

# RSG GUIDELINES 2004

for the

Recreational Craft Directive 94/25/EC

For general application of the conformity assessment procedures  
by Notified Bodies and manufacturers.  
This supersedes the June 6, 2003 version.

**<http://www.rsg.be>**

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## A. THE RSG

The Recreational craft Sectoral Group (RSG), consisting of all Notified Bodies and others parties with valid interest, has been established to assist in the uniform application and interpretation of the actual version of the Recreational Craft Directive (RCD).

### **The objectives of co-operation within the RSG are:**

- to share experience and exchange views on the application of the conformity assessment procedures with the aim of contributing to a uniform understanding and application of requirements and procedures;
- to elaborate opinions from a technical point of view on matters of conformity assessment procedures by seeking a consensus;
- to give advice to the Commission following its request on subjects related to the application of the Directives;
- to consider aspects of ethics related to Notified Body activities and to elaborate, if necessary, statements on that topic;
- to remain in coherence with standardisation work at European and international level;
- to remain informed of harmonisation activities at European level.

This is accomplished by Cupertino among certification organisations, user organisations, and manufacturers, who are participating in the development of these RSG guidelines<sup>1</sup>.

### **The tasks of the RSG are:**

- to be a forum for exchanging information and raising issues of common concern relating to conformity assessment and other technical aspects;
- to define points of difficulty, propose possible solutions and either agree on a common solution or agree on the equivalence of several solutions;
- to prepare recommendations and draft guidelines for acceptance by the Standing Committee established under the RCD and for the Commission;
- to receive and discuss Commission guidance documents and other information pertinent to the practical application of the RCD;
- to collect and collate questions and problems arising from the practical application of the RCD and to present these, together with RSG recommended solutions, where possible, to the Commission.

### **The composition of RSG comprises the following parties:**

- Notified Bodies
- The Commission
- The Recreational Craft Industry
- User Organisation
- European Standards Bodies

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<sup>1</sup> In addition to these RSG Guidelines, there are guidelines issued by the Commission services, called “Recreational Craft Directive and Comments to the Directive Combined” (the CC-paper), printed copies of which can be obtained from the Commission services or which can be downloaded from the Commission's website at following URL: [http://europa.eu.int/comm/enterprise/maritime/maritime\\_regulatory/rc\\_switchboard.htm](http://europa.eu.int/comm/enterprise/maritime/maritime_regulatory/rc_switchboard.htm).

## B. INTRODUCTION

These guidelines are prepared to assist with the conformity assessment procedures undertaken by Notified Bodies for recreational craft and their components, in accordance with the Directive 94/25/EC of the European Parliament and of the Council, dated 16 June 1994 on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft. This Directive lays down the requirements for the assessment procedures to be followed by manufacturers when demonstrating conformity of their products. When these guidelines provide information for craft outside those conformity assessment procedures undertaken by Notified Bodies, this information is provided for guidance only.

The following statement is given in the preamble to the Directive:

*Whereas, in view of the nature of risks involved in the use of recreational craft and their components, it is necessary to establish procedures applying to the assessment of compliance with the essential requirements of the Directive; whereas these procedures must be devised in the light of the level of risk which may be inherent in recreational craft and their components;*

The RSG has taken these risks, so far as possible, into consideration when preparing these guidelines.

In Annex I, under General Requirements, the Directive states:

*Recreational craft and components as referred to in Annex II shall comply with the essential requirements insofar as they apply to them.*

This provision is also addressed in Annex XIII, Technical Documentation Supplied by the Manufacturer. Among other provisions the Directive states:

*The documentation shall contain so far as relevant for assessment:... a list of the standards referred to in Article 5, applied in full or in part, and descriptions of the solutions adopted to fulfil the essential requirements when the standards referred to in Article 5 have not been applied.*

Due to the variety of recreational craft between and including 2,5 and 24 meters hull length, the RSG has considered the applicability of various parts of existing standards to different boat types. Where suitable standards are not available the RSG has established uniform guidelines to assist with demonstrating conformity with the Essential Safety Requirements of the Directive. The RSG guidelines will be reviewed when suitable standards become available and amended as may be necessary.

The list of "Standards in support of the RCD" is available from the RSG website [www.rsg.be](http://www.rsg.be). Part of this list is a column identifying the date from which a specific document is valid in accordance with the RSG Guidelines either as a CD, a DIS or an FDIS, or the date of publication of the harmonised standard in the Official Journal of the EU.

It should be noted that Article 5 of the Directive only provides for using harmonised standards to benefit from the presumption of compliance with the essential requirements of the Directive. Harmonised standards are standards adopted by the European standardisation organisations and the references of these adopted standards have to be published in the Official Journal of the European Communities and be transposed into national standards by the Member States (See also Chapter D).

## **C. GENERAL GUIDELINES FOR CERTIFICATION PROCEDURES**

### General

- Members of RSG have agreed to co-operate in the preparation of Guidelines to provide harmonisation of approach and application of the conformity assessment procedures.
- RSG Guidelines will be published, given wide circulation, and made available to manufacturers and other organisations.
- RSG Guidelines have been formatted to follow the numbering system of the EC Directive relating to recreational craft.
- RSG Guidelines will be available from the RSG Secretariat.
- RSG Guidelines will be revised when necessary to reflect changes in the state of the art and standards.
- RSG RFU's are submitted for acceptance by the Standing Committee established in accordance with article 6(3) of Directive 94/25/EC.

### Certificates

- RSG does not issue Certificates. EC Certificates are issued, where required by the Directive, by a Notified Body who is responsible for the validity and contents of the certificates.

## **D. CHAPTERS AND ARTICLES OF THE DIRECTIVE**

Text of Article 5 of the Directive:

*Member States shall presume compliance with the essential requirements referred to in Article 3 of products referred to in Article 1 (1) which meet the relevant national standards adopted pursuant to the harmonised standards the reference of which have been published in the Official Journal of the European Communities; Member States shall publish the references of such national standards.*

With reference to the harmonised standards mentioned in Article 5, the Notified Bodies and manufacturers should refer to the references of these standards as published in the Official Journal of the European Communities and the references of the national standards as published by the Member States. In the absence of harmonised standards, other means of demonstrating compliance with the essential requirements could consist e.g. of applying the latest project list and the current status (ISO/CD, ISO/DIS, ISO, EN, etc.) of standards under development.

The relevant parts of the standards in support of the essential requirements of the Directive are mentioned in their annex ZA of the DIS and FDIS versions of the standards. Annex ZA will only appear in EN-ISO standards (harmonised standards) and not in the published ISO standards (non-harmonised standards).

The standards that have been used should be recorded in the Technical File. This does not preclude the use of updated standards.

In cases where the RSG group is of the opinion in accordance with the convenors of the standards that the updated standard is preferably to be used, the revision of the non-harmonised standard will be mentioned in addition to the harmonised standard on the standards list of the RSG website [www.rsg.be](http://www.rsg.be).

## E. ESSENTIAL REQUIREMENTS, INTERPRETATIONS, REFERENCES TO HARMONISED STANDARDS

### E.1. BOAT DESIGN CATEGORIES

a. Text of Annex I of the Directive:

<i>Design category</i>	<i>Wind force (Beaufort scale)</i>	<i>Significant wave height (H 1/3, meters)</i>
<i>A - 'Ocean'</i>	<i>exceeding 8</i>	<i>exceeding 4</i>
<i>B - 'Offshore'</i>	<i>up to, and including, 8</i>	<i>up to, and including, 4</i>
<i>C - 'Inshore'</i>	<i>up to, and including, 6</i>	<i>up to, and including, 2</i>
<i>D - 'Sheltered waters'</i>	<i>up to, and including, 4</i>	<i>up to, and including, 0,5</i>

*Definitions:*

**A. OCEAN:** *Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above, and vessels largely self-sufficient.*

**B: OFFSHORE:** *Designed for offshore voyages where conditions up to, and including, wind force 8 and significant wave heights up to, and including, 4 m may be experienced.*

**C: INSHORE:** *Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 m may be experienced.*

**D: SHELTERED WATERS:** *Designed for voyages on small lakes, rivers, and canals where conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0,5 m may be experienced.*

*Boats in each Category must be designed and constructed to withstand these parameters in respect of stability, buoyancy, and other relevant essential requirements listed in Annex I, and to have good handling characteristics.*

NOTE: The Design category parameters are intended to define the physical conditions that might arise in any category for design evaluation, and are not intended for limiting the use of the recreational craft in any geographical areas of operation, after it has been put into service.

The physical conditions shall be determined from the maximum wind strength and wave profiles, where wave profiles are consistent with waves generated by wind blowing at the maximum stated strength for a prolonged period, subject to limits of the implied fetch and the maximum stated wave heights, and excluding abnormal factors such as sudden change in depth or tidal races.

For category D, allowance should be made for waves of passing vessels up to a maximum wave height of 0,5 m.

For category A, unlimited conditions apply as they reflect that a vessel engaged on a long voyage might incur any conditions and should be designed accordingly, excluding abnormal weather conditions e.g. hurricane.

The last paragraph is an introduction. The assessment in respect of stability, buoyancy, handling characteristics and other relevant essential requirements are dealt with in other parts of Annex I of the Directive.



## E.2. GENERAL REQUIREMENTS

a. Text of Annex I of the Directive:

*Recreational craft and components as referred to in Annex II shall comply with the essential requirements in so far as they apply to them.*

The essential requirements and relevant harmonised standards listed below apply to all recreational craft as defined in Article 1. For inflatable boats and rigid hull inflatable boats one harmonised standard has been prepared to cover all the relevant essential requirements – see E.6.

b. Relevant harmonised standard – length measurement:

Article 1.2 specifies that the length of a recreational craft shall be from 2,5m to 24m measured according to the appropriate harmonised standard. The harmonised standard to be used for length measurement is EN ISO 8666:2002 Principal Data.

Clauses of EN ISO 8666:2002	Corresponding clauses of RCD	Comments
All clauses	As appropriate	Defines principal boat dimensions and data
4.2.2	Article I, clause 2, Article 8, clause 1, 2, 3, Annex1, clause 3.3, 3.8	Hull length measurement

### E.2.1 Hull Identification (HIN)

a. Text of Annex I of the Directive:

*Each craft shall be marked with a hull identification number including the following information:*

- -*manufacturer's code,*
- -*country of manufacture,*
- -*unique serial number,*
- -*year of production,*
- -*model year.*

*The relevant harmonised standard gives details of these requirements.*

b. Relevant harmonised standard:

EN ISO 10087:1996/A1:2000 - Small craft - Hull identification - Coding System

Clauses of EN ISO 10087:1996/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 2.1, Hull identification	Under revision

EN ISO 10087:1996/A1:2000 is being revised to make it clear that the identification number applies to the complete craft, not just the hull. In accordance with the amendments to the Directive

the revised standard will refer to a 'Craft identification number' instead of the 'Hull identification number'.

