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# Small craft — Hull construction and scantlings —

Part 10: **Rig loads and rig attachment in** sailing craft

iTeh STPetit navires R Construction de la coque et échantillonnage —

Partie 10: Charges dans le gréement et points d'attache du gréement dans les bateaux à voiles

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# Contents

Introduction       vi         1       Scope       1         2       Normative references       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method sond corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7       Developed method — General assessments, design moment       8         7.1       General       8         7.1.1       General topics on rigging design       8         7.1.2       General       8         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment $M_1$ , righting or heeling moment       10         7.2.2       Principle of design       10         7.2.4       Downwind longit dinal force $F_{ADOW}$ and nose trimming moment $M_{11DOWN}$ , running under spinnaker alone — "Normal" ( $S_{CG}$ ) or "exceptional" (	Introduction         vi           1         Scope         1           2         Normative references         1           3         Terms and definitions         3           5         Application of the document         4           5.1         General         4           5.2         The simplified method         4           5.3         The developed methods — Design stresses         6           6.1         General         6           6.2         Design load vs safety factor.         7           7         Developed method — General assessments, design moment         8           7.1.1         General         8           7.1.2         General         9           7.1.3         Rigging tods and adjustment information to be provided         9           7.2         Perceloped method — General assessments, design moment         10           7.2.1         General         10           7.2.2         Sali configurations:         9           7.1.3         Rigging tods and adjustment in	Forew	v <b>ord</b>			<b>v</b>		
1       Scope       1         2       Normative references       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment M <sub>in</sub> righting or heeling moment       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.4       Downwind longitudinal force F <sub>ADOWN</sub> and nose trimming moment M <sub>HDOWN</sub> running under spinnaker alone — "Normal" (S <sub>c6</sub> ) or         * exce	1       Scope       1         2       Normative references       1         3       Terms and definitions       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7       Developed method — General assessments, design moment       8         7.1.1       General topics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Trigging loads and adjustment information to be provided       9         7.2.1       General       10       7.2.2         7.2.2       Principle of design       10       7.2.3         7.2.3       Topics on multifuence or beeling moment $M_{RMAX}$ exceptional case, reaching under spinnaker, exceptional case, reaching under spinnaker, exceptional case       11         7.2.4       Downwind tonglutinal force $F_{ADWAX}$ and nose trimming moment $M_{HBROACH}$ while	Intro	luction			vi		
Normative references       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7.2       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment $M_{in}$ indition or here inspress       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulfs form stable sailing craft corresponding to case b) i.e.       11         Mynown, running under spinnaker:       13       10         7.2.4       Downwind fongitudinal force $F_{ADOWN}$ and nose trimming moment $M_{HDOWN}$ running under spin	2       Normative references       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       General       9         7.1.3       Ryligin loads sind adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulf/form schellesailing craft corresponding to case b) i.e.       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulf / form schellesailing craft corresponding to case b) i.e.       11         9       7.2.3       Topics on multihulf / form schellesailing craft corresponding to case b) i.e.       14         7.2.5	1	Scope					
2       Normal definitions       1         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed methods       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods – Design stresses       6         6.1       General       6         7       Developed method – General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment $M_0$ righting or beging moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.         httrim the $M_{\rm HOWN}$ running under spinnaker alone — "Normal" ( $S_{co}$ ) or "exceptional	2       Internation Control for the description         3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General topics on rigging design       8         7.1.2       Saft configurations:       9         7.1.3       Rigging bods and adjustment information to be provided       9         7.2.2       Principle of design       10         7.2.3       Topics on multibults/form stable satiling craft corresponding to case b) i.e.       10         10       7.2.4       Downwind homet "Agony" and hose trimming moment M <sub>MADOWN</sub> : running under spinnaker alone — "Normal" (S <sub>co</sub> ) or "exceptional" (S <sub>cd</sub> )	2	Normative references					
3       Terms and definitions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods – Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method – General assessments, design moment       8         7.1.1       General loopics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment M <sub>6.4</sub> sighting or beging moment       10         7.2.1       General       10         7.2.3       Topics on multihults/form stable sailing craft corresponding to case b) i.e.         Import M <sub>11</sub> < M <sub>1</sub>	3       1erms and deminions       1         4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods – Design stresses       6         6.1       General       6         7       Developed method – General assessments, design moment       8         7.1.1       General       8         7.1.2       General       9         7.1.3       Rigging boas and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multibulity form stable satiling craft corresponding to case b) i.e.       10         10       7.2.1       General       10         7.2.2       Principle of design       10         7.2.4       Downwind longtidinal force <i>P</i> _ABOW and nose trimming moment M <sub>HBOW</sub> , running under spinnaker alone — "Normal" (Sco) or "exceptional" (Sco) or "exceptional" (Sco) or "exceptional" (Sco) or "exceptional case, reaching under spinnaker, exceptional case, reaching under spinnaker alone = "Normal" (Sco) or "ex	2	m		,.	I		
4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods – Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method – General assessments, design moment       8         7.1.1       General copics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind fongitudinal force $F_{ADOWN}$ and nose trimming moment $M_{HEROACH}$ while broaching under spinnaker alone — "Normal" ( $S_{cg}$ ) or "exceptional case.       14         7.2.5       Maximum righting moment $M_{RMAX}$ exceptional case, reaching under spinnaker spinnaker of application       15	4       Symbols       3         5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment M <sub>6</sub> sighting or herling non-net or be provided       9         7.2.1       General       10       7.2.2         7.2.4       Downwind forigritufinal force F <sub>ADOWN</sub> and nose trimming moment M <sub>HDOWN</sub> running under spinnaker alone — "Normal" (S <sub>co</sub> ) or "exceptional case.       13         7.2.4       Downwind forigritufinal force F <sub>ADOWN</sub> and nose trimming moment M <sub>HDOWN</sub> running under spinnaker alone — "Normal" (S <sub>co</sub> ) or "exceptional case.       14         7.2.5       Maximum righting moment M <sub>RMAX</sub> -exceptional case, reaching under spinnaker alone       14         <	3	Terms	and def	initions	1		
5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Nigging loads and adjustment information to be provided       9         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind forigituitinal force $F_{A100WN}$ and nose trimming moment $M_{H00WWN}$ running under spinnaker alone — "Normal" ( $S_{c0}$ ) or       12         7.2.4       Downwind forigituitinal force $F_{A10WN}$ and nose trimming moment       14         7.2.5       Maximum righting moment $M_{RMAX}$ exceptional case, reaching under spinnaker alone — "Normal" ( $S_{c0}$ ) or       14         7.2.6	5       Application of the document       4         5.1       General       4         5.2       The simplified method       4         5.3       The developed methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       General       8         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihults/form stable sailing craft corresponding to case b) i.e.       11         Muthow Might 4 Might 4 Stable sailing craft corresponding to case b) i.e.       13         7.2.4       Downwind biogritulinal force $F_{ABDOWN}$ and nose trimming moment $M_{MIROACH}$ while broaching       14         7.2.5       Maximum righting moment $M_{RMAX}$ exceptional case.       14         7.2.6       Heeling force $F_{ABBOACH}$ and heeling moment $M_{HIROACH}$ while broaching       14         7.2.7	4	Symbo	ols		3		
5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sait configurations:       9         7.1.3       Rigging boads and adjustment information to be provided       9         7.2       Design moment $M_0$ : righting or heling moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       11         htt with $M_{\rm H} \in M_{\rm DDP}$ standards strong and nose trimming moment       13         7.2.4       Downwind longittidinal force $F_{ADOW}$ and nose trimming moment       14         7.2.5       Maximum righting moment $M_{\rm RMAX}$ exceptional case, reaching under spinnaker, exceptional case       14         7.2.7       Min	5.1       General       4         5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihults/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind fongitudinal force $F_{ABOWY}$ and nose trimming moment $M_{HDOWY}$ running under spinnaker alone — "Normal" ( $S_{cb}$ ) or "exceptional" ( $S_{cb}$ ) or "exceptional case.       14         7.2.5       Maximum righting moment $M_{RMAY}$ exceptional case, reaching under spinnaker, exceptional case.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.       14	5	Applic	cation of	the document	4		
