RUSSIAN MARITIME REGISTER OF SHIPPING

RULES

FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

ND No. 2-020101-174-E

RULE CHANGE NOTICE (ADDENDA)

ENTERS INTO FORCE:

01.07.2025

St. Petersburg
2025

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING SHIPS

The present Addenda to the Rule Change Notice to the Rules for the Classification and Construction of Sea-Going Ships (hereinafter — Addenda) has been approved in accordance with the established approval procedure and contains information on amendments and additions, approved after publication of the aforementioned Rule Change Notice, except for editorial amendments. Addenda's amendments come into force on 1 July 2025.

REVISION HISTORY

PART I. CLASSIFICATION

Item	Applicability	Description	Remarks
Chapter 1.1, preamble	All ships	Preamble has been supplemented by the reference to definitions and explanations given in the General Regulations for the Classification and Other Activity	
Para 1.1.1	All ships	Definitions of types of ships to which relevant descriptive or additional notations are assigned, have been deleted (definitions have been revised and transferred to Appendix 1). Deleted definition "LNG bunkering ship" has been revised and taken into account in new para 2.2.66. Definitions "Buoyance vessels", "Ship intended primarily to carry dry cargo in bulk", "Waste disposal collector vessel", "Technical and auxiliary fleet vessel", "Environmental monitoring vessel" have been deleted as being no longer relevant. Definition "Cargo ship" has been amended in order to clarify application of the requirements of the RS rules for non-passenger ships the principal	

Item	Applicability	Description	Remarks
		purpose of which is not the transportation of cargoes. Note and definitions of particular types of ships have been deleted from the definition "Tanker" (definitions have been revised and transferred to Appendix 1). Definition "Oil" has been introduced instead of similar Note to definition "Tanker". Definition "Berth-connected ship" has been revised and replaced by the definition "Long-term positioned ship". Definition "Yacht" has been introduced. Reference has been introduced to definitions of ships types given in the new Appendix 1	
Para 1.2.2.12 (new)	Unmanned underwater vehicles	Unmanned underwater vehicles have been introduced in the scope of application of these Rules	
Para 1.1.3 (new)	All ships	List of abbreviations adopted in Part I "Classification" has been introduced	

Item	Applicability	Description	Remarks
Table 2.2	All ships Descriptive notations in the class notation	In item 9 of the Table examples of descriptive notations have been replaced taking into account provisions of new Appendix 1. Notes 2, 3, 7, 8, 9 and 10 have been deleted because relevant provisions have been introduced into new Appendix 1. Notes 4, 5 and 6 have been renumbered 2, 3 and 4 accordingly	
Para 2.2.48	All ships Distinguishing marks in the class notation	Distinguishing mark **BATT** has been introduced instead of deleted descriptive notation **Battery system**. Distinguishing mark **(ESP)** and provisions for its assignment have been deleted in connection with introduction of similar additional notation **ESP** in Appendix 1	Without amending technical requirements
Para 2.2.66 (new)	Gas carriers and barges carrying LNG LNG bunkering ships Distinguishing marks in the class notation	Distinguishing mark **BUNKER-LNG** added to the character of classification of LNG bunkering ships, has been introduced instead of deleted descriptive notation **LNG bunkering ship**	Without amending technical requirements
Para 2.2.67 (new)	All ships Distinguishing marks in the class notation	Distinguishing mark **WAPS** added to the character of classification of ships equipped with wind assisted propulsion system, has been introduced instead of deleted descriptive notation **WAPS**	Without amending technical requirements

Item	Applicability	Description	Remarks
Chapter 2.3	All ships Descriptive notations in the class notation	Chapter has been amended in connection with introduction of new Appendix 1	
Chapter 2.5	All ships Distinguishing marks and descriptive notations in the class notation	In the heading and preamble, reference to descriptive notations has been deleted as the relevant information has been transferred to Appendix 1	
Table 2.5, item 1.18	All ships Distinguishing marks in the class notation	Summary information has been introduced concerning new distinguishing mark **BATT** introduced instead of deleted descriptive notation **Battery system**. Information on distinguishing mark **(ESP)** has been deleted in connection with introduction of similar additional notation **ESP** in Appendix 1	
Table 2.5, item 2.22	Gas carriers and barges carrying LNG LNG bunkering ships Distinguishing marks in the class notation	Summary information on distinguishing marks **RE**, **IG-Supply** and **BOG** has been supplemented by the information on the new distinguishing mark **BUNKER-LNG** introduced instead of deleted descriptive notation **LNG bunkering ship**	
Table 2.5, item 2.41 (new)	All ships Distinguishing marks in the class notation	Summary information has been introduced concerning new distinguishing mark **WAPS** introduced instead of deleted descriptive notation **WAPS**	

Item	Applicability	Description	Remarks
Table 2.5, items 3, 3.1 and 3.2	All ships Descriptive notations in the class notation	Summary information on descriptive notations has been deleted in connection with its revision and transfer to Appendix 1	
Para 3.2.17.9	Gas carriers and barges carrying LNG LNG bunkering ships Design documentation	Para has been renamed in connection with introduction of distinguishing mark **BUNKER-LNG** instead of descriptive notation **LNG bunkering ship**	
Para 3.2.17.23	All ships Design documentation	Para has been renamed in connection with introduction of distinguishing mark **BATT** instead of descriptive notation **Battery system**	
Para 3.2.17.29 (new)	Livestock carriers Technical documentation	Requirements have been introduced regarding the technical documentation for ships which are assigned the descriptive notation **Livestock carrier**	

Appendix 1 (new)	In order to optimize the reflection in the class notation of compliance with the scope of requirements of the RS rules applied to ships (offshore installations) in accordance with particulars related to the type and purpose of a ship (offshore installation) as well as for convenience in use and application, the system of ship classification according to their types and purpose has been amended. The amendments are given in Appendix 1 which includes ship types and their definitions, descriptive and additional notations, references to additional requirements related to notations, and other information. The key amendments introduced by Appendix 1 are as follows: types of ships and offshore installations and their definitions have been partly revised and systemized in groups depending on the main purpose, structural type, additional tasks to be performed and other particulars as well as applied RS rules requirements; descriptive notations added to the character of classification have been matched with the complete list of ship types; requirement on assignment to each ship of at least one descriptive notation has been introduced; complete list has been introduced containing additional notations listed in brackets after descriptive notation when relevant requirements are met depending on the structural type, main or additional purpose, other characteristics and particulars of a ship; provisions have been introduced regarding the application of the amendments to ships under construction and in service; instructions have been introduced concerning indication of the ship type in the Classification Certificate; some descriptive notations have been renamed or modified into additional notations (without amending the requirements); a number of new descriptive and additional notations, and references to additional requirements related to notations have been introduced; classification of barge types and assigned descriptive and additional notations as well as references to additional requirements related to notations has been introduced; descriptive notations **Battery system**, **LNG bunkering ship** and **WAPS** have been deleted in connection with replacement by distinguishing marks **BATT**, **BUNKER-LNG** and **WAPS** accordingly; references to additional requirements in appropriate Tables have been updated

PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS

Item	Applicability	Description	Remarks
Para 2.1.1.2	Escort tugs Class notation	Descriptive notation **Escort tug** has been replaced by combination of descriptive notation **Tug** and additional notation **escort**	Refer to Appendix 1 to Part I "Classification"
Paras 2.1.3, 2.1.3.1 — 2.1.3.4 (new)	Escort tugs Technical documentation	Additional requirements for submission of documentation by results of full-scale trials as well as for the records in the Classification Certificate (relocated from chapter 2.4 and amended) have been introduced	
Chapter 2.4 (deleted)	Escort tugs Technical documentation	Content of the chapter has been relocated to paras 2.1.3.2 — 2.1.3.4	
Para 11.1.1	LG carriers LNG bunkering ships Class notation	The requirements that duplicate the provisions set out in paragraph 11.1.2 have been deleted	
Para 11.1.2	LG carriers LNG bunkering ships Class notation	Descriptive notation **Gas carrier** has been replaced by descriptive notation **LG carrier** Descriptive notation **LNG bunkering ship** has been replaced by distinguishing mark **BUNKER-LNG**	

Item	Applicability	Description	Remarks
Para 11.2.1	LG carriers LNG bunkering ships Technical documentation	Descriptive notation **LNG bunkering ship** has been replaced by distinguishing mark **BUNKER-LNG**	
Chapter 13.1	Offshore support vessels	Title of the Chapter has been amended due to change of the ship type name	
Paras 13.1.1, 13.1.1.1 and 13.1.1.2 (new)	Offshore support vessels Class notation	Provisions have been introduced for the scope of application of chapter 13.1. Descriptive notation **Supply vessel (OS)** has been replaced by descriptive notation **Offshore support vessel**	
Paras 13.2.1— 13.2.1.3 and 13.2.1.3.1 — 13.2.1.3.3 (new)	Standby vessels and salvage ships Class notation	Paras have been revised: provisions have been introduced for the scope of application of chapter 13.2; definitions for standby vessels and salvage ships have been introduced; descriptive notation **Standby vessel** has been replaced by additional notation **standby**; additional notation **salvage** has been introduced for multifunctional ships	

Item	Applicability	Description	Remarks
Paras 13.3.1 and 13.3.1.1 — 13.3.1.3.1 (new)	Anchor handling vessels Class notation	Provisions have been introduced for the scope of application of chapter 13.3. Definition "Anchor handling vessel" has been introduced. Descriptive notations **Anchor handling vessel** and **Anchor handling vessel, Tug** have been replaced by additional notations **anchor-handling** and **towing**	
Para 13.3.2	Anchor handling vessels Technical documentation	Requirements have been amended due to replacement of descriptive notations **Anchor handling vessel** and **Anchor handling vessel, Tug** by additional notations **anchor-handling** and **towing**	
Para 13.3.6.1	Anchor handling vessels Subdivision	Requirements have been amended due to replacement of descriptive notation **Anchor handling vessel** by additional notation **anchor-handling**	
Para 13.3.6.2 (deleted)	Anchor handling vessels Subdivision	Requirement has been deleted due to loss of relevance	
Para 13.3.10.4	Anchor handling vessels Records	Requirement has been amended due to replacement of descriptive notations **Anchor handling vessel** and **Anchor handling vessel, Tug** by additional notations **anchor-handling** and **towing**	

Item	Applicability	Description	Remarks
Paras 13.4.1, 13.4.1.1 and 13.4.1.2 (new)	Pilot ships Class notation	Provisions have been introduced for the scope of application of chapter 13.4. Descriptive notation **Pilot ship** has been replaced by additional notation **pilot**	
Chapter 13.6 (new)	Special tankers, special tank barges, NLS tankers, NLS tank barges Hull Steering gear Stability and subdivision Fire protection Systems and piping Means of escape from machinery spaces Pumps Electrical equipment Stripping systems of cargo tanks Underwater discharge outlets	Requirements have been introduced for assigning descriptive notations **Tanker, Tank barge** to ships carrying liquid cargoes in bulk which do not fall within the IBC Code and not carrying oil or oil products in bulk. Additional notations have been introduced for adding to descriptive notations **Tanker, Tank barge** depending on a ship type and properties of carried cargo	
Chapter 13.7 (new)	Livestock carriers Hull Livestock space Stability Fire protection Systems and piping Electrical equipment	Requirements have been introduced for assignment of the descriptive notation **Livestock carrier** to ships intended for carriage of livestock cargo	
Section 25	Semi-submersible ships and ships carrying heavy and/or bulky cargoes	Title of the Section has been amended in accordance with the actual ship types terminology	

Item	Applicability	Description	Remarks
Chapter 25.1	Semi-submersible ships and ships carrying heavy and/or bulky cargoes Class notation	Chapter has been fully revised due to changes in Part I "Classification". Descriptive notation **Heavy cargo carrier** has been replaced by additional notation **heavy cargo.** Descriptive notation **Heavy cargo carrier Semi-submersible (Docklift) ship** has been deleted. Descriptive notation **Semi-submersible (Docklift) ship** has been replaced by **Semi-submersible ship**	
Para 25.3.1	Semi-submersible ships and ships carrying heavy and/or bulky cargoes Technical documentation	Requirements have been amended due to changes in chapter 25.1	
Chapter 25.4	Semi-submersible ships and ships carrying heavy and/or bulky cargoes	Preamble has been deleted due to the inclusion of its content into revised chapter 25.1	

PART I. CLASSIFICATION

1 GENERAL

1.1 DEFINITIONS AND EXPLANATIONS

Preamble of Chapter 1.1 is amended as follows:

"Definitions and explanations pertinent to the general terminology used in the normative documents of the Register are given in the General Regulations for the Classification and Other Activity and in Part I "General Regulations for Technical Supervision" of the Rules for Technical Supervision during Construction of Ships and Manufacture of Materials and Products for Ships.

For the purpose of the Rules for the Classification and Construction of Sea-Going Ships[1] the following definitions and explanations have been adopted (unless expressly provided otherwise in particular parts of these Rules).

[1] Hereinafter referred to as "these Rules, RS Rules/C.".

Para 1.1.1. Following definitions are deleted:

"Barge", "Barge carrier (lighter carrier)", "Tug", "Hopper barge", "Standby vessel", "Dredger (suction dredger)", "Historical ship", "Cable laying barge", "Cable laying vessel", "Combination carrier", "Container ship", "Replica of a historical ship", "Crane ship", "Icebreaker", "Timber carrier", "Pilot ship", "Buoy vessel", "Bulk carrier", "Buoyance vessels", "Passenger ship", "Roll-on/Roll-off passenger ship (ro-ro passenger ship)", "Floating crane", "Lightship", "Floating museum", "Semi-submersible ship (Docklift ship)", "Crew boat", "Ore carrier", "Fishing vessel", "Salvage ship", "LNG bunkering ship", "Anchor handling vessel", "Deck carrier", "Supply vessel", "General dry cargo ship", "Ship intended primarily to carry dry cargo in bulk", "Waste disposal collector vessel (collector ship, surface debris collector, etc.)", "Special purpose ship", "Technical and auxiliary fleet vessel", "Shipborne barge (lighter)", "Dry cargo ship", "Pontoon for technological services", "Refrigerated cargo ship", "Pontoon", "Pipe laying barge", "Pipe laying vessel", "Hopper dredger", "Environmental monitoring vessel", "Escort tug".

Para 1.1.1. Definition "Cargo ship" is amended as follows:

"Cargo ship is any ship which is not a passenger ship ~~(dry cargo ship, tanker, refrigerated cargo ship, icebreaker, tug, pusher, salvage ship, vessel of dredging fleet, cable laying vessel, special purpose ship and another non-passenger ship)~~. Unless indicated otherwise, non-passenger ships whose main purpose is not the transportation of cargoes (icebreakers, tugs, cable laying and pipe laying vessels, dredgers and hopper vessels, offshore support vessels and other similar ships), for the purpose of application of requirements of these Rules, shall be considered as cargo ships.".

Para 1.1.1. Definition "Tanker" is amended as follows:

"Tanker is a ship intended for the carriage of liquid cargoes in bulk.~~, including:~~

~~special tanker is a ship intended for the bulk carriage of liquid cargoes other than oil, petroleum products and noxious liquid substances. Such ships include wine tankers, water tankers, fruit juice tankers, etc. The precise purpose of the special tanker is stated by the descriptive notation in the class notation in accordance with 2.5;~~

~~NLS tanker is a ship constructed or adapted to carry a cargo of noxious liquid substances (NLS) in bulk and includes an "oil tanker" as defined in Annex I to MARPOL 73/78 when certified to carry a cargo or part cargo of noxious liquid substances in bulk;~~

~~oil tanker is a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers, any NLS tanker and any gas carrier as defined in regulation 3.20 of Chapter II-1 of SOLAS-74 (as amended), when carrying a cargo or part cargo of oil in bulk.~~

~~Note. Oil means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to Annex I of MARPOL 73/78;~~

~~oil tanker (>60 °C) is a sea-going ship intended for the carriage of petroleum products having a flash point over 60 °C in bulk;~~

~~oil tanker (>55 °C) is a ship of inland navigation intended for the carriage of petroleum products having a flash point over 55 °C in bulk;~~

~~oil recovery ship is a ship intended for recovery of crude oil and petroleum products having a flash point of 60 °C or below from the sea surface;~~

~~oil recovery ship (>60 °C) is a ship intended for recovery of crude oil and petroleum products having a flash point above 60 °C from the sea surface;~~

~~bilge water removing ship is a ship designed to remove the bilge water from the machinery spaces of ships.~~".

Para 1.1.1. After the definition "Tanker", the new definition "Oil" is introduced reading as follows:

"Oil means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to Annex I of MARPOL 73/78.".

Para 1.1.1. After the definition "Crew of a fishing vessel", the new definition "Yacht" is introduced reading as follows:

"Yacht means a ship which is not a rowing craft and intended for tourism and water trips with persons lodged on board, primarily having enclosed spaces used to accommodate all the persons the vessel is certified to carry.".

Para 1.1.1. Definition "Berth-connected ship" is amended as follows:

"~~Berth-connected ship~~ Long-term positioned ship is a ship or floating facility, which is ~~in operation~~ used for permanent or long-term operation when lying at anchor at a water area distanced from the shore or aground or when moored at quay. ~~These ships include floating docks, floating power plants, floating warehouses, floating oil storages, floating facilities with not more than 12 passengers on board as well as passenger floating facilities designed to take more than 12 passengers (such as for example floating hotels, hostels, restaurants, museums, workshops and the like), etc.~~".

Para 1.1.1. Two last paragraphs are amended as follows:

"Definitions of particular types of ships ~~(nuclear ships and offshore installations, nuclear support vessels, high-speed craft, dynamically supported craft, small WIG craft, gas carriers, chemical tankers, pleasure craft, drilling ships, mobile offshore drilling units and fixed offshore platforms, floating offshore oil-and-gas product units, manned submersibles and diving systems, small craft, sport sailing vessels)~~ are given in Appendix 1 to this Part as well as in the relevant RS rules for such types of ships.

The list of the RS rules is given in 1.3 of the General Regulations for the Classification and Other Activity.".

New **para 1.1.3** is introduced reading as follows:

"**1.1.3 Abbreviations.**

For the purpose of this Part, the abbreviations given in 1.1.2 (names of organizations, standards and other documents), 1.3.1 (names of the Rules published and applied by the Register) and 2.5.1 (names of applied international conventions, codes and resolutions) of the General Regulations for the Classification and Other Activity have been adopted as well as the following abbreviations:

AMS — alarm and monitoring system;
CPP — controllable-pitch propeller;
RHO — Register Head Office;
EPP — electric propulsion plant;
EIWW — European inland waterways;
ACS — another classification society;
CS — classification society;
FOP — fixed offshore platform;
UUV — unmanned underwater vehicle;
MS — manned submersible;
MODU — mobile offshore drilling unit;
PAD — plan approval documentation;
FPU — floating offshore oil-and-gas product unit;
DD — detailed (design) documentation;
AMSS — active means of the ship's steering;
SDS — ship's diving system;
LNG — liquefied natural gas;
TD — technical design;
FMEA — failure mode and effects analysis.".

1.2 APPLICATION

New para 1.2.2.12 is introduced reading as follows:

"**.12** unmanned underwater vehicles (refer to the UUV Rules).".

2 CLASS OF A SHIP

2.2 CLASS NOTATION OF A SHIP. MANDATORY AND OPTIONAL DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION ASSIGNED BY RUSSIAN MARITIME REGISTER OF SHIPPING

Table 2.2 is replaced by the following text:

"Table 2.2

Example of class notation

Sequence of distinguishing marks and descriptive notations in the class notation	Distinguishing marks and descriptive notations
1. Character of classification	**KM**
2. Construction symbol of ship classed with the Register, ACS or without supervision by a CS	⊛ ★ ⊛
3. Ice class mark (if any). Distinguishing mark for double acting ships DAS, if applicable	**Arc4 (hull; machinery)** **DAS (<ice class mark>)**
4. Baltic ice class or IACS polar class (if any)	**IA Super**
5. Subdivision distinguishing mark (if applicable)	1 2
6. Distinguishing mark for restricted areas of navigation (if any)	**R1**
7. Distinguishing automation mark (if any)	**AUT2**
8. Other distinguishing marks in a specific sequence (as applicable and in order according to 2.2, taking into account the Notes to Table 2.2)	**FF3WS** **DYNPOS-2** **COMF(N – 3; V – 3)**
9. Descriptive and additional notations (as applicable)	**Offshore support vessel (standby, anchor-handling, towing, oil-recovery)**
10. Distinguishing marks related to survey arrangement	**TMS**, etc.

Notes: 1. If ships or offshore installations are fitted with a nuclear power unit and comply with the requirements of the Nuclear Rules and these Rules, the symbol ⊠ is added before the character of classification.

2. For oil tankers and bulk carriers fully complying with the requirements of the Common Structural Rules, the distinguishing mark **CSR** shall be mandatory added after descriptive notation.

3. When particular scope of the RS rules requirements, serving as the basis for introduction of the appropriate distinguishing marks in the class notation, is met only under limitations specified by the Register, the limitations, exceeding which these distinguishing marks will become invalid, shall be indicated in the class notation in brackets after such distinguishing marks, e.g. **KM ⊛ Arc7 (hull at $d \leq 8,44$ m; machinery) 2 (at $d \leq 8,4$ m) AUT2 Ro-ro cargo ship**.

At the shipowner's discretion, at the assignment of ice class limitation for ships, maximum draught in fresh water, at which the RS requirements for the specified ice class are complied with, may be additionally indicated, e.g. **Arc7 (hull at $d/d_f \leq 11,0$ m/11,265 m; machinery)**, where d_f is the maximum draught in fresh water at which the requirements for ice class are met and which is determined as the sum of draught d and fresh water allowance in accordance with Formula (4.5.5.1) of the RS Rules/LL.

Sequence of distinguishing marks and descriptive notations in the class notation	Distinguishing marks and descriptive notations
4. In the class notations of nuclear ships and offshore installations, nuclear support vessels, gas carriers, chemical tankers, high-speed craft, type A WIG craft, small fishing vessels, mobile offshore drilling units, fixed offshore platforms, floating offshore oil-and-gas product units, manned submersibles and diving systems, sea-going pleasure craft, the distinguishing marks and descriptive notations shall be inserted in conformity the provisions of this Part and rules for the classification and construction of the relevant types of ships (refer to 1.2.2).	

".

Para 2.2.48 is replaced by the following text:

"**2.2.48 Distinguishing mark for a ship fitted with EPP using accumulator batteries to supply the electrical equipment.**

For ships fitted with EPP using accumulator batteries to supply the electrical equipment and complying with the requirements of Chapter 17.6 of Part XI "Electrical Equipment", the distinguishing mark **BATT** shall be added to the character of classification.".

New paras 2.2.66 and 2.2.67 are introduced reading as follows:

"**2.2.66. Distinguishing marks for ships intended to ensure the transfer of LNG on board the ships using LNG as a fuel.**

For gas carriers and barges engaged in LNG transportation and intended to ensure the transfer of LNG on board the ships using LNG as a fuel (hereinafter referred to as "the LNG bunkering ships") in compliance with the requirements of Section 11 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notations Specifying Structural and Operational Particulars of Ships", the distinguishing mark **BUNKER-LNG** shall be added to the character of classification.

Where additional functions related to servicing of ships using LNG as a fuel are provided in the LNG bunkering ship, following marks shall be added after distinguishing mark **BUNKER-LNG**:

.1 RE — where the LNG bunkering ship is designed to receive LNG from a gas fuelled ship for which the LNG fuel tanks shall be emptied;

.2 IG-Supply — where the LNG bunkering ship is designed to supply inert gas and dry air to ensure gas-freeing and aeration in compliance with 6.10.4 of the IGF Code;

.3 BOG — where system for management of boil-off gas generated during the bunkering operation is provided on board the LNG bunkering ship.

2.2.67 Distinguishing mark for a ship fitted with wind assisted propulsion system.

For ships fitted with wind assisted propulsion system in accordance with the Guidelines on Wind Assisted Propulsion Systems (WAPS), distinguishing mark **WAPS** shall be added to the character of classification.".

2.3 DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION OF A SHIP

Chapter 2.3 is amended as follows:

"**2.3 DESCRIPTIVE AND ADDITIONAL NOTATIONS IN THE CLASS NOTATION OF A SHIP**

Ships complying with a definite scope of requirements of the RS rules taking account of their structural particulars and service conditions are assigned the appropriate descriptive and additional notations (designation of ship type and purpose) added to the character of classification of a ship in accordance with Appendix 1.

~~The current RS rules cover certain requirements the fulfilment of which makes possible introducing of the descriptive notations specified in 2.5 in the class notation.~~".

2.5 SUMMARY INFORMATION ON DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION OF A SHIP

Chapter 2.5 is renamed and **preamble** before Table 2.5 is amended as follows:

"**2.5 SUMMARY INFORMATION ON DISTINGUISHING MARKS ~~AND DESCRIPTIVE NOTATIONS~~ IN THE CLASS NOTATION OF A SHIP**

Table 2.5 contains distinguishing marks divided into mandatory and optional ones, ~~descriptive notations~~ and references to additional requirements of the RS rules that are relevant to a specific distinguishing mark~~, descriptive notation~~. On the whole, the ships shall comply with the general provisions of applicable RS rules (including requirements for survey of ships during construction and in service) relating to cargo and passenger ships, self-propelled or non-self-propelled, structures of steel or other materials, as applicable. The general provisions of the RS rules including requirements for survey during construction and in service are not separately given in Table 2.5.

If the relevant requirements of the RS rules for ~~descriptive notations and~~ mandatory distinguishing marks are not met, the ship's class cannot be assigned, retained, confirmed or renewed.

If the relevant requirements of the RS rules for a specific optional distinguishing mark are not met, such an optional distinguishing mark cannot be assigned, retained, confirmed or renewed.".

Table 2.5. Heading of the Table is amended as follows:

"**Summary information on distinguishing marks ~~and descriptive notations~~ in the class notation of a ship**".

Table 2.5. **Item 1.18** is replaced by the following text:

"**1.18 BATT — distinguishing mark for ships fitted with EPP using accumulator batteries to supply the electrical equipment**

Distinguishing mark	Brief description	References to additional RS requirements for the distinguishing mark
BATT	Ship fitted with EPP using accumulator batteries to supply the electrical equipment	**RS Rules/C** Part I "Classification", 2.2.48 Part XI "Electrical Equipment", 17.1.1.9, 17.3.1.1, 17.16

".

Table 2.5. **Item 2.22** is replaced by the following text:

"**2.22 BUNKER-LNG, RE, IG-Supply, BOG — distinguishing marks for LNG bunkering ships**

Distinguishing mark	Brief description	References to additional RS requirements for the distinguishing mark
BUNKER-LNG	Added to the character of classification of the LNG bunkering ships (LG carriers and LG barges engaged in LNG transportation and intended to ensure the transfer of LNG on board the ships using LNG as a fuel)	**LG Rules** (entirely) **RS Rules/C** Part I "Classification", 2.2.66 Part VI "Fire Protection", 1.4.3, 2.4, Table 3.1.2.1 (item 17), 3.10.2.4, 3.10.3.2, 5.1.3) Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 11
RE	Added after the distinguishing mark **BUNKER-LNG**, where the LNG bunkering ship is designed to receive LNG from a gas fuelled ship for which the LNG fuel tanks shall be emptied	**RS Rules/C** Part I "Classification", 2.2.66 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 11.1.2, 11.13
IG-Supply	Added after the distinguishing mark **BUNKER-LNG**, where the LNG bunkering ship is designed to supply inert gas and dry air to ensure gas-freeing and aeration in compliance with 6.10.4 IGF Code	**RS Rules/C** Part I "Classification", 2.2.66 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 11.1.2, 11.13
BOG	Added after the distinguishing mark **BUNKER-LNG**, where system for management of boil-off gas generated during the bunkering	**RS Rules/C** Part I "Classification", 2.2.66 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 11.1.2, 11.13

Distinguishing mark	Brief description	References to additional RS requirements for the distinguishing mark
	operation is provided on board the LNG bunkering ship	

".

