



International  
Standard

**ISO 25649-7**

**Floating leisure articles for use on  
and in the water —**

**Part 7:  
Additional specific safety  
requirements and test methods for  
Class E devices**

*Articles de loisirs flottants à utiliser sur ou dans l'eau*

*Partie 7: Exigences de sécurité et méthodes d'essai  
complémentaires propres aux dispositifs de Classe E*

**Second edition  
2024-10**

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ISO copyright office  
CP 401 • Ch. de Blandonnet 8  
CH-1214 Vernier, Geneva  
Phone: +41 22 749 01 11  
Email: [copyright@iso.org](mailto:copyright@iso.org)  
Website: [www.iso.org](http://www.iso.org)

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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 document 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)).

ISO draws attention to the possibility that the implementation of this document may involve the use of (a) patent(s). ISO takes no position concerning the evidence, validity or applicability of any claimed patent rights in respect thereof. As of the date of publication of this document, ISO had not received notice of (a) patent(s) which may be required to implement this document. However, implementers are cautioned that this may not represent the latest information, which may be obtained from the patent database available at [www.iso.org/patents](http://www.iso.org/patents). ISO shall not be held responsible for identifying any or all such patent rights.

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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 83, *Sports and other recreational facilities and equipment*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 136, *Sports, playground and other recreational facilities and equipment*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This second edition cancels and replaces the first edition (ISO 25649-7:2017), which has been technically revised.

The main changes are as follows:

- update of [Clause 2](#);
- in [Clause 10](#), addition of requirement dedicated to specific supervision for categories of consumers at risk when using product (children, non-swimmers, elderly, etc.).

A list of all parts in the ISO 25649 series can be found on the ISO website.

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).

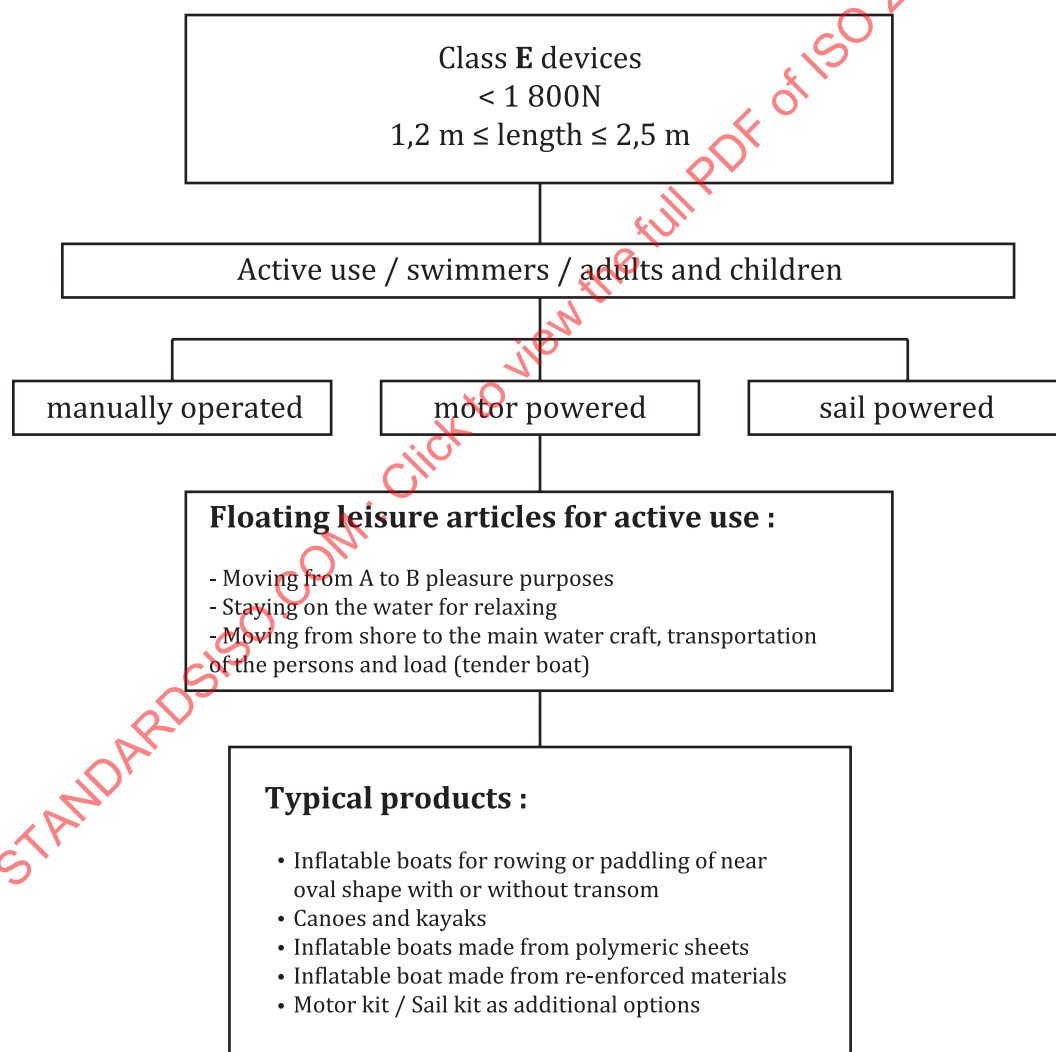
## Introduction

This document addresses aquatic toys smaller than 1,2 m and inflatable boats providing a buoyancy greater than 1 800 N (see [Figure 1](#) for Interior Structure Class E). It includes all kinds of boat propulsion and covers canoes and kayaks as well. The mostly combined safety and performance requirements deal with space per person, load capacity, floating stability, engine power and behaviour after loss of air pressure (failure of an air chamber).

