Class notation	Description
+	Main class notation indicating that hull, machinery and/or special equipments constructed under supervision of TL and with certification by TL of components and materials to be examined in compliance with TL Rules.
(+)	Main class notation indicating that hull, machinery and/or special equipments constructed under supervision of **TL** and without certification by **TL** of components and materials to be examined in compliance with **TL** Rules.
[+]	Main class notation indicating that hull, machinery and/or special equipments constructed under supervision of and in accordance with the rules of another recognised classification society and later assigned class with **TL**.
No notation	**+**, **(+)** or **[+]** notations are not present in front of main class notations in case hull, machinery and/or special equipments are not constructed under supervision of **TL** or another recognised classification society but later assigned class by **TL**
1 A 5	Main class notation indicating that the ship's hull fully complies with the construction rules of **TL** or the other rules accepted as equivalent. Duration of class period is 5 years.
1 A 3 **1 A 2** **1 A 1**	In case the ship's hull does not comply with the construction rules of **TL** or doesn't meet the mandatory requirements for compliance, class period may be reduced together with survey intervals. 3,2,1 coming after "A" on main class notations express the class period as year.
M	Main class notation indicating that the ship's machinery including electrical installations comply with the construction rules of **TL** or the other rules accepted as equivalent.
T-M	Main class notation indicating that non-self-propelled vessel's and floating unit's machinery including electrical installations comply with the Construction Rules of **TL** or other rules accepted as equivalent.
[M] **T[M]**	Main class notation indicating that ship's machinery including electrical installations does not fully comply with the requirements of **TL** Construction Rules but functional safety and seaworthiness are ensured for the envisaged service.
Y	Additional class notation for restricted international service. This range of service is limited, in general, to trade along the coast, provided that the distance to the nearest port of refuge and the offshore distance do not exceed **200** nautical miles, and moreover additional class notation indicating that ship is allowed to trade in the North Sea and within enclosed seas, such as the Mediterranean, the Black Sea and waters with similar seaway conditions.
K50 **K20**	Additional class notation for coastal service.This range of service is limited, in general, to trade along the coasts, provided that the distance to the nearest port of refuge and the offshore distance do not exceed **50/20** nautical miles, respectively, and moreover additional class notations indicating that ship is allowed to trade within enclosed seas, such as the Baltic Sea, Marmara Sea and gulfs with similar seaway conditions.
K6	Additional class notation for coastal service. Service range is limited for material other than steel passenger ships to trade along the coasts, provided that the distance to the nearest port of refuge and the offshore distance do not exceed **6** nautical miles. This area of service is restricted to trade in shoals, bays, haffs and firths or similar waters, where heavy seas do not occur.

Class notation	Description
L1	Additional class notation for harbour service. This range of service is limited to trade in harbours whose boundaries fixed by national authorities, provided that to stay in the range of L2. This additional class notation is only assigned to the ships operating within the cabotage of the state.
L2	Additional class notation for harbour service. This range of service is limited to trade in harbours not exceeding 10 nautical miles to safe anchorage and not exceeding 100 nautical miles to the port of departure. This additional class notation is only assigned to the ships operating within the cabotage of the state.
I	Additional class notation assigned to the inland vessels intended for navigation in inland waters only and complying with the **TL** Rules, Chapter 19, Inland / Coastal Ships.
PASSENGER SHIP	Additional class notation assigned to the ships carrying more than 12 passengers and ships complying with the construction rules for the carriage and/or accommodation of passengers and with the applicable requirements of the Chapters II-1 and II-2 of the SOLAS Convention Exemptions from these requirements may be granted only within the framework of options given therein and are subject of approval by the competent Administration.
RO-RO PASSENGER SHIP	Additional class notation assigned to the ships complying with the construction and safety rules for the carriage of passengers and specially equipped for carriage of wheeled vehicles and trains.
PASSENGER SHIP-CLASS A/B/C/D **RO-RO PASSENGER SHIP-CLASS A/B/C/D**	Additional class notations assigned to passenger ships and Ro-Ro passenger ships intended to operate within domestic waters, provided that rules harmonized to EU Directive are applied.