Table 2.5. New **item 2.41** is introduced reading as follows:

"**2.41 WAPS — distinguishing mark for ships fitted with wind assisted propulsion system**

Distinguishing mark	Brief description	References to additional RS requirements for the distinguishing mark
WAPS	Ship fitted with wind assisted propulsion system	**RS Rules/C** Part I "Classification", 2.2.67 **Guidelines on Wind Assisted Propulsion Systems (WAPS)**

".

Table 2.5. **Items 3**, **3.1** and **3.2** and references thereto are deleted.

3 TECHNICAL DOCUMENTATION

3.2 DESIGN DOCUMENTATION

3.2.17 Documentation for assignment of distinguishing marks and descriptive notations in the class notation specifying structural and operational particulars of ships.

Para 3.2.17.9. Heading before the Table is amended as follows:

"**3.2.17.9 ~~LNG bunkering ship~~ BUNKER-LNG RE/IG-Supply/BOG.**".

Para 3.2.17.23. Heading before the Table is amended as follows:

"3.2.17.23 ~~Battery system~~ BATT.".

New para 3.2.17.29 is introduced reading as follows:

"3.2.17.29 Livestock carrier.

No.	Description of documentation	Stamp	TD	DD	PAD	Remarks
.1	General arrangement plan of livestock spaces	FI/A	●		●	If the information concerning escape routes is stated in the plan, the general arrangement plan shall be approved
.2	Plans of livestock pens and stalls arrangement on decks and platforms (with indication of passageways breadth)	FI	●	●	●	
.3	Diagrams of systems for feeding and watering the livestock (with indication of fodder and freshwater storage locations)	A	●	●	●	
.4	Diagrams of ventilation systems of livestock spaces (with indication of the gross volume of the spaces)	A	●		●	
.5	Calculations of ventilation of livestock spaces	Ag	●		●	
.5	Diagram of washing system of livestock spaces	A	●		●	
.6	Diagram of drain system of livestock spaces	A	●		●	
.7	Diagram of main and emergency lighting of livestock spaces	A	●		●	

".

After **Section 4**, **new Appendix 1** is introduced reading as follows:

"APPENDIX 1

TYPES OF SHIPS.
DESCRIPTIVE AND ADDITIONAL NOTATIONS
IN THE CLASS NOTATION

1 GENERAL

1.1 Content and structure.

1.1.1 This Appendix establishes types of ships and offshore installations and their definitions applied in the RS Rules listed in 1.2.1 and 1.2.2 of Part I "Classification", as well as descriptive and additional notations added to the character of classification of ships and offshore installations.

1.1.2 Types of ships and offshore installations, their definitions, descriptive and additional notations are systemized in Sections 2 — 13 as follows:

.1 self-propelled ships intended for the carriage of more than 12 passengers except for high-speed craft (Section 2);

.2 self-propelled tankers (Section 3);

.3 self-propelled combination carriers (Section 4);

.4 self-propelled dry cargo ships (Section 5);

.5 barges and pontoons intended for different purposes (Section 6);

.6 special and service ships[1] (Section 7);

.7 ships intended for catching of living resources of the sea (Section 8);

.8 floating facilities intended for different purposes (Section 9);

.9 fixed offshore installations (Section 10);

.10 other ships and facilities not included in the above groups (Section 11);

.11 submersibles and underwater vehicles (Section 12);

.12 ship's diving systems (Section 13).

1.1.3 Each para in Sections 2 — 13 lists types of ships that relate to the type indicated in the para heading. As a rule, information is organized in a tabular form and includes:

tables containing types of ships and their definitions;

tables containing descriptive and additional notations assigned depending on the ship type and other conditions given in column "Application". Also, tables contain references to additional requirements compliance with which serves as a basis for assigning the ship an appropriate descriptive and, if applicable, additional notation. General requirements of the RS rules, which apply to all ships, including requirements for survey during construction and in service, are not listed separately in the tables.

1.1.4 Section 14 contains a summary list of additional notations added to a descriptive notation. In addition to those given in Sections 2 —13, the list includes additional notations that may be added to descriptive notations of ships of different types.

1.2 Type of a ship.

1.2.1 Ship type is established by the Register during classification of ship based on the definitions given in this Appendix, and taking into account compliance with the RS rules requirements specified in 1.1.1 and applied to the appropriate ship type.

1.2.2 Ship type may be changed to another one provided the requirements of the RS rules applicable to that type are met.

1.2.3 Ship type is indicated in the Classification Certificate in accordance with instructions given in Sections 2 — 13.

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[1] Special and service ships mean ships intended for performance of special, technological or auxiliary operations including operations on servicing of other ships, floating facilities, fixed installations, items of maritime infrastructure, and that are primarily not intended for cargo transportation.

1.3 Descriptive and additional notations.

1.3.1 Availability in the class notation of descriptive notation and additional notations added thereto means compliance with the scope of requirements applied to the ship depending on its type, structural particulars, main purpose and special operational profile for which the ship is intended as well as other its characteristics and established restrictions.

1.3.2 Each ship shall be assigned at least one descriptive notation as appropriate to its type.

For multifunctional ships, more than one descriptive notation may be assigned if the assignment of one descriptive notation in combination with additional notations established by this Appendix does not allow to reflect in the class notation the ship compliance with all the requirements applicable to the ship in accordance with its purpose and/or performed functions. In this case, the ship shall comply with the scope of requirements related to assignment of all applied descriptive and additional notations.

1.3.3 Additional notations indicate application of specified scope of additional requirements of the RS rules relating to the following categories:

.1 structural particulars, purpose and/or special operational profile of ship;

.2 operation conditions of ship;

.3 cargo characteristics;

.4 conditions for transportation of heavy and/or bulky cargo;

.5 specific characteristics and restrictions.

Categorization of additional notations is given in Section 14.

1.4 Formulae of descriptive and additional notations in the class notation.

1.4.1 Descriptive and additional notations are indicated in the class notation in the form and sequence as they are described in this Appendix.

1.4.2 Additional notations are included in brackets after the descriptive notation. If a ship is assigned several additional notations, such notations are listed in brackets for each category to which they relate and are placed after the descriptive notation in a sequence given in 1.3.3.

1.4.3 If, in accordance with 1.3.2, the ship is assigned several descriptive notations, the following applies:

descriptive notations related to additional functions of the ship are indicated in the class notation after the descriptive notation related to the main purpose of the ship;

additional notations are listed after the descriptive notation to which they relate;

if, in accordance with 2.2 of Part I "Classification", the distinguishing marks relating to survey (distinguishing marks **IWS**, **TMS**, **BMS**, etc.), distinguishing mark **CSR**, and/or distinguishing marks **BC-A**, **BC-B**, **BC-C** (for bulk carriers) are added to the character of classification, such distinguishing marks shall be placed after all additional notations of the last descriptive notation.

1.5 Examples of descriptive and additional notations in the class notation.

Table 1.5 contains examples of entries in the class notation of descriptive and additional notations for several types of ships.

Table 1.5

Examples of descriptive and additional notations in the class notation

No.	Example	Description
1	**LG carrier (type 2G) (methane) FSRU (fixed-position-S)**	Gas carrier carrying liquefied natural gas (methane) intended for gas transportation and for periodical operation at a fixed location near the shore (quay) in a regasification and gas discharge mode and/or a gas receiving, processing, liquefaction and storage mode
2	**Oil tanker (ESP) (>60°C)**	Oil tanker intended for the carriage of cargo having a flash point exceeding 60 °C and subject to survey under the Enhanced Survey Programme (oil tanker ESP)
3	**Oil/chemical tanker (type 2, ESP) (>60°C, vegetable oil, molasses)**	Chemical tanker of type 2 intended for the carriage of vegetable oil and molasses, also able to carry oil and petroleum products having a flash point exceeding 60 °C and

No.	Example	Description
		subject to survey under the Enhanced Survey Programme (chemical tanker ESP)
4	**Combination carrier OOC (ESP) (>60°C)**	Oil/ore carrier intended for the carriage of oil and petroleum products having a flash point exceeding 60 °C and subject to survey under the Enhanced Survey Programme (oil/ore tanker ESP)
5	**General dry cargo ship (occ-bulk-cargo) (heavy cargo: deck-20 t/m^2)**	General dry cargo ship able to carry periodically cargoes in bulk in the cargo holds as well as fitted for the carriage of heavy cargoes on the open deck with design uniformly distributed static load acting on the deck structure 20 t/m^2
6	**Tank barge (OL, deck-cargo) (>60°C)**	Oil tank barge intended for the carriage in cargo tanks of oil and petroleum products having a flash point exceeding 60 °C and fitted for the carriage of dry cargoes on the open deck
7	**Special service vessel (pilot, buoy-maintenance, transfer-boat)**	Multifunctional service ship performing functions of pilot ship, buoy vessel and transfer boat
8	**Offshore support vessel (anchor-handling, salvage, towing, oil-recovery) (>60°C)**	Multifunctional offshore support vessel performing functions of anchor handling vessel, salvage ship as well as capable of performing operations on recovery from the sea surface of petroleum products having a flash point exceeding 60 °C and on towing of other ships and floating facilities
9	**Floating dock (fixed-position-S)**	Floating dock (long-term positioned floating facility) permanently moored at a quay
10	**Floating facility (accommodation) (fixed-position-S-W, 150)**	Floating long-term positioned accommodation facility intended for accommodation of up to 150 persons on board and permanently operated when moored at a shore or moored at anchors or with the use of other position-keeping systems in water area distanced from the shore
11	**HSC (hydrofoil, transfer-boat)**	High-speed non-passenger hydrofoil craft performing functions of a transfer boat
12	**HSC (ACV, passenger-A)**	High-speed passenger craft of A category, air-cushion vehicle
13	**Pleasure yacht (catamaran, sailing, wooden)**	Pleasure sailing yacht-catamaran made of wood

1.6 Application to ships under construction and in service (transitional provisions).

1.6.1 Descriptive notations assigned to a ship in service before 1 July 2025 remain valid in the class notation up to the date of completion of the nearest periodical ship survey carried on or after 1 July 2025 and then they are replaced by descriptive notations (combination of descriptive and additional notations) in accordance with the ship type and purpose as determined in this Appendix.

1.6.2 Ships under construction on 1 July 2025 are assigned the descriptive notations upon completion of the initial survey during construction in accordance with the design documentation approved by the Register and then no later than due date given in 1.6.1 they are replaced by descriptive notations (combinations of descriptive and additional notations) provided in this Appendix.

1.6.3 No later than the due date given in 1.6.1 or 1.6.2 (as applicable):

.1 ships that before 1 July 2025 (for ships in service) or on the date of completion of the initial survey after 1 July 2025 (for ships under construction) have not been assigned any descriptive notations in accordance with the version of these Rules in force before 1 July 2025, are assigned a descriptive notation (combination of descriptive and additional notations) in compliance with the ship type and purpose as determined in this Appendix;

.2 descriptive notation **Special purpose ship** assigned to special purpose ships before 1 July 2025 (for ships in service) or on the date of completion of the initial survey after 1 July 2025 (for ships under construction) is replaced by distinguishing mark **SPS1(N)** or **SPS2(N)** in accordance with 2.2.63 of Part I "Classification" (refer also to 7.15 of this Appendix);

.3 descriptive notation **LNG bunkering ship** assigned to LNG bunkering ships before 1 July 2025 (for ships in service) or on the date of completion of initial survey after 1 July 2025 (for ships under construction) is replaced by distinguishing mark **BUNKER-LNG** in accordance with 2.2.66 of Part I "Classification";

.4 descriptive notation **Battery system** assigned to ships before 1 July 2025 (for ships in service) or on the date of completion of initial survey after 1 July 2025 (for ships under construction) is replaced by distinguishing mark **BATT** in accordance with 2.2.48 of Part I "Classification";

.5 descriptive notation **WAPS** assigned to ships before 1 July 2025 (for ships in service) or on the date of completion of initial survey after 1 July 2025 (for ships under construction), is replaced by distinguishing mark **WAPS** in accordance with 2.2.67 of Part I "Classification".

1.6.4 To ships specified in 1.6.1 — 1.6.3, when the descriptive notation is replaced, at least the requirements of the RS rules previously applied to the ship according to its type, purpose and structural particulars, continue to apply.

In other cases, when changing the ship type, assigning or changing descriptive and additional notations in the class notation of a ship, the requirements of the RS rules apply in accordance with 1.3.2 and 1.3.3 of the General Regulations for the Classification and Other Activity.

2 SHIPS FOR CARRIAGE OF MORE THAN 12 PASSENGERS

2.1 Passenger ships.

Ships complying with the ship type as determined in Table 2.1-1, are assigned descriptive and additional notations in accordance with Table 2.1-2.

For such ships, the ship type "Passenger ship" is indicated in the Classification Certificate.

Table 2.1-1

Definitions

No.	Ship type	Definition
1	Passenger ship	Self-propelled ship intended for or carrying more than 12 passengers
.1	Passenger sailing ship	Inland navigation passenger ship built or fitted out also with a view to propulsion under sail

Table 2.1-2

Descriptive and additional notations of passenger ships

Descriptive notation	Additional notations	Application	References to additional requirements
Passenger ship	—	Passenger ships (except for high-speed craft)[1]	**RS Rules/C** Part II "Hull", 1.1.6.1, 1.1.6.3, 1.1.6.4, 1.1.6.6 Part III "Equipment, Arrangements and Outfit", 2.9.5, 7.12.5, 8.5.2.1 — 8.5.2.3, 8.5.3.1, 8.5.3.2, 8.5.3.5, 8.5.3.7, 8.5.4.2, 8.5.5, 9.2.2 Part IV "Stability", 1.5.1.5, 1.5.5, 3.1 Part V "Subdivision", 1.1.1.1, 1.4.6.2, 2.1.1, 2.2, 2.5.2, 2.5.4, 2.7, 2.9.1, 2.9.2, 2.9.4 Part VI "Fire Protection", 1.4.7, 2.1.1.4, 2.1.1.6, 2.1.1.7, 2.1.1.8, 2.1.1.9, 2.1.1.10, 2.1.2.3, 2.1.3.2, 2.1.3.6, 2.1.4.2.5, 2.1.4.3.3, Table 3.1.2.1 (footnotes 1, 10, 17, 21), 3.1.3.4, 3.2.1.2, 3.2.1.4, 3.2.1.5, 3.2.2.1, 3.2.3.1, 3.2.3.8, 3.2.6.2, 3.2.6.9, 3.4.9, 3.12.1, 4.1.3, 4.2.1.1.3, 4.2.1.1.5, 4.2.1.2.1 — 4.2.1.2.3, 4.2.1.4.4, 5.1.1, 5.1.4.4, Table 5.1.2 (items 4.1.4, 8.1, 10.1, 16.1, 16.2, 18.1.2 and 18.3), 5.1.15.2, 5.1.15.5.2, 5.1.23, 7.2.2 Part VII "Machinery Installations", 2.1.12, 4.3.2, 4.5.5 — 4.5.9, 7.4.7.1, 7.4.8.1 Part VIII "Systems and Piping", 4.3.2.8, 5.1.2, 7.1.2 — 7.1.6, 7.3.6, 7.4.3, 7.6.12, 8.1.5, 8.1.7, 10.1.18, 10.4.2, 10.4.4, 12.2, 12.3, 13.6.2 Part IX "Machinery", 6.2.1.13, 7.1.1, 7.1.5 Part XI "Electrical Equipment", 7.3.1.7, 7.4.2, 7.7.1, 7.10, 16.8.1.8, 20.1, 20.3.2 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.1.2.3, 2.1.3, 2.2.2.1, 2.3.7, 2.4.2, 2.5.2.1.2, 2.6.1, 3.1, 3.2, 3.3

Descriptive notation	Additional notations	Application	References to additional requirements
			Part IV "Radio Equipment", 1.1.1.1, 3.3.13 Part V "Navigational Equipment", 2.1.1 **RS Rules/LL** 2.1.3.6, 3.2.11.1, 7.2.3
		Inland navigation passenger ships (EIWW)	**Rules C/IN**
	sailing	Inland navigation passenger sailing ships (EIWW)	
	day-trip	Inland navigation passenger ships (EIWW) intended for one-day trips	

[1] Descriptive and additional notations of high-speed passenger craft are given in 11.1 of this Appendix.

2.2 Ro-ro passenger ships.

Ships complying with the ship type as determined in Table 2.2-1, are assigned descriptive and additional notations in accordance with Table 2.2-2.

For such ships, the ship type "Ro-ro passenger ship" is indicated in the Classification Certificate.

Table 2.2-1

Definitions

No.	Ship type	Definition
1	Ro-ro passenger ship	Self-propelled ship intended for or carrying more than 12 passengers and having enclosed or open cargo spaces which are loaded/unloaded in a horizontal direction, or special category spaces for carriage of vehicles (including fuel in their tanks)[1, 2]

[1] Classed among ro-ro passenger ships are also ferries, i.e. ships loaded/unloaded in the horizontal direction which regularly carry passengers and which carry vehicles with fuel in their tanks and/or railway carriages on open and/or enclosed decks at ferry crossings.

[2] Refer also to definitions of roll-on/roll-off (ro-ro) ship in 1.1.1 of Part I "Classification", ro-ro cargo spaces and special category spaces — in 1.5.4.3 and 1.5.9 of Part VI "Fire Protection".

Table 2.2-2

Descriptive and additional notations of ro-ro passenger ships

Descriptive notation	Additional notations	Application	References to additional requirements
Ro-ro passenger ship	—	Ro-ro passenger ships	**RS Rules/C** Part II "Hull", 1.1.6.1, 1.1.6.3, 1.1.6.4, 1.1.6.6, 3.2 Part III "Equipment, Arrangements and Outfit", 2.9.5, 7.4.2, 7.4.3, 7.12.5, 7.12.6, 7.14, 8.4.9, 8.5.2.1— 8.5.2.3, 8.5.3.1, 8.5.3.2, 8.5.3.5, 8.5.3.7, 8.5.4.2, 8.5.5, 8.5.6, 9.2.2 Part IV "Stability", 1.5.1.5, 1.5.5, 3.1 Part V "Subdivision", 1.1.1.1, 1.4.6.2, 2.1.1, 2.2, 2.5.2, 2.5.4, 2.7, 2.9.1, 2.9.2, 2.9.4, 3.3.4.6, 3.4.1 Part VI "Fire Protection", 1.4.7, 2.1.1.4, 2.1.1.6, 2.1.1.7, 2.1.1.8, 2.1.1.9, 2.1.1.10, 2.1.2.3, 2.1.3.2, 2.1.3.6, 2.1.4.2.5, 2.1.4.3.3, Table 3.1.2.1 (footnotes 1, 10, 17, 21), 3.1.3.4, 3.2.1.2, 3.2.1.4, 3.2.1.5, 3.2.2.1, 3.2.3.1, 3.2.3.8, 3.2.6.2, 3.2.6.9, 3.4.1, 3.4.9, 3.12.1, 4.1.3 4.2.1.1.3, 4.2.1.1.4, 4.2.1.1.5, 4.2.1.2.1 — 4.2.1.2.3, 4.2.1.4.4, 5.1.1, 5.1.4.4, Table 5.1.2 (items 3.4, 4.1.4, 4.14, 8.1, 10.1, 15.1, 16.1 — 16.3, 18.1.2 and 18.3), 5.1.14.3, 5.1.15.2, 5.1.15.5.2, 5.1.23, 7.2.2, 7.2.3.1.3, 7.2.18) Part VII "Machinery Installations", 2.1.12, 4.3.2, 4.5.5 — 4.5.9, 7.4.7.1, 7.4.8.1, Part VIII "Systems and Piping", 4.3.2.8, 5.1.2, 7.1.2 — 7.1.6, 7.3.6, 7.4.3, 7.6.12, 8.1.5, 8.1.7, 10.1.18, 10.4.2, 10.4.4, 12.1.2, 12.1.9, 12.2, 12.3, 12.6, 13.6.2 Part IX "Machinery", 5.3.3, 6.2.1.13, 7.1.1, 7.1.5 Part XI "Electrical Equipment", 7.3.1.7, 7.4.2, 7.7.1, 7.10, 7.12, 16.8.1.8, 20.1, 20.3 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.1.2.3, 2.1.3, 2.2.2.1, 2.3.7, 2.4.2, 2.5.2.1.2, 2.6.1, 3.1, 3.2, 3.3, 3.4

Descriptive notation	Additional notations	Application	References to additional requirements
			Part IV "Radio Equipment", 1.1.1.1, 3.3.13 Part V "Navigational Equipment", 2.1.1 **RS Rules/LL** (if applicable) 2.1.3.6, 2.2.6, 3.2.11.1, 7.2.3

2.3 Passenger yachts.

Ships complying with the ship type as determined in Table 2.3-1, are assigned descriptive and additional notations in accordance with Table 2.3-2.

For such ships, the ship type "Passenger yacht" is indicated in the Classification Certificate.

Table 2.3-1

Definitions

No.	Ship type	Definition
1	Passenger yacht	Yacht of length (L_{LL}) 24 m and above carrying from 13 to 36 passengers inclusive, the total number of persons on which does not exceed 200 persons, and not carrying cargoes
Note. L_{LL} is the length of the ship as it is determined in accordance with Part II "Hull".		

Table 2.3-2

Descriptive and additional notations of passenger yachts

Descriptive notations	Additional notations	Application	References to additional requirements
Passenger yacht	—	Passenger yachts	**RS Rules/C** Part XX "Additional Requirements for Yachts"
	sailing	Sailing passenger yachts	
	sailing-motor	Sailing-motor passenger yachts	
	motor-sailing	Motor-sailing passenger yachts	

3 TANKERS

3.1 Gas carriers.

Ships complying with the ship types as determined in Table 3.1-1, are assigned descriptive and additional notations in accordance with Table 3.1-2. For such ships, the ship type "Gas carrier" is indicated in the Classification Certificate.

Table 3.1-1

Definitions

No.	Ship type	Определение
1	Gas carrier	Self-propelled ship having cargo tanks for carriage of pressurized and/or refrigerated liquefied gases
.1	Liquefied gas carrier (LG carrier)	Gas carrier intended for the carriage of liquefied gases in bulk having a vapour pressure exceeding 280 kPa absolute at a temperature of 37,8 °C, and other substances listed in the LG Rules
.2	Compressed gas carrier (CNG carrier)	Gas carrier intended for the carriage of compressed natural gas

Table 3.1-2

Descriptive and additional notations of gas carriers

Descriptive notation[1]	Additional notations	Application	References to additional requirements
LG carrier	**type 1G**	LG carriers type 1G	**LG Rules** (entirely) **LG MCS Rules** (if applicable, depending on the type of tanks) **RS Rules/C** Part II "Hull", 1.2.3.4, 1.4.9.2, 3.5, Appendix 1 (Table 4.1-2) Part III "Equipment, Arrangements and Outfit", 2.9.4, 2.9.14, 5.1.2, 5.7, 7.11, 8.6.9 Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.6, 3.4.6, Table 3.4.10.5 Part VI "Fire Protection", 1.4.3, 2.4, Table 3.1.2.1 (item 17), 3.10.2.4, 3.10.3.2, 5.1.3 Part VII "Machinery Installations", 1.1.2, 2.3.1, 3.2.10, 3.2.12 Part VIII "Systems and Piping", 7.2.5, 8.7.4, 11.1.3, 12.2, 13.7.8, 13.12 Part IX "Machinery", 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XVII "Distinguishing Marks and Descriptive Notation in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 9 (if applicable) **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.3, 4.1.1.6, 4.1.1.7, 4.1.1.10, 6.2.1.3.5.2 **RS Rules/CHG** 1.6
	type 2G	LG carriers type 2G	
	type 2PG	LG carriers type 2PG	
	type 3G	LG carriers type 3G	
	methane	LG carriers intended for the carriage of liquefied natural gas (methane)	
	cargo X, T °C, ρ kg/m^3	LG carriers intended for the carriage of one specific cargo only. The following shall be indicated in the additional notation: instead of **cargo X** — name of the cargo, **T** — design temperature, in °C, ρ — design density, in kg/m^3	
CNG carrier	—	CNG carriers	**CNG Rules** (entirely)
N o t e . For LG carriers intended for the transportation of liquefied gas and for periodical operation at a fixed location for liquefied gas production, intake, processing, storage and offloading and/or in a regasification and gas discharge mode and complying with the relevant requirements of the FPU Rules, the second descriptive notation **FSO(LG)**, **FPSO(LG)** or **FSRU** (refer to 9.4 of this Appendix) is added to the descriptive notation **LG carrier**.			

3.2 Oil tankers.

Ships complying with the ship types as determined in Table 3.2-1, are assigned descriptive and additional notations in accordance with Table 3.2-2.

For such ships, the ship type "Oil tanker" is indicated in the Classification Certificate.

Table 3.2-1

Definitions

No.	Ship type	Definitions
1	Oil tanker	Self-propelled tanker having integral and/or independent tanks and suitable primarily to carry oil and petroleum products in bulk
.1	Oil tanker ESP	Oil tanker which structure includes integral cargo tanks. This type is assigned to oil tankers of both single and double hull construction, as well as oil tankers with alternative structural arrangements, e.g. mid-deck designs. Typical midship sections are given in Fig. 3.2
.2	Oil recovery ship	Oil tanker intended for recovery of oil and petroleum products from the sea surface
.3	Bilge water removing ship	Oil tanker designed to remove the bilge water from the machinery spaces of ships
Note. Oil tankers also include ships intended for bunkering of other ships (i.e. having designation as "bunkering ship").		