Practical test runs prove the manoeuvrability of the boat under various conditions and the adequate motorization.

This document also addresses comprehensive consumer information related to selection before purchase and during use.

This document covers boats of customary construction and design with an overall length from 1,2 m (uninflated, flat) up to 1 800 N buoyancy. Such boats are mostly intended for recreational water activities and for the use by children. However, smaller tender boats such as those used on yachts also fall within this size range and small boats for specific applications (e.g. fishing boats) may also be included. Therefore, irrespective of the main group of users, powered boats and sail boats have also been taken into consideration.



**Figure 1 — Interior Structure Class E**

For Class E devices examples see [Annex C](#), [D](#), [E](#) and [F](#).

The risk assessment for this document is shown in [Table 1](#).

Table 1 — Introductory risk analysis

Class	Typical products	Place of usage	Function; range of usage; target/age group	Type of movement/propulsion	Position of user in regard to the equipment, elevation above water	Predictable misuse	Partial risk related to water environment	Final risk	Protection aims standard/regulation
E	Adults and children's boats; rowing boats of near oval shape with or without transom; canoes, kayaks; tender boats to yachts	Pools; sea, shore or close to shore; rivers; lakes	Children, adults	Paddling, rowing, sail, engine Passive and active use by hand, drifting; third party (towing)	Inside the boat	Overload; use by non-swimmers; wave riding	Drifting away; capsizing; entrapment; lack of supervision in case of child use	DROWNING	This document closes the gap between the ISO 6185 series and the EN 71 series

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# Floating leisure articles for use on and in the water —

## Part 7:

## Additional specific safety requirements and test methods for Class E devices

### 1 Scope

This document specifies additional specific safety requirements and test methods for Class E floating leisure articles for use on and in the water regardless whether the buoyancy is achieved by inflation or inherent buoyant material.

This document is applicable for Class E floating leisure articles as specified in ISO 25649-1:2024, Table 1.

Class E devices are inflatable boats of a buoyancy of less than 1 800 N with a hull length of more than 1,2 m and less than 2,5 m.

Class E devices are intended for use in bathing areas or in protected and safe shore zones.

NOTE 1 Typical products forming Class E (see [Annex F](#)):

- inflatable boats for rowing or paddling of near oval shape with or without transom;
- canoes and kayaks;
- inflatable boats made from plastic sheets or from reinforced materials;
- motor kit/sail kit as additional option.

NOTE 2 Typical applications of Class E devices:

- moving from one place to another for pleasure purposes;
- staying on the water for relaxing;
- moving from shore to the main boat, transportation of persons and load (tender boat).

### 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 8665:2006, *Small craft — Marine propulsion reciprocating internal combustion engines — Power measurements and declarations*

ISO 25649-1:2024, *Floating leisure articles for use on and in the water — Part 1: Classification, materials, general requirements and test methods*

ISO 25649-2:2024, *Floating leisure articles for use on and in the water — Part 2: Consumer information*

EN 837-1:1996, *Pressure gauges — Part 1: Bourdon tube pressure gauges — Dimensions, metrology, requirements and testing*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 25649-1:2024 and the following apply.

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

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

#### 3.1

##### **residual buoyancy**

provision of remaining buoyancy in case of a defect of a buoyancy chamber

#### 3.2

##### **inflatable boat**

buoyant structure (hull), achieving all or part of its intended shape and buoyancy by the medium of inflation and intended for the transportation of persons on the water

Note 1 to entry: Its design and shape confer the inflatable boat the capability of withstanding forces and movements arising from various sea conditions

Note 2 to entry: An inflatable boat is considered as an aquatic toy (toy in form of a boat) according to EN 71-1:2014+A1:2018, when:

- a) it is intended for use without any propelling means (oars, paddles, motor, sail) and these are also not to be fitted subsequently;
- b) its overall length is < 120 cm and the boat is additionally marked with the following warning note "Caution, to be used only in shallow water and under supervision".

#### 3.3

##### **tender**

boat that serves as an auxiliary means in working around a bigger boat but mainly to commute from the boat to shore or other places nearby

Note 1 to entry: In this respect, tenders serve for transport of crew and load. Tenders can be propelled by oars, and/or an outboard engine, and/or sails. For stowage reasons, tenders are often small in size but robust in material and construction.

#### 3.4

##### **leisure boat**

boat that is used for recreation, slowly moving around on the water for relaxing, extended bathing and similar activities

Note 1 to entry: A leisure boat does not have the purpose of a working boat.

#### 3.5

##### **inherent buoyant material**

non-crosslinked (closed-cell) foam or other materials enclosed in (a) sealed compartment(s) in the hull which have a specific weight lower than 1 kg/dm<sup>3</sup>

Note 1 to entry: Floating leisure articles made from inherent buoyant material are considered buoyant structures (hull) achieving all or parts of their intended shape and buoyancy through soft foam, hard foam or sealed chambers filled with air, gas or granules.

