

SECTION 1

GENERAL REQUIREMENTS AND APPLICATION

1 General

1.1 Application

1.1.1 The requirements of these Rules are specific to ships intended for pleasure cruising, engaged or not engaged in commercial sailing, and with a length not exceeding 100 m.

Such ships are assigned the service notation **yacht** and **charter yacht**, as presented in Ch 1, Sec 2 .

The wording yachts currently used in the present Rules cover both service notations, except otherwise indicated in the relevant Chapters.

Note 1: Yachts hired without crew are not considered as engaged in commercial sailing.

1.1.2 For the purpose of the present Rules, the following definitions apply:

- passengers: every person other than the Master and the members of the crew or other persons employed or engaged in any capacity on board the ship on the business of that ship, or a child under one year old,
- crew: persons employed or engaged in any capacity on board the yacht on the business of that yacht.

1.1.3 The requirements of these Rules cover sailing ships and motor vessels, of monohull type or catamaran type, built in steel, aluminium, composite materials or wood.

The requirements of these Rules do not cover racing yachts.

1.1.4 The present Rules cover the Classification and the Certification processes.

1.1.5 The regulations set forth in the present Rules apply to ships operated in a proper manner by competent and qualified crew according to the environmental, operating and other criteria on which classification is based.

1.1.6 The Society will consider alternatives to the provisions of the Rules provided that they can be demonstrated, through satisfactory service experience or sound engineering analysis, to be equivalent to the overall strength and safety standards set forth in the Rules.

1.1.7 The Society will consider the classification of ships incorporating novel design principles or features, to which the provisions of the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to the Society.

2 Content of Rules

2.1 Summary table

2.1.1 The Parts and Chapters of these Rules containing the requirements specific to yachts are indicated in Tab 1.

Table 1 : Summary Table

Main subject	Reference
Classification notation and processes - Certification	Part A, Chapter 1 to Part A, Chapter 2
Stability and Subdivision	Part A, Chapter 2 (definitions) Part B, Chapter 2 and Part B, Chapter 3
Structure	Part A, Chapter 2 (definitions) Part B, Chapter 4 to Part B, Chapter 10
Machinery	Part A, Chapter 2 (definitions) Part C, Chapter 1
Electricity and Automation	Part A, Chapter 2 (definitions) Part C, Chapter 2 and Part C, Chapter 3
Fire protection, detection and extinction	Part A, Chapter 2 (definitions) Part C, Chapter 4
Materials, welding and working process	Part B, Chapter 11 and Part B, Chapter 12

2.1.2 Whenever necessary or justified, the Society may modify any requirement of the present Rules, lay down new ones and change the application of the Rules.

2.2 Other Regulations

2.2.1 The attention of Owners, designers, builders and other interested parties is drawn to requirements of applicable International Conventions (e.g Load Line, Solas, Marpol, as defined in Ch 2, Sec 1), National Rules and Regulations and other instruments. (Réfer to Part A, Chapter 2).

2.2.2 Ship Rules

When “Ship Rules” are mentioned in the present rules, reference is made to the Rules for the Classification of Steel Ships” of the Society. The designer has to contact the Society for information about any amendments to these Rules.

SECTION 2 CLASSIFICATION

1 Principles of classification

1.1 Classification notations

1.1.1 Ships complying with the requirements of these Rules are to comply with the classification requirements indicated in Part A of the Rules for Steel Ships.

1.2 Class symbols

1.2.1 They are assigned class symbols and construction marks as indicated in Part A, Ch 1, Sec 2, [2] and Part A, Ch 1 Sec 2, [3] of the Rules for Steel Ships.

1.3 Additional class notations

1.3.1 Ships complying with the requirements of these Rules may be assigned additional class notations as indicated in Pt A, Ch 1, Sec 2, [6] of the Rules for Steel Ships.

1.4 Navigation notations

1.4.1 Every classed yacht is to be assigned one navigation notation as listed:

- The navigation notation **unrestricted navigation** is assigned to a yacht intended to operate in any area and any period of the year.
- The navigation notation **unrestricted navigation limited to 60 nautical miles** is assigned to a yacht under 300 GT intended to operate only within 60 nautical miles from the shore.

The designation of the sea condition and the indication of any exemptions are defined in the Annex to the certificate of classification.

