*, and which are approved by the Committee for unrestricted ocean service at the assigned freeboards.

It is applicable to SWATH vessels constructed of steel or aluminum and having $V/\sqrt{L}$ less than 2.36 (1.30). High speed SWATH vessels having $V/\sqrt{L}$ not less than 2.36 (1.30) will be specially considered.

REFERENCES

1-1/3 of the *Requirements for Building and Classing SWATH Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **SWATH Vessel**, ✠ AMS…

Vehicle Carriers

NOTATION

Vehicle Carrier

DESCRIPTION

This notation is assigned to a vessel designed and constructed to carry roll-on/roll-off cargoes, including vehicles, cargoes on pallets or in containers and loaded and unloaded by wheeled vehicles, on exposed or enclosed single deck or multiple exposed/enclosed decks, e.g. pure car carrier, roll-on/roll-off ship, trailer ship, etc. The ABS vessel type notation **Vehicle Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Section 5C-10-2 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation may also be assigned to vessels 130 meters or more in length intended to carry vehicles that meet the alternative requirements for hull construction in the ABS *Guide for Alternative Requirements for Hull Construction of Vessels Intended to Carry Vehicles (130 Meters or More in Length)*.

REFERENCES

5C-10-1/1.1.1 of the *Rules for Building and Classing Marine Vessels*

1/1.1 of the *Guide for Alternative Requirements for Hull Construction of Vessels Intended to Carry Vehicles (130 Meters or More in Length)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Vehicle Carrier**, Ⓔ, ✠ AMS…

Vehicle Carriers

NOTATION

Vehicle Passenger Ferry

DESCRIPTION

This notation is assigned to a vessel designed and constructed and fitted for the transportation of vehicles and more than twelve (12) passengers, including a ship carrying commercial vehicles and accompanying personnel. Also may be referred to as a ro-ro passenger ferry. The ABS vessel type notation **Vehicle Passenger Ferry** forms part of the classification designation assigned to vessels built in accordance with the requirements of Section 5C-10-3 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* including the applicable safety requirements of Part 5C, Chapter 7.

REFERENCES

5C-7-1/1.1 and 5C-10-1/1.1.2 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Vehicle Passenger Ferry**, Ⓔ, ✠ AMS…

Vehicle Carriers

NOTATION

EFP-C(EV)

DESCRIPTION

EFP-C(EV) – This notation is assigned to vehicle carriers with Ro-Ro cargo spaces intended for the carriage of electric vehicles that comply with the requirements of 5C-10-4/7 of the ABS *Rules for Building and Classing Marine Vessels.*

REFERENCES

5C-10-4/7 of the *Rules for Building and Classing Marine Vessels*

1-1/5 of the *Guide for Enhanced Fire Protection Arrangements*

REMARKS

This notation is optional.

Example – ✠ A1, Vehicle Carrier, Ⓔ, ✠ AMS, ✠ ACCU, **EFP-C(EV)**…

Water Carriers

NOTATION

Water Carrier

DESCRIPTION

This notation is assigned to a vessel that is designed and constructed and specifically fitted for the carriage of water cargo in bulk in cargo tanks. The ABS vessel type notation **Water Carrier** forms part of the classification designation assigned to vessels built in accordance with the requirements of Part 5C, Chapter 11 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-11-1/2.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Water Carrier**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

(*Operational Area*) Domestic Service

DESCRIPTION

This notation is assigned to vessels built in accordance with Appendix 5C-A1-3 of the ABS *Rules for Building and Classing Marine Vessels* for restricted domestic service, with the restricted area being specified in the class designation.

REFERENCES

5C-A1-3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for vessels built in accordance with Appendix 5C-A1-3 of the ABS *Rules for Building and Classing Marine Vessels*.

Example – ✠ A1, **U.S. Domestic Service**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

Ⓔ-(R)

DESCRIPTION

This notation may be assigned to the equipment of vessels under 90 meters (295 feet) in length, which have not been built under ABS survey, provided the existing anchors, chains and anchor windlass are confirmed certified by another recognized Classification Society.

REFERENCES

1A-1-3/11 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Escort Vessel, Ⓔ-(R), ✠ AMS…

✠ A1, FFV2, Ⓔ-(R), ✠ AMS…

✠ A1, Towing Vessel (OSR-C2), Ⓔ-(R), ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

Escort Vessel

Escort Vessel (*dual purpose*)

DESCRIPTION

Escort Vessel – A Classification notation assigned to vessels intended to provide assistance to disabled vessels in emergencies involving impaired maneuverability due to loss of propulsion or steering or both, complying with the requirements in Part 5D, Chapter 13 of the ABS *Rules for Building and Classing Marine Vessels*.

Escort Vessel (*dual purpose*) – A Classification notation assigned to vessels intended for escort operations and providing additional services, as explained in Section 5D-1-1 of the ABS *Rules for Building and Classing Marine Vessels*.

In such instances, the dual or multipurpose vessel is to be designed and built to these requirements, as well as to those applicable for the particular additional service or services.

REFERENCES

5C-16-1/3.1 and 5C-16-1/3.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory if they represent the primary intended service. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Escort Vessel**, Ⓔ, ✠ AMS…

✠ A1, **Escort Vessel (FFV2)**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

FFV1

FFV2

FFV3

DESCRIPTION *(1 July 2026)*

FFV1 – An optional notation indicating that a vessel has the capability to fight external fires and is fitted with a water spray protection system for cooling the Fire Fighting Vessel's surfaces to enable close operation for early stages of fire fighting and rescue operations; with capabilities in accordance with 5D-4-1/Table 1 of 1 of the ABS *Rules for Building and Classing Marine Vessels*.

FFV2 – An optional notation indicating that a vessel is fitted with arrangements to continuously fight large fires and cooling structures on fire, with capabilities in accordance with of 5D-4-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

FFV3 – An optional notation indicating that a vessel is fitted with arrangements to continuously fight large fires and cooling structures on fire, with capabilities in accordance with of 5D-4-1/Table 1 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-14-1/3.1 and 5C-14-1/3.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2026)*

Assignment of these notations requires Class Committee approval.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **FFV1**, Ⓔ, ✠ AMS…

✠ A1, **FFV2**, Ⓔ, ✠ AMS…

✠ A1, **FFV3**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

FFV1 and 2

FFV1 and 3

DESCRIPTION *(1 July 2026)*

FFV1 and 2 – An optional notation assigned to vessels with the notation ✠ **A1 FFV2** that also meet the requirements for ✠ **A1 FFV1**.

FFV1 and 3 – An optional notation assigned to vessels with the notation ✠ **A1 FFV3** that also meet the requirements for ✠ **A1 FFV1**.

REFERENCES

5C-14-1/3.5 and 5C-14-1/3.7 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2026)*

Assignment of these notations requires Class Committee approval.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **FFV1 and 2**, Ⓔ, ✠ AMS…

✠ A1, **FFV1 and 3**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

(FF Capable)

DESCRIPTION

A special classification designation given to vessels not in full compliance with the Rules or not specifically built for the service intended to be covered by the Rules, but which have some fire fighting capability in addition to their regular service, that are considered and reviewed under the intent of the Rules, in relation to the specific fire fighting requirements,

REFERENCES

5C-14-1/3.9 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Towing Vessel **(FF Capable)**, Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

Fishing Vessel

Side Trawl

Stern Trawl

Torremolinos Convention

DESCRIPTION

Fishing Vessel is a vessel designed and constructed to commercially catch, take or harvest fish or other living resources of the sea, including a fishing vessel that also processes its catch. A fishing vessel complying with the requirements of Part 5C, Chapter 18 of the ABS *Rules for Building and Classing Marine Vessels* will be given the classification notation of **Fishing Vessel**. In addition, an entry will also be made in the *Record* describing the vessel as either **Side Trawl** or **Stern Trawl,** as applicable**.**

The notation **Torremolinos Convention** is assigned to fishing vessels to indicate that the fishing vessel has been found to be in compliance with the provisions of the *International Conference on Safety of Fishing Vessels 1977/1993 Protocol.*

REFERENCES

5C-18-1/3 and 5C-18-1/9 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of the **Fishing Vessel**, **Side Trawl**, or **Stern Trawl** notation requires Class Committee approval.

The **Fishing Vessel** notation is mandatory. The other three notations are optional.

Example – ✠ A1, **Fishing Vessel – Side Trawl**, ✠ AMS… or

✠ A1, **Fishing Vessel – Stern Trawl**, ✠ AMS…

✠ A1, **Fishing Vessel – Torremolinos Convention**, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

OSR-S1

OSR-S2

DESCRIPTION *(1 January 2026)*

OSR-S1 – A Classification notation assigned to vessels built in compliance with Sections 5D-6-3 and 5D-6-4 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules for recovering oil of unknown flash points and outfitted for the same, and approved for oil recovery service at the assigned freeboard.

OSR-S2 – A Classification notation assigned to vessels built in compliance with Section 5D-6-6 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules for recovering oil having a flash point exceeding 60°C (140°F) and outfitted for the same, and approved for oil recovery service at the assigned freeboard.

REFERENCES

5C-15-1/3.1 and 5C-15-1/3.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory for vessels that carry out oil spill recovery operations.

Example – ✠ A1, **OSR-S1**, Ⓔ, ✠ AMS… or

✠ A1, **OSR-S2,** Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION

(OSR-C1)

(OSR-C2)

DESCRIPTION *(1 January 2026)*

(OSR-C1) – A Classification notation assigned to vessels built in compliance with Section 5D-6-5 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules for recovering oil of unknown flash points but not outfitted for the same, and approved for oil recovery service at the assigned freeboard.

(OSR-C2) – A Classification notation assigned to vessels built in compliance with Section 5D-6-7 of the ABS *Rules for Building and Classing Marine Vessels* and other relevant sections of the Rules for recovering oil having a flash point exceeding 60°C (140°F) but not outfitted for the same, and approved for oil recovery service at the assigned freeboard.

REFERENCES

5C-15-1/3.5 and 5C-15-1/3.7 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, Towing Vessel **(OSR-C1)**, Ⓔ, ✠ AMS… or
✠ A1, Towing Vessel **(OSR-C2),** Ⓔ, ✠ AMS…

Steel Vessels < 90 m (295 ft)

NOTATION *(1 July 2025)*

Towing Vessel

BP(*xx*)

BP*(*xx*)

QR

DESCRIPTION *(1 July 2025)*

Towing Vessel is a classification notation assigned to vessels designed primarily for towing service and built to the requirements of Part 5C, Chapter 17 of the ABS *Rules for Building and Classing Marine Vessels*. It is also the classification designation given to a tug that has the capability to separate from the barge of a tug-barge combination and shift to towing by hawser.

Bollard **P**ull (**BP(*xx*)**) – A notation assigned to a **Towing Vessel** indicating the static **B**ollard **P**ull determined by an approved bollard pull test in the presence of the Surveyor. The magnitude of the Bollard Pull is to be listed the **( )** in metric tons (MT). If the power availability is limited in time (for example, in hybrid mode or battery mode, when battery output depletes with time), the designed power duration is to be listed in the notation. Additional details may be listed in the Bollard Pull certificate.

Bollard **P**ull (**BP*(*xx*)**) – A notation assigned to a **Towing Vessel** that is a sister vessel in a series, where the first vessel conducted a bollard pull test already, and the sister vessel is built at the same shipyard and has the same hull form, propeller, main propulsion, and location of bollard.

Quick **R**elease (**QR**) – A notation assigned to a **Towing Vessel** indicating that it has a remotely controlled **Q**uick **R**elease device for the towing hook or towing winch; and that the arrangements are in accordance with 5C-17-1/5.1 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5C-17-1/3, 5C-17-1/3.1.1 and 5C-17-1/9, and 5C-17-1/5.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2025)*

Assignment of the **Towing Vessel** notation requires Class Committee approval.

The **Towing Vessel** notation or description appropriate for dual vessels is mandatory as outlined in 5C-17-1/3 of the ABS *Rules for Building and Classing Marine Vessels*.

The **BP(*xx*)** notation is mandatory.

The **BP*(*xx*)** notation is mandatory if this alternative is taken instead of **BP(*xx*)**.

The **QR** notation is mandatory.

Example – ✠ A1, **Towing Vessel**, Ⓔ, ✠ AMS, **QR, BP(BATTERY 60MT for 1.5 Hours)**…

✠ A1, **Towing Vessel**, Ⓔ, ✠ AMS, **QR, BP*(BATTERY 60MT for 1.5 Hours)**…

Steel Vessels < 90 m (295 ft)

NOTATION

Towing Vessel ATB

DESCRIPTION

This notation is assigned to towing vessels intended for a tug-barge combination built in accordance with the requirements of the Part 5, Chapter 17 of the *Rules for Building and Classing Marine Vessels* wherein a tug is mated to a barge with an special connection system such that the tug is secured in the barge notch or on fenders by mechanical means, other than just wire ropes, chains, lines or other tackles.

The towing vessel is mated to the barge such that the towing vessel is capable of either pushing the barge in Tug-Barge integrated mode or towing the barge by hawser in a separate mode.

The tug and the barge are to be classed as two separate vessels but where applicable will be cross-referenced in the *Record*.

REFERENCES

5C-17-1/2 of the *Rules for Building and Classing Marine Vessels*

5-3-1/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Towing Vessel ATB**…

Steel Vessels < 90 m (295 ft)

NOTATION

(geographical limitations) Towing Vessel ITB

DESCRIPTION

Integrated **T**ug **B**arge – This notation is assigned to towing vessels intended for a tug-barge combination built in accordance with the ABS *Rules for Building and Classing Steel Barges* wherein a tug is mated to a barge with a special connection system such that the tug is secured in the barge notch or on fenders by mechanical means, other than just wire ropes, chains, lines or other tackles.

The tug and the barge are to be classed as two separate vessels but where applicable will be cross-referenced in the *Record*.

REFERENCES

5C-17-1/1 of the *Rules for Building and Classing Marine Vessels*

5-3-1/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **(Gulf of Mexico) Towing Vessel ITB**…

✠ A1, **(Great Lakes) Towing Vessel ITB**…

Steel Vessels < 90 m (295 ft)

NOTATION

✠ **ABCU-H**

DESCRIPTION

Automatic **B**ridge **C**entralized **C**ontrol **U**nmanned – **H**arbor (**ABCU-H**) – This notation is assigned to a towing vessel of < 500 GT and a length of 20 m (65 ft) ≤ L ≤ 46 m (150 ft) capable of operating with unmanned engine room limited to restricted operations in harbor, provided that the applicable requirements in Section 4-9-12 of the *Rules for Building and Classing Marine Vessels* are met.

REFERENCES

4-9-12/1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Towing Vessel, Ⓔ, ✠ AMS, ✠ **ABCU-H**…

Steel Vessels < 90 m (295 ft)

NOTATION

RB

DESCRIPTION

This notation is assigned to vessels less than 90 meters (295 feet) in length which have successfully undergone the necessary survey, analysis and repair to enable a vessel to continue actively working past its normal life (20-25 years) as required by the ABS *Guide for Rebuilding Vessels Less than 90 Meters (295 Feet) in Length and Barges of Any Length*.

REFERENCES

Subsection 1/1 of the *Guide for Rebuilding Vessels Less than 90 meters (295 feet) in Length and Barges of Any Length*

REMARKS

This notation is optional.

Example – ✠ A1, Towing Vessel Ⓔ, ✠ AMS, **RB**…

Offshore Support Vessels

NOTATION

Offshore Support Vessel

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel** will be assigned to vessels primarily designed for offshore support services and built to the applicable requirements in Part 3, Part 4, at least one specialized functional service of Part 5D, and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*. Vessels that have been designed, built and equipped for a specialized functional service will be assigned the appropriate notation.

REFERENCES

1A-3-2/1.1 of the *Rules for Conditions of Classification (Part 1A)*

5D-1-1/5.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Offshore Support Vessel** (Supply), Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (*Dual and Multi-Function Service*)

DESCRIPTION

Vessels intended for several functional services covered by the Rules may be assigned a combination of the class notations, provided that the specific requirements for each intended service are complied with and the vessels are equipped and prepared at all times to engage in operations related to the relevant functional services. (See 1A-3-2/1.3 of the ABS *Rules for Conditions of Classification (Part 1A)*.

REFERENCES

1A-3-2/1.3 and Part 5 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

Refer to the requirements for each individual notation to determine whether it is optional or mandatory.

Example – ✠ A1, **Offshore Support Vessel (SSR, GR A – (320), TOW)**, Ⓔ, ✠ AMS…
✠ A1, **Offshore Support Vessel (AH, Supply, TOW)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

(*Operational Area*) Domestic Service

DESCRIPTION

This notation is assigned to vessels built in accordance with Section 5D-1-3 of the ABS *Rules for Building and Classing Marine Vessel* for domestic service operations in offshore sites, with the restricted area being specified in the class designation.

REFERENCES

1A-3-2/1.7 of the *Rules for Conditions of Classification (Part 1A)*

5D-1-3/1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for vessels built for domestic service and complying with alternative lower requirements accepted by the flag Administration.

Example – ✠, A1 Offshore Support Vessel (Supply) **US Domestic Service**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Ⓔ-(R)

DESCRIPTION

This notation may be assigned to the equipment of offshore support vessels, which have not been built under ABS survey, provided the existing anchors, chains and anchor windlass are confirmed certified by another recognized Classification Society.

REFERENCES

1A-1-3/11 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Offshore Support Vessel, Ⓔ-(R), ✠ AMS…

✠ A1, Offshore Support Vessel (AH, Supply, TOW), Ⓔ-(R), ✠ AMS…

✠ A1, Offshore Support Vessel (Pipe Lay), Ⓔ-(R), ✠ AMS…

Offshore Support Vessels

NOTATION

HDC(*P, Locations*)

HLC(*ρ, Tanks*)

DESCRIPTION

The notation **HDC(*P*, *Locations*)** will be assigned to vessels designed with strengthening for carriage of heavy deck cargoes exceeding 25.66 kN/m^2 (2617 kgf/m^2, 536 lbf/ft^2), and built to the requirements in 5D-1-4/3 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation **HLC(*ρ*, *Tanks*)** will be assigned to vessels designed with strengthening for carriage of heavy liquid cargoes with specific gravity exceeds 1.05, and built to the requirements in 5D-1-4/5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/1.9 of the *Rules for Conditions of Classification (Part 1A)*

5D-1-4/1.3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, Offshore Support Vessel (AH, Supply, TOW) **HDC(5t/m^2, main deck)**, Ⓔ, ✠ AMS…

✠ A1, Offshore Support Vessel (AH, Supply, TOW) **HLC(2.5,Tanks 3 and 5)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Supply)

Offshore Support Vessel (Supply-CHEM)

Offshore Support Vessel (Supply-HNLS)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Supply)** will be assigned to vessels designed primarily for supply service to offshore installations, and built to the requirements of Part 5D, Chapter 2 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (Supply-CHEM)** will be assigned to vessels designed primarily for supply service to offshore installations, that transport hazardous, noxious liquid substances or chemicals in bulk and built to the requirements of Part 5D, Chapter 2 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* and comply with the OSV Chemical Code.

The notation ✠ **A1 Offshore Support Vessel (Supply-HNLS)** will be assigned to vessels designed primarily for supply service to offshore installations, that transport hazardous, noxious liquid substances or chemicals in bulk, and built to the requirements of Part 5D, Chapter 2 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* and comply with LHNS Guidelines by the flag Administration.

REFERENCES

1A-3-2/3 of the *Rules for Conditions of Classification (Part 1A)*

5D-2-3/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Offshore Support Vessel (Supply)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (Supply-CHEM)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (Supply-HNLS)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (AH)

Offshore Support Vessel (TOW)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (AH)** will be assigned to vessels designed and equipped for anchor handling operations and built to the requirements of Part 5D, Chapter 3 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (TOW)** will be assigned to vessels designed and equipped for towing operations and built to the requirements of Part 5D, Chapter 3 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/5 of the *Rules for Conditions of Classification (Part 1A)*

5D-3-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (AH)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (TOW)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (FFV 1)

Offshore Support Vessel (FFV 1 NS)

Offshore Support Vessel (FFV 2)

Offshore Support Vessel (FFV 3)

Offshore Support Vessel (FFV 1 and 2)

Offshore Support Vessel (FFV 1 and 3)

FF Capable

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (FFV 1)** will be assigned to vessels with water spray protection for cooling the Fire Fighting Vessel's surfaces to enable close operation for early stages of fire fighting and rescue operations, with capabilities in accordance with 5D-4-1/Table 1, built in compliance with the requirements of Part 5D, Chapter 4 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (FFV 1 NS)** will be assigned to vessels without water spray protection, provided with the same firefighting capabilities as **FFV 1** in accordance with 5D-4-1/Table 1, but not equipped for close operation during early stages of firefighting and rescue operations, built in compliance with the requirements of Part 5D, Chapter 4 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (FFV 2)** or **(FFV 3)** will be assigned to vessels built in compliance with the requirements of Part 5D, Chapter 4 of the ABS *Rules for Building and Classing Marine Vessels* and for continuous fighting of large fires and cooling structures on fire, with capabilities in accordance with 5D-4-1/Table 1, and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (FFV 1 and 2)** or ✠ **A1 Offshore Support Vessel (FFV 1 and 3)** will be assigned to ✠ **A1 Offshore Support Vessel (FFV 2)** or **(FFV 3)** that also meet requirements for **FFV 1**.

The notation **FF Capable** may be assigned to vessels not in full compliance with the ABS *Rules for Building and Classing Marine Vessels* or not specifically built for the service intended to be covered by the Rules, but which have some fire fighting capability in addition to their regular service, considered and reviewed under the intent of the Rules, in relation to the specific fire fighting requirements of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/7 of the *Rules for Conditions of Classification (Part 1A)*

5D-4-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval, except **FF Capable**.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (FFV 1)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (FFV 1-NS)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (FFV 2)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (FFV 3)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (FFV 1 and 2)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (FFV 1 and 3)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (TOW, FF Capable)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (DSV AIR)

Offshore Support Vessel (DSV MIXED-GAS)

Offshore Support Vessel (DSV SAT)

Offshore Support Vessel (ROV)

DSV Capable

ROV Capable

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (DSV AIR)** will be assigned to vessels intended to support air diving systems (see 5D-5-1/Table 1) and complying with the applicable requirements of Part 5D, Chapter 5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (DSV MIXED-GAS)** will be assigned to vessels intended to support mixed-gas diving systems (see 5D-5-1/Table 1) and complying with the applicable requirements of Part 5D, Chapter 5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (DSV SAT)** will be assigned to vessels intended to support saturation diving systems (see 5D-5-1/Table 1) and complying with the applicable requirements of Part 5D, Chapter 5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

Vessels that are intended to support multiple diving systems and complying with the applicable requirements of Part 5D, Chapter 5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels* will be assigned the Class notation ✠ **A1 Offshore Support Vessel (DSV)** followed by the appropriate notations for the diving systems. For example, vessels intended to support air and saturation diving systems may be assigned the Class notation ✠ **A1 Offshore Support Vessel (DSV AIR/SAT)**.

The notation ✠ **A1 Offshore Support Vessel (ROV)** will be assigned to vessels intended to support Remote Operated Vehicle – ROV (see 5D-5-1/Table 1) and complying with the applicable requirements of Part 5D, Chapter 5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

The notation **DSV Capable** and/or **ROV Capable** may be assigned to vessels other than those above, having some diving and/or ROV support capability in addition to their regular service, considered and reviewed under the intent of the ABS *Rules for Building and Classing Marine Vessels*, in relation to the specific diving and/or ROV support requirements of the Rules.

