



BSI Standards Publication

Small craft - Stability and buoyancy assessment and categorization

Part 2: Sailing boats of hull length greater than or equal to 6 m

National foreword

This British Standard is the UK implementation of EN ISO 12217-2:2017. It is identical to ISO 12217-2:2015. It supersedes BS EN ISO 12217-2:2015, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee GME/33, Small craft.

A list of organizations represented on this committee can be obtained on request to its secretary.

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Compliance with a British Standard cannot confer immunity from legal obligations.

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Date	Text affected
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English Version

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

Petits navires - Évaluation et catégorisation de la
stabilité et de la flottabilité - Partie 2: Bateaux à voiles
d'une longueur de coque supérieure ou égale à 6 m
(ISO 12217-2:2015)

Kleine Wasserfahrzeuge - Stabilitäts- und
Auftriebsbewertung und Kategorisierung - Teil 2:
Segelboote ab 6 m Rumpflänge (ISO 12217-2:2015)

This European Standard was approved by CEN on 23 July 2017.

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

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

European foreword

The text of ISO 12217-2:2015 has been prepared by Technical Committee ISO/TC 188 “Small craft” of the International Organization for Standardization (ISO) and has been taken over as EN ISO 12217-2:2017.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by March 2018, and conflicting national standards shall be withdrawn at the latest by March 2018.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 12217-2:2015.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 12217-2:2015 has been approved by CEN as EN ISO 12217-2:2017 without any modification.

Annex ZA (informative)

Relationship between this European Standard and the essential requirements of Directive 2013/53/EU aimed to be covered

This European Standard has been prepared under a Commission's standardization request M/542/C(2015) 8736 final to provide one voluntary means of conforming to essential requirements of Directive 2013/53/EU.

Once this standard is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of this standard given in Table ZA.1 confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding essential requirements of that Directive, and associated EFTA regulations.

Table ZA.1 — Correspondence between this European Standard and Annex I of Directive 2013/53/EU

Essential Requirements of Directive 2013/53/EU	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
I.A.1 - Watercraft Design Categories	Clause 5; 6; 7; 9; Table 11; Annex I	The evaluation of stability and buoyancy properties using ISO 12217-2 will enable boats propelled primarily by sail (even if fitted with an auxiliary engine) of 6 m to 24 m hull length to be assigned to a design category (A, B, C or D) appropriate to its design and maximum load. Design categories A, B, C and D defined in this standard correspond to design categories A, B, C and D of Directive 2013/53/EU.
I.A.2.3.2 - Stability and Freeboard	Clause 5, 6, 7 Annexes A, B, C, D, G, H	
I.A.2.3.3 - Buoyancy and flotation	6.9, 7.12, Annexes D, E	Includes requirements for inverted flotation.
I.A.2.3.5 - Flooding	Clause 6.2, 7.2 and 7.3 Annex A, B	In respect of watertight integrity and downflooding openings including ventilation openings and fittings.
I.A.2.3.6 - Maximum recommended load	Clause 5, 6 and 7	
I.A.2.3.8 - Escape	Clauses 7.11 and 7.13	In relation to habitable multihulls, these clauses include an assessment of susceptibility to inversion and viable means of

		escape after inversion. This standard does not include means of escape in the event of fire.
I.A.2.2.5 - Owner's manual	Annex F	

WARNING 1 — Presumption of conformity stays valid only as long as a reference to this European Standard is maintained in the list published in the Official Journal of the European Union. Users of this standard should consult frequently the latest list published in the Official Journal of the European Union.

WARNING 2 — Other Union legislation may be applicable to the product(s) falling within the scope of this standard.

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Foreword

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

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

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

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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

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

This third edition cancels and replaces the second edition (ISO 12217-2:2013), of which it constitutes a minor revision. It incorporates the following modifications:

- Introduction: the reference to the European Directive has been updated (2013/53/EU);
- [Clause 1](#), [6.2.1.6 d\) 3\)](#), [7.6](#), [7.11](#), [7.12](#), [7.13](#), [Annex I](#), [Table I.2](#), and [Annex J](#), Worksheets 2, 12, 14 and 16: vulnerable has been replaced with susceptible;
- [Clause 3](#): definitions [3.1.1](#), [3.5.5](#), [3.5.6](#) and [3.6.11](#) have been amended;
- [Subclause 6.3.1](#): second item in the list has been inserted;
- [Subclauses 6.3.2.3](#) and [6.3.2.4](#): formulae coefficients have been corrected;
- [Subclause 6.6.2](#): exponent '0,3' has been deleted;
- [Subclause 6.6.7](#): symbols have been corrected;
- [Subclause 6.6.8](#): a note has been added to explain the phrase "fully flooded with water";
- [Clause 9.2](#): the text and [Table 11](#) have been amended;
- [Subclause H.3.2 c\)](#): the coefficient in the formula has been corrected;
- [Annex J](#): worksheets 1, 2, 5, 7, 12 and 16 have been corrected to align with corrections listed above;
- [Annex K](#) has been added;
- Bibliography: reference to ISO 7010 has been added;
- Editorial and cross-referencing corrections have been made to [Table 1](#), [Annex J](#), worksheets 1, 5, 7, 12, 14 and 16, and to [subclauses 6.3.1](#), [6.3.2.2](#) and [6.3.2.3](#).

ISO 12217-2:2015(E)

ISO 12217 consists of the following parts, under the general title *Small craft — Stability and buoyancy assessment and categorization*:

- *Part 1: Non-sailing boats of hull length greater than or equal to 6 m*
- *Part 2: Sailing boats of hull length greater than or equal to 6 m*
- *Part 3: Boats of hull length less than 6 m*

Introduction

This part of ISO 12217 enables the determination of limiting environmental conditions for which an individual boat has been designed.

It enables the boat to be assigned to a design category appropriate to its design and maximum load. The design categories used align with those in the Recreational Craft Directive of the European Union, EU Directive 2013/53/EU.

[Annex J](#) provides worksheets to assist in the systematic assessment of a boat according to this part of ISO 12217.

Small craft — Stability and buoyancy assessment and categorization —

Part 2: Sailing boats of hull length greater than or equal to 6 m

CAUTION — Compliance with this part of ISO 12217 does not guarantee total safety or total freedom of risk from capsize or sinking.

IMPORTANT — The electronic file of this document contains colours which are considered to be useful for the correct understanding of the document. Users should therefore consider printing this document using a colour printer.0

1 Scope

This part of ISO 12217 specifies methods for evaluating the stability and buoyancy of intact (i.e. undamaged) boats. The flotation characteristics of boats susceptible to swamping are also encompassed.

The evaluation of stability and buoyancy properties using this part of ISO 12217 will enable the boat to be assigned to a design category (A, B, C or D) appropriate to its design and maximum load.