## E.2.2 Builder's Plate

a. Text of Annex I of the Directive:

*Each craft shall carry a permanently affixed plate mounted separately from the boat hull identification number, containing the following information:*

- *manufacturer's name,*
- *CE marking,*
- *boat design category according to section 1,*
- *manufacturer's maximum recommended load according to section 3.6,*
- *number of persons recommended by the manufacturer for which the boat was designed to carry when underway.*

b. Relevant parts of the non-harmonised draft standard:

prEN ISO/FDIS 14945:2003 Small craft - Builder's plate

Clauses of prEN ISO/FDIS 14945:2003	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 2.2, Builder's Plate	A CE mark shall also be displayed (followed by the identification number of the notified body where appropriate)

## E.2.3 Protection from falling overboard and means of reboarding

a. Text of Annex I of the Directive:

*Depending on the design category, craft shall be designed to minimise the risks of falling overboard and to facilitate reboarding.*

b. Relevant parts of the standard:

EN ISO 15085:2003 - Small craft - Man overboard prevention and recovery

Clauses of EN ISO 15085:2003	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 2.3	Sets requirements to reduce the risk of falling overboard. The requirements vary according to Design Category and boat type. Also covers man-overboard recovery.

## E.2.4 Visibility from the main steering position

a. Text of Annex I of the Directive:

*For motor boats, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility.*

b. Relevant parts of the harmonised standard:

EN ISO 11591:2000 – Small Craft - Engine-driven small craft - Field of vision from helm position.

Clauses of EN ISO 11591:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 2.4, Visibility from the main steering position	Sets requirements for motor boats for all-round visibility from the helmsman's position
7	Annex I, Clause 2.5, Owner's manual	

In this context, motor boats are boats with engines as the primary source of propulsion.

## E 2.5 Owner's Manual

a. Text of Annex I of the Directive:

*Each craft shall be provided with an owner's manual in the official Community language or languages, which may be determined by the Member State in which it is marketed in accordance with the Treaty. This manual should draw particular attention to risks of fire and flooding and shall contain the information listed in sections 2.2, 3.6 and 4 as well as the unladen weight of the craft in kilograms.*

b. Relevant parts of the harmonised standard: EN ISO 10240:1996 Small Craft - Owner's manual.

Clauses of prEN ISO/FDIS 10240:2003	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 2.5 Owner's manual	prEN ISO/FDIS 10240:2003 is a revision of EN ISO 10240:1996

prEN ISO/FDIS 10240:2003 (revision of EN ISO 10240:1996) has been prepared to meet the Directive's requirements for an Owner's Manual, taking into account development of the other harmonised standards which sometimes refer to information required in the Owner's Manual.

c. Language, translation and scope of Owner's Manual

A procedure shall be established for the particular information, as required by the Directive, to be included in the language required in the area where the product is put on the market. Equipment manuals supplied, in addition to the Owner's Manual, are not required to be translated.

Even where a standard requires descriptions, drawings, and diagrams, the information in the Owner's Manual may be limited to the safe operation of the craft, with due consideration for the environment. The Owner's Manual does not have to include full technical servicing information, such as wiring diagrams, fuel piping, etc., which may be included in a document, separate from the Owner's Manual. This technical service document need not be translated.

A generic Owner's Manual, if relevant is acceptable. It may have provisions for filling out specific model information by hand.

The Owner's Manual may be in a language specified by the boat owner.

## E.3. INTEGRITY AND STRUCTURAL REQUIREMENTS

### E.3.1 Structure

- a. Text of section 3.1 of Annex I of the Directive:

*The choice and combination of materials and its construction shall ensure that the craft is strong enough in all respects. Special attention shall be paid to the design category according to section 1, and the manufacturer's maximum recommended load in accordance with section 3.6.*

- b. Relevant harmonised standard: EN ISO 12215 Small craft - Hull construction - Scantlings - parts 1 to 4

Part 1:2000 Materials: Thermosetting resins, glass fibre reinforcement, reference laminate.

Clauses of EN ISO 12215-1:2000	Corresponding clauses of RCD	Comments
All clauses	3.1 of Annex I, Structure	The standard provides requirements for fibre reinforced plastic construction materials.

Part 2:2002 Sandwich construction

Clauses of EN ISO 12215-2:2002	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.1	The standard provides requirements for core materials suitable for sandwich construction

Part 3:2002 Steel, wood, aluminium, other materials

Clauses of EN ISO 12215-3:2002	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.1	The standard provides requirements for steel, aluminium and wood construction materials

Part 4:2002 Workshop and construction

Clauses of EN ISO 12215-4:2002	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.1	The standard provides requirements for workshop and manufacturing

- c. Relevant non-harmonised standards: EN ISO 12215 Small craft - Hull construction - Scantlings - Parts 5 to 9, under preparation and validation

Part 5: Design pressures, allowable stresses, scantling determination (under validation)

Clauses of prEN ISO/DIS 12215-5.2:2004	Corresponding clauses of RCD	Comments
Clause 1 to 9	Annex 1, 3.1 Structure	Full method for calculating hull scantlings
Clause 10	Annex 1, 2.5 Owner's manual	Owner's Manual
Annex A	Annex 1, 3.1 Structure	Graphical method for calculating hull scantlings and simple method for calculating scantlings of small sailing boats
Annex B	Annex 1, 3.1 Structure	Drop test method for boats less than 6m length
Annex C	Annex 1, 3.1 Structure	FRP laminate properties
Annex D	Annex 1, 3.1 Structure	Sandwich laminate properties
Annex E	Annex 1, 3.1 Structure	Wood laminate properties
Annex F	Annex 1, 3.1 Structure	Metal properties
Annex G	Annex 1, 3.1 Structure	Stiffeners
Annex H	Annex 1, 3.1 Structure	Laminate stack analysis

Part 6: Details of design and construction (under validation)

Clauses of prEN ISO 12215-6.2:2004	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.1	Covers structural arrangements and details

Part 7: Scantling determination of multihulls (under validation)

Part 8: Rudderstocks and bearings (under validation)

Part 9 Appendages and rig attachments (under validation)

- d. Although there may be standards or parts of standards that relate to the integrity and structure of component parts of craft, RSG has interpreted the Essential Safety Requirements as relating to the integrity and structural requirements of the hull, deck and superstructure. This includes items such as keel attachments, rudder, chain plates and other strength critical items as appropriate.
- e. To assess the structural integrity, one of the following approaches shall be considered:
1. Application of appropriate parts of EN ISO12215, provided that the scantlings derived from draft parts of the standard are checked by one of the methods described below. Appropriate documentation shall be developed (see f .1 below).
  2. The structural requirements of the hull may be assessed by other acceptable scantling determination methods that are applicable to the boat type, design category and the manufacturer's maximum recommended load. Appropriate documentation shall be kept (see f .1 below)
  3. As an alternative to acceptable scantlings determination methods or in cases where no applicable rules exist, acceptable construction calculation(s) or testing may be used. Calculations and proof of testing shall be documented (see f .2 below).
  4. In particular cases and if acceptable empirical knowledge can be demonstrated as to the structural requirements of the hull, this may be used as an alternative to the previous methods outlined. This shall include relevant documentation (see f .3 below).
- f. Appropriate documentation supporting the methods used shall be developed.

If applicable the following shall be included when drafting the appropriate documentation:

1. Scantling determination method

Description of the acceptable scantling determination method used for assessment  
Description of material, principle of structure and scantlings for the case  
Input values for strength and stiffness of materials used  
Input and output calculation results on the different structural members

2. Calculation and/or testing

Description of case  
Reference to applied calculation method (loads, materials, geometry, analysis principle)  
Evaluation and statement of the applicability of the method for assessment  
Input and output calculation results on the different structural members  
Description of test methods and their applicability for the case  
Test results and their validity for assessment purposes

### 3. Empirical knowledge

Description of case

Description of applicability of the empirical material used for assessment

Documentation of empirical records (information of conditions of use in relation to intended design category, failures, reclamation, tests, etc.)

Documentation of transposition method used from the empirical data to actual use

Assessment of the case in relation to empirical knowledge according to method described.

For structural requirements of opening appliances, see EN ISO 12216:2002 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements (see E.3.4).



**E.3.2 Stability and Freeboard and****E.3.3 Buoyancy and Flotation**

- a. Text of section 3.2 and 3.3 of Annex I of the Directive

*Stability and Freeboard: The craft shall have sufficient stability and freeboard considering its design category according to section 1 and the manufacturer's recommended load according to section 3.6.*

*Buoyancy and Flotation: The craft shall be constructed to ensure that it has buoyancy characteristics appropriate to its design category according to section 1.1, and the manufacturer's maximum recommended load according to section 3.6. All habitable multihull craft shall be so designed as to have sufficient buoyancy to remain afloat in the inverted position.*

*Boats of less than six meters in length that are susceptible to swamping when used in their design category shall be provided with appropriate means of flotation in the swamped condition.*

- b. Relevant parts of the harmonised standards:

EN ISO 12217 Small craft - Stability and Buoyancy - Methods of assessment and categorisation, parts 1 to 3.

EN ISO 12217 Part 1:2001 Non-sailing boats over 6 metres hull length

Clauses of EN ISO 12217-1:2001	Corresponding clauses of RCD	Comments
5, 6.1, 6.2, 6.3, 6.4, 7, Annex A, B, C, D	Annex I, Clause 3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive
6.5, Annex E, F	Annex I, Clause 3.3, Buoyancy and flotation.	
Annex G	Annex I, Clause 2.5, Owner's manual	

It has been noted that some motor boats can meet the stability requirements of EN ISO 12217 Part 1:2001 for a Design Category that is higher than the appropriate category for the boat. In recognition of this a sub-group of ISO/TC 188 WG 22 has been established to consider additional requirements for EN ISO 12217 Part 1:2001 that address stability and handling of motor boats in waves. These requirements may be added to EN ISO 12217 Part 1 when it is next revised.

EN ISO 12217 Small craft - Stability and Buoyancy - Methods of assessment and categorisation  
Part 2:2001 Sailing boats over 6 metres hull length.

Clauses of EN ISO 12217-2:2001	Corresponding clauses of RCD	Comments
5, 6, 7, 8, Annex A, B, C	Annex I, Clause 3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive
6.7, 7.6, Annex D, E	Annex I, Clause 3.3, Buoyancy and flotation.	
Annex F	Annex I, Clause 2.5, Owner's manual	

EN ISO 12217 Small craft - Stability and Buoyancy - Methods of assessment and categorisation  
Part 3:2002 Boats up to and including 6 metres hull length

Clauses of EN ISO 12217-3:2002	Corresponding clauses of RCD	Comments
5, 6, 7, 8, Annex A, B, C, D	Annex I, Clause 3.2, Stability and Freeboard, Clause 3.5, Flooding, and Clauses 3.6 and 3.2, maximum load and number of persons	Design categories A, B, C and D defined in the standard are considered to correspond to design categories A, B, C and D of the Directive
6.4, 6.5, 7.3, Annex B, C, D	Annex I, Clause 3.3, Buoyancy and flotation.	
Annex E	Annex I, Clause 2.5, Owner's manual	

Note that compliance with EN ISO 12217 - Stability and Buoyancy assumes compliance with EN ISO 14946:2001 - Maximum load capacity, EN ISO 11812:2001 - Watertight and quick draining cockpits and EN ISO 12216:2002 - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements, where relevant.

Stability of inflatable boats and RIBs is covered by EN ISO 6186 – see E.6.