REFERENCES

1A-3-2/9 of the *Rules for Conditions of Classification (Part 1A)*

5D-5-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval, <u>except</u> **DSV Capable** and **ROV Capable**.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (DSV AIR)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (DSV MIXED-GAS)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (DSV SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (DSV AIR/SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (DSV MIXED-GAS/SAT)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (ROV)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (DSV Capable)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (ROV Capable)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (OSR-S1)

Offshore Support Vessel (OSR-S2)

Offshore Support Vessel (OSR-C1)

Offshore Support Vessel (OSR-C2)

DESCRIPTION *(1 January 2026)*

The notation ✠ **A1 Offshore Support Vessel (OSR-S1)** will be assigned to vessels recovering oil from the water and shorelines in response to an oil spill in the marine environment, and built in compliance with the requirements for recovery of oil of unknown flash points and outfitted for the same in accordance with Sections 5D-6-3 and 5D-6-4 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for oil recovery service at the assigned freeboard.

The notation ✠ **A1 Offshore Support Vessel (OSR-S2)** will be assigned to vessels recovering oil from the water and shorelines in response to an oil spill in the marine environment, and built in compliance with the requirements for recovery of oil having a flash point exceeding 60°C (140°F) and outfitted for the same in accordance with Section 5D-6-6 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for oil recovery service at the assigned freeboard.

The notation ✠ **A1 Offshore Support Vessel (OSR-C1)** will be assigned to vessels built in compliance with the requirements for recovery of oil of unknown flash points but not outfitted for the same in accordance with Section 5D-6-5 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for oil recovery service at the assigned freeboard.

The notation ✠ **A1 Offshore Support Vessel (OSR-C2)** will be assigned to vessels built in compliance with the requirements for recovery of oil having a flash point exceeding 60°C (140°F) but not outfitted for the same in accordance with Section 5D-6-7 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for oil recovery service at the assigned freeboard.

REFERENCES

1A-3-2/11 of the *Rules for Conditions of Classification (Part 1A)*

5D-6-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 January 2026)*

Assignment of the **OSR-S1** or **OSR-S2** notation requires Class Committee approval.

The **OSR-S1** and **OSR-S2** notations are mandatory for vessels recovering oil from the water and shorelines in response to an oil spill. The **OSR-C1** and **OSR-C2** notations are optional.

Example – ✠ A1, **Offshore Support Vessel (OSR-S1)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (OSR-S2)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (OSR-C1)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (OSR-C2)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (SSR)

GR A – (*N*)

GR B – (*N*)

GR C – (*N*)

SSR Capable (number of survivors, operational area)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (SSR)** will be assigned to vessels which have been adapted and have special features for evacuation, reception, rescue and care of persons from another vessel at sea or an offshore installation, and built in accordance with the requirements of Part 5D, Chapter 7 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*, and approved for safety standby service at the assigned freeboards.

GR A (*N*), **GR B (*N*)**, **GR C (*N*)** – These notations are assigned to vessels classed for Safety Standby Service, indicating the class designation together with the number of survivors **(*N*)**, the vessel has been certified to accommodate. Group A (**GR A**) includes a number of survivors greater than 300, Group B (**GR B**) equal to or greater than 20 and less than or equal to 300 and Group C (**GR C**) less than 20.

SSR Capable (number of survivors, operational area) – This notation is assigned to vessels not in full compliance with the ABS *Rules for Building and Classing Marine Vessels* or not specifically built for the service intended to be covered by the ABS *Rules for Building and Classing Marine Vessels*, but which have some safety standby rescue capability in addition to their regular service, may be considered and reviewed under the intent of these Rules, in relation to the specific safety standby rescue requirements.

REFERENCES

1A-3-2/13 of the *Rules for Conditions of Classification (Part 1A)*

5D-7-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of these notations requires Class Committee approval, <u>except</u> **SSR Capable**.

These notations are optional.

Example – ✠ A1, **Offshore Support Vessel, SSR GR A (320)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel, SSR Capable (50, Coastwise less than 50NM)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel, SSR Capable (30, Coastwise less than 30NM)**, Ⓔ, ✠ AMS…

✠ A1, **SSR Capable (50, Coastwise less than 50NM)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Pipe Lay)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Pipe Lay)** will be assigned to vessels designed and equipped for the installation of subsea pipelines and built in compliance with the requirements of Part 5D, Chapter 8 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/15 of the *Rules for Conditions of Classification (Part 1A)*

5D-8-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Pipe Lay)**, Ⓔ, ✠ AMS, CRC…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Heavy Lift)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Heavy Lift)** will be assigned to vessels intended for the lifting of heavy loads in oil drilling and production operations, offshore construction and/or salvage operations, with a lifting capacity of 160 metric tons and above and built in compliance with the requirements of Part 5D, Chapter 9 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/17 of the *Rules for Conditions of Classification (Part 1A)*

5D-9-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Heavy Lift)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (WI)

Offshore Support Vessel (WI-READY)

Offshore Support Vessel (WIR)

Offshore Support Vessel (WIR-READY)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (WI)** will be assigned to vessels fitted with Riserless Well Intervention (RLWI) systems that comply with Section 5D-10-4 of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (WI-READY)** will be assigned to vessels designed to be riserless "well intervention ready" that comply with Section 5D-10-2 of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (WIR)** will be assigned to vessels fitted with Riser-based Well Intervention (RBWI) systems that comply with Section 5D-10-4 of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (WIR-READY)** will be assigned to vessels designed to be riser-based "well intervention ready" that comply with Section 5D-10-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/19 of the *Rules for Conditions of Classification (Part 1A)*

5D-10-1/7 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of the **Offshore Support Vessel (WI)** or **Offshore Support Vessel (WIR)** notation requires Class Committee approval.

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected. The "**READY**" notations are optional.

Example – ✠ A1, **Offshore Support Vessel (WI)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (WI-READY)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (WIR)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (WIR-READY)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (WS)

Offshore Support Vessel (WS-READY)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (WS)** may be assigned to vessels fitted with well stimulation systems that comply with the relevant Sections in Part 5D, Chapter 11 and other relevant requirements of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (WS-READY)** may be assigned to vessels designed to be "well stimulation ready" that comply with Section 5D-11-6 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/21 and of the *Rules for Conditions of Classification (Part 1A)*

5D-11-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of the **Offshore Support Vessel (WS)** notation requires Class Committee approval.

The **Offshore Support Vessel (WS)** notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected. The "**READY**" notation is optional.

Example – ✠ A1, **Offshore Support Vessel (WS)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (WS-READY)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Well Test)

Offshore Support Vessel (WT-READY)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Well Test)** may be assigned to vessels fitted with well test systems that comply with the requirements of Part 5D, Chapter 12 of the ABS *Rules for Building and Classing Marine Vessels*.

The notation ✠ **A1 Offshore Support Vessel (WT-READY)** may be assigned to vessels designed to be "well test ready" that comply with the requirements of Section 5D-12-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/23 of the *Rules for Conditions of Classification (Part 1A)*

5D-12-1/7 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of the **Offshore Support Vessel (Well Test)** notation requires Class Committee approval.

The **Offshore Support Vessel (Well Test)** notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected. The "**READY**" notation is optional.

Example – ✠ A1, **Offshore Support Vessel (Well Test)**, Ⓔ, ✠ AMS…

✠ A1, **Offshore Support Vessel (WT-READY)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Escort)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Escort)** will be assigned to vessels intended for escort service (i.e., accompanying another vessel in transit) and designed and built to the requirements of Part 5D, Chapter 13 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/25 of the *Rules for Conditions of Classification (Part 1A)*

5D-13-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Escort)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Wind IMR)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Wind IMR)** will be assigned to vessels intended for the installation, maintenance and repair of wind turbines and designed and built to the applicable requirements of Part 5D, Chapter 14 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/27 of the *Rules for Conditions of Classification (Part 1A)*

5D-14-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Wind IMR)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Cable Lay)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Cable Lay)** will be assigned to vessels designed and equipped for the installation, maintenance and repair of underwater telecommunication cables and power transmission cables and built in compliance with the requirements of Part 5D, Chapter 15 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/29 of the *Rules for Conditions of Classification (Part 1A)*

5D-15-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Cable Lay)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION

Offshore Support Vessel (Subsea Service)

DESCRIPTION

The notation ✠ **A1 Offshore Support Vessel (Subsea Service)** will be assigned to vessels designed and equipped primarily for installation support, inspection, maintenance, repair and/or decommissioning of subsea systems which may include but are not limited to subsea trees, wellheads, manifolds, equipment and facilities/structures and built in compliance with the requirements of Part 5D, Chapter 16 and other relevant sections of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

1A-3-2/31 of the *Rules for Conditions of Classification (Part 1A)*

5D-16-1/5 of the *Rules for Building and Classing Marine Vessels*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Offshore Support Vessel (Subsea Service)**, Ⓔ, ✠ AMS…

Offshore Support Vessels

NOTATION *(1 December 2025)*

Offshore Support Vessel (Spaceport, (Launch))

Offshore Support Vessel (Spaceport, (Recovery))

Offshore Support Vessel (Spaceport, (Launch, Recovery))

DESCRIPTION

This notation is assigned to offshore support vessels operating as spaceports that have been built and constructed to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Requirements for Building and Classing Offshore Spaceports*.

REFERENCES

1/2.2.1 of the *Requirements for Building and Classing Offshore Spaceports*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Offshore Support Vessel (Spaceport, (Launch, Recovery))**, Ⓔ, ✠ AMS …

Offshore Support Vessels

NOTATION *(1 July 2025)*

BP(*xx*)

BP*(*xx*)

DESCRIPTION *(1 July 2025)*

Bollard **P**ull (**BP(*xx*)**) – A notation assigned to a Towing Vessel or an Offshore Support Vessel intended for towing service, an Escort Vessel or an Offshore Support Vessel intended for escort service to denote the magnitude of the bollard pull obtained during the test in metric tons, in accordance with 5D-3-1/5/5.5 or 5D-13-2/5 of the ABS *Rules for Building and Classing Marine Vessels*. The magnitude of the Bollard Pull is to be listed the **( )** in metric tons (MT). If the power availability is limited in time (for example, in hybrid mode or battery mode, when battery output depletes with time), the designed power duration is to be listed in the notation. Additional details may be listed in the Bollard Pull certificate.

Bollard **P**ull (**BP*(*xx*)**) – A notation assigned to a Towing Vessel or an offshore support vessel intended for towing service that is a sister vessel in a series, where the first vessel conducted a bollard pull test already, and the sister vessel is built at the same shipyard and has the same hull form, propeller, main propulsion, and location of bollard.

REFERENCES

5D-3-1/5.5, 5D-13-1/5.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS *(1 July 2025)*

The **BP(*xx*)** notation is mandatory.

The **BP*(*xx*)** notation is mandatory if this alternative is taken instead of **BP(*xx*)**.

Example – ✠ A1, Offshore Support Vessel (Escort), Ⓔ, ✠ AMS, **BP(BATTERY 60MT for 1.5 Hours)**…

✠ A1, Offshore Support Vessel (TOW), Ⓔ, ✠ AMS, **BP(BATTERY 60MT for 1.5 Hours)**…

✠ A1, Offshore Support Vessel (TOW), Ⓔ, ✠ AMS, **BP*(BATTERY 60MT for 1.5 Hours)**…

Offshore Support Vessels

NOTATION

GRC(Type I or II, PS, or AS)

DESCRIPTION

This notation is assigned to a vessel or unit classed by ABS, which has an ABS Register of Offshore Access Gangway Systems permanently installed in compliance with the ABS *Guide for Certification of Offshore Access Gangways*.

Type I – signifies that the gangway system permits unrestricted flow of personnel transfer within the capacity limitation and is supported at both ends

Type II – signifies that the gangway system permits limited flow of personnel transfer

PS – signifies that the vessel or unit has an installed passive motion compensation gangway system designed, constructed, and tested in accordance with the respective requirements of the ABS *Guide for Certification of Offshore Access Gangways*

AS – signifies that the vessel or unit has an installed active or full active motion compensation gangway system designed, constructed, and tested in accordance with the respective requirements of the ABS *Guide for Certification of Offshore Access Gangways*

In the case of a vessel with more than one gangway, separate reviews and surveys for each gangway will be required, and multiple gangway systems are to be included in the notation.

REFERENCES

5D-1-1/5.7 of the *Rules for Building and Classing Marine Vessels*

Subsection 1/7 of the *Guide for Certification of Offshore Access Gangways*

REMARKS

This notation is optional.

Example – ✠ A1, Offshore Support Vessel (Wind IMR), Ⓔ, ✠ AMS, **GRC(Type I-PS)**…

✠ A1, Offshore Support Vessel (Wind IMR), Ⓔ, ✠ AMS, **GRC(Type I-AS), GRC(Type II-PS)**…

Offshore Support Vessels

NOTATION

QR

QR+

DESCRIPTION

Quick **R**elease (**QR**) – A notation assigned to an Offshore Support Vessel equipped for the handling of anchors of offshore floating installations or equipped for towing operations indicating that it has a remotely controlled **Q**uick **R**elease device for the towing rope or towing wire, and that the arrangements are in accordance with 5D-3-4/7.1.2 of the ABS *Rules for Building and Classing Marine Vessels*.

Quick **R**elease Plus (**QR+**) – A notation assigned to an Offshore Support Vessel equipped for the handling of anchors of offshore floating installations or equipped for towing operations within close quarters, ports or terminals indicating that it has an approved emergency release system for the towing winch, and that the arrangements are in accordance with 5D-3-4/7.17 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

5D-3-1/5.1 of the *Rules for Building and Classing Marine Vessels*

REMARKS

These notations are mandatory for OSVs with the notation **TOW**.

Example – ✠ A1, Offshore Support Vessel (TOW), Ⓔ, ✠ AMS, **QR**…

✠ A1, Offshore Support Vessel (TOW), Ⓔ, ✠ AMS, **QR+**…

Naval Ships

NOTATION

NAVAL COMBATANT

DESCRIPTION *(1 January 2025)*

This notation will be assigned to naval vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* which are intended to operate in higher-threat environments, and whose primary mission involves the use of own-vessel weapons (e.g., guns, missiles) within a theater of operations.

Typical vessels covered under this type are cruisers, destroyers, frigates, and corvettes.

REFERENCES

1A-11-3/9.1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **NAVAL COMBATANT**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

NAVAL FORCE PROJECTION

DESCRIPTION *(1 January 2025)*

This notation will be assigned to naval vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* which are intended to operate in higher-threat environments, and whose primary mission generally involves the conveyance of military personnel and/or other craft (e.g., aircraft, helicopters, landing craft) to and within a theater of operations.

Typical vessels covered under this type are conventionally-powered (non-nuclear) aircraft carriers, helicopter carriers, amphibious assault vessels, and amphibious support vessels.

REFERENCES

1A-11-3/9.3 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **NAVAL FORCE PROJECTION**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

NAVAL SUPPORT

DESCRIPTION *(1 January 2025)*

This notation will be assigned to naval vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* which are intended to operate in lower-threat environments, for example in escort duties or in Economic Exclusion Zone (EEZ) protection, or where threat has been reduced through other means.

Typical vessels covered under this type are for combat support (fleet replenishment, landing ships), logistic support (supply, replenishment), and mine warfare (mine hunters, mine sweepers).

REFERENCES

1A-11-3/9.5 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **NAVAL SUPPORT**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

COAST GUARD

DESCRIPTION *(1 January 2025)*

This notation will be assigned to Coast Guard vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* whose primary mission is maritime safety, mobility, law enforcement, environmental protection and local or national security or defense. Typical vessels covered under this type are cutters, patrol boats, buoy tenders and icebreakers.

REFERENCES

1A-11-3/9.7 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS *(1 July 2026)*

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **COAST GUARD**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

NAVAL CRAFT

COASTAL NAVAL CRAFT

RIVERINE NAVAL CRAFT

DESCRIPTION *(1 January 2025)*

NAVAL CRAFT – This notation is assigned to naval vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* which are intended for higher-speed, shorter-range operations, for example in coastal areas

Typical vessels covered under this type are patrol craft and fast attack craft.

COASTAL NAVAL CRAFT – This notation is to be assigned to naval vessels that are intended to operate on a coastal voyage with a maximum distance from safe harbor of 300 miles and a maximum voyage of 150 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. Coastal Naval Craft are not permitted to perform transoceanic movements.

RIVERINE NAVAL CRAFT – This notation is to be assigned to naval vessels that are intended to operate in rivers, harbors, and coastlines with a maximum distance from safe harbor of 50 miles. Riverine Naval Craft are not permitted to perform transoceanic movements.

REFERENCES

1A-11-3/9.9 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **NAVAL CRAFT**, Ⓔ, ✠ AMS…

✠ A1, **COASTAL NAVAL CRAFT**, Ⓔ, ✠ AMS…

✠ A1, **RIVERINE NAVAL CRAFT**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

GOVERNMENT SPECIAL PURPOSE

DESCRIPTION *(1 January 2025)*

This notation will be assigned to Government vessels built in accordance with the ABS *Requirements for Building and Classing International Naval Ships* which are not otherwise addressed by other International Naval Ship notations whose primary mission is maritime safety, mobility, law enforcement, environmental protection and local or national security or defense.

Typical vessels covered under this type are border patrol boats, local harbor authority patrol boats, etc.; and such will be appended as a further descriptor of the specific vessel type.

REFERENCES

1A-11-3/9.11 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **GOVERNMENT SPECIAL PURPOSE BORDER PATROL**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

US NAVAL AUXILIARY SERVICE

DESCRIPTION

This notation will be assigned to naval vessels that have been constructed to military specifications (Mil-Specs) in lieu of ABS or other IACS Society Rules and are transferring into ABS Class.

Typical vessels covered under this type are for combat support (fleet replenishment, landing ships), logistic support (supply, replenishment), and mine warfare (mine hunters, mine sweepers).

REFERENCES

1A-11-3/9.5.1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **US NAVAL AUXILIARY SERVICE**, Ⓔ, ✠ AMS…

Naval Ships

NOTATION

AB (*Weight*, *Range*)

DESCRIPTION *(1 January 2025)*

This notation is assigned for ship structures which can survive Air Blast with only superficial damage, in accordance with Section 6-5-2 of the ABS *Requirements for Building and Classing International Naval Ships*. This notation is designed to cover the entire structure above the waterline. **Weight** is the equivalent TNT weight of the explosive material and **Range** is the distance from the source of explosion assumed in the submitted analysis.

This notation will be listed in the ABS *Record* as a private notation.

REFERENCES *(1 January 2025)*

6-5-2/3 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **AB (1500 kg, 80 m)**…

Naval Ships

NOTATION

BFP1

BFP2

BFP3

DESCRIPTION *(1 January 2025)*

These notations indicate ballistic and fragment hazard protection. They will be listed in the ABS *Record* as private notations. The structures, assets or personnel spaces and the protection details covered by the notations are to be listed in the Line of Sight Plan or the Ballistic and Fragment Protection Plan (see 6-5-1/3.1 of the ABS *Requirements for Building and Classing International Naval Ships*).

BFP1 is a notation available for Basic Level of Protection (LOP). It covers any arrangement on the ship that is specifically introduced to conceal structures, mission critical assets and/or personnel to provide protection from direct line of sight attack as shown in the Line of Sight Plan.

BFP2 is a notation available for Medium LOP. It covers any method on the ship to slow the speed of ballistic projectiles or fragments in the manner defined by the Naval Administration or agency authorized by the Naval Administration. Compliance with **BFP1** is not a prerequisite for **BFP2**. Scope and details of the LOP are to be shown on the Ballistic and Fragment Protection Plan.

BFP3 is a notation available for Enhanced LOP. This notation indicates that the structure, doors, windows, and openings cannot be penetrated by the designated threat (e.g., bullet or fragment). In conflict situations the threat can come from any direction, therefore this notation is intended to cover the entire structure above the waterline. Non-critical spaces may be exempted upon agreement with the Naval Administration. Scope and details of the LOP are to be shown on the Ballistic and Fragment Protection Plan.

REFERENCES *(1 January 2025)*

6-5-1/3 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

These notations are optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **BFP1**…

✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **BFP2**…

✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **BFP3**…

Naval Ships

NOTATION

CBP (S1, S2 or S3); (M1, M2 or M3, by system)

DESCRIPTION

This notation is assigned to vessels and facilities with their class items enrolled in the Condition-Based Program (CBP) program that comply with the requirements of the ABS *Guide for Condition-Based Program for Government Vessels*.

This notation is appended by **S1, S2, or S3** (as applicable to the selected tier) for selected hull/structural items and by **M1, M2, or M3 (by system)** for all vessel machinery selected for inclusion in the program. Tiers 1, 2, and 3 are defined in Section 2, Figure 1 of the Guide.

REFERENCES

1/3.1 of the *Guide for Condition-Based Program for Government Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **CBP (S2); (M3, Propulsion System; M2, Auxiliary Machinery)**…

Naval Ships

NOTATION

CBP Ready (S1, S2 or S3); (M1, M2 or M3, by system)

DESCRIPTION

This notation is assigned to vessels and facilities with their class items enrolled in the Condition-Based Program (CBP) program that comply with the requirements of Section 3 of the ABS *Guide for Condition-Based Program for Government Vessels*.

This notation is appended by **S1, S2, or S3** (as applicable to the selected tier) for selected hull/structural items and by **M1, M2, or M3 (by system)** for all vessel machinery selected for inclusion in the program. Tiers 1, 2, and 3 are defined in Section 2, Figure 1 of the Guide.

REFERENCES

1/3.1 of the *Guide for Condition-Based Program for Government Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **CBP Ready (S2); (M3, Propulsion System; M2, Auxiliary Machinery)**…

Naval Ships

NOTATION

COMF(G)

DESCRIPTION

COMF(G) – This notation is assigned to government vessels complying with the minimum criteria for the ambient environmental aspects (i.e., whole-body vibration, noise, indoor climate, and lighting) in the ABS *Guide for Passenger Comfort on Ships*, and in addition, subject to the agreement of the applicable government technical authority and ABS, requirements contained in the Guide may be replaced with alternative requirements found in either government standards or the applicable ship specification.

REFERENCES

Subsection 1/6 of the *Guide for Passenger Comfort on Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL SUPPORT, Ⓔ, ✠ AMS, **COMF(G)**…

Naval Ships

NOTATION

HAB(G)

DESCRIPTION *(1 March 2026)*

HAB(G) – This notation is assigned to government vessels complying with the minimum criteria for the ambient environmental aspects (i.e., whole-body vibration, noise, indoor climate, and lighting) in the ABS *Guide for Habitability Notations*, and in addition, subject to the agreement of the applicable government technical authority and ABS, requirements contained in the Guide may be replaced with alternative requirements found in either government standards or the applicable ship specification.

REFERENCES *(1 March 2026)*

Subsection 1/6 of the *Guide for Habitability Notations*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL SUPPORT, Ⓔ, ✠ AMS, **HAB(G)**…

Naval Ships

NOTATION

HHP

SHHP

DESCRIPTION

High **H**olding **P**ower (**HHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than two times of an ordinary stockless anchor.

Super **H**igh **H**olding **P**ower (**SHHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than four times of an ordinary stockless anchor.

REFERENCES *(1 January 2025)*

3-5-1/9.3 and 3-5-1/9.5 of the *Requirements for Building and Classing International Naval Ships*

3-5-1/9.3 and 3-5-1/9.5 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, **HHP**, ✠ AMS…

✠ A1, NAVAL COMBATANT, Ⓔ, **SHHP**, ✠ AMS…

Naval Ships

NOTATION

NavalSafe(x)

S

BSC

ES

SS

FS

EER

C

N

DG

All

DESCRIPTION

NavalSafe(x) – This notation is assigned to conventionally powered, non-nuclear surface craft used for non-commercial government service (such as Navy, Coast Guard, Border Patrol, and Customs) that comply with The Naval Ship Code (NSC). The notation is assigned once the performance requirements of the defined chapter(s) of NSC are met and the Naval Ship Safety Certificate is issued.

