

## Symbols and Abbreviations Used in the Register of Ships

(sorted by Latin and then by Cyrillic)

For fuller explanation, see the Key to the Register of Ships.

<b>A1</b>	Distinguishing automation mark	<b>ESD</b>	Echo sounder
<b>A2</b>	Distinguishing automation mark	<b>(ESP)</b>	see (ОПП)
<b>A3</b>	Distinguishing automation mark	<b>FF1</b>	see П1
<b>Ac</b>	Automatic stabilization mark of the high-speed craft	<b>FF1WS</b>	see П1В
<b>AIS</b>	Automatic identification system	<b>FF2</b>	see П2
<b>AP</b>	Autopilot	<b>FF2WS</b>	see П2В
<b>APR</b>	Air propeller	<b>FF3WS</b>	see П3В
<b>Arc4</b>	see ЛУ4	<b>fhc</b>	Fuel oil heating coils
<b>Arc5</b>	see ЛУ5	<b>FPP</b>	Fixed pitch propeller
<b>Arc6</b>	see ЛУ6	<b>FT</b>	Fire tube
<b>Arc7</b>	see ЛУ7	<b>GC</b>	Gyrocompass
<b>Arc8</b>	see ЛУ8	<b>GC</b>	Gas carried (refrigerant)
<b>Arc9</b>	see ЛУ9	<b>gen</b>	Electric power plant generator
<b>ARPA</b>	Automatic radar plotting aids	<b>GSES</b>	GMDSS ship earth station
<b>AUT1</b>	see A1	<b>H</b>	Distinguishing mark of the refrigerating plant
<b>AUT2</b>	see A2	<b>h</b>	Dry cargo holds
<b>AUT3</b>	see A3	<b>Ice1</b>	see ЛУ1
<b>AUT1-ICS</b>	see A1И	<b>Ice2</b>	see ЛУ2
<b>AUT2-ICS</b>	see A2И	<b>Ice3</b>	see ЛУ3
<b>AUT3-ICS</b>	see A3И	<b>Icebreaker6</b>	see ЛЛ6
<b>AUT1-C</b>	see A1K	<b>Icebreaker7</b>	see ЛЛ7
<b>AUT2-C</b>	see A2K	<b>Icebreaker8</b>	see ЛЛ8
<b>AUT3-C</b>	see A3K	<b>Icebreaker9</b>	see ЛЛ9
<b>AUTstab</b>	see Ac	<b>IGS-IG</b>	Distinguishing mark for ships fitted with an inert gas system
<b>b</b>	Berthed	<b>IGS-NG</b>	Distinguishing mark for ships fitted with an inert gas system
<b>BC-A</b>	Distinguishing mark of the bulk carrier	<b>IGS-Pad</b>	Distinguishing mark for ships fitted with an inert gas system
<b>BC-B</b>	Distinguishing mark of the bulk carrier	<b>INF1, INF2, INF3</b>	distinguishing mark for a ship intended for carriage of packaged irradiated nuclear fuel
<b>BC-C</b>	Distinguishing mark of the bulk carrier	<b>K</b>	Distinguishing mark of the refrigerating plant
<b>bh</b>	Bulkheads	<b>KM⊗</b>	Character of classification of the ship
<b>bhc</b>	Water ballast heating coils	<b>KM★</b>	Character of classification of the ship
<b>bl</b>	Blades	<b>KM★</b>	Character of classification of the ship
<b>BNWAS</b>	Bridge navigational watch alarm system	<b>(KM)★</b>	Character of classification of the ship
<b>bo</b>	Fuel oil-water ballast tanks with regard to substitution of water ballast by fuel oil	<b>L1</b>	see Л1
<b>BWM</b>	Distinguishing mark for ships complying with ballast water management requirements	<b>L2</b>	see Л2
<b>c</b>	Crane	<b>L3</b>	see Л3
<b>CA</b>	see Г	<b>L4</b>	see Л4
<b>CAT1</b>	Chain of ordinary strength	<b>LG</b>	see H
<b>CAT2</b>	Chain of high strength	<b>LL1</b>	see ЛЛ1
<b>CAT3</b>	Chain of special strength	<b>LL2</b>	see ЛЛ2
<b>ch</b>	Cargo hatches	<b>LL3</b>	see ЛЛ3
<b>chc</b>	Oil cargo heating coils	<b>LL4</b>	see ЛЛ4
<b>CO</b>	Composite	<b>LOG</b>	Log (any type)
<b>CONTAINERS</b>	see K	<b>LI</b>	Distinguishing mark for ships fitted with a loading instrument
<b>CPP</b>	Controllable pitch propeller	<b>LRIT</b>	Equipment of long-range identification and tracking of ships
<b>CSR</b>	for oil tankers and for bulk carriers added to the character of classification	<b>MC</b>	Magnetic compass
<b>d</b>	Derrick	<b>MHC</b>	Multi-hull craft
<b>DF</b>	Direction finder	<b>MtA</b>	MMASS type AZIPOD
<b>dk</b>	Decks	<b>NAV</b>	NAVTEX receiver
<b>DPRR</b>	HF direct-printing radiotelegraph receiver	<b>(no MP)</b>	Distinguishing mark of the bulk carrier
<b>DRTM</b>	MF radio installation with digital selective calling	<b>NS</b>	Nuclear steam
<b>DRTMH</b>	MF/HF radio installation with digital selective calling	<b>ob</b>	Fuel oil-water ballast tanks with regard to substitution of fuel oil by water ballast
<b>DRTV</b>	VHF radiotelephone station with digital selective calling	<b>(OMBO)</b>	see (OBHM)
<b>DWR</b>	Digital selective calling receiver	<b>P</b>	Distinguishing mark of the refrigerating plant of the factory ship
<b>DYNPOS-1</b>	see ДИНПОЗ-1	<b>PAS</b>	Public address system
<b>DYNPOS-2</b>	see ДИНПОЗ-2	<b>pem</b>	Main propulsion electric motor
<b>DYNPOS-3</b>	see ДИНПОЗ-3	<b>PRECOOLING</b>	see +
<b>ECDIS</b>	Electronic chart display and navigational system	<b>PWH</b>	Paddle wheels
<b>ECO</b>	Distinguishing mark of ecological safety	<b>QUICK FREEZING</b>	see P
<b>ECO-S</b>	Distinguishing mark of ecological safety	<b>R</b>	Insulated (container)
<b>EGCR</b>	Enhanced group calling receiver	<b>r</b>	Insulated (cargo hatch)
<b>el</b>	Equipment Number	<b>R1</b>	see I
<b>EPIRB</b>	Satellite emergency position-indicating radio beacon (EPIRB) for Global Maritime Distress and Safety System (GMDSS)	<b>R2</b>	see II
<b>EPIRBV</b>	VHF emergency position-indicating radio beacon with digital selective calling	<b>R2-RSN</b>	see IICП
		<b>R3</b>	see III
		<b>R3-RSN</b>	see IIICП
		<b>R12</b>	Freon 12

