



Veritas Register of Shipping Ltd.

CLASSIFICATION REGULATIONS

3 CLASS OF A SHIP

3.1 General

- 3.1.1** At the Owner's/ Manager's request, VRS may assign a class to a new or existing ship, as well as confirm, renew, withdraw or reinstate class of an existing ship classed with VRS.
- 3.1.2** VRS may suspend or withdraw ship's class for reasons specified in Chapters 6 and 7.
- 3.1.3** Class of a ship is confirmed by the issue of Certificate of Class. The main symbol of class with additional marks, specified in 3.4, is given in the Certificate of Class. Conditions of class, additional descriptive information or class limitations are given in the Appendix to Certificate of Class.
- 3.1.4** Class of machinery is confirmed by the issue of Machinery Certificate.
- 3.1.5** Class of a refrigerating plant is confirmed by the issue of Certificate of Class for Refrigerating Plant.

3.2 Period of Ship's Class Validity

Class of a ship is assigned or renewed, in general, for 5 years. Having regard to the technical condition of the hull, machinery or electrical equipment, VRS may assign a class to a ship for a shorter period or may shorten the class validity, as a result of the Class Renewal Survey, inserting an appropriate mark in the symbol of class – see 3.4.3.1.

3.3 Main Symbol of Class

3.3.1 Main symbol of class of a ship built under the survey of VRS or an IACS Society

- 3.3.1.1** The main symbol of class of a ship built under VRS' survey consists of the mark + and the marks
1VS, inserted after it:

- +1VS

Survey, in result of which the ship is assigned a class with one of the above main symbols, covers at least:

- Approval of documentation,
- Survey of the manufacture of materials, machinery, installations and equipment,
- Survey of building the ship and the main engine and boilers, where fitted,
- Survey of mooring and sea trials.

See also 4.2.

- 3.3.1.2** If a ship has been built under the survey of an IACS Society, VRS may assign the main symbol of class to an existing ship as in 3.3.1.1, subject to:

- Approval of current technical documentation,
- carrying out Initial Survey within the scope of Class Renewal Survey, including recommendations and conditions of class stated in the ship's classification status issued by the previous Society.

See also 4.3.

3.3.2 Main symbol of class of a ship built without VRS' survey

- 3.3.2.1** If a ship has been built under the survey of another Classification Society and has then been assigned VRS class, the following main symbol of class is given:

- 1VS

See also 4.3.



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3.3.2.2 If a ship has not been built under the survey of any Classification Society, but has later been assigned VRS class, the main symbol of class is put in brackets:

– (1VS)

See also 4.4.

3.3.3 Main symbol of class of a ship with an auxiliary mechanical propulsion

A sailing ship with auxiliary mechanical propulsion may be assigned the symbol of class:

+1VS or 1VS or (1VS) whichever appropriate

if the power of this propulsion enables to obtain a speed of at least 7 knots in still water.

In such a case a note informing of an auxiliary character of the mechanical propulsion will be entered in the Certificate of Class and the Machinery Certificate will be issued.

3.4 Additional Marks in the Symbol of Class

3.4.1 General

3.4.1.1 Additional marks in the symbol of class indicate the ship type, obligatory requirements or limitations relevant to the ship type or its operation ability, as well as additional ship structure or adaptation features.

3.4.1.2 Additional marks are affixed to the symbol of class upon compliance with requirements specified in the respective Part of the Rules.

3.4.1.3 Additional marks in the symbol of class are put after the main symbol of class in order ensuing from 3.4.2, 3.4.3 and 3.4.4, e.g. +1VS PASSENGER SHIP I [1] L3 IWS AUT.

3.4.1.4 VRS may delete or alter the additional mark in the symbol of class in the case of modification of conditions upon which the mark has been affixed or at the Owner's request.