**E.3.4 Openings in Hull, Deck and Superstructure**

a. Text of section 3.4 of Annex I of the Directive:

*Openings in hull, deck(s) and superstructure shall not impair the structural integrity of the craft or its weather tight integrity when closed.*

*Windows, portlights, doors and hatch covers shall withstand the water pressure likely to be encountered in their specific position, as well as point loads applied by the weight of persons moving on deck.*

*Through hull fittings designed to allow water passage into the hull or out of the hull, below the waterline corresponding to the manufacturer's maximum recommended load according to section 3.6, shall be fitted with shutoff means which shall be readily accessible.*

b. Relevant Parts of the harmonised standards:

EN ISO 12216:2002 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements

Clauses of EN ISO 12216:2002	Corresponding clauses of RCD	Comments
3, 4.1, 5, 6, 7, 8 Annex A, B, C, D, E and F	Annex I, Clause 3.1, Structure and 3.4, Openings in hull, deck and superstructure - structural integrity.	Structural requirements for openings and opening appliances.
3, 4.2, 4.3, Annex A and D1	Annex I, Clause 3.4, Openings in hull, deck and superstructure - weathertight integrity.	Watertightness requirements for openings and opening appliances.
3.8, 6.3.7	Annex I, Clause 3.8, Escape - multihull escape.	Multihull escape hatch
3, 4, 5, 6 (6.3.8), Annex A, B, C, D, E and F	Annex II, 5, Components - Prefabricated hatches and portlights.	

EN ISO 9093 – Small Craft - Seacocks and through-hull fittings, parts 1 and 2

Part1:1997 Metallic

Clauses of EN ISO 9093-1:1997	Corresponding clauses of RCD	Comments
3, 4, 5, 6, 7, & 9.	Annex 1, Clause 3.4 - Openings in hull, deck and superstructure.	ISO 9093-1 provides a standard for compliance with 'shutoff means which shall be readily accessible'.
6 & 9	Annex 1, Clause 2.5 - Owner's Manual	Details of the correct operation of seacocks to minimise risk of flooding should be given in the Owners Manual.
5.2, 9.1 & 9.4	Annex 1, 3.1 - Structure and Annex 1, 3.4 - Openings in hull, deck and superstructure.	Clauses 5.2, 9.1 and 9.4 relate to the strength of the craft in way of through hull fittings.
3, 4, 5, 6, 7 & 9	Annex 1, 3.3 - Buoyancy and flotation and Annex 1, 3.5 - Flooding.	The design and installation of through hull fittings and seacocks should not create a risk of flooding or impair the craft's buoyancy or flotation characteristics.

EN ISO 9093 – Small Craft - Seacocks and through-hull fittings

Part 2:2002 Non-Metallic

Clauses of EN ISO 9093-2:2002	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 3.4 - Openings in hull Annex 1, 3.5 – Flooding	Risk of flooding from through hull fittings
10.1.1	Annex 1, 3.1 – Structure Annex 1, 3.4 – Openings in hull	Strength of hull at through hull fittings.
12	Annex 1, Clause 2.5 - Owner's Manual	

## E.3.5 Flooding

a. Text of section 3.5 of Annex I of the Directive:

*All craft shall be designed so as to minimise the risk of sinking.*

*Particular attention should be paid where appropriate to:*

- *cockpits and wells, which should be self-draining or have other means of keeping water out of the boat interior,*
- *ventilation fittings,*
- *removal of water by pumps or other means.*

b. Cockpits and wells

Relevant parts of the harmonised Standard:

EN ISO 11812:2001 - Small craft - Watertight and quick draining cockpits

Clauses of EN ISO 11812:2001	Corresponding clauses of RCD	Comments
All Clauses	Annex I, 3.5, Flooding - Cockpits and wells	Defines cockpits that are 'quick-draining' when required to be so by EN ISO 12217
10	Annex I, Clause 2.5, Owner's manual	

c. Ventilation fittings

Relevant harmonised standards: EN ISO 12216:2002 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements and EN ISO 12217 – Small Craft - Stability - Non-sailing and sailing vessels, Parts 1 to 3

d. Removal of water by pumps

Relevant parts of standards:

EN ISO 15083:2003 - Small craft - Bilge pumping systems

Clauses of EN ISO 15083:2003	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 3.5, Flooding	Requirements for removal of residual water by pumps. Requirements vary with boat type, size and Design Category.
8, Annex A	Annex 1, 2.5, Owner's manual	

Note that the requirements of EN ISO 15083:2003 - Small craft - Bilge pumping systems, do not cover pumps intended for damage control or damage control systems. Sealed or non-water retaining

volumes of a hull do not require bilge pumps.

EN 28849:1993/A1:20000– Small craft - Electrically operated bilge pumps (ISO 8849:1990) – See E.5.3.

### E.3.6 Manufacturer’s Maximum Recommended Load

a. Text of section 3.6 of Annex I of the Directive:

*The manufacturer’s maximum recommended load (fuel, water, provisions, miscellaneous equipment and people (in kilograms)) for which the boat was designed, as marked on the builder’s plate, shall be determined according to the design category (section 1), stability and freeboard (section 3.2) and buoyancy and flotation (section 3.3).*

b. Relevant parts of the harmonised standard:

EN ISO 14946:2001 - Small craft - Maximum load capacity

Clauses of EN ISO 14946:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 3.6, Manufacturer's maximum recommended load.	The standard defines the items of load, including weight of persons, to be included in the manufacturers maximum recommended load for stability and buoyancy tests.

Note: The maximum load shown on the Builder's Plate excludes fixed tank capacities. See also Section E.2.2.

### E.3.7 Liferaft stowage - No standard is envisioned.

a. Text of section 3.7 of Annex I of the Directive:

*All craft of categories A and B, and craft of categories C and D longer than six metres shall be provided with one or more stowage points for liferaft (s) large enough to hold the number of persons the boat was designed to carry as recommended by the manufacturer. This (these) stowage point(s) shall be readily accessible at all times.*

b. RSG interprets the words *stowage point(s)* to mean any space or surface in or on the craft.

### E.3.8 Escape

- a. Text of section 3.8 of Annex I of the Directive:

*All habitable multihull craft over 12 metres long shall be provided with viable means of escape in the event of inversion.*

*All habitable craft shall be provided with viable means of escape in the event of fire.*

- b. Relevant parts of harmonised standards:

Applicable parts of the standards EN ISO 9094-1:2003, EN ISO 9094-2:2002 – Small Craft - Fire protection and EN ISO 12216:2002 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements.

- c. Each habitable area of a multihull craft shall have access to an escape hatch capable of being used in the capsized position.

### E.3.9 Anchoring, mooring and towing

- a. Text of section 3.9 of Annex I of the Directive:

*All craft, taking into account their design category and their characteristics shall be fitted with one or more strong points or other means capable of safely accepting anchoring, mooring and towing loads.*

- b. Relevant part of standard:

EN ISO 15084:2003 Small craft - Anchoring, mooring and towing - Strong points.

Clauses of EN ISO 15084:2003	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 3.9	Specifies number, position and strength of strong points for anchoring, mooring and towing

## E.4. HANDLING CHARACTERISTICS

a. Text of the first sentence of section 4 of Annex I of the Directive:

*The manufacturer shall ensure that the handling characteristics of the craft are satisfactory with the most powerful engine for which the boat is designed and constructed.*

b. This essential requirement is considered to relate only to high speed handling characteristics of powered craft when operated at or near to maximum speed (as it refers to the characteristics with the most powerful engine). It does not apply to sailing boats and slow speed craft, but aspects of handling of all craft in rough weather are addressed in the stability standards (E 3.3, 3.4).

c. Relevant part of the harmonised standards:

EN ISO 11592:2001 – Small Craft - Determination of maximum propulsion power - in terms of manoeuvrability, for craft less than 8 m length of hull.

Clauses of EN ISO 11592:2001	Corresponding clauses of RCD	Comments
1, 2, 3, 4.2, 4.4, 4.5, 5, 6, 7 and Annex A	Annex I, Clause 4, Handling characteristics	The standard provides a method of determining maximum engine power for boats of less than 8m hull length.
Annex B	Annex I, Clause 2.5, Owner's manual	A power capacity label is not required for Directive 94/25/EC, but the maximum rated engine power shall be declared in the Owner's Manual.

The harmonised standard covers only motor boats below 8m length. In recognition of the need for a standard for motor boats of over 8m length covering handling when operating at or near to maximum speed, a sub-group of ISO/TC 188 has been established. Dependant on the outcome of this work, a new standard may be introduced for motor boats above 8m length. Until then the handling characteristics of a motor boat above 8m length may be assessed by acceptable methods for assessing handling characteristics that are applicable to boat type, design category and the manufacturers recommended maximum powering and load.

d. Text of the second sentence of section 4 of Annex I of the Directive

*For all recreational marine engines, the maximum rated engine power shall be declared in the owner's manual in accordance with the harmonised standard.*



e. Relevant part of the harmonised standards:

EN ISO 8665:1995/A1:2000 – Small Craft - Marine propulsion engines and systems - Power measurements and declarations

Clauses of EN ISO 8665:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 4, Handling	This standard is relevant only to the engine manufacturer. It defines the required method of measuring engine power. The power of the engine measured according to this standard shall be declared by the engine manufacturer in the owner's manual supplied with the engine.

The Directive requires that the maximum power of all propulsion engines for recreational craft, including both inboards and outboards, shall be measured according to the harmonised standard EN ISO 8665:1995/A1:2000. Note that this is one of the few cases for the Recreational Craft Directive where the use of the harmonised standard is mandatory. EN ISO 8665:1995/A1:2000 is currently under revision.

## E.5. INSTALLATION REQUIREMENTS

### E.5.1 Engine and engine spaces

#### E.5.1.1. Inboard engine

- a. Text of paragraph one and two of section 5.1.1 of Annex I of the Directive:

*All inboard mounted engines shall be placed within an enclosure separated from living quarters and installed so as to minimise the risk of fires or spread of fires as well as hazards from toxic fumes, heat, noise or vibrations in the living quarters.*

*Engine parts and accessories that require frequent inspection and/or servicing shall be readily accessible.*

- b. Relevant parts of harmonised standards

There are no specific standards for engine installation or engine compartments, but parts of other harmonised standards set requirements relevant for engine installation regarding the engine's fuel supply (EN ISO 10088 - Permanently installed fuel systems and fixed fuel tanks, EN ISO 7840 - Fire resistant fuel hoses), electrical installation (EN ISO 10133 - Electrical Equipment - Extra-low-voltage) and fire precautions (EN ISO 9094 - Fire protection).

For petrol engines additional requirements apply for ventilation (EN ISO 11105 -Ventilation of compartments containing petrol engines and/or petrol fuel tanks) and ignition protection EN 28846 - Electrical devices - Protection against ignition of surrounding flammable gases).

Inboard and sterndrive engines are not subject to the Machinery Directive, but are referred to in the Essential Safety Requirements of the Recreational Craft Directive. The following harmonised standards apply to inboard and sterndrive petrol and diesel engines when supplied by the engine manufacturer with fitted fuel and electrical components.

