



RULES

FOR THE

BUILDING AND CLASSIFICATION OF YACHTS

OF THE

INTERNATIONAL RATING CLASSES

LLOYD'S REGISTER OF SHIPPING

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LLOYD'S REGISTER OF SHIPPING



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UNITED WITH THE
BRITISH CORPORATION REGISTER

RULES AND REGULATIONS

FOR THE

CONSTRUCTION AND CLASSIFICATION OF YACHTS
OF THE INTERNATIONAL RATING CLASSES

OFFICE: 71, FENCHURCH STREET, LONDON, E.C.3
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1949

PREFACE

At a Conference of Representatives of the International Yacht Racing Union, which was held in London in October 1919, it was decided to amend the International Rule of Measurement for Rating approved in 1906, and to request Lloyd's Register of Shipping in conjunction with the Bureau Veritas and Norske Veritas, to consider what modifications were necessary to the scantling requirements for yachts intended for racing in the International Rating Classes, in view of the amendments of the Rating Rule.

The Rules and Tables embodying the scantlings and arrangements for these yachts have been carefully considered by the three Classification Societies and the Principal Yacht Designers, and as now published have been agreed upon as suitable for yachts built in conformity with the requirements of the Rating Rule as amended in 1933 and applicable to all yachts built after 1936.

The Tables give the scantlings for each of the International Rating Classes, for Wood Yachts from 6 metres to 14 metres inclusive, and for Composite Yachts from 10 metres to 14 metres inclusive, and are made out on the metric system as well as in English measurements, in order to ensure uniformity in the different Countries.

In order to obtain a class with Lloyd's Register, a yacht will require to be built under the special survey of one of the Society's Surveyors.

It will be necessary for an application for the survey to be made by either the Owner or Builder, who should state the rating class for which the vessel is intended. Either plans or a specification of the yacht (on a form specially prepared for the purpose) showing the scantlings and the materials proposed, should accompany the application for survey.

Upon the satisfactory completion of the yacht, she will be classed "R." In the case of both Wood and Composite yachts, the classification will be for a term of years, depending upon the materials and fastenings used in their construction. The class "R" will denote that the scantlings of the yacht are as required for the rating class to which she may belong.

The specification forms referred to above and forms of request for special survey of yachts intended for the International Rating Classes, may be obtained on application to this office or to any of the Surveyors to Lloyd's Register.

LLOYD'S REGISTER OF SHIPPING,

71, FENCHURCH STREET, LONDON, E.C.3.

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LLOYD'S REGISTER OF SHIPPING

GENERAL RULES AND REGULATIONS

FOR THE

CLASSIFICATION AND SURVEY OF YACHTS

INTENDED FOR

RACING IN THE INTERNATIONAL RATING CLASSES.

1. The Superintendence of the Classification of Yachts intended to be classed in the Society's Yacht Register will be under the direction of the Committee of Management of Lloyd's Register of Shipping, and in accordance with the Rules and Regulations and Bye-laws of the Society.

2. The Surveyors will be directed to attend on Special Surveys of Yachts while building, or under damage or repair, when required. In all cases, the application for the services of the Surveyors must be made in writing.

3. The Surveyors to the Society are not permitted (without the special sanction of the Committee) to receive any fee, gratuity, or reward whatsoever for their own use or benefit, for any service performed by them in their capacity of Surveyors to this Society, on pain of immediate dismissal.

4. The Class assigned to a Yacht will in all cases be fixed, not by the Surveyors, but by the Committee, after due consideration of the reports of the Surveyors and such other documents as may be submitted to them.

5. All repairs of Yachts required at Ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Yacht Register, must be carried out under the inspection, and to the satisfaction of the Society's Surveyors. Yachts repaired at Ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

6. When the Surveyors consider repairs to be requisite, they are to communicate the same in writing to the Owner, Master, or Agent; and if such repairs be not entered upon, within a reasonable time, a corresponding report is then to be made to the Committee for their decision thereon.

7. Should the repairs suggested by the Surveyor be considered unnecessary or unreasonable, appeal may be made to the Committee, who will direct a Special Survey to be held, but should the opinion of the Surveyor be confirmed by the Committee, then the expense of such Special Survey is to be paid by the party appealing.

8. All reports of Survey are to be made in writing by the Surveyors, according to the forms prescribed; and such reports, together with all records relating to the Classification of Yachts, are to be carefully preserved and to be open to the inspection of the Owners, but no other person or persons are to have access to such documents except with the written consent of the Owners and under the direction of the Chairman or Deputy-Chairman. Copies of the original Reports (if the Yachts be already Classed, but not otherwise), so far as relates to the dimensions, scantlings, fastenings, and materials, in cases where the correctness of the reports in these particulars is certified by the builders, are granted, on application.