<b>R22</b>	Freon 22	<b>Л1</b>	Ice category mark of the ship
<b>R22+R115</b>	Azeotropic mixture	<b>Л2</b>	Ice category mark of the ship
<b>R404A</b>	Refrigerant	<b>Л3</b>	Ice category mark of the ship
<b>R502</b>	Azeotropic mixture	<b>Л4</b>	Ice category mark of the ship
<b>R717</b>	Ammonia	<b>ЛЛ1</b>	Icebreaker category mark
<b>R290</b>	Propane	<b>ЛЛ2</b>	Icebreaker category mark
<b>R1270</b>	Propylene	<b>ЛЛ3</b>	Icebreaker category mark
<b>R134A</b>	CF <sub>3</sub> -CH <sub>2</sub> F	<b>ЛЛ4</b>	Icebreaker category mark
<b>rcs</b>	Refrigerated cargo spaces	<b>ЛЛ6</b>	Icebreaker category mark
<b>RDR</b>	Radar	<b>ЛЛ7</b>	Icebreaker category mark
<b>REF</b>	see PEΦ	<b>ЛЛ8</b>	Icebreaker category mark
<b>REF⊗</b>	see X⊗	<b>ЛЛ9</b>	Icebreaker category mark
<b>REF★</b>	see X★	<b>ЛУ1</b>	Ice category mark of the ship
<b>REF★</b>	see X★	<b>ЛУ2</b>	Ice category mark of the ship
<b>(REF)★</b>	see (X)★	<b>ЛУ3</b>	Ice category mark of the ship
<b>RNSR</b>	Radio navigation system receiver	<b>ЛУ4</b>	Ice category mark of the ship
<b>RTG</b>	Radiotelegraph station	<b>ЛУ5</b>	Ice category mark of the ship
<b>RTGPH</b>	Radiotelegraph-telephone station	<b>ЛУ6</b>	Ice category mark of the ship
<b>RTPH</b>	Radiotelephone station	<b>ЛУ7</b>	Ice category mark of the ship
<b>RTR</b>	Rotor	<b>ЛУ8</b>	Ice category mark of the ship
<b>RTU</b>	UHF radiotelephone station	<b>ЛУ9</b>	Ice category mark of the ship
<b>RTV</b>	VHF radiotelephone station	<b>(ОВНМ)</b>	Distinguishing mark of one man bridge operated ship
<b>SART</b>	Radar transponder	<b>(ОРП)</b>	Distinguishing mark of enhanced survey program
<b>SCRT</b>	Radio station for survival craft	<b>П1</b>	Distinguishing mark for the ship carrying equipment for fire fighting aboard other ships, offshore drilling units, floating and shore structures
<b>SCS</b>	Satellite communication system	<b>П1В</b>	Distinguishing mark for the ship carrying equipment for fire fighting aboard other ships, offshore drilling units, floating and shore structures
<b>SDS &lt; 12</b>	Distinguishing marks for ships fitted with a diving system permanently installed on the ship	<b>П2</b>	Distinguishing mark for the ship carrying equipment for fire fighting aboard other ships, offshore drilling units, floating and shore structures
<b>SDS &lt; 60</b>	Distinguishing marks for ships fitted with a diving system permanently installed on the ship	<b>П2В</b>	Distinguishing mark for the ship carrying equipment for fire fighting aboard other ships, offshore drilling units, floating and shore structures
<b>SDS ≥ 60</b>	Distinguishing marks for ships fitted with a diving system permanently installed on the ship	<b>П3В</b>	Distinguishing mark for the ship carrying equipment for fire fighting aboard other ships, offshore drilling units, floating and shore structures
<b>so</b>	Solid propeller	<b>РЕФ</b>	Distinguishing mark for the ship intended for carriage of refrigerated cargo
<b>sp</b>	Special personnel	<b>СВП</b>	Air-cushion vehicle
<b>SpS</b>	Special survey	<b>СВПa</b>	Air-cushion vehicle amphibian type
<b>SPU</b>	Swinging propeller unit	<b>СВПc</b>	Air-cushion vehicle side-wall type
<b>SSAS</b>	Ship security alert system	<b>СМПВ</b>	Small water area twin hull ship
<b>S-VDR</b>	Simplified voyage data recorder	<b>СПК</b>	Hydrofoil craft
<b>TEU</b>	Twenty-foot equivalent unit	<b>СС</b>	High-speed craft
<b>THD</b>	Transmitting heading device	<b>УЛ</b>	Ice category mark of the ship
<b>tk</b>	Oil tanks	<b>УЛА</b>	Ice category mark of the ship
<b>tm</b>	Tonnage mark	<b>X⊗</b>	Character of classification of the refrigerating plant
<b>TWRT</b>	Two-way radiotelephone apparatus	<b>X★</b>	Character of classification of the refrigerating plant
<b>UL</b>	see УЛ	<b>X★</b>	Character of classification of the refrigerating plant
<b>ULA</b>	see УЛА	<b>(X)★</b>	Character of classification of the refrigerating plant
<b>unb</b>	Unberthed	<b>①</b>	Subdivision distinguishing mark
<b>VCS</b>	Distinguishing mark for ships fitted with a cargo vapour discharge system	<b>②</b>	Subdivision distinguishing mark
<b>VDR</b>	Voyage data recorder	<b>③</b>	Subdivision distinguishing mark
<b>VSP</b>	Voith-Schneider propeller	<b>1SS</b>	Hull renovation level
<b>WJP</b>	Water-jet propeller	<b>2SS</b>	Hull renovation level
<b>WT</b>	Water tube	<b>3SS</b>	Hull renovation level
<b>A1И</b>	Distinguishing automation mark	<b>I</b>	Distinguishing mark for restricted area of navigation
<b>A1K</b>	Distinguishing automation mark	<b>II</b>	Distinguishing mark for restricted area of navigation
<b>A2И</b>	Distinguishing automation mark	<b>IIСП</b>	Distinguishing mark for restricted area of navigation
<b>A2K</b>	Distinguishing automation mark	<b>III</b>	Distinguishing mark for restricted area of navigation
<b>A3И</b>	Distinguishing automation mark	<b>IIIСП</b>	Distinguishing mark for restricted area of navigation
<b>A3K</b>	Distinguishing automation mark	<b>+</b>	Distinguishing mark of the refrigerating plant
<b>Г</b>	Distinguishing mark of the refrigerating plant	<b>☒</b>	Distinguishing mark of the nuclear ship
<b>ДИНПОЗ-1</b>	Distinguishing mark for the ship fitted with Class 1 dynamic positioning system	<b>☒</b>	Distinguishing mark of the nuclear support vessel
<b>ДИНПОЗ-2</b>	Distinguishing mark for the ship fitted with Class 2 dynamic positioning system		
<b>ДИНПОЗ-3</b>	Distinguishing mark for the ship fitted with Class 3 dynamic positioning system		