(….) PASSENGER VESSEL	Additional class notation for the passenger ships constructed of non-steel materials according to the current rules related with accommodation and carriage of more than 12 passengers safely.
GENERAL CARGO SHIP	Additional class notation assigned to the ships constructed for the carriage of general cargo which will not be carried in containers.
CONTAINER SHIP	Additional class notation assigned to the ships equipped with appropriate facilities and aimed especially for carriage of containers.
EQUIPPED FOR CARRIAGE OF CONTAINERS	Additional class notation assigned to the ships carrying containers occasionally or as part cargo only and provided with appropriate facilities.
OPEN TOP	Additional class notation for ships having no hatch covers equipped with appropriate facilities.
EQUIPPED FOR CARRIAGE OF CARS	Additional class notation assigned to the ships provided with special equipment for carriage of (non-loaded) motor vehicles, e.g. floating decks etc.
RO-RO SHIP	Additional class notation assigned to the ships equipped with ramps and possibly shell doors and strengthened in accordance with the **TL** Construction Rules for the motor vehicles to enter the ship and to be carried (without passengers).
MULTI-PURPOSE DRY CARGO SHIP	Additional class notation assigned to the ships constructed for carriage of dry and bulk cargo.
LIVESTOCK CARRIER	Additional class notation assigned to the ships constructed and equipped for carriage of livestock.

Class notation	Description
BULK CARRIER	Additional class notation assigned to the ships designed for carriage of solid bulk cargoes and comply with **TL** Rules, Chapter 1, Hull, Section 27.
BC-C	Additional class notation assigned to the bulk carriers with length of 150 m or longer contracted for construction on 1 July 2003 or later and complying with the TL Rules, Chapter 1, Hull, Section 27; based on loading conditions, cargo hold loading etc. For bulk carriers designed to carry dry bulk cargoes of cargo density less than 1,0 t/m3 are to be given BC-C notation.
BC-B	Additional class notation assigned to the bulk carriers with length of 150 m or longer contracted for construction on 1 July 2003 or later and complying with the TL Rules, Chapter 1, Hull, Section 27; based on loading conditions, cargo hold loading etc. For bulk carries designed to carry dry bulk cargoes of cargo density of 1.0 t/m3 and above with all cargo holds loaded in addition to BC-C conditions are to be given BC-B notation.
BC-A	Additional class notation assigned to the bulk carriers with length of 150 m or longer contracted for construction on 1 July 2003 or later and complying with the TL Rules, Chapter 1, Hull, Section 27; based on loading conditions, cargo hold loading etc. For bulk carries designed to carry dry bulk cargoes of cargo density 1,0 t/m3 and above with specified holds empty at maximum draught in addition to BC-B conditions are to be given BC-A notation.
{no MP}	Additional class notations assigned to the bulk carriers with additional class notations **BC-A** and **BC-B**, provided that maximum cargo density is less than 3,0 t/m3'
{MAXIMUM CARGO DENSITY … t/m3}	Bulk carriers with notations BC-A and BC-B designed for a maximum cargo density x.y [t/m^3]
{HOLDS a, b, … MAY BE EMPTY}	Additional class notation assigned to bulk carriers assigned with BC-A.
GRAB [X]	Bulk carriers whose double bottom strengthened for grab loading and discharging with grab mass equal to or greater than 20 t where X gives the grab mass in t.
ORE CARRIER	Additional class notation assigned to the ships designed for carriage of bulk cargo and ore respectively and strengthened according to the **TL** Rules, Chapter 1, Hull.
CEMENT CARRIER	Additional class notation assigned to the ships constructed for carriage of cement and provided with relevant cargo handling equipment.
OIL TANKER **PRODUCT TANKER** **OIL TANKER / PRODUCT TANKER**	Additional class notation for the ships designed for the carriage of oil/oil products in bulk and complying with the **TL** Rules, Chapter 1, Hull, Section 28
CHEMICAL TANKER TYPE 1/2/3	Additional class notation assigned to the ships designed for carriage of liquid chemical bulk cargoes and comply with the **TL** Rules, Chapter 8, Chemical Tankers.
LIQUEFIED GAS TANKER	Additional class notation assigned to the ships designed for carriage of liquefied gas cargoes in bulk and comply with the **TL** Rules, Chapter 10, Liquefied Gas Tankers.