This part of ISO 12217 is principally applicable to boats propelled primarily by sail (even if fitted with an auxiliary engine) of 6 m up to and including 24 m hull length. However, it can also be applied to boats less than 6 m if they are habitable multihulls or may be applied if they do not attain the desired design category specified in ISO 12217-3 and they are decked and have quick-draining recesses which comply with ISO 11812.

In relation to habitable multihulls, this part of ISO 12217 includes assessment of susceptibility to inversion, definition of viable means of escape and requirements for inverted flotation.

This part of ISO 12217 excludes:

- inflatable and rigid-inflatable boats covered by ISO 6185, except for references made in ISO 6185 to specific clauses of ISO 12217;
- gondolas and pedalos;
- surfboards including sailing surfboards; and
- hydrofoils and foil stabilized boats when not operating in the displacement mode.

NOTE Displacement mode means that the boat is only supported by hydrostatic forces.

It does not include or evaluate the effects on stability of towing, fishing, dredging or lifting operations, which need to be separately considered if appropriate.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 2896:2001, *Rigid cellular plastics — Determination of water absorption*

ISO 3864-1, *Graphical symbols — Safety colours and safety signs — Part 1: Design principles for safety signs and safety markings*

ISO 8666, *Small craft — Principal data*

ISO 9093-1, *Small craft — Seacocks and through-hull fittings — Part 1: Metallic*

ISO 9093-2, *Small craft — Seacocks and through-hull fittings — Part 2: Non-metallic*

ISO 9094 (all parts), *Small craft — Fire protection*

ISO 10240, *Small craft — Owner's manual*

ISO 11812, *Small craft — Watertight cockpits and quick-draining cockpits*

ISO 12216, *Small craft — Windows, portlights, hatches, deadlights and doors — Strength and watertightness requirements*

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

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

ISO 14946, *Small craft — Maximum load capacity*

ISO 15083, *Small craft — Bilge-pumping systems*

3 Terms and definitions

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

NOTE The meanings of certain symbols used in the definitions are given in [Clause 4](#).

3.1 Primary

3.1.1

design category

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

Note 1 to entry: See also [9.2](#).

3.1.2

sailing boat

boat for which the primary means of propulsion is by wind power, having reference sail area ([3.4.8](#))
 $A_S \geq 0,07(m_{LDC})^{2/3}$

Note 1 to entry: m_{LDC} is the mass of the boat in the maximum load condition, expressed in kilograms.

3.1.3

catamaran

boat with two main load-bearing hulls

EXAMPLE Boats with a centreline or bridge-deck nacelle which supports less than 30 % of the mass in the maximum load condition are considered to be catamarans. Proas are asymmetric catamarans.

3.1.4

trimaran

boat with a centre main hull and two sidehulls in which the centre hull, when the boat is upright, supports 30 % or more of the mass in the maximum load condition

3.1.5**recess**

volume open to the air that might retain water within the range of loading conditions and corresponding trims

EXAMPLE Cockpits, wells, open volumes or areas bounded by bulwarks or coamings.

Note 1 to entry: Cabins, shelters or lockers provided with closures according to the requirements of ISO 12216 are not recesses.

Note 2 to entry: Cockpits that are open aft to the sea are considered to be recesses. Flush decks without bulwarks or coamings are not recesses.

3.1.6**quick-draining recess**

recess fulfilling all the requirements of ISO 11812 for “quick-draining cockpits and recesses”

Note 1 to entry: According to its characteristics, a cockpit may be considered to be quick-draining for one design category, but not for a higher category.

Note 2 to entry: ISO 11812 contains requirements with which most sailing dinghies cannot comply.

3.1.7**watertight recess**

recess fulfilling all the requirements of ISO 11812 for “watertight cockpits and recesses”

Note 1 to entry: This term only implies requirements in respect of watertightness and sill heights, but not those for drainage.

3.1.8**fully enclosed boat**

boat in which the horizontal projection of the sheerline area comprises any combination of

- watertight deck and superstructure, and/or
- quick-draining recesses which comply with ISO 11812, and/or
- watertight recesses complying with ISO 11812 with a combined volume of less than $(L_H B_H F_M)/40$, and all closing appliances have their degree of watertightness in accordance with ISO 12216

Note 1 to entry: The size of recesses permitted for boats of design category A, B or some boats of design category C is restricted by the requirements of [6.3](#).

3.1.9**habitable boat**

boat having a fully enclosed cabin with rigid roof fitted with one or more bunks, benches, pipecotts, hammocks or similar locations that can be used for sleeping when the boat is under way

Note 1 to entry: A boat is considered to be “habitable” if a fabric closure is used instead of a rigid door, or the cabin has fabric sides.

Note 2 to entry: The following are not considered to render a boat “habitable”:

- a cockpit tent, or
- an open-sided cuddy intended to provide limited protection from spray, provided it is not fitted with fabric closures all round.

Note 3 to entry: Locations used for sleeping have minimum dimensions of 1,5 m diagonal length, 0,4 m width at the widest point, and with a minimum headroom of 0,4 m over the length. The cabin sole and compartments designated by the builder to be used exclusively for storage and referenced in the owner’s manual are not included.

3.1.10

habitable part of a boat

spaces within a habitable boat with rigid roof that are fitted with a toilet or in which there is provision for any of the following activities: sitting, sleeping, cooking, eating, washing, navigation, steering

Note 1 to entry: Compartments designated by the builder to be used exclusively for storage and referenced in the owner's manual are not included.

3.2 Hazards

3.2.1

capsize

event when a boat reaches any heel angle from which it is unable to recover to equilibrium near the upright without intervention

3.2.2

knockdown

event when a boat reaches a heel angle sufficient to immerse the masthead, and from which it may or may not recover without intervention

3.2.3

inversion

event when a boat becomes upside down

3.3 Downflooding

3.3.1

downflooding opening

opening in the hull or deck (including the edge of a recess) that might admit water into the interior or bilge of a boat, or a recess, apart from those excluded in [6.2.1.6](#)

3.3.2

downflooding angle

ϕ_D
angle of heel at which downflooding openings (apart from those excluded in [6.2.1.6](#)) become immersed, when the boat is in calm water and in the appropriate loading condition at design trim

Note 1 to entry: Where openings are not symmetrical about the centreline of the boat, the case resulting in the smallest angle is used.

Note 2 to entry: The following are specifically considered:

- ϕ_D is the downflooding angle to any downflooding opening;
- ϕ_{DA} is the angle of heel at which openings which are not marked "KEEP SHUT WHEN UNDER WAY" having a combined total area, expressed in square centimetres (cm²), greater than the number represented by $1,2L_H B_H F_M$ first become immersed;
- ϕ_{DC} is the downflooding angle at which recesses which are not quick-draining begin to fill with water;
- ϕ_{DH} is the downflooding angle at which any main access hatch (i.e. having an opening area greater than 0,18 m² each) giving direct access to the main open air helm position first begins to become immersed.