9. While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.

10. Fees are chargeable for all surveys held by the Society's Surveyors at ports in the United Kingdom in accordance with established scales.

For all surveys held at ports abroad a fee will be chargeable according to the nature and extent of the services rendered.

Travelling expenses incurred by the Surveyors in connection with the above services are also chargeable.

11. Certificates of Class, signed by the Chairman, the Deputy-Chairman, or the Chairman of the Sub-Committee of Classification, and countersigned by the Secretary, will be granted on application.

12. The class of a Yacht is liable to be withheld, or, if already granted, may be withdrawn or expunged from the Yacht Register in the case of non-payment of any fees or expenses chargeable on account of such Yacht.

NOTE.—The General Rules and Regulations for the Classification and Survey of Yachts are at present under revision.

REGULATIONS RELATING TO SURVEYS.

1. **Date of Build**—In every case the date of build of a yacht is to be reckoned from the last date of the survey for first entry of classification, when such survey is completed within six months of the date of launching; but when the first entry survey is not completed within that period, then the date of build will be reckoned from six months after the date of launching.

2. **Wood Yachts.**—Wood Yachts are, throughout the period for which they are classed, to be examined in dry dock or on a slipway annually, if practicable, but in no case is a longer period than two years to elapse between such surveys. When half the period of classification has elapsed, they must undergo the Special Survey, known as the "Half-time" Survey, particulars of which are given on page 5. At the end of their period of classification they will be eligible to obtain further periods of classification on the R class, by submitting to the requirements of the Special Surveys for Continuation or Restoration, *see* pages 5 to 7.

3. **Composite Yachts.**—Composite Yachts are, throughout the period for which they are classed, to be examined in dry dock or on a slipway annually, if practicable, but in no case is a longer period than two years to elapse between such surveys. They are also to be subjected to a Special Survey every four years, particulars of which are given on page 8, and such Special Surveys will be noted in the Yacht Register, and designated S.S.08, &c. At the end of their period of classification they will be eligible to obtain further periods of classification on the R class by submitting to the requirements of the Special Survey for Continuation, *see* pages 8 and 9.

4. **Notice of Surveys.**—In order to prevent the disappointment arising from yachts losing their class from want of survey, it may be pointed out that the duty of giving notice of Periodical Surveys required by the Rules, or when repairs are necessary in consequence of damage or from other causes rests with the Owners, Masters, or Agents.

5. **Surveys not complied with.**—When the Rules as regards surveys have not been complied with so that the yacht is not entitled to retain her class in the Yacht Register, the class will be expunged with a red line, under which the date of such withdrawal of class will be recorded.

6. **Defects.**—When it is found from reported defects that the yacht is not entitled to retain her class in the Yacht Register, the class will be expunged with a black line, under which the date of such withdrawal of class will be recorded.

7. **Class withdrawn.**—When the class of a yacht is withdrawn from the Yacht Register by the Committee in consequence of a request from the Owner, the fact will be indicated by the insertion of three dots (...) in column 11 of the Yacht Register.

8. **Class expired.**—At the termination of the several periods assigned to wood and composite yachts for retaining their class R, the word "Expired" will be inserted against them; and if not surveyed for a further period of classification, prior to the reprinting of the Register, they will appear without any class.

SURVEYS.

WOOD AND COMPOSITE YACHTS.

SPECIAL SURVEY WHILE BUILDING.

1. The Surveyors are to examine during the building of a yacht, the materials and workmanship from the laying of the keel to her completion; and to point out as early as possible anything that is objectionable, or that is not in accordance with the Rules, or as approved by the Committee for the particular yacht.
2. If upon completion of the yacht she be favourably reported to the Committee she will have the distinctive mark, thus †, assigned to her in the Yacht Register, showing that she has been built under Special Survey.

ANNUAL OR OCCASIONAL SURVEYS.

1. To enable a yacht to retain her class in the Yacht Register, she will require to be examined in dry dock or on a slipway by the Society's Surveyors annually if practicable, but in no case is a longer period than two years to elapse between such surveys.
2. At annual or occasional surveys and whenever a yacht is placed in dry dock or on a slipway the Society's Surveyors at the port are to avail themselves of the opportunity to examine the bottom of the yacht, and to examine the yacht throughout as far as practicable in order to satisfy themselves generally as to her condition.
3. In wood and composite yachts whenever the copper or yellow metal sheathing is stripped off, the condition of the planking, fastenings, and caulking is to be ascertained.

WOOD YACHTS.

HALF-TIME SURVEY.

