


## Classification Symbols

Since Lloyd's Register was founded in 1760, many symbols have been used to denote classification. This information sheet highlights the progression throughout the ages of the symbol and character of classification. The list is not intended to be definitive and researchers should always check the key to the Register in the relevant year for a full explanation of a classification character, symbol or notation.

Year	Notation
1764, 1766	<b>A, E, I, O,</b> and <b>U</b> for hull; <b>G</b> (Good), <b>M</b> (Middling), and <b>B</b> (Bad) for equipment
1768/69	<b>a, b,</b> and <b>c</b> for hull; <b>1, 2,</b> and <b>3</b> for equipment
1775/76	<b>A, E, I, O,</b> and <b>U</b> for hull; <b>1, 2, 3,</b> and <b>4</b> for equipment
1797–1799	<b>M, G, L, Q,</b> and <b>Z;</b> <b>8</b> and <b>4</b> for equipment ( <i>Underwriters Register</i> only)
1799	<b>A, E, I,</b> and <b>O</b> for hull; <b>1, 2,</b> and <b>3</b> for equipment ( <i>Shipowners Register</i> )
1800	<b>A, E, I, O,</b> and <b>U</b> for hull; <b>1</b> and <b>2</b> for equipment ( <i>Underwriters Register</i> )
1834	<b>A, Æ, E</b> and <b>I</b> for hull; <b>1</b> and <b>2</b> for equipment; number of years that class could be held (symbols still used through the 1850s)
1837–1843	<b>A1;</b> iron ships present the notation 'built of iron'
1853	✘ to signify 'built under <i>Special Survey</i> '
1854	<b>A1;</b> iron ships are qualified with a period of <b>6, 9,</b> or <b>12</b> years
1863	New <i>Rules for Iron Ships</i> , introduction of the symbols <b>A1, A1</b> and <b>A1</b> without a term of years, but subject to <i>Special Survey</i> at intervals of 4, 3, and 2 years respectively
1870	<i>Rules for Iron Ships</i> revised, introduction of the notations <b>100A1, 90A1, 85A1,</b> and <b>80A1</b> based on specific dimensions, the first two classes to be subject to <i>Special Survey</i> every 4 years and the lower classes every 3 years.
1900	<b>100A1, 95A1, 90A1, 85A1, 80A1, 75A1</b> – Characters of vessels built of Iron or Steel according to the Rules of the Society since 1869. The prefixed numerals do not signify terms of years, but are intended for the purpose of comparison only.

### Notes to the 1900 edition:

- A1** The notation without a numeral prefixed is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.
- \*A1** Character of Iron vessels built with thicker plating than required for A1.
- A1, A1, A1** Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.
- A1**  Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 (*Register of Steamers*,

see column 6 in *Register of Sailing Vessels*), prefixed to the character indicate the term of years for which the vessel is at present classed, thus: '11A1', 'Cont. 6A1', 'Rest. 6A1', where 'Cont.' indicates 'Continued' and 'Rest.' indicates 'Restored' (for further explanations see notes in alphabetical key in Registers of the relevant period). The figures in column 7 (*Register of Steamers*, see column 8 in *Register of Sailing Vessels*) indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.

- A1** Character of vessels which have passed the period assigned on original Survey, or Continuation, or Restoration, and of vessels not having an original character, which are found to be fit to carry dry and perishable goods. The term of years for which this character is assigned appears under the class in column 5 (*Register of Steamers*, see column 6 in *Register of Sailing Vessels*), thus: 'SSPly.96-6yrs'.
- Æ1** Character of vessels fit for conveyance of dry and perishable goods on short voyages. The term of years for which the character Æ is assigned appears under the class in column 6 (*Register of Sailing Vessels*), thus: 'SSPly.96-4yrs'.
- 1** The figure 1 included with the characters, as printed above, signifies that the vessel is well and efficiently equipped as per Table 22 (see the Society's Rules).
- This sign placed after a character, in the position usually occupied by the figure 1, indicates that the equipment of the vessel, either as regards its quality or its quantity, does not fulfil the requirements of the Society's Rules.
- ✠ The Maltese Cross denotes that the vessel has been built under *Special Survey*.
- ✠ The red Maltese Cross denotes that the engines or the boilers, or both (according to the record which follows) have been built under *Special Survey*.
- 5,96 A black line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from reported defects the vessel was not entitled to retain her classification.
- 5,96 A red line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from non-compliance with the Society's Rules as regards surveys, the vessel was not entitled to retain her classification.
- ... This sign in column 7 (*Register of Steamers*, see column 8 in *Register of Sailing Vessels*), indicates that the vessel's class was withdrawn from the Register Book at the Owner's request.
- 100A1** When a posting of loss, condemnation, casualty, etc. is made against a classed vessel, the character is expunged in this manner.
- With freeboard* This notation under the character signifies that the freeboard assigned is a condition of the vessel's class.
- For tug purposes* Such notations under the character *Trawler &c.* indicate the special trade or purpose for which the vessel is intended and in view of which she has been classed by Society.
- Awng dk.* See illustrations of types of *Shade dk.* &c. vessels, following page XL of key. Explanations of such terms as shade deck, awning deck, etc. are included in the alphabetical key to the abbreviations, see page XXVIII.