3.4.1.5 Explanation of some abbreviations associated with additional marks is given in Appendix I.

3.4.2 Additional marks indicating the ship type

3.4.2.1 Cargo ships which comply only with the basic requirements specified in the respective Parts of the Rules, are assigned the following mark affixed to the symbol of class:

3.4.2.1.1 General cargo ship:

GENERAL CARGO SHIP

3.4.2.2 Ship complying with the basic requirements specified for the given type, as well as with the relevant additional requirements, specified in the respective Parts of the Rules, are assigned one of the below given marks affixed to the symbol of class:

3.4.2.2.1 Roll on-roll off ship: **RO-RO SHIP**

3.4.2.2.2 Ore carrier: **ORE CARRIER**

3.4.2.2.3 Cement carrier: **CEMENT CARRIER**

3.4.2.2.4 Container ship: **CONTAINER SHIP**

3.4.2.2.5 Reefer carrier: **REEFER CARRIER**

3.4.2.2.6 Livestock carrier: **LIVESTOCK CARRIER**

3.4.2.2.7 Fishing vessel: **FISHING VESSEL**

3.4.2.2.8 Fishing cutter: **FISHING CUTTER**

3.4.2.2.9 Tug: **TUG**



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| 3.4.2.2.10 | Bulk Carrier | BULK CARRIER |
| 3.4.2.2.11 | Supply vessel: | SUPPLY VESSEL |
| 3.4.2.2.12 | Rescue vessel: | RESCUE VESSEL |
| 3.4.2.2.13 | Fire fighting ship: | FIRE FIGHTING SHIP |
| 3.4.2.2.14 | Ship intended for operation in the area of oil spillage: | OIL RECOVERY VESSEL |
| 3.4.2.2.15 | Research ship: | RESEARCH SHIP |
| 3.4.2.2.16 | Training ship: | TRAINING SHIP |
| 3.4.2.2.17 | Floating crane: | FLOATING CRANE |
| 3.4.2.2.18 | Dredger: | DREDGER |
| 3.4.2.2.19 | Hopper barge: | HOPPER BARGE |
| 3.4.2.2.20 | Barge: | BARGE |
| 3.4.2.2.21 | Pontoon: | PONTOON |
| 3.4.2.2.22 | Passenger Ship: | PASSENGER SHIP |
| 3.4.2.2.23 | Tanker: | TANKER |
| 3.4.2.2.24 | Oil Tanker: | OIL TANKER |
| 3.4.2.2.25 | Chemical Tanker: | CHEMICAL TANKER |
| 3.4.2.2.26 | Dynamically supported craft: | DYNAMICALLY SUPPORTED CRAFT /HYDROFOIL |
| 3.4.2.2.27 | High-speed craft: | HIGH-SPEED CRAFT / HYDROFOIL |
| 3.4.2.2.28 | Ferry: | FERRY |
- 3.4.2.3** Ships complying with the requirements specified for two or more ship types are assigned additional mark in the symbol of class which is a combination of particular marks (e.g. TUG/SUPPLY VESSEL, TUG/OIL RECOVERY VESSEL, GENERAL/CONTAINER SHIP, ORE/BULK CARRIER).
- 3.4.2.4** VRS may assign to the ship another mark indicating the ship type if considers it technically justified. In such case, the additional requirements are to be specified by VRS in each particular case.
- 3.4.3** Additional marks indicating obligatory requirements or limitations relevant to the ship type or its operation ability
- 3.4.3.1** Marks of limited period of class validity
- If, in result of survey, the classification cycle is to be shortened, the appropriate mark of class validity period is placed in the symbol of class:
- <3 – when the classification cycle is shortened to 3 years,
 - <2 – when the classification cycle is shortened to 2 years,
 - <1 – when the classification cycle is shortened to 1 year.
- 3.4.3.2** Enhanced Hull Survey Mark
- ESP**
- affixed to the symbol of class.

The mark indicates that the ships are subject to the requirements of U.R.Z.10.



