SLOVENSKI STANDARD
SIST EN ISO 11812:2024

01-december-2024

Mala plovila - Vodotesni prostori ter prostori in kabine s hitrim odvajanjem vode (ISO 11812:2020)

Small craft - Watertight or quick-draining recesses and cockpits (ISO 11812:2020)

Kleine Wasserfahrzeuge - Wasserdichte und schnell-lenzende Rezesse und Plichten (ISO 11812:2020)

Petits navires - Cavités et cockpits étanches ou rapidement autovideurs (ISO 11812:2020)

Ta slovenski standard je istoveten z: **EN ISO 11812:2024**

ICS:

47.080	Čolni	Small craft

SIST EN ISO 11812:2024 **en,fr,de**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN ISO 11812

September 2024

ICS 47.080

Supersedes EN ISO 11812:2018

English Version

Small craft - Watertight or quick-draining recesses and cockpits (ISO 11812:2020)

Petits navires - Cavités et cockpits étanches ou rapidement autovideurs (ISO 11812:2020)

Kleine Wasserfahrzeuge - Wasserdichte und schnell-lenzende Rezesse und Plichten (ISO 11812:2020)

This European Standard was approved by CEN on 12 August 2024.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

The text of ISO 11812:2020 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 11812:2024 by Technical Committee CEN/TC 464 "Small Craft" the secretariat of which is held by SIS.

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 2025, and conflicting national standards shall be withdrawn at the latest by March 2025.

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 is read in conjunction with EN ISO 11812:2024/A1:2024.

This document supersedes EN ISO 11812:2018.

Any feedback and questions on this document should be directed to the users' national standards body. A complete listing of these bodies can be found on the CEN website.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

Endorsement notice

The text of ISO 11812:2020 has been approved by CEN as EN ISO 11812:2024 without any modification.

INTERNATIONAL STANDARD

ISO 11812

Second edition
2020-07

Small craft — Watertight or quick-draining recesses and cockpits

Petits navires — Cavités et cockpits étanches ou rapidement autovideurs

Reference number
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Foreword

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

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

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 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 WTO principles in the Technical Barriers to Trade (TBT), see Foreword - Supplementary information.

This document was prepared by Technical Committee ISO/TC 188, *Small craft*.

This second edition cancels and replaces the first edition (ISO 11812:2001), which has been technically revised.

The main changes compared to the previous edition are as follows:

— systematic usage of the general term "recess" instead of "cockpit";

— introduction of the concept of recess open to the sea and recess with reduced risk of flooding;

— clarification of requirements;

— clarification of requirements on engine ventilation openings installed in recesses;

— implementation of multi-bottom recesses or recesses with a foot-basin in the main core of the standard;

— deletion of "major head losses" (friction in drain pipes) as their effect was very small, but this made the calculation much more complex;

— improved data for "minor head losses" (local losses) to correspond to common practice;

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.

Small craft — Watertight or quick-draining recesses and cockpits

1 Scope

This document specifies watertightness, draining time and sill heights requirements for watertight and quick-draining recesses and cockpits in small craft of up to 24 m load line length (see Reference [1]).

Recesses located in elevated parts of the craft are covered by this document.

This document does not specify requirements for the size, the shape and the location of recesses or cockpits. It only considers draining by gravity, and not by pumping or other methods.

It only considers normal operation of the craft, but unattended craft recess issues are out of scope.

This document does not guarantee that the water contained in a watertight or quick-draining recess or cockpit will not affect the stability and buoyancy of the craft, which are covered by ISO 12217 (all parts):2015.

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 8666:2016[1)], *Small craft — Principal data*

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

ISO 9093-2:2002[1)], *Small craft — Seacocks and through-hull fittings — Part 2: Non-metallic*

ISO 12216:2020, *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 12217-2:2015, *Small craft — Stability and buoyancy assessment and categorization — Part 2: Sailing boats of hull length greater than or equal to 6 m*

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

3 Terms and definitions

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

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

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

1) Under revision.

3.1
design category
description of the sea and wind conditions for which a craft is assessed to be suitable

Note 1 to entry: The design categories are defined in ISO 12217 (all parts):2015.

Note 2 to entry: The definitions of design categories are in line with the European Recreational Craft Directive 2013/53/EU.

3.2
sailing craft
craft for which the primary means of propulsion is by wind power, having a reference sail area $A_S \geq 0{,}07(m_{LDC})^{2/3}$, expressed in metres squared, where m_{LDC} is the mass of the craft in the maximum load condition, expressed in kilograms

Note 1 to entry: The reference sail area, A_s, is defined in ISO 8666:2016.

3.3
non-sailing craft
craft for which the primary means of propulsion is other than by wind power, having a reference sail area $A_S < 0{,}07(m_{LDC})^{2/3}$, expressed in metres squared, where m_{LDC} is the mass of the craft in the maximum load condition, expressed in kilograms

Note 1 to entry: The reference sail area, A_s, is defined in ISO 8666:2016.

3.4
reference waterline
W_L
level of the water on the hull in the fully loaded, ready-for-use condition

Note 1 to entry: The fully loaded, ready-for-use condition is defined in ISO 8666:2016.

3.5
heeled waterline
level of the water on the hull in the fully loaded, ready-for-use condition when the craft is inclined to:

— an angle of 7° for non-sailing craft and multihulls; or

— the level of the sheer line amidships or an angle of 30°, whichever is lower, for monohull sailing craft

Note 1 to entry: The fully loaded, ready-for-use condition is defined in ISO 8666:2016.

3.6
recess
volume open to the air that can 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: Where fitted with closure device(s) according to ISO 12216:2020, cabins, shelters or lockers are not recesses.

Note 2 to entry: A recess can be composed of several recesses connected together.

Note 3 to entry: Cockpits that are open to the sea are considered as recesses. Flush decks without bulwarks or coamings are not recesses.

3.7
cockpit
recess (3.6) intended for the accommodation of people