# Key to the Register of Ships

The information in each column of the Register of Ships is strictly positioned on the lines. The blank space means no information is recorded.

## Column 1. Ship

### RS Number

The unique six digit identification number assigned to the ship by the Russian Maritime Register of Shipping. The number remains unchanged during the life of the ship.

### IMO Number

The International Maritime Organization (IMO) identification number.

### Signal letters

The radio call sign assigned to the ship under the law of the country the flag of which the ship flies.

### Ship's name

The ships are listed in the Register of Ships as follows: names in Russian alphabetical order, names beginning with Arabic numerals, Roman numerals, names in Latin alphabetical order from "A" to "Z". In most cases, the Russian names are transliterated into Latin.

### Former name

The last former name of the ship and the year of the change of name printed in bold type.

### Owner

A physical or juridical person legally owing the ship. The information about the owner and his ships are published in this edition.

### Port of Registry

The name of the port where the ship is registered.

### Flag

An official identification symbol of the state where the ship is registered.

## Column 2. Dimensions

The dimensions in brackets refer to the second class notation shown in Column 3.

### Tonnage

Gross and net tonnages printed in bold type are determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969 and have no unit of measure. Gross and Net tonnages printed in light type are determined in accordance with the Tonnage Rules which were in force prior to the date of coming into force of the International Convention on Tonnage Measurement of Ships, 1969 (July 18th, 1982), the "register ton" being the unit of measure.

### Main dimensions

Main dimensions of the ship in metres and fractions thereof. The overall length and extreme breadth include any permanent protrusions of the hull.

### Deadweight and Displacement

Deadweight and displacement in tons correspond to the draught of the ship when loaded to the summer loadline.

### Speed

The speed of the fully loaded ship in knots.

### Hull renovation

**1SS** Technical condition of ship's hull corresponding to the condition of hull structures at the time of the first special survey, i.e. after 5-year service from the construction date, as stipulated in the normative documents of the Russian Maritime Register of Shipping.

**2SS** Technical condition of ship's hull corresponding to the condition of hull structures at the time of the second special survey, i.e. after 10-year service from the construction date, as stipulated in the normative documents of the Russian Maritime Register of Shipping.

**3SS** Technical condition of ship's hull corresponding to the condition of hull structures at the time of the third special survey, i.e. after 15-year service from the construction date, as stipulated in the normative documents of the Russian Maritime Register of Shipping.

### Date (month/year) of renovation of the hull

## Column 3. Class/Navigation aids

### Ship's class

Class notation of the ship denoting that the ship fully or to a degree considered adequate by Russian Maritime Register of Shipping complies with those requirements of Russian Maritime Register of Shipping Rules which apply to her according to her functions, service conditions and class notation and that the ship is under Russian Maritime Register of Shipping supervision specified by the Rules in respect of her technical condition during the specified period with performing mandatory surveys prescribed by the Rules for this period. The class of the ship is certified by the valid Classification Certificate on board.

Where the ship is assigned the second class of Russian Maritime Register of Shipping, its notation is shown in the same Column.

The following symbols, distinguishing marks and descriptive notations are used in the class notation.

**KM** Character of classification assigned to the ship or the floating facility which was constructed in accordance with the Rules and under the supervision of Russian Maritime Register of Shipping.