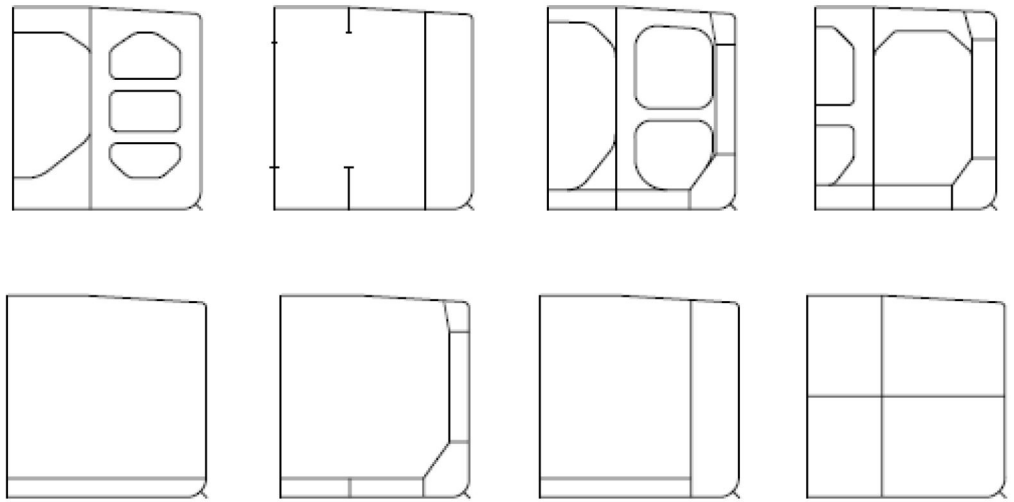


Fig.3.2
Typical midship sections of oil tanker ESP

Table 3.2-2

Descriptive and additional notations of oil tankers

Descriptive notation	Additional notations	Application	References to additional requirements
Oil tanker	—	Oil tankers	**RS Rules/C** Part II "Hull", 1.1.1.1, 1.2.5.1, 1.2.5.3, 1.4.3.1.2, 3.5 (if applicable) Part III "Equipment, Arrangements and Outfit", 2.9.4, 2.9.14, 4.1.3.2, 4.3.2, 5.1.2, 5.7, 7.7.1.1, 7.11, 7.13, 8.5.2.11, Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.2, 3.4.5, Table 3.4.10.5 Part VI "Fire Protection", 1.4.3, 2.1.1.7, 2.4, Table 3.1.2.1 (items 8, 20, 21 and footnote 16), 3.1.2.8, 3.2.5.4, 3.7.2.8, 4.3.5, Table 5.1.2 (items 8.1, 10.2, 15.2, 15.3), 5.1.3, 5.1.6.1, 5.1.15.1, 5.1.22, 6.3) Part VII "Machinery Installations", 1.1.2, 4.2.5, 4.3.4, 4.5.15, 4.5.16 Part VIII "Systems and Piping", 5.2.3, 6.2.7, 7.2.5, 7.7, 7.10.1, 8.1.6, Section 9, 11.1.3, 12.2, 12.4, 12.13, 13.7.8, 13.11, 18.1.6, 21.3 Part IX "Machinery", 5.2.6, 5.3.3, 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XI "Electrical Equipment", 1.3.2.2.9, 1.3.2.2.15, 2.9.1, 7.2.3.10, 7.19, 20.2 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.7, 6.2.1.3.5.2 Part III "Signal Means", 2.2.3, 5.2.1 Part V "Navigational Equipment", 3.4.4.7 **RS Rules/LL** (if applicable) 3.2.9, 3.3.2, 3.4.4, 4.1.2.2 **RS Rules/CHG** 1.6 **Common Structural Rules** (if applicable, in this case refer also to distinguishing mark **CSR**)
	ESP	Oil tankers ESP	
	cargo X	Oil tankers carrying specific cargo only. Name of the cargo shall be indicated instead of **cargo X**, e.g. **asphalt solutions**	
	> 60 °C	Oil tankers intended for the carriage of petroleum products having a flash point exceeding 60 °C only	
		Inland navigation oil tankers (EIWW) intended for the carriage of petroleum products having a flash point exceeding 60 °C only	**Rules C/IN**
	FSO-T	Oil tankers in service used as long-term positioned floating oil storages (i.e. intended only for loading/offloading and storage of oil and petroleum products), herewith: cannot be classified as FSO in accordance with the FPU Rules; and at the request of the shipowner they retain the descriptive notation **Oil tanker** in the class notation	Requirements previously applied to a ship as an oil tanker with descriptive notation **Oil tanker**, as well as additional requirements determined by the Register shall apply in each particular case based on operation conditions of a ship as a long-term positioned floating oil storage and taking into account instructions of the Flag State Maritime Administration (if any). The following shall also be added in the class notation: **.1** one of the additional notations indicating operation conditions of a long-term positioned ship (refer to 14.3.1 of the Appendix);

Descriptive notation	Additional notations	Application	References to additional requirements
			.2 additional notation **ESP** — in case there are no other instructions of the Flag State Maritime Administration on application of Enhanced Survey Programme to the ship (refer also to IMO resolution MEPC.311(73))
	—	Inland navigation oil tankers (EIWW)	**Rules C/IN**
Oil recovery ship	—	Oil recovery ships	**RS Rules/C** Part II "Hull", 3.5 Part III "Equipment, Arrangements and Outfit", 4.3.2, 7.11, 8.5.2.11 Part IV "Stability", 3.4 Part VI "Fire Protection", 2.1.1.7, Table 3.1.2.1 (footnote 16), 5.1.2, 5.1.3, 6.4, 6.6.7.1, 8.13 Part VII "Machinery Installations", 4.2.5, 4.2.9 Part VIII "Systems and Piping", 7.2.5, Section 9, 10.1.19, 10.4.7, 11.1.3, 11.1.9, 12.2, 12.4, 12.12 Part XI "Electrical Equipment", 20.2 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.7, 6.2.1.3.5.2 Part V "Navigational Equipment", 3.4.4.7 **RS Rules/CHG** 1.6
		Inland navigation oil recovery ships (EIWW)	**Rules C/IN**
	> 60 °C	Oil recovery ships intended for recovery of petroleum products having a flash point exceeding 60 °C only, from the sea surface and their transportation	**RS Rules/C** Part II "Hull", 3.5 Part III "Equipment, Arrangements and Outfit", 7.11, 8.5.2.11 Part IV "Stability", 3.4 Part VI "Fire Protection", 5.1.2, 5.1.3, 6.4, 6.6.7.1, 8.13) Part VII "Machinery Installations", 4.2.5, 4.2.9, Part VIII "Systems and Piping", 7.2.5, 9.1.2, 11.1.3, 11.1.9, 12.2, 12.12 Part XI "Electrical Equipment", 20.2.1 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.7, 6.2.1.3.5.2 Part V "Navigational Equipment", 3.4.4.7 **RS Rules/CHG** 1.6
		Inland navigation oil recovery ships (EIWW) intended for recovery of petroleum products having a flash point exceeding 60 °C only, from the water surface and their transportation	**Rules C/IN**

Descriptive notation	Additional notations	Application	References to additional requirements
Bilge water removing ship	—	Bilge water removing ships	**RS Rules/C** Part II "Hull", 3.5 Part IV "Stability", 3.4 Part VI "Fire Protection", 6.4, 8.13 Part VIII "Systems and Piping", 9.1.2

3.3 Chemical tankers.

Ships complying with the ship types as determined in Table 3.3-1, are assigned descriptive and additional notations in accordance with Table 3.3-2.

For such ships, the ship type "Chemical tanker" is indicated in the Classification Certificate.

Table 3.3-1

Definitions

No.	Ship type	Definitions
1	Chemical tanker	Self-propelled ship that, irrespective of gross tonnage and propulsion power, has been specially constructed or converted for the carriage of dangerous chemicals in bulk
.1	Chemical tanker ESP	Chemical tanker which is constructed with integral cargo tanks including hybrid configurations (i.e. constructed with both integral and independent cargo tanks). This type notation is assigned to chemical tankers of both single or double hull construction, as well as chemical tankers with alternative structural arrangements. Typical midship sections are given in Fig. 3.3. This type is not assigned to chemical tankers constructed with independent cargo tanks only

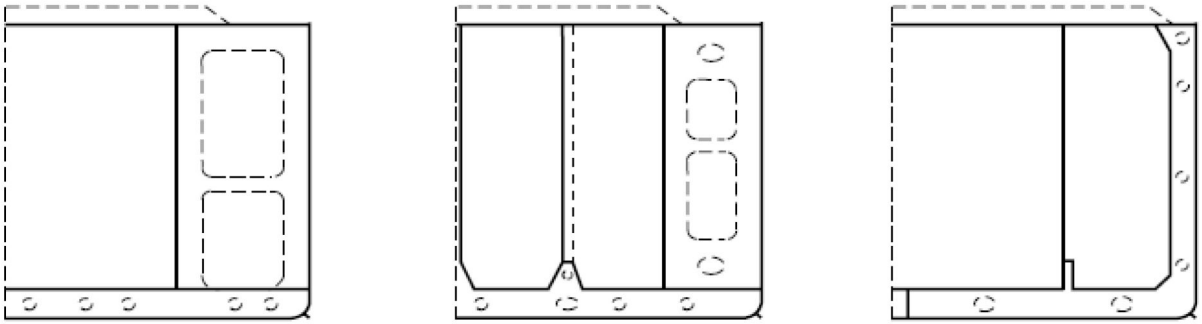


Fig. 3.3
Typical midship sections of chemical tanker ESP

Table 3.3-2

Descriptive and additional notations of chemical tankers

Descriptive notation	Additional notations	Application	References to additional requirements
Chemical tanker or **Oil/chemical tanker**	**type 1**	Chemical tankers type 1	**Chem Rules** (entirely) **RS Rules/C** Part II "Hull", 3.5 Part III "Equipment, Arrangements and Outfit", 2.9.4, 4.1.3.2, 4.3.2, 5.1.2, 5.7, 7.11, 8.6.9 Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.5, 3.4.5 Part VI "Fire Protection", 1.4.3, 2.1.1.7, 2.4, 5.1.3, 6.6.10.1, 8.1.1) Part VII "Machinery Installations", 2.3.1, 3.2.10, 3.2.11, 3.2.13, 4.2.5 Part VIII "Systems and Piping", 7.2.5, 8.7.4, 11.1.3, 12.2, 13.7.8 Part IX "Machinery", 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XI "Electrical Equipment", 2.1.2.2, 7.11, 20.11 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.6, 4.1.1.7, 6.2.1.3.5.2 **RS Rules/CHG** 1.6
	type 2	Chemical tankers type 2	
	type 3	Chemical tankers type 3	
	ESP	Chemical tankers ESP	
	> 60 °C	Chemical tankers intended for carriage of cargo having a flash point exceeding 60 °C only	
	cargo X	Chemical tankers carrying a specific cargo only. Name of the cargo shall be indicated instead of **cargo X**	
Note. The descriptive notation **Oil/chemical tanker** is assigned to chemical tankers where carriage of oil and petroleum products is allowed. Such ships shall comply with the requirements applicable to oil tankers.			

3.4 NLS tankers.

Ships complying with the ship type as determined in Table 3.4-1, are assigned descriptive and additional notations in accordance with Table 3.4-2.

For such ships, the ship type "NLS tanker" is indicated in the Classification Certificate.

Table 3.4-1

Definitions

No.	Ship type	Definition
1	NLS tanker	Self-propelled tanker other than an oil tanker or a chemical tanker and which is intended to carry noxious liquid substances (NLS) of category Z specified in chapter 18 of the IBC Code, in bulk in its cargo spaces

Table 3.4-2

Descriptive and additional notations of NLS tankers

Descriptive notation	Additional notations	Application	References to additional requirements
Tanker	**NLS**	NLS tankers	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.6
	FLS	NLS tankers intended for carriage of products having a flash point 60 °C or below	
	> 60 °C	NLS tankers intended for carriage of products having a flash point exceeding 60 °C	
	cargo X	NLS tankers intended for carriage of a specific product. Name of the product is indicated instead of **cargo X**	

3.5 Special tankers.

Ships complying with the ship type as determined in Table 3.5-1, are assigned descriptive and additional notations in accordance with Table 3.5-2.

For such ships, the ship type "Tanker (special)" is indicated in the Classification Certificate.

Table 3.5-1

Definitions

No.	Ship type	Definition
1	Tanker (special)	Self-propelled tanker other than oil tanker, chemical tanker or NLS tanker, and intended to carry liquid cargoes other than oil, petroleum products, dangerous chemicals and any noxious liquid substances, in bulk in cargo compartments. Such a ship may carry in bulk substances referred to other substances (OS) in Chapter 18 of the IBC Code in accordance with regulation 6, Annex II to MARPOL 73/78

Table 3.5-2

Descriptive and additional notations of special tankers

Descriptive notation	Additional notations	Application	References to additional requirements
Tanker	**OS**	Tankers (special)	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.6
	FLS	Tankers (special) intended to carry cargo having a flash point 60 °C or below	
	> 60 °C	Tankers (special) intended to carry cargo having a flash point exceeding 60 °C	
	cargo X	Takers (special) intended to carry a specific product. Name of the product is indicated instead of **cargo X**	

4 COMBINATION CARRIERS

4.1 Combination carriers.

Ships complying with the ship types as determined in Table 4.1-1, are assigned descriptive and additional notations in accordance with Table 4.1-2.

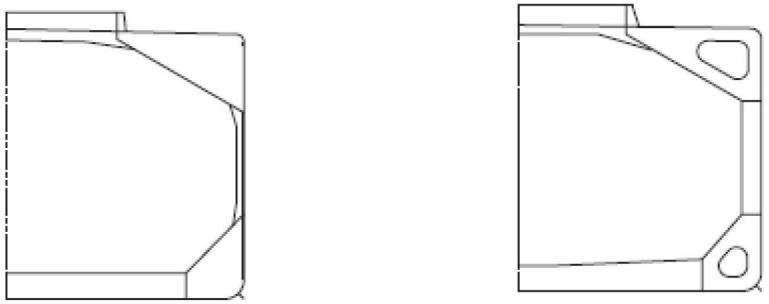
For such ships, the ship type "Combination carrier" is indicated in the Classification Certificate, except for oil/ore carriers for which the ship type "Oil/ore carrier" is stated.

Table 4.1-1

Definitions

No.	Ship type	Definition
1	Combination carrier	Self-propelled ship having cargo tanks and cargo spaces for alternate carriage of oil and petroleum products in bulk as well as dry cargoes in bulk. When carrying dry cargoes in bulk, oily mixtures may be stored in slop tanks
.1	Oil/bulk/ore carrier	Combination carrier intended primarily to carry oil in bulk and/or dry cargoes including ore in bulk
.1.1	Oil/bulk/ore carrier ESP	Oil/bulk/ore carrier which structure includes generally one deck, double bottom, hopper and side underdeck tanks, single or double skin construction within the cargo area. Typical midship sections are given in Fig. 4.1, *a)*
.2	Oil/ore carrier	Combination carrier intended primarily to carry alternatively oil and petroleum products in bulk and ore in bulk
.2.1	Oil/ore carrier ESP	Oil/ore carrier which structure includes generally one deck, two longitudinal bulkheads and double bottom within the cargo area, and intended primarily to carry alternatively ore in central holds or oil in central holds and side tanks. Typical midship sections are given in Fig. 4.1, *b)*

a)



b)

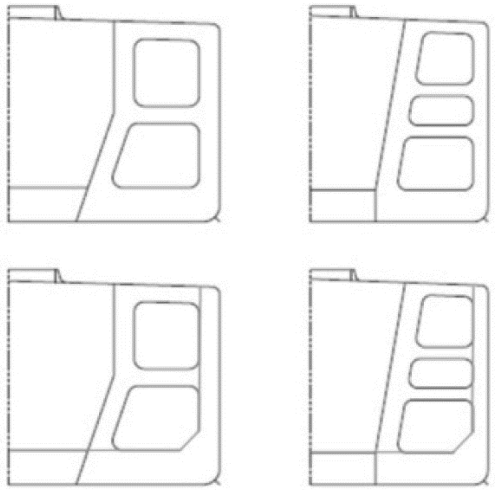


Fig. 4.1
Typical midship sections:
a) oil/bulk/ore carrier ESP; *b)* oil/ore carrier ESP

Table 4.1-2

Descriptive and additional notations of combination carriers

Descriptive notation	Additional notations	Application	References to additional requirements
Combination carrier OBO	—	Oil/bulk/ore carriers	**RS Rules/C** Part II "Hull", 3.3 (for oil/bulk/ore carriers), 3.4 (for oil/ore carrier) Part III "Equipment, Arrangements and Outfit", 2.9.4, 4.3.2, 5.1.2, 5.7, 7.10.1, 7.13, 8.4.4 Part IV "Stability", 3.2, 3.4 Part V "Subdivision", 1.1.1.2, 1.1.1.18, 3.4.5, 3.4.11 Part VI "Fire Protection", 1.4.3, 2.1.1.7, 2.1.5.4, 2.4, Table 3.1.2.1 (items 20 and 21), 3.1.2.8, 3.2.5.4, 3.7.2.8, 4.3.5, Table 5.1.2 (items 8.1, 10.2, 15.2 — 15.3), 5.1.3, 5.1.6.1, 5.1.15.1, 5.1.22, 6.3, 8.10 Part VII "Machinery Installations", 1.1.2, 4.2.5, 4.3.4, 4.5.15, 4.5.16 Part VIII "Systems and Piping", 7.2.5, 7.6.11, 7.7, 7.9, 8.1.6, 8.6, Section 9, 11.1.3, 12.2, 12.4, 12.13, 13.7.8, 13.11 Part IX "Machinery", 5.2.6, 5.3.3, 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XI "Electrical Equipment", 7.10, 20.2, 20.11 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.7, 4.1.1.8, 6.2.1.3.5.2 Part V "Navigational Equipment", 3.4.4.7 **RS Rules/CHG** 1.6
	ESP	Oil/bulk/ore carriers ESP	
	> 60 °C	Oil/bulk/ore carriers intended to carry petroleum products having a flash point exceeding 60 °C only	
Combination carrier OOC	—	Oil/ore carriers	
	ESP	Oil/ore carriers ESP	
	> 60 °C	Oil/ore carriers intended to carry petroleum products having a flash point exceeding 60 °C	
Combination carrier	—	Inland navigation combination carrier (EIWW)	**Rules C/IN**
	> 60 °C	Inland navigation combination carrier (EIWW) intended to carry petroleum products having a flash point exceeding 60 °C	

5 DRY CARGO SHIPS

5.1 Bulk carriers.

Ships complying with the ship types as determined in Table 5.1-1, are assigned descriptive and additional notations in accordance with Table 5.1-2.

For such ships, the ship type "Bulk carrier" is indicated in the Classification Certificate, except for ore carriers for which the ship type "Ore carrier" is stated.

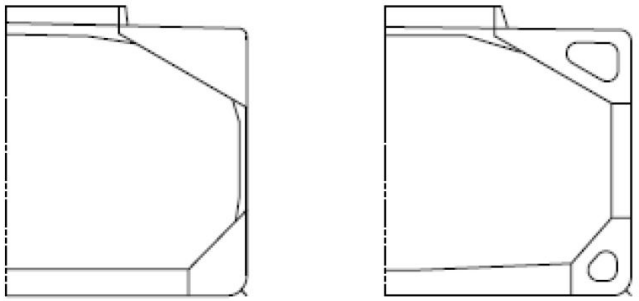
Table 5.1-1

Definitions

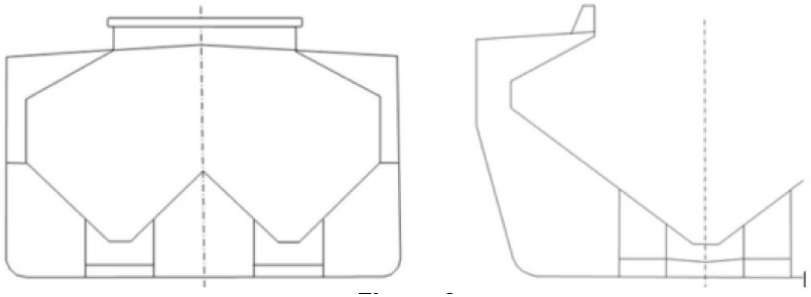
No.	Ship type	Definition
1	Bulk carrier	Self-propelled ship intended primarily[1] to carry dry cargoes in bulk
.1	Bulk carrier ESP	Bulk carrier which is constructed generally with single deck, double bottom, hopper side tanks and topside tanks and with single or double side skin construction in cargo length area. Typical midship sections are given in Fig. 5.1, *a)*
.2	Self-unloading bulk carrier	Bulk carrier intended to carry and self-unload dry cargoes in bulk. Such ships have generally a special design of cargo spaces and appliances allowing self-transfer of bulk cargo within cargo spaces for its further unloading outside the ship
.2.1	Self-unloading bulk carrier ESP	Self-unloading bulk carrier which is constructed generally with single deck, double bottom, hopper side tanks and topside tanks with single or double side skin construction in cargo length area. Typical midship sections are given in Fig. 5.1, *b)*
.3	Ore carrier	Bulk carrier intended to carry ore
.3.1	Ore carrier ESP	Ore carrier which is constructed generally with single deck, two longitudinal bulkheads and a double bottom throughout the cargo length area and intended primarily to carry ore cargoes in the centre holds only. Typical midship sections are given in Fig. 5.1, *c)*

[1] As applicable to this definition, the term "primarily" means that the ship is designed and built (converted) to carry dry cargoes which occupy the ship's cargo spaces exclusively or predominantly; if such a ship occasionally carry cargoes which are not loaded or discharged in bulk, it remains bulk carrier while so doing (refer to IMO resolution MSC.277(85)).

a)



b)



c)

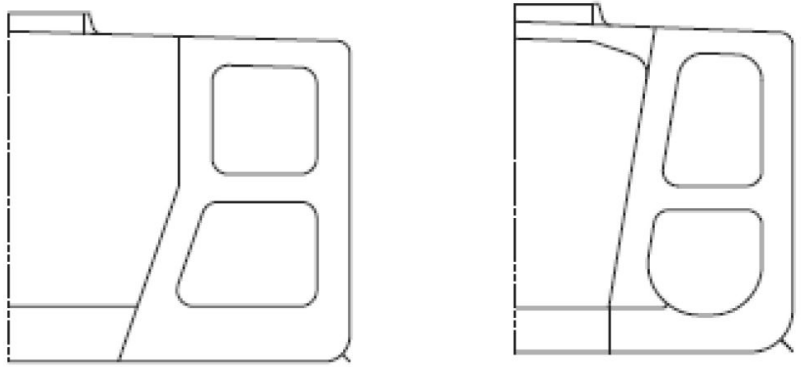


Fig. 5.1
Typical midship sections:
a) bulk carrier ESP; *b)* self-unloading bulk carrier ESP; *c)* ore carrier ESP

Table 5.1-2

Descriptive and additional notations of bulk carriers

Descriptive notations	Additional notations	Application	References to additional requirements
Bulk carrier	—	Bulk carriers[1]	**RS Rules/C** Part II "Hull", 1.1.1.1, and, if applicable, 3.3 (for bulk carriers including self-unloading bulk carriers) or 3.4 (for ore carriers) Part III "Equipment, Arrangements and Outfit", 7.10, 7.13, 8.4.4 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.1.1.18, 1.4.9, 3.4.11, 5.1 Part VI "Fire Protection", Table 5.1.2 (item 15.4), 7.2.1.4, 7.2.2.1 Part VIII "Systems and Piping", 7.6.11, 7.6.15, 7.9, 8.6 Part XI "Electrical Equipment", 5.12, 7.3.1.7, 7.10, 20.11 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 4.1.1.8 **Common Structural Rules** (if applicable, in this case refer also to the distinguishing mark **CSR**)
	self-unloading	Self-unloading bulk carriers	
	ESP	Bulk carriers ESP Self-unloading bulk carriers ESP	
Ore carrier	—	Ore carriers	
	ESP	Ore carriers ESP	

[1] Ships intended exclusively to carry in bulk such cargoes as wood chip, cement, fly ash, sugar, the Register may assign the descriptive notation **Bulk carrier** without adding additional notation **ESP** provided the loading and unloading of cargo is not carried out by grabs heavier than 10 tonnes, power shovels and other means which frequently damage cargo hold structures (refer also to IMO resolution MSC.277(85)).

5.2 General dry cargo ships.

Ships complying with the ship types as determined in Table 5.2-1, are assigned descriptive and additional notations in accordance with Table 5.2-2.

For such ships, the ship type "General dry cargo ship" is indicated in the Classification Certificate.

Table 5.2-1

Definitions

No.	Ship type	Definition
1	General dry cargo ship	Self-propelled ship intended primarily for the carriage of general dry cargo in cargo holds and/or on the deck
.1	Multipurpose dry cargo ship	General dry cargo ship fitted for the carriage of rolling cargoes with preferable vertical or combined directions of cargo processing (LO-LO ships (lift-on/lift-off), LO-RO ships (lift-and-roll))
.2	Timber carrier	General dry cargo ship fitted for the carriage of deck timber cargo
.3	Deck carrier	General dry cargo ship designed for the carriage of cargoes on the open deck only
N o t e s . 1. For the purpose of the Rules, general dry cargo means cargoes in package and without it accepted for carriage on ships in a number equal to the number of cargo places. 2. General dry cargo ships may occasionally carry bulk cargoes provided the requirements of the RS rules and, where applicable, the provisions of IMO resolution MSC.277(85), as amended, are met. 3. Ships, loading condition of which are primarily related to the transportation (carriage, loading and discharge) of bulk cargoes, shall be considered as ships primarily intended for the carriage of bulk cargoes and classified as bulk carriers.		

Table 5.2-2

Descriptive and additional notations of general dry cargo ships

Descriptive notation	Additional notations	Application	References to additional requirements
General dry cargo ship or **Multipurpose dry cargo ship**	—	General dry cargo ships Multipurpose dry cargo ships[1]	**RS Rules/C** Part II "Hull", 1.1.5.2, 1.3.4.2, 1.4.3, 2.3.2.5, 2.3.3.1, 2.3.4.1, 2.3.5, 2.5.4, 2.5.4.5, 2.5.4.7, 2.6.4.6 Part III "Equipment, Arrangements and Outfit", 7.1.13, 7.10, 8.4 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, Section 2 Part VIII "Systems and Piping", 5.3.3, 7.6.15 Part XI "Electrical Equipment", 7.10, 16.8.4.5
	occ-bulk-cargo	General dry cargo ships or multipurpose dry cargo ships occasionally carrying cargoes in bulk	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.5
	heavy cargo: project, deck-X1 t/m^2,	General dry cargo ships fitted for the carriage of heavy and/or bulky	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25

Descriptive notation	Additional notations	Application	References to additional requirements
	hatch cover-X2 t/m^2, hold-X3 t/m^2	cargoes on the deck, hatch covers of cargo holds and/or in cargo holds. Description of parameters of the additional notation **heavy cargo** is given in 14.5 of this Appendix	
Timber carrier	—	Timber carriers	**RS Rules/C**[2] Part IV "Stability", 3.3 Part V "Subdivision", 2.8 **RS Rules/LL**[2] Section 5
Deck carrier	—	Deck carrier	**RS Rules/C**[2] Part II "Hull", 2.6.3.2 Part IV "Stability", 3.2.3, 3.3 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25
	heavy cargo: project, deck-X1 t/m^2	Deck carriers fitted for the carriage of heavy and/or bulky cargoes. Description of parameters of the additional notation **heavy cargo** is given in 14.5 of this Appendix	

[1] Multipurpose dry cargo ships are assigned descriptive notation **Multipurpose dry cargo ship**. Such ships are subject to the requirements applied to general dry cargo ships as well as the requirements of the RS rules, IACS and IMO normative documents related to bow, side and stern doors, ramps and inner doors and relevant requirements for ro-ro ships (whatever is applicable).

[2] In addition to the requirements applied to general dry cargo ships.

5.3 Refrigerated cargo carriers.

Ships complying with the ship type as determined in Table 5.3-1, are assigned descriptive and additional notations in accordance with Table 5.3-2.

For such ships, the ship type "Refrigerated cargo carrier" is indicated in the Classification Certificate.

Table 5.3-1

Definitions

No.	Ship type	Definition
1	Refrigerated cargo carrier	Self-propelled ship other than fishing vessel and intended for the carriage of perishable commodities which require temperature control in cargo spaces and/or thermally insulated containers. Types of carried goods are fruit (bananas, etc.), meat, fish, vegetables, dairy products and other items

Table 5.3-2

Descriptive and additional notations of the refrigerated cargo carriers

Descriptive notation	Additional notations	Application	References to additional requirements
Refrigerated cargo carrier	—	Refrigerated cargo carriers	**RS Rules/C** Part II "Hull", 1.1.5.2, 1.3.4.2, 1.4.3, 2.3.2.5, 2.3.3.1, 2.3.4.1, 2.3.5, 2.5.4, 2.5.4.5, 2.5.4.7, 2.6.4.6 Part III "Equipment, Arrangements and Outfit", 7.1.13, 7.10, 8.4 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, 1.6, Section 2 Part VIII "Systems and Piping", 5.3.3, 7.6.15 Part XI "Electrical Equipment", 7.10, 16.8.4.5
N o t e . Distinguishing mark **REF** for classed refrigerating plant or distinguishing mark **(REF)** for unclassed refrigerating plant (refer to 2.2.11 of Part I "Classification") is added to the character of classification of refrigerated cargo carriers fitted with a refrigerating plant.			

