

Small craft - Hull construction and scantlings - Part 5:  
Design pressures for monohulls, design stresses,  
scantlings determination (ISO 12215-5:2008, including  
Amd 1:2014)

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 12215-5:2018 sisaldab Euroopa standardi EN ISO 12215-5:2018 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 12215-5:2018 consists of the English text of the European standard EN ISO 12215-5:2018.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
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Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

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English Version

**Small craft - Hull construction and scantlings - Part 5:  
Design pressures for monohulls, design stresses, scantlings  
determination (ISO 12215-5:2008, including Amd 1:2014)**

Petits navires - Construction de coques et  
échantillonnage - Partie 5: Pressions de conception  
pour monocoques, contraintes de conception,  
détermination de l'échantillonnage (ISO 12215-5:2008,  
y compris Amd 1:2014)

Kleine Wasserfahrzeuge - Rumpfbauweise und  
Dimensionierung - Teil 5: Entwurfsdrücke für  
Einrumpffahrzeuge, Entwurfsspannungen, Ermittlung  
der Dimensionierung (ISO 12215-5:2008,  
einschließlich Amd 1:2014)

This European Standard was approved by CEN on 16 April 2018.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

## European foreword

The text of ISO 12215-5:2008, including Amd 1:2014 has been prepared by Technical Committee ISO/TC 188 "Small craft" of the International Organization for Standardization (ISO) and has been taken over as EN ISO 12215-5:2018.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2019, and conflicting national standards shall be withdrawn at the latest by March 2019.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 12215-5:2008.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2013/53/EU.

For relationship with EU Directive 2013/53/EU, see informative Annex ZA, which is an integral part of this document.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## Endorsement notice

The text of ISO 12215-5:2008, including Amd 1:2014 has been approved by CEN as EN ISO 12215-5:2018 without any modification.

## Annex ZA (informative)

### Relationship between this European Standard and the Essential Requirements of Directive 2013/53/EU aimed to be covered

This European standard has been prepared under a Commission's standardization request M/542 C(2015) 8736 final to provide one voluntary means of conforming to Essential Requirements of Directive 2013/53/EU.

Once this standard is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of this standard given in Table ZA.1 confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive and associated EFTA regulations.

**Table ZA.1 — Correspondence between this European Standard and Annex I of Directive 2013/53/EU**

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
Annex I, Part A, 2.5 – Owner's manual	12	
Annex I, Part A, 3.1 - Structure	All clauses	<p>The purpose of this part of this standard is to achieve overall structural strength that ensures the watertight and weathertight integrity of the watercraft.</p> <p>The standard provides requirements for scantling determination for monohull craft with a maximum speed <math>\leq 50</math> knots in <math>m_{LDC}</math> conditions constructed from fibre reinforced plastics, aluminium or steel alloys, glued wood (laminate) or similar suitable materials.</p> <p>It should be further noted that:</p> <ul style="list-style-type: none"> <li>— For the complete scantlings of the watercraft, this part of ISO 12215 shall be used in conjunction with Part 6, for details, Part 7 for multihulls, Part 8 for rudders, Part 9 for appendages and Part 10 for rig loads and rig attachments;</li> <li>— The scantling determination of windows, portlights, deadlights, hatches and doors, shall be in accordance with ISO 12216, the structure supporting these elements being in accordance with this part of ISO 12215.</li> </ul> <p>Annex A (see note to Annex A) provides a link to a software application using Microsoft excel to support this part and the determination of scantlings for watercraft in design categories A-C up to <math>L_H=12</math> m and in design category D up to <math>L_H=24</math> m that are constructed of GRP, steel and aluminium.</p>

**WARNING 1** — Presumption of conformity stays valid only as long as a reference to this European Standard is maintained in the list published in the Official Journal of the European Union. Users of this standard should consult frequently the latest list published in the Official Journal of the European Union.

**WARNING 2** — Other Union legislation may be applicable to the product(s) falling within the scope of this standard.

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## Introduction

The reason underlying the preparation of this part of ISO 12215 is that standards and recommended practices for loads on the hull and the dimensioning of small craft differ considerably from one to another, thus limiting the general worldwide acceptability of boat scantlings. This part of ISO 12215 has been set towards the lower boundary of the range of current practice.

The objective of this part of ISO 12215 is to achieve an overall structural strength that ensures the watertight and weathertight integrity of the craft. It is intended to be a tool to assess the scantlings of a craft against lower bound practice and it is not intended to be a structural design procedure.

The scantling requirements are based principally on providing adequate local strength. Serviceability issues such as deflection under normal operating loads, global strength and its connected shell and deck stability are not addressed. The criteria contained within may need to be supplemented by additional considerations deemed necessary by the designer of the structure.

The mechanical property data supplied as default values make no explicit allowance for deterioration in service nor provide any guarantee that these values can be obtained for any particular craft. The responsibility for the decision to use this part of ISO 12215 as part of the design procedure rests solely with the designer and/or manufacturer.

The design pressures given in this part of ISO 12215 are only used with the given equations.

Considering future development in technology and boat types and small craft currently outside the scope of this part of ISO 12215, provided methods supported by appropriate technology exist, consideration may be given to their use provided equivalent support for this part of ISO 12215 is achieved.

The dimensioning according to this part of ISO 12215 is regarded as reflecting current practice, provided the craft is correctly handled in the sense of good seamanship and operated at a speed appropriate to the prevailing sea state.

### Important notice:

- 1) ISO/TC 188/WG 18 believes that this part of ISO 12215 is the best that can be achieved at the time of publication. It has therefore decided to publish this document as an ISO Standard. It is anticipated that wider usage may reveal a number of issues that require modification. It is for this reason that WG 18 has asked for a revision of the document at the same time as its publication. This revision agreement will enable the group to amend this part of ISO 12215 quickly should this prove necessary.
- 2) In furtherance of this, this part of ISO 12215 needs to be applied with a critical mind, and users are invited to report to the TC secretariat, or national standardization body, any items that are considered to require correction, together with supporting evidence, be that theoretical or based on satisfactory, long-term service experience with actual boats operating in the appropriate design category sea states.