### Symbols of Classification of the late Underwriters' Registry (Amalgamated with LR in 1885):

- A1, A1** Characters of Iron or Steel vessels built in excess of the Rules of the Underwriters' Registry and of extra quality of Iron.
- A1\*, A1\*, A1 A1, A, A** Characters of Iron, Steel, or Composite vessels built according to the Rules of the Underwriters' Registry.
- A1** Vessels classed in red were built under the inspection of the Surveyors to the Underwriters' Registry.
- 1, 2** These figures affixed to Symbols of Classification signify the Character of Equipment.

Year	Notation
1911	<b>100A1, 95A1, 90A1, 85A1, 80A1, 75A1.</b> Vessels built of Iron or Steel according to the Rules in force since 1869.

#### Notes to the 1911 edition:

- A1** Iron or Steel vessels built for a special purpose.
- \*A1** Iron vessels built with thicker plating than required for A1.
- A1, A1, A1** Iron Vessels built according to Rules in force between 1864 and 1871.
- A1 Æ1** Wood or Composite Vessels.
- 1** This figure affixed to a character signifies that the vessel is well and sufficiently equipped.
- A line after the character indicates that the equipment is deficient from that required by the Rules.
- With freeboard* The notation under the character signifies that the freeboard assigned is a condition of the vessel's class.

#### Classification of the late Underwriters' Registry:

- A1. A1** Iron or Steel Vessels built in excess of Rules of Underwriters' Registry, and of extra quality of Iron.
- A\*A1\*, A1A1, A<sup>A</sup>** Characters of Iron, Steel, or Composite Vessels built according to the Rules of the Underwriters' Registry.
- A1** Vessels classed in red have been built under inspection of Surveyors to the Underwriters' Registry.  
The Classification Columns, when left blank, indicate Vessels never classed by the Society.
- ...** Three dots indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.
- Lv** This notation signifies the classification of the Underwriters' Registry, and the letters **a, b, c**, etc. indicate the letters and equipment numbers in Tables Nos. 30 and 31 of the Rules.
- <sub>3,11</sub>** A black line with date under it in Classification Column indicates that vessel's character was expunged from Register Book at date specified because, from reported de-



Foundation

<b>— 3,11</b>	A red line with date indicates withdrawal of class because of non-compliance with Society's Rules.
<b>3,11</b>	A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.
<b><del>100A1</del></b>	When a posting of loss, casualty, etc. is made against a classed vessel the character is expunged.
<b>⊠</b>	in the Classification Column signifies that the vessel was built under <i>Special Survey</i> .
<b>LMC</b>	Boilers and Machinery certified by the engineer Surveyors to Lloyd's Register.
<b>B&amp;MS</b>	Boilers and Machinery Surveyed and reported to be satisfactory by the engineer Surveyors to Lloyd's Register.
<b>DBS</b>	Donkey Boiler surveyed and reported to be satisfactory by the Engineer surveyors to Lloyd's Register.
<b>⊠</b>	Special Survey of Machinery or Boilers during construction.
<b>Lloyd's RMC</b>	Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.
<b>⊠ Lloyd's RMC</b>	The Maltese Cross signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.
<b>A&amp;CP</b>	Anchors and Chains Proved at a Machine recognised by Lloyd's Register.
<b>Lloyd's A&amp;CP</b>	Anchors and Chains Proved at a Public Machine under the superintendence of Lloyd's Register. SS & ss - Special Survey. Rest. -Restored.
<b>Cont.</b>	Continued.
<b>HT</b>	<i>Half-Time Survey</i> . The date of Survey only certifies to the vessel's state of efficiency at that time.