**KM★** Character of classification assigned to the ship or the floating facility which was as a whole (or its hull or machinery installation, machinery, equipment) built or manufactured in accordance with the Rules and under the supervision of a classification body recognized by Russian Maritime Register of Shipping and afterwards the ship or floating facility was classed by Russian Maritime Register of Shipping.

**KM★** Character of classification assigned to the ship or the floating facility which was as a whole (or its hull or machinery installation, machinery, equipment) built or manufactured in accordance with the Rules and under the supervision of an IACS Member classification society but to which, due to specific structural features, **KM★** symbol cannot be assigned during the process of transfer of class to Russian Maritime Register of Shipping.

**(KM)★** Character of classification assigned to the ship or the floating facility which was as a whole (or its hull or machinery installation, machinery, equipment) built or manufactured without the supervision of a classification body recognized by Russian Maritime Register of Shipping or any other classification body and afterwards the ship or the floating facility was classed by Russian Maritime Register of Shipping.

**УЛА, ULA** Ice category mark of the ship (independent navigation in all areas of the World ocean in summer and autumn).

**УЛ, UL** Ice category mark of the ship (independent navigation in the Arctic in summer and autumn in light ice conditions and in the non-arctic freezing seas all the year round).

**Л1, L1** Ice category mark of the ship (independent navigation in the Arctic in summer in broken open ice and in the non-arctic freezing seas all the year round in light ice conditions).

**Л2, L2** Ice category mark of the ship (independent navigation in the non-arctic seas in small open ice).

**Л3, L3** Ice category mark of the ship (independent navigation in the non-arctic seas in small open ice).

**Л4, L4** Ice category mark of the ship (independent navigation in the non-arctic seas in small open ice, short period).

**ЛУ1, Ice1** Ice category mark of the ship (independent navigation in small open ice in the non-arctic seas, short period, and in compact ice up to 0,4 m thick in a navigable passage astern an icebreaker).

**ЛУ2, Ice2** Ice category mark of the ship (independent navigation in small open ice in the non-arctic seas and in compact ice up to 0,55 m thick in a navigable passage astern an icebreaker).

