



**SLOVENSKI STANDARD**  
**oSIST prEN ISO 8666:2020**  
**01-september-2020**

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**Mala plovila - Osnovni podatki (ISO/FDIS 8666:2020)**

Small craft - Principal data (ISO/FDIS 8666:2020)

iTeh STANDARD PREVIEW  
(standards.iteh.ai)

Petits navires - Données principales (ISO/FDIS 8666:2020)

**Ta slovenski standard je istoveten z: prEN ISO 8666**

<https://standards.iteh.ai/catalog/standards/sist/43a8b29c-2624-4967-a7af-f53d2012af59/sist-en-iso-8666-2021>

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## Small craft — Principal data

*Petits navires — Données principales*

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Reference number  
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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 188, *Small craft*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 464, *Small craft*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This third edition cancels and replaces the second edition (ISO 8666:2016), of which it constitutes a minor revision. The changes compared to the previous edition are as follows:

- the document has been aligned to the latest edition of the ISO/IEC Directives, Part 2, resulting in the addition of Clause 2, Normative references, and the renumbering of the remaining clauses; all cross-references have been accordingly updated;
- the “allowance for the maximum mass of optional equipment and fittings not included in the manufacturer’s basic outfit” has been moved from 6.6 (Maximum load, former 5.6) to 7.8 (Maximum load condition, former 6.8).

Any feedback or questions on this document should be directed to the user’s national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).





## Small craft — Principal data

### 1 Scope

This document establishes definitions of main dimensions and related data and of mass specifications and loading conditions. It applies to small craft having a length of the hull ( $L_H$ ) of up to 24 m.

### 2 Normative references

There are no normative references in this document.

### 3 Terms and definitions

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

NOTE For units, see [Clause 4](#).

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

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

#### 3.1

##### waterline

WL

intersection line of the water's surface with the craft's hull when the *craft* ([3.15](#)) is afloat

#### 3.2

##### maximum load waterline reference waterline

$WL_{ref}$

*waterline* ([3.1](#)) of the *craft* ([3.15](#)) when upright in the maximum *loaded displacement* ([3.6](#))

#### 3.3

##### sheerline

intersection between deck and hull, for rounded deck edges the natural intersection, or, where no deck is fitted or the hull extends above the deck (bulwark), the upper edge of the craft's hull

Note 1 to entry: The upper position of the sheerline depends on the inclination between the hull/deck intersection and the actual deck.

#### 3.4

##### transom beam

$B_T$

maximum width of the hull at the transom at or below the *sheerline* ([3.3](#)), excluding extensions, handles and fittings

Note 1 to entry: Where spray rails act as chines or part of the planing surface, they are included in the transom beam measurement.

Note 2 to entry: For *craft* ([3.15](#)) with a rounded or pointed stern or with a transom beam of less than half the maximum beam of the craft, the transom beam,  $B_T$ , is the widest beam at or below the sheerline at the aft quarter length of the hull.

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**3.5  
displacement**

mass of water displaced by the *craft* (3.15), including all appendages

**3.6  
loaded displacement**

$m_{LDC}$

mass of water displaced by the *craft* (3.15), including all appendages, when in the fully loaded ready-for-use condition

Note 1 to entry: Fully loaded ready-for use condition is described in 7.3.

**3.7  
displacement volume**

$V_D$

volume of water displaced by the *craft* (3.15) that corresponds to the *displacement* (3.5)

Note 1 to entry: Where the density of water used to calculate the volume of displacement is not salt water at a density of 1 025 kg/m<sup>3</sup>, the density of water used to calculate the volume of displacement is specified.

**3.8  
tank capacity**

net usable volume of the tank(s) for the *craft* (3.15) in *design trim* (3.13) at rest at the *maximum load waterline* (3.2)

**3.9  
wing mast**

spar characterized by its cross-section which shows a smooth transition at the aft end into the sail, thus, contributing to its driving force

**3.10  
non-sailing boat**

*craft* (3.15) for which the primary means of propulsion is other than by wind power, having *reference sail area* (3.12) ( $A_S < 0,07 (m_{LDC})^{2/3}$ )

**3.11  
sailing boat**

*craft* (3.15) for which the primary means of propulsion is by wind power, having *reference sail area* (3.12) ( $A_S \geq 0,07 (m_{LDC})^{2/3}$ )

**3.12  
reference sail area**

$A_S$

actual profile area of sails set abaft a mast, plus the maximum profile areas of all masts, plus reference triangle area(s) forward of each mast

**3.13  
design trim**

longitudinal attitude of the *craft* (3.15) when upright, with crew, fluids, stores, and equipment in the position(s) and load condition(s) designated by the designer or builder

**3.14  
underway**

not at anchor, or made fast to the shore, or aground

**3.15  
craft  
small craft**

recreational boat, and other watercraft using similar equipment, of up to 24 m length of hull ( $L_H$ )

## 4 Symbols, designations and units

Unless specifically otherwise defined, the symbols, designations and units used in this document are given in [Table 1](#).