#### 3.6

##### **inboard area**

internal surface area defined by a vertical plane tangential to the innermost side of the buoyancy tube and perpendicular to the deck

### 3.7

#### **inboard length**

length of the cockpit, including the area below any spray cover, measured along the boat centreline between the innermost points of the bow and stern

### 3.8

#### **load capacity**

value stated by the manufacturer representing the maximum load on a buoyant structure under which a safe floating position is assured

### 3.9

#### **usable inboard area**

area, including the area below any spray cover, available for the users to access and remain during use

### 3.10

#### **integrated transom**

rear part of the boat's cockpit, normally made by a flat wooden board inseparably integrated in the boats hull on which the motor is clamped by clamp screws

### 3.11

#### **motor mount transom**

small board attached to the rear part of the boat via a tube frame, hull fittings and separate fixings for the purpose of clamping the motor to it

### 3.12

#### **kayak**

boat that is propelled by means of double paddle(s) and user(s) sitting in line in a mid-boat position

Note 1 to entry: The width/length ratio of kayaks is lower than 1/3. Kayaks can be equipped with sail and motor.

### 3.13

#### **canoe**

boat that is propelled by means of a single paddle(s) and where user(s) are kneeling or sitting at bow and rear of the boat

Note 1 to entry: The width/length ratio of canoes is higher than 1/3. Canoes can be equipped with sail and motor.

## 4 Materials

Boats shall meet the requirements set out in ISO 25649-1:2024, Clause 6.

All materials shall be selected by the manufacturer in accordance with the relevant requirements for shape, dimensions, maximum load, etc.

## 5 Construction and functional components of boats

### 5.1 Conditioning

All tests shall be performed at a temperature of  $(20 \pm 3) ^\circ\text{C}$ .

### 5.2 Hull integrity

#### 5.2.1 Requirement

The materials and the method of construction used in the construction of a boat shall be compatible with that of the hull itself. Any load-bearing fittings attached to the boat shall not result in any impairment in air tightness or water integrity, when loaded as described in [5.2.2](#).

### 5.2.2 Test method

Load-bearing fittings shall be loaded in any direction up to breaking point, but not exceeding 1 kN for leisure boats and 2 kN for tenders. When maximum load is reached, this load shall be maintained for 1 min.

Any cordage used for test purposes shall have a diameter of 8 mm.

## 5.3 Manual lifting and carrying devices

### 5.3.1 Requirement

The boat shall be equipped with a means for portage. There shall be no failure of the carrying device, when tested in accordance with [5.3.2](#).

Where lifting or carrying devices also function as safety ropes or grab handles, they shall also conform to the requirements in [6.5.1](#).

### 5.3.2 Test method

The carrying device shall be gradually loaded with a force of 500 N for 1 min in the appropriate directions.

Any cordage used for test purposes shall have a diameter of 8 mm.

## 5.4 Rowlocks and oars

### 5.4.1 Requirements

#### 5.4.1.1 General

The provision of paddles, rowlocks and oars is not mandatory. The assembly system of oar and rowlock shall conform to the requirements given in [5.4.1.2](#) to [5.4.1.5](#) and [7.3](#). Exclusions to applicable requirements are described in [Clause A.1](#).

#### 5.4.1.2 Abrasion damage

The bearing surfaces of the oars and rowlocks shall be free from any roughness likely to cause excessive wear. All external surfaces of the rowlocks shall be smooth and free from sharp edges and corners.

#### 5.4.1.3 Securing against loss

Rowlocks shall be secured against unintended loosening. Means shall be provided for safe location of at least two oars or paddles when stowed away.

#### 5.4.1.4 Strength of rowlocks

There shall be no structural failure of the rowlocks and/or associated fittings when tested in accordance with [5.4.2.2](#).

#### 5.4.1.5 Strength and performance of rowlocks and oars

When tested in accordance with [7.3](#), there shall be no structural failure or permanent deformation of any component during the test and it shall be clearly demonstrated that the rowlock system is sufficiently rigid for efficient rowing. A minimum unrestricted movement of the oars 60° ahead and 60° astern shall be enabled.

## 5.4.2 Test methods

### 5.4.2.1 Abrasion damage and prevention of loosening

Abrasion damage and prevention of loosening shall be assessed by visual inspection and performance testing.

### 5.4.2.2 Strength of rowlocks

The rowing system, including the rowlocks, shall be loaded with a force of 300 N for 1 min in the horizontal direction that is most likely to cause failure.

Any cordage used for test purposes shall have a diameter of 8 mm.

## 5.5 Hull drainage

If the boat is fitted with an integrated transom, it shall be equipped with at least one drain-plug or one bailing system.

## 5.6 Towing device

All boats shall have, at their bow, a towing device suitable for securing a towline. See [7.2](#) for strength test.

## 5.7 Seating and attachment systems (where offered as standard or optional equipment)

There shall be no damage or malfunction to either the seating or to any related attachment systems, when tested in accordance with [Clause 7](#).

# 6 Safety requirements and test methods

## 6.1 Minimum area and maximum permissible number of persons

### 6.1.1 Requirement

The calculated seating area shall be at least 0,45 m<sup>2</sup> for each adult and 0,23 m<sup>2</sup> for each child. The load rated shall be 75 kg for an adult and 37,5 kg for a child. Two children up to 10 years of age count as an adult. The inboard area of boats (inboard length × inboard width) intended for use by only one person shall be designed, independent of the calculated seating area, such that the appropriate seat can be placed inboard without over-crowding and ensuring the minimum space dimensions necessary per person shown in ISO 25649-1:2024, Annex A.

For boats where the inboard area is restricted by equipment parts of the motor or sail kit, the usable inboard area for each person shall be verified by placing the seat patterns for adults and/or children on the usable inboard area without overlapping. The patterns shall be distributed so that the persons sitting in their predetermined positions are not impeded and/or endangered by any equipment parts protruding or swinging into the boat or installed inboard the boat.

Exclusions to applicable requirements are described in [Annex A](#).

Maximum permissible number of users and load capacity requirements for inflatable canoes, kayaks and sit-on-top kayaks, shall be applied according to [Annex A](#).

