

STN	Malé plavidlá Konštrukcia trupu a dimenzovanie Časť 5: Navrhovanie tlakov pre monotrupy, navrhovanie napätí, určovanie rozmerov stavebných prvkov (ISO 12215-5: 2019)	STN EN ISO 12215-5 32 0871
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Small craft - Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantlings determination (ISO 12215-5:2019)

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

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Small craft - Hull construction and scantlings - Part 5: Design pressures for monohulls, design stresses, scantlings determination (ISO 12215-5:2019)

Petits navires - Construction de coques et échantillonnage - Partie 5: Pressions de conception pour monocoques, contraintes de conception, détermination de l'échantillonnage (ISO 12215-5:2019)

Kleine Wasserfahrzeuge - Rumpfbauweise und Dimensionierung - Teil 5: Entwurfsdrücke für Einrumpffahrzeuge, Entwurfsspannungen, Ermittlung der Dimensionierung (ISO 12215-5:2019)

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

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EN ISO 12215-5:2019 (E)

Contents	Page
European foreword.....	3
Annex ZA (informative) Relationship between this European Standard and the essential requirements of Directive 2013/53/EU aimed to be covered.....	4

European foreword

This document (EN ISO 12215-5:2019) has been prepared by Technical Committee ISO/TC 188 "Small craft" in collaboration with CCMC.

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of an identical text or by endorsement, at the latest by December 2019, and conflicting national standards shall be withdrawn at the latest by June 2021.

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 12215-5:2018.

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(s).

For relationship with EU Directive(s), 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 12215-5:2019 has been approved by CEN as EN ISO 12215-5:2019 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	13 except 13.4 A.7.4	A.7.4 provides advice to builders and designers to clearly explain the need to monitor cracking in panels and possible failure.
Annex I, Part A, 3.1 - Structure	All clauses except Clause 12 and Annex J	This document provides a means of demonstrating conformity with this requirement for recreational craft as defined in Article 3(2) of Directive 2013/53/EU to 24m hull length (L_H) only. (Hull length means the length of the hull measured in accordance with ISO 8666.) Workboats (craft for professional use as defined in Table J.1 of this document) are not within the scope of RCD 2013/53/EU, Article 2.1. This document considers all parts of the craft that are assumed to be watertight or weathertight when assessing stability, freeboard and buoyancy in accordance with ISO 12217.

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.

**INTERNATIONAL
STANDARD**

**ISO
12215-5**

Second edition
2019-05

**Small craft — Hull construction and
scantlings —**

Part 5:
**Design pressures for monohulls,
design stresses, scantlings
determination**

Petits navires — Construction de coques et échantillonnage —

*Partie 5: Pressions de conception pour monocoques, contraintes de
conception, détermination de l'échantillonnage*



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Contents

	Page
Foreword	v
Introduction	vii
1 Scope	1
2 Normative references	2
3 Terms and definitions	2
4 Symbols	4
5 General	6
5.1 Materials.....	6
5.2 Overall procedure for scantlings determination.....	6
6 Main dimensions, data and areas	7
6.1 Dimensions and data.....	7
6.2 Areas.....	7
6.2.1 General.....	7
7 Dimensions of panels and stiffeners	9
7.1 General.....	9
7.2 Rectangular grid of panels and stiffeners.....	10
7.3 Non-rectangular panels.....	12
7.3.1 Trapezoidal or triangular panels.....	12
7.3.2 Other shapes.....	13
7.4 Pressure on a panel or a stiffener.....	14
8 Pressure adjusting factors	15
8.1 General.....	15
8.2 Design category factor k_{DC}	15
8.3 Dynamic load factor k_{DYN}	15
8.4 Longitudinal pressure distribution factor k_L	16
8.5 Area pressure reduction factor k_{AR}	17
8.6 Superstructures and deckhouse pressure reduction factor k_{SUP}	18
8.7 Pressure correcting factor k_{SLS} for slamming of light and stable sailing craft.....	18
9 Design pressures	19
9.1 Design pressure for motor craft.....	19
9.2 Design pressure for sailing craft.....	21
9.3 Watertight bulkheads and integral tank boundaries design pressure.....	22
9.3.1 General.....	22
9.3.2 Integral tanks wash plates.....	23
9.3.3 Collision bulkheads.....	23
9.3.4 Non-watertight or partial bulkheads.....	24
9.3.5 Centreboards of lifting keel wells.....	24
9.3.6 Transmission of pillar loads.....	24
9.3.7 Loads from outboard engines.....	24
10 Mechanical properties and design stresses	24
10.1 Boat building quality factor k_{BB}	24
10.2 Assessment method factor k_{AM}	25
10.3 Design stresses according to material and calculation method.....	25
11 Methods for structural analysis and scantlings determination	27
11.1 The six available methods.....	27
11.2 Method 1: "Simplified" method.....	27
11.3 Method 2: "Enhanced" method (ply by ply analysis).....	28
11.4 Method 3: "Developed" method for any laminate, including non-balanced laminates.....	28
11.5 Method 4: "Direct test method".....	28
11.6 Method 5: "FEM" Finite Element Method.....	28

