



**SLOVENSKI STANDARD**  
**SIST EN ISO 12217-3:2002/A1:2009**  
**01-september-2009**

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Small craft - Stability and buoyancy assessment and categorization - Part 3: Boats of hull length less than 6 m - Amendment 1 (ISO 12217-3:2002/Amd 1:2009)

Kleine Wasserfahrzeuge - Stabilitäts- und Auftriebsbewertung und Kategorisierung - Teil 3: Boote mit einer Rumpflänge kleiner als 6 m - Änderung 1 (ISO 12217-3:2002/Amd 1:2009)

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Petits navires - Évaluation de la stabilité et de la flottabilité et catégorisation - Partie 3: Bateaux d'une longueur de coque inférieure à 6 m - Amendement 1 (ISO 12217-3:2002/Amd 1:2009)

**Ta slovenski standard je istoveten z: EN ISO 12217-3:2002/A1:2009**

**ICS:**

47.080 [ ]} ã Small craft

**SIST EN ISO 12217-3:2002/A1:2009 en,fr**

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**EN ISO 12217-3:2002/A1**

June 2009

ICS 47.080

English Version

**Small craft - Stability and buoyancy assessment and categorization - Part 3: Boats of hull length less than 6 m - Amendment 1 (ISO 12217-3:2002/Amd 1:2009)**

Petits navires - Évaluation de la stabilité et de la flottabilité et catégorisation - Partie 3: Bateaux d'une longueur de coque inférieure à 6 m - Amendement 1 (ISO 12217-3:2002/Amd 1:2009)

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This amendment A1 modifies the European Standard EN ISO 12217-3:2002; it was approved by CEN on 27 May 2009.

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

This amendment 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 Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, 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 and United Kingdom.



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

**Management Centre: Avenue Marnix 17, B-1000 Brussels**

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## Foreword

This document (EN ISO 12217-3:2002/A1:2009) has been prepared by Technical Committee ISO/TC 188 "Small craft".

This Amendment to the European Standard EN ISO 12217-3:2002 shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by December 2009, and conflicting national standards shall be withdrawn at the latest by December 2009.

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 EC Directive.

For relationship with EC 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, 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 and the United Kingdom.

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### Endorsement notice

[SIST EN ISO 12217-3:2002/A1:2009](https://standards.iteh.ai/catalog/standards/sist/147c9f5c-74842-b191-2b33680882e0/sist-en-iso-12217-3-2002-a1-2009)

The text of ISO 12217-3: 2002/Amd 1:2009 has been approved by CEN as a EN ISO 12217-3:2002/A1:2009 without any modification.

## Annex ZA (informative)

### Relationship between this International Standard and the Essential Requirements of EU Directive 94/25/EC

This International 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 relating to recreational craft, as amended by New Approach Directive 2003/44/EC.

Once this standard is cited in the Official Journal of the European Communities 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 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.

**WARNING — Other requirements and other EU Directives may be applicable to the products falling within the scope of this standard.**

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# INTERNATIONAL STANDARD

# ISO 12217-3

First edition  
2002-05-01

**AMENDMENT 1**  
2009-06-15

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

Part 3:  
**Boats of hull length less than 6 m**

AMENDMENT 1

iTeh STANDARD PREVIEW

*(standards.iteh.ai)*  
*Petits navires — Évaluation de la stabilité et de la flottabilité et  
catégorisation —*

*Partie 3: Bateaux d'une longueur de coque inférieure à 6 m*

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AMENDEMENT 1



Reference number  
ISO 12217-3:2002/Amd.1:2009(E)

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

Amendment 1 to ISO 12217-3:2002 was prepared by Technical Committee ISO/TC 188, *Small craft*.

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# Small craft — Stability and buoyancy assessment and categorization —

## Part 3: Boats of hull length less than 6 m

### AMENDMENT 1

Page 12, 6.3

Replace the content of 6.3 with the following:

#### 6.3 Offset-load tests

##### 6.3.1 General

**6.3.1.1** This test is to demonstrate sufficient stability against offset loading by the crew, for unswamped boats. If it is more convenient, people may be used instead of test weights provided that the mass of each person used equals or exceeds that of the relevant test weight. Calculation of stability using a mass for the boat established by measurement may be used instead of a practical test. Testing shall be conducted in conditions of smooth water and light winds.

**6.3.1.2** Each boat shall be tested according to the offset-load test using either the simplified method in 6.3.2 or the full method in 6.3.3. The full method may be applied using either the physical test or the calculation method. The simplified method may only be applied by calculation. If the mass in the light craft condition is less than 800 kg, the boat shall also be tested according to the gunwale load test in 6.3.4.

**NOTE** The simplified method incorporates greater safety margins and is most suitable for boats with generous static stability in relation to the crew limit, e.g. those with a crew limit of less than one per metre length.

**6.3.1.3** All boats shall be tested at loaded displacement mass,  $m_{LDC}$ , except that boats having any tank (fuel, fresh and black water, live wells, oils, etc.) that has a maximum transverse dimension greater than  $0,35 B_H$  shall be tested with all tanks as close as practicable to 50 % full, but never less than 25 % or more than 75 % full. Where applicable, free-surface effect shall be represented either by a virtual increase in the VCG or by using computer software that models the movement of fluid in tanks.

**6.3.1.4** In general, boats shall be tested when heeled to both port and starboard. However, where it is clearly evident that one direction of heel is the more critical, only heel angles in this direction need be tested.

**EXAMPLE** Initial list and/or lower downflooding openings on one side and/or crew area are clearly asymmetrical.

**6.3.1.5** During the tests, on boats with watertight or quick-draining cockpits, water may enter the cockpit through drains when the boat is heeled during the test, provided that this water drains overboard when the centre of gravity of all test weights on board are moved to the centreline. Where water enters the boat during the test, the heel angle and downflooding height measurements shall be recorded after the inflow of water has stopped.