### 6.1.2 Testing

The dimensions for calculating the usable inboard area (in m<sup>2</sup>) shall be determined vertically between the inboard walls with the hull inflated to working pressure. Where the inboard area has an irregular shape, the measurements of length and width shall be multiplied. Areas below the spray cover are considered as usable inboard areas.

The permissible number of persons (adults and children) for boats designed for several persons is obtained by division of the total inboard area by 0,45 m<sup>2</sup> for adults or 0,23 m<sup>2</sup> for children. Boats shall not be labelled for more than two children. The resulting value shall be rounded down to the nearest integer or 0,5 m<sup>2</sup>. For boats designed for one person only, the seat patterns are used as measuring aid or test criterion.

## 6.2 Static stability of the boat

### 6.2.1 Requirement

The boat equipped with the manufacturer's maximum rated motor (see [B.2.4](#)) shall not capsize when tested in accordance with [6.2.2](#).

Static stability of inflatable canoes, kayaks and sit-on-top kayaks shall be performed according to [Annex A](#) requirements.

Exclusions to applicable requirements are described in [Clause A.1](#).

### 6.2.2 Test method

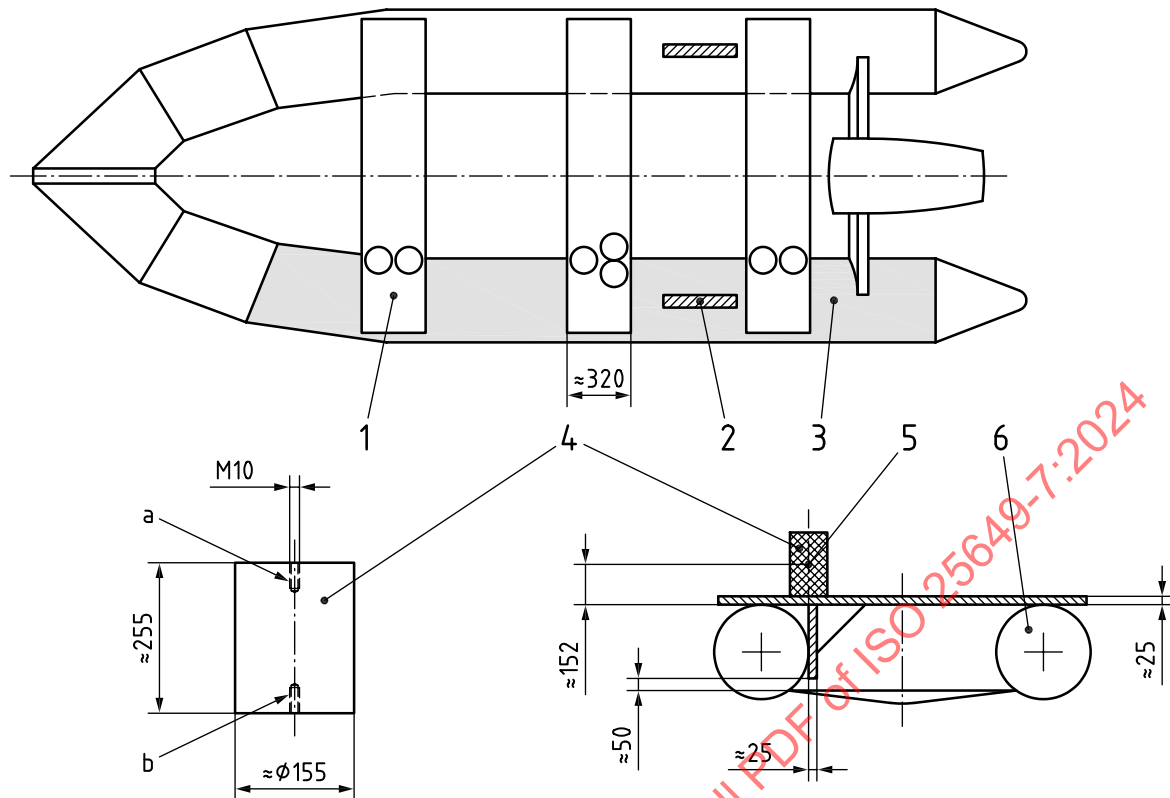
The test shall be carried out with the motor fitted but without a fuel tank, battery or sail kit. The test load shall be evenly distributed over the test loading area of the boat, as shown in [Figure 2](#).

The total test load  $m_t$  including a child, if applicable, shall be in accordance with [Formula \(1\)](#):

$$m_t = (0,67 \times n \times 75) + (0,67 \times 37,5) \quad (1)$$

where  $n$  is the maximum permissible number of adults determined by the manufacturer (see [6.1](#)), 75 kg is the weight for each permissible adult, and 37,5 kg is the weight for a child, if applicable.

NOTE The dimensions for a 37,5 kg steel test weight are given in [Figure 1](#).

**Key**

- 1 typical load plate, e.g. timber
- 2 fitting or rowlock
- 3 test loading area
- 4 test weight, steel, 37,5 kg
- 5 centre of gravity of test load
- 6 buoyancy tube
- a For eyebolt.
- b For load-plate fastening bolt.

**Figure 2 — Static stability test with three adults and a child****6.3 Dimensional stability when getting on and off the boat****6.3.1 Requirement**

The inflated boat, ready-for-use, shall not buckle nor capsize when a person carrying luggage (combined 100 kg) is getting into or out of the boat at any accessible point of the floor of the inboard area, while the load capacity (evenly distributed over the usable inboard floor area) is fully utilized.