Class notation	Description
ASPHALT TANKER **SPECIAL TANKER** **EDIBLE OIL TANKER** **WINE TANKER** **WATER TANKER** **FRUIT JUICE TANKER**	Additional class notations for tankers comply with the relevant rules and carrying special cargo.
BULK CARRIER / PRODUCT TANKER **BULK CARRIER / OIL TANKER** **ORE CARRIER / PRODUCT TANKER** **ORE CARRIER / OIL TANKER**	Additional class notation assigned to the ships complying with the rules related to carriage of dry bulk cargo or liquid bulk cargo alternatively.
FISHING VESSEL	Additional class notation assigned to the ships complying with the **TL** Rules, Chapter 14, Fishing vessels.
FLOATING DOCK Lifting capacity … t	Additional class notation indicating the lifting capacity in tonnes and complies with the **TL** Rules, Chapter 1, Hull, Section 35.
HSC-PASSENGER A	Additional class notation assigned to the ships (up to 450 passengers) meeting the requirements of Category A according to **TL** Rules, Chapter 7, High Speed Crafts.
HSC-PASSENGER B	Additional class notation assigned to the ships (over 450 passengers) meeting the requirements of Category A according to **TL** Rules, Chapter 7, High Speed Crafts
HSC-CARGO	Additional class notation assigned to the ships meeting the requirements “Cargo Craft” according to **TL** Rules, Chapter 7, High Speed Crafts.
HSDE	Additional class notation assigned to the ships complying the main parts of **TL** Rules, Part C, Chapter 7, High Speed Vessels but not being subject to the IMO HSC Code.
DSC	Additional class notation assigned to the ships which were built before 1994 complying the main parts of **TL** Rules, Chapter 7- High Speed Vessels (1993) and subject to the IMO DSC Code.
OC1 **OC2** **OC3** **OC4**	Additional class notations related with maximum permitted operating conditions and expressed in terms of significant wave height are added to additional class notations **HSC-PASSENGER A**, **HSC-PASSENGER B**, **HSC-CARGO**, and **HSDE.** To the ships not being subject to IMO Res. MSC. 36(63) but controlled according to **TL** Rules (Chapter 7, High Speed Crafts, Section 3), only additional class notation OC1 ÷ OC4 is assigned.
BARGE **HOPPER BARGE** **PUSHER/BARGE** **PUSHER** **FLOATING CRANE** **HYDROFOIL** **ICE-BREAKER** **PILOT BOAT** **PONTOON** **RESCUE VESSEL** **RESEARCH VESSEL**	Additional class notations assigned to the other ships and/or floating units designed, constructed and/or equipped for their special purposes.

Class notation	Description
SPECIAL PURPOSE SHIP **DREDGER** **SUCTION DREDGER** **BUCKET DREDGER** **CUTTER SUCTION DREDGER** **BACKHOE DIPPER DREDGER** **TUG** **ESCORT TUG (p,V)** **SALVAGE TUG** **SUBMERSIBLE** **WASTE COLLECTION VESSEL** **OIL RECOVERY VESSEL** **CHEMICAL RECOVERY VESSEL** **SERVICE BOAT** **ROV** **LIVE FISH CARRIER** **FISH FARM SUPPORT VESSEL** **SELF ELEVATING UNIT** **TRAIN FERRY** **SUPPLY VESSEL** **OFFSHORE SUPPLY VESSEL** **WELL STIMULATIONS VESSEL** **STAND BY VESSEL**	
ESP	Ship's hull structure and piping in cargo area is to be surveyed according to enhanced survey program. (Additional class notation assigned to all oil tankers, product tankers, chemical tankers and bulk carriers ≥ 500 GRT)
FS	Main class notation assigned to the ships (except for yachts and inland water ships) for which subdivision and damage stability is proved.
SAILING YACHT	Main class notation assigned to the yachts propelled only by sail.
MOTOR YACHT	Main class notation assigned to the yachts propelled by internal combustion engines.