5.4 Ro-ro cargo ships.

Ships complying with the ship type as determined in Table 5.4-1, are assigned descriptive and additional notations in accordance with Table 5.4-2.

For such ships, the ship type "Ro-ro cargo ship" is indicated in the Classification Certificate.

Table 5.4-1

Definitions

No.	Ship type	Definition
1	Ro-ro cargo ship	Self-propelled cargo ship which has one or more decks either closed or open and cargo spaces intended for the carriage of cargo vehicles (with fuel in their tanks) loaded and unloaded in a horizontal direction[1]
[1] Refer also to definitions of roll-on/roll-off (ro-ro) ship in 1.1.1 of Part I "Classification", ro-ro cargo spaces and special category spaces — in 1.5.4.3 and 1.5.9 of Part VI "Fire Protection".		

Table 5.4-2

Descriptive and additional notations of ro-ro cargo ships

Descriptive notation	Additional notations	Application	References to additional requirements
Ro-ro cargo ship	—	Ro-ro cargo ships	**RS Rules/C** Part II "Hull", 3.2 Part III "Equipment, Arrangements and Outfit", 7.4.2, 7.4.3, 7.12.6, 7.14, 8.4.9, 8.5.2.3 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.4.6.2.3, Section 2, 3.3.4.6 Part VI "Fire Protection", 2.1.4.7, 2.1.5.5, 3.4.1, 3.7.3.1.12, 3.7.3.3, 3.8.1.1, 4.2.1.1.4, 4.2.1.3, Table 5.1.2 (items 3.4, 4.14, 15.1 and 16.3), 5.1.14.3, 7.2.13, 7.2.18 Part VIII "Systems and Piping", 12.1.9, 12.1.14, 12.2.2, 12.6 Part IX "Machinery", 5.3.3 Part XI "Electrical Equipment", 7.12, 20.3

5.5 Container ships.

Ships complying with the ship type as determined in Table 5.5-1, are assigned descriptive and additional notations in accordance with Table 5.5-2.

For such ships, the ship type "Container ship" is indicated in the Classification Certificate.

Table 5.5-1

Definitions

No.	Ship type	Definition
1	Container ship	Self-propelled ship having cargo holds provided with the cellular guides with large deck openings, with hatches protected fully or partly by safe closures or without hatch covers and intended for the carriage of cargoes in containers of international type

Table 5.5-2

Descriptive and additional notations of container ships

Descriptive notation	Additional notations	Application	References to additional requirements
Container ship	—	Container ships	**RS Rules/C** Part II "Hull", 3.1.1.1, 3.1.1.5, 3.1.1.6, 3.1.2.1, 3.1.2.9, 3.1.3.5, 3.1.3.8, 3.1.4.6 Part III "Equipment, Arrangements and Outfit", 7.10.6.12, 7.10.6.13, 7.10.6.16, 7.10.6.25, 8.4.8 Part IV "Stability", 3.10 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, 2.6.2 Part VI "Fire Protection", Table 3.1.2.1 (footnote 9), 3.1.2.13, 3.2.6.2, 3.8.1.5, 4.2.1.7, 4.3.1, 5.1.2, Table 5.1.2 (item 3.5), 6.7 Part VIII "Systems and Piping", 7.6.14, 7.14.1, 12.7.9 Part XI "Electrical Equipment", 20.5 Part XVIII "Additional Requirements for Structures of Container Ships and Ships, Dedicated Primarily to Carry Their Load in Containers"

5.6 Barge carriers.

Ships complying with the ship type as determined in Table 5.6-1, are assigned descriptive and additional notations in accordance with Table 5.6-2.

For such ships, the ship type "Barge carrier" is indicated in the Classification Certificate.

Table 5.6-1

Definitions

No.	Ship type	Definition
1	Barge carrier	Self-propelled ship fitted for the carriage of cargo in shipborne barges (lighters) and for self-performing cargo handling operations with lighters. Depending on the lighter system and structure of barge carrier, cargo handling operations with barge carriers may be performed as follows: **.1** loading and unloading are performed by a gantry crane shifting on stern consoles of the ship. Lighters are placed in cargo holds and/or on the open deck, and/or on hatch covers of cargo holds; **.2** loading and unloading is performed by a lifting platform located in the stern recess of a ship and system of winches ensuring horizontal shifting of lighters to be arranged in cargo spaces and/or on the open deck; **.3** loading and unloading is performed by the docking method (FLO/FLO — Float-on/Float-off). Lighters are placed on the cargo deck bounded by single-support side structures and stern (bow) door

Table 5.6-2

Descriptive and additional notations of barge carriers

Descriptive notation	Additional notations	Application	References to additional requirements
Barge carrier	—	Barge carriers	**RS Rules/C** Part II "Hull", 3.1, 3.12 Part III "Equipment, Arrangements and Outfit", 7.1.8 — 7.1.10, 7.2.1.7, 7.2.1.8, 7.4, 8.4.9 Part IV "Stability", 3.10, 4.1 Part VI "Fire Protection", Table 7.2.4-1 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25 (regarding requirements for semi-submersible ships) **RS Rules/LL** 1.2.1

5.7 Semi-submersible ships.

Ships complying with the ship type as determined in Table 5.7-1, are assigned descriptive and additional notations in accordance with Table 5.7-2.

For such ships, the ship type "Semi-submersible ship" is indicated in the Classification Certificate.

Table 5.7-1

Definitions

No.	Ship type	Definition
1	Semi-submersible ship	Self-propelled ship provided generally with forward location of superstructure and house having one cargo deck bounded by single-support side structures or without them and fitted for cargo handling operations performed by the docking method (FLO/FLO — Float-on/Float-off) and carriage of special cargoes/technique including heavy and/or bulky cargoes
N o t e . The term "docklift ship" means the same as semi-submersible ship.		

Table 5.7-2

Descriptive and additional notations of semi-submersible ships

Descriptive notation	Additional notations	Application	References to additional requirements
Semi-submersible ship	—	Semi-submersible ships	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25
	heavy cargo: project, deck-X1 t/m^2	Semi-submersible ships fitted for the carriage of heavy and/or bulky cargoes. Description of parameters of the additional notation **heavy cargo** is given in 14.5 of this Appendix	

5.8 Livestock carriers.

Ships complying with the ship type as determined in Table 5.8-1, are assigned descriptive and additional notations in accordance with Table 5.8-2.

For such ships, the ship type "Livestock carrier" is indicated in the Classification Certificate.

Table 5.8-1

Definitions

No.	Ship type	Definition
1	Livestock carrier	Self-propelled cargo ship built or converted for the carriage of livestock cargo in spaces adapted for these purpose, and equipped for handling and supplying the livestock during their carriage

Table 5.8-2

Descriptive and additional notations of livestock carriers

Descriptive notation	Additional notations	Application	References to additional requirements
Livestock carrier	—	Livestock carriers	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.7

6 BARGES

6.1 Barges and pontoons.

Ships complying with the ship types as determined in Table 6.1-1, are assigned descriptive and additional notations in accordance with Tables 6.1-2 — 6.1-6.

For such ships, the ship type "Barge" is indicated in the Classification Certificate.

Table 6.1-1

Definitions

No.	Ship type	Definition
1	Barge	Non-self-propelled ship designed to be towed or pushed. Type of barge is specified depending on the type of cargo carried, method of its transportation or other purpose of the barge
.1	Tank barge	Barge having integral and/or independent cargo tanks to carry liquid cargoes in bulk
.1.1	Oil tank barge	Tank barge intended primarily for the carriage of oil and/or petroleum products
.1.2	Liquefied gas tank barge (LG barge)	Tank barge intended for the carriage of liquefied gas
.1.3	Compressed gas tank barge (CNG barge)	Tank barge intended for the carriage of compressed natural gas (CNG)
.1.4	Chemical tank barge	Tank barge intended for the carriage of dangerous chemicals
.1.5	NLS tank barge	Tank barge intended for the carriage in cargo tanks of category Z noxious liquid substances included in Chapter 18 of the IBC Code. In addition, NLS tank barge is considered as oil tank barge if carriage of oil and petroleum products as a cargo is allowed on this barge and/or as a chemical tanker if dangerous chemicals are allowed to be carried as a cargo
.1.6	Special tank barge	Tank barge intended for the carriage in cargo spaces of liquid cargoes in bulk other than oil, petroleum products, dangerous chemicals and any noxious liquid substances
.2	Dry cargo barge	Barge intended for the carriage of dry cargoes: general cargoes (cargoes in the package or without it adopted for transportation on ships according to the number of cargo places) and/or bulk cargoes
.3	Shipborne barge (lighter)	Barge unmanned and appropriated for transportation in specially equipped ships (barge carriers) and for towing (pushing) within the specified restricted area of navigation
.4	Special barge	Barge fitted to perform special production and/or technological operations such as drilling works, cable laying and pipe laying on the seabed and other auxiliary operations
.4.1	Drilling barge	Special barge with a drilling unit
.4.2	Cable laying barge	Special barge fitted for cable laying on the sea bottom
.4.3	Pipe laying barge	Special barge fitted for laying the pipelines on the seabed

No.	Ship type	Definition
.4.4	Hopper barge	Special barge with ordinary ship lines or of a pontoon shape having cargo holds equipped with a hull opening system or bottom openings fitted with closures to carry spoil and slurry (mixture of liquid and spoil or rock formation) to the place of unloading in the course of dredging
.5	Pontoon	Unmanned barge intended for technological operations and/or carriage of cargoes on the deck having a pontoon hull shape and having no hatches on deck except for small manholes for access into the hull which are closed by covers with seal gaskets

Table 6.1-2

Descriptive and additional notations of tank barges

Descriptive notation	Additional notations	Application	References to additional requirements
Tank barge	**OL**	Oil tank barges	**RS Rules/C** Part II "Hull", 1.4.3.1.2, 3.5 Part III "Equipment, Arrangements and Outfit", 2.9.4, 2.9.14, 4.1.3.2, 4.3.2, 7.11, 8.5.2.11 Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.2, 3.4.5, Table 3.4.10.5 Part VI "Fire Protection", 1.4.3, 2.1.1.7, 2.4, Table 3.1.2.1 (items 8, 20, 21 and footnote 16), 3.1.2.8, 3.2.5.4, 3.7.2.8, 4.3.5, Table 5.1.2 (items 8.1, 10.2, 15.2, 15.3), 5.1.3, 5.1.6.1, 5.1.15.1, 5.1.22, 6.3) Part VII "Machinery Installations", 1.1.2, 4.2.5, 4.3.4, 4.5.15, 4.5.16 Part VIII "Systems and Piping", 5.2.3, 6.2.7, 7.2.5, 7.7, 7.10.1, 8.1.6, Section 9, 11.1.3, 12.2, 12.4, 12.13, 13.7.8, 13.11, 18.1.6, 21.3 Part IX "Machinery", 5.2.6, 5.3.3, 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XI "Electrical Equipment", 1.3.2.2.9, 1.3.2.2.15, 2.9.1, 7.2.3.10, 7.19, 20.2 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.7, 6.2.1.3.5.2 Part III "Signal Means", 2.2.3, 5.2.1 Part V "Navigational Equipment", 3.4.4.7 **RS Rules/LL** (if applicable) 3.2.9, 3.3.2, 3.4.4, 4.1.2.2, 4.1.4 **RS Rules/CHG** 1.6

Descriptive notation	Additional notations	Application	References to additional requirements
	LG	LG barges	**LG Rules** **LG MCS Rules** (if applicable depending on the type of tanks) **RS Rules/C** Part II "Hull", 1.2.3.4, 1.4.9.2, 3.5, Appendix 1 (Table 4.1-2) Part III "Equipment, Arrangements and Outfit", 2.9.4, 2.9.14, 5.1.2, 5.7, 7.11, 8.6.9 Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.6, 3.4.6, Table 3.4.10.5 Part VI "Fire Protection", 1.4.3, 2.4, Table 3.1.2.1 (item 17), 3.10.2.4, 3.10.3.2, 5.1.3 Part VII "Machinery Installations", 1.1.2, 2.3.1, 3.2.10, 3.2.12 Part VIII "Systems and Piping", 7.2.5, 8.7.4, 11.1.3, 12.2, 13.7.8, 13.12 Part IX "Machinery", 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 9 (if applicable) **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.3, 4.1.1.6, 4.1.1.7, 4.1.1.10, 6.2.1.3.5.2 **RS Rules/CHG** 1.6
	CNG	CNG barges	**CNG Rules**
	CH	Chemical tank barges	**Chem Rules** **RS Rules/C** Part II "Hull", 3.5 Part III "Equipment, Arrangements and Outfit", 2.9.4, 4.1.3.2, 4.3.2, 5.1.2, 5.7, 7.11, 8.6.9 Part IV "Stability", 3.4 Part V "Subdivision", 1.1.1.5, 3.4.5 Part VI "Fire Protection", 1.4.3, 2.1.1.7, 2.4, 5.1.3, 6.6.10.1, 8.1.1) Part VII "Machinery Installations", 2.3.1, 3.2.10, 3.2.11, 3.2.13, 4.2.5 Part VIII "Systems and Piping", 7.2.5, 8.7.4, 11.1.3, 12.2, 13.7.8 Part IX "Machinery", 6.2.1.2, 6.2.1.8, 6.2.1.11 Part XI "Electrical Equipment", 2.1.2.2, 7.11, 20.11 **RS Rules/E** (if applicable) Part II "Life-Saving Appliances", 2.4.1, 4.1.1.6, 4.1.1.7, 6.2.1.3.5.2 **RS Rules/CHG** 1.6
	NLS	NLS barges	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.6
	OS	Special tank barges	
	FLS	Special tank barges and NLS barges for carriage of products having a flash point 60 °C and below	

Descriptive notation	Additional notations	Application	References to additional requirements
	> 60 °C	Tank barges intended for the carriage of cargo having a flash point exceeding 60 °C only	Refer to the requirements for additional notations **OL**, **LG**, **CH**, **NLS**, **FLS** (depending on the type of cargo carried)
	cargo X	Tank barges intended for the carriage of a specific cargo only. Name of cargo carried shall be indicated instead of **cargo X**	Refer to the requirements for additional notations **OL**, **LG**, **CH**, **NLS**, **FLS**, **> 60 °C** (depending on the type and properties of cargo carried)
	deck-cargo	Tank barges fitted for the carriage of dry cargoes on the open deck	**RS Rules/C** Part II "Hull", 2.6.3.2 Part IV "Stability", 3.2.3, 3.3

Table 6.1-3

Descriptive and additional notations of dry cargo barges

Descriptive notation	Additional notations	Application	References to additional requirements
Dry cargo barge	**GC**	Dry cargo barges intended for the carriage of general dry cargoes	**RS Rules/C** Part II "Hull", 1.1.5.2, 1.3.4.2, 1.4.3, 2.3.2.5, 2.3.3.1, 2.3.4.1, 2.3.5, 2.5.4, 2.5.4.5, 2.5.4.7, 2.6.4.6 Part III "Equipment, Arrangements and Outfit", 7.1.13, 7.10, 8.4 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, Section 2 Part VIII "Systems and Piping", 5.3.3, 7.6.15 Part XI "Electrical Equipment", 7.10, 16.8.4.5
	BC	Dry cargo barges intended for the carriage of bulk cargoes	**RS Rules/C** Part II "Hull", 3.3 or 3.4 (as applicable) Part III "Equipment, Arrangements and Outfit", 7.10, 8.4.4 Part IV "Stability", 3.2 Part V "Subdivision", 1.1.1.10, 1.1.1.11, 1.4.9, 3.4.11 Part VI "Fire Protection", Table 5.1.2 (item 15.4), 7.2.1.4, 7.2.2.1 Part VIII "Systems and Piping", 7.6.11, 7.6.15, 7.9, 8.6 Part XI "Electrical Equipment", 5.12, 7.3.1.7, 7.10, 20.11
	deck-cargo	Dry cargo barges intended for the carriage of general dry (**GC**) and/or bulk (**BC**) cargoes on the open deck (except for heavy and/or bulky cargoes)	**RS Rules/C** Part II "Hull", 2.6.3.2 Part IV "Stability", 3.2.3, 3.3
	heavy cargo: project, deck-X1 t/m^2	Dry cargo barges for the carriage of heavy and/or bulky cargoes on the deck.	**RS Rules/C** Part IV "Stability", 3.2.3 Part VI "Fire Protection", 8.11

Descriptive notation	Additional notations	Application	References to additional requirements
		Description of parameters of the additional notation **heavy cargo** is given in 14.5 of this Appendix	Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25

Table 6.1-4

Descriptive and additional notations of shipborne barges

Descriptive notation	Additional notations	Application	References to additional requirements
Shipborne barge	—	Shipborne barges	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 3.1.4, 8.6.11, 8.7 Part VI "Fire Protection", Table 7.2.4-1, 8.11 **RS Rules/LL** 4.1.4 **Rules C/IN**

Table 6.1-5

Descriptive and additional notations of special barges

Descriptive notation	Additional notations	Application	References to additional requirements
Special barge	**drilling**	Drilling barges	**MODU Rules**
	cable-laying	Cable laying barges	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 3.4.7 Part IV "Stability", 4.1
	pipe-laying	Pipe laying barges	
Hopper barge	—	Hopper barges	**RS Rules/C** Part II "Hull", 3.6 Part IV "Stability", 3.8 Part V "Subdivision", 3.4.13 Part VIII "Systems and Piping", 4.3.2.15, 5.3.10 Part XI "Electrical Equipment", 20.12 **RS Rules/LL** (if applicable) Section 8

Table 6.1-6

Descriptive and additional notations of pontoons

Descriptive notation	Additional notations	Application	References to additional requirements
Pontoon	—	Pontoons	**RS Rules/C** Part IV "Stability", 4.2 Part VI "Fire Protection", 8.11 **RS Rules/LL**
	technological	Pontoons intended for technological operations	

Descriptive notation	Additional notations	Application	References to additional requirements
			4.1.4
	deck-cargo	Pontoons intended for the carriage of deck cargo (except for heavy and bulky cargoes)	**RS Rules/C** Part II "Hull", 2.6.3.2 Part IV "Stability", 3.2.3, 3.3, 4.2 Part VI "Fire Protection", 8.11 **RS Rules/LL** 4.1.4
	heavy cargo: project, deck-X1 t/m^2	Pontoons intended for the carriage of heavy and/or bulky cargoes on the deck. Description of parameters of the additional notation **heavy cargo** is given in 14.5 of this Appendix	**RS Rules/C** Part IV "Stability", 3.2.3, 3.3, 4.2 Part VI "Fire Protection", 8.11 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 25 **RS Rules/LL** 4.1.4

7 SPECIAL AND SERVICE SHIPS

7.1 Tugs.

Ships complying with the ship types as determined in Table 7.1-1, are assigned descriptive and additional notations in accordance with Table 7.1-2. For such ships, the ship type "Tug" is indicated in the Classification Certificate.

Table 7.1-1

Definitions

No.	Ship type	Definition
1	Tug	Self-propelled ship having towing arrangement and/or coupling device for towage, handling and/or pushing of ships and floating facilities and/or escort service
.1	Escort tug	Tug intended for escort service (steering of ships and floating facilities, braking and otherwise controlling the assisted ship)
.2	Push tug	Tug having coupling device for steering of ships and floating facilities by pushing

Table 7.1-2

Descriptive and additional notations of pontoons

Descriptive notation	Additional notations	Application	References to additional requirements
Tug	—	Tugs	**RS Rules/C** Part II "Hull", 3.9 Part III "Equipment, Arrangements and Outfit", 5.4, 5.5, 5.6 Part IV "Stability", 3.7 Part V "Subdivision", 2.1.1 Part VII "Machinery Installations", 8.2.1 Part VIII "Systems and Piping", 11.1.3, 14.1.3 Part IX "Machinery", 6.5, 6.6 **RS Rules/E** (if applicable) Part V "Navigational Equipment", 3.2.10.2
	escort	Escort tugs	**RS Rules/C** Part II "Hull", 3.9 Part III "Equipment, Arrangements and Outfit", 5.3, 5.4, 5.5, 5.6 Part V "Subdivision", 2.1.1 Part VII "Machinery Installations", 8.2.1 Part VIII "Systems and Piping", 11.1.3, 14.1.3 Part IX "Machinery", 6.5, 6.6 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", Section 2 **RS Rules/E** (if applicable) Part V "Navigational Equipment", 3.2.10.2
	pusher	Inland navigation push tugs (ElWW)	**Rules C/IN**

7.2 Drilling ships.

Ships complying with the ship type as determined in Table 7.2-1, are assigned descriptive and additional notations in accordance with Table 7.2-2.

For such ships, the ship type "Drilling ship" is indicated in the Classification Certificate.

Table 7.2-1

Definitions

No.	Ship type	Definition
1	Drilling ship	Self-propelled ship of single-hull or multi-hull structure having a drilling unit
Note. For drilling barges, refer to 6.1 of this Appendix.		

Table 7.2-2

Descriptive and additional notations of drilling ships

Descriptive notation	Additional notations	Application	References to additional requirements
Drilling ship	—	Drilling ships	**MODU Rules**

7.3 Diving support vessels.

Ships complying with the ship type as determined in Table 7.3-1, are assigned descriptive and additional notations in accordance with Table 7.3-2.

For such ships, the ship type "Diving support vessel" is indicated in the Classification Certificate.

Table 7.3-1

Definitions

No.	Ship type	Definition
1	Diving support vessel	Self-propelled vessel intended to ensure diving operations and, as a rule, having special equipment that may include fixed or mobile diving system

Table 7.3-2

Descriptive and additional notations of diving support vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Diving support vessel	—	Diving support vessels	No additional requirements are available; requirements for cargo ships[1] shall apply
[1] One of the distinguishing marks **SDS** (refer to 2.2.23 of Part I "Classification") is added to the character of classification of diving support vessels fitted with diving system classed by the Register.			

7.4 Service vessels.

Ships complying with the ship types as determined in Table 7.4-1, are assigned descriptive and additional notations in accordance with Table 7.4-2.

For such ships, the ship type "Service vessel" is indicated in the Classification Certificate.

Table 7.4-1

Definitions

No.	Ship type	Definition
1.	Service vessel	Self-propelled ship intended and fitted for special functions on servicing of other ships or maritime infrastructure, or other auxiliary functions
.1	Pilot ship	Service vessel fitted with means and devices for transportation to other ships and safe embarkation/disembarkation of pilots from one board to another
.2	Buoy vessel	Service vessel fitted with lifting and other appliances for laying, removing, shifting of navigational and other marks in the waterways, with or without working platform on the open deck for their transportation and maintenance
.3	Transfer boat	Service vessel fitted with spaces or places for passengers (special personnel, industrial personnel) for their carriage in the port waters, raid or at sea for the purpose of their embarkation/disembarkation to/from other ships or for the purpose of performance of other service or administrative functions. In all cases the number of passengers on board the transfer boat shall not exceed 12 persons
.4	Work boat	Service vessel intended for the carriage of individual items of procurement (spare parts, working accessories, etc.), luggage, provision for other ships, offshore installations and shore-based items, performance of patrol and other working functions (environmental monitoring, administrative control, etc.). When carrying passengers, their number shall not exceed 12 persons
.5	Research vessel	Service vessel intended to research resources and phenomena of sea, seabed, atmosphere and outer space and, as a rule, fitted for such purposes by deck or other arrangements and machinery and/or ship's spaces for work with special scientific instruments[1]
.6	Training vessel	Service vessel intended for accommodation of the personnel engaged in training and practical marine experience to develop seafaring skills suitable for a professional career at sea

[1] Research vessels include seismic survey ships, hydrographic ships, scientific and expedition ships and other similar ships.

Table 7.4-2

Descriptive and additional notations of service vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Special service vessel	**pilot**	Pilot ships	**RS Rules/C** Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.4
	buoy-maintenance	Buoy vessels	No additional requirements are available; requirements for cargo ships (refer to Note) shall apply
	transfer-boat	Transfer boats	
	work-boat	Work boats	
	research	Research vessels	
	training	Training vessels	
Note. Transfer boats and other service vessels carrying special and/or industrial personnel the aggregated number of which is more than 12 persons (including passengers), are subject to the requirements of these Rules for special service vessels as well as Section 34 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships" (refer also to 2.2.62 and 2.2.63 of Part I "Classification").			

7.5 Hopper vessels.

Ships complying with the ship type as determined in Table 7.5-1, are assigned descriptive and additional notations in accordance with Table 7.5-2.

For such ships, the ship type "Hopper vessel" is indicated in the Classification Certificate.

Table 7.5-1

Definitions

No.	Ship type	Definition
1	Hopper vessel	Self-propelled ship with ordinary ship lines or of a pontoon shape having cargo holds equipped with a hull opening system or bottom openings fitted with closures to carry spoil and slurry (mixture of liquid and spoil or rock formation) to the place of unloading in the course of dredging
N o t e . For hopper barges, refer to 6.1 of this Appendix.		

Table 7.5-2

Descriptive and additional notations of hopper vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Hopper vessel	—	Hopper vessels	**RS Rules/C** Part II "Hull", 3.6 Part IV "Stability", 3.8 Part V "Subdivision", 3.4.13 Part VIII "Systems and Piping", 4.3.2.15, 5.3.10 Part XI "Electrical Equipment", 20.12 **RS Rules/LL** (if applicable) Section 8

7.6 Dredgers.

Ships complying with the ship types as determined in Table 7.6-1, are assigned descriptive and additional notations in accordance with Table 7.6-2.

For such ships, the ship type "Dredger" is indicated in the Classification Certificate.

Table 7.6-1

Definitions

No.	Ship type	Definition
1.	Dredger	Self-propelled or non-self-propelled ship with ordinary ship lines or of a pontoon shape or module type fitted with special devices (buckets, suction pipes, grabs, etc.) intended for extraction of spoil in the course of dredging
1.1	Hopper dredger	Dredger having cargo holds equipped with a hull opening system or bottom openings fitted with closures to carry spoil and slurry (mixture of liquid and spoil or rock formation) to the place of unloading in the course of dredging
N o t e . In these Rules the term "suction dredger" means the same as the dredger.		

Table 7.6-2

Descriptive and additional notations of dredgers

Descriptive notation	Additional notations	Application	References to additional requirements
Dredger	—	Dredgers (suction dredgers)	**RS Rules/C** Part II "Hull", 3.6 Part IV "Stability", 3.8 Part V "Subdivision", 3.4.13 Part VIII "Systems and Piping", 4.3.2.15, 5.3.10 Part XI "Electrical Equipment", 20.12 **RS Rules/LL** (if applicable) Section 8
Hopper dredger	—	Hopper dredgers	

7.7 Historical ships.

Ships complying with the ship types as determined in Table 7.7-1, are assigned descriptive and additional notations in accordance with Table 7.7-2.

For such ships, the ship type "Historical ship" is indicated in the Classification Certificate.

Table 7.7-1

Definitions

No.	Ship type	Definition
1.	Historical ship	Ship that was preserved, restored or reconstructed (as its exact copy — replica) for demonstration purposes based on recognition of significance of the ship itself or its construction, machinery, arrangements, equipment either from a historic viewpoint or based on its rarity or particular technical nature, or based on its meaning for the preservation of traditional principles of seamanship or techniques of navigation
.1	Replica of a historical ship	Ship which was largely built from original materials, using an appropriate construction method according to plans or templates of a historical ship as an exact copy (replica) of it

Table 7.7-2

Descriptive and additional notations of historical ships

Descriptive notation	Additional notations	Application	References to additional requirements
Historical ship	—	Historical ships	Special technical requirements shall apply that are developed by the designer and approved by the Register for the purpose of its further operation as a historical ship or for the purpose of design, construction and operation of a replica of a historical ship
	replica	Replicas of historical ships	

7.8 Cable laying vessels.

Ships complying with the ship type as determined in Table 7.8-1, are assigned descriptive and additional notations in accordance with Table 7.8-2.

