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**Small craft — Watertight cockpits and
quick-draining cockpits**

Petits navires — Cockpits étanches et cockpits rapidement autovideurs



Reference number
ISO 11812:2001(E)

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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

International Standard ISO 11812 was prepared by Technical Committee ISO/TC 188, *Small craft*.

Annexes B, C, D and E form a normative part of this International Standard.

Annex A is for information only.

Introduction

The compliance to this International Standard may not be required to show that a boat fulfils the essential safety requirements of the Directive 94/25/EC, but it may be required by ISO 12217.

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Small craft — Watertight cockpits and quick-draining cockpits

1 Scope

This International Standard specifies requirements for cockpits and recesses to be designated either as “watertight” or as “quick-draining” on small craft of hull length up to 24 m.

It does not set requirements for the size and shape of a cockpit or recess, nor when or where it shall be used. It only considers draining by gravity, and not by pumping or other methods.

NOTE 1 The term “quick-draining cockpit” has been chosen to differentiate from the common understanding of “self-draining cockpit” where water may be drained overboard in certain conditions, but without specified draining speed, height of bottom or sill, etc.

NOTE 2 Examples of single-plane cockpit bottoms are given in informative annex A.

2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this International Standard. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 8666:—¹⁾, *Small craft — Principal data*

ISO 9093-1:1994, *Small craft — Seacocks and through-hull fittings — Part 1: Metallic*

ISO 9093-2:—¹⁾, *Small craft — Seacocks and through-hull fittings — Part 2: Non-metallic*

ISO 12216:—¹⁾, *Small craft — Windows, portlights, hatches, deadlights and doors — Strength and tightness requirements*

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

ISO 12217-2:—¹⁾, *Small craft — Stability and buoyancy assessment and categorization — Part 2: Sailing boats of hull length greater than or equal to 6 m*

ISO 12217-3:—¹⁾, *Small craft — Stability and buoyancy assessment and categorization — Part 3: Boats of hull length less than 6 m*

1) To be published.