The boat shall be checked for its stability in shape when the boat is embarked by the first test person. The boat may deform up to a degree where function and safety is still maintained.

**6.3.2 Testing**

The boat shall be loaded with a mass of 75 kg (adult) or 37,5 kg (child) at any accessible point of the inboard floor area. The loading area shall be a circle with a diameter of 200 mm.

## 6.4 Maximum load capacity

### 6.4.1 Requirement

The maximum load capacity of the boat shall be calculated using [Formula \(2\)](#):

$$m = \left( 0,5 \times V \times 1,000 \frac{\text{kg}}{\text{m}^3} \right) - M \quad (2)$$

where

- $m$  is the maximum load capacity (in kg) (total load weight on board including persons, equipment, outboard motor and fuel);
- $V$  is the volume of the buoyancy chambers (in m<sup>3</sup>);
- $M$  is the total mass (in kg) of the boat as supplied by the manufacturer, inclusive of all equipment permanently installed and/or supplied with the boat such as hull, fittings and similar items but without outboard motor and fuel. Permanently installed engine(s) and drive systems shall also be included.

### 6.4.2 Testing

The volume,  $V$ , shall be determined either by calculation or experimentally. For determination of the data (dimensions for calculation, gauging of volume by litres) the boat shall be inflated to the working pressure.

For determination of the volume, the uncertainty of measurement shall not exceed 3 %. The arithmetic mean of three measurements shall be taken.

For determination of the mass, an appropriate balance shall be used.

The determined volume and the mass of the boat shall be indicated in the test report.

## 6.5 Safety ropes and grab handles

### 6.5.1 Requirement

All boats shall be equipped with adequate means offering a firm hold to each of the permissible number of persons when occupying the seating positions provided or when outside in the water, even if the boat has capsized. All handholds shall be designed to ensure, by their nature and arrangement, that the permissible number of persons can hold them, even for a long period, without risk of injury.

The handholds and their assemblies shall conform to the requirements for hull fittings in [5.2](#). Where safety ropes and grab handles also function as manual lifting or carrying devices, they shall also conform to the requirements of [5.3](#).

All boats shall have a properly affixed safety rope.

There shall be no failure or fracture of the handhold assemblies when tested as specified in [6.5.2](#).

### 6.5.2 Test method

The test shall be performed with a visual inspection and assessment.

Each handle and lifeline assembly fitting shall be loaded with a force of 500 N for 1 min in the direction most likely to cause failure. For practical assessment in the water, see [7.2](#).



## 6.6 Residual buoyancy specific for boats

### 6.6.1 Requirement

After failure of the largest buoyancy chamber, the residual buoyancy of the hull shall be at least 50 % of the manufacturer's rated maximum load capacity (see [6.4](#)).

### 6.6.2 Test method

The residual buoyancy shall be calculated or measured.

## 6.7 Manoeuvrability

### 6.7.1 Requirement

An inflated boat loaded to the maximum load capacity shall be capable, upon sudden deflation of any one of its buoyancy chambers, of being propelled purposefully by one of its intended means. Oars may be used as paddles.

### 6.7.2 Test method

The boat shall be propelled, with its air chamber most likely to cause failure deflated, in a generally straight line over at least 50 m in calm water.

## 7 Performance requirements and test methods for boats

### 7.1 General

The boat shall pass the test in accordance with ISO 25649-1:2024, Clause 6. The boat shall be assembled in accordance with the manufacturer's instructions and inflated to the specified working pressure.

Testing shall be carried out following the order specified in [7.2](#) to [7.4](#) in conditions with an average wave height of 300 mm.

The coxswain and other crew members, if any, shall perform the tests by taking the seating positions offered as standard or optional equipment.

### 7.2 Strength and performance of the towing device for boats

#### 7.2.1 Requirement

When examining the boat closely at the end of the test period, there shall be no structural failures on any part of the hull or boat components, such as the deck or thwarts, and including any boundary interface such as floor or hull.

During the test, there shall be no tendency for the bow to submerge or to lift in a manner likely to submerge the motor or overturn the boat.

#### 7.2.2 Test method

The maximum permissible number of persons calculated in accordance with [6.1](#) shall be embarked.

The boat shall be towed for at least 15 min by its towing device (see [5.6](#)) to be designated by the manufacturer at a speed of not less than 4 knots with a towline of length equal to 3 times the boat length ( $\pm 15$  %).

### 7.3 Rowing test (where applicable, see [5.4](#))

The boat shall be rowed for not less than 300 m in both the minimum loaded condition and the fully loaded condition according to manufacturer's declaration.

The rowlock system shall be examined during and on completion of the test, and the unrestricted movement of the oars shall be measured.

Specific performance test requirements for kayaks and canoes shall be performed according to [Annex A](#).

Exclusions to applicable requirements are described in [Clause A.1](#)

### 7.4 Water tightness test for boats

#### 7.4.1 Requirement

The boat shall be closely examined at the end of the test. There shall be no evidence of water within the boat.

#### 7.4.2 Test method

It shall be ensured that there is no water within the boat at the beginning of the test. The boat shall be loaded to the maximum load capacity recommended by the manufacturer. The distribution of this load shall represent the boat fitted with a motor of the maximum power rating as specified by the manufacturer and passengers seated in their normal positions.

For testing, the boat shall be allowed to remain static in the water for 20 min.

## 8 Standard equipment and accessories for boats

### 8.1 Requirement

Where a pressure gauge is provided by the manufacturer to ensure the specified maximum working pressure, it shall at least conform to accuracy class 2,5 according to EN 837-1:1996, Table 1.