ISO 12215-5:2019(E)

11.6.1	General considerations.....	28
11.6.2	General guidance for assessment by 3-D numerical procedures.....	29
11.6.3	Boundary assumptions and load application	29
11.6.4	Model idealisation	29
11.7	Method 6: Alternative test: Drop test.....	29
11.8	"Good practice" minimal thickness	30
12	Craft for professional use: Commercial craft and workboats.....	30
13	Owner's manual	30
13.1	General.....	30
13.2	Normal mode of operation	30
13.3	Information to take care of sandwich plating.....	30
13.4	Information required by Annex J for commercial craft and workboats.....	30
14	Application form.....	30
Annex A	(normative) Application of methods of analysis 1 to 3 of Table 18.....	31
Annex B	(normative) Mechanical properties and design stress of metals	58
Annex C	(normative) FRP laminates properties and calculations.....	61
Annex D	(normative) Drop test for craft <6 m.....	73
Annex E	(normative) Sandwich calculations.....	76
Annex F	(normative) Wood/plywood laminate properties and calculations	80
Annex G	(normative) Geometric properties of stiffeners	89
Annex H	(normative) Laminate stack analysis for plating and stiffeners	101
Annex I	(informative) "Good practice " values for minimum thickness or dry fibre mass	116
Annex J	(normative) Commercial craft and workboats — Additional requirements	118
Annex K	(informative) Loads induced by outboard engines.....	121
Annex L	(informative) Application form of ISO 12215-5.....	123
Bibliography	125

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 on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 188, *Small craft*.

This second edition cancels and replaces the first edition (ISO 12215-5:2008, including its amendment ISO 12215-5:2008/Amd 1:2014), which has been technically revised.

One of the main reasons to achieve this revision, after a decade implementing the first edition, was to allow other scantlings calculation methods than those given in the 2008 edition, noting the huge development of finite element analysis methods and software, and the trend already applied in ISO 12215-9 (keels and appendages) and ISO 12215-7 (multihulls).

Therefore, in this new edition, like in many other scantlings standards, the design pressure loads, and the design stresses are given in the main body of the standard and, where needed, the scantlings calculation methods are detailed in Annexes.

The main changes compared to the previous edition are as follows:

- clarification of the scope and of many definitions, dimensions, and assessment;
- definition of a theoretical hull/deck limit height Z_{SDT} in [Table 3](#);
- renaming of n_{GC} into k_{DYN} in [Table 7](#);
- lowering of the values of k_L in the aft part of the craft in [Table 8](#);
- deletion of $k_{AR\ min}$, to better consider large panels, mainly sandwiches, in [Table 9](#);
- improvement of the values of k_{SUP} in [Table 10](#);
- modification of design pressures for motor and sailing craft in [Tables 12 & 13](#);
- modification of design stresses introducing k_{BB} and k_{AM} factors in [Tables 15 to 17](#);
- incorporation of requirements for work boats in [Table 2](#), [Clause 12](#) and [Annex J](#);
- possibility to use a wider range of assessment methods detailed in [Table 18](#);

ISO 12215-5:2019(E)

- move of the previous assessment method (now called "simplified") in [Annex A](#);
- improvements/clarification of the simplified method (panel assessment, hard chined sections, frameless sections, simple and double curvature, attached plating, requirements for core, etc.);
- development of [Annex C](#) for the determination of mechanical properties of composites;
- reminder in [A.14](#) of the requirements of ISO 12215-9 on reinforcement of the hull in way of ballast keel attachment;
- new [Annex I](#) only recommending minimum thickness for single skin and sandwich that are no longer mandatory;
- new [Annex J](#) defining different types of commercial craft and workboats and their requirements;
- new [Annex K](#) defining loads induced by outboard engines;
- new [Annex L](#) proposing an application sheet of this document to explain how it has been used;
- for clarity, this edition generally uses tables to present formulas and requirements.

A list of all parts in the ISO 12215 series can be found in the ISO website.

NOTE The mechanical properties of ISO 12215-1 to -3 are largely superseded by the ones of this document.

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

The reason underlying the preparation of this document 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 scantlings. This document has been set towards the minimal requirements of the current practice.

The implementation of this document allows to achieve an overall structural strength that ensures the watertight and weathertight integrity of the craft. This document is intended to be a tool to determine the scantlings of a craft as per minimal requirements. It is not intended to be a structural design procedure.

It is also emphasized that this document should only be used to check the main structural features of a craft but should not be used as a scantlings guide. Users of this document should have practical and theoretical experience in strength of materials and engineering, even if calculation software are available. Many details can have a significant influence on the final stresses and strength of the structure, ISO 12215-6 shows "established practice".

The scantlings requirements aim at 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 in this document. The related criteria may need to be addressed by additional considerations, as deemed necessary by the users of this document.

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. Considering the future development in technology and the boat types and small craft outside the scope of this document, other methods than those described in this document exist, supported by appropriate technology, that can be used provided that they lead to equivalent results.

The dimensioning according to this document 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.

Small craft — Hull construction and scantlings —

Part 5:

Design pressures for monohulls, design stresses, scantlings determination

1 Scope

This document defines the dimensions, design local pressures, mechanical properties and design stresses for the scantlings determination of monohull small craft with a hull length (L_H) or a load line length (see NOTE 1) of up to 24 m. It considers all parts of the craft that are assumed to be watertight or weathertight when assessing stability, freeboard and buoyancy in accordance with ISO 12217.

NOTE 1 The load line length is defined in the IMO "International Load Lines Convention 1966/2005", it can be larger than L_H for craft with overhangs. This length also sets up at 24 m the lower limit of several IMO conventions.

The main core of this document determines the local design pressures and stresses for monohulls and details the possible scantlings methods derived from these pressures and stresses, both for monohulls and multihulls (see NOTE 2). The assessment process requires, where relevant, the application of Annexes.

This document is applicable to small craft, in intact condition, of the two following types:

- recreational craft, including recreational charter vessels;
- small commercial craft and workboats, see [Clause 12](#) and [Annex J](#).

It is not applicable to racing craft designed only for professional racing.

NOTE 2 Local pressures and stresses for multihulls are given in ISO 12215-7.

This document is applicable to the structures supporting windows, portlights, hatches, deadlights, and doors.

For the complete scantlings of the craft, this document is intended to be used with ISO 12215-8 for rudders, ISO 12215-9 for appendages and ISO 12215-10 for rig loads and rig attachments.

This document covers small craft built from the following materials:

- fibre-reinforced plastics, either in single skin or sandwich construction;
- aluminium or steel alloys;
- glued wood or plywood (single skin or sandwich), excluding traditional wood construction;
- non-reinforced plastics for craft with a hull length less than 6 m (see [Annex D](#)).

Throughout this document, unless otherwise specified, dimensions are in (m), areas in (m^2), masses in (kg), forces in (N), moments in (N.m), pressures in kN/m^2 ($1 kN/m^2 = 1 kPa$), stresses and elastic modulus in N/mm^2 ($1 N/mm^2 = 1 Mpa$). Max(a;b;c) means that the required value is the maximum of a, b, and c; and min(d;e;f) means that the required value is the minimum of d, e, and f.

ISO 12215-5:2019(E)**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 8666:2016, *Small craft — Principal data*

ISO 12215-9:2012, *Small craft — Hull construction and scantlings — Part 9: Sailing craft appendages*

ISO 12217-1:2015, *Small craft — Stability and buoyancy assessment and categorization — Part 1: Non-sailing boats of hull length greater than or equal to 6 m*

ISO 12217-2:2015, *Small craft — Stability and buoyancy assessment and categorization — Part 2: Sailing boats of hull length greater than or equal to 6 m*

ISO 12217-3:2015, *Small craft — Stability and buoyancy assessment and categorization — Part 3: Boats of hull length less than 6 m*

koniec náhľadu – text ďalej pokračuje v platenej verzii STN