- The navigation notation **coastal area** is assigned to a yacht intended to operate only within 20 nautical miles from the shore and with a maximum sailing time of six hours from a port of refuge or safe sheltered anchorage.
- The navigation notation sheltered area is assigned to a yacht intended to operate in sheltered waters, i.e. harbours, setuaries, roadsteads, bay, lagoons and generally calm stretches of water and when the wind force does not exceed 6 Beaufort scale.

1.4.2 The assignment of a navigation notation, including the reduction of scantlings or specific arrangements for restricted navigation notation, is subject to compliance with the requirements laid down in Part B and Part C.

1.4.3 The assignment of a navigation notation does not absolve the Interested Party from compliance with any International or National regulations established by the Administrations for a ship operating in national waters, or a specific area, or a navigation zone.

1.5 Service notations

1.5.1 Ships complying with the requirements of these Rules are assigned one of the service notations **yacht** or **charter yacht**, which is always to be completed by one of the additional service features **motor** or **sailing** as indicated in Part A, Ch 1, Sec 2 of the Rules for Steel Ships:

- **charter yacht-motor** for ships intended for pleasure cruising, engaged in commercial sailing and propelled by a propulsion engine
- **charter yacht-sailing** for ships intended for pleasure cruising, engaged in commercial sailing and fitted with a sail propulsion, including those assisted by auxiliary engine propulsion
- **yacht-motor** for ships intended for pleasure cruising, other than charter yachts and propelled by a propulsion engine
- **yacht-sailing** for ships intended for pleasure cruising, other than charter yachts and fitted with a sail propulsion, including those assisted by auxiliary engine propulsion.

In addition, the service notations **yacht** or **charter yacht** are always completed by one of the following additional service features, as applicable:

- **C** when the hull is made of composite material
- **S** when the hull is made of steel material
- **A** when the hull is made of aluminium material
- **W** when the hull is made of wood material.

Example:

yacht-motor-S

SECTION 3

SURVEYS

1 Principles of surveys

1.1 General

1.1.1 Ships complying with the requirements of this Rule are to comply with the survey requirements indicated in Part A of the Rules for Steel Ships.

Ships constructed with hull material other than steel are also to comply with the additional requirements indicated in [2] and [3].

Ships assigned with the service notation **yacht** are not submitted to annual surveys for hull and machinery.

2 Class renewal survey

2.1 General

2.1.1 The class renewal survey of ships complying with the requirements of this Rule may be carried out according to the normal survey system (SS) or to the continuous survey system (CS) or to the planned maintenance survey system (for machinery) as indicated in Part A, Ch 2, Sec 2, [4] of the Rules for Steel Ships.

2.2 Ships with additional service feature C

2.2.1 An external examination of the coating condition is to be carried out. This examination is to be directed at discovering significant alteration of the coating or contact damages.

2.3 Ships with additional service feature W

2.3.1 For ships built with laminate wood and provided with sheathing or coating, an external examination of the protection of edges against water ingress is to be carried out.

For ships built with plank seams and butts, the condition of plank seams, butts and caulking is to be externally examined and renewal is to be carried out as found necessary by the Surveyor.

Where applicable, the timber of the main structural items is to be tapped specially in place where ventilation is poor.

When traces of worm or rot are found, the damaged pieces are to be adzed to sound wood or renewed as found necessary by the Surveyor.

2.4 Ships with additional service feature A

2.4.1 Highly stressed areas are to be externally examined and dye penetrant checks are to be carried out, as found necessary by the Surveyor.

Thickness measurements are to be carried out, in areas where chaffing or corrosion may have developed, as found necessary by the Surveyor.

3 Bottom survey

3.1 Ships with additional service feature W

3.1.1 The seams and butts of the garboard and bilges at midship, the keel scarphs and rabbets are to be examined. The same applies to caulking of the underwater parts specially butts and rabbets. The Surveyor may require caulking to be renewed or the hull to be recaulked as found necessary.

For hulls built with planks, a particular attention is to be given to the tightness of the junctions between planks.

The condition of the bolting and fastening and, in general, of metal parts, is to be examined.

If decay or rot is found or if the wood is worn, it is to be renewed as found necessary by the Surveyor.

Where the planking is sheathed with composite material, such as fibre reinforced plastic, the edges of planks are to be examined as found necessary by the Surveyor, in order to ascertain that no ingress of water has occurred along them.