### 8.2 Testing

Testing shall be performed by visual inspection.

## 9 Marking

Boats shall be marked with the safety information markings, in accordance with relevant tables of ISO 25649-2:2024, Clause 6.8. All information shall be placed together in a position where they are well visible when the boat is in use. Information shall be grouped in consistent contents, as specified in ISO 25649-2:2024, Table 12.

Additionally, given pictorial representation of the useable boat with significant contour lines and main dimensions shall be on the packaging, as specified in ISO 25649-2:2024, Table 11.

## 10 Instructions for use for boats

Relevant additional requirements are specified in ISO 25649-2:2024.

Each boat shall be supplied with instructions for use, easy to understand and sufficient to enable even an unskilled operator to correctly assembly and disassemble, operate, handle, maintain and store the boat. The text describing difficult and complicated handlings shall be supplemented by explanatory drawings or

pictures. The instructions for use shall be subdivided into groups as explained in this subclause and shall contain at least the following information, with explanations where possible.

- a) General information about the boat and its use, including:
  - 1) descriptions of the boat, accessories and options of use (propelling by oars or paddles);
  - 2) explanations of the expressions “permissible number of persons” and “maximum working pressure”;
  - 3) warning not to perform any structural changes to the boat that could affect the safety;
  - 4) an indication that the minimum safety and performance requirements specified in this document do not release the user of an inflatable boat from his/her obligation to acquire the knowledge and skills required for navigating in water, since safety on the water is also a result of the interaction between coxswain, boat and water conditions. Users shall be aware of legal requirements.
- b) Instructions for assembling and disassembling the boat and descriptions, including drawings or pictures, of assembly and disassembly, with information on:
  - 1) preparation of the boat and its accessories for assembling;
  - 2) mounting of floor and bracing parts;
  - 3) mounting of devices for rowing;
  - 4) inflation of the boat and maximum working pressures;
  - 5) handling of inflation valves;
  - 6) handling of pressure gauge or device for pressure assessment, see also ISO 25649-1:2024, 5.6;
  - 7) positioning and fixing of the seats;
  - 8) mounting and handling of protective devices, where available;
  - 9) attachment of belaying lines fixtures.
- c) Instructions for care and storage of the boat, specifically for:
  - 1) thorough cleaning and drying of all parts of the boat, particularly after it has been used in salt water and after soiling by oil, indicating the permitted cleaning and preservative agents;
  - 2) inspection of the hull and all its parts to detect any damages due to mechanical strain, wear and ageing;
  - 3) repair of smaller damages by the means provided on board (repair kit);
  - 4) when to bring the water boat or any essential equipment part into a professional repair shop for appropriate repair or replacement (e.g. large tears/cracks);
  - 5) correct storage of the boat, its equipment and other accessories.
- d) Instructions for operation afloat, including the necessary warning notes and required supervision of children, advices and/or rules of behaviour with respect to:
  - 1) correct use of the boat’s equipment and accessories;
  - 2) provision of oars or paddles;
  - 3) load distribution, secure stowing of items, taking and keeping the seating positions inboard (falling overboard);
  - 4) taking along of sharp and/or pointed items;
  - 5) stony shore, jetties, shallows (e.g. sandbanks, coral reefs, rock);

- 6) provision of lifesaving means (e.g. life jackets, distress signals, spare parts);
- 7) towing and being towed;
- 8) failure of an air chamber;
- 9) re-rightening of the boat;
- 10) hazards arising from currents and winds;
- 11) caution of offshore winds and currents;
- 12) specific supervision for categories of consumers at risk when using product (children, non-swimmers, elderly, etc.).

## 11 Exclusions

[Table 2](#) shall apply.

**Table 2 — Exclusions**

No.	Propelling means	Specifications not applicable depending on the propelling means	Combinations
1	Propelled by manual means	<a href="#">5.2</a> (sailing test)	To be applied analogously for combinations of propelling means
2	Propelled by motor power	<a href="#">Annex B</a> (sailing test), <a href="#">Clause B.2</a>	
3	Propelled by sail	<a href="#">5.2</a> , <a href="#">Clause B.1</a>	

## Annex A (normative)

### Inflatable canoes, kayaks and sit-on-top kayaks

#### A.1 Requirements

In addition to the requirements detailed in this annex, inflatable canoes, kayaks and sit-on-tops shall conform to all the requirements of this document, excluding the following clauses:

- 5.4;
- 6.1;
- B.2;
- 6.2;
- 7.3.

Sit-on-tops shall be tested as far as requirements below are applicable.

#### A.2 Maximum permissible number of persons

##### A.2.1 Kayaks

For each permissible person, the minimum seating area shown in ISO 25649-1:2024, Annex A shall be provided. The number of permissible persons  $n$  (adult or child) is equal to the number of seat patterns that can be placed on the floor of the boat without overlapping. Point Z of the patterns shall be placed vertically in line with the lower forward edge of the backrest (see ISO 25649-1:2024, Annex A).

##### A.2.2 Inflatable canoes

For each permissible person, the minimum seating/kneeling area shown in ISO 25649-1:2024, Annex A shall be provided. The number of permissible persons  $n$  (adult or child) is equal to the number of patterns which can be placed on the floor of the boat without overlapping.

#### A.3 Load capacity, stowage volume

The total mass of the number of persons determined in accordance with A.2.1 and/or A.2.2 shall not exceed the maximum load capacity (see 6.4).

For calculation of the mass, 75 kg for each adult and 37,5 kg for a child shall be used.