Year	Notation
1924	<b>100A1, 90A1.</b> Vessels built of Iron or Steel according to the Rules in force since 1869.

**Notes to the 1924 edition:**

<b>A1</b>	Iron or Steel vessels built for a special purpose.
<b>*A1</b>	Iron vessels built with thicker plating than required for A1.
<b><del>A1</del>, <del>A1</del></b>	Iron Vessels built according to Rules in force between 1864 and 1871.
<b>A1, Æ1</b>	Wood or Composite Vessels.
<b>1</b>	This figure affixed to a character signifies that the vessel is well and sufficiently equipped.
<b>—</b>	A line after the character indicates that the equipment is deficient from that required by the Rules.
<i>With freeboard</i>	The notation under the character signifies that the freeboard assigned is a condition of the vessel's class.

## Classification of the late Underwriters' Registry:

<b>A1*, A1*</b>	Iron or Steel Vessels built in excess of Rules of Underwriters' Registry, and of extra quality of Iron.
<b>A1*, A1*</b>	Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry.
<b>A1</b>	Vessels classed in red have been built under inspection of Surveyors to the Underwriters' Registry. The Classification Columns, when left blank, indicate Vessels never classed by the Society.
...	Three dots indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.
<b>Lv</b>	This notation signifies the classification of the Underwriters' Registry, and the letters <b>a, b, c</b> , etc. indicate the letters and equipment numbers in Tables Nos. 30 and 31 of the Rules.
— 3,24	A black line with date under it in Classification Column indicates that vessel's character was expunged from Register Book at date specified because, from reported defects, the vessel was not entitled to retain her classification.
— 3,24	A red line with date indicates withdrawal of class because of non-compliance with Society's Rules.
3,24	A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.
<b>100A1</b>	When a posting of loss, casualty, etc. is made against a classed vessel the character is expunged.
⊠	in the Classification Column signifies that the vessel was built under <i>Special Survey</i> .
<b>LMC</b>	Boilers and Machinery certified by the engineer Surveyors to Lloyd's Register.
<b>B&amp;MS</b>	Boilers and Machinery Surveyed and reported to be satisfactory by the engineer Surveyors to Lloyd's Register.
<b>DBS</b>	Donkey Boiler surveyed and reported to be satisfactory by the Engineer surveyors to Lloyd's Register.
⊠	Special Survey of Machinery or Boilers during construction.
<b>Lloyd's RMC</b>	Refrigerating Machinery Certificate denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned.
⊠ <b>Lloyd's RMC</b>	The Maltese Cross signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register.
<b>A&amp;CP</b>	Anchors and Chains Proved at a Machine recognised by Lloyd's Register.
<b>Lloyd's A&amp;CP</b>	Anchors and Chains Proved at a Public Machine under the superintendence of Lloyd's Register. SS & ss - Special Survey. Rest. -Restored.
<b>Cont.</b>	Continued.
<b>HT</b>	<i>Half-Time Survey</i> . The date of Survey only certifies to the vessel's state of efficiency at that time.

Year	Notation
1931	<b>100A1, 90A1.</b> Characters of vessels built of Iron or Steel according to the Rules of the Society since 1869. The prefixed numerals do not signify terms of years, but are intended for the purpose of comparison only.