For such ships, the ship type "Cable laying vessel" is indicated in the Classification Certificate.

Table 7.8-1

Definitions

No.	Ship type	Definition
1	Cable laying vessel	Self-propelled ship intended for cable laying on the seabed and for this purpose fitted with special structures, processing facilities and devices such as devices and machinery for storage, supply/lifting of cable, monitoring facilities and other equipment
N o t e . For cable laying barges, refer to 6.1 of this Appendix.		

Table 7.8-2

Descriptive and additional notations of cable laying vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Cable laying vessel	—	Cable laying vessels	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 3.4.7 Part IV "Stability", 4.1 (if applicable)

7.9 Crane vessels.

Ships complying with the ship types as determined in Table 7.9-1, are assigned descriptive and additional notations in accordance with Table 7.9-2.

For such ships, the ship type "Crane vessel" is indicated in the Classification Certificate.

Table 7.9-1

Definitions

No.	Ship type	Definition
1.	Crane vessel	Self-propelled or non/self-propelled ship having lifting gears for cargo handling and working operations (mounting, undersea, hydraulic engineering, salvage, pipe laying, etc.) and may be also used for carriage of cargoes on the deck and/or in the hold
.1	Floating crane	Crane vessel with a hull of pontoon or similar type

Table 7.9-2

Descriptive and additional notations of crane vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Crane vessel	—	Crane vessels	**RS Rules/C** Part II "Hull", 3.6 Part III "Equipment, Arrangements and Outfit", 3.2.4 Part IV "Stability", 4.1 Part VI "Fire Protection", 3.2.1.1, 3.2.5.1, 3.2.5.6, Table 5.1.2 (item 13) Part XI "Electrical Equipment", 20.7 **RS Rules/CHG** Section 6
Floating crane	—	Floating cranes	

7.10 Icebreakers.

Ships complying with the ship type as determined in Table 7.10-1, are assigned descriptive and additional notations in accordance with Table 7.10-2.

For such ships, the ship type "Icebreaker" is indicated in the Classification Certificate.

Table 7.10-1

Definitions

No.	Ship type	Definition
1	Icebreaker	Ship having specific lines and strengthened hull structure as well as machinery installation having sufficient characteristics for effective performance of all kinds of icebreaking operations (escort of ships in ice, breaking of a navigable channel, towing, breaking of ice, rescue operations) in order to maintain navigation in different freezing seas

Table 7.10-2

Descriptive and additional notations of icebreakers

Descriptive notation	Additional notations	Application	References to additional requirements
Icebreaker	—	Icebreakers. The descriptive notation **Icebreaker** is assigned to ships having one of the following ice class marks in the class notation: **Icebreaker6**, **Icebreaker7**, **Icebreaker8**, **Icebreaker9**, provided the ship's hull and machinery installation comply with the same ice class. For details refer to 2.2.3.1.1 of Part I "Classification"	**RS Rules/C** Part I "Classification", 2.2.3 Part II "Hull", 3.10 Part III "Equipment, Arrangements and Outfit", 1.6.2, 2.1.5, 2.2.2.2, 2.2.2.3, 2.4.1.3, 2.4.1.9, 7.2.1.1, Part V "Subdivision", 1.1.1.12, 3.4.2 Part VII "Machinery Installations", 1.3.2.3, 2.1.1.1, 2.1.2, 2.1.15 — 2.1.17, 2.4.3, 5.1.3, 5.2.5, 5.4.3, 6.2.1, 6.2.2, 6.2.4, 6.2.5, 6.3.4, 6.5.2, 7.2.4, 8.2.1, 8.3.1, 8.4.2, 8.8.2, 8.8.5 Part VIII "Systems and Piping", 4.3.1, 4.3.2.3, 4.3.2.14, 8.3.2, 12.1.7, 15.6.1 Part IX "Machinery", 4.2.3.2, 8.1.8 Part XI "Electrical Equipment", 17.7.1.7 **RS Rules/E** (if applicable) Part III "Signal Means", 3.1.3.3
N o t e . Ships to which, in accordance with Section 1 of Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", the mark **Icebreaker** was assigned to the polar class distinguishing mark, the descriptive notation **Icebreaker** is not assigned.			

7.11 Fish processing vessels.

Ships complying with the ship type as determined in Table 7.11-1, are assigned descriptive and additional notations in accordance with Table 7.11-2.

For such ships, the ship type "Fish processing vessel" is indicated in the Classification Certificate.

Table 7.11-1

Definitions

No.	Ship type	Definition
1	Fish processing vessel	Self-propelled ship intended for receipt, processing and storage of freshly caught living resources of the sea and not engaged in catching and having working spaces with processing equipment to process products

Table 7.11-2

Descriptive and additional notations of fishing processing vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Fish processing vessel	—	Fish processing vessels	**RS Rules/C** Part II "Hull", 3.7 Part V "Subdivision", 1.6.1.1, 3.4.2 Part VI "Fire Protection", 2.1.5.1.1, 2.5.8 Part XI "Electrical Equipment", 20.4.5
N o t e . Fish processing vessels carrying special personnel more than 12 persons (including passengers) are subject to the requirements of these Rules for special purpose ships (refer also to 2.2.63 of Part I "Classification").			

7.12 Salvage ships.

Ships complying with the ship type as determined in Table 7.12-1, are assigned descriptive and additional notations in accordance with Table 7.12-2.

For such ships, the ship type "Salvage ship" is indicated in the Classification Certificate.

Table 7.12-1

Definitions

No.	Ship type	Definition
1	Salvage ship	Self-propelled ship intended to carry out rescue services at sea

Table 7.12-2

Descriptive and additional notations of salvage ships

Descriptive notation	Additional notations	Application	References to additional requirements
Salvage ship	—	Salvage ships	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 2.10.3.4, Part V "Subdivision", 1.1.1.13, 3.4.10.5 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.2.3 (except for 13.2.3.1 — 13.2.3.3, 13.2.3.11), 13.2.4, 13.2.5, 13.2.10

7.13 Nuclear support vessels.

Ships complying with the ship type as determined in Table 7.13-1, are assigned descriptive and additional notations in accordance with Table 7.13-2.

For such ships, the ship type "Nuclear support vessel" is indicated in the Classification Certificate.

Table 7.13-1

Definitions

No.	Ship type	Definition
1	Nuclear support vessel	Ship fitted for operational support and supply of ships with nuclear power plant (including functions not related to radioactivity)

Table 7.13-2

Descriptive and additional notations of nuclear support (NS) vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Nuclear support vessel	—	NS vessels	**Nuclear Rules**
Note. Operational capabilities of the NS vessel according to its purpose are shown, where necessary, in Section "Other Characteristics" of the Classification Certificate (e.g., "LRW treatment").			

7.14 Offshore support vessels.

Ships complying with the ship types as determined in Table 7.14.1, are assigned descriptive and additional notations in accordance with Table 7.14-2.

For such ships, the ship type "Offshore support vessel" is indicated in the Classification Certificate.

Table 7.14-1

Definitions

No.	Ship type	Definition
1	Offshore support vessel	Self-propelled ship fitted generally with a forward superstructure and an after weather cargo deck for processing of the cargo at sea and equipped with cargo spaces or areas for the carriage of: **.1** stocks, materials, equipment and fuel to the mobile offshore platforms and other ships; and/or **.2** stocks, materials, equipment, drilling mud and fuel to fixed offshore platforms and mobile offshore drilling units

Table 7.14-2

Descriptive and additional notations of offshore support vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Offshore support vessel	—	Offshore support vessels	**RS Rules/C** Part II "Hull", 3.8 Part III "Equipment, Arrangements and Outfit", 3.4.2, 7.1.6, 7.6.6, 7.8.4 Part IV "Stability", 3.11 Part V "Subdivision", 1.1.1.8, 3.4.9 Part VIII "Systems and Piping", 9.1.3, 11.1.3 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.1 **RS Rules/E** (if applicable) Part V "Navigational Equipment", 3.2.10.2
Note. For multifunctional offshore support vessels, depending on the functions for which the vessel is intended, the additional notations **standby**, **anchor-handling**, **salvage**, **towing**, **oil-recovery**, etc. (refer to Table 14.2-2 of this Appendix) may be added to the descriptive notation **Offshore support vessel**.			

7.15 Special purpose ships.

Special purpose ship is a self-propelled ship which, by reason of its function, carries on board more than 12 persons of special personnel, including passengers (the later shall not exceed 12 passengers, otherwise such ship should not be considered a special purpose ship as it is a passenger ship).

Note. Ships carrying special personnel such as research, training, fish processing vessels, salvage ships, cable laying vessels, diving support vessels, pipe laying vessels, crane vessels, floating cranes, other non-passenger ships shall be considered as special purpose ships if they carry on board more than 12 persons of special personnel (including passengers).

Special purpose ships shall be assigned types in accordance with types of ships given in Sections 3 — 5 and 7 of this Appendix and assigned relevant descriptive and additional notations as well as distinguishing mark **SPS1(N)** or **SPS2(N)** in accordance with 2.2.63 of Part I "Classification".

7.16 Pipe laying vessels.

Ships complying with the ship type as determined in Table 7.16-1, are assigned descriptive and additional notations in accordance with Table 7.16-2.

For such ships, the ship type "Pipe laying vessel" is indicated in the Classification Certificate.

Table 7.16-1

Definitions

No.	Ship type	Definition
1	Pipe laying vessel	Self-propelled ship intended for laying the pipelines on the seabed and fitted for this purpose with special structures, technological equipment and devices (pipe laying lines with posts for welding, non-destructive testing and application of protective coating, lifting gears having a high working load, guiding arrangment (stinger) and other rigging)
N o t e . For pipe laying barges, refer to 6.1 of this Appendix.		

Table 7.16-2

Descriptive and additional notations of pipe laying vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Pipe laying vessel	—	Pipe laying vessels	**RS Rules/C** Part II "Hull", 3.6 Part III "Equipment, Arrangements and Outfit", 3.4.7 Part IV "Stability", 4.1

8 SHIPS FOR CATCHING OF LIVING RESOURCES OF THE SEA

8.1 Fishing vessels.

Ships complying with the ship types as determined in Table 8.1-1, are assigned descriptive and additional notations in accordance with Table 8.1-2.

For such ships, the ship type "Fishing vessel" is indicated in the Classification Certificate.

Table 8.1-1

Definitions

No.	Ship type	Definition
1.	Fishing vessel	Ship used directly for catching or for catching and processing the catch (fish, whales, seals, walrus or other living resources of the sea)
.1	Small fishing vessel	Fishing vessel having the length of 12 m and over but less than 24 m and with the power of main engines of 55 kW and above but not more than 375 kW

Table 8.1-2

Descriptive and additional notations of small fishing vessels

Descriptive notation	Additional notations	Application	References to additional requirements
Fishing vessel	—	Fishing vessels	**RS Rules/C** Part II "Hull", 3.7 Part III "Equipment, Arrangements and Outfit", 2.1.9, 2.9.15, 2.10.3.4, 3.1.3, 3.3.3, 3.4.9, 4.1.2, 7.2.1.1, 7.10.2.1, 7.12.1.1, 7.12.8, 8.5.4.3, 8.8.4 Part IV "Stability", 1.5.1.6, 1.5.1.7, 1.5.5.2, 2.1.4.2, 3.5 Part V "Subdivision", 1.1.1.3, 1.6.1.1, 3.4.2, 3.4.10.5 Part VI "Fire Protection", 2.1.1.4.3, 2.1.1.8.2, 2.1.1.10, 2.1.5.1.1, 2.5, 2.6, Table 3.1.2.1 (footnotes 13 and 15), 3.2.5.8, 4.2.1.2.6, Table 5.1.2 (item 10.3) Part VII "Machinery Installations", 4.5.11, 8.2.1 Part VIII "Systems and Piping", 13.8.1 Part XI "Electrical Equipment", 1.3.2.4.2, 4.6.7.1, 6.8.1, 16.8.4.6, 20.10 **RS Rules/E** Part II "Life-Saving Appliances", 2.3.7, 5.1 Part III "Signal Means", 2.2.4.2, 2.2.5 **RS Rules/CHG** 1.3.6 **RS Rules/LL** 2.1.3.1, 3.2.4.1, 7.3.1.1.3, 7.3.4.5
Small fishing vessel	—	Small fishing vessels	**SFV Rules** (entirely)

9 FLOATING FACILITIES

9.1 Mobile offshore platforms.

Floating facilities complying with the types as determined in Table 9.1-1, are assigned descriptive and additional notations in accordance with Table 9.1-2.

For such floating facilities, the type "Mobile offshore platform" is indicated in the Classification Certificate.

Table 9.1-1

Definitions

No.	Type of facility	Definition
1	Mobile offshore platform	Floating facility placed at the point of work to perform operations other than drilling, hydrocarbon production, storage or processing
.1	Self-elevating mobile offshore platform	Floating offshore platform which has movable legs capable of raising its hull above the surface of the sea and lowering them back into the sea
.2	Semi-submersible mobile offshore platform	Floating offshore platform having stabilized columns and which is afloat when in operating condition and which is kept in the horizontal plane by means of anchors, thrusters or other positioning equipment

Table 9.1-2

Descriptive and additional notations of mobile offshore platforms

Descriptive notation	Additional notations	Application	References to additional requirements
MOP	**self-elevating**	Self-elevating mobile offshore platforms	**MODU Rules** **RS Rules/LL** Section 6
	semi-submersible	Semi-submersible mobile offshore platforms	

9.2 Mobile offshore drilling units.

Floating facilities complying with the types as determined in Table 9.2-1, are assigned descriptive and additional notations in accordance with Table 9.2-2.

For such floating facilities, the type "Mobile offshore drilling unit" is indicated in the Classification Certificate.

Table 9.2-1

Definitions

No.	Type of facility	Definition
1	Mobile offshore drilling unit	Floating facility capable of engaging in drilling operations for the exploration or for exploitation of resources beneath the seabed such as liquid or gaseous hydrocarbons, sulphur or salt
.1	Self-elevating mobile offshore drilling unit	Mobile offshore drilling unit which movable legs capable of raising its hull above the surface of the sea and lowering it back into the sea
.2	Semi-submersible mobile offshore drilling unit	Column-stabilized offshore drilling unit which is afloat when in operating conditions and which is kept in the horizontal plane by means of anchors, thrusters or other positioning equipment
.3	Submersible mobile offshore drilling unit	Column-stabilized unit supported by the seabed in operating condition
.4	Tension leg mobile offshore drilling unit	Mobile offshore drilling unit having considerable surplus buoyancy under operating conditions, which is kept at a drilling location/recovery site with tensioned anchor ties fixed on the seabed

Table 9.2-2

Descriptive and additional notations of mobile offshore drilling units

Descriptive notation	Additional notations	Application	References to additional requirements
MODU	**self-elevating**	Self-elevating MODU	**MODU Rules** **RS Rules/LL** Section 6
	semi-submersible	Semi-submersible MODU	
	submersible	Submersible MODU	
	tension leg	Tension leg MODU	
	ice-resistant	Ice-resistant MODU	

9.3 Floating oil storage and offloading units.

Floating facilities complying with the types as determined in Table 9.3-1, are assigned descriptive and additional notations in accordance with Table 9.3-2.

For such floating facilities, the type "Floating oil storage and offloading unit" is indicated in the Classification Certificate.

Table 9.3-1

Definitions

No.	Type of facility	Definition
1.	Floating oil storage and offloading unit	Floating ship-, pontoon- or otherwise-shaped facility provided with a position-keeping system and intended for performing one or several functions: intake, storage and offloading of oil, production and processing of oil
.1	Floating storage and offloading unit (FSO)	Floating self-propelled or non-self-propelled unit intended for intake, storage and offloading of products (oil)
.2	Floating production and offloading unit (FPO)	Floating unit intended for production, intake, processing and offloading of products (oil)
.3	Floating production, storage and offloading unit (FPSO)	Floating self-propelled or non-self-propelled unit intended for production, intake, processing, storage and offloading of products (oil)

Table 9.3-2

Descriptive and additional notations of floating oil storage and offloading units

Descriptive notation	Additional notations	Application	References to additional requirements
FSO	—	Floating storage and offloading units (FSO)	**FPU Rules** (entirely) **FPU Rules/E** (entirely)
FPO	—	Floating production and offloading units (FPO)	
FPSO	—	Floating production, storage and offloading units	

Notes. 1. Additional notation specifying operation conditions of the unit as a long-term positioned ship (refer to 14.3.1 of this Appendix) is added to the descriptive notation of each floating oil storage and offloading unit.

2. For self-propelled FSO and FPSO additional notation **ESP** specifying the necessity to survey such units according to Enhanced Survey Programme (if other instructions of the Flag State Maritime Administration of the ship regarding the application of IMO resolution MEPC.311(73) are not provided) are added to the descriptive notations **FSO** and **FPSO**.

3. Descriptive notation **FSO** may be assigned to the oil tanker used as a floating oil storage and offloading unit and complying with the requirements for FSO. Herewith, the descriptive notation **Oil tanker** is not assigned (shall be deleted).

Where the oil tanker cannot be classed as FSO in accordance with the FPU Rules, such a ship may be assigned a descriptive notation **Floating oil storage** (refer to Table 9.5-2 of this Appendix), or, at the discretion of the shipowner, the descriptive notation **Oil tanker** may be retained in the class notation, and in such a case, the additional notation **FSO-T** (refer to Table 3.2-2 of the Appendix) is added.

9.4 Floating gas storage and offloading units.

Floating facilities complying with the types as determined in Table 9.4-1, are assigned descriptive and additional notations in accordance with Table 9.4-2.

For such floating facilities, the type "Floating gas storage and offloading unit" is indicated in the Classification Certificate.

Table 9.4-1

Definitions

No.	Type of facility	Definition
1.	Floating gas storage and offloading unit	Self-propelled or non-self-propelled floating offshore ship-, pontoon- or otherwise-shaped facility provided with a position-keeping system and intended for performing one or several functions: storage, intake and offloading of liquefied gas; gas production and processing (including regasification and discharge of liquefied natural gas)
.1	Floating storage and offloading unit for liquefied gas (FSO(LG))	Floating unit intended for intake, storage and offloading of liquefied gas
.2	Floating production, storage and offloading unit for liquefied gas (FPSO(LG))	Floating unit intended for production, intake, processing, storage and offloading of liquefied gas
.3	Floating storage regasification unit (FSRU)	Floating unit intended for long-term (or permanent) operation at a fixed location in a regasification and gas discharge mode and/or a gas receiving, processing, liquefaction and storage mode

Table 9.4-2

Descriptive and additional notations of floating gas storage and offloading units

Descriptive notation	Additional notations[1]	Application	References to additional requirements
FSO(LG)	—	Floating storage and offloading units for liquefied gas	**FPU Rules** **LG MCS Rules** (where applicable depending on the type of tanks) **FPU Rules/E**
FPSO(LG)	—	Floating production, storage and offloading units for liquefied gas	
FSRU	—	Floating storage regasification units	

Notes. 1. One of the additional notations specifying operation conditions of the unit at the operation point (refer to 14.3.1 of this Appendix) is added to the descriptive notation of each floating gas storage and offloading unit operated at a fixed location.

2. Descriptive notations **FSO(LG)**, **FPSO(LG)** or **FSRU** are also added after the descriptive notation **LG carrier** of gas carriers intended for the carriage of liquefied gas and for occasional operation at a fixed location in a liquefied gas production, processing, storage and discharge mode and/or in a regasification and gas discharge mode complying with the requirements of the FPU Rules (refer to 3.1 of this Appendix).

9.5 Long-term positioned floating facilities.

Floating facilities complying with the types as determined in Table 9.5-1, are assigned descriptive and additional notations in accordance with Table 9.5-2.

For such floating facilities, the type "Long-term positioned floating facility" is indicated in the Classification Certificate.

Table 9.5-1

Definitions

No.	Type of facility	Definition
1	Long-term positioned floating facility	Floating facility having structure, spaces, devices, systems, machinery and equipment in accordance with its purpose and permanently or for a long-term operated when lying at anchor in a water area distanced from the shore or aground or when moored at quay
.1	Floating dock	Floating long-term positioned facility having one or several sections, consisting of one or several pontoons connected between each other and two wings and intended for lifting of afloat ships from water for their examination, repair and launching
.2	Floating museum	Non-self-propelled long-term positioned floating facility, which has been moored at a quay for extended period of time, used for cultural purposes and not engaged in any carriage
.3	Floating power plant	Long-term positioned floating facility fitted with installations for power generation and its supply to shore-based or other consumers
.4	Lightship	Long-term positioned floating facility having special equipment (light appliances, fog signaling arrangements, radar beacons, etc.) intended for bounding navigational hazards and ships orientation to ensure safety of navigation
.5	Floating accommodation facility	Long-term positioned floating facility fitted with cabins and other accommodation spaces for temporary stay and accommodation of passengers
.6	Floating public facility	Long-term positioned floating facility fitted with public spaces for temporary location of passengers for the purpose of training, public catering, leisure, sport and other similar purposes (including floating training facilities, libraries, offices, restaurants and cafes, clubs, theatres, cinemas, gyms, etc.)
.7	Floating service facility	Long-term positioned floating facility fitted with machinery and systems and/or otherwise equipped for performance of production and service operations on maintenance of shore-based and offshore items as well as for other activity not related to location of passengers or cargo storage (including pump and treatment stations, laboratories, control posts, etc.)
.8	Floating working facility	Long-term positioned floating facility fitted with production and working spaces for processing of live resources of the sea or manufacture of other products (factory ships), performance of repair and maintenance of ships, their systems, machinery and equipment or other items of maritime infrastructure (floating workshops)

No.	Type of facility	Definition
.9	Floating terminal	Long-term positioned floating facility fitted with devices for safe mooring of ships and intended for their anchorage, offloading, loading and maintenance as well as for passengers and/or crew embarkation/debarkation
.10	Floating warehouse	Long-term positioned floating facility fitted with cargo spaces for storage and supply for other ships of accessories and provision
.11	Floating oil storage	Ship, which was previously classed as an oil tanker and had the descriptive notation **Oil tanker** and distinguishing mark **(ESP)** in the class notation, used as a long-term positioned floating facility for storage and offloading to other ships of oil and/or petroleum products
N o t e . Passengers of long-term positioned floating facilities mean all persons being onboard the floating facility other than crew members or personnel engaged in servicing the floating facility and/or persons onboard.		

Table 9.5-2

Descriptive and additional notations of long-term positioned floating facilities

Descriptive notation	Additional notations	Application	References to additional requirements
Floating dock	—	Floating docks	**RS Rules/C** Part II "Hull", 3.12 Part III "Equipment, Arrangements and Outfit", 1.1.3, 7.1.7, 7.2.1.7, 7.2.1.8, 7.2.1.9, 7.5.2.8, 7.6.7, 7.7.1.7, 7.8.5, 9.2.10 Part IV "Stability", 4.3 Part VI "Fire Protection", 3.2.1.8, 6.5.2) Part VII "Machinery Installations", 3.2.9, 3.3.4 Part VIII "Systems and Piping", 4.3.2.5, 4.3.2.6, 7.13, 8.4, 10.1.17, 10.4.10 Part XI "Electrical Equipment", 20.8 **RS Rules/CHG** Section 6
Floating museum	**—**	Floating museums	**RS Rules/C** Part VI "Fire Protection", 6.5.1, 6.5.3 Part XI "Electrical Equipment", 20.9.6, 20.9.7
Floating power plant	—	Floating power plants	**RS Rules/C** Part VI "Fire Protection", 6.5.2, 6.5.3
Floating facility	**lightship**	Lightships	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 3.1.2 Part IV "Stability", 1.1.1.15, 3.4.4
	accommodation	Floating accommodation facility	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 8.1.2 Part IV "Stability", 1.1.1.17, 3.4.12 Part VI "Fire Protection", 6.5.1, 6.5.3 Part XI "Electrical Equipment", 20.9.5,20.9.6, 20.9.7
	public	Floating public facility except for floating museums	**RS Rules/C** Part VI "Fire Protection", 6.5.1, 6.5.3 Part XI "Electrical Equipment", 20.9.6, 20.9.7
	service	Floating service facility	**RS Rules/C** Part VI "Fire Protection", 6.5.2, 6.5.3 Part XI "Electrical Equipment", 20.9.6, 20.9.7
	working	Floating working facility	
	warehouse	Floating warehouse	
	terminal	Floating terminals except for floating single point mooring (FSPM)	
Floating oil storage	—	Floating oil storage that cannot be classified as FSO in accordance with the FPU Rules	Requirements shall apply that previously applied to a specific ship as an oil tanker as well as additional requirements shall apply determined by the Register in each particular case based on operation conditions of a ship as a long-term positioned floating oil storage considering Flag State Maritime Administration instructions (if any). Refer also to Note 4.

Descriptive notation	Additional notations	Application	References to additional requirements
N o t e s . 1. Unless indicated otherwise, long-term positioned floating facilities shall comply with the requirements applied to all long-term positioned ships. 2. Additional notations are also added to the descriptive notation of long-term positioned floating facilities: additional notation specifying operation conditions (refer to 14.3.1 of this Appendix) — to each long-term positioned floating facility; **N** — maximum number of persons onboard (refer to 14.3.2 of this Appendix) — to all floating museums, floating accommodation, public, service, working facilities as well as floating terminals designed to take more than 12 persons. 3. At the discretion of the shipowner, an entry on a specific purpose of floating accommodation facility (for example, floating hotel, hostels, house, etc.) and floating public facility (for example, floating restaurant, bar, café, theatre/cinema, floating club, etc.) may be made in Section "Other characteristics" of the Classification Certificate. 4. The descriptive notation **Floating oil storage** is not assigned to oil tanker used as a floating oil storage, which retains the descriptive notation **Oil tanker** in the class notation at the discretion of the shipowner. For such an oil tanker, the additional notation **FSO-T** (refer to Table 3.2-2 of this Appendix) is added to the descriptive notation **Oil tanker**.			

9.6 Floating single point mooring.

Floating facilities complying with the types as determined in Table 9.6-1, are assigned descriptive and additional notations in accordance with Table 9.6-2.

For such floating facilities, the type "Floating single point mooring" is indicated in the Classification Certificate.

Table 9.6-1

Definitions

No.	Type of facility	Definition
1	Floating single point mooring (FSPM)	Floating single point mooring connected with subsea pipeline and kept at the place of operation by single-anchor or multi-anchor system or turret-type anchor system, intended for safe mooring of oil tankers and LG carriers in order to offload hydrocarbon products at sea or at anchorage through the system of flexible floating hoses

Table 9.6-2

Descriptive and additional notations of floating single point mooring

Descriptive notation	Additional notations	Application	References to additional requirements
FSPM	—	Floating single point mooring	**FPU Rules** Part I "Classification", 2.2.5 Part III "Equipment, Arrangements and Outfit", 1.3.4, 3.1.2, 3.1.3, 4.5.5 — 4.5.7, 8.4 Part V "Subdivision", 1.5, 2.2.6 Part VII "Machinery Installations", 2.3 Part VIII "Systems and Piping", 3.5 Part XI "Electrical Equipment", 2.1.3 **FPU Rules/E** (entirely)

10 FIXED OFFSHORE INSTALLATIONS

10.1 Fixed offshore platforms.

Fixed installations complying with the types as determined in Table 10.1-1, are assigned descriptive and additional notations in accordance with Table 10.1-2.

For such fixed installations, the type "Fixed offshore platform" is indicated in the Classification Certificate.