MOTOR SAILER	Main class notation assigned to the yachts propelled by both sail and also propelled by internal combustion engines
MULTI-POINT MOORING SYSTEM	**MULTI-POINT MOORING SYSTEM** notation will be assigned to the multi-point mooring systems constructed under supervision of **TL** and according to the rules related to Rules of **TL** Chapter 70, Multi-Point Mooring Systems
DG	Additional class notation assigned to ships equipped for carriage of dangerous goods in accordance with SOLAS II-2, Regulation 19 and TL Rules.
DG (HSC Code 7.17)	Additional class notation assigned to high speed crafts equipped for the carriage of dangerous goods in accordance with relevant TL rules and HSC Code 7.17.
DBC	Additional class notation assigned to ships equipped for the carriage of solid bulk cargoes in accordance with relevant TL rules and IMSBC Code.

Class notation	Description
INF 1 **INF 2** **INF 3**	Additional class notation assigned to ships equipped for the carriage of packaged irradiated nuclear fuel, plutonium and high level radioactive goods in accordance with INF Code.
NLS	Additional class notation assigned to oil tankers complying with MARPOL Annex II requirements for Noxious Liquid Substance (NLS) certificate.
HNLS	Additional class notation assigned to offshore supply vessels complying with the requirements of IMO Resolution A.673(16) “Guidelines for the Transport Handing of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk in Offshore Support Vessels”.
STRENGTHENED FOR HEAVY CARGO	Additional class notation assigned to ships strengthened in direction of recommendations made by TL according to the Construction Rules excluding compliance with the requirements related to additional class notations "Bulk carrier" or "Ore carrier" .
EQUIPPED WITH BOW RUDDER	Additional class notation for ships equipped with bow rudder.
CSR	Rules of “IACS Common Structural Rules for Bulk Carriers” and “IACS Common Structural Rules for Double Hull Oil Tankers” are applied for structural design of bulk carriers with a length of 90 m or above and tankers with a length of 150 m or above. CSR additional class notation is assigned to such ships.
LAID-UP SHIP	Additional class notation indicating that ship is laid up temporarily.
…-Domestic Service	Additional class notation indicating service range for the ships constructed according to directives published for the ships operating within only domestic waters of relevant administration or having exemptions to operate in domestic service granted by administration. (e.g. TR-Domestic service)
HELIW	Additional class notation for ships equipped for helicopter winch operation.
HELIL	Additional class notation for ships equipped with helicopter landing deck.
HELILF	Additional class notation for ships equipped with helicopter landing deck and ability to supply fuel.
ACCOM	Additional class notations assigned to ships complying with TL Rules, Part A, Chapter 1, Hull, Section 2. (Including MLC 2006)
ACCOM +	Additional class notations assigned to ships complying with TL Rules, Part A, Chapter 1, Hull, Section 2. (Including MLC 2006)
G	Additional class notation assigned to bulk carriers complying with the requirements of TL Construction Rules related with strengthening of inner bottom and/or coamings and longitudinal bulkheads in case of using of grabs.
YST	Additional class notation assigned to ships with cargo refrigerating installation fully complying with TL Rules or other rules accepted as equivalent both in respect of hull and machinery.
[YST]	Additional class notation assigned to ships with cargo refrigerating installation not fully complying with TL Rules but ensuring functional safety and seaworthiness for the envisaged service.
RC	Additional class notation for cargo refrigerating installations in cargo areas in which of refrigerated cargo is carried in controlled atmosphere.

Class notation	Description
RC mob	Additional class notation for cargo refrigerating installations in cargo areas in which refrigerated cargo is carried in controlled atmosphere using mobile gas generating systems.
CM1 **CM2** **CM3** **CM4**	Additional class notations assigned to cargo ships having cargo refrigerating installations in which condition monitoring system is used to reliably determine the condition of their components. CM1 = Up to 3 % of the possible condition monitoring scope is achieved. CM2 = Up to 10 % of the possible condition monitoring scope is achieved. CM3 = Up to 20 % of the possible condition monitoring scope is achieved. CM4 = Over 20 % of the possible condition monitoring scope is achieved.
BST	Additional class notation indicating that cargo refrigerating installations fully comply both in respect of hull and machinery with the TL Rules, Chapter 14, Fishing Vessels or rules accepted as equivalent.