The index **x** in **NavalSafe(x)** notation represents: **S** (Structure), **BSC** (Buoyancy, Stability and Controllability, **ES** (Engineering Systems), **SS** (Seamanship Systems), **FS** (Fire Safety), **EER** (Escape, Evacuation and Rescue, **C** (Communication), **N** (Navigation), **DG** (Dangerous Goods), **All** (if all entries are applicable).

REFERENCES *(1 January 2025)*

6-4-1/3 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **NavalSafe(All)**…

✠ A1, COAST GUARD, Ⓔ, ✠ AMS, **NavalSafe(S, BSC, FS, N)**…

Naval Ships

NOTATION

UHS

DESCRIPTION *(1 January 2025)*

This notation is assigned to international naval ships in which the hull structure within 0.4*L* amidships of the vessel in sea-going conditions complies with the requirements in Part 6, Chapter 3 and Sections 3-2-1 to 3-2-11 of the ABS *Requirements for Building and Classing International Naval Ships*.

REFERENCES *(1 January 2025)*

6-3-1/1 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, **UHS**, ✠ AMS…

Naval Ships

NOTATION

UNDEX (*Weight*, *Range*)

DESCRIPTION *(1 January 2025)*

This notation is assigned for ship structures which can survive which can resist underwater shock with only superficial damage, in accordance with Section 6-5-3 of the ABS *Requirements for Building and Classing International Naval Ships*. This notation is designed to cover the entire structure below the waterline and secondary shock effect on equipment and outfitting. Additionally, this may be presented as a series of notations covering multiple scenarios, annotated as **UNDEX (W1, R1, W2, R2, etc.)** to address multiple Concept of Operations (ConOps) events. **Weight** is the equivalent TNT weight of the explosive material and **Range** is the safe distance from the source of explosion assumed in the submitted analysis.

This notation will be listed in the ABS *Record* as a private notation.

REFERENCES *(1 January 2025)*

6-5-3/3 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **UNDEX (20 kg, 100 m)**…

Naval Ships

NOTATION

UNREP (Beam, Stern, Fore, Vert)

DESCRIPTION

UNREP (Beam, Stern, Fore, Vert) is a notation available for ships complying with the requirements for underway replenishment in this Guide, where **Beam**, **Stern**, **Fore**, and **Vert** are the replenishment methods denoted in the following Subsection. A ship may receive any combination of notations for the various replenishment methods.

UNREP (Beam) – This notation is assigned to a ship which complies with the requirements to conduct replenishment through the side-to-side transfer arrangements between both supplying and receiving ships.

UNREP (Stern) – This notation is assigned to a ship which complies with the requirements to conduct replenishment through the stern transfer arrangements of the supplying ship.

UNREP (Fore) – This notation is assigned to a ship which complies with the requirements to conduct replenishment through the fore transfer arrangements of the receiving ship.

UNREP (Vert) – This notation is assigned to a ship which complies with the requirements to conduct replenishment by air lifting for both supplying and receiving ships.

REFERENCES *(1 January 2025)*

6-6-2/1 and 6-6-2/3 of the *Requirements for Building and Classing International Naval Ships*

REMARKS

This notation is optional.

Example – ✠ A1, NAVAL SUPPORT, Ⓔ, ✠ AMS, **UNREP (Beam)**…

✠ A1, NAVAL SUPPORT, Ⓔ, ✠ AMS, **UNREP (Stern)**…

✠ A1, NAVAL SUPPORT, Ⓔ, ✠ AMS, **UNREP (Stern, Vert)**…

✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **UNREP (Beam)**…

✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **UNREP (Fore)**…

✠ A1, NAVAL COMBATANT, Ⓔ, ✠ AMS, **UNREP (Fore, Vert)**…

High-Speed Craft

NOTATION

HSC

DESCRIPTION

High-**S**peed **C**raft (**HSC**) – This notation is assigned to craft that have been built in accordance with the ABS *Rules for Building and Classing High-Speed Craft*, or equivalent. Where approved by the Committee, for unrestricted ocean service, such craft will be distinguished in the *Record* by the symbols ✠ **A1 HSC** ✠ **AMS** indicating compliance with the hull and machinery requirements of the Rules.

This notation for High-Speed Craft (**HSC**) is to be assigned to the following craft designed and built to the requirements of the ABS *Rules for Building and Classing High-Speed Craft*.

Mono-hull	Length of Craft (L) < 130 m (427 ft)
Multi-hull	L < 100 m (328 ft)
Surface Effects Ship (SES)	L < 90 m (295 ft)
Hydro Foil	L < 60 m (197 ft)

REFERENCES

1C-1-3/5 and 1C-2-2/1 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **HSC**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

HSC Coastal Craft

HSC Riverine Craft

DESCRIPTION

HSC Coastal Craft – This notation is to be assigned to craft that are intended to operate on a coastal voyage with a maximum distance from safe harbor of 300 miles and a maximum voyage of 150 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. Coastal Craft are not permitted to perform transoceanic movements.

HSC Riverine Craft – This notation is to be assigned to craft that are intended to operate in rivers, harbors, and coastlines with a maximum distance from safe harbor of 50 miles. Riverine Craft are not permitted to perform transoceanic movements.

REFERENCES

1C-2-2/1 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

1.4.13 and 1.4.51 of the *IMO HSC Code*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **HSC Coastal Craft**, Ⓔ, ✠ AMS…
✠ A1, **HSC Riverine Craft**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

HSC Passenger Craft (A)

HSC Passenger Craft (B)

HSC Ro-Ro Passenger Craft (A)

HSC Ro-Ro Passenger Craft (B)

DESCRIPTION

HSC Passenger Craft (A) or **(B)** – These notations are assigned to craft that have been designed and specifically fitted for the carriage of passengers and built to the applicable requirements of the ABS *Rules for Building and Classing High-Speed Craft* and the IMO *HSC Code* for special types of craft and which are approved by the Committee for voyages under restricted operational weather conditions at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols ✠ **A1 HSC** followed by an appropriate notation, i.e. **Passenger Craft (A)**, etc.

HSC Ro-Ro Passenger Craft (A) or **(B)** – These notations are assigned to craft carrying motor vehicles in addition to passengers and built to the applicable requirements of the ABS *Rules for Building and Classing High-Speed Craft* and the IMO *HSC Code* for special types of craft and which are approved by the Committee for voyages under restricted operational weather conditions at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols ✠ **A1 HSC** followed by an appropriate notation, i.e. **Passenger Craft (A)**, etc.

The **(A)** and **(B)** indicate a craft defined as a Category A Passenger Craft and a Category B Passenger Craft respectively in accordance with the IMO *HSC Code*.

REFERENCES

1C-2-2/1 and 1C-2-2/3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

1.4.13 and 1.4.51 of the *IMO HSC Code*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **HSC Passenger Craft (A)**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

HSC Cargo Craft

DESCRIPTION

These notations are assigned to craft other than passenger craft, which are capable of maintaining the main functions of safety systems of unaffected spaces after damage in any one compartment on board, that have been built in accordance with the requirements of the ABS *Rules for Building and Classing High-Speed Craft* and the IMO *HSC Code* for special types of craft and which are approved by the Committee for voyages under restricted operational weather conditions at the assigned freeboards, will be classed and distinguished in the *Record* by the symbols ✠ **A1 HSC** followed by the notation **Cargo Craft**.

The notation "**Cargo Craft**" defines a craft that is certified in accordance with the IMO *HSC Code*.

REFERENCES

1C-2-2/1 and 1C-2-2/3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

1.4.13 and 1.4.51 of the *IMO HSC Code*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **HSC Cargo Craft**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

HSC Crewboat

DESCRIPTION

The notation **HSC Crewboat** is assigned to a craft that is designed and constructed and specifically fitted for the transferring/transporting of industrial personnel in the offshore oil and gas industry between a shore base and offshore installations and vice versa. These craft may also carry cargo, however, Crewboats are not considered as Passenger Craft. The ABS craft type notation **HSC Crewboat** forms part of the classification designation assigned to craft built in accordance with the requirements of the ABS *Rules for Building and Classing High-Speed Craft.*

For craft intended to operate in various sea-states exceeding the design significant wave heights defined in 3-2-2/Table 1, **OE** notation may be assigned and be entered into the *Record*.

REFERENCES

1C-2-2/1 and 1C-2-2/3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

5-2-1/3.1 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for craft built to alternative requirements in Section 5-2-1 of the ABS *Rules for Building and Classing High-Speed Craft*.

Example – ✠ A1, **HSC Crewboat**, **OE**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

HSC (*special purpose*)

DESCRIPTION

This notation is assigned to special purpose craft, which have been built to the satisfaction of the ABS Surveyors to arrangements and scantlings approved for the particular purpose. Where approved by the Committee for the particular service, such craft will be classed and distinguished in the *Record* by the symbols ✠ **A1 HSC** followed by a description of the service for which special modifications to the ABS *Rules for Building and Classing High-Speed Craft* have been approved, e.g., **Special Government Services**, etc.

REFERENCES

1C-2-2/5 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **HSC Special Government Services**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

***xx* m (or ft) Significant Wave Height**

DESCRIPTION

This notation is assigned to craft which have been designed and built for limited service operation with a significant wave height less than the values defined in 3-2-2/Table 1 and 5-2-3/5 for each type of craft, where "***xx***" means digital number. Specific significant wave height to be used in the design is to be clearly indicated in operating manual for restriction of service.

REFERENCES

1C-2-2/7.3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for vessels built for limited service operation with a significant wave height less than the values defined in the Rules.

Example – ✠ A1, **HSC Cargo Craft 3 m (or 13 ft) Significant Wave Height**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

● **AMS**

DESCRIPTION *(1 January 2026)*

For craft complying with the *HSC Rules*, and new construction high-speed wind farm support craft receiving the ✠ **A1, HSC Wind-SC(A)** or ✠ **A1, HSC Wind-SC(B)** notation, the notation ● **AMS** may be assigned in lieu of the ✠ **AMS** notation, provided the following conditions are met.

- Craft's machinery, boilers, and systems meet the requirements for ✠ **AMS** except for propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers, and for hybrid or electrical installation power generating components below 25 kWh. Propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers may be accepted based on Manufacturer's certificate and ABS Type Approval certificate, inclusive of Product Design Assessment (PDA) and Manufacturing Assessment (MA) with Product Quality Assurance (PQA) certification, as per Tier 4 definition in Appendix 1C-1-A3 of the ABS *Rules for Conditions of Classification – Light and High Speed Craft (Part 1C)*. Unit Certification via Survey During Fabrication will not be required in this instance. See also Appendix 1C-1-A2 of the ABS *Rules for Conditions of Classification – Light and High Speed Craft (Part 1C)* and 5-4-1/Table 2 of the *Rules for Building and Classing High-Speed Craft*.
- Craft's Gross Tonnage is to be < 500.
- Craft is not to be for unrestricted service.
- Rated power of each propulsion engine or generator prime mover is to be < 1.5 MW.
- Craft has multiple propulsion units and has the capability of returning to place of refuge after a single failure.

For wind farm support craft:

- Craft with Gross Tonnage ≥ 500 and for domestic voyage are subject to special consideration.
- Bore sizes of propulsion engines and generator prime movers are not exceeding 300 mm (11.8 in.).
- Propulsion engines and generator prime movers are not using gases or other low-flashpoint fuels.

REFERENCES *(1 January 2026)*

1C-1-3/11 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

5-4-1/5.1.1 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, HSC Wind-SC(A), OE, Ⓔ, ● **AMS** …

✠ A1, HSC Wind-SC(B), Ⓔ, ● **AMS** …

High-Speed Craft

NOTATION

HHP

SHHP

DESCRIPTION

High **H**olding **P**ower (**HHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than two times of an ordinary stockless anchor.

Super **H**igh **H**olding **P**ower (**SHHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than four times of an ordinary stockless anchor.

REFERENCES

3-5-1/9.3 and 3-5-1/9.5 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

These notations are optional.

Example – ✠ A1, HSC, Ⓔ, **HHP**, ✠ AMS…

✠ A1, HSC, Ⓔ, **SHHP**, ✠ AMS…

High-Speed Craft

NOTATION

IP

DESCRIPTION *(1 January 2026)*

Industrial **P**ersonnel (**IP**) – A notation assigned to a high-speed craft seeking to comply with the IP Code, adopted the IMO Maritime Safety Committee by IMO Resolution MSC.527(106), in accordance with Section 5-3-1 of the ABS *Rules for Building and Classing High-Speed Craft*.

REFERENCES

5-3-1/1.3 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

This notation is optional.

Example – ✠ A1, HSC, **IP**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

OE

DESCRIPTION

Operational **E**nvelope (**OE**) – This notation is assigned to craft for which the structure has been reviewed based on the limitations given in a particular operational envelope. The operational envelope is given in terms of speed and significant wave height in the most unfavorable combination of length and direction of the wave. The operational envelope is, in general, approved during key structural drawings' review. The operational envelope is to be part of the Operating Manual for the craft and is to be used in the operational profile of the craft. The **OE** notation will be assigned for craft intended to operate within specified significant wave height vs. speed range.

REFERENCES

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

5-2-1/3.1 of the *Rules for Building and Classing High Speed Craft*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for craft that are not designed for the unrestricted wave height.

Example – ✠ A1, HSC Coastal Craft, **OE**, Ⓔ, ✠ AMS…

High-Speed Craft

NOTATION

R2-N

R2-N+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a craft is fitted with multiple propulsion machines and propulsors that meet the **R2** requirements, and in addition, the machines and propulsors, and associated steering systems that are arranged in longitudinally-separated spaces such that failure or penetration of a single watertight transverse bulkhead will not affect the propulsion machine(s) and propulsor(s), and associated steering systems in the other space(s).

The mark **+** will be added to the **R2-N** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-5/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-5/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-5/7.1.

Catamaran hulls with propulsion systems in each hull are eligible for class notation **R2-N**.

The **R2-N** notation is intended for craft designated for Naval Service.

REFERENCES

4-3-5/3v) of the *Rules for Building and Classing High-Speed Craft*

REMARKS

These notations are optional.

Example – ✠ A1, HSC Naval Craft, Ⓔ, ✠ AMS, **R2-N+** …

High-Speed Craft

NOTATION

SH-DLA

DESCRIPTION

SafeHull Dynamic Load Approach (**SH-DLA**) – This notation is assigned to high-speed craft to provide enhanced structural analyses to assess the capabilities and sufficiency of a structural design. A fundamental requirement of **SH-DLA** is that the preliminary design of the structure be in accordance with the ABS *Rules for Building and Classing High-Speed Craft* criteria.

REFERENCES

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

3-1-3/1 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

This notation is optional.

Example – ✠ A1, HSC, Ⓔ, ✠ AMS, **SH-DLA**…

High-Speed Craft

NOTATION

Wind-SC(A)

Wind-SC(B)

DESCRIPTION *(1 January 2026)*

These notations may be assigned to a high-speed wind farm support craft based on the specifications described in the table below, provided that all the applicable requirements in Chapter 5-4 of the ABS *Rules for Building and Classing High-Speed Craft* are fully satisfied.

Gross Tonnage (GT)	*Industrial Personnel (IP)*	*Domestic Voyage*	*International Voyage*
< 500	≤ 12	**Wind-SC(A)**	**Wind-SC(A)**
	> 12	**Wind-SC(A)**	**Wind-SC(B)**
≥ 500	Any	**Wind-SC(B)**	

** Note:* Maximum number of persons onboard is subject to flag Administration approval.

All craft being certified as ✠ **A1, HSC Wind-SC(A)** are to comply with the **OE** notation as defined by 1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*, and the operational envelope is to be entered into the *Record*.

REFERENCES *(1 January 2026)*

1C-2-2/1 and 1C-2-2/3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

5-4-1/5.1.1 of the *Rules for Building and Classing High-Speed Craft*

REMARKS

These notations are mandatory.

Example – ✠ A1, **HSC Wind-SC(A)**, OE, Ⓔ, ✠ AMS …
✠ A1, **HSC Wind-SC(B)**, Ⓔ, ✠ AMS …

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

HSC Naval Craft

HSC Coastal Naval Craft

HSC Riverine Naval Craft

DESCRIPTION

HSC Naval Craft – This notation is assigned to naval vessels that have been built in accordance with the ABS *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*, or equivalent and approved by the Committee. Such craft will be distinguished in the *Record* by the symbols ✠ **A1 HSC Naval Craft** ✠ **AMS** indicating compliance with the hull and machinery requirements of this Guide. **Naval Craft** notation is to be assigned to naval vessels with $V/\sqrt{L}$ not less than 2.36 (1.3) that are intended to operate in the littoral environment but are capable of open ocean voyages with restrictions on significant wave height of 4.0 m (13.1 ft) for the Operational Design Condition and 6 m (19.7 ft) for the Survival Design Condition. Naval craft are limited to a maximum voyage of 300 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. When operating on an open ocean voyage, craft are to avoid tropical cyclones and other severe weather events.

HSC Coastal Naval Craft – This notation is to be assigned to naval vessels with $V/\sqrt{L}$ not less than 2.36 (1.3) that are intended to operate on a coastal voyage with restrictions on significant wave height of 2.5 m (8.2 ft) for the Operational Design Condition and 4 m (13.1 ft) for the Survival Design Condition. Coastal Naval Craft are limited to a maximum distance from safe harbor of 300 miles and a maximum voyage of 150 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. They are not permitted to perform transoceanic movements.

HSC Riverine Naval Craft – This notation is to be assigned to naval vessels with $V/\sqrt{L}$ not less than 2.36 (1.3) that are intended to operate in rivers, harbors, and coastlines with restrictions on significant wave height of 0.5 m (1.6 ft) for the Operational Design Condition and 1.25 m (4.1 ft) for the Survival Design Condition. Riverine Naval Craft are limited to a maximum distance from safe harbor of 50 miles. They are not permitted to perform transoceanic movements.

REFERENCES

1C-1-3/5 and 1C-3-2/1.3 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **HSC Naval Craft**, Ⓔ, ✠ AMS…

✠ A1, **HSC Coastal Naval Craft**, Ⓔ, ✠ AMS…

✠ A1, **HSC Riverine Naval Craft**, Ⓔ, ✠ AMS…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

DV Naval Craft

DV Coastal Naval Craft

DV Riverine Naval Craft

DESCRIPTION

DV Naval Craft – This notation is to be assigned to a naval vessel with $V/\sqrt{L}$ less than 2.36 (1.3) that is intended to operate in the littoral environment, but is capable of open ocean voyages with restrictions on significant wave height of 4.0 m (13.1 ft) for the Operational Design Condition and 6 m (19.7 ft) for the Survival Design Condition. Naval Craft are limited to a maximum voyage of 300 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. When operating on an open ocean voyage, craft are to avoid tropical cyclones and other severe weather events.

DV Coastal Naval Craft – This notation is to be assigned to a naval vessel with $V/\sqrt{L}$ less than 2.36 (1.3) that is intended to operate on a coastal voyage with restrictions on significant wave height of 2.5 m (8.2 ft) for the Operational Design Condition and 4 m (13.1 ft) for the Survival Design Condition. Coastal Naval Craft are limited to a maximum distance from safe harbor of 300 miles and a maximum voyage of 150 miles from a safe harbor when operating in the Winter Seasonal Zones as indicated in Annex II of the International Conference on Load Lines, 1966. They are not permitted to perform transoceanic movements.

DV Riverine Naval Craft – This notation is to be assigned to a naval vessel with $V/\sqrt{L}$ less than 2.36 (1.3) that is intended to operate in rivers, harbors, and coast lines with restrictions on significant wave height of 0.5 m (1.6 ft) for the Operational Design Condition and 1.25 m (4.1 ft) for the Survival Design Condition. Riverine Naval Craft are limited to a maximum distance from safe harbor of 50 miles. They are not permitted to perform transoceanic movements.

REFERENCES

1C-3-2/1.1 of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **DV Naval Craft**, Ⓔ, ✠ AMS…

✠ A1, **DV Coastal Naval Craft**, Ⓔ, ✠ AMS…

✠ A1, **DV Riverine Naval Craft**, Ⓔ, ✠ AMS…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

AB (*Weight*, *Range*)

DESCRIPTION *(1 January 2025)*

This notation is assigned for ship structures which can survive Air Blast with only superficial damage, in accordance with Section 6-5-2 of the ABS *Requirements for Building and Classing International Naval Ships*. This notation is designed to cover the entire structure above the waterline. **Weight** is the equivalent TNT weight of the explosive material and **Range** is the distance from the source of explosion assumed in the submitted analysis.

This notation will be listed in the ABS *Record* as a private notation.

REFERENCES

3-1-4/5 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **AB (1500 kg, 80 m)**…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

BFP1

BFP2

BFP3

DESCRIPTION *(1 January 2025)*

These notations indicate ballistic and fragment hazard protection. They will be listed in the ABS *Record* as private notations. The structures, assets or personnel spaces and the protection details covered by the notations are to be listed in the Line of Sight Plan or the Ballistic and Fragment Protection Plan (see 6-5-1/3.1 of the ABS *Requirements for Building and Classing International Naval Ships*).

BFP1 is a notation available for Basic Level of Protection (LOP). It covers any arrangement on the ship that is specifically introduced to conceal structures, mission critical assets and/or personnel to provide protection from direct line of sight attack as shown in the Line of Sight Plan.

BFP2 is a notation available for Medium LOP. It covers any method on the ship to slow the speed of ballistic projectiles or fragments in the manner defined by the Naval Administration or agency authorized by the Naval Administration. Compliance with **BFP1** is not a prerequisite for **BFP2**. Scope and details of the LOP are to be shown on the Ballistic and Fragment Protection Plan.

BFP3 is a notation available for Enhanced LOP. This notation indicates that the structure, doors, windows, and openings cannot be penetrated by the designated threat (e.g., bullet or fragment). In conflict situations the threat can come from any direction, therefore this notation is intended to cover the entire structure above the waterline. Non-critical spaces may be exempted upon agreement with the Naval Administration. Scope and details of the LOP are to be shown on the Ballistic and Fragment Protection Plan.

REFERENCES

3-1-4/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **BFP1**…

✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **BFP2**…

✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **BFP3**…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

NavalSafe(x)

S

BSC

ES

SS

FS

EER

C

N

DG

All

DESCRIPTION *(1 January 2025)*

NavalSafe(x) – This notation is assigned to ships complying with the performance requirements defined in the NSC and after the Naval Ship Safety Certificate is issued. Refer to Chapter 6-4 of the ABS *Requirements for Building and Classing International Naval Ships* for more information.

The index **x** in **NavalSafe(x)** notation represents: **S** (Structure), **BSC** (Buoyancy, Stability and Controllability, **ES** (Engineering Systems), **SS** (Seamanship Systems), **FS** (Fire Safety), **EER** (Escape, Evacuation and Rescue, **C** (Communication), **N** (Navigation), **DG** (Dangerous Goods), **All** (if all entries are applicable).

REFERENCES

3-1-4/1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **NavalSafe(All)**…

✠ A1, HSC Naval Craft, Ⓔ, ✠ AMS, **NavalSafe(S, BSC, FS, N)**…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

OE

DESCRIPTION

Operational **E**nvelope (**OE**) – This notation is assigned to craft for which the structure has been reviewed based on the limitations given in a particular operational envelope. The operational envelope is given in terms of speed and significant wave height in the most unfavorable combination of length and direction of the wave. The operational envelope is, in general, approved during key structural drawings' review. The operational envelope is to be part of the Operating Manual for the craft and is to be used in the operational profile of the craft. The **OE** notation will be assigned for craft intended to operate within specified significant wave height vs. speed range.

REFERENCES

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for craft that are not designed for the unrestricted wave height.