Note 3 to entry: Downflooding angle is expressed in degrees.

3.3.3**downflooding height** h_D

smallest height above the waterline to any downflooding opening, apart from those excluded in 6.2.1.6, when the boat is upright in calm water and in the maximum load condition, measured to the critical downflooding point which might be within pipes or ducts inside the hull

Note 1 to entry: Downflooding height is expressed in metres.

Note 2 to entry: See [Figure B.1](#)

3.4 Dimensions, areas and angles**3.4.1****length of hull** L_H

length of the hull measured according to ISO 8666

Note 1 to entry: Length of hull is expressed in metres.

3.4.2**length waterline** L_{WL}

waterline length measured according to ISO 8666 when the boat is upright in calm water, in the appropriate loading condition and at design trim

Note 1 to entry: For multihull boats, L_{WL} relates to that of the longest individual hull.

Note 2 to entry: Length waterline is expressed in metres.

3.4.3**beam of hull** B_H

maximum beam of the hull using the method of ISO 8666; for catamaran and trimaran boats, maximum beam across the outer hulls

Note 1 to entry: Beam of hull is expressed in metres.

3.4.4**beam waterline** B_{WL}

greatest beam measured according to ISO 8666 at the waterline in calm water which, for multihull boats, is the sum of the maximum waterline beams of each of the hulls, the boat being upright, in the appropriate loading condition and at design trim

Note 1 to entry: Beam waterline is expressed in metres.

3.4.5**beam between hull centres** B_{CB}

on catamaran and trimaran boats, the transverse distance between the centres of buoyancy of the outer hulls

Note 1 to entry: Beam between hull centres is expressed in metres.

3.4.6

freeboard amidships

F_M
distance of the sheerline or deck above the waterline at $L_{WL}/2$ measured according to ISO 8666, the boat being upright, in the appropriate loading condition and at design trim

Note 1 to entry: Freeboard amidships is expressed in metres.

Note 2 to entry: Where no loading condition is specified, maximum load condition should be assumed.

3.4.7

draught of canoe body

T_C
draught of the main buoyant part of the hull(s) below the waterline, as defined in ISO 8666, the boat being upright in the appropriate loading condition and at design trim

Note 1 to entry: Draught of canoe body excludes appendages such as rudders or skegs, and is expressed in metres.

3.4.8

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 as defined in ISO 8666

Note 1 to entry: Sail area is expressed in square metres.

3.4.9

standard sail area

A'_S
actual profile area of the largest sail plan suitable for windward sailing in true winds of 10–12 kn (5,1–6,2 m/s), including overlaps, and supplied or recommended by the builder as standard

Note 1 to entry: Sail area is expressed in square metres.

3.4.10

angle of vanishing stability

ϕ_V
angle of heel nearest the upright (other than upright) in the appropriate loading condition at which the transverse stability righting moment is zero

Note 1 to entry: This is determined assuming that there is no offset load, and that all potential downflooding openings are considered to be watertight.

Note 2 to entry: Where a boat has recesses which are not quick-draining, ϕ_V is to be taken as the downflooding angle to these recesses, unless the loss of buoyancy due to such recesses is fully accounted for in determining ϕ_V .

Note 3 to entry: Angle of vanishing stability is expressed in degrees.

3.5 Condition, mass and volume

3.5.1

empty craft condition

empty boat including fittings and equipment as listed below but excluding all optional equipment and fittings not included in the manufacturer's basic outfit:

- a) structure: comprising all the structural parts, including any fixed ballast keel and/or drop keel/centreboard/daggerboard(s) and rudder(s);
- b) ballast: any fixed ballast installed;

- c) internal structure and accommodation: bulkheads and partitions, insulation, lining, built-in furniture, flotation material, windows, hatches and doors, permanently installed mattresses and upholstery materials;
- d) permanently installed engine(s) and fuel system: comprising inboard engine(s), including all supplies and controls as needed for their operation, permanently installed fuel systems, including tanks;
- e) fluids in permanently installed systems: residual working fluids as needed for their operation (see examples below), but excluding contents of fluid ballast systems and tanks, and main storage tanks (which are included in maximum load);

EXAMPLES: fluids in hot or cold water, fuel, lubricating or hydraulic oil systems

- f) internal equipment, including:
 - all items of equipment permanently attached to the craft, e.g. tanks, toilet system(s), water transfer equipment;
 - bilge pumping system(s), cooking and heating devices, cooling equipment, ventilation system(s);
 - electrical installation and equipment, including permanently installed batteries mounted in the position intended by the builder;
 - fixed navigational and electronic equipment;
 - fixed fire fighting equipment, where fitted;
- g) external equipment, including:
 - all permanently attached standard or specified deck fittings, e.g. guardrails, pulpits and pushpits, bowsprits and their attachments, bathing platforms, boarding ladders, steering equipment, winches, sprayhood(s);
 - awning(s), cockpit tables, gratings, signal mast(s), where fitted;
 - mast(s), boom(s), spinnaker poles and other pole(s), standing and running rigging, in the stowed position ready for use; all standing and running rigging in place

Note 1 to entry: The mass in the empty craft condition is denoted by m_{EC} and is expressed in kilograms.

3.5.2

light craft condition

empty craft condition plus standard equipment (3.6.12) plus removable ballast (whether solid or liquid) when supplied and/or intended by the manufacturer to be carried when the boat is afloat, with elements positioned as follows:

- a) where provision is made for propulsion by outboard engine(s) of more than 3 kW, the heaviest engine(s) recommended for the boat by the manufacturer is(are) mounted in the working position(s);
- b) where batteries are fitted, they are mounted in the position intended by the builder, and if there is no specific stowage provided for batteries, the mass of one battery for each engine over 7 kW is allowed for, and located within 1,0 m of the engine location;
- c) all upwind sails supplied or recommended by the builder as standard, onboard and rigged ready for use, but not hoisted, e.g. mainsail on boom, roller furling sails furled, hanked foresails on stay stowed on foredeck.

Note 1 to entry: For the minimum mass of outboard engines and batteries, refer to Tables C.1 and C.2 of ISO 12217-3:2015.

Note 2 to entry: The mass in the light craft condition is denoted by m_{LC} and is expressed in kilograms.

3.5.3

minimum operating condition

boat in the light craft condition with the following additions:

- a) mass to represent the crew, positioned on the centreline near the main control position of
 - 75 kg where $L_H \leq 8$ m,
 - 150 kg where $8 \text{ m} < L_H \leq 16$ m,
 - 225 kg where $16 \text{ m} < L_H \leq 24$ m;
- b) non-edible stores and equipment normally carried on the boat and not included in the manufacturer's list of standard equipment

EXAMPLE Loose internal equipment and tools, spare parts, dishes, kitchenware and cutlery, additional anchors or sails, dinghy and outboard if carried aboard.

