

‘LS JACOBA’ ADDENDUM CLASS NOTATIONS

Centralized Navigation Equipment (SYS-NEQ1)

The additional class notation **SYS-NEQ-1** is assigned when, in addition to a Centralized Navigation Control System, the installation is so arranged that the navigation and manoeuvring of the ship can be operated under normal conditions by one person, for periodical one man watch. This notation includes specific requirements for prevention of accidents caused by the operator's unfitness.

Integrated Machinery System (AUT-IMS)

The additional class notation **AUT-IMS** is assigned to ships which are fitted with automated installations enabling machinery spaces to remain periodically unattended in all sailing conditions including manoeuvring, and additionally provided with integrated systems enabling to handle control, safety and monitoring of machinery.

Navigation in ICE

The notation dealt with under is relevant to ships strengthened for navigation in ice in accordance with the "Finnish-Swedish Ice Class Rules 1985 as amended on 1 October 2002".

The following additional class notation is assigned:

- **ICE CLASS IA**, for navigation in severe ice conditions

Sea Pollution Prevention (CLEAN-SEA)

The additional class notation **CLEAN-SEA** is assigned to ships fitted with equipment and arrangements intended to minimize pollution of the sea.

Air Pollution Prevention (CLEAN-AIR)

The additional class notation **CLEAN-AIR** is assigned to ships fitted with equipment intended to minimize release of gaseous and solid effluents in the air.

Duplicated Propulsion System (AVM-DPS)

The additional class notation **AVM-DPS** is assigned to ships which are fitted with a duplicated propulsion system enabling them to maintain operating conditions with some limitations in power (but 50% of the main power is to be maintained), speed, range and comfort, in the case of single failure of items relative to the propulsion or power generating system.

Inert Gas (IG)

The additional class notation **IG** may be assigned to ships fitted with an inert gas system.

This notation is assigned only to ships having the service notation **oil tanker** or **FLS tanker** of less than 20000 tonnes deadweight and to ships having the service notation **chemical tanker** for which an inert gas system is not required in pursuance of **Pt E, Ch 8, Sec 9, [1.3.1]**

Vapour Control System (VCS-TRANSFER)

The additional class notation **VCS** (Vapour Control System) may be assigned to ships equipped with cargo vapour control systems.

The notation **-TRANSFER** is added to the notation where, in addition, the ship is fitted with specific arrangements for transferring cargo vapours to another ship.

Centralized Cargo Control (CARGOCONTROL)

The additional class notation **CARGOCONTROL** may be assigned to ships (carrying liquid cargo in bulk) equipped with a centralized system for handling cargo and ballast liquids.

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In-Water Survey (INWATERSURVEY)

The additional class notation **INWATERSURVEY** may be assigned to ships provided with suitable arrangements to facilitate the in-water surveys as provided in **Ch 2, Sec 2, [5.4.5]**.

Ship Manoeuvrability (MANOVR)

The additional class notation **MANOVR** may be assigned to ships complying with manoeuvring capability standards, defined in IMO resolution A751(18) - “Interim Standards for Ship Manoeuvrability”.

Single Point Mooring (SPM)

The additional class notation **SPM** is assigned to ships fitted with equipment and arrangements intended to mooring a buoy anchored offshore that serves as a mooring point and interconnect for tankers loading or offloading gas or fluid products.