



Application for Stability Category Allocation

Royal Yachting Association
RYA House
Ensign Way, Hamble
Southampton, SO31 4YA
Tel: 0845 345 0383
Email: scvcert@rya.org.uk

*For Non-Inflatable Monohull Sailing Vessels
Intended for Operation in Categories 2, 3, 4, 5 or 6
Not Carrying More Than 15 Persons
Not Carrying More Than 1000kg of Cargo
Not Engaged in Lifting or Towing*

1. DETAILS OF OWNER or MANAGING AGENT

NAME			
ADDRESS			
POST CODE		TELEPHONE	
Email		MOBILE	

DETAILS OF OWNER (if not listed above)

NAME			
ADDRESS			
POST CODE		TELEPHONE	
Email		MOBILE	

2. DETAILS OF VESSEL

NAME		SAIL NUMBER	
BUILDER		DESIGN/MODEL	
MODEL VERSION (e.g M/H rig, deep draught)		LAUNCH YEAR	
LENGTH (MCA)	m	BEAM	m
		HIN	
BOAT TYPE (tick one box)	External ballasted		Internal ballasted
IS THE BOAT TO BE USED IN AREAS OF ICE ACCRETION?			YES/NO
INTENDED AREA OF OPERATION	2, 3, 4, 5, or 6		
INTENDED NUMBER OF PERSONS (crew and passengers)			
INTENDED WEIGHT OF CARGO IN ADDITION TO PERSONS (including any diving gear)			kg

Is the vessel fitted with any of the following (if YES please complete information on the back page)

In mast reefing

YES/NO

Roller reefing headsails

YES/NO

Radar

YES/NO

Other heavy equipment fitted above deck level

YES/NO

3. STABILITY AND BUOYANCY ASSESSMENT

You may submit any of the following. Please tick appropriate box to show what is being submitted.

A CURVE OF STATICAL STABILITY - Method 1 (Code Sections 11.9.2.1 & 11.9.2.2)

B TEST OR CALCULATION FOR CATEGORY 6 BOATS (Code Section 11.9.2.3)

C RYA STOPS OR RORC SSS WITH FSR DATA - Method 3 (Code Section 11.9.4)

D ISO 12217 PART 2 ASSESSMENT - Method 2 (Code section 11.9.3)

3A and 3B (Code sections 11.9.2.1 & 11.9.2.2 & 11.9.2.3)

For Code assessment using either A or B above, the Owner/Agent is required to submit to the RYA full details of the assessment including assessment reports, calculations etc., in respect of the design of vessel. The RYA will adjudge the submissions.

3C Non Standard Design

LENGTH of Hull (MCA length)

L_H

 m

Source of Information

Length Overall of Hull excluding bowsprit, stern fittings, pulpit, rudder, skeg, etc. (See Figure 1 overleaf)

BEAM

B_{MAX}

 m

Source of Information

Maximum Beam of the boat excluding any rubbing strake or toerail.

WEIGHT (fully rigged and equipped)

 kg

Source of Information

KEEL (Please tick)

Single

Twin

Triple

Lifting

EXTERNAL BALLAST WEIGHT

 kg

Source of Information

The weight of ballast contained on external keel.

DEPTH OF CANOE BODY*

DCB

 m

Source of Information

**Depth of hull below waterline at one eighth beam from centreline (Figure 2). This is not the draught.*

LENGTH WATERPLANE

L_{WL}

 m

Source of Information

Length along the floatation waterplane from where the stem cuts the water to the centre of the rudder stock, or leading edge of rudder blade if transom hung, or where the hull emerges from the water if this aft of the rudder measurement point (see Figure 1).

MAIN ENGINE TYPE: (tick)

Inboard (inc. fixed outdrives)

Outboard

None

PROPELLER: (tick)

Number of blades

Feathering

Folding

Fixed

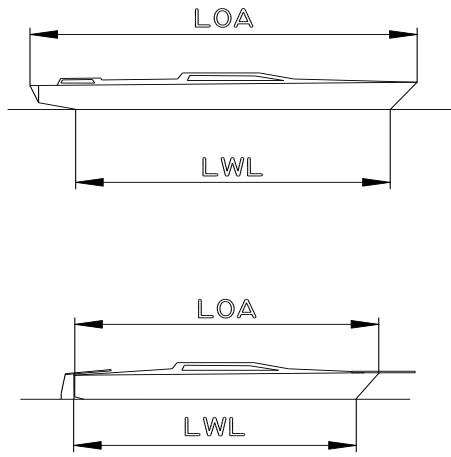


Figure 1

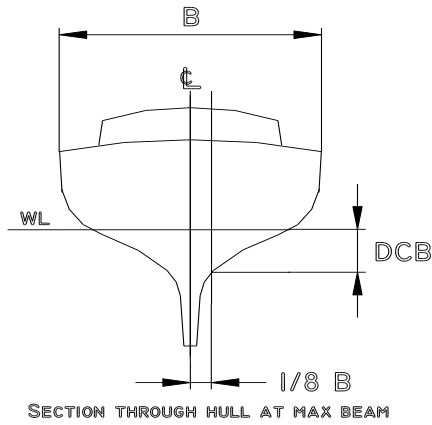


Figure 2

RIG DETAILS:

SAIL TYPE: (tick) Bermudian Gaff Wishbone Other

RIG TYPE: (Please tick) Sloop Yawl Ketch
 Schooner Cat Cutter Other

	Forward or Single Mast	After Mast	Source of Information
FORESTAY LENGTH	FL <input type="text"/> m	FLY <input type="text"/> m	<input type="text"/>

Total forestay length from its attachment at forward side of mast to the deck at the forestay attachment point. (Fig 3).

MAST HOIST	P <input type="text"/> m	PY <input type="text"/> m	<input type="text"/>
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The luff of the sail, measured on the mast from the lowest point of its halyard shackle when the halyard is fully hoisted to the lowest point at which the sail can be set. Topsails are measured as part of gaff sails. (See Figure 3).

FOOT	E <input type="text"/> m	EY <input type="text"/> m	<input type="text"/>
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The foot of the sail, measured along the boom from the aft face of the mast track to the aft side of the clew outhaul attachment. (See Figure 3).

JIB PERPENDICULAR	LP <input type="text"/> m	LPY <input type="text"/> m	<input type="text"/>
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The largest distance found on any foresail that may be set for sailing to windward, measured perpendicularly from the luff to the extremity of the sail at the clew. (See Figure 3).

FORETRIANGLE BASE J m

Measured horizontally from the forward face of the mast to where its forestay meets the deck, or to the jib outhaul if rigged with a bowsprit. (See Figure 3).

NUMBER OF RUNNERS SETS NUMBER OF HYDRAULIC RAMS

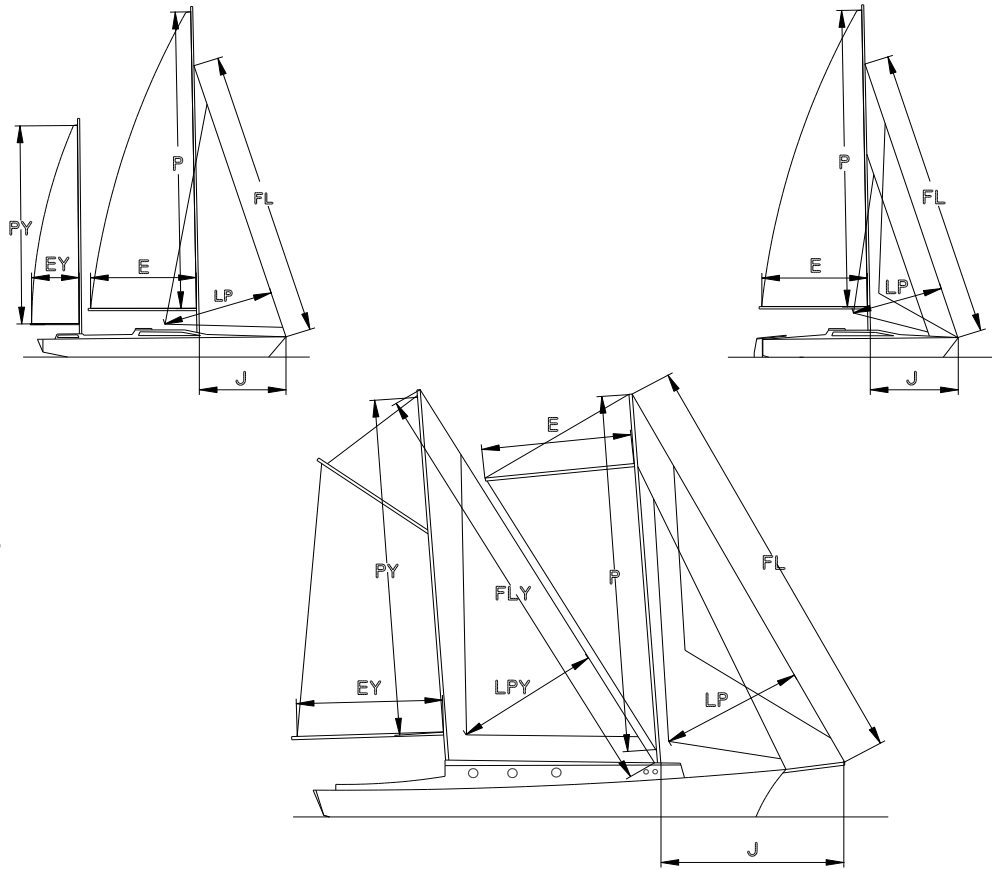


Figure 3

3C 1 RYA STOPS (Code section 11.9.4) continued

If one or more of in-mast reefing, furling headsails and/or a radar scanner are fitted please complete the following

- In mast reefing - Weight of Sail
- Furling headsails - Weight of Sail
- Radar Scanner - Height of the scanner above the waterline
- Weight of the scanner

Maximum draught from waterline to bottom of keel

	kg
	kg
	m
	kg
	m

3C 2 RORC SSS WITH FSR DATA (Code section 11.9.4)

Please supply a copy of a current RORC IRC or IRM certificate showing the RORC calculated SSSN with applied FSR (Factor Self Righting). RORC Certificates without the FSR are not acceptable.

RORC Certificate Number	
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3D. ISO 12217 PART 2 DATA METHOD (Code Section 11.9.3)

Code stability assessment using ISO 12217 Part 2 data is required to be validated by the RYA. This data may be used for sister vessels provided it is to the same RYA 12217 Standard Stability Design. In other cases of Code stability assessment using ISO 12217 Part 2 the Owner/Agent is required to make available to the RYA all ISO 12217-2 assessment reports, calculations etc, in respect of the design of vessel from the Test House* or Notified Body. Should this data not be available then assessment will need to be undertaken by application of the tests detailed in 3A or B or D.

3D.1. RYA Standard 12217 Stability Designs

I declare that the design and specification of the aforementioned vessel is the same as the RYA Standard 12217 Stability Design.

Standard Design Reference Number

Signed Date

3D.2. RYA Standard Design

Test House of Notified Body Undertaking Assessment

Date of Assessment Date of ISO 12217-2 used for assessment

ISO 12217-2 assessment option used Resulting assigned ISO category

I declare that I will make available the necessary ISO 12217-2 assessment reports, calculations etc., in respect of the design of vessel from the Test House or Notified Body

Signed Date

4. DECLARATION

I certify that the information given is accurate to the best of m knowledge. Also, if a Standard Design method is used, that the boat is of the specified standard production model without any modification that would effect its stability and/or buoyancy. If I make any changes to the vessel or discover any of the information to be incorrect, I will notify the RYA immediately.

SIGNED DATE

NAME

Note: It is recommended that a copy is kept by you for future reference