<b>ЛУ3, Ice3</b>	Ice category mark of the ship (independent navigation in small open ice in the non-arctic seas and in compact ice up to 0,7 m thick in a navigable passage astern an icebreaker).	<b>ЛЛ8, Icebreaker8</b>	Icebreaker category mark (intended for icebreaking operations: on coastal routes of the arctic seas in winter and spring with ice up to 3,0 m thick and in summer and autumn with no restrictions, and capable of forcing the way continuously running in compact ice field up to 2,0 m thick. The total shaft power is not less than 22 mW).
<b>ЛУ4, Arc4</b>	Ice category mark of the ship (independent navigation in young open arctic ice up to 0,6 m thick in winter and spring, and up to 0,8 m thick in summer and autumn. Navigation in a navigable passage astern an icebreaker in young arctic ice up to 0,7 m thick in winter and spring, and up to 1,0 m thick in summer and autumn).	<b>ЛЛ9, Icebreaker9</b>	Icebreaker category mark (intended for icebreaking operations: in the arctic seas in winter and spring with ice up to 4,0 m thick and in summer and autumn with no restrictions, and capable of forcing the way continuously running in compact ice field up to 2,5 m thick. The total shaft power is not less than 48 mW).
<b>ЛУ5, Arc5</b>	Ice category mark of the ship (independent navigation in young open arctic ice up to 0,8 m thick in winter and spring, and up to 1,0 m thick in summer and autumn. Navigation in a navigable passage astern an icebreaker in young arctic ice up to 0,9 m thick in winter and spring, and up to 1,2 m thick in summer and autumn).	<b>I</b>	<b>I1</b> Subdivision distinguishing mark (one compartment flooded). <b>I2</b> Subdivision distinguishing mark (two compartments flooded). <b>I3</b> Subdivision distinguishing mark (three compartments flooded).
<b>ЛУ6, Arc6</b>	Ice category mark of the ship (independent navigation in young open arctic ice up to 1,1 m thick in winter and spring, and up to 1,3 m thick in summer and autumn. Navigation in a navigable passage astern an icebreaker in young arctic ice up to 1,2 m thick in winter and spring, and up to 1,7 m thick in summer and autumn).	<b>I, R1</b>	Distinguishing mark for restricted area of navigation (navigation in sea areas at seas in a seaway with wave height with 3 per cent probability of exceeding 8,5 m and with proceeding not more than 200 miles away from the place of refuge and with an allowable distance between the places of refuge not more than 400 miles).
<b>ЛУ7, Arc7</b>	Ice category mark of the ship (independent navigation in young close arctic ice up to 1,4 m thick in winter and spring, and up to 1,7 m thick in summer and autumn with short ramming rammer of ice ridges. Navigation in a navigable passage astern an icebreaker in young arctic ice up to 2,0 m thick in winter and spring, and in biennial arctic ice up to 3,2 m thick in summer and autumn).	<b>II, R2</b>	Distinguishing mark for restricted area of navigation (navigation in sea areas at seas in seaway with wave height with 3 per cent probability of exceeding 7,0 m and with proceeding not more than 100 miles away from the place of refuge and with an allowable distance between the places of refuge not more than 200 miles).
<b>ЛУ8, Arc8</b>	Ice category mark of the ship (independent navigation in close young and biennial arctic ice up to 2,1 m thick in winter and spring, and up to 3,1 m thick in summer and autumn. Ramming rammer of ice ridges. Navigation in a navigable passage astern an icebreaker in biennial arctic ice up to 3,4 m thick in winter and spring, and in perennial ice in summer and autumn with no restrictions).	<b>IIСП, R2-RSN</b>	Distinguishing mark for restricted area of navigation (river-sea navigation in a seaway with wave height with 3 per cent probability of exceeding 6,0 m and with proceeding from the place of refuge: - in open seas up to 50 miles and with an allowable distance between the places of refuge not more than 100 miles; - in closed seas up to 100 miles and with an allowable distance between the places of refuge not more than 200 miles).
<b>ЛУ9, Arc9</b>	Ice category mark of the ship (independent navigation in close perennial arctic ice up to 3,5 m thick in winter and spring, and up to 4,0 m thick in summer and autumn. Ramming rammer of ice ridges. Short ramming rammer of the young and biennial close ice segments).	<b>III, R3</b>	Distinguishing mark for restricted area of navigation (port, roadstead and coastal navigation within limits established by Russian Maritime Register of Shipping in each case).
<b>ЛЛ1, LL1</b>	Icebreaker category mark (intended for all kinds of icebreaking operations in the arctic seas on coastal routes and shore ice belt routes in high latitudes all the year round and capable of forcing the way in compact ice field over 2,0 m thick. The total shaft power is 47807 kW and over).	<b>IIICП, R3-RSN</b>	Distinguishing mark for restricted area of navigation (river-sea navigation at seas in a seaway with wave height with 3 per cent probability of exceeding 3,5 m with due regard for particular restrictions on the area and conditions of navigation resulting from the wind and wave conditions of the basins with determination of a maximum allowable distance from the place of refuge which in no case should be more than 50 miles).
<b>ЛЛ2, LL2</b>	Icebreaker category mark (intended for all kinds of icebreaking operations in the arctic seas during the summer period and for operation on coastal routes during the winter period and capable of forcing the way in compact ice field less than 2,0 m thick. The total shaft power is 22065-47807 kW).	<b>A1, AUT1</b>	Distinguishing automation mark (automation extent of the machinery installation, except for passenger ships and special purpose ships, carrying more than 200 special personnel on board, is sufficient for operation of the machinery installation with unattended machinery spaces and main machinery control room as well).
<b>ЛЛ3, LL3</b>	Icebreaker category mark (intended for all kinds of icebreaking operations in the non-arctic freezing seas, in shallow waters and mouths of rivers flowing into the arctic seas during the winter period without assistance as well as for operation on coastal routes in the arctic seas under convoy of icebreakers of higher category all the year round, and capable of forcing the way in compact ice field up to 1,5 m thick. The total shaft power is 11032-22065 kW).	<b>A2, AUT2</b>	Distinguishing automation mark (automation extent of the machinery installation is sufficient for operation of the machinery installation by one operator from the main machinery control room with unattended machinery spaces).
<b>ЛЛ4, LL4</b>	Icebreaker category mark (intended for all kinds of icebreaking operations in harbour and roadstead water areas without assistance all the year round as well as for operations in the non-arctic freezing seas under convoy of icebreakers of higher category during the winter period, and capable of forcing the way in compact ice field up to 1,0 m thick. The total shaft power is under 11032 kW).	<b>A3, AUT3</b>	Distinguishing automation mark (automation extent of the machinery installation with main machinery power output up to 2250 kW is sufficient for operation of the machinery installation with unattended machinery spaces and main machinery control room).
<b>ЛЛ6, Icebreaker6</b>	Icebreaker category mark (intended for icebreaking operations in harbour and roadstead water areas as well as in the non-arctic freezing seas with ice up to 1,5 m thick, and capable of forcing the way continuously running in compact ice field up to 1,0 m thick).	<b>A1И, A2И or A3И, AUT1-ICS, AUT2-ICS, AUT3-ICS</b>	Distinguishing automation mark denoting that automation is effected by using integrated computer systems for control and monitoring.
<b>ЛЛ7, Icebreaker7</b>	Icebreaker category mark (intended for icebreaking operations: on coastal routes of the arctic seas in winter and spring with ice up to 2,0 m thick and 2,5 m thick in summer and autumn; in the non-arctic freezing seas and mouths of rivers flowing into the arctic seas with ice up to 2,0 m thick, and capable of forcing the way continuously running in compact ice field up to 1,5 m thick. The total shaft power is not less than 11 mW).	<b>A1К, A2К or A3К, AUT1-C, AUT2-C, AUT3-C</b>	Distinguishing automation mark denoting that automation is effected by using computers or program logical controllers (PLC).
		<b>Ac, AUTstab</b>	Automatic stabilization mark of the high-speed craft (the craft is equipped with the system providing the automatic or semi-automatic stabilization in space and the craft is unable to move under service conditions without this system).
		<b>ДИНПОЗ-1, DYNPOS-1</b>	Distinguishing mark for the ship fitted with Class 1 dynamic positioning system (dynamic positioning system with minimum redundancy of its sub-systems. Loss of position can occur upon single failure in the system, i.e. a failure in any active or passive component).
		<b>ДИНПОЗ-2, DYNPOS-2</b>	Distinguishing mark for the ship fitted with Class 2 dynamic positioning system (dynamic positioning system having such