EN ISO 15584:2001 - Small craft - Inboard petrol engines – Engine-mounted fuel and electrical system components

Clauses of EN ISO 15584:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard engines	The standard sets requirements for fuel and electrical components mounted on inboard and sterndrive petrol engines.
4.2, 5	Annex I, Clause 5.2.1, Fuel system	
6	Annex I, Clause 5.3, Electrical system	
4.1, 6□	Annex II, Components, 1	

EN ISO 16147:2002 - Inboard diesel engines – Engine-mounted fuel and electrical system components

Clauses of EN ISO 16147:2002	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard engines	The standard sets requirements for fuel and electrical components mounted on inboard and sterndrive diesel engines.
5	Annex I, Clause 5.2.1, Fuel system	
6	Annex I, Clause 5.3, Electrical system	

Conforming document(s) shall be supplied by the manufacturer/supplier of the engine. The standard ISO 13592 - Small craft - Backfire flame control for petrol engines (not a harmonised standard) may also be relevant for engine manufacturers.

c. Text of paragraph three of section 5.1.1 of Annex I of the Directive:

*The insulating materials inside engine spaces shall be non-combustible.*

Materials are considered as non-combustible if the oxygen index is at least 21 when measured in accordance with ISO 4589 or ASTM D 2863. In addition the material shall present a non-fuel absorbent surface to the engine – See RFU 51.

#### *E.5.1.2. Ventilation*

a. Text of section 5.1.2 of Annex I of the Directive:

*The engine compartment shall be ventilated. The dangerous ingress of water into the engine compartment through all inlets must be prevented.*

b. For diesel engines no standard is envisioned for ventilation. Adequate natural ventilation must be provided and the risk of flooding through ventilation openings must be minimised - see ESR 3.3 and 3.4.

c. Relevant parts of harmonised standard for petrol engines:

EN ISO 11105:1997- Small craft - Ventilation of compartments containing petrol engines and/or petrol fuel tanks.

Clauses of EN ISO 11105:1997	Corresponding clauses of RCD	Comments
7	2.5 of Annex 1, Owner's manual	Specifies requirements for ventilation of petrol engine compartments and petrol tank compartments.
5.2, 5.3, 5.4, 6.3	3.5 of Annex 1, Flooding	
4, 5, 6	5.1.1 of Annex 1, Inboard engines	
4, 5, 6	5.1.2 of Annex 1, Ventilation	
4, 5, 6	5.2 of Annex 1, Fuel tanks	

### *E.5.1.3. Exposed parts*

a. Text of section 5.1.3 of Annex I of the Directive:

*Unless the engine is protected by a cover or its own enclosure, exposed moving or hot parts of the engine that could cause personal injury shall be effectively shielded.*

b. No standard is envisioned.

### *E.5.1.4. Outboard engines starting*

a. Text of section 5.1.4 of Annex I of the Directive:

*All boats with outboard engines shall have a device to prevent starting the engine in gear, except:*

*(a) when the engine produces less than 500 Newton (N) of static thrust;*

*(b) when the engine has a throttle limiting device to limit thrust to 500 N at the time of starting the engine.*

b. Relevant harmonised standard:

EN ISO 11547:1995/A1:2000 - Small craft - Start-in-gear protection

Clauses of EN ISO 11547:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.4, Outboard engines starting Annex II, Components, 2	Sets requirements for methods to prevent an outboard motor being started while in gear.
5	Annex I, Clause 2.5, Owner's manual	

This harmonised standard is relevant mainly to the outboard engine manufacturer for application of Annex II, Components.

## E.5.2 Fuel system

### E.5.2.1. General

a. Text of section 5.2.1 of Annex I of the Directive:

*The filling, storage, venting and fuel supply arrangements and installations shall be designed and installed so as to minimise the risk of fire and explosion.*

These requirements apply to on-board fuel installations and fuel components mounted on on-board engines, both main engines and auxiliary engines (see E 5.1).

b. Relevant parts of harmonised standards:

EN ISO 10088:2001 - Small craft - Permanently installed fuel systems and fixed fuel tanks

Clauses EN ISO 10088:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard Engine Annex I, Clause 5.2, Fuel system Annex I, Clause 5.6.1 – Fire protection, General	The standard sets requirements for the installation of fuel systems and fuel tanks (excluding portable tanks).
	Annex II, Components, 4	Includes some fuel tank construction requirements, also relevant for Annex II.4.

- EN ISO 7840:1995/A1:2000 - Small craft - Fire resistant fuel hoses – See Annex II.4  
 EN ISO 8469:1995/A1:2000 - Small craft - Non-fire resistant fuel hoses – See Annex II.4  
 EN ISO 11105:1997- Small craft - Ventilation of compartments containing petrol engines and/or petrol tanks – See E.5.1.2  
 EN ISO 9094 - Small craft - Fire protection – See E.5.6.

d. Portable fuel tanks and their hoses are outside the scope of the Directive, i.e. will not receive any CE Label according to Annex II.

### E.5.2.2. Fuel tanks

a. Text of section 5.2.2 of Annex I of the Directive:

*Fuel tanks, lines and hoses shall be secured and separated or protected from any source of significant heat. The material the tanks are made of and their method of construction shall be according to their capacity and the type of fuel. All tank spaces shall be ventilated.*

*Liquid fuel with a flash point below 55 degrees C shall be kept in tanks which do not form part of the hull and are:*

- (a) *insulated from the engine compartment and from all other source of ignition;*
- (b) *separated from living quarters.*

*Liquid fuel with a flash point equal to or above 55 degrees C may be kept in tanks that are integral with the hull.*

b. Relevant parts of non-harmonised draft standard:

prEN ISO 21487 – Small craft – Permanently installed petrol and diesel fuel tanks.

Clauses prEN ISO 21487	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.2.2, Fuel tanks	The standard sets construction requirements for fuel tanks (excluding portable tanks).
	Annex II, Components, 4, Fuel tanks	

The standard prEN ISO 21487 is currently a draft, but when it is complete and harmonised it is intended that its requirements will supersede any fuel tank construction requirements in EN ISO 10088:2001.

c. Purpose-designed ventilation systems are only required for petrol fuel tank spaces (see EN ISO 11105:1997)

**E.5.3 Electrical system**

a. Text of section 5.3 of Annex I of the Directive:

*Electrical systems shall be designed and installed so as to ensure proper operation of the craft under normal conditions of use and shall be such as to minimise risk of fire and electric shock.*

*Attention shall be paid to the provision of overload and short-circuit protection of all circuits, except engine starting circuits, supplied from batteries.*

*Ventilation shall be provided to prevent the accumulation of gases, which might be emitted from batteries. Batteries shall be firmly secured and protected from ingress of water.*

b. Relevant parts of the harmonised standards:

EN ISO 10133:2000 - Small craft - Electrical Equipment - Extra-low-voltage electrical installations

Clauses of EN ISO 10133:2000	Corresponding clauses of RCD	Comments
4, 5, 6, 7, 8, 9, 10, 11,12	Annex 1, 5.3	The standard provides requirements for an on-board DC electrical system
12.1	Annex 1, 5.2.2 (a)	Ignition protection
7.1, 7.4	Annex 1, 5.6.1	Fire protection

EN ISO 13297:2000 - Small craft - Electrical Equipment - AC installations

Clauses of EN ISO 13297:2000	Corresponding clauses of RCD	Comments
4, 5, 6, 7, 8, 9, 10, 11,12, 13,14, Annex A, Annex B	Annex 1, 5.3	The standard provides requirements for an on-board AC electrical system
6	Annex 1, 5.2.2 (a)	Ignition protection
7.1, 7.4, Annex B	Annex 1, 5.6.1	Fire protection

EN 60092-507:2000 Electrical installations in ships – Part 507: Pleasure craft

Clauses of EN 60092-507:2000	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 5.3	Electrical System - Three phase systems only

EN 28846:1993/A1:2000 (ISO 8846:1990) - Small craft - Electrical devices - Protection against ignition of surrounding flammable gases – see Annex II, Components, Ignition protected equipment.

- c. The requirement in 5.3 for electrical system applies to all electrical parts on the engine, which could create a spark, and also to other electrical components, which may be in the engine compartment. The harmonised standard for electrical equipment installation EN ISO 10133:2000, clause 12.1 states: "*Electrical components installed in compartments which may contain explosive gases shall be ignition protected in accordance with EN 28846:1993/A1:2000 (ISO 8846:1990)*". Thus it applies to all parts such but not limited to the following when installed in the engine compartment:

Electric fans

- a. Relevant parts of harmonised standards:

EN ISO 9097:1994/A1:2000 Small Craft - Electric fans

Clauses of EN ISO 9097:1994/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.2, Ventilation Annex I, Clause 5.2.2, Fuel system	The standard sets requirements for construction of electric fans intended for use on recreational craft.
4.2	Annex II, Components, 1	



## Bilge pumps

a. Relevant parts of harmonised standards:

EN ISO 8849:1993/A1:2000 Small craft - Electrically operated bilge pumps (ISO 8849:1990)

Clauses of EN ISO 8849:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 3.5, Flooding Annex I, Clause 5.3, Electrical system	The standard sets requirements only for design of electric bilge pumps as components, with some requirements for installation.
4.2	Annex II, Components, 1	

## Engines

b. Electrical components on engines, including both main engines and auxiliary engines, are covered by the harmonised standards below - See E.5.1.1, Inboard engines:

EN ISO 15584:2001 - Small Craft - Inboard mounted petrol engine fuel and electrical system components

EN ISO 16147:2002 - Small craft - Inboard mounted diesel engine fuel and electrical components

## E.5.4 Steering system

### E.5.4.1. General

a. Text of section 5.4.1 of Annex I of the Directive:

*Steering systems shall be designed, constructed and installed in order to allow the transmission of steering loads under foreseeable operating conditions.*

b. Relevant parts of harmonised standards:

EN 28847:1989/A1:2000- Small craft - Steering gear - wire rope and pulley systems (ISO 8847)

Clauses of EN 28847:1989/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.4.1 – Steering system, General Annex II, Components, 3	

EN 28848:1993/A1:2000 - Small craft - Remote steering systems (ISO 8848:1990)

Clauses of EN 28848:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.4.1, Steering system, General Annex II, Components, 3	

EN ISO 10592:1994/A1:2000 - Small craft - Hydraulic steering gear

Clauses of EN ISO 10592:1994/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.4.1, Steering system, General Annex II, Components, 3	

EN 29775:1993/A1:2000 - Small craft - Remote steering systems for outboard motors of 15 kW to 40 kW power (ISO 9775:1990)

Clauses of EN 29775:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.4.1, Steering system, General Annex II, Components, 3	

EN ISO 13929:2001 - Small craft - Steering gear - Geared link systems

Clauses of EN ISO 13929:2001	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.4.1, Steering system, General	
3.1	Annex I, Clause 5.4.2, Emergency arrangements	Compliance with Clause 3.1 is not required for twin-engine installations
4.5	Annex I, Clause 2.5, Owner's manual	
All	Annex II, Components, 3.	