**Table 1 — Symbols, designations and units**

Symbol	Designation	Unit	Clause
$A_{IV}$	Windage area	m <sup>2</sup>	<a href="#">5.5.4</a>
$A_S$	Reference sail area	m <sup>2</sup>	<a href="#">5.5.2</a>
$A'_S$	Standard sail area	m <sup>2</sup>	<a href="#">5.5.3</a>
$B_{CB}$	Beam between hull centres	m	<a href="#">5.3.6</a>
$B_H$	Beam of hull	m	<a href="#">5.3.3</a>
$B_{max}$	Maximum beam	m	<a href="#">5.3.2</a>
$B_{WL}$	Beam, waterline	m	<a href="#">5.3.4</a>
$B_{WLmax}$	Maximum beam, waterline	m	<a href="#">5.3.5</a>
$B_T$	Transom beam	m	<a href="#">3.4</a>
$D_{max}$	Maximum depth	m	<a href="#">5.4.1</a>
$D_{LWL/2}$	Midship depth	m	<a href="#">5.4.2</a>
$F$	Freeboard	m	<a href="#">5.4.3</a>
$F_A$	Freeboard, aft	m	<a href="#">5.4.3.2</a>
$F_F$	Freeboard, forward	m	<a href="#">5.4.3.4</a>
$F_M$	Freeboard, amidships	m	<a href="#">5.4.3.3</a>
$H_a$	Draught, air	m	<a href="#">5.4.5</a>
$L_H$	Length of the hull	m	<a href="#">5.2.3</a>
$L_{max}$	Maximum length	m	<a href="#">5.2.2</a>
$L_{WL}$	Waterline length	m	<a href="#">5.2.4</a>
$m_G$	Gross shipping mass	kg	<a href="#">6.2</a>
$m_{LDC}$	Loaded displacement	kg	<a href="#">3.6</a>
$m_{LC}$	Light craft mass	kg	<a href="#">6.3</a>
$m_N$	Net shipping mass	kg	<a href="#">6.1</a>
$m_P$	Performance test mass	kg	<a href="#">6.4</a>
$m_T$	Mass of craft when towed on trailer	kg	<a href="#">6.5</a>
$m_{ML}$	Maximum load	kg	<a href="#">6.6</a>
$T$	Draught	m	<a href="#">5.4.4</a>
$T_C$	Draught, canoe body	m	<a href="#">5.4.4.4</a>
$T_{max}$	Draught, maximum	m	<a href="#">5.4.4.2</a>
$T_{min}$	Draught, minimum	m	<a href="#">5.4.4.3</a>
$V_D$	Displacement volume	m <sup>3</sup>	<a href="#">3.7</a>
$V$	Volume of the craft	m <sup>3</sup>	<a href="#">5.5.5</a>
$V_H$	Volume of the hull	m <sup>3</sup>	<a href="#">5.5.5.2</a>
$V_S$	Volume of the superstructure	m <sup>3</sup>	<a href="#">5.5.5.3</a>
WL	Waterline		<a href="#">3.1</a>
WL <sub>ref</sub>	Maximum load waterline		<a href="#">3.2</a>
$\beta$	Deadrise angle	degrees	<a href="#">5.5.1</a>

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### 5 Measurements

#### 5.1 General

Measurements shall be established with the craft at rest at the maximum load waterline/reference waterline,  $WL_{ref}$ , unless otherwise stated.

#### 5.2 Longitudinal

##### 5.2.1 General

The lengths of a craft shall be measured parallel to the maximum load waterline/reference waterline and craft centreline as the distance between two vertical planes, perpendicular to the centreplane of the craft.

##### 5.2.2 Maximum length, $L_{max}$

The maximum length ( $L_{max}$ ) shall be measured in accordance with 5.2.1, one plane tangent through the foremost part and the other through the aftermost part of the craft.

This length includes all structural and integral parts of the craft, such as stems or sterns, bulwarks, and hull/deck joints.

This length includes parts which are normally fixed, such as fixed spars, bowsprits, pulpits at either end of the craft, stemhead fittings, rudders, outboard motor brackets, outdrives, waterjets, and any propulsion units extending beyond the transom, diving and boarding platforms, rubbing strakes, and permanent fenders.

Outdrives, waterjets, other propulsion units, and all movable parts shall be measured in their normal operating condition to their maximum lengthwise extension when the craft is underway.

This length excludes the following:

- outboard motors;
- any other type of equipment that can be detached without the use of tools.

See [Figure 1](#) for monohull measurements and [Figure 2](#) for multihull measurements.

##### 5.2.3 Length of the hull, $L_H$

The length of the hull ( $L_H$ ) shall be measured in accordance with 5.2.1, one plane passing through the foremost part of the craft and the other through the aftermost part of the craft.

This length includes all structural and integral parts of the craft, such as stems or sterns, bulwarks, and hull/deck joints.

This length excludes removable parts that can be detached in a non-destructive manner and without affecting the structural integrity of the craft, e.g. spars, bowsprits, pulpits at either end of the craft, stemhead fittings, rudders, outdrives, outboard motors and their mounting brackets and plates, diving platforms, boarding platforms, rubbing strakes, and fenders if they do not act as hydrostatic support when the watercraft is at rest or underway.

With multihull craft, the length of each hull shall be measured individually. The length of the hull,  $L_H$ , shall be taken as the longest of the individual measurements.

See [Figure 1](#) for monohull measurements and [Figure 2](#) for multihull measurements.