
**Small craft — Stability and buoyancy
assessment and categorization —**

**Part 2:
Sailing boats of hull length greater
than or equal to 6 m**

Petits navires — Évaluation et catégorisation de la stabilité et de la flottabilité —

Partie 2: Bateaux à voiles d'une longueur de coque supérieure ou égale à 6 m



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Published in Switzerland

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 188, *Small craft*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 464, *Small Craft*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This fourth edition cancels and replaces the third edition (ISO 12217-2:2015), of which it constitutes a minor revision. The main changes are as follows:

- the Normative references have been updated;
- the “allowance for the maximum mass of optional equipment and fittings not included in the manufacturer’s basic outfit” has been moved from [3.5.4](#) (maximum load) to [3.5.5](#) (maximum load condition);
- in [Clause F.1](#), the first paragraph has been slightly reworded as a Note, so as to clearly make an informative reference to ISO 10240, which has been moved from [Clause 2](#) to the Bibliography;
- in [Annex J](#), the calculation worksheet No. 1 has been corrected to reflect the changes in [3.5.4](#) and [3.5.5](#);
- minor editorial changes throughout the document.

A list of all parts in the ISO 12217 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user’s national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This document enables the determination of limiting environmental conditions for which an individual boat has been designed.

It enables the boat to be assigned to a design category appropriate to its design and maximum load. The design categories used align with those in the Recreational Craft Directive of the European Union, EU Directive 2013/53/EU.

[Annex J](#) provides worksheets to assist in the systematic assessment of a boat according to this document.

Small craft — Stability and buoyancy assessment and categorization —

Part 2:

Sailing boats of hull length greater than or equal to 6 m

CAUTION — Compliance with this document does not guarantee total safety or total freedom of risk from capsizing or sinking.

IMPORTANT — The electronic file of this document contains colours which are considered to be useful for the correct understanding of the document. Users should therefore consider printing this document using a colour printer.

1 Scope

This document specifies methods for evaluating the stability and buoyancy of intact (i.e. undamaged) boats. The flotation characteristics of boats susceptible to swamping are also encompassed.

The evaluation of stability and buoyancy properties using this document will enable the boat to be assigned to a design category (A, B, C or D) appropriate to its design and maximum load.

This document is principally applicable to boats propelled primarily by sail (even if fitted with an auxiliary engine) of 6 m up to and including 24 m hull length. However, it can also be applied to boats less than 6 m if they are habitable multihulls or can be applied if they do not attain the desired design category specified in ISO 12217-3 and they are decked and have quick-draining recesses which comply with ISO 11812.

In relation to habitable multihulls, this document includes assessment of susceptibility to inversion, definition of viable means of escape and requirements for inverted flotation.

This document excludes:

- inflatable and rigid-inflatable boats covered by the ISO 6185 series, except for references made in the ISO 6185 series to specific clauses of the ISO 12217 series;
- gondolas and pedalos;
- surfboards including sailing surfboards; and
- hydrofoils and foil stabilized boats when not operating in the displacement mode.

NOTE Displacement mode means that the boat is only supported by hydrostatic forces.

It does not include or evaluate the effects on stability of towing, fishing, dredging or lifting operations, which need to be separately considered if appropriate.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2896:2001, *Rigid cellular plastics — Determination of water absorption*

ISO 3864-1:2011, *Graphical symbols — Safety colours and safety signs — Part 1: Design principles for safety signs and safety markings*

ISO 8666:2020, *Small craft — Principal data*

ISO 9093, *Small craft — Seacocks and through-hull fittings*

ISO 9094, *Small craft — Fire protection*

ISO 11812, *Small craft — Watertight or quick-draining recesses and cockpits*

ISO 12216, *Small craft — Windows, portlights, hatches, deadlights and doors — Strength and watertightness requirements*

ISO 12217-1:2022, *Small craft — Stability and buoyancy assessment and categorization — Part 1: Non-sailing boats of hull length greater than or equal to 6 m*

ISO 14946:2021, *Small craft — Maximum load capacity*

ISO 15083, *Small craft — Bilge-pumping systems*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

NOTE The meanings of certain symbols used in the definitions are given in [Clause 4](#).

3.1 Primary

3.1.1

design category

description of the sea and wind conditions for which a boat is assessed to be suitable

Note 1 to entry: See also [9.2](#).

3.1.2

sailing boat

boat for which the primary means of propulsion is by wind power, having *reference sail area* ([3.4.8](#))

$$A_S \geq 0,07(m_{LDC})^{2/3}$$

Note 1 to entry: m_{LDC} is the mass of the boat in the maximum load condition, expressed in kilograms.

3.1.3

catamaran

boat with two main load-bearing hulls

EXAMPLE Boats with a centreline or bridge-deck nacelle which supports less than 30 % of the mass in the maximum load condition are considered to be catamarans. Proas are asymmetric catamarans.

3.1.4

trimaran

boat with a centre main hull and two sidehulls in which the centre hull, when the boat is upright, supports 30 % or more of the mass in the maximum load condition