3.2 Ships with additional service feature A

3.2.1 The appendages of the hull (hydrofoils, hydrofoil supports, skirt fixations, shaft brackets, as applicable) are to be examined as found necessary by the Surveyor, with particular attention to their fixation to the hull and to the surrounding area specially where deterioration of the hull protection is found.

SECTION 4

EC CERTIFICATION

1 General

1.1 Definition

1.1.1 All yachts put on the European Community (EC) market, and in a given hull length range (2,5 m to 24 m), are requested to be certified against harmonized EC directive.

Exception is made for yachts that are chartered (granted with a service notation **charter yacht** for Classification purpose), that do not fall within the scope of the EC Directive.

Note 1: Refer to EC directive 2003/44, as amended.

1.1.2 Bureau Veritas, acting as Notified Body (NB n° 0062), is empowered to perform such certification, on behalf of EC.

1.2 Application

1.2.1 For yachts having a hull length L_h greater than or equal to 12 m but not greater than 24 m, the design review requested by the EC directive is to be performed with referentials as specified in Tab 1.

Note 1: The definition of the hull length L_h is given in EN ISO standard 8666:2002. This definition is also reminded in Ch 2, Sec 1, [2.2.1].

1.2.2 For yachts having a hull length L_h greater than or equal to 2,5 m but not greater than 12 m, the certification is based on EC directive as only referential.

1.2.3 Yachts granted with Classification will be only partly considered as EC directive compliant.

Full compliance with EC directive will request additional safety requirements to be checked by the Society.

The safety requirements of EC Directive versus requirements of Class are shown in Tab 1.

Table 1 : Safety requirements of EC Directive

Req. n°	Subject (1)	Referential to be used (2) for		
		Class only	EC only	Class + EC
2	GENERAL REQUIREMENTS			
2.1	Hull Identification Number (HIN)	NA	B	B
2.2	Builder's plate	NA	B	B
2.3	Protection from falling overboard and means of reboarding	NA	B	B
2.4	Visibility from the main steering position	NA	B	B
2.5	Owner's manual	NA	B	B
3	INTEGRITY AND STRUCTURAL REQUIREMENTS			
3.1	Structure	A	A (3)	A
3.2	Stability and freeboard	A	B	C
	Subdivision and collision bulk-head	A	B	A
3.3	Buoyancy and flotation	A	A	A
3.4	Openings in hull, deck and superstructure	A	B	A
3.5	Flooding	A	B	A
3.6	Manufacturer's maximum recommended load	NA	B	B
3.7	Liferaft stowage	NA	B	B
3.8	Escape	A	B	C
3.9	Anchoring, mooring and towing	A	NA	A
4	HANDLING CHARACTERISTICS			
4.1	Sea trials	A	B	C
5	INSTALLATION REQUIREMENTS			
5.1	Engines and engine spaces	A	B	A
5.2	Fuel system	A	B	A
5.3	Electrical system	A	B	A
5.4	Steering system	A	B	C
5.5	Gas system	NA	B	B
5.6	Fire protection	A	B	A
5.7	Navigation lights	A	B	A
5.8	Discharge prevention	NA	B	B
(1)	The table is based on EC Directive 94/25			
(2)	Identification of referentials: NA = Not applicable A = BV Rules B = EC Directive C = BV Rules + EC directive			
(3)	Design categories defined by EC directive are taken into consideration through loads reduction factors, so-called navigation coefficients, defined in Pt B, Ch 4, Sec 2.			

SECTION 5 INTERVENTION ON BEHALF OF NATIONAL AUTHORITIES

1 National and International Regulations

1.1 General

1.1.1 The classification of a ship does not relieve the interested party (Shipowner, Building Yard or Designer) from compliance with any requirements issued by Flag Administrations.

1.1.2 When authorised by the Flag Administration concerned, the Society will act on its behalf within the limits of such authorisation. In this respect, the Society will take into account the relevant National Requirements, survey the ship, report and issue or contribute to issue the corresponding certificate.

The above surveys do not fall within the scope of the classification of ships, even though their scope may overlap in part and may be carried out concurrently with surveys for assignment or maintenance of class.