Note 1 to entry: Liquids in main storage tanks (e.g. fuel, drinking water, black and grey water, live wells, bait tanks, etc.) are excluded.

Note 2 to entry: Water ballast in tanks which are symmetrical about the centreline and which are intended by the builder to be used for variable asymmetric ballasting while under way is excluded.

Note 3 to entry: Elements with transversally variable position (e.g. canting keels, movable solid ballast, tilting masts) are positioned symmetrically about the centreline of the boat. Elements with longitudinally variable position (eg: tilting masts or keels) are positioned so that the VCG is maximized.

Note 4 to entry: Any centreboard or keel is in the raised position unless it can be fixed in the lowered position and an appropriate instruction is given in the owner's manual.

Note 5 to entry: The mass in the minimum operating condition is denoted by m_{M0} and is expressed in kilograms.

3.5.4

maximum load

load which the boat is designed to carry in addition to the light craft condition, comprising:

- the crew limit at 75 kg each;
- the personal effects of the crew;
- stores and cargo (if any), dry provisions, consumable liquids;
- contents of all permanently installed storage tanks filled to 95 % of their maximum capacity, including fuel, drinking water, black water, grey water, lubricating and hydraulic oil, bait tanks and/or live wells; plus ballast water at 100 % capacity;
- consumable liquids in portable tanks (drinking water, fuel) filled to 95 % of the maximum capacity;
- dinghy or other small craft intended to be carried aboard, and any outboard motor associated with them;
- liferaft(s) if carried in excess of the minimum required in essential safety equipment;
- non-edible stores and equipment normally carried on the boat and not included in the manufacturer's list of standard equipment, e.g. loose internal equipment and tools, spare parts, additional anchors or sails, dinghy and outboard if carried aboard;
- an allowance for the maximum mass of optional equipment and fittings not included in the manufacturer's basic outfit

Note 1 to entry: Liferafts are not included in essential safety equipment for Categories C and D.

Note 2 to entry: As a guide, not less than 20 kg per person should be allowed for personal effects on habitable boats.

Note 3 to entry: As a guide, the mass of yachting liferafts varies from approximately $12 + 2CL$ (kg) to double this, according to specification.

Note 4 to entry: Unless otherwise required, variable position elements (e.g. canting keels, movable solid ballast, tilting masts) are positioned symmetrically about the centreline of the boat.

Note 5 to entry: Any centreboard or keel is in the raised position unless it can be fixed in the lowered position and an appropriate instruction is given in the owner's manual.

Note 6 to entry: The mass of maximum load is denoted by m_L and is expressed in kilograms.

3.5.5

maximum load condition

boat in the light craft condition with the maximum load added so as to produce the design trim, the crew corresponding to the minimum operating condition being located at the main control position, the remainder positioned at sheerline height at the mid-length of L_H

Note 1 to entry: The mass in the maximum load condition is denoted by m_{LDC} and is expressed in kilograms.

3.5.6

loaded arrival condition

boat in the maximum load condition minus 85 % of the maximum capacity of fixed or portable storage tanks for fuel, oils and drinking water, and minus 90 % of edible stores, but including the worst combination of optional fittings or equipment with respect to stability

Note 1 to entry: In this condition, tanks have 10 % of their maximum capacity remaining.

Note 2 to entry: The mass in the loaded arrival condition is denoted by m_{LA} and is expressed in kilograms.

Note 3 to entry: Unless otherwise required, variable position elements (e.g. canting keels, movable solid ballast, tilting masts) are positioned symmetrically about the centreline of the boat.

3.5.7

displacement volume

V_D

volume of displacement of the boat that corresponds to the appropriate loading condition, taking the density of water as $1\,025\text{ kg/m}^3$

Note 1 to entry: Displacement volume is expressed in cubic metres.

3.6 Other terms and definitions

3.6.1

calculation wind speed

v_W

wind speed used in calculations

Note 1 to entry: Calculation wind speed is expressed in metres per second or in knots.

3.6.2

crew

collective description of all persons onboard a boat

3.6.3

crew limit

CL

maximum number of persons (with a mass of 75 kg each) used when assessing the design category

3.6.4

design trim

longitudinal attitude of a boat when upright, with crew, fluids, stores and equipment in the positions designated by the designer or builder

Note 1 to entry: Crew are assumed to be in positions designated by the builder. In the absence of builder's instructions, crew and gear are assumed to be positioned in a manner most likely to provide a favourable test result, provided that such positions are consistent with the proper operation of the boat and that crew are assumed to be either standing at designated positions fitted with handholds, or seated.

3.6.5

essential safety equipment

loose equipment considered essential to the safe operation of the boat, which may include distress flares and rockets, lifebuoy with light and battery, first aid box, wire cutters for standing rigging, lifejackets, safety harnesses and lines, portable firefighting equipment, flashlight, binoculars, radio (e.g. VHF), ball and cone visual signals, charts, navigational publications and for design categories A and B, liferaft(s) sufficient for the crew limit in the corresponding design category

Note 1 to entry: Quantities carried may vary according to the size of boat, design category and crew limit.

Note 2 to entry: As a guide, the mass allowed for essential safety equipment but excluding any liferaft(s) should not be less than $3L_H$ (kg).

Note 3 to entry: The mass of yachting liferafts varies from approximately $12 + 2CL$ (kg) to double this, according to specification.

Note 4 to entry: Liferafts are not considered to be essential safety equipment in design categories C and D.

3.6.6

flotation element

element which provides buoyancy to the boat and thus influences the flotation characteristics

3.6.6.1

air tank

tank made of hull construction material, and integral with hull or deck structure

3.6.6.2

air container

container made of stiff material, and not integral with the hull or deck structure

3.6.6.3

low density material

material with a specific gravity of less than 1,0 primarily incorporated into the boat to enhance the buoyancy when swamped

3.6.6.4

inflated bag

bag made of flexible material, not integral with hull or deck, accessible for visual inspection and intended always to be inflated when the boat is being used

Note 1 to entry: Bags intended to be inflated automatically when immersed (e.g. at the masthead as a means to prevent inversion) are not regarded as flotation elements.

3.6.7

inclining experiment

method by which the vertical position of the centre of gravity (VCG) of a boat can be determined

Note 1 to entry: The VCG, together with a knowledge of the shape of the hull (the lines plan) and the position of the waterline in a known loading condition, enable all the intact stability parameters to be calculated.

Note 2 to entry: A full description of how to conduct an inclining experiment is given in standard naval architecture textbooks, e.g. references [2] and [3] in the bibliography.

3.6.8 righting lever GZ

at a specific heel (or trim) angle in calm water, the distance in both the horizontal and transverse (or horizontal and longitudinal) planes between the centre of buoyancy and the centre of gravity

Note 1 to entry: Righting lever usually refers to the transverse plane, but may be in the longitudinal plane where longitudinal stability is concerned.

Note 2 to entry: Righting lever is equal to the righting moment divided by the product of mass, expressed in kilograms, and acceleration due to gravity ($9,806 \text{ m/s}^2$) and is expressed in metres.

3.6.9 righting moment RM

at a specific heel (or trim) angle in calm water, the restoring moment generated by the transverse (or longitudinal) offset of the centre of buoyancy of the submerged part of the hull from the centre of gravity of the boat

Note 1 to entry: Righting moment usually refers to the transverse plane, but may be in the longitudinal plane where longitudinal stability is concerned.

Note 2 to entry: The righting moment varies with heel (or trim) angle and is usually plotted graphically against heel (or trim) angle. Righting moments are most accurately derived by computer from a knowledge of the hull shape and the location of the centre of gravity. Other more approximate methods are also available. The righting moment varies substantially with hull form, centre of gravity position, boat mass and trim attitude.

Note 3 to entry: Righting moment is expressed in newton metres or kilonewton metres.

3.6.10 loaded waterline

waterline of the boat when upright in the maximum load condition

3.6.11 recess retention level

level of water in recesses, when the boat is at design trim, at which 20% of the uppermost periphery of the surrounding coaming (measured in horizontal plane parallel to waterline at design trim) would be covered by water, assuming that all gates, doors or drainage openings are considered to be sealed

Note 1 to entry: This definition is illustrated in [Annex K](#).

3.6.12 standard equipment

devices including outboard motors (excluding those for tenders), loose furniture and furnishings such as tables, chairs, non-permanently installed mattresses, curtains, etc., portable bilge pumping equipment anchors, chain, warps, sails, loose external equipment such as fenders, boathook and boarding ladder, oars (if appropriate), and essential safety equipment

Note 1 to entry: Where outboard engine(s) are fitted, the heaviest engine(s) recommended for the boat by the manufacturer is(are) included, the mass allowed for outboard engines and their batteries (if not permanently installed) not being less than that given in columns 1 and 3 of Tables F.1 and F.2 of ISO 12217-1:2015 or Tables C.1 and C.2 of ISO 12217-3:2015.

Note 2 to entry: As a guide, the mass allowed for anchors, anchor chain, warps and fenders should not be less than about $0,25L_H^{2,2}$ (kg). In some cases up to double this mass may be appropriate.

3.6.13 watertightness degree

degree of watertightness as specified in ISO 11812 and ISO 12216

Note 1 to entry: The degree of watertightness is summarized as follows.

Degree 1: Degree of tightness providing protection against effects of continuous immersion in water.

Degree 2: Degree of tightness providing protection against effects of temporary immersion in water.

Degree 3: Degree of tightness providing protection against splashing water.

Degree 4: Degree of tightness providing protection against water drops falling at an angle of up to 15° from the vertical.

3.6.14

under way

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

4 Symbols

For the purposes of this document, the symbols and associated units in [Table 1](#) apply.

Table 1 — Symbols

Symbol	Unit	Meaning
ϕ	degree (°)	Angle of heel
ϕ_D	degree (°)	Actual downflooding angle of any downflooding opening, see 3.3.2
$\phi_{D(R)}$	degree (°)	Required downflooding angle, see 6.2.3
ϕ_{DA}	degree (°)	Downflooding angle at which a certain total area of openings is submerged, see 3.3.2
ϕ_{DC}	degree (°)	Downflooding angle to cockpits that are not quick-draining according to ISO 11812, see 3.3.2
ϕ_{DH}	degree (°)	Downflooding angle to any main access hatchway, see 3.3.2
ϕ_{GZmax}	degree (°)	Angle of heel at which maximum righting moment or lever occurs
ϕ_V	degree (°)	Angle of vanishing stability, see 3.4.10
$\phi_{V(R)}$	degree (°)	Required angle of vanishing stability, see 6.5
A_{GZ}	m · degree	Positive area under righting lever curve, see 6.4 and 6.6.2
A_S	m ²	Reference sail area according to ISO 8666 and 3.4.8
A'_S	m ²	Standard sail area, see 3.4.9
B_{CB}	m	Beam between centres of buoyancy of sidehulls, see 3.4.5
B_H	m	Beam of hull according to ISO 8666
B_{WL}	m	Beam waterline in the appropriate loading condition according to ISO 8666 and 3.4.4 . In the case of multihulls, it is the sum of the maximum waterline beams of each of the hulls.
CL		Crew limit = maximum number of persons on board, see 3.6.3
F_M	m	Freeboard amidships at the appropriate loading condition according to 3.4.6
GM_T	m	Transverse metacentric height, see 6.3
GZ	m	Righting lever = righting moment (N·m)/[mass (kg) × 9,806 (m/s ²)], see 3.6.8
GZ ₉₀	m	Righting lever at 90° heel
h_{CE}	m	Height of centre of area of A_S above waterline at the appropriate loading condition, see 6.8
h'_{CE}	m	Height of centre of area of A'_S above waterline at the appropriate loading condition, see 6.8
h_D	m	Actual downflooding height, see 3.3.3
$h_{D(R)}$	m	Required downflooding height, see 6.2.2

Table 1 (continued)

Symbol	Unit	Meaning
h_{LP}	m	Height of waterline at the appropriate loading condition above centre of area of immersed profile area including keel(s) and rudder(s), see 6.8.2 and 6.8.3
L_{BS}	m	Length base size = $(2L_{WL} + L_H)/3$
LCG	m	Longitudinal position of the centre of gravity from a chosen datum
L_H	m	Length of hull according to ISO 8666
L_{WL}	m	Length of waterline at the appropriate loading condition according to ISO 8666
m	kg	Mass of the boat, used where more than one loading condition is considered
m_{EC}	kg	Mass of the boat in the empty craft condition, see 3.5.1
m_L	kg	Mass of the maximum load, see 3.5.4
m_{LA}	kg	Mass of the boat in the loaded arrival condition, see 3.5.6
m_{LC}	kg	Mass of the boat in light craft condition, see 3.5.2
m_{LDC}	kg	Mass of the boat in maximum load condition, see 3.5.5
m_{MO}	kg	Mass of the boat in the minimum operating condition, see 3.5.3
RM	N·m	Righting moment, see 3.6.9
STIX	—	Actual stability index value at the appropriate loading condition according to 6.6
STIX _(R)	—	Required stability index value, see Table 6
T_C	m	Draught of canoe body at the appropriate loading condition according to ISO 8666
VCG	m	Vertical position of the centre of gravity from a chosen datum
V_D	m ³	Displacement volume, see 3.5.7
V_R	m ³	Volume of a non-quick-draining recess, see Annex A
v_W	m/s	Calculation wind speed, see 3.6.1
x_D	m	Longitudinal distance of downflooding opening from nearest extremity of L_H
x'_D	m	Longitudinal distance of downflooding opening from forward end of L_H
y_D	m	Transverse distance of downflooding opening from periphery of boat
y'_D	m	Transverse distance of downflooding opening off centreline
z_D	m	Height above waterline of downflooding opening

5 Procedure

5.1 Maximum load

Decide on the crew limit and the maximum load that the boat is intended to carry in accordance with the definitions. The crew limit shall not exceed that determined by the seating or standing space requirements of ISO 14946.

IMPORTANT — Ensure that the maximum load is not underestimated.

NOTE If a boat is assessed with different amounts of maximum load, different design categories may be assigned according to the load.

5.2 Sailing or non-sailing

Confirm that the boat is defined as sailing. Sailing boats are those where $A_S \geq 0,07 \times (m_{LDC})^{2/3}$, where A_S is the reference sail area according to 3.4.8 and ISO 8666 and m_{LDC} is the mass of the boat in the maximum load condition, as defined in 3.5.5 and expressed in kilograms.

Other boats are non-sailing boats and shall be assessed using ISO 12217-1.

5.3 Tests, calculations and requirements to be applied

[Clause 6](#) shall be applied to monohull sailing boats.

[Clause 7](#) shall be applied to catamaran or trimaran sailing boats.

NOTE Monohulls applying [6.5.2](#) (form-stable monohulls) are required to comply with some requirements of [Clause 7](#).

All the requirements of the option chosen from [Clause 6](#) or [7](#) shall be satisfied.

5.4 Variation in input parameters

Users of this part of ISO 12217 shall consider the effect on compliance of variations in the empty craft mass within the builder's manufacturing tolerances.

6 Requirements for monohull boats

6.1 Requirements to be applied

6.1.1 Monohull sailing boats shall comply with all the requirements of any one of seven options according to amount of flotation and decking, and whether the boat is fitted with suitable recesses. These options and the tests to be applied are given in [Table 2](#).

NOTE For any given test, the requirements may vary according to the chosen option, e.g. for downflooding height.

6.1.2 The design category finally given is that for which the boat satisfies all the relevant requirements of any one of these options. See [Annex I](#).

6.1.3 For boats using option 1 or 2, each of the requirements shall be satisfied in the minimum operating condition and in the loaded arrival condition unless otherwise specifically noted. In calculating the position of the overall centre of gravity in the loaded arrival condition, the following shall be observed:

- fluids shall be located in the fixed tanks;
- provisions shall be stowed in an appropriate location;
- the mass of additional crew (crew limit less those required for m_{M0}) shall be added at sheerline height at the mid-length of L_H .

6.1.4 Boats fitted with provision for asymmetric ballasting while under way (whether liquid or solid) shall

- a) comply with all the requirements of the selected option as indicated in [Table 2](#), and
- b) comply with the requirements of [6.2.3](#), [6.4](#) (if appropriate), [6.5](#) and [6.6](#) considering that the movable ballast is of whichever amount and position that gives the most adverse result when considering each individual stability requirement.

Table 2 — Requirements to be applied to monohull sailing boats

Option	1	2	3	4	5	6	7
Categories possible	A and B	C and D	C and D	C and D	C and D	C and D	C and D
Decking or covering	Fully enclosed boat ^a	Fully enclosed boat ^a	Any boat except fully enclosed boat ^b	Any boat except fully enclosed boat ^b	Any boat	Any boat	Any boat except fully enclosed boat ^b
Downflooding openings	6.2.1	6.2.1	6.2.1	6.2.1	6.2.1	6.2.1	—
Downflooding-height test	6.2.2	6.2.2	6.2.2	—	6.2.2	—	—
Downflooding angle	6.2.3	6.2.3	—	—	—	—	—
Recess size	6.3^c	—	—	—	6.3^d	6.3^d	—
Minimum righting energy	6.4	—	—	—	—	—	—
Angle of vanishing stability	6.5	6.5	—	—	—	—	—
Stability index	6.6	6.6	—	—	—	—	—
Knockdown-recovery test	—	—	6.7	6.7	—	—	—
Wind stiffness test	—	—	—	—	6.8	6.8	—
Flotation requirements	—	—	—	6.9	—	6.9	—
Capsize recovery test	—	—	—	—	—	—	6.10
Detection and removal of water	6.11	6.11	6.11	6.11	6.11	6.11	6.11
^a This term is defined in 3.1.8 . ^b That is, any boat that is not “fully enclosed”, thus including boats without any decking. ^c Only applicable to boats using 6.5.2 and having $\phi_V < 90^\circ$. ^d This requirement only applies to boats of design category C that are fully enclosed.							

6.2 Downflooding

NOTE These requirements are to ensure that a level of watertight integrity appropriate to the design category is maintained.

6.2.1 Downflooding openings

6.2.1.1 All closing appliances (as defined in ISO 12216) such as windows, portlights, hatches, deadlights and doors shall comply with ISO 12216, according to design category and appliance location area.

Openings to centreboard or drop keel casings fitted to habitable sailing boats shall comply with the watertightness degree 3 if their height is less than that corresponding to Area I (as defined in ISO 12216).

6.2.1.2 No hatches or opening type windows shall be fitted in the hull with the lowest part of the opening less than 0,2 m (design category A, B or C) or 0,1 m (design category D) above the loaded waterline, except for emergency escape hatches on design category C boats, where 0,1 m is allowable.

6.2.1.3 Seacocks complying with ISO 9093-1 and ISO 9093-2, respectively, together with means of preventing flow into the boat when the seacock is open, shall be fitted to through-hull pipe fittings located with any part of the opening below either the heeled or upright waterline when fully loaded, apart from:

- engine exhausts, or
- drains forming an integral part of the hull and of equal strength and tightness extending from the outlet to above the fully loaded upright waterline at least 0,12 m for design category A, 0,08 m for

design category B, 0,06 m for design category C or 0,04 m for design category D, and also above the heeled waterline defined as follows:

- 1) 7° for sailing multihulls, or
- 2) 30° or immersion of the sheerline, whichever occurs first, for monohull sailing boats.

NOTE 1 Means of preventing flow into the boat may comprise:

- a pipe or hose extending above the heeled waterline, or
- a pipe or hose leading to a downflooding point above the heeled waterline, or
- a non-return valve, or
- a pipe or hose connected to a system that cannot flood the interior of the boat, or
- for seacocks not connected internally, a permanent cap or means of securing the seacock in the closed position.

Instructions for the correct and safe operation of seacocks shall be included in the owner's manual.

NOTE 2 Special requirements for seacocks on bilge system discharges are given in ISO 15083.

6.2.1.4 Openings within the boat, such as outboard engine trunks or openings in centreboard casings, shall be considered as possible downflooding openings.

6.2.1.5 For boats to be given design category A or B, downflooding openings not fitted with any form of closing appliance shall only be permitted if they are not in Area I (as defined in ISO 12216) and are essential for cabin or engine ventilation requirements, but these shall at least comply with tightness degree 3.