Non-harmonised standards:

prEN ISO/FDIS 15652- Small craft - Remote steering system for inboard and mini jet boats

*E.5.4.2. Emergency arrangements*

a. Text of section 5.4.2 of Annex I of the Directive:

*Sailboat and single-engine inboard powered motor boats with remote-controlled rudder steering systems shall be provided with emergency means of steering the craft at reduced speed.*

b. No standard is envisioned.

## E.5.5 Gas system

a. Text of section 5.5 of Annex I of the Directive:

*Gas systems for domestic use shall be of the vapour-withdrawal type and shall be designed and installed so as to avoid leaks and the risk of explosion and be capable of being tested for leaks. Materials and components shall be suitable for the specific gas used to withstand the stresses and exposures found in the marine environment.*

*Each appliance shall be equipped with a flame failure device effective on all burners. Each gas-consuming appliance must be supplied by a separate branch of the distribution system, and each appliance must be controlled by a separate closing device. Adequate ventilation must be provided to prevent hazards from leaks and products of combustion.*

*All craft with a permanently installed gas system shall be fitted with an enclosure to contain all gas cylinders. The enclosure shall be separated from the living quarters, accessible only from the outside and ventilated to the outside so that any escaping gas drains overboard. Any permanent gas system shall be tested after installation.*

b. Relevant parts of harmonised standards:

EN ISO 10239:2000 - Small craft - Liquefied petroleum gas (LPG) systems

Clauses of EN ISO 10239:2000	Corresponding clauses of RCD	Comments
4.2	5.5 of Annex I, Gas system Gas systems for domestic use shall be 'vapour-withdrawal' type	The standard sets requirements for an on-board gas installation
4, 5, 6, 7, 8, 11	Designed and installed to avoid leaks and risk of explosion	
10	Capable of being tested for leaks	
4.1, 5.6, 5.7, 6.2.1, 6.4, 6.5.1, 6.5.4, 7.1	Materials and components to withstand marine environment	
7.3	Flame failure device on all burners	
6.6	Each appliance to have separate branch of distribution system and each appliance to have separate closing system	
8	Adequate ventilation to prevent hazard from leaks	
7.6, 9 (Annex A), 13	Adequate ventilation to prevent hazards from products of combustion	

8.2, 8.3	<p>An enclosure shall contain all gas cylinders permanently installed</p> <p>Enclosure shall be:</p> <ul style="list-style-type: none"> <li>(i) separated from living quarters;</li> <li>(ii) accessible only from the outside;</li> <li>(iii) ventilated only to outside.</li> </ul>	
10	Gas systems shall be tested after installation	
7.7, 7.9, 11	<p>5.6.1 of Annex I, Fire protection</p> <p>Installation shall take account of risk of fire from open flame devices</p>	
12 (Annex C)	2.5 of Annex I, Owner's manual	

- c. Semi fixed systems based on portable devices is considered as permanently installed

## E.5.6 Fire protection

a. Text of section 5.6.1 and 5.6.2 of Annex I of the Directive:

### E.5.6.1. General

*The type of equipment installed and the layout of the craft shall take account of the risk and spread of fire. Special attention shall be paid to the surroundings of open flame devices, hot areas or engines and auxiliary machines, oil and fuel overflows, uncovered oil and fuel pipes and avoiding electrical wiring above hot areas of machines.*

### E.5.6.2. Fire-fighting equipment

*Craft shall be supplied with fire-fighting equipment appropriate to the fire hazard. Petrol engine enclosures shall be protected by a fire extinguishing system that avoids the need to open the enclosure in the event of fire. Where fitted, portable fire extinguishers shall be readily accessible and one shall be so positioned that it can easily be reached from the main steering position of the craft.*

b. Relevant parts of harmonised standards:

EN ISO 9094-1:2003 - Small craft - Fire protection  
Part 1: Craft with hull length of up to and including 15 m

Clauses of EN ISO 9094-1:2003	Corresponding clauses of RCD	Comments
4.2	Annex 1, Clause 3.8 – Escape	Requirements for escape routes and openings
4.4.1	Annex 1, Clause 5.1.1 – Inboard engine	Engine space insulating materials (see also E.5.1.1)
3, 4, 5, 6, 7, 8, 9, Annex A	Annex 1, Clause 5.6.1 - Fire protection, general	General requirements for fire protection
5,6,7,9	Annex 1, Clause 5.6.2 – Fire-fighting equipment	Requirements for fire-fighting equipment
10, Annex B	Annex 1, Clause 2.5 - Owner's Manual	

EN ISO 9094-2:2002 - Small craft - Fire protection  
Part 2: Craft with hull length of over 15m and up to 24 m

Clauses of EN ISO 9094-2	Corresponding clauses of RCD	Comments
4.2, 4.3	Annex 1, Clause 3.8 – Escape	Requirements for escape routes and openings
4.5.2	Annex 1, Clause 5.1.1 – Inboard engine	Engine space insulating materials (see also E.5.1.1)
3, 4, 5, 6, 7, 8, 9, Annex A	Annex 1, Clause 5.6.1 - Fire protection, general	General requirements for fire protection
5,6,7,9	Annex 1, Clause 5.6.2 – Fire-fighting equipment	Requirements for fire-fighting equipment
10, Annex B	Annex 1, Clause 2.5 - Owner's Manual	

- c. Craft meet the RCD with the position and capacity of fire extinguisher(s) indicated (labelled), but can not be put into service and operation until they are in place.

#### **E.5.7 Navigation lights**

- a. Text of section 5.7 of Annex I of the Directive:

*Where navigation lights are fitted, they shall comply with the 1972 COLREGS or CEVNI regulations, as appropriate.*

- b. Relevant regulations: 1972 COLREGS or CEVNI as amended.

See also RFU # 27

Non-harmonised standard: Draft standard prEN ISO 16180 Small craft – Electric navigation lights is being prepared to support the application of COLREG for navigation lights.

## E.5.8 Discharge prevention

- a. Text of section 5.8 of Annex I of the Directive:

*Craft shall be constructed so as to prevent the accidental discharge of pollutants (oil, fuel, etc) overboard.*

*Craft fitted with toilets shall have either:*

*(a) holding tanks; or*

*(b) provision to fit holding tanks on a temporary basis in areas of use where the discharge of human waste is restricted.*

*In addition, any through-the-hull pipes for human waste shall be fitted with valves, which are capable of being sealed shut.*

- b. Relevant parts of harmonised standards:

EN ISO 8099:2000 Small craft - Waste water retention and treatment - Toilet retention systems

Clauses of EN ISO 8099:2000	Corresponding clauses of RCD	Comments
All clauses	Annex 1, 5.8, Discharge prevention	The standard sets requirements for on-board toilet systems and holding tanks
12	Annex 1, 2.5, Owner's manual	

- c. "Sealed shut" means that the valve cannot be opened to discharge overboard without breaking a seal or unlocking a mechanical device.

Note that EN ISO 8099 does not include requirements relating to accidental discharge overboard of pollutants such as fuel and oil. No standard is envisioned for this requirement.



## E.6 INFLATABLE BOATS AND RIBS

All the relevant essential requirements, including the stability and buoyancy requirements, for inflatable boats and rigid hull inflatable boats are covered by one harmonised standard.

b. Relevant parts of harmonised standards:

EN ISO 6185 Small craft - Inflatable boats

Part 1:2001 Boats with a motor maximum power rating of 4,5 kW

Clauses of EN ISO 6185-1:2001	Corresponding clauses of the Directive	Comments
	1. Boat design categories	Part 1 Inflatable boats shall be assigned to Boat Design Category D only
8	2.2 Builder's plate	The Builder's Plate must also include the CE mark and Boat Design Category. It is not a requirement of the Directive to show maximum engine power on the Builder's Plate, but this must be given in Owner's Manual
6.7	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
9	2.5 Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.12, 6.5, 6.6, 7, B.2	3.1 Structure	
6.3	3.2 Stability and freeboard	
3, 6.8, 6.10	3.3 Buoyancy and flotation	
5.7	3.4 Openings in hull	
5.7, 7.5	3.5 Flooding	
6.1, 6.4	3.6 Manufacturer's maximum load	
5.11, 7.3	3.9 Anchoring, towing	
6.2, 6.9, 7.1, 7.2, B.4	4. Handling characteristics	
5.8, 5.9	5.4 Steering system	

EN ISO 6185 Small craft - Inflatable boats

Part 2:2001 Boats with a motor power rating of 4,5 kW to 15 kW inclusive

Clauses of EN ISO 6185-2:2001	Corresponding clauses of RCD	Comments
	1. Boat design categories	Boats may be assigned to Boat Design Category C if they are required by clause 7.1 to be tested in a significant wave height of 600mm. Other Part 2 boats shall be assigned Category D
8	2.2 Builder's plate	The Builder's Plate must also include the CE mark and Boat Design Category. It is not a requirement of the Directive to show maximum engine power on the Builder's Plate, but this must be given in Owner's Manual
6.7	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
9	2.5 Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.12, 6.5, 6.6, 7, A.2	3.1 Structure	
6.3	3.2 Stability and freeboard	
3, 6.8, 6.10	3.3 Buoyancy and flotation	
5.7	3.4 Openings in hull	
5.7, 7.6	3.5 Flooding	
6.1, 6.4	3.6 Manufacturer's maximum load	
5.11, 7.3	3.9 Anchoring, towing	
6.2, 6.9, 7.1, 7.3, A.4	4. Handling characteristics	
5.8, 5.9	5.4 Steering system	

EN ISO 6185 Small craft - Inflatable boats

Part 3:2001 Boats with a motor power rating of 15 kW and greater

Clauses of EN ISO 6185-3:2001	Corresponding clauses of the RCD	Comments
	1. Boat design categories	Boats of Type 8, Offshore, may be assigned to Boat Design Category B. Other Part 3 boats shall be Category C or D
8	2.2 Builder's plate	The Builder's Plate must also include the CE mark and Boat Design Category. It is not a requirement of the Directive to show maximum engine power on the Builder's Plate, but this must be given in Owner's Manual
6.7	2.3 Means of reboarding	
6.11	2.4 Visibility for steering	
9	2.5 Owner's manual	Maximum engine power must be included in Owner's Manual
4, 5.1, 5.2, 5.4, 5.5, 5.6, 5.11, 6.5, 6.6, 7	3.1 Structure	
6.3	3.2 Stability and freeboard	
3, 6.8, 6.10	3.3 Buoyancy and flotation	
5.7	3.4 Openings in hull	
5.7, 7.6, 7.8	3.5 Flooding	
6.1, 6.4	3.6 Manufacturer's maximum load	
6.12	3.7 Liferaft stowage	
5.10, 7.4	3.9 Anchoring, towing	
6.2, 6.9, 7.1, 7.3, 7.7	4. Handling characteristics	
5.14	5.1.2, 5.2.2 Ventilation	
5.13	5.2 Fuel system	
5.12	5.3 Electrical system	
5.8	5.4 Steering system	

prEN ISO 6185 Small craft - Inflatable boats

Part 4 - Boats greater than 8m overall length – Draft under development

Note that the comments in the above tables are important with respect to assigning the Boat Design Category.

