structural strength of the vessel is sufficient for the draft corresponding to the freeboard assigned, and when requested shall furnish pertinent strength information to the Commandant.

(b) Vessels built and maintained in conformity with the requirements of a classification society recognized by the Commandant are considered to possess adequate strength for the purpose of the applicable requirements in this subchapter unless deemed otherwise by the Commandant.

[CGFR 68–60, 33 FR 10058, July 12, 1968, as amended by CGFR 68–126, 34 FR 9013, June 5, 1969]

§42.13–10 Freeboards assigned vessels.

(a) Vessels with mechanical means of propulsion, or lighters, barges, or other vessels without independent means of propulsion, shall be assigned freeboards in accordance with the provisions of §§42.13–1 to 42.20–75, inclusive.

(b) Vessels carrying timber deck cargoes may be assigned, in addition to the freeboards required by paragraph (a) of this section, timber freeboards in accordance with the provisions of §§42.25–1 to 42.25–20, inclusive.

(c) Vessels designed to carry sail, whether as the sole means of propulsion or as a supplementary means, and tugs, shall be assigned freeboards in accordance with the provisions of §§42.13–1 to 42.20–75, inclusive, and such additional freeboards as determined necessary by the Commandant under the procedure of paragraph (f) of this section.

(d) Vessels of wood or of composite construction, or of other materials the use of which the Commandant has approved, or vessels whose constructional features are such as to render the application of the provisions of §§42.13–1 to 42.25–20 unreasonable or impracticable, shall be assigned freeboards as determined necessary by the Commandant under the procedure of paragraph (f) of this section.

(e) The requirements in §§42.15–1 to 42.15–80, inclusive, shall apply to every vessel to which a minimum freeboard is assigned. Relaxations from these requirements may be granted to a vessel to which a greater than minimum freeboard is assigned provided the safety conditions of the vessel are determined to be satisfactory under paragraph (f) of this section.

(f) In each case specified by paragraphs (c) to (e) inclusive of this section, the assigning authority shall report to the Commandant the specific matters in which the vessel is deficient or requires special freeboard consideration due to design, arrangement, construction materials, propulsive method, or relaxation of requirements in this part. The report shall also furnish background data and recommendations of the assigning authority (including freeboard additions), as will enable the Commandant to reach a decision.

[CGFR 68–60, 33 FR 10058, July 12, 1968, as amended by CGFR 68–126, 34 FR 9013, June 5, 1969]

§42.13–15 Definitions of terms.

(a) *Length.* The length (*L*) shall be taken as 96 percent of the total length on a waterline at 85 percent of the least molded depth measured from the top of the keel, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

(b) *Perpendiculars.* The forward and after perpendiculars shall be taken at the forward and after ends of the length (*L*). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.

(c) *Amidships.* Amidships is at the middle of the length (*L*).

(d) *Breadth.* Unless expressly provided otherwise, the breadth (*B*) is the maximum breadth of the vessel, measured amidships to the molded line of the frame in a vessel with a metal shell and to the outer surface of the hull in a vessel with a shell of any other material.

(e) *Molded depth.* (1) The molded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side. In wood and composite vessels the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick