

Amendments to Part A of the "Rules for the Classification of Ships" (REP.1): new additional class notation Cyber Resilience Ready

Effective from 1 June 2024

Reason: introduction of the new additional class notation CS-Ready.

SECTION 2

CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

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

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

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

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

1.1.3 (1/7/2008)

Ships and units, other than those covered in Parts B, C, D, E and F, are to comply with specific Rules published by the Society, which also stipulate the relevant classification notations.

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

1.2 Types of notations assigned

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

- a) main class symbol
- b) construction marks
- c) service notations with additional service features, as applicable
- d) navigation notations
- e) operating area notations (optional)
- f) additional class notations (optional)

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

1.2.2 As an example, the classification notations assigned to a ship may be as follows (the kind of notation shown in

brackets does not form part of the classification notation indicated in the Register of Ships and on the Certificate of Classification):

C ✕ **HULL** ✕ **MACH**

(main class symbol, construction marks)

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

(service notation and additional service features)

Unrestricted navigation

(navigation notation)

✕**SYS - NEQ**

(additional class notation).

2 Main class symbol

2.1 Main class symbol

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

2.1.2 (1/1/2009)

The main class symbol C is assigned to ships built in accordance with the requirements of the Rules or other rules recognised as equivalent, and maintained in a condition considered satisfactory by the Society. The period of class (or interval between class renewal surveys) assigned to a ship is maximum 5 years; see Ch 2, Sec 2, [4].

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

Note 1: The symbol C with the 5 year class period is to be understood as being the highest class granted by the Society.

Note 2: The symbol C may be followed by the additional construction feature **light ship** in case of ships or other units having restricted navigation notations and generally having length not greater than 50 m as well as speed greater than 15 knots, whose hull scantlings and outfitting comply with the applicable requirements of Chapters 3 and 6 of the "Rules for the Classification of High Speed Craft", issued separately by the Society.

3 Construction marks

3.1 General

3.1.1 The construction mark identifies the procedure under which the ship and its main equipment or arrangements have been surveyed for initial assignment of

The service notation of units operating permanently anchored or moored in a fixed location is completed by the additional class notation "MOORING".

The service notation of units provided with at least one crane, fitted with a grab or a bucket, is completed by the additional class notation "CARGO HANDLING".

4.12 Miscellaneous units

4.12.1 The service notation **special service** is assigned to ships which, due to the peculiar characteristics of their activity, are not covered by any of the notations mentioned above. The classification requirements of such units are considered by the Society on a case by case basis.

This service notation may apply, for instance, to ships engaged in research, expeditions and survey, ships for training of marine personnel, whale and fish factory ships not engaged in catching, ships processing other living resources of the sea, and other ships with design features and modes of operation which may be referred to the same group of ships.

An additional service feature may be specified after the notation (e.g. **special service - training**, **special service - ship lift**, **special service - fish factory**) to identify the particular service in which the ship is intended to trade. The scope and criteria of classification of such units are indicated in an annex to the Certificate of Classification.

5 Navigation and operating area notations

5.1 Navigation notations

5.1.1 Every classed ship is to be assigned one navigation notation as listed in [5.2].

5.1.2 The assignment of a navigation notation, including the reduction of scantlings or specific arrangements for restricted navigation notations, is subject to compliance with the requirements laid down in Part B, Part C, Part D and Part E of the Rules.

5.1.3 The assignment of a navigation notation does not absolve the Interested Party from compliance with any international and national regulations established by the Administrations for a ship operating in national waters, or a specific area, or a navigation zone. Neither does it waive the requirements in Sec 1, [3.3.1].

5.2 List of navigation notations

5.2.1 The navigation notation **unrestricted navigation** is assigned to a ship intended to operate in any area and any period of the year.

5.2.2 The navigation notation **summer zone** is assigned to ships intended to operate only within the geographical limits as defined in ILLC 1966 for the Summer zones.

5.2.3 The navigation notation **tropical zone** is assigned to ships intended to operate only within the geographical limits as defined in ILLC 1966 for the Tropical zones.

5.2.4 The navigation notation **coastal area** is assigned to ships intended to operate only within 20 nautical miles from the shore and with a maximum sailing time of six hours from a port of refuge or safe sheltered anchorage.

5.2.5 The navigation notation **sheltered area** is assigned to ships intended to operate in sheltered waters, i.e. harbours, estuaries, roadsteads, bays, lagoons and generally calm stretches of water and when the wind force does not exceed 6 Beaufort scale.