## F. GUIDELINES FOR INSPECTION OF COMPONENTS

Certain components are specifically mentioned in the Directive:

*"-whereas the essential requirements constitute the criteria by which recreational craft, partly completed craft and their components when separate and when installed must comply".*

The certification requirements imply third party intervention, which has to take place before the component is placed on the market. However, if the components in 3, 4, and 5 below are made specifically by or for the craft builder, the conformity assessment may be made by the craft builder.

CE marking for RCD 94/25/EC is only permitted for components listed in Annex II.

RFU # 9

The following are listed in Annex II:

### F.1. Ignition protected equipment for inboard and stern drive engines.

a. Relevant parts of harmonised standards:

EN 28846:1993/A1:2000 Small craft - Electrical devices - Protection against ignition of surrounding flammable gases (ISO 8846:1990)

Clauses of EN 28846:1993/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard engines	Sets requirements for ignition-protecting equipment
4.1, 5	Annex I, Clause 5.2.1, Fuel system	
6	Annex I, Clause 5.3, Electrical system	
4.2, 6	Annex II, Components, 1	

## **F.2. Start-in-gear protection devices for outboard engines**

### a. Relevant standards:

Harmonised standards:

EN ISO 11547:1995/A1:2000- Small craft - Start-in-gear protection – see E.5.1.4 Outboard engines starting

## **F.3. Steering wheels, steering mechanisms and cable assemblies**

### a. Relevant parts of harmonised standards:

EN 28847:1989/A1:2000- Small craft - Steering gear - wire rope and pulley systems (ISO 8847)

EN 28848:1993/A1:2000 - Small craft - Remote steering system (ISO 8848:1990)

EN 29775:1993/A1:2000 - Small craft - Remote steering systems for outboard motors of 15 kW to 40 kW power (ISO 9775:1990)

EN ISO 10592:1994/A1:2000 - Small craft - Hydraulic steering gear

EN ISO 13929:2001 - Small craft - Geared link steering

Non-harmonised standard:

prEN ISO 15652- Small craft - Remote steering system for inboard and mini jet boats

See E.5.4 for details of steering standards.

## **F.4. Fuel tanks and fuel hoses**

### a. Relevant parts of standards:

Harmonised standards:

EN ISO 10088:2001 Small craft - Permanently installed fuel systems and fixed fuel tanks – see E.5.2.

EN ISO 7840:1995/A1:2000 Small craft - Fire resistant fuel hoses

Clauses of EN ISO 7840:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard Engine Annex I, Clause 5.2.1, Fuel system, General Annex I, Clause 5.6.1 – Fire protection, General Annex II, Components, 4	Specifies requirements for fire resistant fuel hoses that may be used in engine compartments.

EN ISO 8469:1995/A1:2000 Small craft - Non-fire-resistant hoses

Clauses of EN ISO 8469:1995/A1:2000	Corresponding clauses of RCD	Comments
All clauses	Annex I, Clause 5.1.1, Inboard Engine Annex I, Clause 5.2.1, Fuel system, General Annex I, Clause 5.6.1, Fire protection, General Annex II, Components, 4	Specifies requirements for fuel hoses that may not be used in engine compartments

Note: Portable fuel tanks and their hoses are outside the scope of the Directive, i.e. will not receive any CE label according to this Annex II.

## F.5. Prefabricated hatches and portlights

a. Relevant parts of harmonised standards:

EN ISO 12216:2002 Small craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements – see E.3.4.

b. The term *portlight* refers to windows in the hull.

## G. CONFORMITY ASSESSMENT MODULES

The Recreational Craft Directive establishes procedures applying to the assessment of compliance with the essential safety requirements. These procedures comply with Council Decision N° 93/465/EEC of 22 July 1993 concerning the modules for the various phases of the conformity assessment procedures and the rules for the affixing of the CE conformity marking, which are intended to be used in the technical harmonization directives.

It is to be noted, amongst other points, from this Council Decision (in Annex), that:

1. The essential objective of a conformity assessment procedure is to enable the public authorities to ensure that products placed on the market conform to the requirements as expressed in the provisions of the directives, in particular with regard to the health and safety of users and consumers,
2. Conformity assessment can be subdivided into modules, which relate to the design phase of products and to their production phase,
3. As a general rule a product must be subject to both phases before being able to be placed on the market if the results are positive.
4. Notified bodies should be encouraged to apply the modules without unnecessary burden for the economic operators. The Commission, in cooperation with the Member States, must ensure that close cooperation is organized between the notified bodies in order to ensure consistent technical application of the modules,
5. Whenever directives provide the manufacturer with the possibility of using modules based on quality assurance techniques, the manufacturer must also be able to have recourse to a combination of modules not using quality assurance, and vice versa, except where the compliance with the requirements laid down by the directives requires the exclusive application of a certain procedure.

### a) Text of Article 8 of the Directive

*Before producing and placing on the market referred to in Article 1 (1), the manufacturer or his authorized representative established in the Community shall apply the following procedures for boat design categories A, B, C and D as referred to in Section 1 of Annex I.*

#### *1. For categories A and B:*

*- for boats of less than 12 m hull length: the internal production control plus tests (module Aa) referred to in Annex VI,*

*- for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII supplemented by module C (type conformity) referred to in Annex VIII, or any of the following modules: B + D, or B + F, or G or H.*

#### *2. For category C:*

*(a) for boats from 2,5 m to 12 m hull length:*

- where the harmonized standards relating to sections 3.2 and 3.3 of Annex I are complied with: the internal production control (module A), referred to in Annex V,

- where the harmonized standards relating Sections 3.2 and 3.3 of Annex I are not complied with: the internal production control plus tests (module Aa) referred to in Annex VI.

(b) for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII followed by module C (type conformity) referred to in Annex VIII, or any of the following modules: B + D, or B + F, or G or H.

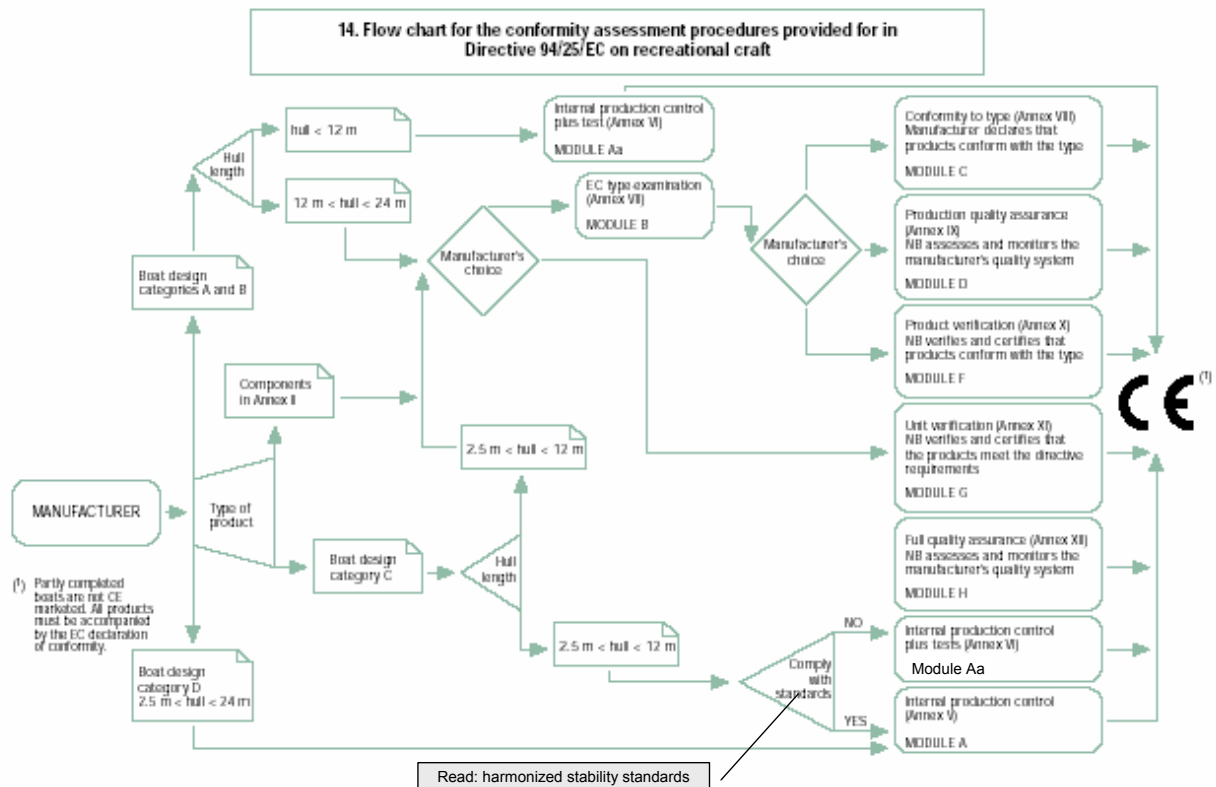
3. For category D:

For boats from 2,5 m to 24 m hull length: the internal production control (module A) referred to in Annex V.

4. For components referred to in Annex II: any of the following modules: B + C, or B + D, or B + F, or G or H.

## b) Comments

These conformity assessment procedures applying to boats can be summarized in the following table:





The following 2 tables are an explanatory excerpt from the flow chart above.

1. Where harmonized standards for stability and buoyancy (3.2 and 3.3) are not complied with:

Category A, B	Module Aa (option 1)	Modules B + C or B + D or
Category C	Module Aa (option 1)	B + F or G or H
Category D	Module A	
	$2,5\text{ m} \leq \text{LH} < 12\text{ m}$	$12\text{ m} \leq \text{LH} \leq 24\text{ m}$

2. Where harmonized standards for stability and buoyancy (3.2 and 3.3) are complied:

Category A, B	Module Aa (option 1)	Modules B + C or B + D or
Category C	Module A	B + F or G or H
Category D	Module A	
	$2,5\text{ m} \leq \text{LH} < 12\text{ m}$	$12\text{ m} \leq \text{LH} \leq 24\text{ m}$

## I. INTERNAL PRODUCTION CONTROL (Module A)

### a) Text of Annex V of the Directive:

1. *The manufacturer or his authorized representative established within the Community, who carries out the obligations laid down in point 2, ensures and declares that the products concerned satisfy the requirements of the Directive that apply to them. The manufacturer or his authorized representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV).*

2. *The manufacturer shall establish the technical documentation described in paragraph 3 and he or his authorized representative established within the Community shall keep it for a period ending at least 10 years after the last product has been manufactured at the disposal of the relevant national authorities for inspection purposes.*

*Where neither the manufacturer nor his authorized representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market.*

3. *Technical documentation shall enable the conformity of the products with the requirements of the Directive to be assessed. It shall, as far as relevant for such assessment, cover the design, manufacture and operation of the product (see Annex XIII).*

4. *The manufacturer or his authorized representative shall keep a copy of the declaration of conformity with the technical documentation.*

5. *The manufacturer shall take all measures necessary in order that the manufacturing process*

*shall ensure compliance of the manufactured products with the technical documentation referred to in point 2 and with the requirements of the Directive that apply to them.*