	redundancy of its sub-systems that the position keeping ability of the ship is maintained without disruption upon single failure in any active component of the system, while it is considered that failure in any passive component is precluded owing to provision of appropriate protection).		
<b>ДИНПОЗ-3, DYNPOS-3</b>	Distinguishing mark for the ship fitted with Class 3 dynamic positioning system (dynamic positioning system having such redundancy of its sub-systems that the position keeping ability of the ship is maintained without disruption in the following cases: - single failure in any active and passive component, or - failure in any active and passive components located in any one of the watertight compartments, due to flooding, or - failure in active and passive components located within any of the fire zones, due to fire).		
<b>ECO</b>	Distinguishing mark in class notation, which identifies the basic requirements for controlling and limiting operational emissions and discharges.		
<b>ECO-S</b>	Distinguishing mark in class notation, which identifies the basic requirements for controlling and limiting operational emissions and discharges.		
<b>(OBHM), (OMBO)</b>	Distinguishing mark of one man bridge operated ship.		
<b>П1, FF1</b>	Distinguishing mark of the ship carrying equipment for fire fighting aboard other ships (the ship carries supplementary systems, equipment and outfit for fire fighting aboard other ships, offshore drilling units, floating and shore structures and is in full compliance with the relevant requirements of the Rules in respect to these appliances proceeding from the degree of the ship's equipment with these appliances which is determined on the basis of the list of fire fighting equipment and systems prescribed by the Rules).		
<b>П1В, FF1WS</b>	Distinguishing mark of the ship carrying equipment for fire fighting aboard other ships (the ship carries supplementary systems, equipment and outfit for fire fighting aboard other ships, offshore drilling units, floating and shore structures and is in full compliance with the relevant requirements of the Rules in respect to these appliances proceeding from the degree of the ship's equipment with these appliances which is determined on the basis of the list of fire fighting equipment and systems prescribed by the Rules).		
<b>П2, FF2</b>	Distinguishing mark of the ship carrying equipment for fire fighting aboard other ships (the ship carries supplementary systems, equipment and outfit for fire fighting aboard other ships, offshore drilling units, floating and shore structures and is in full compliance with the relevant requirements of the Rules in respect to these appliances proceeding from the degree of the ship's equipment with these appliances which is determined on the basis of the list of fire fighting equipment and systems prescribed by the Rules).		
<b>П2В, FF2WS</b>	Distinguishing mark of the ship carrying equipment for fire fighting aboard other ships (the ship carries supplementary systems, equipment and outfit for fire fighting aboard other ships, offshore drilling units, floating and shore structures and is in full compliance with the relevant requirements of the Rules in respect to these appliances proceeding from the degree of the ship's equipment with these appliances which is determined on the basis of the list of fire fighting equipment and systems prescribed by the Rules).		
<b>П3В, FF3WS</b>	Distinguishing mark of the ship carrying equipment for fire fighting aboard other ships (the ship carries supplementary systems, equipment and outfit for fire fighting aboard other ships, offshore drilling units, floating and shore structures and is in full compliance with the relevant requirements of the Rules in respect to these appliances proceeding from the degree of the ship's equipment with these appliances which is determined on the basis of the list of fire fighting equipment and systems prescribed by the Rules).		
<b>РЕФ, REF</b>	Distinguishing mark for the ship intended for carriage of refrigerated cargo in the specially equipped cargo spaces and/or in the insulated containers and has the refrigerating plant classed by Russian Maritime Register of Shipping.		
<b>BWM</b>	Distinguishing mark for ships complying with ballast water management requirements		
<b>CSR</b>	for oil tankers fully complying with the requirements of Part XVII "Common Structural Rules for Double Hull Oil Tankers" and for bulk carriers fully complying with the requirements of Part XVIII "Common		
			Structural Rules for Bulk Carriers" a distinguishing mark CSR shall mandatory be added to the character of classification.
<b>IGS-IG</b>			Distinguishing mark for ships fitted with an inert gas system if a system uses an oil-burning inert gas generator as the inert gas source and the requirements of 9.16.9, Part VIII "Systems and Piping" are complied with
<b>IGS-NG</b>			Distinguishing mark for ships fitted with an inert gas system if a system uses a nitrogen generator as the inert gas source and the requirements of 9.16.12, Part VIII "Systems and Piping" are complied with
<b>IGS-Pad</b>			Distinguishing mark for ships fitted with an inert gas system if an inert gas system is only intended for forming an insulating pad in cargo tanks and the requirements of 9.16.11, Part VIII "Systems and Piping" are complied with. This distinguishing mark may be used where systems with inert gas supplied from cylinders are installed as well as for systems using inert gas and nitrogen generators whose capacity is insufficient for assigning the distinguishing marks IGS-IG or IGS-NG
<b>INF1, INF2, INF3</b>			for Class INF1, INF2, INF3 ships - distinguishing mark for a ship intended for carriage of packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF cargo)
<b>LI</b>			Distinguishing mark for ships fitted with a loading instrument.
<b>SDS&lt;12</b>			Distinguishing marks for ships fitted with a diving system permanently installed on the ship for ships fitted with a diving system designed for diving operations at depths less than 12 m
<b>SDS &lt; 60</b>			Distinguishing marks for ships fitted with a diving system permanently installed on the ship for ships fitted with a diving system designed for diving operations at depths less than 60 m
<b>SDS ≥ 60</b>			Distinguishing marks for ships fitted with a diving system permanently installed on the ship for ships fitted with a diving system designed for diving operations at depths of 60 m and over
<b>VCS</b>			Distinguishing mark for ships fitted with a cargo vapour discharge system.
			Distinguishing mark of the nuclear ship (the ship is fitted with a nuclear propulsion plant).
			Distinguishing mark of the nuclear support vessel providing the whole complex of operational support or individual types thereof of the nuclear ships.
<b>(ОРП), (ESP)</b>			Distinguishing mark of enhanced survey program.
<b>СВП</b>			Air-cushion vehicle.
<b>СВПа</b>			Air-cushion vehicle amphibian type.
<b>СВПс</b>			Air-cushion vehicle side-wall craft.
<b>СПК</b>			Hydrofoil craft.
<b>СС</b>			High-speed craft.
<b>СМПВ</b>			Small water area twin hull ship.
<b>МКС</b>			Multi-hull craft.
<b>bulk carrier BC-A (ESP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density of 1 t/m <sup>3</sup> and above, with some of her holds remaining empty at maximum draught.
<b>bulk carrier BC-B (ESP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density of 1 t/m <sup>3</sup> and above, with all of her holds loaded.
<b>bulk carrier BC-C (ESP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density below 1 t/m <sup>3</sup> .
<b>bulk carrier BC-A (ESP)(no MP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density of 1 t/m <sup>3</sup> and above, with some of her holds remaining empty at maximum draught. The ship is not initially designed for loading or unloading in several ports.
<b>bulk carrier BC-B (ESP)(no MP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density of 1 t/m <sup>3</sup> and above, with all of her holds loaded. The ship is not initially designed for loading or unloading in several ports.
<b>bulk carrier BC-C (ESP)(no MP)</b>			Ship, 150 m or over in length, which is intended to carry bulk cargoes with a density below 1 t/m <sup>3</sup> . The ship is not initially designed for loading or unloading in several ports.
<b>gas carrier type 1G</b>			Ship intended to transport products which require maximum preventive measures to preclude escape of such products.
<b>gas carrier type 2G</b>			Ship intended to transport products which require significant preventive measures to preclude escape of such products.