1.1.3 In the case of a discrepancy between the provisions of the applicable International and National Regulations and those of the Rules, normally, the former take precedence. However, the Society reserves the right to call for the necessary adaptation to preserve the intention of the present Rules.

1.1.4 Ch 2, Sec 2, Tab 1, Ch 2, Sec 2, Tab 2 and Ch 2, Sec 2, Tab 3 suggest the cumulative effect of the several National and International Regulations and classification requirements.

SECTION 6

APPLICATION BY TYPE OF YACHTS

1 General

1.1

1.1.1 For guidance purpose, the limits and criteria given in Tab 1 are explicitly considered for the requirements in the various chapters of the present Rules.

Where the indication "No" is mentioned, it means that the relevant Rules requirements are not influenced by the limit or criteria given in the first column.

Where the indication "Yes" is mentioned, its means that the relevant Rules requirements are different depending on the limits or criteria given in the first column. An additional detailed information may be given as table foot note.

Table 1 : Limits and criteria

Item	Hull	Stability	Machinery	Electricity/ Automation	Fire safety
Rules reference	Part B, Chapter 4 to Part B, Chapter 10	Part B, Chapter 3	Part C, Chapter 1	Part C, Chapter 2 to Part C, Chapter 3	Part C, Chapter 4
Types of yachts: - Monohull - Catamarans	Yes	Yes	Yes (4)	Yes (4)	No
Classification notation - Sheltered area - Coastal area - Unrestricted navigation	Yes	Yes	Yes	No	Yes
Type of propulsion: - Motor - Sail	Yes	Yes	Yes (4)	Yes	No
Speed: - Fast - Slow	Yes	No	No	No	No
Hull material: - Steel - Aluminium - Composites - Wood	Yes	No	No	No	Yes
Length (1): - < 24m - ≥ 24m	No	Yes	Yes	Yes	Yes
Number of passengers: - 0 - 12 - 13 - 36 - > 36	No	Yes (2)	Yes (3)	Yes	Yes
Tonnage: - < 500 GT - ≥ 500 GT	No	No	Yes	Yes	Yes
Installed power (ME: propulsion engines/EP: electrical power) - ≤ 375 kW - > 375 kW	No	No	Yes for ME (4)	Yes for EP (4)	Yes for EP
(1) Length according to International Rules (Load line). Only 12 passengers benchmark considered.					
(2) Only 36 passengers benchmark considered.					
(3) Only 12 passengers benchmark considered.					
(4) Less stringent requirements for sailing yachts, for catamarans or for power limited to 375 kW.					

SECTION 1 DEFINITIONS

1 General

1.1 Application

1.1.1 This Chapter deals with the various possible interactions between the requirements for the Classification of a yacht and the requirements of the Flag Authorities applicable to such a yacht.

2 Definitions

2.1 Definitions used in the present Rules

2.1.1 The general definitions used in the present Rules are given hereafter:

- Administration: Government of the State whose flag the yacht is entitled to fly
- International Rules: International Rules and Regulations used by Administrations as referential, partly or in full

Note 1: See [2.1.2] for the list of main International Rules.

- National Rules: Set of Rules and Regulations of a Flag Administration applicable for the registration of a yacht by this Flag Administration
- Rules: The present set of Rules
- Society: The Classification Society to which the yacht is classed.

2.1.2 The International Rules mentioned in [2.1.1] are mainly:

- Load Line Convention: International Convention on Load Lines, 1966, as amended
- Solas Convention: International Convention for the Safety of the Life at Sea, 1974, as amended
- Marpol Convention: International Convention for the Prevention of Pollution from Ships, 1973, as amended
- EC Directive: Directive 94/25/CE issued by the European Council dated June 16th, 1994, as amended.

2.1.3 Service notations

The service notations **yacht** and **charter yacht** are defined in Ch 1, Sec 2.

It is reminded that:

- the service notation **yacht** is granted to pleasure vessel operating for private use, and/or hired without crew,
- the service notation **charter yacht** is granted to pleasure vessel engaged in commercial sailing, e.g. hired with a crew.

Note 1: A yacht used alternately for private use and for commercial sailing is to be considered with the service notation **charter yacht**.