**b) Procedure to be applied for module A:**

<b>Manufacturer or his authorized representative:</b>	<b>Notified Body:</b>
<p><b>Design phase (specimen)</b></p> <ul style="list-style-type: none"> <li>- To ensure that the craft meets the requirements of the Directive the manufacturer shall assess the craft by all necessary test and/or calculations.</li> <li>- It is the obligation of the manufacturer or his authorized representative in the Community to               <ul style="list-style-type: none"> <li>▪ establish the Declaration of Conformity and to affix the CE mark to the craft.</li> </ul> </li> </ul> <p>establish the technical file and the Owner's Manual in accordance with chapter H of the Guidelines</p> <p>The technical documentation shall, as far as relevant, cover design, manufacture, and operation of the craft.</p> <p>4. The technical documentation and a copy of the Declaration of Conformity shall be kept for at least 10 years with either</p> <ul style="list-style-type: none"> <li>- the manufacturer, or</li> <li>- the authorized representative in the Community, or</li> <li>- the person who places the craft on the Community market</li> </ul>	<p><b>Design phase (specimen)</b></p> <p>No intervention</p>
<p><b>Production phase</b></p> <p>5. It is the obligation of the manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured craft with the technical documentation and the applicable parts of the essential safety requirements.</p>	<p><b>Production phase</b></p> <p>No intervention</p>

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**II. INTERNAL PRODUCTION CONTROL PLUS TESTS (Module Aa, Option 1)****a) Text of Annex VI of the Directive:**

*This module consists of module A, as referred to in Annex V, plus the following supplementary requirements:*

*On one or several boats representing the production of the manufacturer one or more of the following tests, equivalent calculation or control shall be carried out by the manufacturer or on his behalf:*

- *test of stability according to point 3.2 of the Essential Requirements,*
- *test of buoyancy characteristics according to point 3.3 of the Essential Requirements*

*Provisions common to both variations*

*These tests or calculations or control shall be carried out on the responsibility of a notified body chosen by the manufacturer. On the responsibility of the notified body, the manufacturer shall affix the former's distinguishing number during the manufacturing process.*

**b) Recommendations for use**

In discussions with manufacturer, the Notified Body (NB) will agree on tests, equivalent calculations, or controls to be undertaken, the number of these, and the number of boats upon which they have to apply.

It shall be the NB's responsibility to ensure that such tests, equivalent calculations or controls are assessed to demonstrate conformity with par. 3.2 & 3.3 of the ESR. If tests or controls are carried out this should include the presence of the NB.

Tests of the craft may not be necessary if the analysis results are clearly on the conservative side. This may be the case when

- a few well defined items are removed or added
  - a few well defined measures are decreased or increased
  - the relevant requirements are obviously fulfilled with a large margin
  - extrapolation and/or interpolation is based on verified types very close to the craft in question
- QA systems are applied.

**c) Procedure to be applied for module Aa:**

<b>Manufacturer or his authorized representative:</b>	<b>Notified Body:</b>
<p><b>Design phase (specimen)</b></p> <p>1. To ensure that the craft meets the requirements of the Directive the manufacturer shall perform all necessary test and/or calculations in order to assess the craft. It is the obligation of the manufacturer or his authorized representative in the Community to establish the Declaration of Conformity and to affix the CE mark to the craft.</p> <p>2. It is the manufacturer's obligation to establish the technical file and the Owner's Manual in accordance with chapter H of the Guidelines</p> <p>3. The technical documentation shall, as far as relevant, cover design, manufacture, and operation of the craft.</p> <p>4. The technical documentation shall be lodged with either</p> <ul style="list-style-type: none"> <li>- the manufacturer, or</li> <li>- the authorized representative in the Community, or</li> <li>- the person who places the craft on the Community market</li> </ul> <p>5. Choose a Notified Body to ensures compliance with the stability and buoyancy related requirements in 3.2 and 3.3 of the ESR.</p> <p>Note: In order to maintain the validity of the examination report it is the manufacturer's responsibility, to inform the notified body of any change that may affect the conformity with the essential requirements.</p>	<p><b>Design phase (specimen)</b></p> <p>In discussions with manufacturer, the Notified Body (NB) will agree on tests, equivalent calculations, or controls to be undertaken, the number of these, and the number of boats upon which they have to apply.</p> <p>It shall be the NB's responsibility to ensure that such tests, equivalent calculations or controls are assessed to demonstrate conformity with par. 3.2 &amp; 3.3 of the ESR. If tests or controls are carried out this should include the presence of the NB.</p> <p>Tests of the craft may not be necessary if the analysis results are clearly on the conservative side. This may be the case when</p> <ul style="list-style-type: none"> <li>a few well defined items are removed or added</li> <li>a few well defined measures are decreased or increased</li> </ul> <p>the relevant requirements are obviously fulfilled with a large margin</p> <p>extrapolation and/or interpolation is based on verified types very close to the craft in question</p> <p>QA systems are applied.</p> <p>To perform this assessment, the NB must review any technical documentation established by the manufacturer which deals exclusively with stability and freeboard (3.2) and buoyancy and flotation (3.3) as well as with cockpit drainage, openings and windows, as appropriate.</p> <p>This documentation may comprise of test reports, calculations or other controls.</p> <p>Tests, calculations, or other controls are performed on one or several boats representing the production of the manufacturer, which are identified in the technical documentation.</p> <p>When conformity evidence to the Directive is given, an official document is established by the NB. It must be titled as Examination Report (RFU #15).</p>
<p><b>Production phase</b></p> <p>It is the obligation of the manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured craft with the technical documentation and the applicable parts of the essential safety requirements.</p> <p>Module Aa requires notified body intervention only for stability and buoyancy for the craft under review and the fixing of the Notified Body's distinguishing number. It should be noted that there is no explicit requirement for notified body intervention in the manufacturing process</p>	<p><b>Production phase</b></p> <p>No intervention</p>

### III. EC TYPE-EXAMINATION (Module B)

#### a) Text of Annex VII of the Directive:

1. A notified body ascertains and attests that a specimen, representative of the production envisaged, meets the provisions of the Directive that apply to it.

2. The application for the EC type-examination shall be lodged by the manufacturer or his authorized representative established within the Community with a notified body of his choice.

The application shall include:

- the name and address of the manufacturer and, if the application is lodged by the authorized representative, his name and address in addition,
- a written declaration that the same application has not been lodged with any other notified body,
- the technical documentation, as described in point 3.

The applicant shall place at the disposal of the notified body a specimen, representative of the production envisaged and hereinafter called 'type' (\*).

The notified body may request further specimens if needed for carrying out the test programme.

3. The technical documentation shall enable the conformity of the product with the requirements of the Directive to be assessed. It shall, as far as relevant for such assessment, cover the design, manufacture and functioning of the product (see Annex XIII).

4. The notified body shall:

4.1. examine the technical documentation, verify that the type has been manufactured in conformity with the technical documentation and identify the elements which have been designed in accordance with the relevant provisions of the standards referred to in Article 5, as well as the components which have been designed without applying the relevant provisions of those standards;

4.2. perform or have performed the appropriate examinations and necessary tests to check whether, where the standards referred to in Article 5 have not been applied, the solutions adopted by the manufacturer meet the Essential Requirements of the Directive;

4.3. perform or have performed the appropriate examinations and necessary tests to check whether, where the manufacturer has chosen to apply the relevant standards, these have actually been applied;

4.4. agree with the applicant the location where the examinations and necessary tests shall be carried out.

5. Where the type meets the provisions of the Directive, the notified body shall issue an EC type-examination certificate to the applicant. The certificate shall contain the name and address of the manufacturer, conclusions of the examination, conditions for its validity and the necessary data for identification of the approved type.

A list of the relevant parts of the technical documentation shall be annexed to the certificate and a copy kept by the notified body.

If the manufacturer is denied a type certification, the notified body shall provide detailed reasons for such denial.

6. The applicant shall inform the notified body that holds the technical documentation concerning the EC type-examination certificate of all modifications to the approved product which must receive additional approval where such changes may affect the conformity with the essential requirements or the prescribed conditions for use of the product. This additional approval is given

*in the form of an addition to the original EC type-examination certificate.*

*7. Each notified body shall communicate to the other notified bodies the relevant information concerning the EC type-examination certificates and additions issued and withdrawn.*

*8. The other notified bodies may receive copies of the EC type-examination certificates and/or their additions. The annexes to the certificates shall be kept at the disposal of the other notified bodies.*

*9. The manufacturer or his authorized representative shall keep with the technical documentation copies of EC type-examination certificates and their additions for a period ending at least 10 years after the last product has been manufactured.*

*Where neither the manufacturer nor his authorized representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market.*

*(\* ) A type may cover several versions of the product provided that the differences between the versions do not affect the level of safety and the other requirements concerning the performance of the product.*

**b) Recommendations for use:**

RFU # 10 refers to point 4.2 and especially to “perform or have performed”.

Whenever the NB subcontracts testing, etc.,..., it is the responsibility of the NB to ensure that the subcontractor has the facilities and meets the criteria for that function (Annex XIV).

RFU # 17 refers to point 4.1:

1. To verify that the type has been manufactured in conformity with the technical documentation. the NB must visit the workshop.
2. In case the manufacturing process is not relevant for the conformity assessment, no such visit is required.

**c) Procedure to be applied for module B:**

<b>Manufacturer or his authorized representative or person placing the craft on the market</b>	<b>Notified Body:</b>
<p><b>Design phase (specimen)</b></p> <p>1. To ensure that the product meets the requirements of the Directive. The manufacturer shall assess the product by all necessary tests and/or calculations.</p> <p>2. It is the manufacturer’s obligation to</p> <ul style="list-style-type: none"> <li>- Provide before the beginning of the manufacturing process the technical information needed by the notified body at</li> </ul>	<p><b>Design phase (specimen)</b></p> <p>- examine the technical documentation established by the manufacturer covering all objectives stated by the essential safety requirements of the Directive,</p> <p>The technical documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this RSG Guideline (Chapter H). This documentation can not be limited to leaflets for boat shows, and is to be</p>

<b>Manufacturer or his authorized representative or person placing the craft on the market</b>	<b>Notified Body:</b>
<p>this stage.</p> <ul style="list-style-type: none"> <li>- Ensure at the time of inspection that the relevant technical documentation is available to the notified body.</li> <li>- Establish the technical file and the Owner's Manual in accordance with chapter H of the Guidelines.</li> </ul> <p>3. The technical documentation and a copy of the EC type examination certificate shall be kept for at least 10 years by either</p> <ul style="list-style-type: none"> <li>- the manufacturer, or</li> <li>- the authorized representative in the Community, or</li> <li>- the person who places the craft on the Community market</li> </ul> <p>4. The manufacturer or the authorized representative shall apply for the EC type examination and places at the disposal of the notified body one (or more) specimen(s), which is (are) representative of the production envisaged.</p> <p>5. The manufacturer or the authorized representative must consider whether modification may affect the conformity with the essential safety requirements or the prescribed conditions for use of the product and inform the notified body of all such modifications to the approved product. This must receive additional approval from the NB. The manufacturer shall note that the type shall be maintained as described in module C, D and F.</p> <p>The manufacturer shall take all measures necessary to ensure that the manufacturing process assures compliance of the manufactured products with the type as described in the EC type-examination certificate and with the requirements of the</p>	<p>composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate clearly.</p> <ul style="list-style-type: none"> <li>- check the compliance of a specimen, representative of the production as stated in the Directive) with the examined technical documentation.</li> </ul> <p>When conformity to the Directive has been verified, an EC type-examination certificate is issued by the NB. The certificate contains the name and address of the manufacturer, conclusions of the examination, conditions for its validity and the necessary data for identification of the approved type.</p> <p><b>Craft</b></p> <p>In general this involves visiting the workshop and witnessing the different steps of the construction of the craft (from hull construction till the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependant on the production procedures. Test specimens may support the verification</p> <ul style="list-style-type: none"> <li>- witness all tests deemed necessary, or endorse the corresponding test reports.</li> </ul> <p>The following minimum survey activities must be performed (when applicable by random checks) with regards to</p> <p>a) <u>construction</u></p> <ul style="list-style-type: none"> <li>-if necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project.</li> </ul>