Example – ✠ A1, HSC Coastal Naval Craft, **OE**, Ⓔ, ✠ AMS …

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

R2-N

R2-N+

DESCRIPTION

A Classification notation addressing redundancy arrangements and indicating that a vessel is fitted with multiple propulsion machines and propulsors that meet the **R2** requirements, and in addition, the machines and propulsors, and associated steering systems that are arranged in longitudinally-separated spaces such that failure or penetration of a single watertight transverse bulkhead will not affect the propulsion machine(s) and propulsor(s), and associated steering systems in the other space(s).

The mark **+** will be added to the **R2-N** notation to denote that the vessel's propulsion capability is such that, upon a single failure, propulsive power can be maintained or immediately restored to the extent necessary to withstand adverse weather conditions without drifting in accordance with 4-3-7/7.3. The lack of the mark **+** indicates that the vessel is not intended to withstand the adverse weather conditions in 4-3-7/7.3, but can maintain course and maneuverability at a reduced speed under normal expected weather conditions in accordance with 4-3-7/7.1.

Catamaran hulls with propulsion systems in each hull are eligible for class notation **R2-N**.

The **R2-N** notation is intended for vessels designated for Naval Service.

REFERENCES

4-3-7/3 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

These notations are optional.

Example – ✠ A1, HSC Naval Craft, Ⓔ, ✠ AMS, **R2-N+** …

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

SH-DLA

DESCRIPTION

SafeHull Dynamic Load Approach (**SH-DLA**) – This notation is assigned to a light warship or high-speed naval vessel to provide enhanced structural analyses to assess the capabilities and sufficiency of a structural design. A fundamental requirement of **SH-DLA** is that the preliminary design of the structure be in accordance with the ABS *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels* criteria.

REFERENCES

1C-1-3/Table B of the *Rules for Conditions of Classification – Light and High-Speed Craft (Part 1C)*

3-1-3/1 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, HSC Naval Craft, Ⓔ, ✠ AMS, **SH-DLA**…

Light Warships, Patrol and High-Speed Naval Vessels

NOTATION

UNDEX (*Weight*, *Range*)

DESCRIPTION *(1 January 2025)*

This notation is assigned for ship structures which can survive which can resist underwater shock with only superficial damage, in accordance with Section 6-5-3 of the ABS *Requirements for Building and Classing International Naval Ships*. This notation is designed to cover the entire structure below the waterline and secondary shock effect on equipment and outfitting. Additionally, this may be presented as a series of notations covering multiple scenarios, annotated as **UNDEX (W1, R1, W2, R2, etc.)** to address multiple Concept of Operations (ConOps) events. **Weight** is the equivalent TNT weight of the explosive material and **Range** is the safe distance from the source of explosion assumed in the submitted analysis.

This notation will be listed in the ABS *Record* as a private notation.

REFERENCES

3-1-4/7 of the *Rules for Building and Classing Light Warships, Patrol and High-Speed Naval Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, DV Naval Craft, Ⓔ, ✠ AMS, **UNDEX (20 kg, 100 m)**…

Yachting Service

NOTATION

Yachting Service

DESCRIPTION

This notation is assigned to vessels designed for pleasure yachting service and built to the applicable requirements in Part 3 and Part 4 and other relevant sections of the ABS *Rules for Building and Classing Yachts*.

Motor yachts receiving a **Yachting Service** notation are permitted to operate with unlimited range geographically in association with voyages planned based on weather routing and with restrictions on significant wave height of 4.5 m (14.8 ft) for the *Operational Design Condition* and 6 m (19.7 ft) for the *Maximum Design Condition*.

REFERENCES

1A-9-2/1.1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Yachting Service**, ✠ AMS…

Yachting Service

NOTATION

Yachting Service R

DESCRIPTION

This notation is assigned to vessels designed for restricted pleasure yachting service and built to the applicable requirements in Part 3 and Part 4 and other relevant sections of the ABS *Rules for Building and Classing Yachts*.

Restricted service yachts are restricted to operate a distance from a place of refuge of not more than 200 nautical miles and with restrictions on significant wave height of less than 3.5 m (11.5 ft) for the *Operational Design Condition* and 4.5 m (14.8 ft) for the *Maximum Design Condition*. Voyages between 100 nautical miles and 200 nautical miles from a place of refuge must include voyage planning based on weather routing.

REFERENCES

1A-9-2/1.3 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Yachting Service R**, ✠ AMS…

Yachting Service

NOTATION

Commercial Yachting Service

DESCRIPTION

This notation is assigned to yachts built as noted in 1-9-2/1.1 which are chartered as motor, sailing, or motor-sailing yachts or carry passengers for revenue, are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft, do not carry more than 12 charter guests, do not carry cargo, and are built to the applicable requirements in Part 3, Part 4, Part 5, and other relevant sections of the ABS *Rules for Building and Classing Yachts*. In addition to the Guide, Commercial Yachts are to comply with recognized statutory requirements for commercial yachts such as the UK MCA *The Large Commercial Yacht Code (LY3).*

Commercial Yachts are not eligible for the restricted service notation **Yachting Service R**. Motor yachts receiving a **Commercial Yachting Service** notation are permitted to operate with unlimited range geographically in association with voyages planned based on weather routing and with restrictions on significant wave height of 4.5 m (14.8 ft) for the *Operational Design Condition* and 6 m (19.7 ft) for the *Maximum Design Condition*.

REFERENCES

1A-9-2/1.5 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Commercial Yachting Service**, Ⓔ, ✠ AMS…

Yachting Service

NOTATION

Passenger Yachting Service

DESCRIPTION

This notation is assigned to commercial or private yachts of any length, constructed of steel or aluminum, that are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft, that carry 13 to 36 passengers, do not carry cargo and are built to the applicable requirements detailed below:

i) Class items are to be in accordance with Part 5C, Chapter 7 of the *Marine Vessel Rules* in regard to structural, mechanical, and electrical requirements. (Where considered appropriate based on the yacht's Rule Length *L*, parts of the ABS *Rules for Building and Classing Marine Vessels* may be applied.)

ii) Statutory items are to be in compliance with MCA "REG 13-36 Passenger Yacht Code" for Red Ensign flag States or SOLAS Passenger vessel regulations (<36 passengers) for other flags not having their own code. Where a flag State has alternative requirements, statutory items may be considered to be in compliance with these requirements. The use of the REG Passenger Yacht Code by flag states other than Red Ensign is to be in accordance with the provisions of the REG Passenger Yacht Code.

Passenger yachts are to comply with the operational limits in the flag state Passenger Yacht Code.

REFERENCES

1A-9-2/1.7 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Passenger Yachting Service**, Ⓔ, ✠ AMS…

Yachting Service

NOTATION

(✠) AMS

DESCRIPTION

The notation **(✠) AMS** may be assigned in lieu of **✠ AMS** for all new construction yachts receiving the **✠ A1 Commercial Yachting Service** notation and for all new construction yachts over 61 m (200 ft) in length receiving the **✠ A1 Yachting Service** notation, provided that all yacht's machinery, boilers and systems meet all the requirements for **✠ AMS** except for propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers only.

Propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers may be accepted based on Manufacturer's Work certificate and valid ABS Type Approval Certification, inclusive of Product Design Assessment (PDA) and Manufacturing Assessment (MA), as per Tier 3 definition in Appendix 1A-1-A4 of the ABS *Rules for Conditions of Classification (Part 1A)*.

REFERENCES

1A-9-2/3 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Commercial Yachting Service, **(✠) AMS**…

✠ A1, Yachting Service, **(✠) AMS**…

Yachting Service

NOTATION

COMF(Y)

COMF+(Y)

DESCRIPTION

COMF(Y) is a notation assigned to a yacht complying with the minimum criteria for Owner/guest comfort (i.e., whole-body vibration and noise). This notation is assigned to yachts built in accordance with the requirements of the ABS *Guide for Comfort on Yachts.*

COMF+(Y) is a notation assigned to a yacht complying with the minimum criteria for Owner/guest comfort (i.e., whole-body vibration and noise) and additional criteria with respect to whole-body vibration, including motion sickness. This notation is assigned to yachts built in accordance with the requirements of the ABS *Guide for Comfort on Yachts.*

REFERENCES

Subsection 1/9 of the *Guide for Comfort on Yachts*

REMARKS

These notations are optional.

Example – ✠ A1, Yachting Service, ✠ AMS, **COMF(Y)**…

✠ A1, Yachting Service, ✠ AMS, **COMF+(Y)**…

Yachting Service

NOTATION

HHP

SHHP

DESCRIPTION

High **H**olding **P**ower (**HHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than two times of an ordinary stockless anchor.

Super **H**igh **H**olding **P**ower (**SHHP**) – This notation for anchors is assigned for specially designed anchor for which proven holding power is not less than four times of an ordinary stockless anchor.

REFERENCES

3-5-1/9.3 and 3-5-1/9.5 of the *Rules for Building and Classing Yachts*

REMARKS

These notations are mandatory for vessels fitted with high holding power anchors.

Example – ✠ A1, Yachting Service, Ⓔ, **HHP**, ✠ AMS…

✠ A1, Yachting Service, Ⓔ, **SHHP**, ✠ AMS…

Barges – Ocean Services

NOTATION

Barge

DESCRIPTION

This notation is assigned to barges designed and built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry a variety of cargoes as stated by the Rules.

REFERENCES

1A-5-2/3.1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Barge**…

Barges – Ocean Services

NOTATION

Accommodation Barge

DESCRIPTION

This notation is assigned to barges designed and built in accordance with the ABS *Rules for Building and Classing Steel Barges* (Section 5-3-6 and other applicable requirements) which operate offshore as accommodation barges or other barge types that are provided with accommodations in support of the workings of the barge.

Class notation Ⓟ, as defined in 2/3.5 of the ABS *Requirements for Position Mooring Systems*, is required for accommodation barges with the anchoring arrangement as sole means of position keeping (i.e., DP system is not installed or does not have the required redundancy).

REFERENCES

1A-5-2/5.33 of the *Rules for Conditions of Classification (Part 1A)*

5-3-6/2.3 of the *Rules for Building and Classing Steel Barges*

5-3-6/2.5.1(a) of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Accommodation Barge**…

Barges – Ocean Services

NOTATION

Barge ATB

DESCRIPTION

Articulated **T**ug **B**arge – This notation is assigned to barges intended for a tug-barge combination built in accordance with the ABS *Rules for Building and Classing Steel Barges* wherein a tug is mated to a barge with an special connection system such that the tug is secured in the barge notch or on fenders by mechanical means, other than just wire ropes, chains, lines or other tackles.

The towing vessel is mated to the barge such that the towing vessel is capable of either pushing the barge in Tug-Barge integrated mode or towing the barge by hawser in a separate mode.

The tug and the barge are to be classed as two separate vessels but where applicable will be cross-referenced in the *Record*.

REFERENCES

5-3-1/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Barge ATB**…

Barges – Ocean Services

NOTATION

Cable Laying

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* for unrestricted service that are primarily engaged in installation, maintenance and repair of underwater telecommunication cables and power transmission cables.

REFERENCES

1A-5-2/5.31 of the *Rules for Conditions of Classification (Part 1A)*

5-3-5/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Barge Cable Laying**…

Barges – Ocean Services

NOTATION *(1 July 2025)*

Chemical Tank Barge (Type *X* Barge)

DESCRIPTION *(1 July 2025)*

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry dangerous chemicals.

Note: "***X***" represents the barge type as follows:

- **Type I** barge, transports products with "very severe environmental and safety hazards", which require maximum preventive measures to preclude the uncontrolled release of the cargo
- **Type II** barge, transports products with "appreciably severe environmental and safety hazards" which require significant preventive measures to preclude the uncontrolled release of the cargo
- **Type III** barge, transports products with "sufficiently severe environmental and safety hazards", which require a moderate degree of control

REFERENCES *(1 July 2025)*

1A-5-2/5.5 of the *Rules for Conditions of Classification (Part 1A)*

5-2-4/1.9 of the *Rules for Building and Classing Steel Barges*

REMARKS *(1 July 2025)*

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Chemical Tank Barge (Type II Barge)**…

Barges – Ocean Services

NOTATION

Container Barge

Container Deck Cargo Barge

DESCRIPTION

Container Barge – This notation is assigned to barges outfitted to carry containers below deck in accordance with Section 5-3-9 of the ABS *Rules for Building and Classing Steel Barges*.

Container Deck Cargo Barge – This notation is assigned to deck barges carrying containers above deck built in accordance with 5-1-1/5 as well as the applicable requirements in Part 3, Part 4, and Part 5, Chapter 1 of the ABS *Rules for Building and Classing Steel Barges*.

REFERENCES

5-3-9/1.5 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of the **Container Barge** notation requires Class Committee approval.

The **Container Barge** notation is mandatory. **Container Deck Cargo Barge** is optional.

Example – ✠ A1, **Container Barge**…

✠ A1, **Container Deck Cargo Barge**…

Barges – Ocean Services

NOTATION

Crane CRC

DESCRIPTION *(1 January 2026)*

This notation is assigned to barges fitted with cranes permanently installed on board the barge and intended for operations other than supply of provisions and maintenance of the barge, built in accordance with the ABS *Rules for Building and Classing Steel Barges* and the ABS *Requirements for Certification of Lifting Appliances*.

REFERENCES

1A-5-2/5.27 of the *Rules for Conditions of Classification (Part 1A)*

5-3-3/5.5 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Barge Crane CRC**…

Barges – Ocean Services

NOTATION

Drilling Tender Barge

DESCRIPTION

This notation is assigned to barges fitted with facilities to carry persons that is principally intended as support to an offshore drilling unit and are built in accordance with the ABS *Requirements for Building and Classing Drilling Tender Barges*.

REFERENCES

1/3.1 of the *Requirements for Building and Classing Drilling Tender Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Drilling Tender Barge**…

Barges – Ocean Services

NOTATION

Fuel Oil Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry petroleum products with flash point above 60°C (140°F) (closed cup test).

REFERENCES

1A-5-2/5.3 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Fuel Oil Tank Barge**…

Barges – Ocean Services

NOTATION

Fuel Oil or Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry petroleum products or dangerous chemicals, but not at the same time, as stated in 1A-5-2/3.5 and 1A-5-2/3.7 of the *Rules for Conditions of Classification (Part 1A)*.

REFERENCES

1A-5-2/5.15 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Fuel Oil or Chemical Tank Barge**…

Barges – Ocean Services

NOTATION

Fuel Oil and Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry petroleum products and dangerous chemicals, at the same time, as stated in 1A-5-2/3.5 and 1A-5-2/3.7 of the *Rules for Conditions of Classification (Part 1A)*.

REFERENCES

1A-5-2/5.17 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Fuel Oil and Chemical Tank Barge**…

Barges – Ocean Services

NOTATION

Independent Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry cargo in independent tanks with a working pressure below 2.06 bar (2.1 kgf/cm^2, 30 psi).

REFERENCES

1A-5-2/5.11 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Independent Tank Barge**…

Barges – Ocean Services

NOTATION

(geographical limitations) Barge ITB

DESCRIPTION

Integrated **T**ug **B**arge – This notation is assigned to barges intended for a tug-barge combination built in accordance with the ABS *Rules for Building and Classing Steel Barges* wherein a tug is mated to a barge with an special connection system such that the tug is secured in the barge notch or on fenders by mechanical means, other than just wire ropes, chains, lines or other tackles.

The tug and the barge are to be classed as two separate vessels but where applicable will be cross-referenced in the *Record*.

REFERENCES

1A-5-2/5.23 of the *Rules for Conditions of Classification (Part 1A)*

5-3-1/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **(Gulf of Mexico) Barge ITB**…

Barges – Ocean Services

NOTATION

Liquefied Gas Tank Barge

DESCRIPTION

This notation is assigned to barges (manned and unmanned as established by the flag Administration) built in accordance with the ABS *Rules for Building and Classing Steel Barges*, and intended to carry those liquid gases addressed by the International Code for the Construction and Equipment of Ships Carrying Liquid Gases in Bulk.

REFERENCES

1A-5-2/5.7 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Liquefied Gas Tank Barge**…

Barges – Ocean Services

NOTATION

Oil Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry petroleum products with flash point at or below 60°C (140°F), closed cup test.

REFERENCES

1A-5-2/5.1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Oil Tank Barge**…

Barges – Ocean Services

NOTATION

Oil or Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges*, and intended to carry petroleum products or dangerous chemicals, but not at the same time, as stated in 1A-5-2/3.3 and 1A-5-2/3.7 of the *Rules for Conditions of Classification (Part 1A)*.

REFERENCES

1A-5-2/5.19 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Oil or Chemical Tank Barge**…

Barges – Ocean Services

NOTATION

Oil and Chemical Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges*, and intended to carry petroleum products and dangerous chemicals, at the same time, as stated in 1-5-2/3.3 and 1-5-2/3.7 of the Rules.

REFERENCES

1A-5-2/5.21 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Oil and Chemical Tank Barge**…

Barges – Ocean Services

NOTATION

OSR-S1

OSR-C1

OSR-S2

OSR-C2

DESCRIPTION *(1 January 2026)*

OSR-S1 – This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* for recovering oil of unknown flash points and outfitted for the same, and approved for oil recovery service at the assigned freeboard.

OSR-C1 – This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* for recovering oil of unknown flash points but not outfitted for the same, and approved for oil recovery service at the assigned freeboard.

OSR-S2 – This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* for recovering oil having a flash point exceeding 60°C (140°F) and outfitted for the same, and approved for oil recovery service at the assigned freeboard.

OSR-C2 – This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* for recovering oil having a flash point exceeding 60°C (140°F) but not outfitted for the same, and approved for oil recovery service at the assigned freeboard.

REFERENCES

1A-5-2/5.25 of the *Rules for Conditions of Classification (Part 1A)*

5-3-2/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of the **OSR-S1** or **OSR-S2** notation requires Class Committee approval.

The **OSR-S1** and **OSR-S2** notations are mandatory. **OSR-C1** and **OSR-C2** are optional.

Example – ✠ A1, **Barge (OSR-S1)**…

✠ A1, **Barge (OSR-C1)**…

✠ A1, **Barge (OSR-S2)**…

✠ A1, **Barge (OSR-C2)**…

Barges – Ocean Services

NOTATION

Pipe Laying

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended for unrestricted service that are primarily engaged in installation of subsea pipelines.

REFERENCES

1A-5-2/5.29 of the *Rules for Conditions of Classification (Part 1A)*

5-3-4/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Barge Pipe Laying**…

Barges – Ocean Services

NOTATION

Pressure Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges* and intended to carry cargo in independent tanks with a working pressure at 2.06 bar (2.1 kgf/cm^2, 30 psi) or above.

REFERENCES

1A-5-2/5.13 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Pressure Tank Barge**…

Barges – Ocean Services

NOTATION

Tank Barge

DESCRIPTION

This notation is assigned to barges built in accordance with the ABS *Rules for Building and Classing Steel Barges*, which are intended to carry liquid in bulk.

REFERENCES

1A-5-2/5.9 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Tank Barge**…

Barges – Ocean Services

NOTATION

Wind IMR

DESCRIPTION

This notation is assigned to barges built in accordance with Section 5D-14-1 of the ABS *Rules for Building and Classing Marine Vessels* which are engaged in the installation, maintenance, and repair of offshore wind turbines and may include various equipment used to perform or support functions such as pile driving, installation, maintenance, and repair of jackets, towers, nacelles, and/or blades.

REFERENCES

5-3-7/1.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, **Barge (Wind IMR)**…

Barges – Ocean Services

NOTATION

✠ **AMS-NP**

DESCRIPTION

The notation ✠ **AMS-NP** may be assigned to thruster machinery and systems used for short field moves (consisting of moving the unit from one work location to another location within the same area of operation, that takes no longer than 12 hours and is conducted in daylight hours) of non-propelled units and complying with the requirements of the *Marine Vessel Rules* as applied to self-propelled units, manufactured and installed under ABS survey and found satisfactory after trials.

REFERENCES

1A-5-2/5.35 of the *Rules for Conditions of Classification (Part 1A)*

5-3-6/2.5.3 of the *Rules for Building and Classing Steel Barges*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Oil Tank Barge, Ⓔ, ✠ **AMS-NP**…

✠ A1, Accommodation Barge, Ⓔ, ✠ **AMS-NP**…

Barges – Ocean Services

NOTATION

HDC(*P, Locations*)

HLC(*ρ, Tanks*)

DESCRIPTION

The notation **HDC(*P, Locations*)** will be assigned to barges designed with strengthening for carriage of heavy deck cargo load **P** exceeding the Rule basic minimum load specified in 5-1-1/3.3, and built to the requirements in 3-1-2/27.1 and the other applicable requirements of the ABS *Rules for Building and Classing Steel Barges*.

The notation **HLC(*ρ, Tanks*)** will be assigned to vessels designed with strengthening for carriage of heavy liquid cargoes with specific gravity **ρ** exceeding 1.05, and built to the requirements in in 3-1-2/27.3 and the other applicable requirements of the ABS *Rules for Building and Classing Steel Barges*.

REFERENCES

3-1-2/27 of the *Rules for Building and Classing Steel Barges*

REMARKS

These notations are optional. There may be mandatory requirements associated with this service, even if the notation is not selected.

Example – ✠ A1, Barge **HDC(5t/m^2, main deck)**, Ⓔ …

✠ A1, Chemical Tank Barge (Ship Type 2) **HLC(2.5,Tanks 3 and 5)**, Ⓔ …

Barges – Ocean Services

NOTATION

LNG Bunkering

LNG Bunkering, VRS

DESCRIPTION

This notation is assigned to a liquefied gas carrier arranged for regular LNG bunkering service, designed, constructed, and tested in accordance with the requirements of the ABS *Guide for LNG Bunkering*.

Vapor **R**eturn **S**ystem (**VRS**) - Where a barge assigned the **LNG Bunkering** notation incorporates an optional Vapor Return System, the **VRS** notation may be assigned. The Vapor Return System is to be designed, constructed and tested in accordance with 2/5.5.2 of the ABS *Guide for LNG Bunkering*.

REFERENCES

Subsection 1/7 of the *Guide for LNG Bunkering*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Liquefied Gas Tank Barge, **LNG Bunkering**, Ⓔ…

✠ A1, Liquefied Gas Tank Barge, **LNG Bunkering, VRS**, Ⓔ…

Barges – Ocean Services

NOTATION

(LNG) R

DESCRIPTION

This notation is assigned to a new or existing **LNG** Tank Barge on which the Owner has elected to install a **R**e-gasification facility so that the barge may load and transport LNG and then re-gasify it for direct discharge ashore.

REFERENCES *(1 January 2026)*

5C-24-1/3 of the *Rules for Building and Classing Marine Vessels*

REMARKS

This notation is optional.

Example – ✠ A1, Liquefied Gas Tank Barge, **(LNG) R** …

Barges – Ocean Services

NOTATION

RB

DESCRIPTION

This notation is assigned to barges of any length which have successfully undergone the necessary survey, analysis and repair to enable a barge to continue actively working past its normal life (20-25 years) as required by the ABS *Guide for Rebuilding Vessels Less than 90 Meters (295 Feet) in Length and Barges of Any Length*.

REFERENCES

Subsection 1/1 of the *Guide for Rebuilding Vessels Less than 90 meters (295 feet) in Length and Barges of Any Length*

REMARKS

This notation is optional.