[BST]	Additional class notation indicating that cargo refrigerating installations do not fully comply with the TL Rules, Chapter 14, Fishing Vessels but ensure functional safety and seaworthiness for the envisaged service.
QUICK FREEZING	Additional class notation assigned in addition to main class notation of fishing vessels having mandatory equipment for the wet fish to be quick frozen in compliance with TL Rules, Chapter 14, Fishing Vessels .
RCP x/y	Additional class notation related with ships whose compliance with TL Rules, Chapter 29, Carriage of Refrigerated Containers on Board is proved. Two digits are added to RCP additional class notation. First digit (x); indicates total number of certificated refrigerated containers arranged on deck and in container holds and corresponds to FEU (unit equivalent to forty feet) Second digit (y), indicates the ratio of containers carrying fruit/refrigerated cargo for which ship has been certificated. Container dimensions, positioning locations and special conditions are to be defined in Classification Annex (in page 2), if necessary.
ICE-B4 **ICE-B3** **ICE-B2** **ICE-B1** **ICE-B**	Hull and machinery installation is designed in compliance with the mandatory requirements for navigation within iced waters. Index 4 represents the highest notation. Additional class notations ICE-B4 to ICE-B1 corresponding to ice classes IA Super to IC of the Finnish/ Swedish Ice Class Rules as amended.
PC1 **PC2** **PC3** **PC4** **PC5** **PC6** **PC7**	Additional class notations assigned to ice breakers constructed in accordance with mandatory construction rules for ships navigating in ice-covered waters in polar zones and assigned to the cargo ships with ice breaking ability and relevant machinery equipments. Index 1 represents the highest notation. Notations PC1 to PC7 are based on the IACS Unified Requirements for Polar Ships.
BF	Additional class notation indicating that hull and machinery installations of fishing vessels navigating within the waters around Greenland and Labrador Peninsula and/or waters corresponding to them are designed in compliance with TL Rules.

Class notation	Description
IWS	Additional class notation assigned to ships with its hull is specially prepared and equipped for in-water surveys
BWM	Additional class notation assigned to ships complying with the Guidelines on Ballast Water Management
ERS	Additional class notation assigned to ships storing the geometrical and structural data in a database to provide the assistance necessary for limiting damages in case of average with the aid of special computer programs.
CM-PS	Additional class notation assigned to ships with propeller shafts operating in oil within the stern tubes for prolongation of the intervals between shaft withdrawals, if possible, in case relevant TL Rules are complied.
HIGHER STRENGTH HULL **STRUCTURAL STEEL** **ALUMINIUM** **FRP** **WOODEN**	Additional class notations assigned to the ships constructed of materials except for normal hull construction steel.
NAV-O **NAV-OC**	Additional class notation assigned to ships, which date of contract for construction before 1st February 2013, and complying with the requirements in Chapter 21, Bridge Design on Sea Going Ships, One-Man Control Console. NAV-O Ocean Area, NAV-OC Ocean Areas and Coastal Waters
NAV **NAV-INS**	Additional class notation assigned to ships which date of contract for construction on or after 1st February 2013, and complying with the requirements in Chapter 21, Navigation Bridge Visibility, Bridge Arrangement and Equipment Rules are to be given notation: NAV Designed in compliance with Chapter 21 and equipped with Chapter 21, Section 4, B.1. NAV-INS Integrated Navigation Systems, Designed in compliance with Chapter 21 and equipped with Chapter 21, Section 4, B.2, and C.
EP	Additional class notation assigned to ships complying with the requirements in TL Rules, Chapter 76, Guidelines for the Environment Protection Systems.
FC-xxx	Additional class notation for watercraft with fuel cell systems the nominal power of which is equal or exceeds 10 % of the total nominal power of the machinery installation (excluding the emergency supply power) and complying with TL Rules Chapter 26, Guidelines for the Use of Fuel Cell Systems on Board of Ships, “xxx” means the percentage of the fuel cell system related to the nominal power of the machinery installation.
with FC	Additional class notation related with fuel cell systems with nominal power less than 10% of the nominal power of machinery installation.
EXP	Additional class notation for ship, machinery installations or essential parts having been constructed in accordance with a design, for which sufficient experience is not available. TL is to decide about the interval of surveys. EXP notation may be abolished in case experiences prove the consistency of design within time.