5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging backs and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind fongitudinal force $F_{A100,00}$ and nose trimming moment       M <sub>MDOWN</sub> running under spinnaker alone — "Normal" ( $S_{cb}$ ) or         "exceptional" ( $S_{cb}$ )       14       7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.         7.4       Wing masts       21       22         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method </td <td>5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multitulits/form stable sailing craft corresponding to case b) i.e.       11         10       7.2.1       General       13         7.2.4       Downwind force <math>F_{ABROACH}</math> and hose trimming moment       14         7.2.5       Maximum righting moment <math>M_{RMAY}</math> exceptional case, reaching under spinnaker       14         7.2.6       Heeling force <math>F_{ABROACH}</math> and heeling moment <math>M_{HBBOACH}</math> while broaching under spinnaker, exceptional case, forces and points of application       15         7.4       Wing masts       21</td> <td></td> <td>5.1</td> <td>General</td> <td></td> <td> 4</td>	5.2       The simplified method       4         5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multitulits/form stable sailing craft corresponding to case b) i.e.       11         10       7.2.1       General       13         7.2.4       Downwind force $F_{ABROACH}$ and hose trimming moment       14         7.2.5       Maximum righting moment $M_{RMAY}$ exceptional case, reaching under spinnaker       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBBOACH}$ while broaching under spinnaker, exceptional case, forces and points of application       15         7.4       Wing masts       21		5.1	General		4		
5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General copics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.       10         7.2.3       Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind longitudinal force $F_{ADOWN}^{10}$ and nose trimming moment $M_{HOWN}$ , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or         "exceptional" ( $S_{c8}$ )       14       7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker, exceptional case       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment to be analyzed       14         7	5.3       The developed method       4         5.4       Steps of the methods and corresponding clauses of this document       5         6       Simplified and developed methods — Design stresses       6         6.1       General       6         7       Developed method — General assessments, design moment       8         7.1       General       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment M <sub>0</sub> : righting or hereing moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind longitudinal force $F_{ADOWN}$ and nose trimming moment $M_{HDOWN}$ running under spinnaker alone — "Normal" (Scol) or       "exceptional" (Scol) or         "exceptional" (Scal)       14       7.2.5       Maximum righting moment $M_{RMAX}$ exceptional case, reaching under spinnaker, exceptional case       14         7.2.5       Maximum righting norment $M_{RMAX}$ .       22       Force in forestay, inner forestay, mainsail leech and on halyards       23		5.2	The sim	plified method	4		
5.4       Steps of the methods and corresponding clauses of this document.       5         6       Simplified and developed methods — Design stresses.       6         6.1       General.       6         6.2       Design load vs safety factor.       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided.       9         7.2.1       General.       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.       11         http://form stable sailing craft corresponding to case b) i.e.       13         7.2.4       Downwind longitudinal force $F_{ADOW}$ and nose trimming moment $M_{HDOW}$ , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or "exceptional"	<ul> <li>S.4 Steps of the methods and corresponding clauses of this document.</li> <li>5 Simplified and developed methods — Design stresses.</li> <li>6 Gin General</li> <li>7 Developed method — General assessments, design moment</li> <li>7 Beveloped method — General assessments, design moment</li> <li>8 7.1.1 General topics on rigging design</li> <li>7.1.2 Sall configurations:</li> <li>7.2 Design moment Modeling or beeling moment</li> <li>7.2.1 General</li> <li>7.2.2 Principle of design</li> <li>7.2.3 Topics on multihulls/form stable sailing craft corresponding to case b) i.e.</li> <li>10 7.2.3 Topics on multihulls/form stable sailing craft corresponding to case b) i.e.</li> <li>10 7.2.4 Downwind tong trudinal force P<sub>ADOW</sub> and nose trimming moment</li> <li>M<sub>INDOWN</sub> running under spinnaker alone — "Normal" (S<sub>co</sub>) or</li> <li>"exceptional" (S<sub>cb</sub>)</li> <li>14 7.2.5 Maximum righting moment M<sub>RMAX</sub> exceptional case, reaching under spinnaker, exceptional case.</li> <li>14 7.2.7 Minimum sait configuration and righting/heeling moment to be analyzed</li> <li>14 7.2.7 Minimum sait configuration and righting/heeling moment to be analyzed</li> <li>14 7.3 Rig dimensions, and default values for areas, forces and points of application</li> <li>15 7.4 Wing masts</li> <li>21 General</li> <li>23 8.2 Force in forestay, inner forestay, mainsail leech and on halyards</li> <li>23 8.2.1 General</li> <li>23 8.2.2 Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech</li> <li>24 8.3 Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, or equivalent</li> <li>24 8.3.2 Force in forestay to balance the longitudinal component of forces from</li></ul>		5.3	The dev	eloped method	4 r		
<ul> <li>6. Simplified and veteroped methods — Design site sets</li></ul>	5       Simplified and developed methods = Design stresses       6         6.1       General       6         6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.1.4       General       9         7.1.5       Rigging loads and adjustment information to be provided       9         7.1.2       General       9         7.2.1       General       9         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         10       7.2.4       Downwind forgitudinal force $F_{ADOWN}$ and nose trimming moment       M <sub>HDOWN</sub> , running under spinnaker alone — "Normal" ( $S_{co}$ ) or       12         8       Nationum righting moment $M_{RMAX}$ exceptional case, reaching under spinnaker exceptional case.       14         7.2.5       Maximum righting moment $M_{RMAX}$ exceptional case, softed sail under spinnaker exceptional case.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnak	6	5.4 Simpli	Steps of	the methods and corresponding clauses of this document	5		
6.2       Design load vs safety factor       7         7       Developed method — General assessments, design moment       8         7.1       General       8         7.1.1       General topics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment Mo: righting or heeling moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         http://with/MH1 & WR/DP1       20       20       10         7.2.4       Downwind longitudinal force FADOWN and nose trimming moment       MH00WN, running under spinnaker alone — "Normal" (Sc6) or       14         7.2.5       Maximum righting moment M <sub>RMAX</sub> , exceptional case, reaching under spinnaker       14         7.2.6       Heeling force FABROACH and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case       14         7.3       Rig dimensions, and default values for areas, forces and points of	<ul> <li>6.2 Design load vs safety factor</li></ul>	0	6.1	General	uevelopeu metious – Design su esses			
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7.1       General       8         7.1.1       General topics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.2       Design moment M <sub>6</sub> , righting or heeling moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/förlin stable sailing craft corresponding to case b) i.e.       10         7.2.4       Downwind longitudinal force $F_{A100WN}$ and nose trimming moment       10         7.2.4       Downwind longitudinal force $F_{A100WN}$ and nose trimming moment       10         7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elem	7.1       General       8         7.1.1       General       8         7.1.2       Sail configurations:       9         7.1.3       Rigging loads and adjustment information to be provided       9         7.1.4       Rigging loads and adjustment information to be provided       9         7.2       Design moment M6 righting or hedispermental       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.       10         In with Miji 4 M0 up to standards set dobset 1 into 4250-becs       13         7.2.4       Downwind fongitudinal force F <sub>ADOWN</sub> and nose trimming moment M <sub>HDOWN</sub> running under spinnaker alone — "Normal" (S <sub>c6</sub> ) or       "exceptional" (S <sub>c8</sub> )         7.2.5       Maximum righting moment M <sub>RMAX</sub> exceptional case, reaching under spinnaker, exceptional case       14         7.2.6       Heeling force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case       21         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Forcc	7	Dovol	anod mo	thad — Canaral assassments design moment	8		
7.1.1General topics on rigging design87.1.2Sail configurations:97.1.3Rigging loads and adjustment information to be provided97.2Design moment $M_6$ ; righting or heeling moment107.2.1General107.2.2Principle of design107.2.3Topics on multihuls/form stable sailing craft corresponding to case b) i.e.http://mth.sci.ac.ac.ac.ac.ac.ac.ac.ac.ac.ac.ac.ac.ac.	7.1.1       General topics on rigging design       8         7.1.2       Sail configurations:       9         7.1.3       Rigging toads and adjustment information to be provided       9         7.2       Design moment M <sub>6</sub> ; righting or heeling moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         10.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         11.2       Maximum righting moment M <sub>HDOWN</sub> running under spinnaker alone — "Normal" (Scel) or       12         7.2.4       Downwind fongitudinal force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker.       14         7.2.6       Heeling force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case.       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3.8       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23 <t< td=""><td>/</td><td>7.1</td><td>General</td><td>thou — ucherai assessments, ucsign moment</td><td>8</td></t<>	/	7.1	General	thou — ucherai assessments, ucsign moment	8		
7.1.2Sail configurations: Description of the provided97.1.3Rigging loads and adjustment information to be provided97.2Design moment $M_0$ , righting or heeling moment107.2.1General107.2.2Principle of design107.2.3Topics on multihulfs/form stable sailing craft corresponding to case b) i.e.107.2.4Downwind forgitudinal force $F_{ADOW}$ and nose trimming moment137.2.4Downwind forgitudinal force $F_{ADOW}$ and nose trimming moment147.2.5Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General23	7.1.2       Sail configurations: D. P.		/ 12	7.1.1	General topics on rigging design	8		
7.1.3Rigging loads and adjustment information to be provided97.2Design moment $M_{6}$ , righting or heeling moment107.2.1General107.2.2Principle of design107.2.3Topics on multihulls/form stable sailing craft corresponding to case b) i.e.107.2.4Downwind longitudinal force $F_{ADOWN}$ and nose trimming moment137.2.4Downwind longitudinal force $F_{ADOWN}$ and nose trimming moment147.2.5Maximum righting moment $M_{RMAX}$ exceptional case, reaching under spinnaker147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General23	7.1.3       Rigging backs and adjustment information to be provided       9         7.2       Design moment M <sub>0</sub> : righting or heeling moment       10         7.2.1       General       10         7.2.2       Principle of design       10         7.2.3       Topics on multihulls/form stable sailing craft corresponding to case b) i.e.       10         http://with M <sub>H1</sub> < M <sub>RUPT</sub> / estimates induces induc			7.1.2	Sail configurations:	9		
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7.2.4Downwind longitudinal force $F_{ADOWN}^{-10-20}$ and nose trimming moment $M_{HDOWN}$ , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or "exceptional" ( $S_{c8}$ )147.2.5Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching 	7.2.4       Downwind Kongitudinal force $F_{ADOW}$ and nose trimming moment $M_{HDOWN}$ , running under spinnaker alone — "Normal" ( $S_{C6}$ ) or "exceptional" ( $S_{C8}$ )       14         7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       General       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and a			http	sifer Mirds zejnai/catalog/standards/sist/6db5e41f-ffd0-4259-bce9-	13		
$M_{\text{HDOWN}}$ , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or "exceptional" ( $S_{c8}$ )147.2.5Maximum righting moment $M_{\text{RMAX}}$ , exceptional case, reaching under spinnaker147.2.6Heeling force $F_{\text{ABROACH}}$ and heeling moment $M_{\text{HBROACH}}$ while broaching under spinnaker, exceptional case147.2.7Minimum sail configuration and righting/heeling moment to be analyzed147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General23	M <sub>HDOWN</sub> , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or       14         7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.       14         7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed.       14         7.3       Rig dimensions, and default values for areas, forces and points of application.       15         7.4       Wing masts       21         7.5       Resultant forces in sails.       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders.       25         8.3.3       Case of rigs without fixed nor running bac			7.2.4	Downwind longitudinal force $F_{ADOWN}$ and nose trimming moment	20		
"exceptional" $(S_{c8})$ 147.2.5Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case147.2.7Minimum sail configuration and righting/heeling moment to be analyzed147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General23	"exceptional" (S <sub>c8</sub> )       14         7.2.5       Maximum righting moment M <sub>RMAX</sub> , exceptional case, reaching under spinnaker       14         7.2.6       Heeling force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case       14         7.2.6       Heeling force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.2       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech and on halyards connected with sag       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3       Force in backstay, running backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixed nor running backstay       25         8				$M_{\rm HDOWN}$ , running under spinnaker alone — "Normal" ( $S_{c6}$ ) or			
7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.       14         7.2.6       Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23	7.2.5       Maximum righting moment $M_{RMAX}$ , exceptional case, reaching under spinnaker.       14         7.2.6       Heeling force $F_{ABR0ACH}$ and heeling moment $M_{HBR0ACH}$ while broaching under spinnaker, exceptional case.       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed.       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       Force in backstay, running backstay, no running backstay and aft angled spreaders       25         8.3.1       General       25         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixe				"exceptional" (S <sub>c8</sub> )	14		
spinnaker147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case147.2.7Minimum sail configuration and righting/heeling moment to be analyzed147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.2.1General238.3General338.4General338.5General338.6General338.7General338.8General338.9General338.1General338.2General338.3General338.4General338.5General </td <td>Spinnaker.147.2.6Heeling force <math>F_{ABROACH}</math> and heeling moment <math>M_{HBROACH}</math> while broaching under spinnaker, exceptional case.147.2.7Minimum sail configuration and righting/heeling moment to be analyzed147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected with sag248.3.3Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4.1General278.4.1General27</td> <td></td> <td></td> <td>7.2.5</td> <td>Maximum righting moment <math>M_{\rm RMAX}</math>, exceptional case, reaching under</td> <td>1.4</td>	Spinnaker.147.2.6Heeling force $F_{ABROACH}$ and heeling moment $M_{HBROACH}$ while broaching under spinnaker, exceptional case.147.2.7Minimum sail configuration and righting/heeling moment to be analyzed147.3Rig dimensions, and default values for areas, forces and points of application157.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected with sag248.3.3Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4.1General278.4.1General27			7.2.5	Maximum righting moment $M_{\rm RMAX}$ , exceptional case, reaching under	1.4		
7.2.6       Heeling force F <sub>ABROACH</sub> and heeling moment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case	7.2.6       Freemig force P <sub>ABROACH</sub> and freemig froment M <sub>HBROACH</sub> while broaching under spinnaker, exceptional case.       14         7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.3.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1 </td <td></td> <td></td> <td>776</td> <td>Spinnaker</td> <td> 14</td>			776	Spinnaker	14		
7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23	7.2.7       Minimum sail configuration and righting/heeling moment to be analyzed       14         7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27 </td <td></td> <td></td> <td>7.2.0</td> <td>under spinnaker exceptional case</td> <td>14</td>			7.2.0	under spinnaker exceptional case	14		
7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.1       General       23         8.2.1       General       23	7.3       Rig dimensions, and default values for areas, forces and points of application       15         7.4       Wing masts       21         7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected       24         with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled       24         8.3.2       Fractional rig with fixed nor running backstay       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1       General       27			7.2.7	Minimum sail configuration and righting/heeling moment to be analyzed			
7.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.1General238.2.1General23	7.4Wing masts217.5Resultant forces in sails228Loads in rigging elements — Developed method238.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected238.2.3Force in forestay, inner forestay, mainsail leech and on halyards connected248.3.4Sorce in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech248.3Force in backstay, running backstays, or equivalent248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27		7.3	Rig dime	ensions, and default values for areas, forces and points of application	15		
7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.1       General       23	7.5       Resultant forces in sails       22         8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1       General       27		7.4	Wing ma	asts	21		
8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.1       General       23	8       Loads in rigging elements — Developed method       23         8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected       23         8.2.2       Force in forestay, inner forestay, mainsail leech and on halyards connected       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1       General       27		7.5	Resultar	nt forces in sails	22		
8.1       General       23         8.2       Force in forestay, inner forestay, mainsail leech and on halyards       23         8.2.1       General       23         8.2.1       General       23	8.1General238.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected248.2.3Force in forestay to balance the longitudinal component of forces from aft248.3Force in backstay, running backstays, or equivalent248.3Force in backstay, running backstays, or equivalent248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27	8	Loads	in riggir	ng elements — Developed method			
8.2 Force in forestay, inner forestay, mainsail leech and on halyards 23 8.2.1 General 23	8.2Force in forestay, inner forestay, mainsail leech and on halyards238.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected248.2.3Force in forestay to balance the longitudinal component of forces from aft248.3Force in backstay, running backstays, or equivalent248.3Force in backstay, running backstays, or equivalent248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27		8.1	General		23		
8.2.1 General	8.2.1General238.2.2Force in forestay, inner forestay, mainsail leech and on halyards connected with sag248.2.3Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech248.3Force in backstay, running backstays, or equivalent248.3General248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27		8.2	Force in	forestay, inner forestay, mainsail leech and on halyards	23		
U.J.J Forego in foregraving or foregravity main goil logal and on halvarda compared	8.2.2       Force in forestay, inner forestay, mainsail feech and on halyards connected with sag       24         8.2.3       Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech       24         8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled spreaders       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1       General       27			8.2.1	General			
8.2.2 Force in forestay, inner forestay, mainsail feech and on halyards connected with sag	8.2.3Force in forestay to balance the longitudinal component of forces from aft set shrouds, fixed/running backstays, mainsail leech248.3Force in backstay, running backstays, or equivalent248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27			8.2.2	with sag	24		
8.2.3 Force in forestay to balance the longitudinal component of forces from aft	8.3Force in backstay, running backstays, or equivalent248.3Force in backstay, running backstays, or equivalent248.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27			8.2.3	Force in forestay to balance the longitudinal component of forces from aft	24		
set shrouds, fixed/running backstavs, mainsail leech	8.3       Force in backstay, running backstays, or equivalent       24         8.3.1       General       24         8.3.2       Fractional rig with fixed backstay, no running backstay and aft angled       25         8.3.3       Case of rigs without fixed nor running backstay       25         8.4       Compression in the mast step/pillar       27         8.4.1       General       27			01210	set shrouds, fixed/running backstavs, mainsail leech			
8.3 Force in backstay, running backstays, or equivalent 24	8.3.1General248.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27		8.3	Force in	backstay, running backstays, or equivalent	24		
8.3.1 General	8.3.2Fractional rig with fixed backstay, no running backstay and aft angled spreaders258.3.3Case of rigs without fixed nor running backstay258.4Compression in the mast step/pillar278.4.1General27			8.3.1	General	24		
8.3.2 Fractional rig with fixed backstay, no running backstay and aft angled	spreaders			8.3.2	Fractional rig with fixed backstay, no running backstay and aft angled	~ ~		
spreaders	8.3.3 Case of rigs without fixed for running backstay			0 2 2	spreaders.			
v.3.3 Lase of rigs without fixed nor running backstay	8.4.1 General 27		Q /	0.3.3 Compro	Lase of rigs without fixed nor running backstay	25 27		
			0.4	8.4 1	General	27		
8.4.1 General 27	8.4.2 Initial mast compression due to pre-stressing 27			8.4.2	Initial mast compression due to pre-stressing			

		8.4.3	Mast compression due to heeling or broaching	
		8.4.4	Design compression in the mast step/pillar	
		8.4.5	Detail topics on mast step/pillar	
	8.5	Final de	esign load on rig elements	
9	Struct	ural con	nponents to be assessed — Simplified or developed method	
	9.1	General		29
	9.2	Mast ste	eps and mast pillars and their connection to the craft's structure	
	9.3	Chainpl	ates and their connections to the craft's structure	
	9.4	Design	details of chainplates and their connection to the structure	
		9.4.1	General	
		9.4.2	Strapped FRP champiates	
10	Applic	cation of	f the simplified method	
11	Applic	cation of	f the developed method	
	11.1	General	-	
	11.2	General	guidance for assessment by 3-D numerical procedures	
		11.2.1	General	
		11.2.2	Material properties	
		11.2.3	Boundary assumptions	
		11.2.4 11.2 F	Load application	
	11 2	11.2.5	Model Idealization	32 22
	11.5	Assessi	nent by strength of materials based methods	
12	Applic	cation of	f this document	
13	Inform	nation ii	n the owner's manual NDARD PREVIEW	
14	Inform	nation to	o the boat builde <mark>rstandards.iteh.ai)</mark>	
Annex	<b>A</b> (info	ormative	) Application sheet of ISO 12215-10	
Annex	<b>B</b> (info	ormative	) Information on metals and bolts	
Annex	<b>c</b> (nor	mative)	Simplified "established practice" for mast step /pillar assessment	
A	• <b>D</b> (max	mativa)	Simulified "actablished are stigg" for the accessment of	-
Annex	chaing	platesan	d their connection	
Annex	<b>E</b> (info	ormative]	) Simplified "established practice" calculation oftransverse rig	
	eleme	nts — E	xamples	
Biblio	graphy	·		77

# Foreword

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This document was prepared by ISO/TC 188, Small craft.

A list of all parts in the ISO 12215 deries dan be found on the ISO websitece9-

6c35c3b058bb/iso-12215-10-2020

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 <u>www.iso.org/members.html</u>.

# Introduction

The reason underlying the preparation of the ISO 12215 series is that scantlings rules and recommended practices for small craft differ considerably, thus limiting the general worldwide acceptability of craft.

This document has been set towards the minimal requirements of the current practice.

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

This document is not a design standard and designers/builders are strongly cautioned from attempting to design craft such that nearly all structural components only just comply.

The connection between the rig attachment and the structure is required to be stronger than the rig attachment itself. It is therefore considered that unforeseen overload will not entail its detachment from the structure, and that the watertight integrity will be maintained.

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# Small craft — Hull construction and scantlings —

# Part 10: **Rig loads and rig attachment in sailing craft**

# 1 Scope

This document specifies methods for the determination of:

- the design loads and design stresses on rig elements; and
- the loads and scantlings of rig attachments and mast steps/pillars;

on monohull and multihulls sailing craft.

It also gives, in Annexes, "established practices" for the assessment of mast steps/pillars or chainplates

NOTE 1 Other engineering methods can be used provided the design loads and design stresses are used.

This document is applicable to craft with a hull length  $L_{\rm H}$  up to 24 m but it can also be applied to craft up to 24 m load line length. Teh STANDARD PREVIEW

NOTE 2 The load line length is defined in the OMI "International Load Lines Convention 1966/2005", it is smaller than  $L_{\rm H}$ . This length also sets up, at 24 m, the lower limit of several IMO conventions.

Scantlings derived from this document are primarily intended to apply to recreational craft, including charter vessels. https://standards.iteh.ai/catalog/standards/sist/6db5e41f-ffd0-4259-bce9-6c35c3b058bb/iso-12215-10-2020

This document is not applicable to racing craft designed only for professional racing.

This document only considers the loads exerted when sailing. Any loads that may result from other situations are not considered in this document.

Throughout this document, and unless otherwise specified, dimensions are in (m), areas in (m<sup>2</sup>), masses in (kg), forces in (N), moments in (N m), stresses and elastic modulus in N/mm<sup>2</sup> (1 N / mm<sup>2</sup> = 1 Mpa). Unless otherwise stated, the craft is assessed in fully loaded ready for use condition.

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

# 3 Terms and definitions

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

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

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

#### 3.1

#### design categories

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

Note 1 to entry: The design categories are defined in ISO 12217 (all parts).

Note 2 to entry: The definitions of the design categories are in line with the European Recreational Craft Directive 2013/53/EU.

[SOURCE: ISO 12215-5:2019, 3.1]

#### 3.2

#### loaded displacement

 $m_{\rm LDC}$ 

mass of water displaced by the craft, including all appendages, when in the fully loaded ready-for-use condition

Note 1 to entry: The fully loaded ready-for-use condition is further defined in ISO 8666.

[SOURCE: ISO 12215-5:2019, 3.2]

#### 3.3

#### sailing craft

craft for which the primary means of propulsion is wind power

Note 1 to entry: It is further defined in ISO 8666.

[SOURCE: ISO 12215-5:2019, 3.3, modified — Note 2 to entry deleted.] (standards.iteh.ai)

#### 3.4

3.5

#### monohull

craft with only one hull

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#### multihull

craft with two or more hulls with a connecting wet deck/platform or beams above the loaded waterline, as opposed to a tunnel boat or scow

#### 3.6

#### mast step

element fitted at the bottom of the mast that supports the mast compression and transmits it to the rest of the structure

#### 3.7

### mast pillar

#### pillar

in a deck stepped rig, structural element that transmits the mast compression to the rest of the structure

#### 3.8

### chainplate

#### rig attachment

component(s) to which the rig elements are attached, transmitting their load to the rest of the structure, including tie rods where relevant

EXAMPLE Metal chainplate, strapped composite chainplate,

Note 1 to entry: See <u>Annex D</u>.

#### 3.9

#### connection

<of mast step, pillar or chainplate to the structure> all elements or group of elements connecting the rig attachment to the structure of the craft

EXAMPLE Bolts, lamination.

Note 1 to entry: Some of these elements can be part of the chainplate.

#### 3.10

#### $m_{\rm LDC}$ condition

maximum load condition corresponding to the *loaded displacement* (3.2)

# 4 Symbols

Unless specified otherwise, the symbols, factors and parameters given in <u>Table 1</u> apply.

Symbol	Symbol   Unit   Designation/Meaning of symbol							
1 - Main dimensions of the craft								
B <sub>CB</sub>	m	Beam between centers of buoyancy: between center of buoyancy of hulls, for catamarans; and between $C_B$ of center hull and $C_B$ of float, for trimarans	<u>Table 5, Fig 3</u>					
B <sub>CP</sub>	m	Beam between chainplates (from port to starboard)	<u>Table C.1</u> , <u>Fig 3</u>					
$B_{\mathrm{H}}$	m	Beam of hull(standards, iteh.ai)	It 1 of <u>Table 5</u>					
<i>GZ</i> <sub>30</sub>	m	Righting lever at 30° heel for monohulls	<u>Table 5</u>					
L <sub>WL</sub>	m	Length of waterline in milde condition	<u>7.5, Table 10</u>					
V <sub>CG</sub>	m l	Height of craft center of gravity above Tc bottom-4259-bce9-	<u>Table 5</u> , <u>Fig 3</u>					
$m_{ m LDC}$	kg	Loaded displacement mass (3.2) or condition (3.10)	<u>3.2, Clause 13</u>					
$n_{\rm PH}$	1	Number of persons hiking	It 1 of <u>Table 5</u>					
T <sub>C</sub>	m	Draught of canoe body	<u> Table 5, Fig 3</u>					
	2 - Main dimensions of the rig and connected data							
A <sub>i</sub>	m <sup>2</sup>	Sail area, index <i>i</i> defining the sail name or combination	Tables 5 to 8 etc.					
F <sub>Ai</sub>	N	Aerodynamic force, index <i>i</i> defining which force it corresponds to	<u>Tables 5</u> to <u>8</u>					
F <sub>DMC</sub>	N	Design compression force on single mast step/pillar	<u>8.4</u> . <u>Annex C</u>					
F <sub>DMCi</sub>	N	Design compression force on mast step/pillar of two-masted rig where index <i>i</i> = 1 or 2	<u>8.4</u> . <u>Annex C</u>					
M <sub>D</sub>	Nm	Design moment under sail	Tables 5 and 6					
$M_{\mathrm{H}i}$	Nm	Heeling moment, where index $i = UP MAX, BROACH, DOWN$ ,	<u>Tables 5</u> and <u>6</u>					
$M_{\mathrm{R}i}$	Nm	Righting moment, where index $i = _{\text{UP}} \phi_{\text{UP} \text{ MAX}}$	<u>Table 5</u>					
V <sub>ACEK i</sub>	knots	Design apparent wind speed, in knots, at the center of area of sails, where index <i>i</i> stands for sail configuration $S_{Ci}$	Tables 5 and 7					
V <sub>ACEM</sub> i	m/s	Design apparent wind speed, in m/s, at the center of area of sails, where index <i>i</i> stands for sail configuration $S_{Ci}$	Tables 5 and 7					
V <sub>AMT i</sub>	m/s (knots)	Design apparent wind speed at mast top, where index <i>i</i> stands for sail configuration $S_{\text{Ci}}$	Note 5 in <u>Table 5</u>					
See <u>Table 8</u> for detailed dimensions of rig, areas, etc.								

#### Table 1 — Symbols, factors, parameters

Symbol	Symbol         Unit         Designation/Meaning of symbol		Reference		
3 - Factors					
k <sub>DCR</sub> 1 Design category factor for rig		It 5 of <u>Table 3</u>			
k <sub>DSR</sub>	k <sub>DSR</sub> 1 Dynamic sail and rig factor		It 1 of <u>Table 10</u>		
$k_{ m HF}$	1	Foresail center of pressure height factor	It 1of <u>Table 9</u>		
k <sub>HMS</sub>	1	Mainsail center of pressure height factor	It 3 of <u>Table 9</u>		
k <sub>LC</sub>	1	Load case factor	Tables 3 and 7		
k <sub>MAT</sub> 1 Material factor		It 3 of <u>Table 3</u>			
k <sub>ROACH</sub> 1 Roach factor		<u>Table 8</u>			
$k_{\text{SAGF}}$ 1 Forestay or inner forestay sag factor = stay sag sagitta/stay length		It 3 of <u>Table 10</u>			
k <sub>SAGM</sub>	k <sub>SAGM</sub> 1 Mainsail leech sag factor		It 3 of <u>Table 10</u>		
k <sub>o</sub>	$k_{\phi}$ 1 Factor assessing heel angle of multihulls		It 1 of <u>Table 5</u>		
4 - Other variables					
S <sub>Ci</sub>	1	Sail configuration where <i>i</i> is the configuration index	Table 7		
S <sub>Fi</sub>	1	Safety factor against <i>i</i> , the index <i>i</i> being y (yield) or u (ultimate)	Table 4		
σ <sub>i</sub> ,, τ <sub>i</sub>	N/mm <sup>2</sup>	Direct or shear stress, where <i>i</i> may be LIM, u, uw, yw, uc, ut, uf	Table 3		
φ	degree	Heel angle, which may be 30° for monohulls or $\phi_{\rm LIM}$ for multihulls	Table 5		

#### **Table 1** (continued)

# 5 Application of the document TANDARD PREVIEW (standards.iteh.ai)

### 5.1 General

This document allows the determination of the design loads and design stresses on rig elements of sailing small craft and to assess the design loads on mast step/pillar and chainplates and their connection to the craft's structure:

- 1) by a simplified method, or
- 2) by a developed method.

These methods are defined step by step in <u>Table 2</u>.

The developed method also allows to determine the rig loads needed to assess the global loads in the structure of multihulls in ISO 12215-7:2020.

### 5.2 The simplified method

<u>Clause 14</u> requires that the mast/rig manufacturer provide the design load on mast steps/pillars and on each rig element, the dimensions of end fittings, etc. assessed according to 7.1.3. If this information is not available, the "Simplified method" applies through "Established practice" Annexes: <u>Annex C</u> for "basic" or "enhanced" methods for mast steps/pillars, or <u>Annex D</u> for chainplates or their connections.

#### 5.3 The developed method

This method involves the full determination of the design loads on mast steps/pillars and on each rig element, the dimensions of end fittings, etc. assessed according to <u>Clause 7</u>. The assessment of the mast step(s), mast pillar(s), chainplates, and their connections to the craft shall then be checked either by the

"Established practice" methods of <u>Annexes C</u> and <u>D</u> or by any relevant engineering method, including finite elements methods (FEM).

NOTE The actual dimensioning of mast and rig being a complex mast bending and buckling problem, where the tuning of rig elongation is paramount, mast scantlings are purposely left out of the scope of this document, even if the values of the loads defined is a useful information.

### 5.4 Steps of the methods and corresponding clauses of this document

Table 2 sums up the steps for both methods and gives the corresponding Clauses of this document.

Table 2 —	Assessment n	nethods
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Step	Methods	Clause & Table
	1- SIMPLIFIED METHOD for mast step/pillar or chainplate	<u>5.2</u>
1.1	Design stress determination	<u>Clause 6</u> and <u>Table 3</u>
1.2	If no information is available from the mast/rig manufacturer/provider, the "Established practice" methods of Annex C -"basic" or "enhanced"- allow a simple determination of the design compression force $F_{\text{DMC}}$ and scantlings of mast steps/pillars and their connections to the structure. Tables C.4 and C.5 also give examples of mast step/pillar floor calculation according to the design force.	<u>Annex C</u>
1.3	For chainplates and their connection, use the "Established practice" of <u>Annex D</u>	<u>Annex D</u>
1.4	Structural components to be assessed – mast step or chainplate	<u>Clause 9</u>
1.5	Use of the Annexes for the simplified method <b>PREVIEW</b>	<u>Clause 10</u>
1.6	Application of this document and application sheet	<u>Clause 12, Annex A</u>
1.7	Information in the owner's manual darges. Item.al)	<u>Clause 13</u>
1.8	Information to be given to the boatbuilder from rig/mast manufacturer/provider	<u>Clause 14</u>
	2- DEVELOPED METHOD for rig load, mast step/pillar or chainplate Computation of all the loads in the rig	<u>5.3</u>
2.1	Design stress determination	<u>Clause 6</u> and <u>Table 3</u>
	Developed method - General assessments, design moment	<u>Clause 7</u> and:
	Determination of the design moments/forces according to sail configuration $S_{Ci}$ :	
2.2	— Formulas for the determination of upwind design moments and forces	<u>7.2</u> and <u>Table 5</u>
	— Formulas for the determination of downwind design moments and forces	<u>7.2</u> and <u>Table 6</u>
	<ul> <li>Sail configurations, design heeling/righting moments and apparent wind speed</li> </ul>	<u>7.2</u> and <u>Table 7</u>
	<ul> <li>Rig dimensions and default values for dimensions, areas and point of application</li> </ul>	<u>7.3</u> and <u>Table 8</u>
	— Transverse forces on sails	<u>7.5</u> and <u>Table 9</u>
	Design loads in rigging elements:	<u>Clause 8</u> and:
2.3	— Forces in forestay, inner forestay, mainsail leech and halyards	<u>8.2</u> and <u>Table 10</u>
	— Forces in backstay or running backstay or equivalent	<u>8.3</u> and <u>Table 10</u>
2.4	Structural components to be assessed – mast step or chainplate	<u>Clause 9</u>
2.6	Application of the developed method	<u>Clause 11</u>
2.7	Application of this document and application declaration	<u>Clause 12, Annex A</u>
2.8	Information in the owner's manual	<u>Clause 13</u>
2.9	Information to the boatbuilder	Clause 14

## ISO 12215-10:2020(E)

# 6 Simplified and developed methods — Design stresses

#### 6.1 General

The design stresses defined in <u>Table 3</u> shall be used.

NOTE They are similar to those used in ISO 12215-9:2012, except that the dynamic factor for rig  $k_{\text{DSR}}$  increases the loads for light craft and therefore have a "dynamic behavior", see Item 1 of <u>Table 10</u>.

This document differentiates two types of load cases: "Normal" and "Exceptional", see <u>7.1</u>, which means two different design stresses.

The stresses are obtained by multiplying, where relevant, see <u>Tables 2</u> and <u>3</u>, the actual stresses  $\sigma_{act}$ ,  $\tau_{act}$ , etc. by  $k_{DSR}$ , and they shall not be greater than the design stresses  $\sigma_d$ ,  $\tau_d$ , etc.

The "limit" stresses  $\sigma_{\text{LIM}}$  or  $\tau_{\text{LIM}}$  are given in <u>Table 3</u> and correspond to the following stress states:

- for metals, the one-letter subscripts for the stresses below are: y, for yield, and u, for ultimate; the second character of the two-letter subscripts is w, for welded state within heat affected area (see table footnote a in <u>Table 3</u>),
- for FRP and wood, the second character of the subscripts, u, means ultimate stress; the first character respectively is t, for tensile, c, for compressive, and f, for flexural or bearing stress.

The sources for the values of these stresses, i.e.  $\sigma_{y_j} \sigma_u$  or  $\tau_u$  for non-welded metals, or  $\sigma_{yw_j} \sigma_{uw}$  or  $\tau_{uw}$  for welded metals in heat affected zones, or  $\sigma_{tu} \sigma_{cu} \sigma_{fu}$  for wood and FRP shall be:

- either the "default" values according to <u>Annexes B</u> or <u>D</u> or to written data provided by the rig manufacturer/provider;
- for other metals than the ones used in rig, according to Annex B for the listed metals, or documented values for other metals, throm a recognized standard, or from tests made according to a recognized standard;
   6c35c3b058bb/iso-12215-10-2020
- for FRP or wood/plywood, respectively according to Annexes C or F of ISO 12215-5:2019.

#### Table 3 — Design stress and adjustment factors

	1 - Design stress							
$\sigma_{ m d}$ or $ au_{ m d}$	$\sigma_{\rm d} = \sigma_{\rm LIM} \times k_{\rm MAT} \times k_{\rm LC} \times k_{\rm DCR}$ , or $\tau_{\rm d} = \tau_{\rm LIM} \times k_{\rm MAT} \times k_{\rm LC} \times k_{\rm DCR}$ at yield, or ultimate, and bearing, as relevant, see <u>6.1</u> where the adjustments factors are defined below							
	2 – Limit stress							
Limit stress	Material / designation	Value						
$\sigma_{ m LIM}$ or $ au_{ m LIM}$	Metals, unwelded or well clear of heat affected zones <sup>a,b,c</sup>	$\sigma_{\text{LIM}} = \min (\sigma_y; 0, 5 \sigma_u) \text{ or}$ $\tau_{\text{LIM}} = \min (\tau_y; 0, 5 \tau_u)$						
	Metals, within heat affected zones, in welded condition <sup>a,b,c</sup>	$\sigma_{\text{LIM}} = \min (\sigma_{\text{yw}}; 0, 5 \sigma_{\text{uw}}) \text{ or } \tau_{\text{LIM}} = \min (\tau_{\text{yw}}; 0, 5 \tau_{\text{uw}})$						
	Wood or FRP as dictated by sense of applied stress	$(\sigma_{ m uc},\sigma_{ m ut},\sigma_{ m uf}{ m and} au_{ m u})^{ m c}$ as relevant						
<b>3 - Stress factor for material</b> <i>k</i> <sub>MAT</sub>								
k <sub>MAT</sub>	Metals with elongation at break $\varepsilon_{\rm R} \ge 7 \%$	k <sub>MAT</sub> = 0,75						
	Metals with elongation at break $\varepsilon_{\rm R}$ < 7 %	$k_{MAT} = \min (0,062 \ 5 \ \epsilon_R + 0,312 \ 5;0,75)^d$						
	Wood and FRP	k <sub>MAT</sub> = 0,33						

4 - Values of load case factor k <sub>LC</sub> , <sup>e,</sup>							
			Type of load:	normal	exceptional		
	Mast/rig	Metal		(1,11)	(1,33)		
	Rig	Pure fibre		(1,30)	(1,56)		
	Mast/rig	FRP or wood		(1,20)	(1,44)		
k	Step of mast/pillar,	, chainplate	Metal	1,10	1,32		
<sup>K</sup> LC	Step of mast/pillar,	, chainplate	FRP/Wood	1,05	1,26		
	Strapped FRP chain	nplates	(UD straps only) <sup>f</sup>	0,35	0,42		
	Connection of abov	e to structure	Metal	0,92	1,10		
	Connection of abov	e to structure	FRP/wood (bolts, screws, etc.)	0,88	1,05		
	Connection of abov	e to structure	FRP co-cured or glued <sup>f</sup>	0,83	1,00		
		5 - Values of	design category factor for rig $k_{\text{DCR}}$				
k	Craft of design cate	egories A and B		1	1,00		
ADCR	Craft of design cate	egories C and D		1	,25		
<sup>a</sup> Gener	ally the heat affecte	d zone is conside	ered within 50 mm from welds.				
<sup>b</sup> For m	etals, $ au$ = 0,58 $\sigma$ ofte	n rounded to 0,6	as in EN 1993.				
<sup>c</sup> Bearing stress depends on material type and dimensions. Item 4 of <u>Tables D.6</u> or <u>D.7</u> gives recommended values. (See References [13] and [15]). <sup>d</sup> The formula gives 0,75 for $\epsilon_R \ge 7\%$ (e.g. main building metals and ductile cast iron) and 0,375 for $\epsilon_R < 7\%$ for							
<sup>e</sup> The design stresses correspond either to "normal" or "exceptional" cases in <u>Table 7</u> , the "exceptional" stresses are 120 % the "normal "stresses i.e. the safety factor is 83 % of normal stresses. The "normal" design loads for mast step/pillar or chainplates are 120 % of the ones for mast/rig, and the values of connection of mast step/ chainplate to the structure is again 120 % of the mast/step/chainplate0.el.1446% of mast/rig loads. k <sub>LC</sub> varies as the inverse of these ratios (see <u>Table4</u> for explanations):15-10-2020							
<sup>f</sup> The values for the UD of strapped chainplate are low to take into account stress raisers during the UD path around the pin bushing, but this is not necessary for the co-curing/gluing of the whole chainplate, provided the correct glue allowable shear stress is valid, see <u>D.6</u> .							
NOTE The design stresses in Table 3 and safety factors ( $S_{Fu}$ or $S_{Fy}$ ) in Table 4 and loads for rig and mast elements are between brackets, for information only, as they are not covered by this document. The safety factor at ultimate is stated (2,4) for metal rig but in practice it frequently varies between 2 and 3,5 for monohulls according to the practice of the builder/designer and the type of craft racing/cruising. For light multihulls if may go down to 1,5 for the ones that "lift a hull" as this situation is non-frequent (exceptional) except for sheer sports multihulls. In addition, the rig is frequently much stronger than stated to limit rig elongation for mast stability reasons, particularly for non-metal rigging system.							

 Table 3 (continued)

NOTE The lowering of  $k_{LC}$  (or increase of safety factor  $S_F$ ) from rig load to mast step/chainplate, then their connection to structure ensures that the mast step/chainplate connection will be stronger that the mast compression/rig tension (i.e. the chainplate shall break after the rig), taking due consideration to the uncertainties of calculation of the connection effective stresses.

# 6.2 Design load vs safety factor

The applicable limit stresses in the first row of Table 3 are multiplied by several factors like  $k_{\text{DCR}}$ , design category factor,  $k_{\text{MAT}}$ , material factor, and  $k_{\text{LC}}$ , load case factor. As many users or regulations refer to safety factors,  $S_{\text{F}}$ , for comparison purposes Table 4 transforms the requirements of Tables 2 and 3 in terms of safety factors or equivalent. Taking  $R_{\text{y}}$  and  $R_{\text{u}}$  as respectively the yield and ultimate strength of a structural element, and  $F_{\text{RIG}}$  as the load in a rig element, it gives in the rows of Metal or FRP respectively the ratio  $R_{\text{y}}/F_{\text{RIG}}$ , or  $R_{\text{u}}/F_{\text{RIG}}$  with, special consideration for metal whether  $\sigma_{\text{y}} > 0.5 \sigma_{\text{u}}$  or  $\sigma_{\text{y}} \leq 0.5 \sigma_{\text{u}}$ .

For simplicity, <u>Table 4</u> only calculates in column 7 the safety factor at ultimate  $S_{FU} = 1/(\sigma_d/\sigma_u)$ , and in column 8 the ratio  $S_{FU}/S_{FU RIG}$  for "normal "load cases, showing the progression of the safety factors

## ISO 12215-10:2020(E)

from mast/rig to connection to the structure. For "exceptional" load cases, the safety factor is multiplied by 0,833 (i.e. divided by 1,2).

