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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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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](#);

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- 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.

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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.