

# 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 ( $L_{IL}$ ):

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 ( $L_E$ ):

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.