

# 1 Abstract

The purpose of this thesis is to define whether, in accordance with international conventions, a ship without mechanical propulsion can trade freely.

Non-mechanically propelled ships have been defined as ships that do not have a thermal engine as their main means of propulsion. The scope of application covers only cargo ships involved in international voyages.

This text is based primarily on the International Convention on the Law of the Sea of Montego Bay. The other conventions discussed are the GAIRS, Generally Accepted International Rules and Regulations.

The conclusion is that these regulations do not prevent these ships from trading but leave it to the flag States to define local regulations to govern their navigability.

The legislation of the European Union, Belgium, France, Panama and Vanuatu is then described. Some of these countries allow vessels without mechanical propulsion under 500 gross tonnage to engage in international transport.

Finally, the standards concerning wind assisted propulsion systems of the classification societies ABS, BV, DNV and LR are described. They allow the certification of these ships on condition that they have an auxiliary engine