Example – ✠ A1, Oil Tank Barge, Ⓔ, **RB**…

Barges – Ocean Services

NOTATION

VEC

VEC-L

DESCRIPTION

Vapor **E**mission **C**ontrol (**VEC**) – The notation **VEC** is assigned to indicate that an Oil Tank Barge or Fuel Oil Tank Barge is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5-2-3/7 of the ABS *Rules for Building and Classing Steel Barges* for this notation

Vapor **E**mission **C**ontrol-**L**ightering (**VEC-L**) – The notation **VEC-L** is assigned to indicate that an Oil Tank Barge or Fuel Oil Tank Barge is fitted with a vapor emission control system that is also suitable for use during lightering operations; and that the system is in accordance with the applicable requirements of 5-2-3/7.21 of the ABS *Rules for Building and Classing Steel Barges* for this notation.

REFERENCES

5-2-3/7.1 of the *Rules for Building and Classing Steel Barges*

REMARKS

These notations are optional. However, the Rules contain mandatory requirements for vessels that have a vapor emission control system installed.

Example – ✠ A1, Oil Tank Barge, Ⓔ, **VEC**…

✠ A1, Oil Tank Barge, Ⓔ, **VEC-L**…

Rivers and Intracoastal Services

NOTATION

Barge, River Service

Chemical Tank Barge, River Service (Type I, II & III)

Oil Tank Barge, River Service

Passenger Vessel, River Service

Towing Vessel, River Service

DESCRIPTION

These notations are assigned to vessels (barges, chemical tank barges, oil tank barges, passenger vessels, towing vessels, etc.) in compliance with ABS *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*.

REFERENCES

1A-1-2/3 of the *Rules for Conditions of Classification (Part 1A)*

3-2-5/3 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Passenger Vessel, River Service**, Ⓔ, ✠ AMS… or
✠ A1, **Oil Tank Barge, River Service**…

Rivers and Intracoastal Services

NOTATION

Berthed Passenger Vessel, River Service

DESCRIPTION

This notation is assigned to passenger vessels not intended for temporary mooring, in compliance with 3-5-1/1.3 of the ABS *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*.

REFERENCES

3-5-1/1.3 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory when the requirements for anchoring are waived.

Example – ✠ A1, **Berthed Passenger Vessel, River Service**, ✠ AMS…

Rivers and Intracoastal Services

NOTATION

Floating Dry Dock

DESCRIPTION

This notation is to be assigned a floating dry dock over 61 m (200 ft) in length built under the supervision of ABS Surveyors for compliance with the requirements of the ABS *Rules for Building and Classing Steel Floating Dry Docks*.

REFERENCES

1A-6-2/1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Floating Dry Dock**…

Rivers and Intracoastal Services

NOTATION

Reinforcement A

Reinforcement B

DESCRIPTION

These notations are assigned to vessels with additional protection against contact with locks and river bottom and against other wear and tear damage associated with normal operation with other floating equipment that comply with all of the requirements for reinforcement A or B in 3-2-1/25.3 of the ABS *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*.

REFERENCES

3-2-1/25.1 of the *Rules for Building and Classing Steel Vessels for Rivers and Intracoastal Waterways*

REMARKS

These notations are optional.

Example – ✠ A1, Oil Tank Barge, River Service, Ⓔ, **Reinforcement A**…

✠ A1, Towing Vessel, River Service, Ⓔ, **Reinforcement B**…

Rivers and Intracoastal Services, (Great Lakes)

NOTATION

Barge, Great Lakes Service

DESCRIPTION

This is a geographical limitation notation for barges built specifically for trading on the Great Lakes and the St. Lawrence Seaway. This notation is assigned to a barge built under the supervision of the ABS Surveyors to the requirements of the ABS *Rules for Building and Classing Steel Barges*, except where these are modified by the requirements contained in the *Great Lakes Bulk Carrier Rules*, or to their equivalent.

REFERENCES

1A-8-2/1 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of this notation requires Class Committee approval unless it is being downgraded from unrestricted service.

This notation is mandatory for barges built to the modified requirements contained in the ABS *Rules for Building and Classing Bulk Carriers for Service on the Great Lakes*.

Example – ✠ A1, **Barge, Great Lakes Service**…

Underwater Vehicles and Systems

NOTATION

Submersible

Passenger Submersible

Lock-out Submersible

Ambient-Pressure X Submersible

Ambient-Pressure X Passenger Submersible

DESCRIPTION

These notations are to be assigned for manned or occasionally manned underwater vehicles, underwater facilities hyperbaric facilities and diving simulators which have been built to the satisfaction of ABS surveyors to the full requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*, or their equivalent where approved by the ABS Classification Committee for the service.

REFERENCES

1A-7-2/1 of the *Rules for Conditions of Classification (Part 1A)*

Subsections 11/2, 12/3, and 13/3 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Submersible**…

✠ A1, **Passenger Submersible**…

✠ A1, **Lock-out Submersible**…

✠ A1, **Ambient-Pressure X Submersible**…

✠ A1, **Ambient-Pressure X Passenger Submersible**…

Underwater Vehicles and Systems

NOTATION

Lock-out Submersible G

DESCRIPTION

This notation is assigned to lock-out submersibles operated by the U.S. government and complying with Section 12 of the ABS *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities* and Section 7-11-6 of the ABS *Rules for Survey After Construction (Part 7)*.

REFERENCES

Subsection 12/3 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

Section 7-11-6 of the *Rules for Survey After Construction (Part 7)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Lock-out Submersible G**…

Underwater Vehicles and Systems

NOTATION

Air Diving System (P)

Air Diving System (F)

Mixed Gas Diving System (P)

Mixed Gas Diving System (F)

Saturation Diving System (P)

Saturation Diving System (F)

DESCRIPTION

These notations are to be assigned for manned or occasionally manned components that the system has been built to the satisfaction of the ABS Surveyors to the full requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities (UWVS Rules)*, or their equivalent.

REFERENCES

1A-7-2/3 of the *Rules for Conditions of Classification (Part 1A)*

Subsection 14/2 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Air Diving System (P)**…
✠ A1, **Air Diving System (F)**…
✠ A1, **Mixed Gas Diving System (P)**…
✠ A1, **Mixed Gas Diving System (F)**…
✠ A1, **Saturation Diving System (P)**…
✠ A1, **Saturation Diving System (F)**…

Underwater Vehicles and Systems

NOTATION

Diving Bell

Dive Control Station

Handling System

DESCRIPTION

These notations are to be assigned to underwater vehicles and underwater support components which have been built to the satisfaction of ABS surveyors to the full requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*, or their equivalent.

REFERENCES

1A-7-2/5 of the *Rules for Conditions of Classification (Part 1A)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory for support components used with classed systems.

Example – ✠ **Diving Bell**…

✠ **Dive Control Station** …

✠ **Handling System**…

Underwater Vehicles and Systems

NOTATION

Hyperbaric Facility

Hyperbaric Diving Simulator

Hyperbaric Reception Facility

DESCRIPTION

Hyperbaric Facility – This notation is assigned to hyperbaric facilities that are built under ABS survey and meet the requirements of Subsections 15/3 and 15/4 of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Hyperbaric Diving Simulator – This notation is assigned to hyperbaric diving simulators that are built under ABS survey and meet the requirements of Subsections 15/3, 15/4 and 15/5 of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Hyperbaric Reception Facility – This notation is assigned to hyperbaric reception facilities that are built under ABS survey and meet the requirements of Subsections 15/3, 15/4 and 15/6 of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

REFERENCES

Subsection 15/2 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Hyperbaric Facility**…

✠ A1, **Hyperbaric Diving Simulator** …

✠ A1, **Hyperbaric Reception Facility** …

Underwater Vehicles and Systems

NOTATION

ADS

ADS System

DESCRIPTION

Atmospheric **D**iving **S**uit (**ADS**) – The notation **ADS** is assigned to an anthropomorphic, single person suit with muscle powered articulated arms that is capable of withstanding external pressure and is designed for functions such as underwater observation, intervention, survey, inspection or other tasks, and is built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Atmospheric **D**iving **S**uit **System** (**ADS System**) – The notation **ADS System** is assigned to an ADS and associated support components/systems such as support stands, access and service platforms, the handling system and the ADS control station, which are built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

REFERENCES

Subsections 16/3 and 16/5 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **ADS**…

✠ A1, **ADS System**…

Underwater Vehicles and Systems

NOTATION

Underwater Habitat

Underwater Complex

DESCRIPTION

These notations are to be assigned for underwater habitats and complexes that incorporate Pressure Vessels for Human Occupancy (PVHO) type which have been built to the satisfaction of ABS surveyors to the full requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*, or their equivalent where approved by the ABS Classification Committee for the service.

REFERENCES

1A-7-2/1 and 1A-7-2/3 of the *Rules for Conditions of Classification (Part 1A)*

Subsection 17/3 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Underwater Habitat**…

✠ A1, **Underwater Complex**…

Underwater Vehicles and Systems

NOTATION

ROV, Class *X*

HROV, Class *X*

ROV System, Class *X*

DESCRIPTION

The following Class Notations are available for the Classification of Class III and IV ROVs or HROVs and their associated equipment.

Remotely **O**perated **V**ehicle (**ROV, Class *X***) – The notation **ROV, Class *X*** is assigned to a tethered unmanned unit designed for functions such as underwater observation, survey, inspection, construction, intervention or other tasks, built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Hybrid **R**emotely **O**perated **V**ehicle (**HROV, Class *X***) – The notation **HROV, Class *X*** is assigned to a hybrid unit that incorporates features of both ROVs and AUVs and can be operated in either ROV mode or AUV mode, built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Remotely **O**perated **V**ehicle **System** (**ROV System, Class *X***) – The notation (**ROV System, Class *X*** is assigned to an ROV and associated support systems such as the handling system and ROV control station, which are built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Note: "***X***" represents the Roman numerals "III or IV", depending on the category of the ROV:

- Class III Work Class Vehicles
- Class IV Seabed-working Vehicles

REFERENCES

Subsection 18/9 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **ROV, Class III**…

✠ A1, **HROV, Class IV**…

✠ A1, **ROV System, Class IV**…

Underwater Vehicles and Systems

NOTATION

AUV, *X*

HAUV, *X*

DESCRIPTION

The following Class Notations are available for Large and Extra Large AUVs or HAUVs and their associated Equipment.

Autonomous **U**nderwater **V**ehicle (**AUV**) – The notation **AUV, *X*** is assigned to an unmanned untethered unit, designed to operate autonomously and carry out functions such as underwater observation, survey, inspection, intervention or other tasks, built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Hybrid **A**utonomous **U**nderwater **V**ehicle (**HAUV**) – The notation **HAUV, *X*** is assigned to a hybrid unit that incorporates features of both AUVs and ROVs and can be operated in either AUV mode or ROV mode, built to the requirements of the ABS *Rules for Underwater Vehicles, Systems and Hyperbaric Facilities*.

Note: "***X***" represents the AUV categories "Large" or "Extra Large":

REFERENCES

Subsections 19/9 of the *Rules for Building and Classing Underwater Vehicles, Systems and Hyperbaric Facilities*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **AUV, Extra Large**…

✠ A1, **HAUV, Large** …

Offshore Services

NOTATION

Accommodation Service

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for the accommodation of more than 36 persons who are industrial personnel, engaged in some aspect of offshore or related employment, excluding members of the crew. It denotes accommodation units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

Class notation Ⓟ, as defined in 2/3.5 of the ABS *Requirements for Position Mooring Systems*, is required for accommodation units with the anchoring arrangement as sole means of position keeping (i.e., DP system is not installed or does not have the required redundancy).

REFERENCES

8-3-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Unit, **Accommodation Service**…

Offshore Services

NOTATION

Barge Drilling Unit

DESCRIPTION

This notation is to be assigned to barge type, displacement hull offshore drilling units without propulsion machinery. It denotes barge designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/3.5.2 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3A-1-1/3.5.2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Barge Drilling Unit**…

Offshore Services

NOTATION

Cable Laying Service

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for subsea cable installation. It denotes cable laying units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-7-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Unit, **Cable Laying Service**…

Offshore Services

NOTATION

Column-Stabilized Drilling Unit

DESCRIPTION

This notation is assigned to a mobile offshore structure that depends upon the buoyancy of columns for floatation and stability for all afloat modes of operation or raising and lowering the unit. It denotes unit designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/3.3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

8-2-12 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Column-Stabilized Drilling Unit**…

Offshore Services

NOTATION

Column-Stabilized Unit

DESCRIPTION

This notation is assigned to a mobile offshore structure capable of engaging in offshore operations other than drilling, production, storage, or handling of hydrocarbons that depends upon the buoyancy of columns for floatation and stability for all afloat modes of operation or raising and lowering the unit. It denotes unit designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/1.3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3A-1-1/3.3 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Column-Stabilized Unit**…

Offshore Services

NOTATION

Construction and Maintenance Service

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for construction and maintenance activities in support of offshore mineral exploration and production operations. It denotes construction and maintenance units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-5-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Self-Elevating Unit, **Construction and Maintenance Service**…

Offshore Services

NOTATION

Crane Service

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for the lifting of heavy loads in oil drilling and production operations, offshore construction and/or salvage operations, with a lifting capacity of 160 metric tons and above. It denotes crane units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-4-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Unit, **Crane Service**…

Offshore Services

NOTATION *(1 October 2026)*

Data Center

DESCRIPTION

The **Data Center** notation may be assigned to floating and fixed offshore data center installations complying with the requirements in Section 1, data centers installed on barges complying with the requirements in Section 2, or conversions complying with the requirements in Section 3 of the ABS *Requirements for Data Centers for Marine and Offshore Applications*.

- For Offshore Data Centers:

  ✠ A1, Floating Offshore Installation (*Hull Type*), Data Center, (*Geographic Limitation*)…

  ✠ A1, Offshore Installation, Data Center, (*Geographic Limitation*)…

  ✠ A1, Offshore Installation (Self-Installing), Data Center, (*Geographic Limitation*)…

- For Data Centers Installed on Barges:

  ✠ A1, Barge, Data Center, (*Geographic Limitation*)…

  ✠ A1, Barge, Data Center, (*Geographic Limitation* – Jetty Moored)…

  ✠ A1, Barge, Data Center, River Service…

If liquified natural gas or other alternative fuel is stored or consumed on board, the mandatory **DFD-LNG** or other appropriate notation from 5C-13-1/1.1 of the *Marine Vessel Rules* is to be assigned.

REFERENCES

Subsections 1/3 and 2/2 of the *Requirements for Data Centers for Marine and Offshore Applications*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Floating Offshore Installation (Ship Type), **Data Center,** FL(20) 2050, Monterey Bay, California, UWILD…

✠ A1, Offshore Installation, **Data Center,** (S) Monterey Bay, California, FL(20) 2050…

✠ A1, Offshore Installation (Self-Installing), **Data Center,** (S) Monterey Bay, California, FL(20) 2050…

✠ A1, Barge, **Data Center,** (Monterey Bay, California)…

✠ A1, Barge, **Data Center,** (Monterey Bay, California – Jetty Moored)…

✠ A1, Barge, **Data Center,** River Service…

Offshore Services

NOTATION

Drilling Tender

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended as support to an offshore drilling platform. It may contain the power supply, circulating pumps (connected to the platform by hoses) and storage tanks, drill pipe racks, casing, cement, storage space, living quarters and generally, helicopter landing platform. It denotes drilling tenders designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-6-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Self-Elevating Unit, **Drilling Tender**…

Offshore Services

NOTATION

Drillship

DESCRIPTION

This notation is to be assigned to ship type, displacement hull offshore drilling units equipped with propulsion machinery. It denotes unit designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/3.5.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Drillship**, ✠ AMS…

Offshore Services

NOTATION

Floating Offshore Installation (*Hull Type*), Electrical Service Platform

Offshore Installation, Electrical Service Platform

OSS

DESCRIPTION

The ✠ **A1 Floating Offshore Installation (*Hull Type*), Electrical Service Platform** notation may be assigned to floating, site-specific electrical service platforms complying with the requirements in Section 1 through Section 4, parts of Section 5 (as referenced in 1/4.3), and Section 6 of the ABS *Requirements for Offshore Substations and Electrical Service Platforms*.

The ✠ **A1 Offshore Installation, Electrical Service Platform** notation may be assigned to bottom-founded, site-specific electrical service platforms complying with the requirements in Section 1 through Section 4, parts of Section 5 (as referenced in 1/4.3), and Section 6 of the ABS *Requirements for Offshore Substations and Electrical Service Platforms*.

The service notation will be appended by one of the following **(Ship-Type)**, **(Column-Stabilized)**, **(TLP)**, or **(Spar)** to indicate the hull type.

The **OSS** notation may be assigned to the power supply, transmission, battery systems and distribution equipment installed on an Electrical Service Platform solely intended for the installation's function as an offshore Substation in compliance with the applicable requirements in 1/4.1 and Section 5 of the ABS *Requirements for Offshore Substations and Electrical Service Platforms*.

REFERENCES

8-13-1/5 of the *Rules for Building and Classing Offshore Units*

Subsection 1/4 of the *Requirements for Offshore Substations and Electrical Service Platforms*

REMARKS

Assignment of these notations requires Class Committee approval.

The **Floating Offshore Installation (Hull Type), Electrical Service Platform** and **Offshore Installation, Electrical Service Platform** notations are mandatory. The **OSS** notation is optional.

Example – ✠ A1, **Floating Offshore Installation (Ship-Type), Electrical Service Platform**…

✠ A1, **Floating Offshore Installation (Ship-Type), Electrical Service Platform, OSS**…

✠ A1, **Floating Offshore Installation (Column-Stabilized), Electrical Service Platform**…

✠ A1, **Floating Offshore Installation (Column-Stabilized), Electrical Service Platform, OSS**…

✠ A1, **Floating Offshore Installation (TLP), Electrical Service Platform**…

✠ A1, **Floating Offshore Installation (TLP), Electrical Service Platform, OSS**…

✠ A1, **Floating Offshore Installation (Spar), Electrical Service Platform**…

✠ A1, **Floating Offshore Installation (Spar), Electrical Service Platform, OSS**…

✠ A1, **Offshore Installation, Electrical Service Platform**…

✠ A1, **Offshore Installation, Electrical Service Platform, OSS**…

Offshore Services

NOTATION

Floating Offshore Installation (*hull type*), Hydrocarbon

DESCRIPTION

This notation is assigned where an installation is fitted with production facilities, but classification of the topside production facilities is not requested, and certain systems and equipment for the production facilities are in compliance with 8-12-1/3 of the ABS *Rules for Building and Classing Offshore Units*. This notation will also be assigned where an installation is fitted with production facilities, but the optional classification of the topside production facilities is not requested, but the essential safety features of the production facilities in compliance with 4-1-1/5 are approved by ABS. The installation will be classed and distinguished in the *Record* by the symbol ✠ **A1** followed by the notation **Floating Offshore Installation (*hull type*), Hydrocarbon**, provided the installation and position mooring system comply with the applicable requirements and the topside structures and modules comply with Section 9-10-1, 3C-2-2/1.3, 3C-4-3/5.3, 3C-3-3/5.1 or 3C-3-3-/5.3 of the ABS *Rules for Building and Classing Offshore Units*, as appropriate. The shipboard systems, including the electrical system circuit protection for the production facilities and production fire fighting equipment, are to be reviewed by ABS for the classification of the installation.

The service notation will be appended by one of the following **(Ship-Type), (Column-Stabilized), (TLP),** or **(Spar)** to indicate the hull type. The hull structural configurations of these installations are described in Sections 3B-1-1/3 and 3C-1-1/3 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-3-2/3.5 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory, unless an optional notation that covers a greater scope is selected.

Example – ✠ A1, **Floating Offshore Installation (TLP), Hydrocarbon**…

Offshore Services

NOTATION

Floating Production, Storage and Offloading System (*hull type*)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility of an installation that processes, stores and offloads hydrocarbons.

This notation covers the following components:

i) *Floating Production Installation*, including hull structure, applicable marine systems and associated equipment and machinery, safety systems and associated equipment, life saving appliances machinery, subject to the requirements of the ABS *Rules for Building and Classing Offshore Units.*

ii) *Position Mooring System* according to the requirements of the ABS *Rules for Building and Classing Offshore Units*.

iii) *Topside Production Facilities* according to the requirements of the ABS *Guide for Hydrocarbon Production Facilities on Offshore Units* and the ABS *Rules for Building and Classing Offshore Units*.

The service notation will be appended by one of the following **(Ship-Type), (Column-Stabilized), (TLP),** or **(Spar)** to indicate the hull type. The hull structural configurations of these installations are described in Sections 3B-1-1/3 and 3C-1-1/3 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1-2/5.1 of the *Guide for Hydrocarbon Production Facilities on Offshore Units*

1B-3-2/3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Floating Production, Storage and Offloading System (Ship-Type)**, ✠ AMS…

Offshore Services

NOTATION

Floating Production (and Offloading) System (*hull type*)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility of an installation that processes and offloads hydrocarbons without storage capacity.

This notation covers the following components:

i) *Floating Production Installation*, including hull structure, applicable marine systems and associated equipment and machinery, safety systems and associated equipment, life saving appliances machinery, subject to the requirements of the ABS *Rules for Building and Classing Offshore Units.*

ii) *Position Mooring System* according to the requirements of the ABS *Rules for Building and Classing Offshore Units*.

iii) *Topside Production Facilities* according to the requirements of the ABS *Guide for Hydrocarbon Production Facilities on Offshore Units* and the ABS *Rules for Building and Classing Offshore Units*.

The service notation will be appended by one of the following **(Ship-Type), (Column-Stabilized), (TLP),** or **(Spar)** to indicate the hull type. The hull structural configurations of these installations are described in Sections 3B-1-1/3 and 3C-1-1/3 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1-2/5.1 of the *Guide for Hydrocarbon Production Facilities on Offshore Units*

1B-3-2/3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Floating Production, (and Offloading) System (Column-Stabilized)**…

Offshore Services

NOTATION

Floating Storage and Offloading System (*hull type*)

DESCRIPTION

This notation is assigned to cover the hull structure of ship type displacement hull designed, (and other hull configurations), equipment, and the marine machinery, position mooring system, and production facility of an installation that stores and offloads hydrocarbons without hydrocarbon processing facilities. An FSO receives oil from a nearby installation that contains processing equipment. FSOs should not connect directly to a well.

This notation covers the following components:

i) *Floating Production Installation*, including hull structure, applicable marine systems and associated equipment and machinery, safety systems and associated equipment, life saving appliances machinery, subject to the requirements of the ABS *Rules for Building and Classing Offshore Units.*

ii) *Position Mooring System* according to the requirements of the ABS *Rules for Building and Classing Offshore Units*.

iii) *Topside Production Facilities* according to the requirements of the ABS *Guide for Hydrocarbon Production Facilities on Offshore Units* and the ABS *Rules for Building and Classing Offshore Units*.

The service notation will be appended by one of the following **(Ship-Type), (Column-Stabilized), (TLP),** or **(Spar)** to indicate the hull type. The hull structural configurations of these installations are described in Section 3B-1-1/3 and 3C-1-1/3 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1-2/5.1 of the *Guide for Hydrocarbon Production Facilities on Offshore Units*

1B-3-2/3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Floating Storage and Offloading System (Ship-Type)**…

Offshore Services

NOTATION

(Ship-Type)

(Column-Stabilized)

(TLP)

(Spar)

DESCRIPTION

These notations are appended to the service notations **Floating Production, Storage and Offloading System**, **Floating Production (and Offloading) System**, and **Floating Storage and Offloading System** to indicate the hull type. They are defined as follows:

(Ship-Type) – Ship-type installations are single displacement hulls, either ship-shaped or barge-shaped, which have been designed or converted to a floating production and/or storage system. They may have propulsion machinery and/or station keeping systems.

(Column-Stabilized) – Column-stabilized installations consist of surface piercing columns, submerged pontoons and a deck supported at column tops. Buoyancy is provided by the submerged pontoons, surface piercing columns and braces, if any.

(TLP) – Tension leg platform (TLP) installations are vertically moored, buoyant structural systems wherein the excess buoyancy of the platform maintains tension in the mooring system. The TLPs consist of buoyant pontoons and columns, a column top frame or a topside deck and a tendon system with its seafloor foundations.

(Spar) – Spar installations are deep draft, vertical floating structures, usually of cylindrical shape, supporting a topside deck and moored to the seafloor. The hull can be divided into upper hull, mid-section and lower hull.

REFERENCES

1B-3-2/3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, Floating Production, Storage and Offloading System **(Column-Stabilized)**, ✠ AMS…

Offshore Services

NOTATION

Liftboat

DESCRIPTION *(1 January 2025)*

This notation is assigned to liftboats which have been built to the satisfaction of the ABS Surveyor, to the full requirements of the ABS *Requirements for Building and Classing Liftboats*, or equivalent.

REFERENCES *(1 January 2025)*

1-1-2/1 of the *Requirements for Building and Classing Liftboats*

REMARKS *(1 January 2025)*

Assignment of this notation requires Class Committee approval.

This notation is mandatory for liftboats built to the requirements contained in the ABS *Requirements for Building and Classing Liftboats.*

Example – ✠ A1, **Liftboat**, ✠ AMS…

Offshore Services

NOTATION *(1 September 2026)*

Offshore Installation

Offshore Installation, Hydrocarbon

Offshore Installation, Hydrocarbon Processing

Offshore Installation, Hydrocarbon Production

Offshore Installation, Electric Generating Plant (*electric generating plant-export load*)

Offshore Installation, Offshore Pipelines

Offshore Installation, Offshore Risers

Offshore Installation, Chemical Processing

Offshore Installation, Metals/Ore Processing

DESCRIPTION *(1 September 2026)*

The ✠ **A1 Offshore Installation** notation is assigned to Offshore Installations that have been built to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Rules for Building and Classing Offshore Units*.

Offshore Installations that have been built to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Guide for Hydrocarbon Production Facilities on Offshore Units*, and/or the ABS *Guide for Building and Classing Subsea Pipeline Systems* and/or the ABS *Guide for Building and Classing Subsea Riser Systems*. When approved by the Committee, installations will be classed and distinguished in the ABS *Record* by the symbols ✠ **A1 Offshore Installation** followed by the appropriate notation as shown above.

Where a fixed offshore installation is fitted with hydrocarbon production facilities, but the classification of the production facilities is not requested, the fixed offshore installation will be classed and distinguished in the ABS *Record* by the mandatory notation **Offshore Installation, Hydrocarbon**.

REFERENCES

1B-4-2/3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-2/5.3 of the *Guide for Hydrocarbon Production Facilities on Offshore Units*

1-2/1 of the *Guide for Building and Classing Subsea Pipeline Systems*

1-2/1 of the *Guide for Building and Classing Subsea Riser Systems*

REMARKS *(1 September 2026)*

Assignment of these notations requires Class Committee approval.

The **Offshore Installation** and **Offshore Installation, Hydrocarbon** notations are mandatory. The other notations are optional.

Example – ✠ A1, **Offshore Installation**… or

✠ A1, **Offshore Installation, Hydrocarbon**…

✠ A1, **Offshore Installation, Offshore Pipelines**…

Offshore Services

NOTATION *(1 September 2026)*

Offshore Installation (Self-Installing Unit)

Offshore Installation (Self-Installing Unit), Hydrocarbon

DESCRIPTION *(1 September 2026)*

The designation **(Self-Installing Unit)** can be added to the primary Class notation ✠ **A1 Offshore Installation** when machinery and safety systems are included within the scope of classification by applying criteria contained in the ABS *Rules for Building and Classing Offshore Units (OR Rules)*.

Where a self-elevating unit is modified to a fixed offshore installation with production facilities, and the classification of the production facilities is not requested, the unit is to be classed with the mandatory notation **Offshore Installation, Hydrocarbon**. In such cases, the hull jacking system, marine systems, and any of the production, process, and storage systems are not classed by ABS. The main hull structure and platform safety systems are considered within ABS's scope of classification, and the requirements specified in 8-12-1/Table 4 are to apply to such units.

For a Self-Installing Unit with notation **Offshore Installation (Self-Installing Unit), Hydrocarbon**, where machinery and safety systems are included within the scope of classification, and the unit is fitted with processing facilities, but classification of the entire processing facilities is not requested, essential safety systems and equipment for the processing facilities are to comply with requirements specified in 1B-4-2/3.1 of the ABS *Rules for Conditions of Classification – Offshore Units (Part 1B)*.

REFERENCES *(1 September 2026)*

1B-4-2/9.5.2 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

8-12-1/9, 11 of the *Rules for Building and Classing Offshore Units*

Subsection 2/1 of the *Requirements for Building and Classing Self-Elevating Units Intended to Operate as Offshore Installations*

REMARKS *(1 September 2026)*

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, **Offshore Installation (Self-Installing Unit)** (S) Gulf of Mexico…

✠ A1, **Offshore Installation (Self-Installing Unit), Hydrocarbon** (S) Gulf of Mexico …

Offshore Services

NOTATION *(1 March 2025)*

Offshore Liquefied Gas Terminal

F **Floating**

G **Gravity Based**

L **Liquefaction Facility**

O **Transfer of Liquefied Gas (Offloading/Loading)**

P **Gas Processing Facility**

R **Re-Gasification Facility**

S **Storage Facility**

T **Terminal with processing facilities which are not classed**

DESCRIPTION *(1 March 2025)*

These notations are assigned to offshore liquefied gas terminals that have been built, installed and commissioned to the satisfaction of the ABS Surveyors to the full requirements of the ABS *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals* or ABS *Requirements for Building and Classing Gravity-Based Offshore Liquefied Gas Terminals*, where approved by the Committee for service for the specified design environmental conditions. Accordingly, such systems will be classed and distinguished in the ABS *Record* by the symbol ✠ **A1**, followed by **Offshore Liquefied Gas Terminal** and the appropriate notation for the intended service, as listed above. Class notations were chosen to provide a clear description of the function of each configuration using the above symbols.

These notations are also assigned to offshore installations where an LNG processing facility is installed on the unit.

REFERENCES *(1 March 2025)*

2-1/1.1 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

2-1/1.1 of the *Requirements for Building and Classing Gravity-Based Offshore Liquefied Gas Terminals*

Subsection 2/1 of the *Requirements for Building and Classing Self-Elevating Units Intended to Operate as Offshore Installations*

REMARKS *(1 May 2025)*

Assignment of these notations requires Class Committee approval.

These notations are mandatory.

Example – Floating Terminals with Gas Processing and Production, Liquefaction, Storage and Offloading – The floating terminal receives well gas, processes it, liquefies the gas and condensate for storage and offloading:

✠ A1, **Offshore Liquefied Gas Terminal F(LNG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal F(LPG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal F(LNG/LPG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal F(Ammonia) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal F(Hydrogen) PLSO**

Floating Storage and Offloading Terminals with Re-Gasification Facility – The terminal receives LNG, LPG, ammonia from a trading gas or ammonia carrier, stores it, re-gasifies and discharges the gas ashore:

✠ A1, **Offshore Liquefied Gas Terminal F(LNG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal F(LPG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal F(LNG/LPG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal F(Ammonia) ORS**

✠ A1, **Offshore Liquefied Gas Terminal F(Hydrogen) ORS**

Floating Storage and Offloading Terminals – The terminal receives, stores, and offloads LNG, LPG, or ammonia in a lightering operation:

✠ A1, **Offshore Liquefied Gas Terminal F(LNG) SO**

✠ A1, **Offshore Liquefied Gas Terminal F(LPG) SO**

✠ A1, **Offshore Liquefied Gas Terminal F(LNG/LPG) SO**

✠ A1, **Offshore Liquefied Gas Terminal F(Ammonia) SO**

✠ A1, **Offshore Liquefied Gas Terminal F(Hydrogen) SO**

Floating Terminals with processing facilities which are not classed:

✠ A1, **Offshore Liquefied Gas Terminal F(LNG) T**

✠ A1, **Offshore Liquefied Gas Terminal F(LPG) T**

✠ A1, **Offshore Liquefied Gas Terminal F(LNG/LPG) T**

✠ A1, **Offshore Liquefied Gas Terminal F(Ammonia) T**

✠ A1, **Offshore Liquefied Gas Terminal F(Hydrogen) T**

Gravity-Based Terminals with Gas Processing and Production, Liquefaction, Storage and Offloading – The floating terminal receives well gas, processes it, liquefies the gas and condensate for storage and offloading:

✠ A1, **Offshore Liquefied Gas Terminal G(LNG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal G(LPG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal G(LNG/LPG) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal G(Ammonia) PLSO**

✠ A1, **Offshore Liquefied Gas Terminal G(Hydrogen) PLSO**

Gravity-Based Storage and Offloading Terminals with Re-Gasification Facility – The terminal receives LNG, LPG, or ammonia from a trading gas or ammonia carrier, stores it, re-gasifies and discharges the gas ashore:

✠ A1, **Offshore Liquefied Gas Terminal G(LNG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal G(LPG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal G(LNG/LPG) ORS**

✠ A1, **Offshore Liquefied Gas Terminal G(Ammonia) ORS**

✠ A1, **Offshore Liquefied Gas Terminal G(Hydrogen) ORS**

Gravity-Based LNG Storage and Offloading Terminals – The terminal receives, stores, and offloads LNG, LPG, or ammonia in a lightering operation:

✠ A1, **Offshore Liquefied Gas Terminal G(LNG) SO**

✠ A1, **Offshore Liquefied Gas Terminal G(LPG) SO**

✠ A1, **Offshore Liquefied Gas Terminal G(LNG/LPG) SO**

✠ A1, **Offshore Liquefied Gas Terminal G(Ammonia) SO**

✠ A1, **Offshore Liquefied Gas Terminal G(Hydrogen) SO**

Gravity-Based Terminals with processing facilities which are not classed:

✠ A1, **Offshore Liquefied Gas Terminal G(LNG) T**

✠ A1, **Offshore Liquefied Gas Terminal G(LPG) T**

✠ A1, **Offshore Liquefied Gas Terminal G(LNG/LPG) T**

✠ A1, **Offshore Liquefied Gas Terminal G(Ammonia) T**

✠ A1, **Offshore Liquefied Gas Terminal G(Hydrogen) T**

Offshore installations where an LNG processing facility is installed on the unit:

✠ A1, Offshore Installation, Hydrocarbon Production, ✠ **Offshore Liquefied Gas Terminal G(LNG) T,** (S) Gulf of Mexico …

✠ A1, Offshore Installation (Self-Installing Unit), ✠ **Offshore Liquefied Gas Terminal G(LNG) T,** (S) Gulf of Mexico…

✠ A1, Offshore Installation (Self-Installing Unit), Hydrocarbon Production, ✠ **Offshore Liquefied Gas Terminal G(LNG) T,** (S) Gulf of Mexico …

Offshore Services

NOTATION

Offshore Wind Turbine (Bottom-Founded)

RNA

DESCRIPTION

The ✠ **A1 Offshore Wind Turbine (Bottom-Founded)** notation is assigned to Offshore Wind Turbines that have been built and constructed to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines*.

The **RNA** notation is assigned to Offshore Wind Turbines with Rotor Nacelle Assemblies and towers in compliance with the requirements of the ABS Type Approval requirements of the ABS *Rules for Conditions of Classification – Offshore Units (Part 1B)* and the site-specific assessment demonstrates, as a minimum, that loads and deflections calculated for the Bottom-founded Offshore Wind Turbine under the site-specific conditions do not exceed those calculated for the RNA and the tower approved by the ABS Type Approval.

REFERENCES

1-1/3.1 and 1-1/5.1 of the *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines*

REMARKS

Assignment of the **Offshore Wind Turbine (Bottom Founded)** notation requires Class Committee approval.

The ✠ **A1 Offshore Wind Turbine (Bottom-Founded)** notation is mandatory. The **RNA** notation is optional

Example – ✠ A1, **Offshore Wind Turbine (Bottom-Founded)**…

Offshore Services

NOTATION

Offshore Wind Turbine (Floating)

RNA

DESCRIPTION

The ✠ **A1 Offshore Wind Turbine (Floating)** notation is assigned to Offshore Wind Turbines that have been built and constructed to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Guide for Building and Classing Floating Offshore Wind Turbines*.

The **RNA** notation is assigned to Offshore Wind Turbines with Rotor Nacelle Assemblies and towers in compliance with the requirements of the ABS Type Approval requirements of the ABS *Rules for Conditions of Classification – Offshore Units (Part 1B)* and the site-specific assessment demonstrates, as a minimum, that loads and deflections calculated for the Floating Offshore Wind Turbine under the site-specific conditions do not exceed those calculated for the RNA and the tower approved by the ABS Type Approval.

REFERENCES

1-1/5.1 and 1-1/7.1 of the *Guide for Building and Classing Floating Offshore Wind Turbines*

REMARKS

Assignment of the **Offshore Wind Turbine (Floating)** notation requires Class Committee approval.

The **Offshore Wind Turbine (Floating)** notation is mandatory. The **RNA** notation is optional

Example – ✠ A1, **Offshore Wind Turbine (Floating)**…

Offshore Services

NOTATION

Pipe Laying Service

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for subsea pipeline installation. It denotes pipe laying units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-7-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Unit, **Pipe Laying Service**…

Offshore Services

NOTATION

Self-Elevating Drilling Unit

DESCRIPTION

This notation is assigned to units having a hull with sufficient buoyancy to transport the unit to the desired location, to raise the hull to a pre-determined elevation above the sea surface with its legs supported at the seabed. It denotes unit designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

8-2-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Self-Elevating Drilling Unit**…

Offshore Services

NOTATION

Self-Elevating Unit

DESCRIPTION

This notation is assigned to units capable of engaging in offshore operations other than drilling, production, storage, or handling of hydrocarbons having a hull with sufficient buoyancy to transport the unit to the desired location, to raise the hull to a pre-determined elevation above the sea surface with its legs supported at the seabed. It denotes unit designed and built under ABS survey in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

1B-2-2/1.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3A-1-1/3.1 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Self-Elevating Unit**…

Offshore Services

NOTATION

Single Point Mooring

Single Point Mooring (excl. PLEM)

DESCRIPTION

Single Point Mooring – The notation is assigned to a system which provides temporary offshore mooring to a variety of visiting vessels by means of a hawser or yoke from the buoy or fixed tower.

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

REFERENCES

1-1-2/1.1 and 1-1-2/1.3 of the *Rules for Building and Classing Single Point Moorings*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are mandatory. The most appropriate notation is to be assigned based on the scope of class.

Example – ✠ A1, **Single Point Mooring**…

Example – ✠ A1, **Single Point Mooring (excl. PLEM)**…

Offshore Services

NOTATION *(1 December 2025)*

(*hull type*) Spaceport (Recovery)

(*hull type*) Spaceport (Launch)

(*hull type*) Spaceport (Launch, Recovery)

DESCRIPTION *(1 December 2025)*

These notations are assigned to offshore spaceports that have been built and constructed to the satisfaction of the ABS Surveyors, to the requirements as contained in the ABS *Requirements for Building and Classing Offshore Spaceports*.

The service notation will be preceded by one of the following **Barge-Type**, **Column-Stabilized Unit**, **Offshore Installation**, **Self-Elevating Unit**, or **Ship-Type Unit** to indicate the hull type.

REFERENCES

1/2.2.1 of the *Requirements for Building and Classing Offshore Spaceports*

REMARKS *(1 December 2025)*

Assignment of this notation requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, **Barge-Type, Spaceport (Recovery)**…

✠ A1, **Column-Stabilized Unit, Spaceport (Launch, Recovery)**…

✠ A1, **Offshore Installation, Spaceport (Launch)**…

✠ A1, **Self-Elevating Unit, Spaceport (Launch)**…

✠ A1, **Ship-Type Unit, Spaceport (Launch, Recovery)**…

Offshore Services

NOTATION

Subsea Mining (*hull type*)

DESCRIPTION

This notation is assigned to mining units which have been built and constructed to the satisfaction of ABS Surveyors and to the requirements of Sections 1 to 4 and Section 7 of the ABS *Requirements for Subsea Mining* or to their equivalent.

The installation will be classed and distinguished in the *Record* by the symbol ✠ **A1** followed by the notation **Subsea Mining (*hull type*)**. The service notation will be appended by one of the following **(Ship-Type)** or **(Column-Stabilized)** to indicate the hull type.

REFERENCES

1/2.2 of the *Requirements for Subsea Mining*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, **Subsea Mining (Ship-Type)**…

✠ A1, **Subsea Mining (Column Stabilized)**…

Offshore Services

NOTATION

Wind IMR

DESCRIPTION

This notation is to be assigned to an offshore unit primarily intended for the installation, maintenance, and repair of wind turbines, including pile driving, tower installation, and nacelle and blade installation. It denotes Wind Turbine Installation, Maintenance and Repair units designed and built in accordance with the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-8-1/2 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Unit, **Wind IMR**…

Offshore Services

NOTATION

Ⓔ*

DESCRIPTION *(1 January 2025)*

This notation may be assigned to the anchoring equipment of self-propelled mobile offshore units and liftboats, which meet the alternative requirements in 3A-4-1/3.3 of the *Rules for Building and Classing Offshore Units* or 3-5-1/3.5 of the *Requirements for Building and Classing Liftboats*.

REFERENCES *(1 January 2025)*

3A-4-1/3.3 of the *Rules for Building and Classing Offshore Units*

3-5-1/3.5 of the *Requirements for Building and Classing Liftboats*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Self-Elevating Drilling Unit, Ⓔ*, ✠ AMS…

✠ A1, Liftboat, Ⓔ*, ✠ AMS…

Offshore Services

NOTATION

ABS MPD

ABS MPD-Ready

DESCRIPTION

The **ABS MPD™** and **ABS MPD-Ready™** notations may be assigned to drilling units in compliance with the ABS *Guide for Classification and Certification of Managed Pressure Drilling Systems* that may or may not be classed with any of ABS' **CDS** notations and sub-notations for the associated drilling systems.

The **ABS MPD** notation may be assigned to drilling units where classification of an installed MPD system is requested by the Owner/Operator and where approved by the Committee for service under the specified design environmental conditions.

The **ABS MPD-Ready** notation may be assigned to drilling units where MPD operations are anticipated, however, operationally-essential MPD equipment is not physically present.

REFERENCES

Subsection 1/5 of the *Guide for Classification and Certification of Managed Pressure Drilling Systems*

REMARKS

Assignment of the **ABS-MPD** notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Self Elevating Drilling Unit, ✠ **ABS MPD**…

✠ A1, Self Elevating Drilling Unit, **ABS MPD**…

✠ A1, Self Elevating Drilling Unit, ✠ **ABS MPD-Ready**…

✠ A1, Self Elevating Drilling Unit, **ABS MPD-Ready**…

✠ A1, Self Elevating Drilling Unit, ✠ CDS(WCS), ✠ **ABS MPD**…

✠ A1, Self Elevating Drilling Unit, ✠ CDS(WCS), ✠ **ABS MPD-Ready**…

Offshore Services

NOTATION

✠ **AMCC**

✠ **AMCCU**

DESCRIPTION

AMCC – This notation is assigned to the automatic or remote control and monitoring systems for non-propulsion related machinery and systems on offshore floating installations or fixed installations. In particular, where in lieu of manning the machinery space(s) locally, it is intended to control and monitor the machinery/systems under continuous supervision from a local centralized control and monitoring station(s).

AMCCU – This notation is assigned to the automatic or remote control and monitoring systems for non-propulsion related machinery and systems on offshore floating installations or fixed installations. In particular, where it is intended that the machinery space(s) and the local centralized control and monitoring station(s) (if provided) be periodically unmanned, and that the machinery/systems be controlled and monitored from a remote control and monitoring center located outside the machinery space(s).

The Maltese Cross ✠ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under ABS survey.

REFERENCES

1-1/3.1 and 1-1/3.3 of the *Guide for Automatic or Remote Control Monitoring for Machinery and Systems (other than propulsion) on Offshore Installations*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Floating Production, Storage & Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ **AMCC**… or

✠ A1, Floating Production, Storage & Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ **AMCCU**…

Offshore Services

NOTATION

✠ AMS-NP

DESCRIPTION

This notation is assigned to machinery and systems for non-self-propelled units that comply with the applicable requirements of Part 4 of the ABS *Rules for Building and Classing Offshore Units* or their equivalent, as applied to self-propelled units, manufactured and installed under ABS survey and found satisfactory after trials, including propulsion machinery and systems used for short field moves of non-self-propelled units.

REFERENCES

1B-1-3/11 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Self Elevating Drilling Unit, ✠ **AMS-NP**…

Offshore Services

NOTATION

BRZ

BRZ+

DESCRIPTION

These notations may be assigned to Floating Offshore Installations operating in Brazilian jurisdictional waters, which are designed and built in accordance with the applicable Brazilian regulatory requirements listed in 9-9-1/Table 1 of the ABS *Rules for Building and Classing Offshore Units*.

BRZ – This notation demonstrates compliance with applicable requirements in the documents listed in column "BRZ" of 9-9-1/Table 1.

BRZ+ – This notation demonstrates compliance with applicable requirements in the documents listed in column "BRZ+" of 9-9-1/Table 1.

REFERENCES

9-9-1 of the *Rules for Building and Classing Offshore Units*

REMARKS

These notations are optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **BRZ**…

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **BRZ+**…

Offshore Services

NOTATION

✠ CDS

✠ CDS(WCS)

✠ CDS(DSD)

✠ CDS(DSC)

✠ CDS(DSP)

DESCRIPTION

This notation is assigned to drilling systems, subsystems, equipment, and/or components that have been built, installed and commissioned to the satisfaction of the Surveyors to the full requirements of the ABS *Guide for the Classification of Drilling Systems*, where approved by the Committee for service for the specified design environmental conditions. The symbol ✠ will be omitted if the drilling systems and equipment, although complying with the Guide, have not been manufactured and installed under ABS survey.

Upon request by the owner, ✠ **CDS** can be reduced in scope. Following completion of the requirements to change the class scope, the existing ✠ **CDS** may be exchanged for one or more of the following sub-class designations:

- ✠ **CDS(WCS)** applies to the classification of well control system including well control equipment hardware and associated control systems.
- ✠ **CDS(DSD)** applies to the classification of the derrick systems including drawworks, hoisting and drilling and motion compensating systems.
- ✠ **CDS(DSC)** applies to the classification of the drilling fluid circulating system.
- ✠ **CDS(DSP)** applies to the classification of the specialized pipe and tubular handling systems.

Note: ✠ **CDS(WCS+DSD)** class designation would apply where the well control and derrick systems were classed and ✠ **CDS(DSC)** and ✠ **CDS(DSP)** were not selected.

REFERENCES

1B-2-2/3.9 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-2/3 of the *Guide for the Classification of Drilling Systems*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Self Elevating Drilling Unit, ✠ **CDS**… or

✠ A1, Self Elevating Drilling Unit, **CDS**…

✠ A1, Self Elevating Drilling Unit, ✠ **CDS(WCS)**…

✠ A1, Self Elevating Drilling Unit, ✠ **CDS(DSD)**…

✠ A1, Self Elevating Drilling Unit, ✠ **CDS(DSC)**…

✠ A1, Self Elevating Drilling Unit, ✠ **CDS(DSP)**…

Offshore Services

NOTATION

✠ CDS (N)

DESCRIPTION

This notation is assigned to drilling systems and equipment that comply with the ABS *Guide for the Classification of Drilling Systems* and the additional requirements for operation on the Norwegian Continental Shelf contained in the ABS *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*.