#### Notes to the 1931 edition:

<b>A1</b>	This character without a numeral prefixed is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.
<b>*A1</b>	Character of Iron vessels built with thicker plating than required for A1.
<b>A<sub>1</sub>, A<sub>B1</sub></b>	Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.
<b>A1</b>	Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 ( <i>Register of Steamers</i> , see column 6 in <i>Register of Sailing Vessels</i> ), prefixed to the character indicate the term of years for which the vessel is at present classed, thus: <b>11A1, Cont. 6A1, Rest. 6A1.</b> (See notes in alphabetical key, for fuller explanation). The figures in column 7 ( <i>Register of Steamers</i> , see column 8 in <i>Register of Sailing Vessels</i> ) indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.
<b>A1</b>	Character of vessels which have passed the period assigned on original Survey, or Continuation, or Restoration, and of vessels not having an original character, which are found to be fit to carry dry and perishable goods. The term of years for which this character is assigned appears under the class in column 5 ( <i>Register of Steamers</i> , see column 6 in <i>Register of Sailing Vessels</i> ), thus: 'SSPly.28-6yrs'.
<b>Æ1</b>	Character of vessels fit for conveyance of dry and perishable goods on short voyages. The term of years for which the character Æ is assigned appears under the class in column 6 ( <i>Register of Sailing Vessels</i> ), thus: 'SSPly.28-4yrs'.
<b>1</b>	The figure 1 included with the characters, as printed above, signifies that the vessel is well and efficiently equipped as per Tables 53, 54, and 55 (see the Society's Rules).
—	This sign placed after a character, in the position usually occupied by the figure 1, indicates that the equipment of the vessel, either as regards its quality or its quantity, does not fulfil the requirements of the Society's Rules.
⊠	This sign denotes that the vessel has been built under <i>Special Survey</i> .
⊠	This sign denotes that the engines or the boilers, or both (according to the record which follows) have been built under <i>Special Survey</i> .
— 3,29	A black line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from reported defects the vessel was not entitled to retain her classification.
— 3,29	A red line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from non-compliance with the Society's Rules as regards surveys, the vessel was not entitled to retain her classification.
...	This sign in column 7 ( <i>Register of Steamers</i> , see column 8 in <i>Register of Sailing Vessels</i> ), indicates that the vessel's class was withdrawn from the Register Book at the Owner's request.

- 100A1** When a posting of loss, condemnation, casualty, etc. is made against a classed vessel, the character is expunged in this manner.
- With freeboard* This notation under the character signifies that the freeboard assigned is a condition of the vessel's class.
- For tug purposes* Such notations under the character *Trawler, &c.* indicate the special trade or purpose for which the vessel is intended and in view of which she has been classed by Society.
- Awng dk.* See illustrations of types of vessels, following page XL
- Shade dk.* Explanations of such terms as shade deck, *Shelter deck, &c.*, are included in the alphabetical key to the abbreviations, see page XXXVI.

### Symbols of Classification of the late Underwriters Registry:

- A1\*, A1\*** Characters of Iron or Steel vessels built in excess of the Rules of the Underwriters' Registry and of extra quality of Iron.
- A1\*, A1\*, A1 A1** Characters of Iron, Steel, or Composite vessels built according to the Rules of the Underwriters' Registry.
- A1** Vessels classed in red were built under the inspection of the Surveyors to the Underwriters' Registry.
- 1, 2** These figures affixed to Symbols of Classification signify the Character of Equipment.
- Last date of Survey* The figures under a character note the date when the vessel was last surveyed. The date of survey only certifies to the vessel's state of efficiency at that time.

Year	Notation
1951	<b>100A1, 90A1.</b> Characters of vessels built of Iron or Steel according to the Rules of the Society since 1869. The prefixed numerals do not signify terms of years, but are intended for the purpose of comparison only.

### Notes to the 1951 edition:

- A1** This character without a numeral prefixed is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.
- A1** Character of Wood or Composite ships of the first class well and sufficiently equipped. The figures in column 5 prefixed to the character indicate the term of years for which the ship is at present classed, thus : **11A1, Cont. 6A1, Rest. 6A1.** (See notes in alphabetical key for fuller explanation). The figures in column 7 indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation or restoration if on lower lines.
- A1** Character of wood ships which have passed the period assigned on original Survey, or Continuation, or Restoration, and of ships not having an original character, which are found to be fit to carry dry and perishable goods. The term of years for which this character is assigned appears under the class in column 5, thus: 'SSPly.51-6yrs'
- 1** The figure 1 included with the characters, as printed above, signifies that the ship has equipment in accordance with the Society's requirements.
- This sign placed after a character, in the position usually occupied by the figure 1, indicates that the equipment of the ship, either as regards its quality or its quantity, does not fulfil the requirements of the Society's requirements.