1. The character of yachts classed **R** will be liable to be struck out of the Yacht Register unless they be submitted to the following intermediate survey, within periods not exceeding four years in the case of yachts classed from six to eight years, inclusive, either originally or on Continuation, or on Restoration, and within periods not exceeding half that assigned in yachts classed for longer terms.
2. The yacht to be placed in dry dock, or on ways, so that the keel and bottom may be examined (unless she has been thus surveyed by the Society's Surveyors within the previous twelve months), the interior to be cleared as far as practicable, and if ceiling be fitted in the hold, the limber and air courses are to be cleared where necessary.
3. The outside planking to be scraped bright and examined where considered necessary from any apparent defect.
4. The Surveyor is to satisfy himself as to the condition of the upper deck, covering board and coamings, the outside planking and the bolt fastenings whether of iron or yellow metal, and all other parts of the yacht as far as they can be seen.
5. The yellow metal bolts are to be tested to ascertain if any are broken, and the lead keel bolts are to be carefully examined and tested.
6. The condition of the caulking is to be ascertained.
7. The chain cables are to be ranged for inspection, and the anchors and general equipment are to be examined.

CONTINUATION OF THE **R** CLASS.

1. If on the termination of the period of original classification, or if at any subsequent period, not exceeding two-thirds of the number of years assigned originally, the Owner should wish to have his yacht remain or be replaced on the letter **R**, a request should be made in writing, and the Committee will direct a Special Survey as follows, to be held by a Surveyor to the Society.
2. The period assigned for Continuation will commence from the time the yacht may have gone off the letter **R**, without regard to the date when the Survey for this purpose may have been held. This period may be either one-third or two-thirds the number of years assigned originally, dependent on which of the following Surveys, designated Survey No. 1 and Survey No. 2, be complied with.
3. Yachts so continued shall be distinguished in the Yacht Register by the number of years for which the class is extended, being inserted under the number assigned on the original class, thereby

denoting that the yacht has been found on Survey in such good and efficient condition as to entitle her to be continued for the specified number of years.

4. Where such term for Continuation is assigned, the Half-time Survey (*see* page 5), is to be held.

Continuation Survey No. 1.—1. The yacht must be either placed in a dry dock or on blocks so that the keel and bottom may be examined. The interior to be cleared as far as practicable, and proper stages made outside. The outside to be scraped bright from the inner edge of the covering board down to two feet below the water line at the discretion of the Surveyor.

If the yacht has been sheathed with metal, under the inspection of one of the Society's Surveyors, within a period of two years, and it shall appear to the Surveyor that stripping from two feet below the water line upwards, or scraping the outside planking may be dispensed with, the case will receive due consideration on application to the Committee.

2. All portable ballast in hold is to be removed, and if ceiling be fitted in the hold, all air courses and limbers are to be cleared.

3. The Surveyor must by a careful examination satisfy himself of the condition of the frames and planking all fore and aft; where the frames are covered by cabin lining, their condition in way of the same must be ascertained by boring or by the removal of such parts of the cabin lining as required by the Surveyor.

4. The yellow metal bolts are to be tested to ascertain if any are broken, and the lead keel bolts are to be carefully examined and tested.

5. Where the bolts are of iron, not less than six on each side in the shelf and stringers, together with some hanging knee and chain plate bolts are to be driven out for examination; the condition of the bolts in the wood keel, stem and sternpost is also to be ascertained, but if this is not practicable, additional bolts of sufficient size must be driven through the floors and keel, also through the stem, sternpost, and deadwood to the satisfaction of the Surveyor.

6. All bolts and listings removed for the examination of the yacht's condition to be from such parts as the Surveyor may direct.

7. The condition of the caulking to be ascertained.

8. The chain cables are to be ranged for inspection, and the anchors and general equipment are to be examined.

9. All parts of the yacht are to be examined by the Surveyor to enable him to form a correct opinion as to their condition, and any repairs found necessary to place the yacht in a sound and efficient state must be completed to his satisfaction.

10. The Surveyor shall transmit to the Committee a detailed Report on these points, accompanied by such observations as may occur to him from inspection of the yacht, or from information as to the repairs she may have received.

11. If, from the Report of such Special Survey, the yacht shall appear to be in a sound and efficient state, the Committee shall continue her on the letter **R**, for such further period as they may think fit, not exceeding, however, one-third of the number of years which had been assigned originally.

Continuation Survey No. 2.—In order to render a yacht eligible to be continued on the **R** class for a longer period than one-third and not exceeding two-thirds of the number of years originally assigned, the following requirements must be carried out in addition to those specified for Continuation Survey No. 1:—

1. All sheathing to be entirely stripped off the bottom and elsewhere, unless it shall appear to the Surveyor that this requirement is unnecessary, in which case he should satisfy himself as to the condition of the planking by removing such portions of the sheathing as he may consider sufficient for the purpose.