Canoes and kayaks shall provide a minimum inboard stowage volume, outside the seating area, of 25 dm<sup>3</sup> per adult and 13 dm<sup>3</sup> per child.

#### A.4 Backrest and footrest for kayaks

Kayaks shall be equipped with a backrest and a footrest for each permissible person. The footrest shall not entangle or entrap the feet of the occupants in the event of a capsizing.

## A.5 Safety ropes

Safety ropes for all types of canoes and kayaks shall be fitted to both sides of the bow and stern areas only and shall not impede the normal operation of the boat.

## A.6 Performance test for kayaks and canoes

The manoeuvrability of the boat under given loading conditions shall allow a goal-orientated straight forward course according to manufacturer's declarations.

Testing shall be performed by a practical test in water. The test course for propulsion straight forward shall be 100 m long.

Test criteria:

- purposeful propulsion by its intended means in a straight line without hindrance to the operator(s) when paddling or canoeing, and
- purposeful propulsion without the seats and backrest becoming detached and without undue ingress and retention of water in the boat.

There shall be no structural damage of the boat.

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## **Annex B**

### **(normative)**

## **Inflatable boat propelled by sail or motor**

### **B.1 Requirements for sailed boats**

#### **B.1.1 General**

Inflatable boats propelled by sail shall conform to the requirements in this document and in [B.1](#).

#### **B.1.2 Boards**

##### **B.1.2.1 Construction**

Leeboards, centreboards and dagger boards shall be capable of being hoisted to the level of the boat bottom and of being fixed in their working position without the use of tools or devices.

Dagger boards shall be secured against accidental loss.

##### **B.1.2.2 Strength and function of boards**

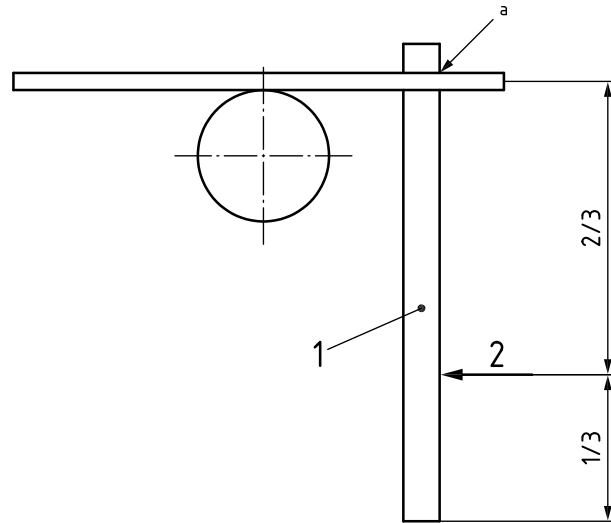
The attachment of any of the boards shall show no failure or permanent deformation when loaded with a lateral force of 80 N/m<sup>2</sup> of sail area.

For leeboards, the lateral force shall be applied on the vertical centreline 2/3 of its length down from the turning axis. See [Figure B.1](#).

For centreboards and dagger boards, the lateral force shall be applied at the mid-point of their exposed length underneath the boat bottom,  $l_x$ . See [Figure B.2](#).

##### **B.1.2.3 Test method**

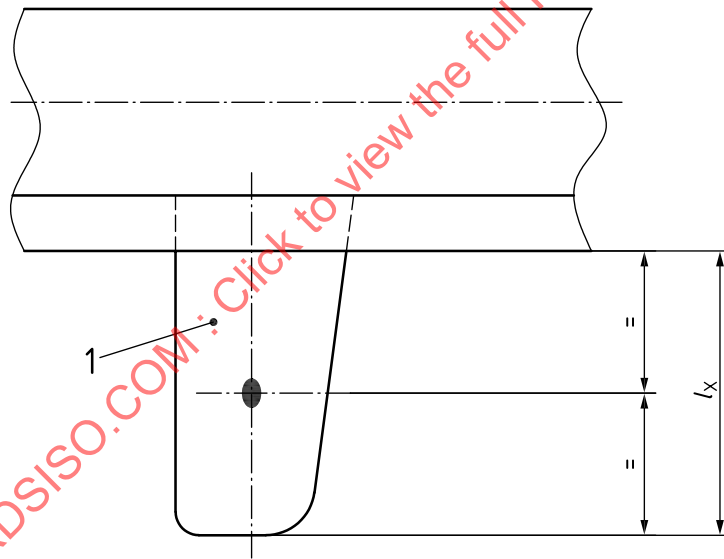
Boards shall be tested when fitted to the boat and in both directions. The load shall be applied once in each direction for 10 min.



**Key**

- 1 leeboard
- a Turning axis.
- b Lateral force.

**Figure B.1 — Leeboard strength test**



**Key**

- 1 centre/daggerboard
- $l_x$  length underneath the boat bottom

**Figure B.2 — Centre/daggerboard strength test**

### B.1.3 Standing and running rigging

Detachable masts and booms shall be capable of being securely jointed.

The minimum diameter of sheets shall be 8 mm.

Jibs and mainsheets shall be capable of being cleated by the helmsman in his seating position.



## B.1.4 Sailing performance

### B.1.4.1 Requirement

Boats propelled by sail shall be capable of sailing the test course as described in [Table B.1](#) and [Figure B.3](#) with no damage or malfunction. The test course from A to B proves the ability of the boat to sail against a true wind under a true tack angle of at least 60°, i.e. buoy B shall be approached from its windward side without tacking.