Class notation	Description
AUT	Additional class notation assigned to ships provided with machinery installation and relevant equipment not requiring personnel for being operated and/or maintained at least for 24 hours.
AUT-nh	Additional class notation assigned to ships provided with machinery installation not requiring being supervised and maintained at least for 24 hours. nh indicates that machinery spaces may be unattended for n hours.
AUT-C	Additional class notation assigned to ships with machinery facilities operated from engine control room (central control) which is permanently under supervision and with main propulsion equipment remote controlled from bridge or to ships fitted with equipment capable of being manoeuvred from engine control room by necessary facilities
R	Additional class notation assigned to ships equipped with a system capable of controlling main propulsion system from bridge by remote control.
DK1 **DK2** **DK3**	Ships complying with TL Rules, Chapter 22, Dynamic Positioning Systems. Three additional class notations may be assigned depending on envisaged system reliability and based on risk analysis: DK1 = Non-redundant DK2 = Redundant DK3 = Redundant, separate compartments
WITH FREEBOARD ... m	Additional class notation assigned to ships whose hull is dimensioned for a draught of less than the maximum draught permissible according to the Load Line Convention".
INERT	Additional class notation assigned to ships equipped with an inert gas system complying with the TL Construction Rules or with a system recognized as being equivalent in design.
FF1	Additional class notation assigned to ships provided with necessary equipment for fighting fires in the initial stage and performing rescue operations in the immediate vicinity of the installation on fire.
FF2	Additional class notation assigned to ships provided with equipment for sustained fighting of large fires and for cooling parts of the installation on fire.
FF3	Additional class notation assigned to ships provided with equipment corresponding to FF2, but with greater fire-extinguishing capacity and more comprehensive fire-extinguishing equipment.
FF1/2 **FF1/3**	Additional class notation assigned to ships having equipment corresponding to FF2 or FF3 or additionally being capable of performing rescue operations defined in FF1.
RP1x%	Additional class notation assigned to ships having at least two propulsion machines, which are independent or can be separated from each other. This also applies to the auxiliary systems which are needed to operate the propulsion machines. No redundancy of propeller, shaft line, gearbox and steering system is required.

Class notation	Description
RP2x%	Additional class notation assigned to ships having at least two propulsion systems and two steering systems, each of which are independent or can be separated from each other. This also applies to each of the auxiliary systems which are needed to operate the propulsion and/or steering systems.
RP3x%	Additional class notation assigned to ships having at least two propulsion systems and two steering systems, each of which are independent or can be separated from each other and are installed in separate compartments. This also applies to each of the auxiliary systems which are needed to operate the propulsion and/or steering systems.
AH	Additional class notation AH is assigned to ships intended to be used for anchor handling in open sea facilities in compliance with TL Rules Chapter 1, Hull, Section 32.F.
AHTS	Additional class notation assigned to ships equipped with an approved additional hatch cover tightness system.
GST	Additional class notation assigned to ships carrying gases as liquefied and having equipment for reliquifying of cargo by cooling and complying with TL Rules, Chapter 10, Liquefied Gas Tankers
TK	Additional class notation for characteristic implements and/or equipments constructed by agreement under control of TL and in compliance with relevant rules or directives.
TAZ	Additional class notation for special equipment complying with the TL Rules Chapter 52, Rules for Diving Systems
VEC	Vapour return facilities VEC class notation is to be assigned to tankers equipped with vapour return facilities for the return of volatile organic compounds to the shore during loading operations.
YAUT	Additional class notation assigned to yachts provided with machinery installation and relevant equipment not requiring personnel for being operated and/or maintained at least for 24 hours.
YR	Additional class notation assigned to yachts whose main propulsion plant is remote controlled from the bridge and compartments of propulsion engine are supervised.
YSS	Additional class notation assigned to yachts provided with permanent means of total buoyancy or constructional characteristics such as to allow the vessel to float in case of entering of water into the vessel.
YFS	Additional class notation for yachts with at least each subdivision or subdivision group proved by calculations to preserve buoyancy in case of being filled by water in damage condition.
YDA	Sailing yachts having masts and rigging constructed according to the related **TL** rules and classed as special equipment.