2. Sufficient close lining to be removed from the inside of the frames, and if ceiling be fitted in the hold, listings are to be cut out of the ceiling at such parts as are considered necessary by the Surveyor, so that the condition of the frames throughout, and the inner surface of the outside planking may be satisfactorily ascertained by boring or otherwise.

3. Special attention is to be paid to the condition of the frames and planking at the ends of the yacht, and the Surveyor must take efficient means by boring or sounding to satisfy himself as to the condition of the deck beam ends and the heads of the frames.

4. The state of the deadwood forward and aft is to be ascertained by boring.

5. If, from the Report of such Special Survey, the yacht shall appear to be in a sound and thoroughly efficient state, the Committee shall continue her on the letter **R** for such further period as they may think fit, not exceeding, however, two-thirds of the number of years which had been assigned originally.

RESTORATION OF THE **R** CLASS.

If at any age of a yacht the Owner be desirous to have her Restored to the **R** class, such Restoration will be granted for a period of one-half of the term originally assigned (but in no case will the number of years so granted be less than five), the time to be reckoned from the date of such repairs, provided that a Special Survey be held by a Surveyor to the Society, and the following requirements be carried out in addition to those specified for Continuation Survey No. 2:—

1. The stem, sternpost and rudder where exposed, also the shelves, clamps and stringers are to be scraped bright where considered necessary by the Surveyor.

2. Where close ceiling is fitted at any part of the hold, a sufficient amount must be removed to enable the Surveyor to determine the condition of the frames and inner surface of the planking.

3. All chain plate bolts are to be tested and if necessary drawn for examination.

4. If from the Report of such Special Survey, it shall appear that all repairs found necessary have been completed to the satisfaction of the Surveyor and that the yacht is in a sound and thoroughly efficient state, she will be entitled to be Restored to the **R** class for a period not exceeding one-half the number of years originally assigned.

5. Where such term for Restoration is assigned, the Half-time Survey (*see* page 5), is to be held.

COMPOSITE YACHTS.

PERIODICAL SPECIAL SURVEYS.

First Special Survey.—At the First Special Survey the yacht is to be placed on blocks or on a slipway, so that the keel and bottom can be examined, and the lead keel bolts examined and tested. The hold must be cleared and portable ballast removed. The limber boards and ceiling, if the yacht be close ceiled, equal to one strake fore and aft on both sides in the hold, below the upper turn of the bilge, must be removed, and the yacht examined at all parts where practicable.

Second and Subsequent Special Surveys.—At the Second and subsequent Special Surveys the following requirements must be carried out in addition to those specified for the First Special Survey:—The condition of the floor-plates, frames, and keel plate must be still further ascertained by the removal of ceiling and cement at different parts, and by the removal, if necessary, of cabin lining sufficient to expose the condition of the frames, &c., in way of the same. Bolts are to be removed at various parts of the yacht for the purpose of ascertaining their condition, and whether there is any wasting in the frames. The chain cables are to be ranged for inspection, and the anchors and general equipment are to be examined.

CONTINUATION ON THE R CLASS.

1. If on the expiration of the term of years originally assigned, or at any age of a composite yacht, the Owner be desirous to have his yacht remain or be replaced on the R class, such continuation will be granted for a period not exceeding two-thirds the number of years assigned originally, provided a Special Survey, as hereafter described, be held by a Surveyor to the Society, and that all repairs found necessary be completed to his satisfaction.

2. The number of years assigned on Continuation to commence from the date of the completion of such repairs.

3. The yacht to be placed in dry dock or on blocks, so that the keel and bottom may be examined.

4. All sheathing to be entirely stripped off the bottom and elsewhere.

5. The hold to be cleared, and proper stages made outside.

6. All the outside planking from two feet below the water-line upwards, including covering board, to be scraped bright.

7. All close ceiling and lining to be removed from the inside of the frames, so that the condition of the frames throughout and the inner surface of the outside planking may be satisfactorily ascertained.

8. A plank of the bottom amidships in way of the bilge-plate, and one in the way of the sheerstrake on either side, also one plank between the keel and bilge-plate, and one between the bilge-plate and sheerstrake on either side, to be removed at the discretion of the Surveyor.

9. The condition of the deadwood to be ascertained by boring.

10. Bolts in number from six to twelve, according to the size of the yacht, to be driven out for examination.

11. The lead keel bolts are to be carefully examined and tested.

12. Cement is to be removed in places for the purpose of ascertaining the condition of the floors, frames, keel plate, butt-straps of outside planking, &c.

13. All iron or steel work to be scraped clean and recoated after examination.

14. The chain cables are to be ranged for inspection, and the anchors and general equipment are to be examined.

15. The Special Periodical Surveys to apply to yachts so Continued, as required for yachts on the original class.