CAUTION — <u>Table 4</u> shows the values for design categories A and B, with  $k_{\text{DCR}} = 1$ , for design categories C and D with  $k_{\text{DCR}} = 1,25$ , the safety factor is multiplied by 1/1,25 = 0,8 i.e. reduced by 20 %.

1	2	3	4	5	6	7	8	
					$\sigma_{\rm d}$ = $\sigma_{\rm LII}$	$M \times k_{MAT} \times k_{I} \sigma_{u}$	$L_{\rm C} \times k_{\rm DCR}/$	
Load case description	$\sigma_{\rm LIM}/\sigma_{\rm u}{}^{\rm a}$	k <sub>MAT</sub>	k <sub>DCR</sub>	k <sub>LC</sub>	$\sigma_{\rm d}/\sigma_{\rm u}$	R <sub>u</sub> rig ∕F rig	R <sub>U ELEM</sub>	
				Normal		$1/(\sigma_{\rm d}/\sigma_{\rm u})$	$/R_{\rm U RIG}$	
Rig or mast load - Metal	0,50	0,75	1,0	1,11	0,42	(2,40)	(1,00)	
Rig or mast load - Pure fibre rig	1,00	0,33	1,0	1,30	0,43	(2,33)	(0,97)	
Mast load FRP - Mast	1,00	0,33	1,0	1,20	0,40	(2,53)	(1,05)	
Chainplate/mast step - AISI 316	0,42	0,75	1,0	1,10	0,35	2,87	1,19	
Chainplate/mast step - ALU 5086 H111	0,42	0,75	1,0	1,10	0,34	2,91	1,21	
Chainplate - FRP	1,00	0,33	1,0	1,05	0,35	2,89	1,20	
Strapped FRP chainplates (UD straps only)	1,00	0,33	1,0	0,35	_0.08	8,66	3,6	
Connection to structure metal <b>11 en S</b>	A 0,42 A	0,75	1,0	0,92	0,29	3,48	1,45	
Connection to structure FRP/wood - direct stress	andard	6,33	eha	<b>11)</b> ,88	0,29	3,46	1,44	
Connection to structure FRP co-cured /glued	1,00	0,33	1,0	0,83	0,27	3,65	1,52	
<sup>a</sup> Examples of calculation of values in column 2: AISI 316 plate $\sigma_{\text{bin}}/\sigma_{0,\overline{c}}$ min (220:0,5×520)/520 = 0,5; alumin- ium 5086 H 111 welded or not $\sigma_{\text{bin}}/\sigma_{0}$ = min(100:0.5×240)/240 = 0.423.0								

Table 4 — Values of the various safety factors computed from <u>Table 3</u>

# 7 Developed method — General assessments, design moment

### 7.1 General

### 7.1.1 General topics on rigging design

This document defines the required design loads on rig elements, but not their actual ultimate strength or strain (elongation). This is because shrouds and stays are frequently over dimensioned due to stiffness considerations to avoid mast buckling and limit the 'fall-off' of the mast to leeward. This is particularly true for non-metal rig. In contrary, this document defines design loads for the connection of the rig elements to their attachment or foundation (mast or pillar steps and rig attachment chainplates). The loads on multihull rig elements (loads on shroud and stays, mast compression, mainsheet pull) defined in this document are also useful to assess the global loads used in ISO 12215-7:2020.

The equilibrium between the various loads on the masts and their rigging (and therefore their attachments) is of paramount importance. The values considered in this document are the minimal ones corresponding to this balance, which needs a proper setting of the rig and complete "tuning", see 7.1.3. For these reasons, some professionals take larger safety factors than those in this document, both on the rig and mast dimensioning, but this extra margin is not considered here.

NOTE Reference [5] has a similar approach to this document on several points, but mainly for sailing monohulls larger than the scope of this document ( $L_{\rm H} > 24$  m) and with safety factors in line with Classification society rules, i.e.; usually larger than those in this document.

#### 7.1.2 Sail configurations:

<u>Subclause 7.2.7</u> defines the sail configurations to be checked and the corresponding design forces and moments (righting or heeling), and for craft where heeling moment governs (case b), the apparent wind speed  $V_{ACEK1}$  (knots) or  $V_{ACEM1}$  (m/s) in sail configuration  $S_{C1}$  at sail center of effort (CE). The designer/manufacturer shall state the principal sail configurations assessed and to be used according to wind speed and direction (upwind, downwind, etc.). The designer/manufacturer shall either choose them by experience/tests or use the default proposed values of Table 7. The apparent wind speed values given in this table are however considered as close to minimal values for multihulls in case b) corresponding to global loads from rig experienced on sailing multihulls.

The designer/manufacturer shall include in the owner's manual (Clause 13):

- a table of recommended sail configurations and trimming according to apparent wind speed, course, sea state, etc.
  - for monohulls, it may be a simplified document;
  - for multihulls or for stable craft, this table may have a similar format to the one required by ISO 12217-2:2015, see NOTE 1, with actions to prevent capsize in gusts mainly in  $m_{\rm MO}$  condition. This document, dedicated to strength, only considers the largest loads, i.e. in  $m_{\rm LDC}$  condition, but for prevention of capsize, the owner's manual shall also and mainly consider the minimum operating condition  $m_{\rm MO}$  as it is the condition more prone to capsize. In that case, the formulas for the heeling moment  $M_{\rm H1}$  and the corresponding apparent wind speed  $V_{\rm A1}$  at sail CE shall be lowered to  $m_{\rm MO}$  condition.

NOTE 1 This document deals with all sail configurations upwind and downwind, as explained in Table 7, and in  $m_{LDC}$  condition. For multihulls, the main purpose of ISO 12217-2:2015 is to prevent capsize in minimum operating condition; it only quotes upwind sail configurations, and only requires to use a "table similar" to its Table F.1. The paragraph above does not require the use of Table F.1 of ISO 12217-2:2015, but, for simplicity, the two tables can be combined into a single table.

https://standards.iteh.ai/catalog/standards/sist/6db5e41f-ffd0-4259-bce9-NOTE 2 As the apparent wind speed is measured by an anemometer, usually located at mast top, but sometimes lower on a pole, NOTE 4 of <u>Table 5</u> proposes a classical wind gradient formula to calculate the apparent wind speed at a height different from sail CE. As this method depends on sea roughness, air turbulence, etc., the choice of the anemometer apparent wind speed given in the owner's manual is left to the craft/rig manufacturer.

- any other recommendations, such as, where relevant:
  - sail configurations to be avoided, with explanations e.g.: mainsail with 3 reefs + full genoa, or genoa alone in strong winds;
  - not to navigate under engine power against a choppy or steep sea without mainsail and without longitudinal staying set, as it may induce dynamic motions that may be dangerous for the mast and rig due to pitching, slamming; etc.

#### 7.1.3 Rigging loads and adjustment information to be provided

The design of a mast/rig is the result of a choice of dimensioning its elements and of their correct setting up. For that purpose, the mast/rig provider shall give:

- 1) the design load of each of the rig element provided: mast step/pillar, shrouds, stays, etc., the dimensions of their end fittings, specifying whether this fitting, including its pin, corresponds to the design load or to a larger load. This information shall be included as per <u>Clause 14</u>. The definition of these loads shall either be assessed according to this document or from another documented method.
- 2) the recommended method of setting up/tuning the mast and its rigging through a specific notice delivered with the spars and rigging for the persons in charge of the mast/rig adjustment. This notice shall either be included as per <u>Clause 14</u> (information for mast setup/rig tuning) or in a specific chapter of the owner's manual. This notice shall include the minimum and maximum values of pre-stressing applied to the rigging to guarantee its correct setting.