REFERENCES

1B-2-2/3.9 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3-1/3 of the *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Self Elevating Drilling Unit, ✠ **CDS (N)**…

Offshore Services

NOTATION

(CI) site

DESCRIPTION

This notation is assigned to an existing vessel converted to an FPI, and classed under the provisions of Section 3B-3-1 of the ABS *Rules for Building and Classing Offshore Units*: If the existing vessel being converted is currently in ABS class with ✠, then the ✠ would be maintained for the converted FPI.

For a converted installation where the trading vessel and site-specific environmental data have been used per the ABS *Rules for Building and Classing Offshore Units*, the basic notation is followed by the qualifier **(CI)**. The **(CI)** qualifier will be followed by the definition of the site. For example, **(CI) Brazil Santos Basin**.

REFERENCES

1B-3-2/3.3 and 1B-3-2/5.3.2 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for installations classed using the provisions of Section 3B-3-1 of the ABS *Rules for Building and Classing Offshore Units*

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) **(CI) Brazil Santos Basin,** ✠ AMS…

Offshore Services

NOTATION

✠ CSS – Production

DESCRIPTION

This notation is assigned to subsea production systems that have been reviewed to the satisfaction of ABS as well as built, installed and commissioned to the satisfaction of the ABS Surveyors to the full requirements of the ABS *Guide for Classification and Certification of Subsea Production Systems, Equipment and Components*, where approved by the Committee for service under the specified design environmental conditions.

REFERENCES

1/3.1 of the *Guide for Classification and Certification of Subsea Production Systems, Equipment and Components*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is mandatory for classed assets.

Example – ✠ A1, Floating Production, Storage and Offloading System (Column-Stabilized), ✠ AMS, ✠ **CSS – Production**…

Offshore Services

NOTATION

(Disconnectable)

(Disconnectable-R (from *site* to *designated port*))

(Disconnectable-R (from *site* to *geographic area bounded by Lat. X1, Long. Y1; Lat. X2, Long. Y2; Lat. X3, Long. Y3; Lat. X4, Long. Y4*))

DESCRIPTION

(Disconnectable) – This notation, together with ✠ **AMS** (or **AMS**), is assigned to a floating installation system that has a propulsion system and a means of disengaging the vessel from its mooring and riser systems to allow the vessel to ride out severe weather or seek refuge under its own power for a specified design environmental condition.

(Disconnectable-R (from site to designated port) or **(from site to geographic area bounded by Lat. X1, Long. Y1; Lat. X2, Long. Y2; Lat. X3, Long. Y3; Lat. X4, Long. Y4))** – This notation, together with ✠ **AMS** (or **AMS**), may be assigned to a Disconnectable floating installation system that is restricted to a specific service area in proximity to its operating site location, where permitted by local authorities or regulations.

REFERENCES

1B-3-2/5.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3B-1-2/5.3.3 of the *Rules for Building and Classing Offshore Units*

2-1/3.1 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

For disconnectable units, it is mandatory that one of these notations to be assigned.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin **(Disconnectable)**, ✠ AMS…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, (S100) Gulf of Mexico, **(Disconnectable)**, ✠ AMS…

Offshore Services

NOTATION

DLA

DLA (S *design return period*)

DESCRIPTION

Dynamic **L**oading **A**pproach (**DLA**) – This notation is assigned to installations where the hull structure has been built to plans reviewed in accordance with the procedure and criteria in the ABS *Guide for "Dynamic Loading Approach" for Floating Production, Storage and Offloading (FPSO) Installations* for calculating and evaluating the behavior of hull structures under dynamic loading conditions, in addition to compliance with other requirements of the Rules.

DLA (S *design return period*) – The basic notation **DLA** is applied when the hydrodynamic loads have been determined using the wave environment of the North Atlantic as if the installation is a trading vessel with a 20- to 25-year service life. If the wave environment of the intended site is used during the analysis, the notation will include an **S** qualifier, followed by the design return period at the defined site. For example, if the 100-year return period was used, the following may apply: **DLA (S100)**. Transit conditions to the intended site are also to be included in the DLA evaluation.

REFERENCES

2-1/3.7 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

3A-2-5/7 and 3A-5-1/1.2.1(b) of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **DLA**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **DLA (S100)**…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, (S100) Gulf of Mexico, **DLA (S100)**, ✠ AMS…

✠ A1, Drillship, ✠ AMS, **DLA**…

Offshore Services

NOTATION

DOPP

DOPP+

DESCRIPTION

DOPP – This notation is assigned to units with a dropped object prevention program approved in accordance with the requirements and criteria established in Chapter 2 and Chapter 4 of the ABS *Guide for Dropped Object Prevention on Offshore Units and Installations*.

DOPP+ – This notation is assigned to units that comply with **DOPP** and possess equipment designs that meet the requirements for primary securing, secondary retention, and specific equipment securing, and which are approved, surveyed, and commissioned to the satisfaction of the Surveyors in full compliance the ABS *Guide for Dropped Object Prevention on Offshore Units and Installations*.

REFERENCES

1-2/1.1 and 1-2/1.3 of the *Guide for Dropped Object Prevention on Offshore Units and Installations*

REMARKS

These notations are optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **DOPP** …

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, S(100) Gulf of Mexico, Ⓔ, ✠ AMS, ✠ ACCU, **DOPP+_**…

✠ A1, Drillship, ✠ AMS, **DOPP**…

Offshore Services

NOTATION

EFP-A1

EFP-A2

EFP-A3

EFP-M1

EFP-M2

EFP-IA

DESCRIPTION

EFP-A1 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have accommodation areas designed, constructed and equipped in accordance with the requirements in 1/5.1.2 as well as the less stringent enhanced requirements of Chapter 2, Section 6 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-A2 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have accommodation areas designed, constructed and equipped in accordance with the requirements in Chapter 1 as well as Chapter 2, Sections 1 through 5 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-A3 – This notation is assigned to MODUs and offshore installations that meet the criteria in 1-1/5.1.2 and also comply with the additional requirements for accommodation areas in Chapter 2, Section 7 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-M1 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/5.5.2 and also comply with the less stringent enhanced requirements for the machinery spaces in Chapter 3, Section 8 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-M2 – This notation is assigned to vessels, MODUs, MOUs and offshore installations that meet the criteria in 1-1/3 and have the machinery spaces designed, constructed and equipped in accordance with the requirements in Chapter 1 and Chapter 3, Sections 1 through 7 of the ABS *Guide for Enhanced Fire Protection Arrangements*.

EFP-IA – This notation is assigned to MODUs as well as floating and fixed offshore installations that meet the criteria in 1-1/3 and have the industrial area designed, constructed and equipped in accordance with the requirements of Chapters 1 and 5 (excluding the alternate requirements of Chapter 2, Section 6 and Chapter 3, Section 8) of the ABS *Guide for Enhanced Fire Protection Arrangements*.

REFERENCES

1-1/5 of the *Guide for Enhanced Fire Protection Arrangements*

REMARKS

These notations are optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **EFP-A**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **EFP-A+**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **EFP-M**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **EFP-IA**…

Offshore Services

NOTATION

ENVIRO-OS

ENVIRO-OS+

EP2020+

DESCRIPTION

ENVIRO-OS – This notation is assigned to an offshore unit, floating installation, or liftboat complying with the applicable requirements of Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and associated ABS requirements which influence environmental protection.

ENVIRO-OS+ – This notation will be assigned to an offshore unit, floating installation, or liftboat complying with applicable requirements of the **ENVIRO-OS** notation and Annexes I, IV, V, and VI to the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, as amended and the criteria for environmental protection related to design characteristics, management and support systems, sea discharges, and air discharges specified in the ABS *Guide for the Environmental Protection Notation for Offshore Units, Floating Installations, and Liftboats*.

EP2020+ – This notation will be assigned for a refrigeration system where the use of a refrigerant medium exceeds GWP of 2000, provided the refrigerant system complies with all the other conditions and requirements of Subsection 3/19 of the ABS *Guide for the Environmental Protection Notation for Offshore Units, Floating Installations, and Liftboats* for **ENVIRO-OS+** notation. This signifies the owner's commitment to replace the existing refrigerant with one having GWP less than or equal to 2000, by the year 2020.

REFERENCES

1/3.1, 1/3.3, and 4/17.1 of the *Guide for the Environmental Protection Notation for Offshore Units, Floating Installations, and Liftboats*

REMARKS

These notations are optional.

Example – ✠ A1, Liftboat, Ⓔ, ✠ AMS, ✠ ACCU, **ENVIRO-OS**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **ENVIRO-OS+**…

✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **ENVIRO-OS+ (EP2020+)**…

Offshore Services

NOTATION

FL(*number of years*), *Year*

DESCRIPTION

Fatigue **L**ife (**FL(*number of years*), *Year***) – This is a notation that denotes that only the required fatigue analysis of Appendix 3B-4-A2 of the ABS *Rules for Building and Classing Offshore Units* for ship-type installations, 3C-2-2/5, 3C-3-3/5 or 3C-4-3/5 of the ABS *Rules for Building and Classing Offshore Units* for non-ship-type installations, or 3-5/7.1 and 3-5/7.3 of the ABS *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals* for floating terminals is performed for either unrestricted service wave environment or the transit and site specific wave environment.

The **(*number of years*)** refers to the design fatigue life equal to 20 years or more (in 5-year increments), as specified by the applicant. Where different design fatigue life values are specified for different structural elements within the installation, such as hull structure components, hull interface structures and position mooring system components, the **(*number of years*)** refers to the least of the target values. In the case when spectral fatigue analysis is also applied the least of the fatigue life values calculated by the required fatigue strength analysis for the **FL** notation and the spectral fatigue analysis must satisfy the design fatigue life. The "design fatigue life" refers to the target value set by the applicant, not the value calculated in the analysis.

Year is the year of maturation of fatigue life in the defined site location is assigned.

REFERENCES

1B-3-2/5.7.2 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

2-1/3.9.2 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory for new construction installations.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, **FL(30)**, **2041**, ✠ AMS…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, (S100) Gulf of Mexico, **FL(30)**, **2041**, ✠ AMS…

Offshore Services

NOTATION

FL(*number of years*), *Year*

DESCRIPTION

Fatigue **L**ife (**FL(*number of years*), *Year***) – This notation will be assigned to identify the design fatigue life in years and the year of maturation of fatigue life in the defined site. The "design fatigue life" refers to the target value set by the owner or designer, not the value calculated in the analysis. The design fatigue life is to be verified to be in compliance with the fatigue criteria in the *Rules for Building and Classing Offshore Units*, the *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines*, or the *Guide for Building and Classing Floating Offshore Wind Turbines*.

The class notation **FL(number of years), Year** is mandatory to be assigned and published in the ABS *Record*.

REFERENCES

1B-4-2/9.3.1 of the *Rules for Conditions of Classification - Offshore Units (Part 1B)*

1-1/5.3 of the *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines*

1-1/7.5 of the *Guide for Building and Classing Floating Offshore Wind Turbines*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory.

Example – ✠ A1, Offshore Installation, **FL(20), 2040**…

✠ A1, Offshore Wind Turbine (Bottom-Founded), **FL(25), 2045**…

✠ A1, Offshore Wind Turbine (Floating), **FL(25), 2045**…

Offshore Services

NOTATION

FLM(*number of years*), *Year*

DESCRIPTION

This notation will follow the **FL(*number of years*), *Year***, **RFL(*number of years*), *Year***, or **SFA(*number of years*), *Year*** notation.

For New Construction:

Fatigue **L**ife **M**ooring (**FLM(*number of years*), *Year***) – This is a notation assigned where different design fatigue life values are specified for structural elements (hull and hull interface structures) and the position mooring system or stationkeeping system within the installation.

The **(*number of years*)** refers to the design fatigue life for the position mooring system or stationkeeping system.

Year is the year of maturation associated with the position mooring system or stationkeeping system.

The position mooring systems covered by the notation **FLM** refers to all off-the-vessel mooring components, anchor foundation systems, and submerged buoy structure for disconnectable mooring systems. If any of those components has a fatigue life greater than the mooring system indicated in the notation **FLM**, this may be noted in the *Record*. On-the-vessel mooring components and equipment are to have a design fatigue life equal or greater than the structural elements. If the on-the-vessel components fatigue life exceeds the structural elements, this may also be noted in the *Record*.

For Conversions:

Fatigue **L**ife **M**ooring (**FLM(*number of years*), *Year***) – This is a notation assigned where different design fatigue life values are specified for structural elements (hull and hull interface structures) and the position mooring system within the installation.

The **(*number of years*)** refers to the target value of the fatigue life for a new position mooring system.

Year is the year of maturation associated with the new position mooring system.

REFERENCES

1B-3-2/5.7.2, 1B-3-2/5.7.3 and 1B-3-2/5.7.5 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-1/7.5 of the *Guide for Building and Classing Floating Offshore Wind Turbines*

2-1/3.9.2 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, FL(30), 2041, **FLM(25)**, **2036**, ✠ AMS…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI) Brazil Santos Basin, RFL(15), 2018, **FLM(20)**, **2023**, ✠ AMS…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, SFA(30), 2041, **FLM(25)**, **2036**, ✠ AMS……

✠ A1, Offshore Wind Turbine (Floating), FL(25), 2045**, FLM(20)**, **2040**…

Offshore Services

NOTATION

FLM(*number of years*), *Year*

DESCRIPTION

Fatigue **L**ife **M**ooring (**FLM(*number of years*), *Year***) – This is a notation assigned where design fatigue life values are specified by the applicant for the position mooring system and the design complies with the fatigue requirements of the ABS *Requirements for Position Mooring Systems*.

The **(*number of years*)** refers to the target value of the fatigue life for a new position mooring system and

Year refers to the year of maturation associated with the new position mooring system.

REFERENCES

1-1-2/1.1 of the *Rules for Building and Classing Single Point Moorings*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Single Point Mooring, **FLM(20)**, **2040**…

Offshore Services

NOTATION

GRC(Type I or II, PS, or AS)

DESCRIPTION

This notation is assigned to a vessel or unit classed by ABS, which has an ABS Register of Offshore Access Gangway Systems permanently installed in compliance with the ABS *Guide for Certification of Offshore Access Gangways*.

Type I – signifies that the gangway system permits unrestricted flow of personnel transfer within the capacity limitation and is supported at both ends

Type II – signifies that the gangway system permits limited flow of personnel transfer

PS – signifies that the vessel or unit has an installed passive motion compensation gangway system designed, constructed, and tested in accordance with the respective requirements of the ABS *Guide for Certification of Offshore Access Gangways*

AS – signifies that the vessel or unit has an installed active or full active motion compensation gangway system designed, constructed, and tested in accordance with the respective requirements of the ABS *Guide for Certification of Offshore Access Gangways*

In the case of a vessel with more than one gangway, separate reviews and surveys for each gangway will be required, and multiple gangway systems are to be included in the notation.

REFERENCES

Subsection 1/7 of the *Guide for Certification of Offshore Access Gangways*

REMARKS

These notations are optional.

Example – ✠ A1, Column-Stabilized Unit, Accommodation Service, **GRC(Type I-PS)**…

✠ A1, Column-Stabilized Unit, Accommodation Service, **GRC(Type I-AS), GRC(Type II-PS)**…

Offshore Services

NOTATION

HL(*number of years*)

DESCRIPTION

This is a notation that denotes a floating terminal's structural design life is greater than 20 years and the floating terminal is designed for uninterrupted operation on-site without any drydocking. The nominal design corrosion values (NDCV) of the hull structure are to be increased in accordance with 3B-4-1/1.7 of the ABS *Rules for Building and Classing Offshore Units* or 3-2/3.3 of the ABS *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*. The **(*number of years*)** refers to the design life greater than 20 years (in 5-year increments) as reflected by the increase in nominal design corrosion values.

REFERENCES

1B-3-2/5.7.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

2-1/3.9.1 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

This notation is mandatory for installations that have a design life greater than 20 years.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, **HL(30)**, ✠ AMS…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, (S100) Gulf of Mexico, **HL(30)**, ✠ AMS…

Offshore Services

NOTATION

✠ **IMP-EXP**

✠ **IMP**

✠ **EXP**

DESCRIPTION

✠ **IMP-EXP** – This notation is assigned to an installation where the import and export systems are built in full compliance with the requirements of Part 9, Chapter 4 of the ABS *Rules for Building and Classing Offshore Units*.

✠ **IMP** or ✠ **EXP** – One of these notations is assigned to an installation when only the import system or the export system, respectively, is built in full compliance with the requirements of Part 9, Chapter 4 of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

9-4-1/1.1 of the *Rules for Building and Classing Offshore Units*

REMARKS

These notations are optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Column-Stabilized) (S) Brazil Santos Basin, ✠ AMS, ✠ **IMP-EXP**…

Offshore Services

NOTATION *(1 July 2025)*

LE (*number of years*) *year* (*site*)

DESCRIPTION *(1 July 2025)*

Life **E**xtension (**LE**) – For the first life extension up to 5 years, upon agreement with operator/owner, this may be granted instead of **RFL** or **FL** without performing new fatigue analysis as required in Section 1B-3-2 of the ABS *Rules for Conditions of Classification – Offshore Units (Part 1B)*, if the following conditions are to be satisfied:

- Any modifications to the structure have class approval.
- Critical areas of the original design have been re-examined using NDT techniques and verified to be satisfactory by ABS Surveyor.
- Additional items to be determined on a case-by-case basis during the life extension process have been resolved.

(*number of years*) refers to the extended life of the unit and ***year*** refers to the year of maturation, and **(*site*)** refers to the location in which the floating offshore installation is to continue its service.

REFERENCES

1B-3-2/5.7.5 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

Subsection 1/4 of the *Requirements for Life Extension of Floating Production Installations*

REMARKS *(1 July 2025)*

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI) Brazil Santos Basin, **LE(15), 2018 (Brazil Santos Basin)**, ✠ AMS…

Offshore Services

NOTATION

Ⓜ

Ⓟ

DESCRIPTION

Ⓜ – This symbol signifies that the anchor, chains or wire rope, which have been specified by the Owner for position mooring, have been tested in accordance with the specifications of the Owner and in the presence of a Surveyor. It is applicable to ship type displacement hull designed for offshore operation as well as to multiple hull design. The symbol Ⓜ is placed after the classification notation ✠ **A1**.

Ⓟ – This symbol signifies that that the anchor, chains or wire rope satisfy the ABS *Rules for Building and Classing Offshore Units* for position mooring, as outlined in Appendix 3-4-A1. It is applicable to ship type displacement hull designed for offshore operation as well as to multiple hull design. The symbol Ⓟ is placed after the classification notation ✠ **A1**. Ⓟ is required for accommodation units, accommodation barges, and pipe-laying or subsea service OSVs with large accommodations with the anchoring arrangement as the sole means of position keeping (i.e., DP system is not installed or does not have the required redundancy).

REFERENCES

1B-2-2/11 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

3A-4-1/5 and 3A-4-1/7 of the *Rules for Building and Classing Offshore Units*

2/3.5 of the *Requirements for Position Mooring Systems*

5-3-6/19.5 of the *Rules for Building and Classing Steel Barges*

REMARKS

Position mooring is intended for maintaining position during the operation of the unit.

In general, these notations are optional. However, certain Barges require Ⓟ. Refer to the vessel specific Rules.

Example – ✠ A1, Column Stabilized Drilling Unit, Ⓜ…

✠ A1, Column Stabilized Drilling Unit, Ⓟ…

✠ A1, Accommodation Barge, Ⓟ…

Offshore Services

NOTATION

(M-PL)

(P-PL)

TAM-PL

TAM-PL (Manual)

DESCRIPTION

(M-PL) – This symbol indicates that the mooring equipment, chain or wire rope (carried onboard the unit) which has been specified by the Owner for position (pre-laid) mooring have been tested in accordance with the specifications of the Owner and in the presence of a Surveyor. The symbol **(M-PL)** is placed after the classification notation ✠ **A1**.

(P-PL) – This symbol indicates that the mooring equipment and components carried onboard a unit and designed for the pre-laid position mooring system has the positioning mooring capability of the unit, when hooked up with pre-laid mooring components, under owner specified environmental conditions and meets the requirements specified in the *Requirements for Position Mooring Systems*. The symbol **(P-PL)** is placed after the classification notation ✠ **A1**.

TAM-PL – This symbol is Indicates a pre-laid system fitted with a TA system with automatic position control. The system is capable maintaining the position and heading of the unit under specified maximum environmental conditions and meet the requirements of requirements of the *Requirements for Position Mooring Systems*. The symbol **TAM-PL** is placed after the classification notation ✠ **A1**.

TAM-PL (Manual) – This symbol indicates a pre-laid system fitted with a TA system that is manually operated by a TA operator. The system is capable maintaining the position and heading of the unit under specified maximum environmental conditions and meets the requirements of the *Requirements for Position Mooring Systems*. The symbol **TAM-PL (Manual)** is placed after the classification notation ✠ **A1**.

REFERENCES

2/3.5 and Section 5 of the *Requirements for Position Mooring Systems*

REMARKS

These notations are optional.

Example – ✠ A1, **(M-PL)**, Column Stabilized Drilling Unit…

✠ A1, **(P-PL)**, Column Stabilized Drilling Unit…

✠ A1, **TAM-PL**, Column Stabilized Drilling Unit…

✠ A1, **TAM-PL (Manual)**, Column Stabilized Drilling Unit…

Offshore Services

NOTATION

MARGINAL FIELD (*site*)

DESCRIPTION

This notation is assigned to an existing vessel converted to a FPSO, FPS or FSO and intended to be used at marginal field and the unit will be drydocking every 5 years. The **RFL** notation may be omitted. A notation **MARGINAL FIELD (*site*)** will be added after **CI** to indicate the intended use for 5 years for the site.

REFERENCES

1B-3-2/5.7.3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) **(CI) MARGINAL FIELD (Brazil Santos Basin)**, ✠ AMS…

Offshore Services

NOTATION *(1 May 2025)*

MTEP (XXX, YY, ZZZZ)

DESCRIPTION

Modified **T**ank **E**ntry **P**rogram (**MTEP (XXX, YY, ZZZZ**) – This notation is assigned to units and floating intended to undertake long term employment at a single site that comply with the ABS *Guide for Modified Tank Entry Program*. The "**XXX**" represents the tank type, "**YY**" represents the number of years the program is approved for, and "**ZZZZ**" represents the year when the MTEP ends.

The "**XXX**" in the notation is defined as follows:

i) Cargo Tanks for Liquefied Gas such as **LNG**

ii) Cargo Oil Tanks (**COT**)

iii) Ballast Tanks (**Ballast**)

iv) Void Spaces (**Void**)

REFERENCES

Subsection 1/4 of the *Guide for Modified Tank Entry Program*

REMARKS

This notation is optional.

Example – ✠ A1, Liquefied Gas Carrier, (LNG) R, **MTEP (LNG, 10, 2035)**…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG), **MTEP (LNG, 10, 2035)**…

✠ A1, Floating Production, Storage and Offloading Installation (Ship-Type), **MTEP (COT, 10, 2035)**…

✠ A1, Floating Production, Storage and Offloading Installation (Ship-Type), **MTEP Ballast, 10, 2035)**…

✠ A1, Floating Production, Storage and Offloading Installation (Ship-Type), **MTEP (Void, 10, 2035)**…

✠ A1, Floating Production, Storage and Offloading Installation (Ship-Type), **MTEP (COT, 10, 2035), MTEP (Ballast, 10, 2040), MTEP (Void, 10, 2037)**…

Offshore Services

NOTATION

(N)

DESCRIPTION

This notation is assigned to a mobile offshore unit, operating on the Norwegian Continental Shelf (NCS), that has been designed, constructed, installed and surveyed in compliance with the ABS *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*.

REFERENCES

1-1/3.1 of the *Guide for Mobile Offshore Units Operating on Norwegian Continental Shelf, N-Notation*

REMARKS

This notation is optional.