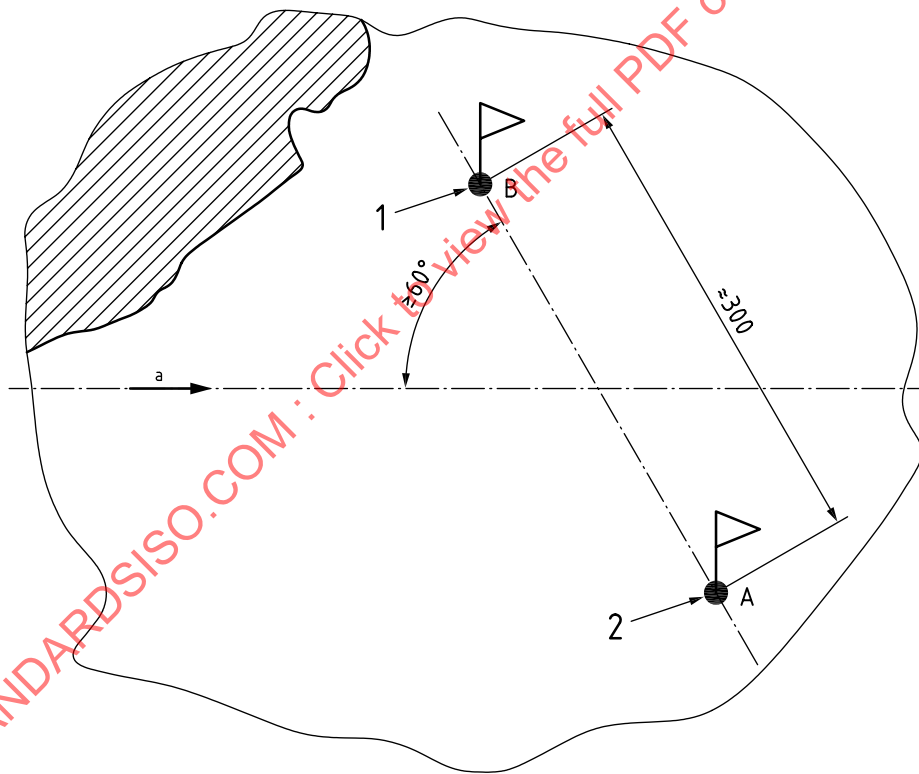
### B.1.4.2 Test method

The test, comprising two subtests [a) and b)] with different load conditions, shall be as given in [Table B.1](#).

**Table B.1 — Sailing test course**

Subtest	Wind force (Beaufort)	Sailing direction	Number of tests courses required	Load condition
a)	4	A to B	3	1 adult
b)	4	A to B	3	Maximum load
NOTE See <a href="#">Figure B.3</a>				

Dimensions in metres



#### Key

- 1 buoy B
- 2 buoy A
- a True wind direction.

**Figure B.3 — Sailing test course**

## B.2 Requirements for motorized boats

### B.2.1 General

Inflatable boats propelled by motor shall conform to the requirements in this document and in [Clause B.2](#).

Exclusions shall be applied according to [Annex A](#).

### B.2.2 Transom (where applicable)

#### B.2.2.1 Requirement

The transom or motor mount transom and its attachment to the boat shall be designed to withstand, under normal use, the output power and torque of the motor specified by the manufacturer and the weight of such a motor.

#### B.2.2.2 Test method

Visual inspection during and after in-water performance tests as described in [B.2.5](#).

### B.2.3 Motor-securing line attachment (only powered boats)

A means of attaching a motor-securing line shall be provided at an appropriate position.

### B.2.4 Maximum motor power

For boats without a transom:  $P_{\max} = 0,8 \times F(d)$

For boats with a transom:  $P_{\max} = 1,2 \times F(d)$

where

$P_{\max}$  is the maximum motor power rating, in kW, determined in accordance with ISO 8665:2006;

$F(d)$  is the dimensional factor =  $l \times b$

where

$l$  is the overall length of the boat (in m), from the bow to the extremity of the rear float (excluding handholds or other fittings);

$b$  is the overall width of the boat (in m) (excluding handholds or other fittings).

### B.2.5 In-water performance, if the boat is equipped with mechanical means of propulsion

#### B.2.5.1 Requirements

There shall be no structural failures in the form of fractures, cracks, tears, separations, etc. on any part of the hull or boat components, such as the deck or thwarts, and including any boundary interface such as floor/hull, deck/transom, buoyancy tube/hull.

There shall also be no signs of abrasion that could result in subsequent structural damage or failure.

The boat shall not overturn and shall remain reasonably dry.

## B.2.5.2 Test method

### B.2.5.2.1 General

The boat shall be closely examined at the end of the test period.

The remote steering system shall be used, if it is supplied as standard equipment. If it is offered as optional equipment, the test shall be carried out using both tiller and remote steering system consecutively.

### B.2.5.2.2 Testing with minimum load

Only a coxswain shall embark. The total period of testing shall not be less than 45 min. With powered boats, the motor controls shall be set to develop maximum forward thrust.

The boat shall be headed directly upwind and then successively downwind on courses of approximately 45° separation (see [Figure B.4](#)). This will give a minimum of at least five separate courses encountering a head-on, bow quarter, beam, stern quarter and following sea condition. The boat shall be turned sharply to port and starboard towards the end of each course (see [Figure B.4](#)).

### B.2.5.2.3 Testing with maximum load

The test described in [B.2.5.2.2](#) shall be repeated, but with the boat uniformly loaded with its maximum load capacity including the maximum permissible number of persons (see [6.1](#) and [6.4](#)).

All handholds shall be clearly seen to have satisfied the requirements of [6.5.1](#) and all seating and attachment systems to have satisfied the requirements of [5.7](#).