5.2.6 (1/7/2009)

The navigation notations defined in these items [5.2.1] to [5.2.5] are those considered as "normal". Where particular cases of navigation are to be assigned which are not included among those so defined, the navigation notation **special** is assigned, followed by specified restrictions (such as the designation of the geographical area, distance from the shore and/or the most unfavourable sea conditions considered).

5.2.7 (1/7/2009)

The Society may assign navigation notations provided by the regulations of the flag Administration, which may be different from those defined in [5.2.1] to [5.2.6].

5.3 Operating area notations

5.3.1 The operating area notation expresses the specified area where some service units are likely to operate at sea within specific restrictions which are different from normal navigation conditions.

The operating area notation is, in principle, solely granted to working units, such as dredgers and crane pontoons.

This operating area notation is indicated after the navigation notation.

Example: **unrestricted navigation - "operating area notation"**

5.3.2 The following operating area notations may be assigned:

- notation **specified operating area**, where the specific operating conditions which have been considered by the Society are described in an annex to the Certificate of Classification (i.e. distance from shore or from port of refuge, weather or sea conditions)
- notation **operation service within 'x' miles from shore**, where the operating service is limited to a certain distance from the shore.

6 Additional class notations

6.1 General

6.1.1 An additional class notation expresses the classification of additional equipment or specific arrangement, which has been requested by the Interested Party.

application of user defined damage, to provide operational information for safe return to port (SRtP).

The requirements for the assignment of this notation are given in Pt B, Ch 11, Sec 2, [4.5] (common requirements and those specifically applicable to Type 4 loading instruments).

- f) **LOADINT-HUG-ST1, LOADINT-HUG-ST2, LOADINT-HUG-ST3, LOADINT-HUG-ST4**, when the loading instrument performs hull girder calculations and stability calculations, as applicable.

The requirements for the assignment of these notation are given in Pt B, Ch 11, Sec 2, as specified in items a) to e) above.

- g) **LOADINT-LAS** when the loading instrument performs lashing calculations.

The requirements for the assignment of these notation are given in Pt F, Ch 13, Sec 5, [3.5].

6.14.68 Ultra low emission vessel (ULEV) (1/7/2023)

The additional class notation **ULEV** may be assigned to ships with installed internal combustion engines with a very low level of emissions (both gaseous pollutants and particulate) tested at the time of assignment of the notation. The list of tested engines and their fuel(s) is to be recorded at the assignment of the **ULEV** additional class notation.

The requirements for the assignment of this notation are given Pt F, Ch 13, Sec 46.

6.14.69 BIOFUEL (1/7/2023)

The additional class notation **BIOFUEL** is assigned to ships operating with biofuel as fuel for their internal combustion engines, boilers, fuel cell or other consumers complying with the requirements of Pt C, Ch 1, App 16. Depending on the type of fuel (e.g. diesel, methanol, ammonia, hydrogen etc.), the notation **BIOFUEL** may be completed with the following features:

- BIODIESEL (FAME)
- BIODIESEL (BTL)
- BIODIESEL (HVO/HDRD)
- BIODIESEL (SVO/PPO)
- BIOMETHANOL
- BIOETHANOL
- BIOLNG
- BIOAMMONIA
- BIOHYDROGEN

For biofuels considered as low flashpoints fuels - i.e those based on LNG, LPG, NH3, methyl/ethyl alcohol and hydrogen - the ship is to additionally comply with the following requirements, as applicable:

- Pt C, Ch 1, App 7 (LNG or CNG Fuelled Ships)
- Pt C, Ch 1, App 13 (LPG or NH3 Fuelled Ships)
- Pt C, Ch 1, App 14 (Hydrogen Fuelled Ships)
- Pt C, Ch 1, App 15 (Methyl/Ethyl Alcohol Fuelled Ships).

The biofuels based on biodiesel considered as low flash point fuel are subject to acceptance by the Society on case-by-case basis.

6.14.70 Optimized Shaft Alignment (15/2/2024)

The additional class notations **Optimized Shaft Alignment (OSA)** or **Optimized Shaft Alignment and procedure (OSA-PR)** are assigned to new ships when the Shaft Alignment (configuration of the shafts and bearings relative to the centerlines of the bearings from the theoretical straight-line condition) is designed, installed, verified, and surveyed in accordance with Tasneef "Guide for Optimized Shaft Alignment".

The requirements in the Guide are in lieu of the applicable requirements of Pt C, Ch 1, Sec 7.

The additional class notations **OSA** and **OSA-PR** are not applicable to ships equipped with azimuth thrusters or non-conventional shaft lines intended for main propulsion, or as otherwise deemed not appropriate by the Society.

6.14.71 Cyber Resilience Ready (1/6/2024)

[The additional class notation **CS-Ready** may be assigned to ships contracted for construction before 1 July 2024 in a shipyard complying with the requirements of Tasneef "Guide for Shipyards to assign new buildings with CS-Ready additional class notation".](#)

7 Other notations

7.1

7.1.1 The Society may also define other notations by means of provisional requirements and guidelines, which may then be published in the form of tentative rules.

Table 3 : List of additional class notations (1/6/2024)

Additional class notation	Reference for definition	Reference	Remarks
ADVANCED WASTEWATER TREATMENT PLANT (AWTP)	[6.8.12]	NA	
AIR LUBRICATION SYSTEM (AIR LUB)	[6.14.47]	Pt F, Ch 13, Sec 31	
AIR-MON	[6.14.33]	Pt F, Ch 13, Sec 22	
AUT-CCS	[6.4.3]	Pt F, Ch 3, Sec 2	(1)
AUT-PORT	[6.4.4]	Pt F, Ch 3, Sec 3	(1)
AUT-UMS	[6.4.2]	Pt F, Ch 3, Sec 1	(1)
AVM-APS or AVM-APS-NS	[6.3.2]	Pt F, Ch 2, Sec 1	(1)
AVM-IAPS	[6.3.3]	Pt F, Ch 2, Sec 2	(1)
AVM-DPS or AVM-DPS-NS	[6.3.4]	Pt F, Ch 2, Sec 3	(1)
AVM-IPS	[6.3.5]	Pt F, Ch 2, Sec 4	(1)
BATTERY POWERED SHIPS	[6.14.42]	Pt C, Ch 2, App 2	
BIOFUEL	[6.14.69]	Pt C, Ch 1, App 16	
BIOSAFE SHIP	[6.14.49]	Pt F, Ch 13, Sec 33	
BWM-E	[6.14.15]	Pt C, Ch 1, Sec 10, [7]	(5)
BWM-T	[6.14.15]	Pt C, Ch 1, App 8	
CARGOCONTROL	[6.14.9]	Pt F, Ch 13, Sec 9	
CARGO HANDLING (H), CARGO HANDLING (O), CARGO HANDLING (T), CARGO HANDLING (S), CARGO HANDLING (SW)	[6.14.30]	Tasneef Rules for loading and unloading arrangements and for other lifting appliances on board ships	
CARGO PIPING PROTECTED (CPP)	[6.14.63]	Pt F, Ch 13, Sec 41	
CLEAN-AIR	[6.8.3]	Pt F, Ch 7, Sec 3	(4)
CLEAN-SEA	[6.8.2]	Pt F, Ch 7, Sec 4	(4)
COAT-WBT	[6.14.12]	Pt F, Ch 13, Sec 12	
COATING PERFORMANCE STANDARD IN CARGO OIL TANKS (CPS-COT)	[6.14.64]	Pt F, Ch 13, Sec 42	
COMF-AIR	[6.7.4]	Pt F, Ch 6, Sec 3	
COMF-NOISE, COMF-NOISE (DP) and COMF-NOISE (MM)	[6.7.2]	Pt F, Ch 6, Sec 1	
COMF-NOISE-PLUS	[6.7.2]	Pt F, Ch 6, Sec 5	
COMF-VIB, COMF-VIB (DP) and COMF-VIB (MM)	[6.7.3]	Pt F, Ch 6, Sec 2	
COVENT	[6.14.8]	Pt F, Ch 13, Sec 8	
CYBER RESILIENCE (CYR, CYR-OT and CYR-IT)	[6.14.45]	Pt F, Ch 13, Sec 29	
CS-Ready	[6.14.71]	Tasneef Guide for Shipyards to assign new buildings with CS-Ready additional class notation	
DANGEROUS GOODS	[6.14.34]	NA	

(1) A construction mark is added to this notation.
(2) This notation may be completed by the specific notations **-PRECOOLING**, **-QUICKFREEZE** and/or **-AIRCONT** (see [6.9.5]).
(3) This notation may be completed by the specific notations **-MIDSHIP** and **-TRANSFER** (see [6.14.7]).
(4) When ships are assigned the notations **CLEAN-SEA** and **CLEAN-AIR**, the two separate notations are superseded by the cumulative additional class notation **GREEN STAR 3 DESIGN** (see [6.8.4]).
(5) This notation may be completed by the specific features: **sequential**, **flow-through**, **dilution**.
(6) This notation may be completed by the specific notation **-HULL** (see [6.10.4]).
(7) This notation may be completed by the specific notation **Icebreaker** (see [6.11.1]).