Table 10.1-1

Definitions

No.	Type of installation	Definition
1	Fixed offshore platform	Offshore oil and gas field structure consisting of a topside and a substructure, which is fixed on the seabed throughout its use and which forms a part of the offshore oil and gas field construction
.1	Gravity fixed offshore platform	Fixed offshore platform whose stability on the seabed is mainly ensured due to its deadweight and the weight of ballast taken in
.2	Pile fixed offshore platform	Fixed offshore platform whose stability on the seabed is mainly ensured due to piles driven in the seabed
.3	Mast fixed offshore platform	Deep-water fixed offshore platform whose stability is ensured either by guys or by a relevant volume of flotation

Table 10.1-2

Descriptive and additional notations of fixed offshore platforms

Descriptive notations	Additional notations	Application	References to additional requirements
FOP	**gravity**	Gravity fixed offshore platform	**FOP Rules**
	pile	Pile fixed offshore platform	
	mast	Mast fixed offshore platform	
	ice-resistant	Ice-resistant fixed offshore platforms	

10.2 Stationary single point mooring.

Fixed installations complying with the types as determined in Table 10.2-1, are assigned descriptive and additional notations in accordance with Table 10.2-2.

For such fixed installations, the type "Stationary single-point mooring" is indicated in the Classification Certificate.

Table 10.2-1

Definitions

No.	Type of installation	Definition
1	Stationary single point mooring (SSPM)	Mast, pile, gravity or other type fixed installation intended for safe mooring of oil tankers or floating offshore oil-and-gas product units and for offloading of products at sea or at anchorage

Table 10.2-2

Descriptive and additional notations of stationary single point mooring

Descriptive notation	Additional notations	Application	References to additional requirements
SSPM	—	Stationary single point mooring	**FPU Rules** Part I "Classification", 2.2.5 Part III "Equipment, Arrangements and Outfit", 1.3.4, 3.1.3 Part V "Subdivision", 2.2.6, 3.4 Part VII "Machinery Installations", 2.3.4, 2.3.5 Part VIII "Systems and Piping", 3.5 Part XI "Electrical Equipment", 2.1.3 **FPU Rules/E** (entirely)

11 OTHER SHIPS AND FACILITIES

11.1 High-speed craft.

Craft complying with the types as determined in Table 11.1-1, are assigned descriptive and additional notations in accordance with Table 11.1-2. For such craft, the type "High-speed craft" is indicated in the Classification Certificate.

Table 11.1-1

Definitions

No.	Craft type	Definition
1.	High-speed craft	Craft capable of operating at a maximum speed, in metres per second (m/s), equal to or exceeding $3{,}7 \times \nabla^{0{,}1667}$ where ∇ —volume of displacement of a craft (in m^3) at the design waterline, carrying cargoes and/or passengers
.1	High-speed cargo craft	High-speed craft other than a passenger craft, which is capable of maintaining the main functions and safety systems of unaffected spaces after damage in any one compartment on board
.1.1	High-speed cargo light craft	High-speed cargo craft of 6 to 24 m in length
.2	High-speed passenger craft	High-speed craft which carries more than 12 passengers
.2.1	High-speed passenger light craft	High-speed passenger craft of 6 to 24 m in length carrying not more than 50 passengers

Table 11.1-2

Descriptive and additional notations of high-speed craft

Descriptive notation	Additional notations	Application	References to additional requirements
HSC	—	High-speed cargo craft except for high-speed light craft	**HSC Rules**
	passenger-A	High-speed passenger craft (except for high-speed light craft) complying with the safety criteria provided for category A craft	
	passenger-B	High-speed passenger craft (except for high-speed light craft), complying with the safety criteria provided for category B craft	
HSLC	—	High-speed cargo light craft	**HSC Rules** Part XXII "High-Speed Light Craft"
	passenger-A	High-speed passenger light craft complying with the safety criteria provided for category A craft	
N o t e s . 1. Depending on the HSC structure, additional notation **ACV**, **SES, hydrofoil**, **SWATH**, **hydroplane**, for multi-hull HSC — **MHC** (refer to Table 14.2-1 of this Appendix) are added to the descriptive notation of high-speed craft. 2. Based on the purpose, additional notations **pilot**, **buoy-maintenance**, **transfer-boat** (refer to Table 14.2-2 of this Appendix) may be added to the descriptive notation of high-speed craft.			

11.2 Pleasure craft.

Craft complying with the types as determined in Table 11.2-1, are assigned descriptive and additional notations in accordance with Table 11.2-2.

For such craft, the type "Pleasure craft" is indicated in the Classification Certificate.

Table 11.2-1

Definitions

No.	Craft type	Definition
1.	Pleasure craft	Craft of any type irrespective of p propulsion means used solely for recreation on water
.1	Pleasure yacht	Yacht intended for recreation on water, carrying not more than 12 passengers and not carrying cargoes
Note. To apply the legislation of the Russian Federation, the following definition of pleasure craft is used: "A ship, the total number of persons on board of which shall not exceed 18, including a maximum of 12 passengers, and which is used for non-commercial purposes and intended for recreation on water objects" (Merchant Shipping Code of the Russian Federation, Article 7, and Inland Water Transport Code of the Russian Federation, Article 3).		

Table 11.2-1

Descriptive and additional notations of pleasure craft

Descriptive notation	Additional notations	Application	References to additional requirements
Pleasure craft	—	Pleasure craft	**PC Rules**
Pleasure yacht	—	Pleasure yachts	
Notes. 1. Based on structural particulars and purpose of the pleasure craft, additional notations in accordance with Tables 14.2-1 and 14.2-2 of this Appendix are added to the relevant descriptive notation. 2. For long-term positioned pleasure craft, one of the additional notations specifying operation conditions in accordance with 14.3.1 of this Appendix is added to the descriptive notation.			

11.3 Commercial yachts.

Ships complying with the ship type as determined in Table 11.3-1, are assigned descriptive and additional notations in accordance with Table 11.3-2.

For such ships, the ship type "Commercial yacht" is indicated in the Classification Certificate.

Table 11.3-1

Definitions

No.	Ship type	Definition
1	Commercial yacht	Yacht of 24 m and more in length intended for commercial use, carrying not more than 12 passengers and not carrying cargoes
.1	Small commercial yacht	Yacht of less than 24 m in length (L_{LL}) intended for commercial use for recreation on water, not carrying cargoes and more than 12 passengers (L_{LL} — length determined in accordance with Part II "Hull" of these Rules)

Table 11.3-2

Descriptive and additional notations of commercial yachts

Descriptive notation	Additional notations	Application	References to additional requirements
Commercial yacht	—	Commercial yachts	**RS Rules/C** Part XX "Additional Requirements for Yachts"
Small commercial yacht	—	Small commercial yachts	

11.4 Wing-in-ground craft.

Craft complying with the type as determined in Table 11.4-1, are assigned descriptive and additional notations in accordance with Table 11.4-2.

For such craft, the type "Wing-in-ground craft" is indicated in the Classification Certificate.

Table 11.4-1

Definitions

No.	Craft type	Definition
1	Wing-in-ground craft	Multimodal craft on a dynamic air cushion which, in its main operational mode, flies by using ground effect above the water or some other surface, without constant contact with such a surface and supported in the air, mainly, by an aerodynamic lift generated on a wing (wings), hull, or their parts (aerodynamic lifting system), which are intended to utilize the ground effect action
.1	Type A WIG craft	WIG craft the structure and equipment of which shall exclude any technical possibility to fly over the water or any other surface at a flight attitude over the maximum vertical extent of ground effect

Table 11.4-2

Descriptive and additional notations of wing-in-ground craft

Descriptive notation	Additional notations	Application	References to additional requirements
WIG-A	—	Type A WIG craft	**WIG Rules**

11.5 Racing sailing yachts.

Racing sailing yacht is a ship constructed or converted for sports activities, utilizing wind power as a primary means of propulsion, and used for non-commercial purposes.

Racing sailing yachts are not assigned the RS class and the Classification Certificate is not issued.

For purposes of application of the legislation of the Russian Federation, classification of sailing racing yachts consists in establishing a category of navigation in accordance with the Rules for the Classification and Survey of Sailing Racing Yachts (approved by Government Decree of the Russian Federation No. 820 dated September 18, 2013) and the RSY Rules.

11.6 Small craft.

Small craft is a craft the length of the hull L_H of which does not exceed 20 m and the total number of persons on board of which does not exceed 12. The length L_H is determined in accordance with 2.1 of Part I "General" of the SC Rules.

For purposes of application of the legislation of the Russian Federation, classification of small craft consists in establishing a category of navigation in accordance with the SC Rules. Such craft are not assigned the RS class and the Classification Certificate is not issued.

12 SUBMERSIBLES and underwater vehicles

12.1 Manned submersibles.

Submersibles complying with the types as determined in Table 12.1-1, are assigned descriptive and additional notations in accordance with Table 12.1-2.

For such submersibles, the type "Manned submersible" is indicated in the Classification Certificate.

Table 12.1-1

Definitions

No.	Type of submersible	Definition
1.	Manned submersible	Submersible intended for diving into bulk of water and equipped for accommodation and life support of people therein
.1	Self-sustained manned submersible	Manned submersible (MS) not mechanically linked to an attendant ship (offshore installation) which it is submerged from
.2	Tethered manned submersible	MS having a free mechanical link with the attendant ship (floating facility) from which it is launched into water by means of a rope, cable or umbilical and intended for operation in towed mode or mode of free diving and surfacing with its own electrically driven propellers
.2.1	Towed manned submersible	Tethered MS designed to operate while towed
.3	Suspended manned submersible	MS mechanically linked with the ship (floating facility) from which it is launched into water and designed to operate during lowering, surfacing and holding at a specified operational depth at negative buoyancy
N o t e . Depending on their purpose, manned submersibles are also classed as follows: passenger submersibles —manned submersibles specially equipped for accommodation and life support of passengers or other persons which are not the manned submersible crew members and are allowed aboard the submersible for diving into water; diving submersibles —manned submersibles equipped with a lock chamber (a hyperbaric compartment) intended for transportation of divers to a place of underwater operations and ensuring diving operations.		

Table 12.1-2

Descriptive and additional notations of manned submersibles

Descriptive notation	Additional notations	Application	References to additional requirements
MS	**self-sustained**	Self-sustained MS	**MS and SDS Rules**
	tethered	Tethered MS	
	towed	Towed MS	
	suspended	Suspended MS	
	passenger	Passenger MS	
	dive	Diving MS	

12.2 Unmanned underwater vehicles.

Underwater vehicles complying with the type as determined in Table 12.2-1, are assigned descriptive and additional notations in accordance with Table 12.2-2.

For such underwater vehicles, the type "Unmanned underwater vehicle" is indicated in the Classification Certificate.

Table 12.2-1

Definitions

No.	Type of underwater vehicle	Definition
1	Unmanned underwater vehicle	Technical unit designed for different underwater tasks and observations, capable of running submerged and/or moving on the seabed, operated remotely or autonomously
.1	Remotely operated vehicle	Unmanned underwater vehicle (UUV) connected to a carrier (ship, submarine, underwater vehicle) by the communication tether cable which is used for transmission of power and/or control signals as well as for information exchange
.2	Autonomous underwater vehicle	UUV capable of moving, submerging and emerging autonomously according to the preset sequence or commands via telemetry

Table 12.2-2

Descriptive and additional notations of unmanned underwater vehicles

Descriptive notation	Additional notations	Application	References to additional requirements
AUV	—	Autonomous underwater vehicles (AUV)	**UUV Rules**
ROV		Remotely operated vehicles (ROV)	
N o t e . After the descriptive notations **AUV** and **ROV**, one of the additional notations **Super Lightweight**, **Light**, **Middle**, **Heavy**, depending on the UUV mass (refer to Table 14.2-1 of this Appendix), is added, the maximum operating depth specified during classification trails of UUV, in m, shall also be indicated.			

13 SHIP'S DIVING SYSTEMS

13.1 Ship's diving systems.

Ship's diving systems complying with the types as determined in Table 13.1-1, are assigned descriptive and additional notations in accordance with Table 13.1-2.

For such diving systems, the type "Ship's diving systems" is indicated in the Classification Certificate.

Table 13.1-1

Definitions

No.	Type of diving system	Definition
1	Ship's diving system	Complex of functionally integrated technical means, systems and arrangements intended for ensuring diving operations, permanently or temporally installed on board the ship (floating facility)
1.1	Fixed ship's diving system	Diving system which is structurally and functionally connected to the ship structures, systems and arrangements and requires, when being dismounted, structural disintegration of the ship (floating facility) and ship's diving system
1.2	Mobile ship's diving system	Modular diving system made as one or several transportable modules designed so that they can be transported and temporarily mounted on the deck of the ship (floating facility)

Table 13.1-2

Descriptive and additional notations of ship's diving systems

Descriptive notation	Additional notations	Application	References to additional requirements
SDS	**fixed**	Fixed ship's diving systems	**MS and SDS Rules**
	mobile	Mobile ship's diving system	

14 ADDITIONAL NOTATIONS (SUMMARY LIST)

14.1 General instructions.

This Section contains summary information on additional notations added to the descriptive notations in accordance with Sections 2 — 13, categorized as indicated in 1.3.3.

The Section also includes additional notations not given in Sections 2 — 13 that may be added to the descriptive notations of ships of different types provided the additional requirements referred to in this Section are complied with.

14.2 Structural particulars, purpose and special functions of the ship.

Table 14.2-1 contains additional notations determining structural type and/or structural particulars of a ship.

Table 14.2-2 contains additional notations determining purpose and/or special functions of a ship.

Table 14.2-1

Additional notations
determining structural type and/or structural particulars of a ship

Additional notation	Description	Application	References to additional requirements
1 Structural types of tankers			
type 1G	Tanker complying with safety standard provided for the ship type 1G, 2G, 2PG or 3G in accordance with the LG Rules and IGC Code	LG carriers	Refer to Table 3.1-2 of this Appendix
type 2G			
type 2PG			
type 3G			
type 1	Tanker complying with safety standard provided for the ship type 1, type 2 or type 3 in accordance with the Chem Rules and the IBC Code	Chemical tankers	Refer to Table 3.3-2 of this Appendix
type 2			
type 3			
2 Structural types of bulk carriers			
self-unloading	Ship having a design of cargo spaces and a appliances allowing self-transfer of bulk cargo within cargo spaces for its further offloading outside the ship	Self-unloading bulk carriers	Refer to Table 5.1-2 of this Appendix
3 Structural types of ESP ships			
ESP	Ship subject to Enhanced Survey Program (ESP)	Oil tankers ESP Chemical tankers ESP Oil/bulk/ore carriers ESP Oil/ore carriers ESP Bulk carriers ESP Self-unloading bulk carriers ESP Ore carriers ESP	Refer to Tables 3.2-2, 3.3-2, 4.1-2, 5.1-2 and, where applicable, Table 9.3-2 For requirements for survey of ships ESP in service refer to the Rules for Technical Supervision of Ships in Service, Part II "Classification Surveys", 4.2
4 Structural particulars of floating facilities and fixed installations			
self-elevating		Mobile offshore platforms	Refer to Table 9.1-2 of this Appendix

Additional notation	Description	Application	References to additional requirements
	Floating facility which has movable legs capable of raising its hull above the surface of the sea and lowering them back into the sea	Mobile offshore drilling units	Refer to Table 9.2-2 of this Appendix
semi-submersible	Floating facility having stabilized columns which is afloat when in operating condition and which is kept in the horizontal plane by means of anchors, thrusters or other positioning equipment	Mobile offshore platforms	Refer to Table 9.1-2 of this Appendix
		Mobile offshore drilling units	Refer to Table 9.2-2 of this Appendix
submersible	Floating facility supported by the seabed in operating condition	Mobile offshore drilling units	Refer to Table 9.2-2 of this Appendix
tension leg	Floating facility which is kept at an operation site with tensioned anchor ties fixed on the seabed	Mobile offshore drilling units	Refer to Table 9.2-2 of this Appendix
gravity	Fixed installation whose stability on the seabed is mainly ensured due to its deadweight and the weight of ballast taken in	Fixed offshore platforms	Refer to Table 10.1-2 of this Appendix
pile	Fixed installation whose stability on the seabed is mainly ensured due to piles driven in the seabed		
mast	Fixed installation whose stability is ensured either by guys or by a relevant volume of flotation		
5 Structural types of dynamically supported craft			
ACV	Air-cushion vehicle	High-speed craft	Refer to Table 11.1-2 of this Appendix
SES	Surface-effect ship		
hydrofoil	Hydrofoil craft		
SWATH	Small waterplane area twin hull ship		
hydroplane	Ship, which, when moving at a certain speed, is mainly supported by hydrodynamic lift (glider)	High-speed craft	Refer to Table 11.1-2 of this Appendix
		Passenger yachts	Refer to Table 2.3-2 of this Appendix
		Commercial yachts	Refer to Table 11.3-2 of this Appendix
		Pleasure craft Pleasure yachts Small commercial yachts	Refer to Table 11.2-2 of this Appendix
6 Structural particulars related to provision of ship's movement			
sailing	Ship built or fitted out also with a view to propulsion under sail	Inland navigation passenger sailing ships (EIWW)	**Rules C/IN**
	Ship using wind power, harnessed by sails to propel itself forward (sailing ship)	Pleasure craft Pleasure yachts Small commercial yachts Passenger yachts Commercial yachts	**PC Rules** **RS Rules/C** Part XX "Additional Requirements for Yachts"
motor	Ship moved by means of a machinery installation with primary internal combustion engine(s) (motor ship)		
motor-sailing	Motor ship which movement may be ensured by sailing rig as well (motor-sailing ship)		

Additional notation	Description	Application	References to additional requirements
sailing-motor	Sailing ship having auxiliary mechanical propulsion plant with a primary internal combustion engine (sailing-motor ship)		
towed	Non-self-propelled ship fitted to be towed	Pleasure craft	**PC Rules**
		Barges	**Rules C/IN**
pushed	Non-self-propelled ship fitted to be pushed	Barges	**Rules C/IN**
7 Multi-hull vessels			
catamaran	Ship with two hulls connected by means of deck or truss centrebody (catamaran)	All vessels except for high-speed craft. For high-speed craft additional notation **MHC** shall apply	**RS Rules/C** Part III "Equipment, Arrangements and Outfit", 2.10.1.4, 2.10.3.2 Part VI "Fire Protection", 3.2.1.6, 3.2.2.2, 3.2.5.5 Part VII "Machinery Installations", 2.1.10, 3.3.5 Part VIII "Systems and Piping", 5.7, 7.1.8, 7.2.2, 8.1.1, 13.6.1 Part XI "Electrical Equipment", 20.6 **PC Rules**
trimaran	Ship whose main middle hull is connected by a centrebody with two side hulls (trimaran)	Pleasure craft	**PC Rules**
proa	Two-hull sailing ship one hull of which is used to ensure stability when moving (proa)		
MHC	Multi-hull craft	High-speed craft	Refer to Table 11.1-2 of this Appendix
8 Available on FPU, MODU and FOP of drilling and production equipment being under the RS technical supervision in service (mark **(RS)** in additional notation means manufacture and installation of equipment under the RS technical supervision)			
drilling (RS)	Drilling rig	Mobile offshore drilling units Floating oil storage and offloading units Floating gas storage and offloading units Fixed offshore platforms	**OGE Rules** Part I "General Regulations for Technical Supervision", 6.3.1 **MODU Rules** Part I "Classification", 2.5.2 **FPU Rules** Part I "Classification", 2.2.7 **FOP Rules** Part I "Classification", 2.4.2
drilling			
subsea system (RS)	Equipment for delivery of production from underwater production systems		
subsea system			
subsea pipeline (RS)	Equipment for delivery (offloading) of production via a subsea pipeline		
subsea pipeline			
oil production (RS)	Oil production system		
oil production			
oil treatment (RS)	Oil treatment system		
oil treatment			
oil production/treatment (RS)	Oil production and treatment system		
oil production/treatment			
gas production (RS)	Gas and gas condensate production system		
gas production			

Additional notation	Description	Application	References to additional requirements
gas treatment (RS)	Gas and gas condensate treatment system		
gas treatment			
gas production/treatment (RS)	Gas and gas condensate production and treatment system		
gas production/treatment			
oil and gas production/treatment (RS)	Oil and gas joint production and treatment system		
oil and gas production/treatment			
9 Other structural particulars of ships and offshore installations			
passenger-A	Craft complying with safety criteria provided for category A craft	High-speed passenger craft including high-speed light craft	Refer to Table 11.1-2 of this Appendix
passenger-B	Craft complying with safety criteria provided for category B craft	High-speed passenger craft except for high-speed light craft	Refer to Table 11.1-2 of this Appendix
ice-resistant	Ice-resistant floating facility or fixed installation	Mobile offshore drilling units	Refer to Table 9.2-2 of this Appendix
		Fixed offshore platforms	Refer to Table 10.1-2 of this Appendix
wooden	Ship made of wood	All ships	**Wooden Ships Rules**
day-trip	Ship intended for one-day trips (without overnight passenger cabins)	Inland navigation passenger ship (EIWW)	**Rules C/IN**
subsea power cable	Application of subsea power cables as the main source of electric power	Fixed offshore platforms	**FOP Rules**
10 Structural types of submersibles, underwater vehicles and ship's diving systems			
self-sustained	Self-sustained manned submersibles	Manned submersibles	Refer to Table 12.1-2 of this Appendix
tethered	Tethered manned submersibles		
towed	Towed manned submersibles		
suspended	Suspended manned submersibles		
super lightweight	Super lightweight UUV (with mass of 10 to 30 kg)	Unmanned underwater vehicles	Refer to Table 12.2-2 of this Appendix
light	Light UUV (with mass of 30 to 300 kg)		
middle	Middle UUV (with mass of 300 to 5000 kg)		
heavy	Heavy UUV (with mass over 5000 kg)		
fixed	Fixed ship's diving system	Ship's diving systems	Refer to Table 13.1-2 of this Appendix
mobile	Mobile ship's diving system		

Table 14.2-2

Additional notations
specifying purpose and/or special functions of a ship

Additional notation	Description	Application	References to additional requirements
1 Ships intended for carriage of different types of cargoes			
OL	Carriage in cargo spaces of oil and petroleum products in bulk	Oil tank barges	Refer to Table 6.1-2 of this Appendix
LG	Carriage in cargo spaces of liquefied gas	LG barges	
CNG	Carriage in cargo spaces of pressurized natural gas (compressed)	CNG barges	
CH	Carriage in cargo spaces of dangerous chemicals in bulk	Chemical tank barges	
NLS	Carriage in cargo spaces of category Z noxious liquid substances indicated in Chapter 18 of the IBC Code	NLS tank barges	Refer to Table 3.4-2 of this Appendix
		NLS barges	Refer to Table 6.1-2 of this Appendix
OS	Carriage in bulk in cargo spaces of cargoes other than petroleum products, gas, hazardous chemicals and other noxious liquid substances	Tankers (special)	Refer to Table 3.5-2 of this Appendix
		Специальные наливные баржи	Refer to Table 6.1-2 of this Appendix
FLS	Carriage in bulk in cargo spaces of products having a flash point 60 °C and below (except for oil and petroleum products, dangerous chemicals and any noxious products indicated in Chapter 17 of the IBC Code)	NLS tankers	Refer to Tables 3.4-2 of this Appendix
		Tankers (special)	Refer to Tables 3.5-2 of this Appendix
		NLS barges Special tank barges	Refer to Table 6.1-2 of this Appendix
GC	Carriage in cargo spaces of general dry cargoes	Dry cargo barges	Refer to Table 6.1-3 of this Appendix
BC	Carriage in cargo spaces of bulk cargoes		
deck-cargo	Carriage of general and/or bulk cargoes on the deck only	Dry cargo barges	Refer to Table 6.1-3 of this Appendix
		Tank barges	Refer to Table 6.1-2 of this Appendix
		Pontoons	Refer to Table 6.1-6 of this Appendix
occ-bulk-cargo	Ship occasionally carrying bulk cargoes in cargo holds	General dry cargo ships Multipurpose dry cargo ships	Refer to Table 5.2.2 of this Appendix
2 Ships intended for special and technological operations			
drilling	Non-self-propelled ship fitted with a drilling unit	Special barges	Refer to Table 6.1-5 of this Appendix
cable-laying	Non-self-propelled ship fitted for cable laying on the seabed		
pipe-laying	Non-self-propelled ship fitted for laying the pipelines on the seabed		

Additional notation	Description	Application	References to additional requirements
technological	Non-self-propelled ship intended for technological operations	Pontoons	Refer to Table 6.1-6 of this Appendix
3 Ships intended for auxiliary operations including operations on servicing of other ships, floating facilities and fixed installations, items of maritime infrastructure			
escort	Ship fitted for escort service (steering, braking and otherwise controlling the assisted ship)	Escort tugs	Refer to Table 7.1-2 of this Appendix
pusher	Ship fitted for steering of ships and floating facilities by pushing and not carrying cargoes	Push tugs	
	Ship intended for carriage of different cargoes except for liquid cargoes in bulk and for steering of specially equipped non-self-propelled ships by pushing	Self-propelled inland navigation cargo ships (EIWW)	**Rules C/IN**
icebreaking	Ship intended for performance of occasional icebreaking operations in order to assist in navigation of other ships in different freezing seas (icebreaking ship). Assigned to ice class ships **Icebreaker6** or **Icebreaker7**, which cannot be classified as icebreakers (refer to 7.10 of this Appendix)	All self-propelled ships except for icebreakers	**RS Rules/C** Part I "Classification", 2.2.3 Part II "Hull", 3.10 Part III "Equipment, Arrangements and Outfit", 2.1.5, 2.2.2.2 Part V "Subdivision", 1.1.1.12, 3.4.2 Part VII "Machinery Installations", 1.3.2.3, 2.1.1.1, 2.1.2, 2.4.3, 5.1.3, 5.2.5, 5.4.3, 6.2.1, 6.2.2, 6.2.4, 6.2.5, 6.3.4, 6.5.2, 7.2.4, 8.2.1, 8.3.1, 8.4.2, 8.8.2, 8.8.5 Part VIII "Systems and Piping", 4.3.1, 4.3.2.3, 8.3.2, 12.1.7, 15.6.1 Part IX "Machinery", 4.2.3.2, 8.1.8 **RS Rules/E** (if applicable) Part III "Signal Means", 3.1.3.3
salvage	Ship additionally fitted to perform rescue services	All self-propelled ships except for salvage ships and standby vessels	Requirements for salvage ships shall apply (refer to Table 7.12-2 of this Appendix)
towing	Ship additionally fitted to perform towing operations	All self-propelled ships except for tugs	Requirements for tugs shall apply (refer to Table 7.1-2 of this Appendix)
oil-recovery	Ship additionally fitted for recovery of crude oil and petroleum products from the sea surface	All ships except for oil recovery ships	Requirements for oil recovery ships shall apply (refer to Table 3.2-2 of this Appendix)
bilge-disposal	Ship additionally fitted to remove the bilge water from the machinery spaces of ships	All ships except for bilge water removing ship	Requirements for oil recovery ships shall apply (refer to Table 3.2-2 of this Appendix)
standby	Ship intended to perform rescue and standby services in offshore areas of hydrocarbon production (standby vessel)	All self-propelled ships	**RS Rules/C** Part II "Hull", 3.8 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.2

Additional notation	Description	Application	References to additional requirements
anchor-handling	Ship fitted for servicing (handling, heaving-up and shifting) anchors (anchor handling vessel)	All self-propelled ships	**RS Rules/C** Part II "Hull", 3.8 Part XVII "Distinguishing Marks and Descriptive Notations in the Class Notation Specifying Structural and Operational Particulars of Ships", 13.3
pilot	Pilot ship	Service vessels High-speed craft (including high-speed light craft)	Refer to Tables 7.4-2 and 11.1-2 of this Appendix
buoy-maintenance	Buoy vessel		
transfer-boat	Transfer boat		
work-boat	Work boat		
research	Research vessel	Service vessels	Refer to Table 7.4-2 of this Appendix
training	Training vessel		
patrol	Craft used for patrolling, law enforcement functions, delivery of boarding parties, etc.	High-speed light craft	**HSC Rules** Part XXII "High-Speed Light Craft"
4 Ships intended for permanent or long-term operation at a fixed position near the pier, shore or at sea			
lightship	Lightship	Long-term positioned floating facilities	Refer to Table 9.5-2 of this Appendix
accommodation	Floating accommodation facility		
public	Floating public facility		
service	Floating service facility		
working	Floating working facility		
terminal	Floating terminal		
warehouse	Floating ware house		
FSO-T	Ship temporary used as a floating oil storage	Oil tankers that for a period of operation as a floating oil storage retain the descriptive notation **Oil tanker** in the class notation	Refer to Table 3.2-2 of this Appendix
5 Ships used for recreation on water			
touristy	Tourist ship	Pleasure craft	Refer to Table 11.2-2 of this Appendix
water-bower	Floating bower		
water-house	Floating house		
6 Ships intended for unmanned operation			
unmanned	Ships complying with conditions indicated in definition "Unmanned non-self-propelled barge (UNSP barge)" (refer to 1.1.1 of Part I "Classification")	Barges (including pontoons)	Refer to 6.1 (as applicable) of this Appendix
7 Ships used for other purposes			
replica	Replica of a historical ship	Historical ships	Refer to Table 7.7-2 of this Appendix
8 Submersibles (upon intended purpose)			
passenger	Passenger MS	Manned submersibles	Refer to Table 12.2-1 of this Appendix
dive	Diving MS		

14.3 Operation conditions.

14.3.1 Operation conditions of long-term positioned ships.

For floating oil storage and offloading units, floating gas storage and offloading units, long-term positioned floating facilities as well as other long-term positioned ships depending on the operation conditions, one of the additional notations listed in Table 14.3.1 is added to the relevant descriptive notation. For floating museums only additional notation **fixed-position-S** is added to the descriptive notation **Floating museum**.