⊠	This sign denotes that the vessel has been built under <i>Special Survey</i> .
⊠	This sign denotes that the engines or the boilers, or both (according to the record which follows) have been built under <i>Special Survey</i> .
— 6,51	A black line, with date underneath, indicates that the ship's character was expunged from the Register Book at the date specified because, on account of reported defects, the ship was not entitled to retain her classification.
— 6,51	A red line, with date underneath, indicates that the ship's character was expunged from the Register Book at the date specified because, on account of non-compliance with the Society's Rules as regards surveys, the ship was not entitled to retain her classification.
...	Three black dots, with date underneath, indicate that the ship's character was withdrawn from the Register Book at the Owner's request at the date specified.
<i>Examined 6,51</i>	Indicates that a general examination was held at that date, at the port indicated in red in column 6, in lieu of the overdue periodical special survey. The period of validity of such notation is 12 months, unless otherwise specified.
<i>Examined LR 6,51</i>	Indicates that the ship, which was classed in another Register, has been surveyed for maintenance by the Society's Surveyors at that date. The period of validity of such notation is 12 months, unless otherwise specified.
<b>100A1</b>	When a posting of loss, condemnation, casualty, etc. is made against a classed vessel, the character is expunged in this manner.
<i>With freeboard</i>	This notation under the character signifies that the freeboard assigned is a condition of the ship's class. In the case of ships built under the 1948/49 <i>Rules and Regulations</i> , this notation has been discontinued, as the scantlings of all ships under these revised Rules are based upon a specified draught.
<i>Awning deck</i>	See illustrations of types of ships in Appendix.
<i>Shade deck, &amp;c.</i>	Explanations of such terms as shade deck, awning, deck, shelter, <i>Shelter deck, &amp;c.</i> , are included in the alphabetical key, see pages 5 to 8.
<i>Ref.Mchy.</i>	Indicates that the ship holds the Society's Certificate for her refrigerating machinery and appliances, full details of which will be found in the List of Refrigerated Ships (See separate section of the key to the Register).

### Notes on Hull and Equipment Classification Symbols of the British Corporation (united with Lloyd's Register in 1949):

*	Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation.
<b>BS</b>	Hull and Equipment of iron or steel ships classed according to British Corporation Rules.
<b>BS (Comp)</b>	Composite ships classed according to British Corporation Rules.
<b>BSt</b>	Wood ship classed according to British Corporation rules and built of teak.
<b>BSo</b>	Wood ship classed according to British Corporation rules and built of oak or wood of similar durability.
<b>BSp</b>	Wood ship classed according to British Corporation rules and built of hard pine or wood of similar quality.



<b>BSf</b>	Wood ship classed according to British Corporation rules and built of spruce or similar soft wood.
<b>(E)</b>	Equipment incomplete. Indicates that the equipment of the ship is not in accordance with the full tabulated requirements.
<i>with fbd</i>	<i>With freeboard.</i> Denotes that the hull has been built with modified scantlings and arrangements approved for service in any part of the world at the assigned freeboards. This notation was discontinued in 1947.

Year	Notation
1970	<b>100A1</b> , character of sea-going iron or steel ships classed with Lloyd's Register.

### Notes on Hull and Equipment:

⊠	Denotes that the ship was built under the supervision of the surveyors in accordance with the <i>Rules and Regulations</i> of Lloyd's Register of Shipping.
<b>A1</b>	Character assigned to ships intended to trade within sheltered waters such as harbours, rivers or estuaries. Prior to 1948 this character was also assigned for limited sea-going service.
<b>A1</b>	Character of wood or composite ships. The number prefixed to the character indicates the term of years for which the ship is at present classed.
<b>Cont. or Rest.</b>	Indicates continuation or restoration of class after the original term of years has expired. A number of years suffixed to the character (i.e. <i>8yrs</i> ) indicates the period of extension granted.
<b>1</b>	The figure 1 in the character signifies that the ship has equipment of anchors, chain cables and hawsers in accordance with, or of a standard equivalent to, the Rule requirements for sea-going ships classed for unrestricted service or has equipment which is acceptable to the Committee for a special or restricted service. If, by reason of the ship's service, normal equipment is considered to be unnecessary, the figure 1 may be omitted from the character of classification.
—	This sign in the position usually occupied by the figure 1 indicates that the equipment of the ship is not in accordance with the full tabulated requirements, but is acceptable for the particular service.
<i>with fbd</i>	<i>With freeboard.</i> It signifies that the freeboard assigned is a condition of the ship's class. The scantlings of ships built since 1949 are based upon a specified draught and this notation is no longer assigned.

### Notes on Ice Classification:

<b>1*, 1, 2, 3</b>	Degrees of strengthening for navigation in ice, i.e. <b>Ice Class 1*</b> .
<b>Str. nav. ice</b>	Strengthened for navigation in ice. This notation is no longer assigned, except for trawlers, having been superseded by the classes given above.