Example – ✠ A1, Column-Stabilized Drilling Unit **(N)**…

Offshore Services

NOTATION

NMOOR-JETTY

NMOOR-JETTY(*number of years*), *YEAR*

DESCRIPTION

This notation is assigned to a vessel with a jetty mooring system that complies with the requirements of the ABS *Guide for Nearshore Position Mooring*.

When the mooring system has a specified fatigue life, it is indicated in the notation as **NMOOR-JETTY (number of years), YEAR**. The **(*number of years*)** indicates the minimum fatigue life of the entire mooring system, as each component in the mooring system has a different fatigue life based on the manufacturer's specification, and **YEAR** refers to the year of maturation associated with the jetty mooring system. For example, **NMOOR-JETTY(20), 2044** for a mooring system installed in 2024, if the specified fatigue life is 20 years. If there is no specified fatigue life, the year designations will be omitted.

REFERENCES

1/3.1 of the *Guide for Nearshore Position Mooring*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, **NMOOR-JETTY(20), 2044**, ✠ AMS…

Offshore Services

NOTATION

OCC

DESCRIPTION

Offshore **C**harging **C**onnection (**OCC**) – This notation is assigned to single point moorings fitted with charging stations which are found to comply with the requirements in Part 4, Chapter 5 and Part 5, Chapter 3 of the ABS *Rules for Building and Classing Single Point Moorings*.

REFERENCES

1-1-2/6 of the *Rules for Building and Classing Single Point Moorings*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Single Point Mooring **(OCC),** FLM(20), 2040**…**

Offshore Services

NOTATION

OHCM

DESCRIPTION

Offshore **H**ull **C**onstruction **M**onitoring (**OHCM**) – This notation is assigned to mobile offshore units and floating installations that have been found in compliance with 3A-1-2/4 of the *Rules for Building and Classing Offshore Units*, Appendix 3B-1-A1 of the ABS *Rules for Building and Classing Offshore Units*, or Chapter 3, Appendix 6 of the ABS *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*.

REFERENCES *(1 May 2026)*

3A-1-2/4, 3A-5-1/1.2.1(c), 3B-1-A1/3 of the *Rules for Building and Classing Offshore Units*

1B-1-3/19 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

2-1/3.13 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS *(1 May 2026)*

This notation is mandatory.

Example – ✠ A1, Column-Stabilized Drilling Unit, Ⓔ, ✠ AMS, ✠ ACCU, **OHCM**…

✠ A1, Self-Elevating Drilling Unit, Ⓔ, ✠ AMS, **OHCM**…

✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **OHCM** …

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, S(100) Gulf of Mexico, Ⓔ, ✠ AMS, ✠ ACCU, **OHCM**…

✠ A1, Drillship, ✠ AMS, **OHCM**…

Offshore Services

NOTATION

RBI(Hull)

RBI(Mooring)

RBI(Riser)

RBI(Topsides Facility)

RBI(Topsides Structure)

RBI(Fixed Offshore Platform)

DESCRIPTION

RBI(Hull) – This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the hull structure approved in accordance with the applicable parts of Section 2 Section 3 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

RBI(Mooring) – This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the mooring system approved in accordance with the applicable parts of Section 2, Section 3 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

RBI(Riser) – This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the production riser system approved in accordance with the applicable parts of Section 2, Section 3 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

RBI(Topsides Facility) –This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the topside static mechanical systems approved in accordance with the applicable parts of Section 2, Section 4 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

RBI(Topsides Structure) –This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the topsides structure approved in accordance with the applicable parts of Section 2, Section 3 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

RBI(Fixed Offshore Platform) –This notation is assigned to an offshore installation with a **R**isk-**B**ased **I**nspection program for components of the jacket and deck structures approved in accordance with the applicable parts of Section 2, Section 3 and Sections 5 and 6 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*.

Offshore installations with an RBI program for a set of systems from above will be assigned a combination of appropriate notations. For example, **RBI(Hull), RBI (Mooring)** may be assigned if hull structure and mooring system both follow an RBI program.

REFERENCES

Subsection 1/7 of the *Guide for Risk-Based Inspection for Floating and Fixed Offshore Installations*

REMARKS

These notations are optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Hull)**…

✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Mooring)**…

✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Riser)**…

✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Topsides Facility)**…

✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Topsides Structure)**…

✠ A1, Offshore Installation, Hydrocarbon Processing, **RBI(Fixed Offshore Platform)**…

✠ A1, Floating Production, Storage and Offloading System (TLP) (S) Brazil Santos Basin, Ⓜ, **RBI(Hull), RBI(Mooring), RBI(Topsides Facility)**…

Offshore Services

NOTATION

Restricted Service

Restricted Service – Afloat Condition

Restricted Service – Elevated Condition

DESCRIPTION

These notations are assigned to offshore units which are not designed to meet the full criteria for unrestricted service.

For each mode of operation, the limiting environmental conditions specified by the Owner and used in the design of the unit will not require the notation **Restricted Service**, provided that the criteria for unrestricted service are met. The Owner is responsible to operate the unit within the limiting environmental conditions specified in the Operating Manual.

The notation **Restricted Service** will not be applied to site-specific offshore units or installations (e.g., FPSO, FSO, FPS, TLP, Spar, offshore installation) when the notation includes the geographical description of the site of installation. The name of the field, identification of the block or the geographical coordinates may be acceptable means to identify the site in the class notation.

REFERENCES *(1 January 2025)*

1B-2-2/7 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-1-2/5 of the *Requirements for Building and Classing Liftboats*

3A-5-2/1.1 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of these notations requires Class Committee approval unless they are being downgraded from unrestricted service.

These notations are mandatory for offshore units which are not designed to meet the full criteria for unrestricted service.

Example – ✠ A1, Column-Stabilized Drilling Unit, **Restricted Service – Afloat Condition**…

✠ A1, Liftboat, ✠ AMS, **Restricted Service – Elevated Condition** …

✠ A1, Self-Elevating Unit, **Restricted Service – Elevated Condition**…

✠ A1, Drillship, ✠ AMS, **Restricted Service**…

Offshore Services

NOTATION

RFL(*number of years*), *Year*

DESCRIPTION

Remaining **F**atigue **L**ife (**RFL**) – This notation is assigned to an existing vessel that is converted to an FPSO, FPS, FSO, or FLGT in the process referred to as an FPI vessel conversion, and the FPSO, FPS or FSO is classed under the provisions of Section 3B-3-1 of the ABS *Rules for Building and Classing Offshore Units*, the expected minimum remaining fatigue life of the structure is to be assessed according to Section 3B-3-3 and documented by recording its value in the *Record*. The **RFL** notation will be followed by the value of the expected minimum remaining fatigue life in years, the year of maturation of fatigue life and the specific site of installation. For example, **RFL(15), 2018** indicates that the expected minimum remaining fatigue life of the structure is 15 years, which will be reached in the year 2018.

This notation is assigned to an existing Self-Elevating Unit (SEU) converted to operate as an offshore installation complying with the ABS *Rules for Building and Classing Offshore Units* and the ABS *Guide for the Fatigue Assessment of Offshore Structures*, based on the service history provided by the Owner or Operator

The **RFL(*number of years*), *Year*** notation as applied to a Self-Elevating Unit (SEU) converted to operate as an offshore installation or an FPI vessel conversion is mandatory.

REFERENCES

1B-3-2/5.7.3 and 1B-4-2/9.3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

2-1/3.9.3 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

Assignment of this notation requires Class Committee approval.

These notations are mandatory for existing vessels converted to floating offshore installations.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI) Brazil Santos Basin, **RFL(15), 2018**, ✠ AMS…

✠ A1, Offshore Installation (Self-Installing Unit), **RFL(10), 2030**…

Offshore Services

NOTATION

RFLM(*number of years*), *Year*

DESCRIPTION

Remaining **F**atigue **L**ife **M**ooring (**RFLM**) – This notation is assigned to an existing vessel that is converted to an FPSO, FPS, FSO, or FLGT in the process referred to as an FPI vessel conversion, and the FPSO, FPS, FSO, or FLGT is classed under the provisions of Section 3B-3-1 of the ABS *Rules for Building and Classing Offshore Units* or a single point mooring, where different design fatigue life values are specified for structural elements (hull and hull interface structures) and the position mooring system within the installation and where an existing mooring system is to be reused. This notation refers to the remaining fatigue life of the existing position mooring system.

Year refers to the remaining fatigue life of the existing position mooring system.

The existing mooring systems covered by the notation **RFLM** are limited to all off-the-vessel mooring components, anchor foundation systems, and submerged buoy structure for disconnectable mooring systems. If any of those components has a fatigue life greater than the mooring system indicated in the notation **RFLM**, this may be noted in the *Record*. On-the-vessel mooring components and equipment are to have a design fatigue life equal or greater than the structural elements. If the on-the-vessel components fatigue life exceeds the structural elements, this may also be noted in the *Record*.

REFERENCES

1B-3-2/5.7.3 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-1-2/1.1 of the *Rules for Building and Classing Single Point Moorings*

2-1/3.9.3 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

Assignment of this notation requires Class Committee approval.

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI) Brazil Santos Basin, **RFL(15), 2018**, **RFLM(10), 2013**, ✠ AMS…

✠ A1, Single Point Mooring**, RFLM(10)**, **2013**…

Offshore Services

NOTATION

(S) *site*

DESCRIPTION

This notation is assigned to new-build ship-type installations where transit condition and site-specific environmental data have been used per the ABS *Rules for Building and Classing Offshore Units* in lieu of North Atlantic data, for example, **(S) Brazil Santos Basin**.

REFERENCES

1B-3-2/5.3.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

REMARKS

This notation is mandatory for ship type floating offshore installations.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) **(S) Brazil Santos Basin**, ✠ AMS…

Offshore Services

NOTATION

(S) ***site***

DESCRIPTION

This notation is assigned to an offshore installation or a Floating Offshore Wind Turbine designed and built to the requirements for pre-service conditions and strength criteria for in-service site-specific conditions in accordance with the *Rules for Building and Classing Offshore Units*, the *Guide for Building and Classing Floating Offshore Wind Turbines*, or the *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines* and maintained in accordance with the applicable ABS requirements.

The site-specific environmental data and electric network condition data (as applicable) for in-service conditions will be indicated by the **(S)** qualifier following the basic notation. The **(S)** qualifier followed by the definition of the site is mandatory to be assigned and published in the ABS *Record*.

REFERENCES

1B-4-2/9.1 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

1-1/7.3 of the *Guide for Building and Classing Floating Offshore Wind Turbines*

1-1/5.3 of the *Guide for Building and Classing Bottom-Founded Offshore Wind Turbines*

REMARKS

This notation is mandatory.

Example – ✠ A1, Offshore Installation, **(S) Gulf of Mexico**…

✠ A1, Offshore Wind Turbine (Floating), **(S) Gulf of Maine**…

✠ A1, Offshore Wind Turbine (Bottom-Founded), **(S) Gulf of Maine**…

Offshore Services

NOTATION

(S *years*) *site*

DESCRIPTION

This notation is assigned to floating terminals designed and built to the special modified requirements for on-site operation, thus **F(LNG) PLSO (S100) Gulf of Mexico**, where "100" signifies that the terminal is reviewed for 100 years design return period.

REFERENCES

2-1/3.5 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

This notation is mandatory where the terminal has been designed to the modified requirements for on-site operation.

Example – ✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, **(S100) Gulf of Mexico**,
✠ AMS…

Offshore Services

NOTATION

SFA(*number of years*), *Year*

DESCRIPTION

Spectral **F**atigue **A**nalysis (**SFA**) – This notation is assigned to vessels where **S**pectral **F**atigue **A**nalysis is performed in accordance with criteria established in Part 3B, Chapter 2 of the ABS *Rules for Building and Classing Offshore Units* and the ABS *Guide for the Fatigue Assessment of Offshore Structures*.

The **(*number of years*)** refers to the design fatigue life equal to 20 years or more (in 5-year increments), as specified by the applicant. The **Year** is the year of maturation of fatigue. For example, **SFA (30), 2041** if the design fatigue life specified is 30 years, and the vessel is built in 2011.

REFERENCES

1B-3-2/5.7.2 of the *Rules for Conditions of Classification – Offshore Units (Part 1B)*

2-1/3.11 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

3A-5-1/1.2.1(a) of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **SFA(30), 2041**…

✠ A1, Offshore Liquefied Gas Terminal, F(LNG) PLSO, (S100) Gulf of Mexico, ✠ AMS, **SFA(30), 2041**…

✠ A1, Drillship, ✠ AMS, **SFA(30), 2041**…

Offshore Services

NOTATION

SFA(R *number of years*), *Year*

DESCRIPTION

Spectral **F**atigue **A**nalysis (**SFA(R *number of years*),*Year***) – This notation is assigned to existing vessels converted to an FPSO, FPS or FSO where **S**pectral **F**atigue **A**nalysis is applied to assess the expected minimum remaining fatigue life of the structure

The **SFA** notation will be followed by the value of the expected minimum remaining fatigue life in years preceded by the letter **R**, and the year of maturation of fatigue life in the defined site location.

REFERENCES

3B-2-1/2.7.2 of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (S) Brazil Santos Basin, ✠ AMS, **SFA (R15), 2018**…

Offshore Services

NOTATION

SLE (XX)

DESCRIPTION

Service **L**ife **E**nhancement (**SLE**) – This notation is assigned to ship-type floating offshore units that comply with Section 9-11-1 of the *Rules for Building and Classing Offshore Units* with regard to provision of an additional slop tank, extension of underdeck coatings in cargo tanks, and five-year structural review.

The **SLE** notation is to be applied in combination with one or more of the following descriptive letters:

- **ST** (Slop Tank)
- **UC** (Underdeck Coating for Cargo Tanks)
- **5Y** (Five Year Structural Review)

REFERENCES

Section 9-11-1 of the *Rules for Building and Classing Offshore Units*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Production, Storage and Offloading System (Ship-Type) (CI) Brazil Santos Basin, **SLE(ST, UC)**, ✠ AMS…

Offshore Services

NOTATION

✠ **SM1**

✠ **SM2**

DESCRIPTION

SM1 – This notation is assigned to offshore mobile mining units whose subsea mining systems and equipment comply with the requirements found in Sections 5 and 7 of the ABS *Requirements for Subsea Mining*, manufactured and installed under ABS survey and found satisfactory after testing.

SM2 – This notation is assigned to offshore mobile mining units whose subsea mining systems and equipment comply with the requirements of the ✠ **SM1** notation and the requirements found in Sections 6 and 7 of the ABS *Requirements for Subsea Mining* for the additional subsea mining systems and equipment, manufactured and installed under ABS survey and found satisfactory after tests.

REFERENCES

1/2.3 of the *Requirements for Subsea Mining*

REMARKS

Assignment of these notations requires Class Committee approval.

These notations are optional.

Example – ✠ A1, Subsea Mining (Ship-Type), ✠ AMS, ✠ **SM1**…

✠ A1, Subsea Mining (Ship-Type), ✠ AMS, ✠ **SM2**…

Offshore Services

NOTATION

TAM

TAM-R

TAM (Manual)

DESCRIPTION

TAM – This notation indicates that the combined mooring and thruster systems is capable of automatically maintaining the position and heading of the unit under owner specified maximum environmental conditions and meets the requirements specified in the *Requirements for Position Mooring Systems*.

TAM-R – This notation indicates that the combined mooring and thruster systems is capable of automatically maintaining the position and heading of the unit under owner specified maximum environmental conditions, thruster system meets the requirements specified in the *Requirements for Position Mooring Systems*, including redundancy.

TAM (Manual) – This notation indicates the combined mooring and thruster system is capable of maintaining the position and heading of the unit under owner specified maximum environmental conditions, thruster system is manually controlled and meets the requirements specified in the *Requirements for Position Mooring Systems*.

REFERENCES

2/3.5 and Section 4 of the *Requirements for Position Mooring Systems*

REMARKS

These notations are optional.

Example – ✠ A1, Column Stabilized Drilling Unit, Ⓜ, ✠ AMS, **TAM**…

✠ A1, Column Stabilized Drilling Unit, Ⓜ, ✠ AMS, **TAM-R**…

✠ A1, Column Stabilized Drilling Unit, Ⓜ, ✠ AMS, **TAM (Manual)**…

Offshore Services

NOTATION

Topside Modules

DESCRIPTION

This optional notation is assigned at the request of the Owner when the topside modules of a Ship-Type Installation or ship-type floating offshore liquefied gas terminal comply with Section 9-10-1 of the ABS *Rules for Building and Classing Offshore Units*, or 3-7-/11 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals* as appropriate.

REFERENCES

7B-1-2/2.1 of the *Rules for Building and Classing Offshore Units*

2-1/1.1 of the *Requirements for Building and Classing Floating Offshore Liquefied Gas Terminals*

REMARKS

This notation is optional.

Example – ✠ A1, Floating Offshore Installation (Ship-Type) **(Topside Modules)**…

✠ A1, Offshore Liquefied Gas Terminal F(LNG) T **(Topside Modules)**…

Offshore Services

NOTATION

WI

WI-READY

WIR

WIR-READY

DESCRIPTION

WI – This notation will be assigned to mobile offshore units fitted with Riserless Well Intervention (RLWI) systems that comply with Section 5D-10-4 of the ABS *Rules for Building and Classing Marine Vessels*.

WI-READY – This notation will be assigned to mobile offshore units designed to be riserless "well intervention ready" that comply with Section 5D-10-2 of the ABS *Rules for Building and Classing Marine Vessels*.

WIR – This notation will be assigned to mobile offshore units fitted with Riser-based Well Intervention (RBWI) systems that comply with Section 5D-10-4 of the ABS *Rules for Building and Classing Marine Vessels*.

WIR-READY – This notation will be assigned to mobile offshore units designed to be riser-based "well intervention ready" that comply with Section 5D-10-2 of the ABS *Rules for Building and Classing Marine Vessels*.

REFERENCES

8-9-1/3 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of the **WI** or **WIR** notation requires Class Committee approval.

These notations are optional. However, the Rules contain mandatory requirements for units that have a well intervention system installed.

Example – ✠ A1, Column-Stabilized Unit, **WI**, Ⓔ, ✠ AMS…

✠ A1, Column-Stabilized Unit, **WI-READY**, Ⓔ, ✠ AMS…

✠ A1, Column-Stabilized Unit, **WIR**, Ⓔ, ✠ AMS…

✠ A1, Column-Stabilized Unit, **WIR-READY**, Ⓔ, ✠ AMS…

Offshore Services

NOTATION

WS

WS-READY

DESCRIPTION

WS – This notation may be assigned to mobile offshore units fitted with well stimulation systems that comply with the 8-10-1/5.5 and other relevant requirements of the ABS *Rules for Building and Classing Offshore Units*.

WS-READY – This notation may be assigned to mobile offshore units designed to be "well stimulation ready" that comply with the 8-10-1/5.1 and other relevant requirements of the ABS *Rules for Building and Classing Offshore Units*.

REFERENCES

8-10-1/3 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of the **WS** notation requires Class Committee approval.

These notations are optional. However, the Rules contain mandatory requirements for units that have a well stimulation system installed.

Example – ✠ A1, Column-Stabilized Unit, **WS**, Ⓔ, ✠ AMS…

✠ A1, Column-Stabilized Unit, **WS-READY**, Ⓔ, ✠ AMS…

Offshore Services

NOTATION

Well Test

WT-READY

DESCRIPTION

Well Test – This notation may be assigned to mobile offshore units fitted with well test systems that comply with the requirements of Section 5D-12-4 of the ABS *Rules for Building and Classing Marine Vessels*.

WT-READY – This notation may be assigned to mobile offshore units designed to be "well test ready" that comply with the requirements of Section 5D-12-2 of the ABS *Rules for Building and Classing Marine Vessels*.

For vessels assigned with **Well Test** notations, **WT-READY** notation may be assigned based on Owner's request when the Well Test systems are removed and when the requirements in Section 5D-12-2 of the ABS *Rules for Building and Classing Marine Vessels* are complied with.

REFERENCES

8-11-1/3 of the *Rules for Building and Classing Offshore Units*

REMARKS

Assignment of the **Well Test** notation requires Class Committee approval.

These notations are optional. However, the Rules contain mandatory requirements for units that have a well test system installed.

Example – ✠ A1, Column-Stabilized Unit, **Well Test**, Ⓔ, ✠ AMS…

✠ A1, Column-Stabilized Unit, **WT-READY**, Ⓔ, ✠ AMS…

APPENDIX **1**

Vessel Type Standard Notations *(1 March 2025)*

The notations listed here are the minimum mandatory notations for a basic vessel of the type listed. Note that additional mandatory notations may be required based on the specific features or components installed on board a specific vessel.

Oil Carrier

Mandatory Notations *(1 January 2026)*

✠ A1, Oil Carrier, ESP, Ⓔ, ✠ AMS, CPS-B, CPS-COT, CRC(SC-PL, SP), LSC, CR, CSR, AB-CM

Commonly Selected Optional Notations *(1 January 2026)*

✠ ACCU, BWE, BWT, EGC-SCR, EGC-SOx, ENVIRO, IHM, PMA, PMP, POT, RRDA, RW, SPMA, TCM, UWILD, VEC, VEC-L

Container Carrier

Mandatory Notations *(1 July 2026)*

✠ A1, Container Carrier, Ⓔ, ✠ AMS, CPS-B, CRC(SP), CR, CLP, CSC, SH, SHCM

Commonly Selected Optional Notations *(1 January 2026)*

✠ ACCU, BWE, BWT, CLP-V, EGC-SOx, ENVIRO, ERGO(LASH), FL(years), FOC, Ammonia/LNG/Methanol Fuel Ready Level 1C, HVSC, IHM, LSC, NBLES, NIBS, NOx-Tier III, PMP, POT, RW, SLAM-B, SLAM-S, TCM, UWILD

Mandatory/Optional Notations

SH-DLA, SFA(years), SPR, WIP: Mandatory for vessels over a certain length

Liquefied Natural Gas Carrier

Mandatory Notations *(1 January 2026)*

✠ A1 Liquefied Natural Gas Carrier, Ⓔ, ✠ AMS, CPS-B, CRC(SP), LSC, CR, SH SHCM

Commonly Selected Optional Notations *(1 January 2026)*

✠ ACCU, BWT, ENVIRO, ESA, GCU, IHM, NIBS, PMP, POT, RELIQ, RRDA, RW, SFA, SH-DLA, TCM, UWILD

Mandatory/Optional Notations *(1 July 2026)*

DFD-*fuel*, DFGT-*fuel*: Mandatory for vessels for vessels fitted with a dual fuel engine power plant

Bulk Carrier

Mandatory Notations *(1 January 2026)*

✠ A1 Bulk Carrier, BC-A (or BC-B or BC-C), ESP, Ⓔ, ✠ AMS, CPS-B, CPS-D, CRC(SC, SP), GRAB [X], CR, CSR, AB-CM

Commonly Selected Optional Notations *(1 January 2026)*

✠ ACCU, BWE, BWT, EEDI-Ph3, ENVIRO, Ammonia/LNG/Methanol Fuel Ready Level 1C, IHM, LSC, NOx-Tier III, PMA, RRDA, RW, TCM, UWILD

Vehicle Carrier

Mandatory Notations *(1 January 2026)*

✠ A1, Vehicle Carrier, Ⓔ, ✠ AMS, CPS-B, CRC, CR

Commonly Selected Optional Notations *(1 January 2026)*

✠ ACCU, BWT, DFD, ENVIRO, GFS(DFD), HAB, IHM, LSC, MOVDK, NBLES+, PMP, RRDA, SH, SHCM, TCM, UWILD

Tug

Mandatory Notations

✠ A1, Towing Vessel, Ⓔ, ✠ AMS, QR, BP(xx)

Commonly Selected Optional Notations

✠ ABCU, UWILD