Geographical service area and anchorage location coordinates of the long-term positioned ship are indicated in Section "Permanent Restrictions" of the Classification Certificate in accordance with 2.4.3 of Part I "Classification".

For additional notations **fixed-position-G-S**, **fixed-position-G-W** and **fixed-position-S-W** specifying compliance of the ship with the requirements for different operation conditions, the conditions for relocation of long-term positioned ship between anchorage places shall be subject to a separate agreement with the Register.

Table 14.3.1

Additional notations of long-term positioned ships

Additional notation	Operation conditions	References to additional requirements
fixed-position-G	Aground (**G** — ground)	**RS Rules/C** Part II "Hull", 1.6.5.2 Part III "Equipment, Arrangements and Outfit", 3.1.4, 5.1.3, 6.1.1, 7.1.14, 8.1.2, 9.2.11 Part IV "Stability", 1.6.2, 4.4 Part V "Subdivision", 1.1.1.17, 3.4.12 Part VI "Fire Protection", 6.5 Part VII "Machinery Installations", 1.1.1 Part VIII "Systems and Piping", 1.1.1, 7.1.9, 12.2, 13.8.1 Part XI "Electrical Equipment", 20.9 **RS Rules/E** Part II "Life-Saving Appliances", 5.3 Part III "Signal Means", 2.3 Part IV "Radio Equipment", 2.1.1 **RS Rules/LL** 4.1.4
fixed-position-S	Moored at quay (**S** — shore)	
fixed-position-W	Moored, anchored or fixed with the use of other position-keeping systems in water area distanced from the shore (**W** — waters)	
fixed-position-G-S	Aground or moored at quay	
fixed-position-G-W	Aground, moored, anchored or fixed with the use of other position-keeping systems in water area distanced from the shore	
fixed-position-S-W	Moored at quay or moored, anchored or fixed with the use of other position-keeping systems in water area distanced from the shore	

14.3.2 Number of persons on board.

For all floating museums, floating accommodation, public, working facilities as well as floating terminals intended for carrying more than 12 persons, the additional notation **N** is added where the maximum number of persons carried onboard shall be indicated instead of **N**.

14.4 Particulars and conditions for cargo carriage.

14.4.1 Restrictions concerning cargo flash point.

For tankers and tank barges intended for the carriage of liquid cargoes having a flash point exceeding 60° C as well as ships intended for recovery of petroleum products having a flash point exceeding 60° C from the sea surface, the additional notation **> 60° C** is added to the relevant descriptive notation.

References to additional requirements for above-mentioned ships are given in Tables 3.2-2, 3.3-2, 3.4-2, 3.5-2, 4.1-2 and 6.1-2.

14.4.2 Name of cargo.

For tankers, tank barges and combination carriers intended for the carriage of only one specific liquid cargo, the additional notation **cargo X** where **cargo X** means the name of cargo is added to the relevant descriptive notation.

References to additional requirements for above-mentioned ships are given in Tables 3.1-2, 3.2-2, 3.3-2, 3.4-2, 3.5-2 and 6.1-2.

14.4.3 Design parameters of cargo carried.

For LG carriers carrying specified cargo, additional notations containing design cargo parameters are added to the name of cargo:

T °C where **T** is the design temperature, in °C, and

ρ **kg/m^3** where ρ is the design density, in kg/m^3.

References to additional requirements for above-mentioned ships are given in Table 3.1-2.

14.5 Heavy and/or bulky cargo.

For ships fitted for carriage of heavy and/or bulky cargoes (including for general dry cargo carriers, deck cargo carriers, semi-submersible ships, barges and pontoons), additional notation **heavy cargo: project, deck-X1 t/m^2, hatch cover-X2 t/m^2, hold-X3 t/m^2** shall be added to the relevant descriptive notation where:

project — parameter given at the request of the shipowner, if the ship is intended for the carriage of project (non-standard) heavy cargoes;

deck-X1 t/m^2 — parameter given if the ship is intended for the carriage of heavy/bulky cargo on the deck;

hatch cover-X2 t/m^2 — parameter given if the ship is intended for the carriage of heavy/bulky cargo on hatch covers of cargo holds;

hold-X3 t/m^2 — parameter given if the ship is intended for the carriage of heavy/bulky cargo in cargo holds,

design uniformly distributed static load acting on the relevant structure, in t/m^2, shall be indicated instead of **X1**, **X2** and **X3**.

References to additional requirements for above-mentioned ships are given in Tables 5.2-2, 5.7-2, 6.1-3 and 6.1-6.

14.6 Special particulars and restrictions.

14.6.1 For ships having structural particulars and/or performing functions not reflected by additional notations provided by these Rules, special additional notation may be added to the descriptive notation. Designation of such an additional notation and relevant requirements for ship are established by the Register in each particular case.

14.6.2 If compliance with the specified scope of the requirements of RS rules required to assign relevant descriptive notation is confirmed only at restrictions imposed by the Register, such restrictions shall be indicated in the additional notation added to the descriptive notation after all other additional notations.".

PART XVII. DISTINGUISHING MARKS AND DESCRIPTIVE NOTATIONS IN THE CLASS NOTATION SPECIFYING STRUCTURAL AND OPERATIONAL PARTICULARS OF SHIPS

2 TECHNICAL REQUIREMENTS FOR ESCORT TUGS

2.1 GENERAL

Para 2.1.1.2 is amended as follows:

"**2.1.1.2** ~~Tugs~~ For tugs complying with the requirements of the present Section ~~shall be assigned the descriptive notation **Escort tug** added to the character of classification~~, the additional notation **escort** shall be added in brackets to the descriptive notation **Tug** in the class notation.".

Para 2.1.3 is replaced by the following text:

"**2.1.3 Technical documentation.**

2.1.3.1 Technical documentation specified in 3.2.17.1 of Part I "Classification" shall be submitted to the Register for review to confirm compliance with the requirements for escort tugs and to add the additional notation **escort** to descriptive notation in the class notation.

2.1.3.2 On completion of the construction of a ship or later, but before the ship is put into service, the full-scale trials shall be performed according to 2.3 (except for the case specified in 2.3.1).

Report in a tabular form on the results of the full-scale trials shall contain records of the parameters measured and calculation of the steering pull value with account for the time period of the tug's transfer to the mirror position.

The results of the full-scale trials shall be executed as a protocol and submitted to the Register for review. Based on the positive results of the review, the Register representative signs and stamps the front page of the protocol with the surveyor's seal.

2.1.3.3 The Stability Booklet shall be drawn up with regard to the escort characteristics clarified under the results of the full-scale trials.

2.1.3.4 Upon satisfactory results of the review of the Stability Booklet, the following entry shall be made in the column "Other characteristics": "During escort service the maximum steering pull is equal to ___ t at the escort speed of 8 (or 10) knots and the minimum manoeuvring time of ___ s".

In case the measurements are taken at the two values of escort speed (8 and 10 knots), the data for both the speeds shall be recorded.".

2.4 REPORTING

Chapter 2.4 is deleted.

11 REQUIREMENTS FOR LNG BUNKERING SHIPS

11.1 GENERAL PROVISIONS AND SCOPE OF APPLICATION

Para 11.1.1 is amended as follows:

"**11.1.1** These requirements apply to the gas carriers engaged in transportation of liquefied natural gas (LNG) and intended to ensure the transfer of LNG on board the ships using LNG as a fuel (hereinafter referred to as "LNG bunkering ships").

~~A descriptive notation and the distinguishing marks specified in 2.2.45.13, Part I "Classification" may be added to LNG bunkering ships complying with these requirements.~~".

Para 11.1.2 is amended as follows:

"**11.1.2 ~~Descriptive notations and the distinguishing~~ Distinguishing marks in the class notation of LNG bunkering ships.**

For ~~gas carrier~~ ships complying with the requirements of this Section, except of ~~Chapter~~ 11.13, the ~~descriptive notation **LNG bunkering ship**~~ may distinguishing mark **BUNKER-LNG** shall be added to the class notation after the descriptive notation ~~**Gas carrier**~~ **LG carier**.

~~When additional functions related to servicing of ships using LNG as a fuel are available on board the ship and when the ship meets the requirements specified in 11.13, the one of the following (or several) the distinguishing marks may be added to the character of classification.~~ When additional functions related to servicing of ships using LNG as a fuel are available on board and when the LNG bunkering ship meets the requirements specified in 11.13, one of the following (or several) ~~the~~ distinguishing marks shall be ~~introduced in the class notation **LNG bunkering ship**~~ added after distinguishing mark **BUNKER-LNG**:

RE — where the ship is designed to receive LNG from a gas fuelled ship for which the LNG fuel tanks shall be emptied;

IG-Supply — where the ship is designed to supply inert gas and dry air, to ensure gas-freeing and aeration in compliance with 6.10.4 of the International Code of Safety for Ships Using Gases or Other Low Flashpoint Fuels (IGF Code);

BOG — where boil-off gas generated during the bunkering operation are provided on board the ship.".

Para 11.2.1 is amended as follows:

"**11.2.1** Technical documentation specified in 3.2.17.9 of Part I "Classification" shall be submitted to the Register for review to confirm compliance with the requirements for LNG bunkering ships and to assign the ~~descriptive notation **LNG bunkering ship**~~ distinguishing marks **BUNKER-LNG**, **RE**, **IG-Supply** and **BOG** in the class notation.".

13 ADDITIONAL REQUIREMENTS FOR SHIPS OF SPECIAL TYPES

13.1 MODU/FOP SUPPLY VESSELS

Chapter 13.1 is renamed as follows:

"**13.1 OFFSHORE SUPPORT VESSELS**".

Para 13.1.1 is replaced by the following text:

"**13.1.1 General.**

13.1.1.1 The requirements of this Chapter shall apply to the offshore support vessels as defined in Appendix 1 to Part I "Classification".

13.1.1.2 For offshore support vessels complying with requirements of this Chapter, the descriptive notation **Offshore support vessel** shall be added to the character of classification.".

13.2 STANDBY VESSELS AND SALVAGE SHIPS, AS WELL AS SHIPS CARRYING EQUIPMENT FOR FIREFIGHTING ABOARD OTHER SHIPS

Paras 13.2.1 — 13.2.1.3 are replaced by the following text:

"**13.2.1 General.**

13.2.1.1 The requirements of this Chapter shall apply to the standby vessels and salvage ships as well as to the ships carrying equipment for firefighting aboard other ships.

13.2.1.2 Terms and definitions.

S t a n d b y v e s s e l is a self-propelled ship intended to carry out rescue and standby services in offshore areas of hydrocarbon production.

S a l v a g e s h i p is a self-propelled ship intended to carry out rescue services at sea.

13.2.1.3 Class notation.

13.2.1.3.1 For standby offshore support vessels complying with the requirements of 13.2.2 — 13.2.10, additional notation **standby** shall be added in brackets to the descriptive notation **Offshore support vessel**.

For ships of other types having operational profile that includes rescue and standby services and complying with above-mentioned requirements, the additional notation **standby** shall be added in brackets after the descriptive notation assigned according to the main type and purpose of the ship.

13.2.1.3.2 For salvage ships complying as a minimum with the requirements of 13.2.3 (except for 13.2.3.1 — 13.2.3.3, 13.2.3.11), 13.2.4, 13.2.5 and 13.2.10, the descriptive notation **Salvage ship** shall be added to the character of classification.

For ships of other types (except for standby vessels) having operational profile that includes rescue services at sea and complying with the above-mentioned requirements, the additional notation **salvage** shall be added in brackets after the descriptive notation assigned according to the main type and purpose of the ship.

13.2.1.3.3 Ships carrying equipment for firefighting aboard other ships and complying with the requirements of 7.2.1.10 and 9.2.12 of Part III "Equipment, Arrangements and Outfit", 3.13.1 of Part IV "Stability", 5.1.2 and 6.6 of Part VI "Fire Protection", 7.1.10 and 13.7.7 of Part VIII "Systems and Piping" (as applicable) may be assigned one of the following the distinguishing marks: **FF1, FF2, FF3, FF1WS, FF2WS, FF3WS**.".

13.3 ANCHOR HANDLING VESSELS

Para 13.3.1 is replaced by the following text:

"**13.3.1 General.**

13.3.1.1 The requirements of this Chapter shall apply to the anchor handling vessels.

13.3.1.2 Terms and definitions.

A n c h o r h a n d l i n g v e s s e l is a self-propelled ship equipped for servicing (handling, heaving up and shifting) anchors.

13.3.1.3 Class notation.

13.3.1.3.1 For anchor handling vessels complying with the requirements of this Chapter, the additional notation **anchor-handling** shall be added in brackets to the descriptive notation assigned according to the main type and purpose of the ship. For anchor handling vessels intended for towing of floating objects, the additional notation **towing** may be added to the additional notation **anchor-handling**.".

Para 13.3.2 is amended as follows:

"**13.3.2 Documentation.**
Technical documentation specified in 3.2.17.11 of Part I "Classification" shall be submitted to the Register for review to confirm compliance with the requirements for anchor handling vessels and to assign the ~~descriptive notation **Anchor handling vessel**~~ additional notations **anchor-handling** and **towing** in the class notation.".

Para 13.3.6.1 is amended as follows:

"**13.3.6.1** ~~Ships with the descriptive notation **Anchor handling vessel**~~ Anchor handling vessels shall comply with the requirements of 3.4.9 of Part V "Subdivision".".

Para 13.3.6.2 is deleted.

Para 13.3.3.10.4 is amended as follows:

"**13.3.10.4** Upon the shipowner's request, Bollard Pull Certificate (form 6.3.45) may be issued for ~~a ship with the descriptive notation **Anchor handling vessel** or **Anchor handling vessel, Tug**~~ an anchor-handling vessel.".

13.4 PILOT SHIPS

Para 13.4.1 is replaced by the following text:

"**13.4.1 General.**
13.4.1.1 The requirements of this Chapter shall apply to the pilot ships as defined in Appendix 1 to Part I "Classification".
13.4.1.2 For pilot ships complying with the requirements of this Chapter, the additional notation **pilot** shall be added in brackets to the descriptive notation **Special service vessel**.".
New Chapter 13.6 is introduced reading as follows:

"13.6 SPECIAL TANKERS, SPECIAL TANK BARGES, NLS TANKERS AND NLS TANK BARGES

13.6.1 General.
13.6.1.1 The requirements of this Chapter shall apply to ships carrying liquid cargo in bulk which do not fall within the IBC Code, and not carrying oil and oil products in bulk. These requirements are additional to the requirements of Parts I — XV applied to cargo ships.
13.6.1.2 Products that can be carried in bulk by ships in accordance with this Chapter are the substances of category OS and noxious liquid substances of category Z included in chapter 18 of the IBC Code (refer also to Appendix 13.6 to this Chapter).
13.6.2 Terms and definitions.
The following terms and definitions have been adopted in this Chapter:
NLS tank barge means a tank barge intended to carry in its cargo tanks the noxious liquid substances of category Z included in chapter 18 of the IBC Code.
Noxious liquid substance (NLS) of category Z means, for the purpose of this Chapter, any substance of category Z indicated in the Pollution Category column in chapter 18 of the IBC Code.
Dangerous chemicals mean any liquid chemicals which are defined as posing a safety hazard and included in chapter 17 of the IBC Code.
Special tank barge means a tank barge intended to carry liquid cargo other than oil, oil products, dangerous chemicals or any noxious liquid substances in bulk in its cargo spaces.

Tanker (special) means a self-propelled tanker other than an oil tanker, chemical tanker or NLS tanker and which is intended to carry liquid cargo other than oil, oil products, dangerous chemicals and any noxious liquid substances in bulk in its cargo spaces.

NLS tanker means, for the purpose of these Rules, a self-propelled tanker other than an oil tanker or a chemical tanker and which is intended to carry noxious liquid substances (NLS) of category Z specified in chapter 18 of the IBC Code in bulk in its cargo spaces.

13.6.3 Class notation.

13.6.3.1 Ships intended for carriage of products referred to in 13.6.1.2 and complying with the requirements of this Chapter, the descriptive notation **Tanker** (for self-propelled ships) or **Tank barge** (for non-self-propelled ships) may be added to the character of classification.

13.6.3.2 When the requirements of this Chapter as applicable to the ship type and the properties of carried cargo as per Table 13.6.3.2 are complied with, the additional notations shall be specified in brackets after the descriptive notations **Tanker** and **Tank barge**, as follows:

.1 OS — to each special tanker and special tank barge;

.2 NLS — to each NLS tanker and NLS tank barge;

.3 FLS — to special tankers, special tank barges, NLS tankers or NLS tank barges intended to carry products with a flash point not exceeding 60 °C. For example, **Tanker (NLS, FLS)**;

.4 >60°C — to special tankers, special tank barges, NLS tankers or NLS tank barges intended to carry products with a flash point exceeding 60 °C only. It is not applicable for ships carrying non-flammable products only;

.5 <cargo X> — to ships intended to carry one specific type of cargo only. The name of specific cargo shall be specified instead of **<cargo X>**. For example, **Tanker (OS)(water)** or **Tanker (NLS, FLS)(ethyl alcohol)**.

Table 13.6.3.2

Nos	Item	Requirements of this Chapter applied depending on a ship type and properties of carried cargo			
		ship type		cargo properties	
		OS	**NLS**	**>60°C**	**FLS**
1	Hull	13.6.4	13.6.4	13.6.4	13.6.4
2	Equipment, arrangement and outfit	—	—	—	13.6.5.1 — 13.6.5.4
3	Stability and subdivision	13.6.6	13.6.6	13.6.6	13.6.6
4	Fire protection	—	—	13.6.7.2.2, 13.6.7.3.1, 13.6.7.4.1	13.6.7.1.1 13.6.7.1.2 13.6.7.2.1 13.6.7.3.1 13.6.7.3.2 13.6.7.3.3 13.6.7.3.4 13.6.7.4.1 13.6.7.4.2
5	Systems and piping	13.6.8.5.1	13.6.8.5.1	13.6.8.3.1, 13.6.8.5.1	13.6.8.1.1 13.6.8.2.1 13.6.8.3.1 13.6.8.4.1 13.6.8.5.2 13.6.8.6.1
6	Machinery installations and machinery	—	—	—	13.6.9.1 13.6.9.2

Nos	Item	Requirements of this Chapter applied depending on a ship type and properties of carried cargo			
		ship type		cargo properties	
		OS	**NLS**	**>60°C**	**FLS**
7	Electrical equipment	—	—	13.6.10.1	13.6.10.1
8	Stripping systems of cargo tanks	—	13.6.11.1	—	—
9	Underwater discharge outlets	—	13.6.11.2	—	—

13.6.4 Hull.

13.6.4.1 The hull structure shall comply with Sections 1, 2 and Chapter 3.5 of Part II "Hull", as applicable to tankers except for 1.1.1.1, 1.2.5.3, 3.5.1.1 of the said Part.

13.6.5 Equipment, arrangement and outfit.

13.6.5.1 Installation of deck machinery on ships carrying products with a flash point not exceeding 60 °C shall comply with 1.4.1 of Part III "Equipment, arrangement and outfit".

13.6.5.2 The main steering gear of ships of 10000 gross tonnage and upwards, carrying products with a flash point not exceeding 60 °C shall comprise two or more identical power units complying with 2.9.5.2 and 2.9.5.3 of Part III "Equipment, arrangement and outfit" as well as with 6.2.1.8.1 to 6.2.1.8.3 of Part IX "Machinery".

For the above-mentioned ships of less than 100000 tons deadweight, at the Register discretion, there may be applied solutions other than those referred to in 6.2.1.8.1 to 6.2.1.8.3 of Part IX "Machinery" and which require no single-failure criterion applied to the rudder actuator or actuators, provided that an equivalent safety standard is achieved and the conditions specified in 6.2.1.11.1 and 6.2.1.11.2 of Part IX "Machinery" are met.

13.6.5.3 For the main steering gear of ships referred to in 13.6.5.2, two independent control systems shall be arranged, both operable from the navigation bridge. These systems may have a common steering wheel or steering lever.

13.6.5.4 Hydraulic steering gears of ships referred to in 13.6.5.2 shall be provided with audible and visual alarms to give the indication of hydraulic fluid leakage at any part of the hydraulic system as well as with arrangements of automatic isolation of its damaged part so that the loss of steerability does not exceed 45 s from the moment of failure of the damaged part of the hydraulic system.

13.6.6 Stability. Subdivision.

13.6.6.1 Ship stability shall comply with 3.4 of Part IV "Stability".

13.6.6.2 Ships having the length L_1 > 150 m, when they are assigned a freeboard less than that of the appropriate ships of the type "B" shall comply with Section 4 of Part V "Subdivision". Ships having the length $L_1 \geq 80$ m shall comply with Section 2 of Part V "Subdivision".

13.6.7 Fire protection.

13.6.7.1 General.

13.6.7.1.1 On ships carrying products with a flash point not exceeding 60 °C, location of enclosures for stowing the fire plans shall comply with 1.4.3 of Part VI "Fire protection" applied to oil tankers.

13.6.7.1.2 On ships carrying products with a flash point not exceeding 60 °C, the requirements of 2.1.1.7 of Part VI "Fire protection" applied to oil tankers shall be complied with when using aluminum coatings in cargo tanks and the cargo tank deck areas, in pump rooms, cofferdams or other area where cargo vapour may accumulate.

13.6.7.2 Structural fire protection.

13.6.7.2.1 On ships carrying products with a flash point not exceeding 60 °C, the structural fire protection shall be arranged equivalent to that of oil tankers in compliance with 2.4 of Part VI "Fire protection".

13.6.7.2.2 On ships carrying products with a flash point exceeding 60 °C, the structural fire protection shall be arranged equivalent to that of cargo ships in compliance with 2.3 of Part VI "Fire protection", as well as with the following requirements:

.1 cargo tanks shall not be adjacent to accommodation spaces;

.2 air intakes and other openings leading to accommodation spaces shall not face towards the cargo area. Entrance doors in bulkheads of superstructures and deckhouses facing the cargo area may be installed only in cases if they do not lead to accommodation spaces;

.3 a continuous coaming of not less than 150 mm high extending from side to side shall be fitted on the upper deck at a distance of about 2 m from a superstructure where accommodation and service spaces are arranged;

.4 machinery spaces of category A shall normally be located aft, away from the areas of the cargo and slop tanks.

13.6.7.3 Fire-fighting equipment and systems.

13.6.7.3.1 The water fire main system shall comply with the supplementary requirements for arrangement of isolation valves on the fire main as specified in 3.2.5.4.1 to 3.2.5.4.3 of Part VI "Fire protection". These requirements are not applicable to ships carrying non-flammable products.

13.6.7.3.2 Cargo tanks of ships carrying products with a flash point not exceeding 60 °C shall be protected by the fixed deck foam fire extinguishing system complying with 3.7 of Part VI "Fire protection".

13.6.7.3.3 Cargo pump rooms of ships carrying products with a flash point not exceeding 60 °C, as per Item 13 of Table 3.1.2.1 of Part VI, shall be protected by one of the following fire extinguishing systems:

.1 pressure water-spraying system complying with 3.4 of Part VI "Fire protection";

.2 high expansion foam extinguishing system complying with 3.7 of the said Part;

.3 carbon dioxide smothering system complying with 3.8 of the said Part;

.4 aerosol fire extinguishing system complying with 3.11 of the said Part.

13.6.7.3.4 The following requirements shall be additionally applied to the fire extinguishing systems referred to in 13.6.7.3.2 and 13.6.7.3.3:

.1 the foam extinguishing systems shall use foam concentrate suitable for extinguishing the cargo being carried (refer also to the Table in Appendix 13.6 to this Chapter);

.2 at the controls of the carbon dioxide smothering system, a warning shall be displayed to notify that because of ignition hazard due to electrostatic discharges, the system shall be used for fire extinguishing only and not for inerting purposes. Audible alarm of releasing the fire extinguishing medium shall comply with 4.3.5 of Part VI "Fire protection".

.3 the aerosol fire extinguishing systems shall be fitted with explosion-proof aerosol generators.

13.6.7.4 Fire-fighting outfit.

13.6.7.4.1 Ships of 500 gross tonnage and upwards, except for ships carrying non-flammable products, shall be provided with 4 fireman’s outfits complying with 5.1.15 of Part VI "Fire protection".

13.6.7.4.2 Ships carrying products with a flash point not exceeding 60 °C shall be provided with portable gas analyzers complying with 5.1.22 of Part VI "Fire protection", in the quantities shown below, to measure the concentration, as follows:

.1 for oxygen — 2;

.2 for vapours of flammable liquids — 2.

Ships fitted with inert gas system shall additionally be provided with at least two portable gas analyzers capable to operate in the inert gas environment.

13.6.8 Systems and piping.

13.6.8.1 Bilge system.

13.6.8.1.1 On ships carrying products with a flash point not exceeding 60 °C, drainage of the following spaces shall be arranged as in the case of oil tankers:

.1 in cargo pump rooms — in compliance with 7.7.1 of Part VIII "Systems and piping";

.2 in water-filled cofferdams being adjacent to the cargo and slop tanks — in compliance with 7.10.1 of the said Part;

.3 in forward compartments other than the cargo compartments — in compliance with 7.11.1 of the said Part.

13.6.8.2 Ballast system.

13.6.8.2.1 Ballast system on ships carrying products with a flash point not exceeding 60 °C shall exclude the floating of ballast water through pipelines from hazardous areas, as well as spaces, tanks and rooms adjacent to cargo tanks to rooms and tanks located outside of hazardous areas.

13.6.8.3 Special systems.

13.6.8.3.1 Special systems as well as service piping in the cargo area of ships carrying flammable products are subject to the requirements for oil tankers referred to in Part VIII "Systems and piping", in compliance with Table 13.6.8.3.1.