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3.4.3.2 Restricted service marks

3.4.3.2.1 If a ship has been built with preferences for the given area of navigation, specified in Parts: 2 – Hull, 3 – Hull Equipment, 4 – Stability and Subdivision, 5 – Fire Protection and 6 – Machinery Installations and Refrigerating Plants of the Rules, marks I, II or III are affixed to the symbol of class to have the following meaning:

I - navigation on open seas up to 200 nautical miles from the port of refuge and with an allowable distance between two ports of refuge up to 400 nautical miles and navigation on enclosed seas;

II - navigation on open seas up to 50 nautical miles from the port of refuge and with an allowable distance between two ports of refuge up to 100 nautical miles and navigation on enclosed seas, within the limits determined for each case and specified in the Certificate of Class, as well as navigation on the Baltic Sea;

III - navigation on the open and enclosed seas up to 20 nautical miles from the coast line, within the limits determined for each case and specified in the Certificate of Class or ensuing from the additional mark affixed to the symbol of class.

3.4.3.2.2 For unrestricted service ships, no marks indicating an area of navigation are given.

3.4.4 Additional marks indicating the ship's structure or adaptation features

3.4.4.1 Subdivision mark for cargo ships

A ship for which probability of damage survival has been determined according to Part 4 – Stability and Subdivision is assigned the mark:

[s]

affixed to the symbol of class.

3.4.4.2 Ice strengthening marks

3.4.4.2.1 If ice strengthening of a ship comply with the relevant requirements contained in Parts: 2 – Hull, 3 – Hull Equipment and 6 – Machinery Installations and Refrigerating Plants, the mark:

ICE 1A

which means that the ship is allowed to sail unaided in winter in non-Arctic seas in extremely heavy ice conditions, or

ICE1

which means that the ship is allowed to sail unaided in winter in non-Arctic seas in heavy ice conditions, is affixed to the symbol of class.

3.4.4.2.2 If ice strengthening of a ship comply with the relevant requirements contained in Parts: 2 – Hull and 2 – Machinery Installations and Refrigerating Plants, the mark:

ICE2

which means that the ship is allowed to sail unaided in rarefied fine ice pieces of non-Arctic seas in medium ice conditions, or:

ICE3

which means that the ship is allowed to sail unaided in rarefied fine ice pieces of non-Arctic seas in light ice conditions, is affixed to the symbol of class.

3.4.4.2.3 If ice strengthening of a ship comply with the relevant requirements contained in Part 2 – Hull, the mark:



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ICE4

This mark means that the ship is allowed to sail unaided occasionally in fine ice pieces of coastal areas of non-Arctic seas.

3.4.4.3 Mark of strengthening for ro-ro cargoes

3.4.4.3.1 Ships having decks strengthened for the carriage of ro-ro cargoes and complying with the relevant requirements contained in Part 2 – Hull are assigned the mark:

SD

affixed to the symbol of class.

3.4.4.3.2 Ships having movable decks complying with the relevant requirements of Part 3 – Hull Equipment are assigned the mark:

MD

affixed to the symbol of class.

3.4.4.4 Mark of ship adaptation for the carriage of containers on deck.

3.4.4.4.1 A ship, other than container ship, complying with the relevant requirements of the carriage of containers on deck, is assigned the mark:

ACC (...)

affixed to the symbol of class.

Design number of twenty foot equivalent units (TEU) is given in brackets.

3.4.4.5 Cargo distribution marks

3.4.4.5.1 Ships intended for the carriage of bulk cargoes and complying with the relevant requirements contained in Part 2 – Hull are assigned the mark:

HC/ALT

for ships on which heavy bulk cargo may be distributed unevenly on the ship's length

HC/E

for ships on which at least one hold may remain empty at loading the ship to the highest load line affixed to the symbol of class.

3.4.4.5.2 The numbers of holds, which according to the mark HC/E may remain empty, are indicated in Appendix to the Certificate of Class/Interim Certificate of Class.

3.4.4.6 Mark of strengthening in ships lying aground during loading operations

Ships complying with the relevant requirements contained in Part 2 – Hull are assigned the mark:

LAL

affixed to the symbol of class.