**gas carrier type 2PG** Ship with a length 150 m and below intended to transport products which require significant preventive measures to preclude escape of such products, and where the products are transported in independent type C tanks designed for 700 kPa MARVS and above and working temperature in tanks 55 °C and above.

**gas carrier type 3G** Ship intended to transport products which require moderate preventive measures to preclude escape of such products.

**chemical tanker type 1** Ship intended to transport products which require maximum preventive measures to preclude escape of such products.

**chemical tanker type 2** Ship intended to transport products which require significant preventive measures to preclude escape of such products.

**chemical tanker type 3** Ship intended to transport products of sufficient hazard to require moderate degree of containment to increase survival capability in a damaged condition.

#### Ref.class (Class notation of the refrigerating plant)

Class notation of the refrigerating plant denoting that the refrigerating plant fully or to a degree considered adequate by Russian Maritime Register of Shipping complies with those requirements of Russian Maritime Register of Shipping Rules which apply to it and that the refrigerating plant is under the Russian Maritime Register of Shipping supervision specified by the Rules in respect of its technical condition during the specified period with performing mandatory surveys prescribed by the Rules for this period. The validity of class of the refrigerating plant is certified by the valid Classification Certificate of the Refrigerating Plant.

The following symbols and distinguishing marks are used in the class notation.

**X⊗, REF⊗** Character of classification assigned to the refrigerating plant built in accordance with Rules and under the supervision of Russian Maritime Register of Shipping.

**X★, REF★** Character of classification assigned to the refrigerating plant built in accordance with Rules and under the supervision of a classification body recognized by Russian Maritime Register of Shipping and afterwards the plant was classed by Russian Maritime Register of Shipping.

**X★, REF★** Character of classification assigned to the refrigerating plant built in accordance with the Rules and under the supervision of an IACS Member classification society but to which, due to incomplete compliance with the Rules, the symbol X★ cannot be assigned during the process of transfer of class to Russian Maritime Register of Shipping.

**(X)★, (REF)★** Character of classification assigned to the refrigerating plant built without the supervision of a classification body recognized by Russian Maritime Register of Shipping or any other classification body and afterwards the plant was classed by Russian Maritime Register of Shipping.

**Γ, CA** Distinguishing mark denoting that in addition to the refrigerating plant the ship is equipped with the system regulating the composition of the gas environment in the refrigerated cargo spaces and/or insulated containers.

**K, CONTAINERS** Distinguishing mark denoting that the refrigerating plant is intended for the cooling of cargo carried in the insulated containers.

**H, LG** Distinguishing mark denoting that the refrigerating plant is intended to maintain the required conditions for the carriage of the liquefied gas in bulk.

**P, QUICK FREEZING** Distinguishing mark denoting the capability of refrigerating plant of the factory ship to cool and freeze the sea products.

**+, PRECOOLING** Distinguishing mark of the refrigerating plant capability to refrigerate non-precooled sea products (the cooling capacity of the refrigerating plant is sufficient for refrigeration of a non-precooled cargo on board ship during a period of time that provides preservation of that cargo).

#### Refrig.temperature (Refrigerating temperature)

Specified refrigerating temperature of the cargo spaces and/or insulated containers in degrees Celsius.

#### Refrigerant

<b>GC</b>	Gas carried
<b>R12</b>	Freon 12
<b>R22</b>	Freon 22
<b>R22+R115</b>	Azeotropic mixture
<b>R502</b>	Azeotropic mixture
<b>R717</b>	Ammonia
<b>R290</b>	Propane
<b>R404A</b>	R404A
<b>R1270</b>	Propylene
<b>R134A</b>	CF <sub>3</sub> -CH <sub>2</sub> F