6.2.1.6 The requirements given in [6.2.2](#) and [6.2.3](#) apply to all downflooding openings except:

- a) watertight recesses with a combined volume less than $(L_H B_H F_M)/40$, or quick-draining recesses;
- b) drains from:
 - quick-draining recesses, or
 - watertight recesses which, if filled, would not lead to downflooding or capsize when the boat is upright

and which:

- 1) are freeing ports fitted with non-return flap closures which are watertight from the exterior to degree 3 of ISO 12216, or
 - 2) have a combined cross-sectional area smaller than three times the minimum area required to comply with ISO 11812 for quick-draining cockpits;
- c) non-opening appliances which comply with ISO 12216;
 - d) opening appliances located in the topsides which comply with ISO 12216 which are:
 - 1) referenced in the owner's manual as watertight closure to be kept shut when under way, and
 - 2) clearly marked on the inboard side "KEEP SHUT WHEN UNDER WAY" in upper case letters not less than 4,8 mm high, and
 - 3) positioned so that the lowest part of the opening is above the loaded waterline by at least 50 % of the minimum downflooding height required by [6.2.2](#), or in the case of means of escape fitted to habitable multihulls considered to be susceptible to inversion (see [7.11](#) and [7.13](#)) positioned

with the bottom of the clear opening not less than 0,2 m (design category A or B) or 0,1 m (design category C or D) above the loaded waterline when the boat is upright;

- e) opening appliances which are fitted in a compartment of such restricted volume that, even if flooded, the boat satisfies all the requirements;
- f) opening appliances located other than in the topsides which comply with ISO 12216 to tightness degree 2 and which are referenced in the owner's manual as being "KEEP SHUT WHEN UNDER WAY" and clearly marked as such on the appliance on the inboard side in upper case letters not less than 4,8 mm high;
- g) engine exhausts or other openings that are only connected to watertight systems;
- h) discharge pipes fitted with non-return valves;
- i) openings in the sides of outboard engine wells which are of
 - 1) watertightness degree 2 and having the lowest point of downflooding more than 0,1 m above the loaded waterline, or
 - 2) watertightness degree 3 and having the lowest point of downflooding more than 0,2 m above the loaded waterline and also above the top of the transom in way of the engine mounting, provided that well drain holes are fitted, see [Figure 1](#), or
 - 3) watertightness degree 4 and having the lowest point of downflooding more than 0,2 m above the loaded waterline and also above the top of the transom in way of the engine mounting, provided that well drain holes are fitted, and that the part of the interior or non-quick-draining spaces into which water may be admitted has a length less than $L_H/6$ and from which water up to 0,2 m above the loaded waterline cannot drain into other parts of the interior or non-quick-draining spaces of the boat, see [Figure 1](#).

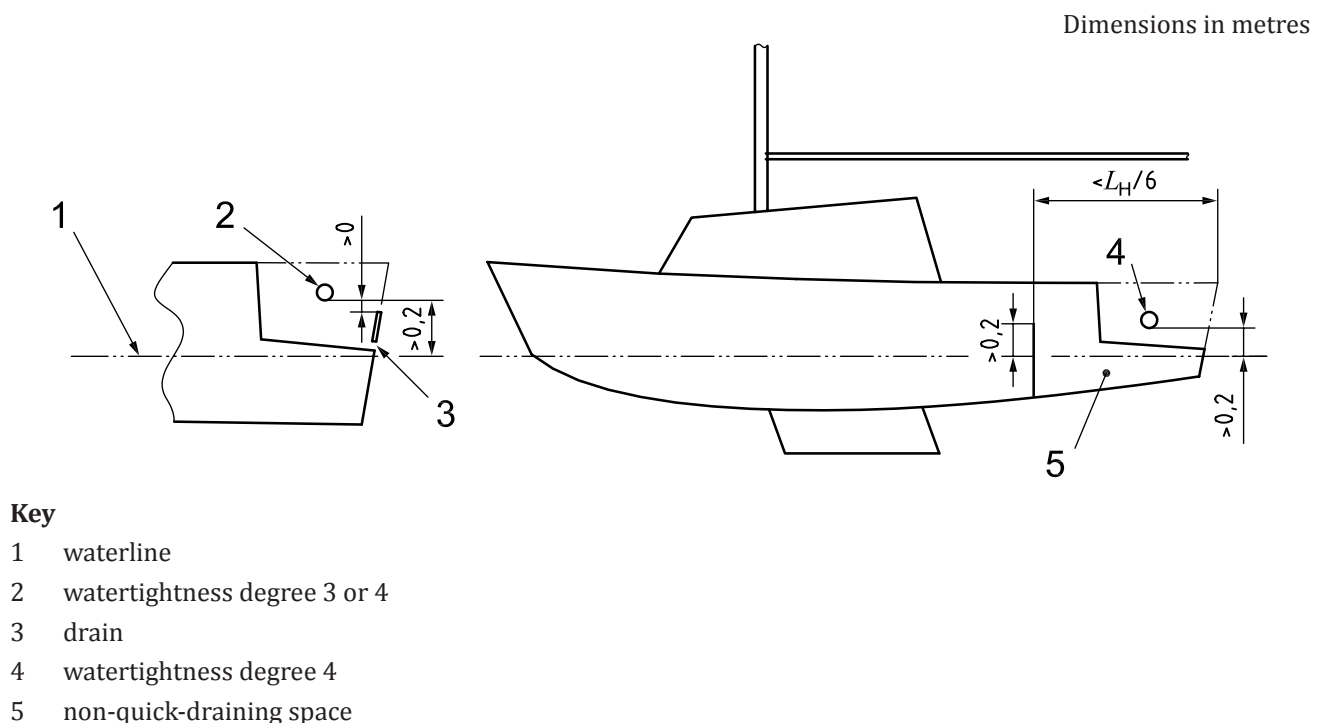


Figure 1 — Openings in outboard engine wells

6.2.2 Downflooding height

6.2.2.1 Test

This test is to demonstrate sufficient margins of freeboard for the boat in the maximum load condition before water is shipped aboard.

This test shall be performed using people as described below, or test weights to represent people (at 75 kg per person), or by calculation (using a lines plan and displacement derived by a weighing or measured freeboards).