The mark means the strengthening of the ship for lying aground during loading operations.

3.4.4.7 Mark of strengthening for unloading with use of cargo grabs

Ships complying with the relevant requirements contained in Part 2 – Hull are assigned the mark:

CG

affixed to the symbol of class.

The mark means strengthening for performing unloading operations with the use of cargo grabs.

3.4.4.8 Mark of strengthening for mooring at sea

Ships complying with the relevant requirements contained in Part 2 – Hull are assigned the mark:

MS

affixed to the symbol of class.



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The mark means strengthening for mooring to other ships at sea.

3.4.4.9 Mark of protection against corrosion

Ships built according to the relevant requirements contained in Part 2 – Hull are assigned the mark:

PAC

affixed to the symbol of class.

The mark means that the corrosion additions are reduced or omitted.

3.4.4.10 Mark of adaptation to the survey of underwater part of the hull when ship is afloat

Ships complying with the requirements contained in 5.5.4 of the present Part of the Rules are assigned the mark:

IWS

affixed to the symbol of class.

The mark means that the ship is adapted for performing In -water Bottom Survey.

3.4.4.11 Mark of ships adapted for the carriage of timber

Ships intended or adapted for the carriage of timber and complying with the requirements contained in Parts: 3 – Hull Equipment and 4 – Stability and Subdivision are assigned the mark:

TIMBER

affixed to the symbol of class.

3.4.4.12 Mark of fishing equipment

Fishing vessel complying with the relevant Rules requirements may be assigned the mark:

FE

affixed to the symbol of class.

3.4.4.13 Marks of an unattended machinery space and one man bridge operation

3.4.4.13.1 If automatic systems and machinery of a ship comply with the requirements of Part 8 – Electrical

Equipment and Automation, such a ship may be assigned the mark:

AUT

affixed to the symbol of class.

The mark is applicable only in the case of machinery spaces being capable of unattended operation during at least 8 consecutive hours.

Inclusion of the mark in the symbol of class means that the scope of automation of machinery affords the possibility of its operation without direct attendance of the crew.

3.4.4.13.2 If the ship's automatic systems comply with the relevant requirements of Part 8 – Electrical Equipment and Automation for the case of one man bridge operation, the ship may be assigned the mark:

NAV 1

3.5 Symbol of Machinery

3.5.1 Symbol of machinery built under VRS' survey

If the machinery has been built under the VRS survey, the following symbol is entered in the Machinery Certificate:

+ME

In such case the survey of machinery covers at least:



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- approval of documentation,
- survey of the manufacture of materials and essential equipment,
- survey of building the main engine and boilers,
- survey of assembling machinery, piping systems and equipment on board ship,
- mooring and sea trials.

3.5.2 Symbol of machinery previously classed by another Classification Society.

If the machinery has been classed by another Classification Society and then it has been assigned a class of VRS, the following symbol is entered in the Machinery Certificate:

ME

In such case the survey of machinery covers at least:

- review of documentation approved by the previous Classification Society,
- verification of certificates, issued by the previous Classification Society, of main engines and essential machinery and equipment,
- survey within the scope defined by VRS in each particular case,
- mooring trials within the scope defined by VRS.

3.5.3 Symbol of non-classed machinery

– When the machinery has not been classed by any Classification Society and then it has been assigned a class of VRS, the following symbol is entered in the Machinery Certificate:

(ME)

In such case the survey of machinery covers at least:

- approval of technical documentation,
- verification of certificates of main engines and essential machinery and equipment issued by the manufacturer,
- survey of machinery within the scope of class renewal,
- mooring and sea trials within the scope defined by VRS in each particular case.

3.6 Additional Descriptive Information

Other conditions, such as design features, permanent service restrictions or other special features on the basis of which the ship has been assigned a class, not represented by additional marks in the symbol of class, are described in the Appendix to the Certificate of Class/Interim Certificate of Class.



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