The ice classification is shown in parentheses when it is temporarily suspended.

### Notes on Machinery:

<b>LMC</b>	Denotes that the machinery is classed with Lloyd's Register.
⊠ <b>LMC</b>	Denotes that the machinery was built under the supervision of the surveyors to the Rules of Lloyd's Register.

<b>*LMC</b>	Denotes that the machinery was built under the supervision of the surveyors to the Rules of the British Corporation.
<b>(LMC), (⌘LMC), (*LMC)</b>	When the LMC class is shown in parentheses, this indicates that the class has been temporarily suspended.
<b>UMS</b>	Denotes that essential machinery of the ship can be operated by remote and/or automatic control equipment with the machinery spaces left unattended.
<b>(UMS)</b>	When the UMS notation is shown in parentheses, this indicates that approval of the control equipment has been temporarily suspended.
<b>MBS</b>	Machinery classed according to British Corporation Rules.
<b>MBS*</b>	Machinery classed according to British Corporation Rules, built under the supervision of the surveyors to the Rules of the British Corporation.
<b>MBS⌘</b>	Machinery classed according to British Corporation Rules, built under the supervision of the surveyors to the Rules of Lloyd's Register.
<b>MBS E*</b>	Machinery classed according to British Corporation Rules. Engines surveyed during construction by British Corporation surveyors.
<b>MBS E⌘</b>	Machinery classed according to British Corporation Rules. Engines surveyed during construction by Lloyd's Register surveyors.
<b>MBS B*</b>	Machinery classed according to British Corporation Rules. Boilers surveyed during construction by British Corporation surveyors.
<b>MBS B⌘</b>	Machinery classed according to British Corporation Rules. Boilers surveyed during construction by Lloyd's Register surveyors.

### Descriptions and abbreviations used in Classification notations:

#### *Short international voyage:*

This expression means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.

<b>APT</b>	After peak tank
<b>FPT</b>	Fore peak tank
<b>DT</b>	Deep tank
<b>DTs</b>	Deep tanks
<b>Dta</b>	Deep tank aft
<b>DTf</b>	Deep tank forward
<b>DTm</b>	Midship deep tank
<b>DTma</b>	Midship deep tank aft
<b>DTmf</b>	Midship deep tank forward
<b>TwD</b>	'Tween deck tank
<b>(cc)</b>	An approved system of corrosion
<b>(dd)</b>	control installed in the tanks indicated.
<b>(cr)</b>	Centre

<b>B</b>	Bridge
<b>BR</b>	Boiler room
<b>DB</b>	Double bottom
<b>ER</b>	Engine Room
<b>FP-oC</b>	Flash point in degrees Centigrade
<b>FP-oF</b>	Flash point in degrees Fahrenheit
<b>SG</b>	Specific gravity

Year	Notation
1994	<b>100A1</b> , character of sea-going iron or steel ships classed with Lloyd's Register.

### Notes on Hull and Equipment:

⊗	This distinguishing mark denotes that the ship was constructed under the Society's <i>Special Survey</i> in compliance with the Society's Rules.
<b>100</b>	Character figure assigned to ships considered suitable for sea-going service.
<b>A</b>	Character letter assigned to ships which have been constructed or accepted into class in accordance with the Society's Rules and Regulations and which are maintained in good and efficient condition.
<b>1</b>	The character figure is assigned to: <ol style="list-style-type: none"> <li>Ships having on board, in good and efficient condition, anchoring and/or mooring equipment in accordance with the Rules.</li> <li>Ships classed for special service, for which no specific anchoring and mooring Rules have been published having on board, in good and efficient condition, anchoring and/or mooring equipment considered suitable and sufficient by the Society for the particular service.</li> </ol>
—	This character symbol, in the position usually occupied by the figure 1, is assigned to ships when the anchoring and mooring equipment is not in accordance with the requirement of the Rules but is considered to be acceptable for the particular service. This symbol is no longer assigned.
<b>N</b>	Character letter assigned to ships on which anchoring and mooring equipment need not be fitted in view of their particular service.
<b>T</b>	Character letter assigned to ships which are intended to perform their primary designed service function only while they are anchored, moored, towed or linked and which have in good and efficient condition, adequately attached anchoring, mooring, towing or linking equipment which has been approved as suitable and sufficient for the inland service.
<b>OU</b>	Character letters assigned to offshore units classed with Lloyd's Register, assigned to self-propelled or non propelled offshore units other than ships.
<b>Cont. or Rest.</b>	Indicates continuation or restoration of class after the original term of years has expired. A number of years suffixed to the character (i.e. 8yrs) indicates the period of extension granted.
<i>with tba</i>	<i>With freeboard.</i> Signifies that the freeboard assigned is a condition of the ship's class. The scantlings of ships since 1949 are based upon a specific draught and this notation is no longer assigned.

