

Väikelaevad. Kerekonstruktsioon ja konstruktsiooniosade mõõdud. Osa 9: Purjelaeva kere lisadetailid (ISO 12215-9:2012)

Small craft - Hull construction and scantlings - Part 9: Sailing craft appendages (ISO 12215-9:2012)

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 12215-9:2012 sisaldab Euroopa standardi EN ISO 12215-9:2012 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 12215-9:2012 consists of the English text of the European standard EN ISO 12215-9:2012.
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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English Version

Small craft - Hull construction and scantlings - Part 9: Sailing
craft appendages (ISO 12215-9:2012)

Petits navires - Construction de coques et échantillonnage -
Partie 9: Appendices des bateaux à voiles (ISO 12215-
9:2012)

Kleine Wasserfahrzeuge - Rumpfbauweise und
Dimensionierung - Teil 9: Anhänge von Segelbooten (ISO
12215-9:2012)

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Foreword

This document (EN ISO 12215-9:2012) has been prepared by Technical Committee ISO/TC 188 "Small craft".

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of an identical text or by endorsement, at the latest by December 2012, and conflicting national standards shall be withdrawn at the latest by December 2012.

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

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.

For relationship with EU Directive, 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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 12215-9:2012 has been approved by CEN as a EN ISO 12215-9:2012 without any modification.

Annex ZA (informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 94/25/EC as amended by Directive 2003/44/EC

This European Standard has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association to provide one means of conforming to Essential Requirements of the New Approach Directive 94/25/EC as amended by 2003/44/EC on Recreational Craft.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, 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 relevant Essential Requirements of that Directive and associated EFTA regulations.

Table ZA.1: Correspondence between this European Standard and Directive 94/25/EC as amended by Directive 2003/44/EC

Clauses/sub-clauses of this European Standard	Essential requirements (ERs) of EU Directive 94/25/EC as amended by Directive 2003/44/EC	Qualifying remarks/Notes
All clauses	Annex I, A, Clause 3.1	The standard provides requirements for strength of monohull sailing boat appendages with conventional keel configurations

WARNING: Other requirements and other EU Directives 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, thus limiting the general worldwide acceptability of craft.

The loss of a keel leading to craft capsize is one of the major casualty hazards on sailing craft and therefore the structural efficiency of all elements of the keel and its connection to the craft is paramount.

This part of ISO 12215 specifies the design loads and their associated stress factors. The user then has a choice between one or the other of the following available options for assessing the structural arrangement.

- a) Use of advanced engineering methods which allow the structure to be modelled as three-dimensional: suitable methods include finite element analysis and subsets thereof such as matrix displacement or framework methods. General guidance is provided on modelling assumptions within this part of ISO 12215.
- b) Use of simplified, generally two-dimensional, “strength of materials”-based stress equations: These are presented in Annexes B to F and, if this option is chosen, use of the equations will be necessary to fulfil the requirements of this part of ISO 12215.

This part of ISO 12215 has been developed applying present practice and sound engineering principles. The design loads and criteria of this part of ISO 12215 may be used with the scantling determination equations of this part of ISO 12215 or using equivalent engineering methods as indicated in a), above.

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 equipped and operated at a speed appropriate to the prevailing sea state.

During the latter stages of the development of the ISO 12215 series, and after publication of key parts, a number of authorities adopted this International Standard for the assessment of high-performance racing yachts. While, in theory, a category A blue-water cruising yacht could experience the same loads as a competitive racing yacht, the latter has not been the principal focus of ISO 12215. Consequently, designers are strongly cautioned against attempting to design high-performance racing craft such that nearly all structural components only just comply.

Small craft — Hull construction and scantlings —

Part 9: Sailing craft appendages

1 Scope

This part of ISO 12215 defines the loads and specifies the scantlings of sailing craft appendages on monohull sailing craft with a length of hull, L_H , of up to 24 m, measured according to ISO 8666. It gives

- design stresses,
- the structural components to be assessed,
- load cases and design loads for keel, centreboard and their attachments,
- computational methods and modelling guidance, and
- the means for compliance with its provisions.

2 Normative references

The following referenced documents are indispensable for the application 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 898-1, *Mechanical properties of fasteners made of carbon steel and alloy steel — Part 1: Bolts, screws and studs with specified property classes — Coarse thread and fine pitch thread*

ISO 3506-1, *Mechanical properties of corrosion-resistant stainless steel fasteners — Part 1: Bolts, screws and studs*

ISO 8666, *Small craft — Principal data*

ISO 12215-3, *Small craft — Hull construction and scantlings — Part 3: Materials — Steel, aluminium alloys, wood, other materials*

ISO 12215-5:2008, *Small craft — Hull construction and scantlings — Part 5: Design pressures for monohulls, design stress, scantlings determination*

ISO 12215-6:2008, *Small craft — Hull construction and scantlings — Part 6: Structural arrangements and details*

ISO 12217-2, *Small craft — Stability and buoyancy assessment and categorization — Part 2: Sailing boats of hull length greater than or equal to 6 m*