2.2 Definitions used in the International Rules

2.2.1 The main definitions used in the International Rules are given hereafter:

- Passenger: Every person other than the master and the members of the crew or other persons employed or engaged in any capacity on board the ship on the business of that ship, or a child under one year old
- Passenger ship: Ship which carries more than twelve passengers
- Cargo ship: Any ship which is not a passenger ship
- Length according to International Rules (L_{II}):

This length is equal to 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel, the waterline on which this length is measured shall be parallel to the design water line.

- Length according to EC Directive (L_I):

This length is to be measured parallel to the reference waterline and yacht centerline as the distance between two vertical planes, perpendicular to the centreplane of the yacht, one plane passing through the foremost part and the other through the aftermost part of the yacht.

This length includes all structural and integral parts of the yacht, such as wooden, plastic or metal stems or sterns, bulwarks and hull/deck joints.

This length excludes parts which are normally fixed, such as fixed spars, bowsprits, pulpits at either end of the yacht, stemhead fittings, rudders, outboard motor brackets, outdrives, waterjets and any propulsion units extending beyond the transom, diving and boarding platform, rubbing strakes and permanent fenders. Outdrives, waterjets, other propulsion units and all movable parts shall be measured in their normal operating condition to their maximum lengthwise extension when the craft is underway.

This length excludes outboard motors and any other type of equipment that can be detached without the use of tools.

- Gross tonnage:

Gross tonnage as calculated according to Annex 1 of the International Convention on Tonnage Measurement of Ships, 1969.

SECTION 2

APPLICATION

1 General

1.1 Application

1.1.1 The present Rules deal only with requirements for Classification.

Some additional requirements may be requested from the Flag Administration, without being classification requirements.

For guidance, the tables hereafter indicate the possible additional requirements (National Rules or International Rules) that may be requested by the Flag Administration:

- Tab 1 applies to vessels having the service notation **yacht**
- Tab 2 applies to vessels having the service notation **charter yacht** and carrying not more than 12 passengers
- Tab 3 applies to vessels having the service notation **charter yacht** and carrying more than 12 passengers.

1.1.2 Upon request of the ship Owner and with agreement of the Flag Administration, the Society may accept other requirements considered as equivalent, on a case by case basis.

Table 1 : Yacht

Type of vessel	Monohull or Multihull			
Hull materials	Steel or Aluminium or Composites or Wood			
Length according to EC Directive (L _n)	≤ 24 m		> 24 m	
Gross tonnage	< 400 GRT		400 GRT ≤	
Number of passengers	All			
Classification Rules	Present Rules			
Regulatory Framing	When State is EC member	When State is not EC member	All situations	All situations
National (1)	EC Directive	National Rules	National Rules	National Rules
International (indicated as reference)	EC Directive Marpol Annexes IV and V	No Marpol Annexes IV and V	No Marpol Annexes IV and V	No Marpol Annexes I, IV and V
(1) National Rules may supersede the International Regulatory Framing or may consider totally or partly the International regulatory Framing				

Table 2 : Charter yacht with not more than 12 passengers

Type of vessel	Monohull or Multihull			
Hull materials	Steel or Aluminium or Composites or Wood			
Length according to International Rules (L _{IL})	≤ 24 m	> 24 m		
Gross tonnage	< 400 GRT		400 GRT ≤ < 500 GRT	≥ 500 GRT
Classification Rules	Present Rules			
National Regulatory Framing	National Rules	National Rules	National Rules	National rules
International Regulatory Framing (indicated as reference)	No Marpol Annexes IV and V	Load Line Marpol Annexes IV and V	Load Line + Marpol Annexes I, IV and V	Load Line + Marpol Annex I, IV and V + Solas for Cargo Ships

Table 3 : Charter yacht with more than 12 passengers

Type of vessel	Monohull or Multihull			
Hull materials	Steel or Aluminium or Composites or Wood			
Load line length according to International Rules	≤ 24 m	> 24 m		
Gross tonnage	< 400 GRT	400 GRT ≤ < 500 GRT	≥ 500 GRT	
Classification Rules	Present Rules			
National Regulatory Framing	National Rules	National Rules	National Rules	National rules
International regulatory Framing (indicated as reference)	Solas for Passenger Ships + Marpol Annexes IV and V	Load Line + Marpol Annexes IV and V + Solas for Passenger Ships	Load Line + Marpol Annex I, IV and V + Solas for Passenger Ships	Load Line + Marpol Annex 1, IV and V + Solas for Passenger Ships