### Notes on Hull and Equipment Classification Symbols of the British Corporation:

- \* Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation. BS Hull and equipment of iron or steel ships classed according to British Corporation Rules.
- with tba* *With freeboard.* Denotes that the hull has been built with modified scantlings and arrangements approved for service in any part of the world at the assigned freeboard. This notation was discontinued in 1947.

### Notes on Ice Classification:

- Ice Class 1\***,  
**Ice Class 1**,  
**Ice Class 2**,  
**Ice Class 3** Degrees of strengthening for navigation in ice for general service.
- 1AS, 1A, 1B, 1C, 1D** Degrees of strengthening for navigation in ice for general service.
- AC1, AC1-5, AC2, AC3** Degrees of strengthening for navigation in ice for Arctic and Antarctic service.
- ICE** Degrees of strengthening for navigation in ice for inland waters.
- Str.nav.ice** This notation is no longer assigned, except for trawlers, having been superseded by the Classes given above.
- Ice strengthening** Previously assigned to ships classed with the British Corporation.

The ice classification is shown in parenthesis when it is temporarily suspended.

### Descriptions and abbreviations used in Classification notations:

Service restriction notations will generally be assigned in one of the following forms but this does not preclude special consideration for other forms in unusual cases.

#### *Protected waters service:*

Prior to 1978, this notation indicated that the ship was intended to operate only within protected waters of harbours, rivers, lakes and sheltered estuaries having a fetch of 6 nautical miles or less. The description of this service, as amended by the Society's Classification Regulations effective from January, 1978, means that the ship is suitable for service in sheltered water adjacent to sandbanks, reefs, breakwaters or other coastal features, and in sheltered water between islands.

#### *Extended protected waters service:*

This notation means that the ship is intended for service in protected waters and also for short distances (generally less than 15 nautical miles) beyond protected waters in reasonable weather. 'Fetch', 'sheltered water' and 'reasonable weather' are defined in the Society's Classification Regulations.

#### *Restricted service:*

This notation means that the ship is intended to operate in estuaries, harbours and/or adjacent waters, and also outside sheltered water but only for short distances (generally less than 15 nautical miles) and in reasonable weather. This notation is no longer assigned.

#### *Special coastal service:*

This notation means that the ship is intended for service along a coast, the geographical limits of which are indicated, and for a distance out to sea generally not exceeding 21 nautical miles, unless some other distance is specified for 'coastal service' by the Administration with which the ship is registered, or by the Administration of the Coast off which it is operating, as applicable.

*Specified route service:*

This notation means that the ship is intended for service between two or more ports or other geographical features which are indicated.

*Specified operating area service:*

This notation means that the ship is intended for service within one or more geographical areas as indicated.

*Short international voyage:*

This expression means an international voyage in the course of which a ship is not more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 nautical miles in length between the last port of call in the country in which the voyage begins and the final port of destination. This notation is no longer assigned.

Prior to 1948, the character figure *100* was not included in the class notation of ships intended for limited sea-going service.

*Strengthened for heavy cargoes:*

This is assigned to general cargo ships and bulk carriers, where applicable, when the scantlings and arrangements have been approved for the carriage of heavy cargoes. As from January 1978 this notation will continue to be assigned but in the case of ore or oil carriers the class notation *ore carrier* or *ore or oil carrier* will substitute it.

*Strengthened for regular discharge by heavy grabs:*

This is assigned at the owners option where cargoes are regularly discharged by heavy grabs, and the thickness of the plating of the hold inner bottom, hopper and transverse bulkhead bottom stool is increased in accordance with rule requirements.

**APT** After Peak Tank

**B** Bridge

**(cc)** An approved system of corrosion control fitted in association with reduced scantlings.

**((cc))** When the (cc) notation is embraced by additional parentheses, this indicates that the approved system of corrosion control has not been maintained in an effective condition.