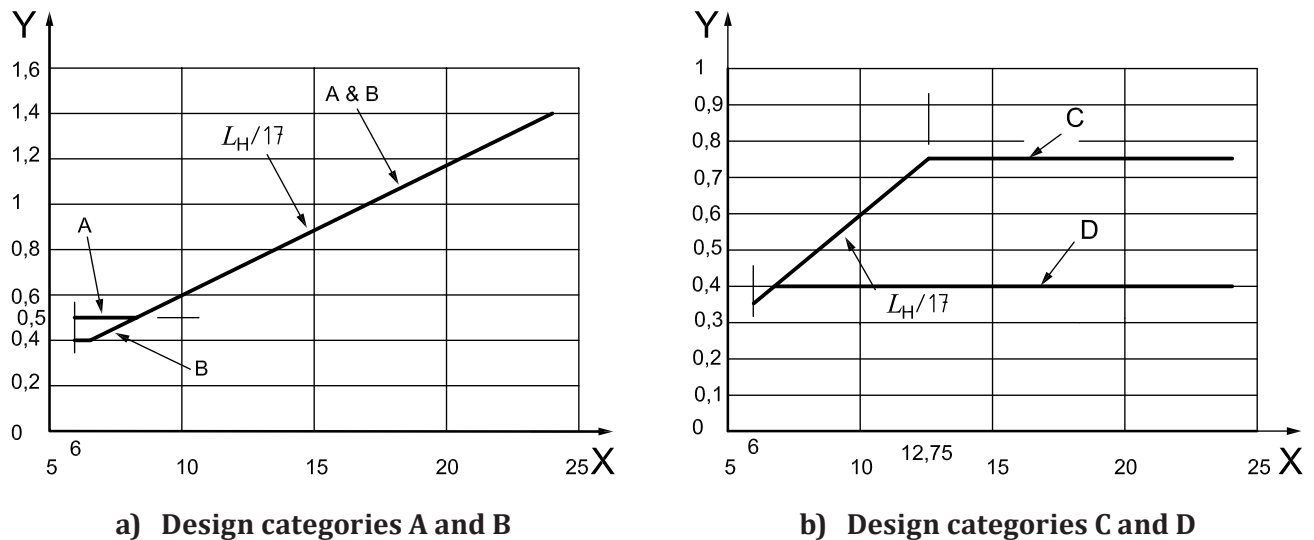
- a) Select a number of people equal to the crew limit, having an average mass of not less than 75 kg.
- b) In calm water, load the boat with all items of maximum load, with the people positioned so as to achieve the design trim.
- c) Measure the height from the waterline to the points at which water could first begin to enter any downflooding opening except those excluded in [6.2.1.6](#). Where a downflooding opening is fully protected by a higher coaming around the recess from which it leads, the downflooding height shall be measured to the lowest point of that coaming, see [Figure B.1](#). Where an opening in the hull is permanently attached to a watertight pipe or trunk rising to a higher level within the boat, the downflooding height is taken to the critical height within that pipe or trunk.

Downflooding height to downflooding points within quick-draining or watertight recesses shall be measured as though the following openings are closed:

- freeing ports fitted with non-return flap closures which are watertight from the exterior to degree 3 of ISO 12216, or
- drains having a combined cross-sectional area smaller than three times the minimum area required to comply with ISO 11812 for quick-draining cockpits.

6.2.2.2 Requirements

- a) Determine the design category by comparing the measurements with the requirements for minimum downflooding height, as modified by b) and c) below, using either
 - 1) the method of [Annex A](#), which generally gives the lowest requirement, or
 - 2) [Figure 2](#), which is based only on boat length.
- b) Boats assessed using [Figure 2](#) shall be permitted openings having a combined clear area, expressed in square millimetres (mm²), of not more than $50L_H^2$ within the aft quarter of L_H , provided that the downflooding height to these openings is not less than 75 % of that required by [Figure 2](#).
- c) The required downflooding height for centreboard, drop keel or dagger-board casings on the centreline shall be half of that determined by a) above.



Key

X length of hull (m)

Y required downflooding height (m)

Figure 2 — Required downflooding height

6.2.3 Downflooding angle

This requirement is to show that there is sufficient margin of heel angle before significant quantities of water can enter the boat.

The downflooding angle to any downflooding opening (ϕ_D) (apart from those excluded by 6.2.1.6), determined using either of the methods in Annex B, shall exceed the required downflooding angle ($\phi_{D(R)}$) as shown in Table 3.

Where a downflooding opening is protected by a higher coaming around the recess from which it opens, the downflooding angle shall be determined to the lowest point of that coaming, see Figure B.1.

Where an opening in the hull is permanently attached to a watertight pipe or trunk rising to a higher level inboard, the downflooding angle is taken to the critical location within that pipe or trunk.

Table 3 — Required minimum downflooding angle

Design category	A and B	C	D
Required downflooding angle, $\phi_{D(R)}$	40°	35°	30°

6.3 Recess size

6.3.1 Application

This requirement is applicable only to:

- boats of design category B assessed using 6.5.2 and having $\phi_V < 90^\circ$,
- fully-enclosed monohull boats of design category C using options 5 or 6, or
- fully enclosed multihulls of design categories A, B or C.

Boats shall be assessed in the loaded arrival condition. The requirements of either [6.3.2](#) or [6.3.3](#) apply to recesses except those:

- a) fitted to boats with an angle of vanishing stability greater than 90°, or
- b) where the depth of the recess is less than 3 % of the maximum breadth of the recess over at least 35 % of the periphery, or

EXAMPLE Toe rails, low bulwarks.

- c) formed by a bulwark provided with at least 5 % of its area providing overboard drainage positioned within the lowest 25 % of its height, and where the height of the bulwark is less than 12,5 % of the maximum breadth of the recess, or
- d) where it can be shown that the unobstructed drainage area from the recess on each side of the boat centreline exceeds K multiplied by the volume of the recess to the recess retention level defined in [3.6.11](#), where K is:
 - 0,09 where the drainage openings are within the lowest 25 % of the recess depth;
 - 0,16 where the drainage openings are within the lowest 50 % of the recess depth;
 - 0,30 where the drainage openings are the full depth of the recess.

To qualify under [6.3.1](#) c) and d):

- 1) the lower edge of all drainage openings shall be not more than 10 mm above recess sole height for at least 70 % of the width of each opening, and
- 2) where drainage area is provided by an open or partially open transom, openings shall extend to the outboard sides of the recess sole on both sides.

NOTE The area of drainage openings is expressed in square metres and the volume is expressed in cubic metres.

Recesses completely or partially located within any third of the length must be considered to be swamped simultaneously.

Linked recesses shall be treated as being separate if more than 80 % of the volume of each one cannot drain into an adjacent linked recess. Where two recesses are linked by side decks, the total open cross-sectional area linking the forward and aft recesses must be greater than (open area at transom) × (volume of forward recess) / (volume of all linked recesses).

6.3.2 Simplified methods

6.3.2.1 The percentage loss in initial metacentric height (GM_T) due to free-surface effect when the recess is filled to the retention level defined in [3.6.11](#) and the boat is in the loaded arrival condition shall be not more than:

- $250 F_R / L_H$ for boats of design category A;
- $550 F_R / L_H$ for boats of design category B;
- $1\,200 F_R / L_H$ for boats of design category C;

where

F_R is the average freeboard to the waterline of the periphery of the recess

$$= (F_A + 2F_S + F_F) / 4$$

F_A is the average of highest and lowest freeboard to the waterline across aft end of recess;