#### Aids of navigation

<b>AIS</b>	Automatic identification system
<b>AP</b>	Autopilot
<b>ARPA</b>	Automatic radar plotting aids
<b>BNWAS</b>	Bridge navigational watch alarm system
<b>DF</b>	Direction finder
<b>DPRR</b>	HF direct-printing radiotelegraph receiver
<b>DRTM</b>	MF radio installation with digital selective calling
<b>DRTMH</b>	MF/HF radio installation with digital selective calling
<b>DRTV</b>	VHF radiotelephone station with digital selective calling
<b>DWR</b>	Digital selective calling receiver
<b>ECDIS</b>	Electronic chart display and navigational system
<b>EGCR</b>	Enhanced group calling receiver
<b>EPIRB</b>	Satellite emergency position-indicating radio beacon for Global Maritime Distress and Safety System (GMDSS)
<b>EPIRBV</b>	VHF emergency position-indicating radio beacon with digital selective calling
<b>ESD</b>	Echo sounder
<b>GC</b>	Gyrocompass
<b>GSES</b>	GMDSS ship earth station
<b>LOG</b>	Log (any type)
<b>LRIT</b>	Equipment of long-range identification and tracking of ships
<b>MC</b>	Magnetic compass
<b>NAV</b>	NAVTEX receiver
<b>PAS</b>	Public address system
<b>RDR</b>	Radar
<b>RNSR</b>	Radionavigation system receiver
<b>RTG</b>	Radiotelegraph
<b>RTGPH</b>	Radiotelegraph-telephone
<b>RTPH</b>	Radiotelephone
<b>RTU</b>	UHF radiotelephone station
<b>RTV</b>	VHF radiotelephone station
<b>SART</b>	Radar transponder
<b>SCS</b>	Satellite communication system
<b>SCRT</b>	Radio station for survival craft
<b>SSAS</b>	Ship security alert system
<b>S-VDR</b>	Simplified voyage data recorder
<b>THD</b>	Transmitting heading device
<b>TWRT</b>	Two-way radiotelephone apparatus
<b>VDR</b>	Voyage data recorder

**(GMDSS sea area A1)** The area within the radiotelephone coverage of at least one VHF coast station in which continuous digital selective calling (DSC) is available

**(GMDSS sea area A2)** The area, excluding GMDSS sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous digital selective calling (DSC) is available

**(GMDSS sea area A3)** The area, excluding GMDSS sea areas A1 and A2, within the radiotelephone coverage of an INMARSAT geostationary satellites in which continuous alerting is available

**(GMDSS sea area A4)** The area, excluding GMDSS sea areas A1, A2 and A3

#### Special Survey

The date (month/year) of the last special survey.

**SpS** Special survey

#### Column 4. Hull/Cargo facilities

##### Date and place of build

Year, month and country of build of the ship. Date of build is the date at which the new construction survey process is completed. In case of substantial delay between completion of construction survey process and the ship commencing active service, the date of commissioning is shown in parentheses.

##### Hull No.

The shipbuilder's number.

##### Ship's type

The description of the ship printed in bold type is the basic type of the ship. The information shown under the basic type in light type indicate the additional features (subtypes) of the ship based on the known functions thereof.

Ship's type in brackets refers to the class notation shown in Column 3.

#### Decks

dk Decks

#### Bulkheads

bh Bulkheads

#### Passengers

Number of berthed and/or unberthed passengers.

b Berthed  
unb Unberthed

#### Special personnel

Number of special personnel (persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of the ship or because of special work being carried out aboard the ship).

sp Special personnel

#### Holds (Dry cargo holds)

Number of holds for general cargo and the capacity of one hold in cubic meters. For barge carriers — number of barges and the loading capacity of one barge in tons.

h Dry cargo holds

#### Refrigerated cargo spaces

Total number and total capacity in cubic meters.

rsc Refrigerated holds

#### Tanks

Total number and total capacity in cubic meters.

tk Oil tanks

#### Hatches (Cargo hatches)

Number and dimensions of upper deck cargo hatches of dry cargo and refrigerated holds in meters and fractions thereof. For ro-ro ships — number and dimensions of the entrance gates in meters and fractions thereof. For barge carriers — number of hatches and dimensions of one hatch of one barge in meters and fractions thereof.

ch Cargo hatches  
r Insulated (cargo hatches)

#### Derricks and cranes

Number and lifting capacity of derricks and cranes intended solely for cargo spaces, in tons and fractions thereof.

c Crane  
d Derrick

#### Containers

Number of containers in TEU irrespective whether they are carried in holds and/or deck.

R Insulated (containers)  
TEU Twenty-foot equivalent unit

### Column 5. Machinery

#### Propulsion

Type

#### Main engine date of build

Year of build of main engine.

#### Main engine place of build

Country of build of main engine.

#### Main engine model No. (Designation of main engine)

The manufacturer's model designation.

#### Main engine number, power (Number and power output of main engines)

Number of engines of the identical model designation and power output of one engine in kW. For electric propulsion plant — number and power output of the main generators in kW.

#### Main boilers number, type, pressure/heating surface (Number, type and pressure/heating surface of main boilers)

CO Composite  
FT Fire tube  
NS Nuclear steam  
WT Water tube

#### Propulsion el.motors number, power (Number and power output of propulsion electric motors)

Power output in kW is shown for one propulsion electric motor.

pem Main propulsion electric motor

#### Generators number, power (Number and power output of generators)

Power output in kW is shown for one generator of ship's generating plant.

gen Electric power plant generator

#### Propeller

Type of propeller.

APR Air propeller  
bl Blades  
CPP Controllable pitch propeller  
db Detachable blades  
FPP Fixed pitch propeller  
MtA MMASS type AZIPOD  
PWH Paddle wheels  
RTR Rotor  
so Solid propeller  
SPU Swinging propeller unit  
VSP Voith-Schneider propeller  
WJP Water-jet propeller

### Column 6. Capacities

#### FO bunkers (Fuel oil bunkers)

Maximum capacity of fuel oil bunkers in tons.

bo Fuel oil-water ballast tanks with regard to substitution of water ballast by fuel oil

#### FO type (Fuel oil type)

#### Water ballast

ob Fuel oil-water ballast tanks with regard to substitution of fuel oil by water ballast

#### Heating coils

Heating coils in cargo spaces, fuel oil tanks, cleaning water tanks and water ballast tanks.

bhc Water ballast heating coils  
chc Oil cargo heating coils  
fhc Fuel oil heating coils

#### Equipment

Equipment Number, grade of anchor chain cable and diameter of anchor chain cable in millimeters is recorded.

el Equipment Number  
CAT1 Anchor chain of ordinary strength  
CAT2 Anchor chain of high strength  
CAT3 Anchor chain of special strength