**CG** Cargo gear on ships

**CL** Cargo Lifts

**CR** Cargo Ramps

**CR** Corrosion Resistant material or special corrosion resistant linings. The suffix in parentheses indicates the type of material or lining.

**(cr)** Centre

**DB** Double Bottom

**DP(AA)** Dynamic Positioning with fully redundant automatic control system.

**DP(AAA)** Dynamic Positioning with fully redundant automatic control system and emergency automatic control system.

**DP(AM)** Dynamic Positioning with automatic and centralised remote manual control system.

**DP(CM)** Dynamic Positioning with centralised remote manual control system.

**DT** Deep Tank

**DTs** Deep Tanks

**DTa** Deep Tank aft



## Foundation

<b>DTf</b>	Deep Tank forward
<b>DTm</b>	midship Deep Tank
<b>DTma</b>	midship Deep Tank aft
<b>DTmf</b>	midship Deep Tank forward
<b>ER</b>	Engine Room
<b>ESP</b>	Enhanced Survey Programme
<b>FP-oC</b>	Flash Point in degrees Celsius
<b>FPT</b>	Fore Peak Tank
<b>ICC</b>	Integrated Computer Control
<b>IFP</b>	Integrated Fire Protection
<b>IP</b>	Integrated Propulsion
<b>I.W.S.</b>	Ship arranged for In Water Survey LA      Lifting Appliance
<b>LMA</b>	Lloyd's Manœuvring Assessment
<b>LNC</b>	Lloyd's Navigational Certificate
<b>LNC(A)</b>	Lloyd's Additional Navigational Certificate
<b>LNC(AA)</b>	Lloyd's Navigational Certificate for Periodic One-Man Watch
<b>L.S.'O'</b>	Loading Sequence Accelerated
<b>L.S.'T'</b>	Loading Sequence Normal
<b>PC</b>	Cranes on Platforms
<b>PCR</b>	Performance Capability Rating. This is a supplementary notation for Dynamic Positioning Systems. The numbers in parentheses indicate rating numerals.
<b>PL</b>	Passenger Lifts
<b>PM</b>	Position Mooring
<b>PMC</b>	Position Mooring in Close Proximity
<b>PMT</b>	Position Mooring with Thruster assist
<b>PMCT</b>	Position Mooring with Thruster assist in close Proximity
<b>PORT</b>	Automation in port operations
<b>pv</b>	pressure/vacuum relief valves for cargo tanks with positive setting where greater than 0.2 bar
<b>SC</b>	Small Craft
<b>SG</b>	Specific Gravity (relative density) where greater than 1.025
<b>SPM</b>	Single Point Mooring
<b>S.W.B.M.</b>	Still Water Bending Moment TwD'Tween Deck tank(s)

### **Ship Type 1, Ship Type 2, Ship Type 3:**

These notations are assigned to chemical tankers which comply with the relevant requirements of the Society's *Rules and Regulations for the Construction and Classification of Ships for the Carriage of Liquid Chemicals in Bulk* incorporating the IMO *International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk*, where an *International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk* is issued by the Society.

**Ship Type 1\*, Ship Type 2\*, Ship Type 3\*:**

These notations are assigned to chemical tankers which comply with the relevant requirements of the above named Rules, where the *International Certificate of Fitness* is to be issued by an Authority other than the Society. In such instances, an asterisk is appended to the Ship Type to indicate that the ship survival capability and operational requirements of the IBC Code are not within the scope of the classification Rules.

**Type A, Type B, Type C:**

Refer to chemical cargoes for the carriage of which the ship has been approved, listed on an appendage to the Classification certificate.

**Type I, Type II, Type IIA, Type III, Type IIIA, Type IV, Type V:**

These entries indicate compliance with the relevant requirements of the Society's *Rules and Regulations for the Classification of Inland Waterways Ships intended for the Carriage of Liquids in Bulk*. They incorporate the requirements contained in the United Nations Recommendations (A.D.N.) and the Central Rhine Commissions' *Regulations (A.D.N.R.) concerning the Transport of Dangerous Goods on the Rhine*.

Please note that this historical guide to classification symbols is not intended to be definitive and researchers should always check the key to the Register in any particular year for a full explanation of a classification character, symbol or notation.

Lloyd's Register Foundation, its affiliates and subsidiaries and their respective officers, employees or agents are, individually and collectively, referred to in this clause as 'Lloyd's Register'. Lloyd's Register assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd's Register entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.