Table 13.6.8.3.1

Requirements of Part VIII "Systems and piping" applicable to special systems and service piping in cargo area of ships carrying flammable products

Nos	System	Applicable reequipments, at the cargo flash point	
		not exceeding 60 °C	exceeding 60 °C
1	Piping in cargo area	9.2 (except for 9.2.8)	9.2.1 — 9.2.7
2	Cargo piping	9.3 (except for 9.3.4, 9.3.5)	9.3.1 — 9.3.3 9.3.6
3	Cargo pumps	9.4	9.4.1 9.4.4 9.4.5
4	Bow and aft loading systems	9.5	9.5.1 9.5.2 9.5.6
5	Cargo heating system	9.6	9.6
6	Venting system	9.7 (except for 9.7.17)	9.7.1 — 9.7.3 9.7.5 9.7.7 9.7.9 9.7.13 9.7.15
7	Purging and gas freeing of cargo tanks	9.8	—
8	Cargo vapour discharge system	9.9	
9	Ship service systems in cargo area	9.10	9.10.1, 9.10.2
10	Level and overflow control of cargo tanks	9.11	—
11	Cargo tank washing system	9.12 (except for 9.12.4 — 9.12.7)	—
12	Static electricity protection	9.13	—
13	Monitoring the composition of atmosphere in cargo area	9.14 (except for 9.14.5, 9.14.6)	—
14	Inert gas system	9.16 (except for 9.16.6.3)	—

13.6.8.4 Exhaust gas system.

13.6.8.4.1 In ships carrying products with a flash point not exceeding 60 °C, exhaust pipes of the main and auxiliary engines, incinerators shall comply with 11.1.3 of Part VIII "Systems and piping".

13.6.8.5 Ventilation system.

13.6.8.5.1 Ventilation systems of ships carrying products with a flash point exceeding 60 °C and/or non-flammable products, shall comply with supplementary requirements of 12.2 of Part VIII "Systems and piping".

13.6.8.5.2 Ventilation systems of ships carrying products a flash point not exceeding 60 °C shall comply with supplementary requirements of 12.4 of Part VIII "Systems and piping" as those for oil tankers.

13.6.8.6 Fuel oil system.

13.6.8.6.1 Arrangement of fuel oil tanks in ships carrying products with a flash point not exceeding 60 °C shall comply with 13.7.8 of Part VIII "Systems and piping".

13.6.9 Machinery installations and machinery.

13.6.9.1 Means of escape from machinery spaces in ships carrying products with a flash point not exceeding 60 °C shall comply with the requirements as follows:

.1 escape routes from the pipe ducts situated below the cargo tanks — 4.5.15 of Part VII "Machinery installations";

.2 escape routes from the cargo pump rooms — 4.5.17 of the said Part;

.3 doors and hatch covers of the cargo pump rooms — 4.5.16 of the said Part.

13.6.9.2 Pumps and fans in ships carrying products with a flash point not exceeding 60 °C.

13.6.9.2.1 Driving machinery of pumps and fans in the pump rooms shall meet the requirements for oil tankers referred to in 4.2.5 of Part VII "Machinery installations".

13.6.9.2.2 The casings of pumps installed in the cargo pump rooms in accordance with 13.6.9.2.1 shall be fitted with temperature sensors.

13.6.9.2.3 Ventilators in the cargo pump rooms shall meet additional requirements of 5.3.3 of Part IX "Machinery" applied to oil tankers.

13.6.10 Electrical equipment.

13.6.10.1 The electrical equipment of ships to which the requirements of this Chapter apply, except for ships carrying non-flammable products, are subject to the requirements of 20.2 of Part XI "Electrical equipment" applied to oil tankers.

13.6.11 Requirements for ships carrying noxious liquid substances of category Z.

13.6.11.1 Ships shall be equipped with pumps and pipelines ensuring that each tank intended for carrying NLS cargo of category Z is stripped in such a way that the quantity of residues in the tank and associated piping does not exceed 75 l when discharge is complete. Assessment of residue quantities in cargo tanks, pumps and associated piping by conducting the water performance test shall be carried out in accordance with the procedure specified in Appendix V of Annex II to MARPOL 73/78.

13.6.11.2 Ships shall be provided with underwater discharge outlets to discharge mixtures of noxious liquid substances and water.

13.6.11.2.1 The underwater discharge outlet (or outlets) shall be located below the waterline (at any operation draughts) within the cargo area in the vicinity of the bilge area. If dual outlets are provided, they shall be located on the opposite sides of the ship, as specified above.

The underwater discharge outlet (or outlets) shall be so arranged so as to avoid the re-intake of residue/water mixtures by the ship's pumps through sea-water intakes.

13.6.11.2.2 The underwater discharge outlet (or outlets) arrangement shall be such that the residue/water mixture discharged into the sea will not pass the ship's boundary layer.

To this end, when the discharge is made normal to the ship's shell plating, the minimum diameter of the discharge outlet is determined by the formula:

$$D = Q_d/5L_d, \qquad (13.6.11.3)$$

where

D — minimum diameter of the discharge outlet, in m;

L_d — distance from the forward perpendicular to the discharge outlet, in m;

Q_d — maximum discharge rate selected at which the ship may discharge a residue/water mixture through the outlet, in m^3 /h.

When the discharge is directed at some angle to the ship's shell plating, the component of Q_d, which is normal to the ship's shell plating, is substituted into the above formula instead of the Q_d value.

Appendix 13.6
(reference)

List of products included into chapter 18 of the IBC Code

Product name	Category[1]	Flash point[2], °C	Fire extinguishing media[3]	Explosion-proof electrical equipment[4]	
				Temperature class	Sub-group
Acetone	Z	–18	A	T1	IIA
Alcoholic beverages, n.o.s.	Z	below 60 (composition dependent)	A	—	—
Apple juice	OS	NF	—	—	—
n-Butyl alcohol	Z	29	A	T2	IIA
sec-Butyl alcohol	Z	17	A	T2	IIA
Calcium carbonate slurry	OS	NF	—	—	—
Clay slurry	OS	NF	—	—	—
Coal slurry	OS	NF	—	–	—
Ethyl alcohol	Z	13	A	T2	IIB
Glucose solution	OS	NF	—	—	—
Glycerol ethoxylated	OS	above 60	—	—	—
Hydrogenated starch hydrolysate	OS	NF	—	—	—
Isopropyl alcohol	Z	22	A	T2	IIA
Kaolin slurry	OS	NF	—	—	—

Product name	Category[1]	Flash point[2], °C	Fire extinguishing media[3]	Explosion-proof electrical equipment[4]	
				Temperature class	Sub-group
Lecithin	OS	NF	—	—	—
Maltitol solution	OS	NF	—	—	—
Microsilica slurry	OS	NF	—	—	—
Molasses	OS	above 60	A	—	—
Noxious liquid, n.o.s. (trade name …., contains ....) Cat. Z	Z	below 60	composition dependent	—	—
Non noxious liquid, (12) n.o.s. (trade name ...., contains ....) Cat. OS	OS	below 60	composition dependent	—	—
Orange juice (concentrated)	OS	NF	—	—	—
Orange juice (not concentrated)	OS	NF	—	—	—
Potassium chloride solution (less than 26%)	OS	NF	—	—	—
Propylene glycol	OS	above 60	A	T2	—
Sodium acetate solutions	Z	NF	—	—	—
Sodium bicarbonate solution (less than 10%)	OS	NF	—	—	—
Sorbitol solution	OS	above 60	A	—	—
Sulphonated polyacrylate solution	Z	below 60	A	—	—
Tetraethyl silicate monomer/oligomer (20% in ethanol)	Z	below 60	A	T2	IIB
Triethylene glycol	OS	above 60	—	T2	—
Vegetable protein solution (hydrolysed)	OS	NF	—	—	—
Water	OS	NF	—	—	—

Product name	Category[1]	Flash point[2], °C	Fire extinguishing media[3]	Explosion-proof electrical equipment[4]	
				Temperature class	Sub-group

[1] Symbol Z means a pollution category assigned to each product in accordance with Annex II to MARPOL 73/78. Symbols OS (Other Substances) mean that the product was evaluated and found to fall outside categories X, Y, Z in accordance with Annex II to MARPOL 73/78.
[2] Flash point values during the closed cup testing are provided in compliance with IMO circular MSC/Circ.553. Symbols NF mean non-flammable products.
[3] Fire extinguishing media corresponding to the product:
A — alcohol-resistant foam;
B — regular foam,
C — water-spraying;
D — dry chemical.
[4] Designations of temperature classes and sub-groups of explosion-proof electrical equipment are based on standard IEC 60079-20-1:2010.

".

New Chapter 13.7 is introduced reading as follows:

"**13.7 LIVESTOCK CARRIERS**

13.7.1 General.

13.7.1.1 Ships intended for carriage of livestock cargo (livestock carriers) and complying with requirements of this Chapter are assigned the descriptive notation **Livestock carrier** added to the character of classification.

13.7.1.2 Requirements of this Chapter are additional those of Parts I — XV.

13.7.1.3 Compliance with the requirements of this Chapter does not exempt from the need to comply with the national requirements of the flag State of a ship for carriage of livestock, if any.

13.7.1.4 The Register may apply the national requirements of a Flag State for ship structures, systems and equipment related to the carriage of livestock cargo, if such requirements differ from the requirements of this Chapter.

13.7.2 Terms and definitions.

For the purpose of this Chapter the following terms and definitions have been adopted:

Livestock carrier is a self-propelled cargo ship built or converted for the carriage of livestock cargo in spaces adapted for this purpose, and equipped for handling and supplying the livestock during their carriage.

Livestock are live cattle, as well as horses, sheep and other similar animals used in animal farming, except poultry.

13.7.3 Documentation.

13.7.3.1 Technical documentation shall be submitted to the Register as specified in 3.2.17.29, Part I "Classification" for review to confirm compliance with the requirements for livestock carriers and to assign the descriptive notation **Livestock carrier** in the class notation.

13.7.4 Hull.

13.7.4.1 Design pressure on the areas of cargo decks and platforms shall be determined with regard to the inertial component $1 + a_z/g$, where a_z is a design acceleration in vertical direction according to 1.3.3.1 of Part II "Hull"; the static component of the design pressure shall be assumed not less than 15 kPa.

13.7.4.2 Movable decks shall be fastened so to prevent these decks from taking up longitudinal forces under the hull longitudinal bending.

13.7.5 Arrangement and fittings of livestock spaces.

13.7.5.1 Livestock spaces can be a closed type (where animals are located within the closed holds and on the inner decks) or an open type (animals are located on the open decks).

13.7.5.2 Livestock may not be carried, loaded for carriage or unloaded, as well as the livestock service equipment shall not be arranged in any part of the ship where such arrangement may:

.1 obstruct persons access to any accommodation or working spaces;

.2 obstruct persons egress from any hold or an underdeck space;

.3 interfere with any life-saving appliances or fire-fighting equipment and outfit;

.4 interfere with a tank sounding or bilge pumping equipment;

.5 interfere with operation of closing appliances, freeing ports;

.6 interfere with operation of lighting and ventilation in other parts of the ship;

.7 interfere with the proper navigation of the ship.

13.7.5.3 Suitable arrangements shall be provided in livestock spaces and passageways for protecting the livestock from injuries, exposure to weather, sea and hot surfaces.

13.7.5.4 Animals in the livestock spaces shall be kept in pens or stalls.

The pens and stalls shall be sized so to be appropriate for the species and quantity of animals being kept, however it is not required to have their width more than 4,5 m, and the length more than 9 m.

Pens and stalls in open spaces shall be designed to prevent, under all operating conditions of the ship, ingress of sea water into any part of the pens or stalls, including the feeding and watering receptacles and systems.

13.7.5.5 Means of escape and access.

13.7.5.5.1 Each space where livestock are located shall be provided with at least two means of escape for persons, which shall lead to an open deck and be arranged in the opposite parts of the space.

13.7.5.5.2 Access to the livestock spaces and movement therein shall be safe for persons. Where access for persons to a livestock space is combined with ramps used for transferring livestock between decks, passageways for persons shall be properly separated from the livestock ramps with appropriate fencing.

13.7.5.5.3 Pens and stalls shall have means of persons access equipped with robust lockable closures.

13.7.5.5.4 Passageways along the ship's side, if required for ship operation, shall have a width of at least 550 mm between the structures of the pens, stalls or protruding parts of their fittings and the ship's guard railing or bulwark.

13.7.6 Stability.

13.7.6.1 The stability shall comply with the requirements of Part IV "Stability", subject to 13.7.6.2 — 13.7.6.6.

13.7.6.2 Angle of static heel due to steady wind shall not exceed 10°.

13.7.6.3 The area A between the righting lever curve and the heeling lever curve due to the shifting of livestock and fodder in pellet form combined with the effect of wind shall meet the following requirement (see Fig. 13.7.6.3):

$$A \geq 0.018 + 2A_{(A+B)}, \qquad (13.7.6.3)$$

where
- $A_{(A+B)}$ — the sum of areas A and B under the righting lever curve, m·rad;
- OW — the heeling lever due to wind, m;
- WW_1 — the heeling lever curve due to wind, m;
- WL — the heeling lever due to shifting of livestock, m;
- LL_1 — the heeling lever curve due to the combined effects of wind and the shifting of livestock;
- LF — the heeling lever due to the effect of shifting of fodder, m;
- FF_1 — the heeling lever curve due to the combined effects of wind and the shifting of livestock and fodder, m;
- θ_{W1} — the angle of heel due to wind;
- θ_{W2} — the angle of flooding or 40°, whichever is less.

N o t e . If the fodder is not pellet feed carried in bulk, the heeling lever due to shifting of fodder shall be taken zero.

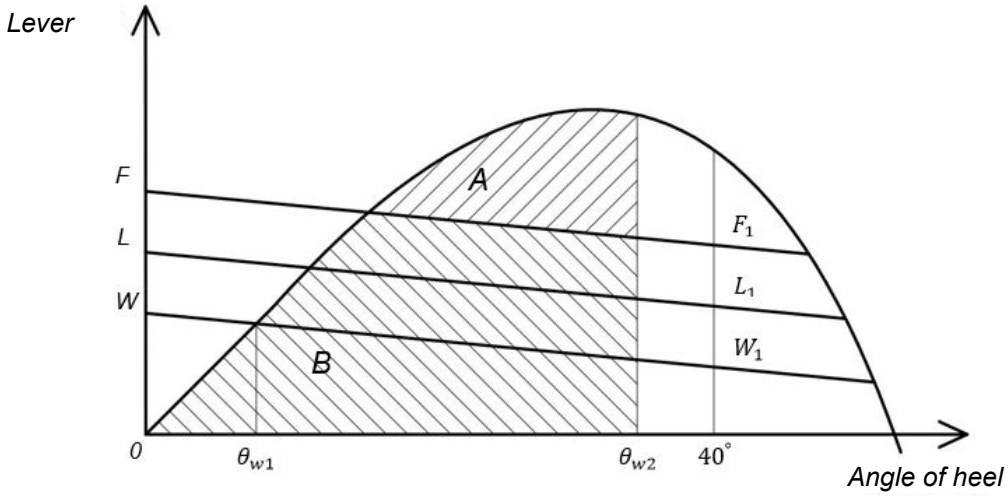


Fig. 13.7.6.3

13.7.6.4 The heeling lever due to wind shall be determined as per the following requirements:

.1 the heeling lever at a heel angle of 0° shall be determined by the formula:

$$OW = \frac{p_v A_v Z_v}{1000 g \Delta} \qquad (13.7.6.4\text{-}1)$$

where Δ — displacement, t;
p_v — wind pressure according to Part IV "Stability" of the RS Rules/C, Pa;
A_v — windage area of the ship above the waterline, m^2;
Z_v — vertical distance between the centre of the windage area and the centre of the underwater hull area projected on the centreline for an upright ship; the latter centre is approximately at half the ship's draft amidships, m;
g — gravity acceleration, equal to 9,81 m/s^2;

.2 the heeling lever at a heel angle of 40° shall be assumed equal to 0,8 of the heeling lever due to wind at a heel angle of 0°;

.3 the heeling lever curve shall be taken as a straight line joining the heeling lever at 0° and the heeling lever at 40°.

13.7.6.5 The heeling lever due to shifting of livestock shall be determined as per the following requirements:

.1 the heeling lever at a heel angle of 0° shall be determined by the formula:

$$WL = \frac{mC}{f\Delta} \qquad (13.7.6.5\text{-}1)$$

where m — average weight of livestock being carried on the intended voyage, t;
f — floor area required per a head of average weight of the livestock, m^2;
C — the livestock shifting factor,

$$\mathrm{C} = \frac{1}{6}\sum lb^2,$$

where l — length of each pen, m;
b — width of each pen, m;

For ships with uniform pen width, the livestock shifting factor is assumed equal to one sixth of the product of each pen width and the total pen area on the deck. For ships with varying

pens width, the livestock shifting factor may be assumed equal to one sixth of the product of the largest pen width and the total pen area on the deck.

.2 the heeling lever at a heel angle of 40° shall be assumed equal to 0,8 of the heeling lever at a heel angle of 0°.

.3 the heeling lever curve shall be taken as a straight line joining the heeling lever at 0 ° and the heeling lever at 40°.

13.7.6.6 The heeling lever due to shifting of pelleted fodder shall be determined as per the following requirements:

.1 the heeling lever at a heel angle of 0° shall be determined by the formula:

$$LF = \frac{M_f}{\mu\Delta}, \qquad (13.7.6.6\text{-}1)$$

where M_f — the sum of heeling moments of each compartment, where the heeling moment of each compartment is assumed equal to $0.044lb^3$, where l is the maximum compartment length, b is the maximum compartment width in meters. The use of volumetric heeling moments due to shifting of fodder, where the surface is assumed to take up an angle of slope of 15° to the horizontal for fully filled compartments and 25° to the horizontal for partly filled compartments is an acceptable alternative method to obtain the total heeling moment due to shifting of fodder;

μ — stowage factor (the volume of pelleted fodder per unit weight), m^3/t;

.2 the heeling lever at a heel angle of 40° shall be assumed equal to 0,8 of the heeling lever at a heel angle of 0°;

.3 the heeling lever curve shall be taken as a straight line joining the heeling lever at 0° and the heeling lever at 40°.

13.7.7 Fire protection.

13.7.7.1 The water fire main system shall comply with 3.2 of Part VI "Fire Protection", subject to the following:

.1 spaces intended for the livestock carriage shall be equipped with fire hydrants in such a way that at least two jets of water, which are supplied from different fire hydrants, can be directed simultaneously at any part of the ship's space or deck where livestock are located;

.2 fire hydrants shall be positioned so that two water jets can be directed at any point without passing fire hoses through livestock pens. One of the jets shall be supplied using a standard-length fire hose (refer to 5.1.4, Part VI "Fire Protection").

13.7.7.2 Each fire hose with its couplings and a combined fire nozzle ensuring both a compact and a sprayed jet shall be provided in the following spaces:

.1 in an enclosed space — for each fire hydrant; and

.2 in any other space or on deck — at least every 50 m of length of the space or deck.

13.7.7.3 Each fire hose shall be located in a visible place, as follows:

.1 near the fire hydrant it is intended for; or

.2 close to the entrance or ladder to the space or deck where it is intended for use.

13.7.7.4 Every fire hose shall be connected to a fire hydrant or to another fire hose.

13.7.7.5 In spaces where hay or straw is carried or used, portable water fire extinguishers with a fire-extinguishing capability of 2A, meeting the requirements of 5.1.9, Part VI "Fire Protection", shall be provided, as follows:

.1 one (1) water fire extinguisher located near the entrance to the space; and

.2 one (1) water fire extinguisher (or portable backpack water fire extinguisher) located in the space not more than 18 m apart each other.

13.7.8 Systems and equipment serving the livestock spaces.

13.7.8.1 Ships shall be equipped with systems and equipment that meet at least the requirements of 13.7.8.2 — 13.7.8.5 and are intended to provide transported livestock with fodder, freshwater and fresh air, as well as for cleaning or washing the spaces where livestock are located or transferred, and for collecting and disposing sewage and other effluents arising from washing and animal activity.

13.7.8.2 Ventilation system.

13.7.8.2.1 Power ventilation shall be provided:

.1 in enclosed livestock spaces;

.2 in open spaces with a width of more than 20 m, which are equipped with livestock pens or stalls arranged on more than one deck.

13.7.8.2.2 Power ventilation shall ensure the following ventilation rate in each space:

.1 in spaces where the minimum clear height is 2,3 m or above:

at least 20 air changes per hour — for enclosed spaces;

at least 15 air changes per hour — for open spaces;

.2 in spaces where the minimum clear height is below 2,3 m:

at least 30 air changes per hour — for enclosed spaces;

at least 22,5 air changes per hour — for open spaces.

Number of air changes shall be determined based on the gross volume of each space.

13.7.8.2.3 Power ventilation systems shall be equipped with at least two fans, each of which shall ensure the required air circulation in the space when the second fan is not operating.

13.7.8.3 Systems for feeding and watering the livestock.

13.7.8.3.1 Livestock spaces (including pens, stalls) shall be equipped with receptacles for feeding and watering the animals.

Where the supply of fodder and water is not automatic, the receptacles shall be capable of containing at least 33% of a daily allowance of fodder and water for the animals located in the space (in the pen or stall).

13.7.8.3.2 Each livestock space shall be equipped with a freshwater supply system, which includes at least one main pump ensuring consistent supply of freshwater to the livestock, and one standby pump of the same capacity.

The freshwater supply system serving the livestock spaces shall be totally independent from the freshwater supply system serving the accommodation spaces.

13.7.8.3.3 Where the freshwater supply system is not automatic, a portable pump prepared for connection to at least one freshwater tank may be used instead of the standby pump required by 13.7.8.3.2.

13.7.8.3.4 Where the freshwater supply system is automatic, the receptacles required in 13.7.8.3.1 shall be fitted with water level gauges and means to prevent water from returning to the freshwater tank.

13.7.8.4 Washing of spaces.

13.7.8.4.1 The spaces where livestock are located and transferred shall be equipped with a washing system for cleaning the spaces of animal waste products. Where the system is not stationary, appropriate valves shall be fitted in the spaces where washing is carried out for connecting the system to the washing water pipelines.

13.7.8.5 Drain system.

13.7.8.5.1 Each livestock space shall be equipped with the draining means to remove effluents containing waste products of animals being transported.

13.7.8.5.2 The drain system serving the livestock spaces shall be totally independent from piping systems serving other ship spaces, including their bilge systems.

13.7.8.5.3 The piping and other equipment of the drain system shall be made of materials resistant to corrosion under effect of waste products of animals being transported.

13.7.8.5.4 Drainage suctions in the livestock spaces shall be fitted with strum boxes or gratings. A size of each grating mesh shall be maximum 25 mm.

13.7.8.5.5 Drain wells, as well as the strum boxes and gratings in the livestock spaces shall be accessible for visual inspection and cleaning from outside the pens and stalls.

13.7.8.5.6 Holding tanks shall be provided for collecting and storing effluents from the livestock spaces and disposal them to shore reception facilities.

13.7.8.5.7 Overboard discharge shall be carried out subject to the requirements of Annex IV of MARPOL 73/78. Means shall be provided to prevent overboard discharge when the ship is in port or in an area where overboard discharge is prohibited.

13.7.8.5.8 The holding tanks shall be fitted with means to indicate visually the amount of their content.

13.7.8.5.9 Pumps and ejectors shall be designed so to handle media containing semi-solid matter.

13.7.9 Electrical equipment.

13.7.9.1 Passageways between pens in the livestock spaces, as well as passageways between the livestock spaces, shall be fitted with stationary main lighting fixtures subject to 6.1.1 of Part XI "Electrical Equipment", as well as with emergency lighting subject to 6.3 of the said Part, powered by an emergency source of electrical power.

13.7.9.2 In addition to the lighting required in 13.7.9.1, stationary lighting fixtures or portable lighting fitting shall be provided for visual inspection of pens and stalls. There are no requirements for such lighting be powered from an emergency source of electrical power.

13.7.9.3 The fans required in 13.7.8.2.3, which drives are powered by electric power sources, shall be considered as secondary essential services subject to the requirements of Part XI "Electrical Equipment"."

25 ADDITIONAL REQUIREMENTS FOR SEMI-SUBMERSIBLE (DOCKLIFT) SHIPS AND SHIPS CARRYING HEAVY AND/OR BULKY CARGOS

Title of Section 25 is amended as follows:

"25 ADDITIONAL REQUIREMENTS FOR SEMI-SUBMERSIBLE ~~(DOCKLIFT)~~ SHIPS AND SHIPS CARRYING HEAVY AND/OR BULKY CARGOS".

25.1 GENERAL PROVISIONS AND SCOPE OF APPLICATION

Chapter 25.1 is replaced by the following text:

"25.1 GENERAL

25.1.1 Application.

25.1.1.1 The requirements of this Section shall apply to the semi-submersible ships as defined in Appendix 1 to Part I "Classification", as well as the ships carrying heavy and/or bulky cargoes.

25.1.1.2 For semi-submersible ships, requirements of the Flag State Maritime Administration (if any) shall be taken into account, including agreement on the necessity of drawing up and issuing an exemption certificate for the load line in accordance with

the International Convention on Load Lines (request to MA is needed only for ships covered by the provisions of the International Convention on Load Lines).

25.1.2 Class notation.

25.1.2.1 For semi-submersible ships complying with requirements of this Chapter, the descriptive notation **Semi-submersible ship** shall be added to the character of classification. Where the semi-submersible ship is intended for carriage of heavy and/or bulky cargoes and complying with requirements of 25.4.1, the additional notation **heavy cargo** shall be added in brackets after descriptive notation **Semi-submersible ship** in accordance with 25.1.2.2.

25.1.2.2 For ships designed for carriage of heavy and/or bulky cargoes and complying with the requirements of 25.4.1, the additional notation **heavy cargo** and its parameters shall be added in brackets after the descriptive notation assigned according to the main type and purpose of the ship, as follows:

heavy cargo: project, deck-X1 t/m^2, hatch cover-X2 t/m^2, hold-X3 t/m^2, where:

project — parameter given at the discretion of the shipowner, if the ship is intended for carriage of project (non-standard) heavy cargoes;

deck-X1 t/m^2 — parameter given if the ship is intended for carriage of heavy/bulky cargo on the deck;

hatch cover-X2 t/m^2 — parameter given if the ship is intended for carriage of heavy/bulky cargo on hatch covers of cargo holds;

hold-X3 t/m^2 — parameter given if the ship is intended for carriage of heavy/bulky cargo in cargo holds,

design uniformly distributed static load acting on the relevant structure, in t/m^2, shall be indicated instead of **X1**, **X2** and **X3**.".

25.3 TECHNICAL DOCUMENTATION

Para 25.3.1 is amended as follows:

"**25.3.1** Technical documentation specified in 3.2.17.21 of Part I "Classification" shall be submitted to the Register for review to confirm compliance with the requirements for semi-submersible ~~(docklift)~~ ships and ships carrying heavy and/or bulky cargos and to assign ~~one of the descriptive notations **Heavy cargo carrier** or **Heavy cargo carrier Semi-submersible ship**~~ the descriptive notation **Semi-submersible ship** and/or the additional notation **heavy cargo**.".

25.4 TECHNICAL REQUIREMENTS

Chapter 25.4. **Preamble** before **para 25.4.1** is deleted.

Russian Maritime Register of Shipping

Addenda to the Rule Change Notice to the Rules for the Classification and Construction of Sea-Going Ships

Endorsed: 25-134912

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7, Litera A, Millionnaya Ulitsa,
St. Petersburg, 191186, Russian Federation
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