<b>Manufacturer or his authorized representative or person placing the craft on the market</b>	<b>Notified Body:</b>
<p>Directive that apply to them.</p> <p>If additional approval is needed, the manufacturer shall decide whether he applies for a modification to the old EC type certificate, or a complete new EC type certificate.</p>	<p>-verification of dimensions and position of structural members and enforcements</p> <p>-visual inspection of construction details</p> <p>-perform spot check of the specimen's construction process. (laminating, welding, gluing, etc.)</p> <p>b) <u>installations</u>            Verification of technical installations, e.g.:</p> <ul style="list-style-type: none"> <li>a. Engine and engine spaces</li> <li>b. Fuel system</li> <li>c. Electrical system</li> <li>d. Steering system</li> <li>e. Gas system</li> <li>f. Fire protection</li> <li>g. Navigation lights</li> <li>h. Discharge prevention</li> <li>i. CE marked components</li> </ul> <p>c) <u>final inspection and trials</u></p> <ul style="list-style-type: none"> <li>- Hull identifications, positioning, size ,composition and affixing.</li> <li>- Builder's plate</li> <li>- Protection from falling overboard and means of reboarding</li> <li>- Visibility from the main steering position</li> <li>- Liferaft stowage</li> <li>- Escape (when applicable)</li> <li>- Anchoring, mooring and towing.</li> <li>- Stability tests and handling tests when applicable.</li> </ul> <p>As only the design phase is covered, no distinguishing number of the notified body needs to be affixed on the craft during the manufacturing process.</p> <p><b>Components</b></p> <p>- witness all tests deemed necessary, or endorse</p>



<b>Manufacturer or his authorized representative or person placing the craft on the market</b>	<b>Notified Body:</b>
	the corresponding test reports.
<b>Production phase</b> Not covered by this module	<b>Production phase</b> Not covered by this module

#### IV. CONFORMITY TO TYPE (Module C)

##### The text of Annex VIII of the Directive:

1. *The manufacturer or his authorised representative established within the Community ensures and declares that the products concerned are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the Directive that applies to them. The manufacturer shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV).*

2. *The manufacturer shall take all measures necessary to ensure that the manufacturing process assures compliance of the manufactured products with the type as described in the EC type-examination certificate and with the requirements of the Directive that apply to them.*

3. *The manufacturer or his authorised representative shall keep a copy of the declaration of conformity for a period ending at least 10 years after the last product has been manufactured.*

*Where neither the manufacturer nor his authorised representative is established within the Community, the obligation to keep the technical documentation available shall be the responsibility of the person who places the product on the Community market (see Annex XIII).*

##### b) Procedure to be applied for module C:

<b>Manufacturer or his authorized representative or person placing the craft on the market:</b>	<b>Notified Body:</b>
<b>Design phase</b> Not covered by this module.	<b>Design phase</b> Not covered by this module.
<b>Production phase</b> It is the obligation of the manufacturer to take all measures necessary in order that the manufacturing process shall ensure compliance of the manufactured product with the technical documentation of the type and the applicable parts of the essential safety requirements. Note: In order to maintain the validity of the EC-type examination it is the manufacturer's responsibility, as required under module B, to inform the Notified Body of any change that <u>may</u> affect the conformity with the essential requirements.	<b>Production phase</b> No intervention.

## V. PRODUCTION QUALITY ASSURANCE (Module D)

### Text of Annex IX of the Directive:

1. *The manufacturer who satisfies the obligations of point 2 ensures and declares that the products concerned are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). The CE marking shall be accompanied by the distinguishing number of the notified body responsible for the monitoring as specified in point 4.*

2. *The manufacturer shall operate an approved quality system for production, final product inspection and testing as specified in paragraph 3 and shall be subject to monitoring as specified in point 4.*

#### 3. *Quality system*

3.1. *The manufacturer shall lodge an application for assessment of his quality system with a notified body of his choice, for the products concerned.*

*The application shall include:*

- all relevant information for the product category envisaged,*
- the documentation concerning the quality system,*
- where appropriate, the technical documentation of the approved type (see Annex XIII) and a copy of the EC type-examination certificate.*

3.2. *The quality system shall ensure compliance of the products with the type as described in the EC type-examination certificate and with the requirements of the Directive that apply to them.*

*All the elements, requirements and provisions adopted by the manufacturer shall be documented in a systematic and orderly manner in the form of written policies, procedures and instructions. The quality system documentation must permit a consistent interpretation of the quality programmes, plan, manuals and records.*

*It shall contain in particular an adequate description of*

- the quality objectives and the organisational structure, responsibilities and powers of the management with regard to product quality,*
- the manufacturing, quality control and quality assurance techniques, processes and systematic actions that will be used,*
- the examinations and tests that will be carried out before, during and after manufacture, and the frequency with which they will be carried out,*
- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.,*
- the means to monitor the achievement of the required product quality and the effective operation of the quality system.*

3.3. *The notified body shall assess the quality system to determine whether it satisfies the requirements referred to in point 3.2. It shall presume conformity with these requirements in respect of quality systems that implement the relevant harmonised standard.*

*The auditing team shall have at least one member with experience of evaluation in the product technology concerned. The evaluation procedure shall include an inspection visit to the manufacturer's premises.*

*The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.*

*3.4. The manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient. The manufacturer or his authorised representative shall keep the notified body that has approved the quality system informed of any intended updating of the quality system.*

*The notified body shall evaluate the modifications proposed and decide whether the amended quality system will still satisfy the requirements referred to in paragraph 3.2 or whether a reassessment is required.*

*It shall notify its decisions to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.*

#### *4. Surveillance under the responsibility of the notified body*

*4.1. The purpose of surveillance is to make sure that the manufacturer duly fulfils the obligations arising out of the approved quality system.*

*4.2. The manufacturer shall allow the notified body entrance for inspection purposes to the locations of manufacture, inspection and testing, and storage and shall provide it with all necessary information, in particular:*

- the quality system documentation,*
- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.*

*4.3. The notified body shall periodically carry out audits to make sure that the manufacturer maintains and applies the quality system and shall provide an audit report to the manufacturer.*

*4.4. Additionally the notified body may pay unexpected visits to the manufacturer. During such visits the notified body may carry out, or cause to be carried out, tests to verify that the quality system is functioning correctly, if necessary. The notified body shall provide the manufacturer with a visit report and, if a test has taken place, with a test report.*

*5. The manufacturer shall, for a period ending at least 10 years after the last product has been manufactured, keep at the disposal of the national authorities:*

- the documentation referred to in the second indent of the second subparagraph of point 3.1,*
- the updating referred to in the second subparagraph of point 3.4,*
- the decision and reports from the notified body which are referred to in the final subparagraph of point 3.4, point 4.3 and point 4.4.*

*6. Each notified body shall give the other notified bodies the relevant information concerning the quality system approvals issued and withdrawn.*

**b) Recommendation for use:**

RFU # 15

**c) Procedure to be applied:**

This module is to be used in conjunction with module B (EC type-examination). This module refers to a quality system operated by the builder.

The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B.

The two different following cases are to be considered:

1st Case: Quality system already approved:

As mentioned in 3.3 of the text of the directive, the NB shall presume conformity with the requirements referred to in point 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN 29002.

Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module D is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.

When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on:

- Validity of the certificate
- Review of audit reports and corrective action
- Focus on product related procedures and end product, rather than the system in general, during audits.

2nd Case: Quality system not approved

When the NB approves an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of EN 29002 and not to the entire standards.

The above also applies to the surveillance of the quality system by the NB.

**VI PRODUCT VERIFICATION (Module F)****a) Text of Annex X of the Directive:**

1. *This module describes the procedure whereby a manufacturer or his authorised representative established within the Community checks and attests that the products subject to the provisions of point 3 are in conformity with the type as described in the EC type-examination certificate and satisfy the requirements of the Directive that apply to them.*

2. *The manufacturer shall take all measures necessary in order that the manufacturing process ensures conformity of the products with the type as described in the EC type-examination certificate and with the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and shall draw up a declaration of conformity (see Annex XV).*

3. *The notified body shall carry out the appropriate examinations and tests in order to check the conformity of the product with the requirements of the Directive either by examination and testing of every product as specified in point 4 or by examination and testing of products on a statistical basis, as specified in point 5, at the choice of the manufacturer.*

3a. *The manufacturer or his authorised representative shall keep a copy of the declaration of conformity for a period ending at least 10 years after the last product has been manufactured.*

4. *Verification by examination and testing of every product*

4.1. *All products shall be individually examined and appropriate tests as set out in the relevant standard(s) referred to in Article 5 or equivalent tests shall be carried out in order to verify their conformity with the type as described in the EC type-examination certificate and the requirements of the Directive that apply to them.*

4.2. *The notified body shall affix, or cause to be affixed; its distinguishing number to each approved product and draw up a written certificate of conformity relating to the tests carried out.*

4.3. *The manufacturer or his authorised representative shall ensure that he is able to supply the notified body's certificates of conformity on request.*

5. *Statistical verification*

5.1. *The manufacturer shall present his products in the form of homogeneous lots and shall take all measures necessary in order that the manufacturing process ensures the homogeneity of each lot produced.*

5.2. *All products shall be available for verification in the form of homogeneous lots. A random sample shall be drawn from each lot. Products in a sample shall be individually examined and appropriate tests as set out in the relevant standard(s) referred to in Article 5, or equivalent tests, shall be carried out to ensure their conformity with the requirements of the Directive which apply to them and to determine whether the lot is accepted or rejected.*

5.3. *The statistical procedure shall use the following elements:*

- *the statistical method to be applied,*
- *the sampling plan with its operational characteristics.*

5.4. *In the case of accepted lots, the notified body shall affix, or cause to be affixed, its distinguishing number to each product and shall draw up a written certificate of conformity relating to the tests carried out. All products in the lot may be put on the market except those products from the sample which were found not to be in conformity.*

*If a lot is rejected, the notified body or the competent authority shall take appropriate measures to*

*prevent the putting on the market of that lot. In the event of frequent rejection of lots the notified body may suspend the statistical verification.*

*The manufacturer may, under the responsibility of the notified body, affix the latter's distinguishing number during the manufacturing process.*

*5.5. The manufacturer or his authorised representative shall ensure that he is able to supply the notified body's certificates of conformity on request.*

**b) Recommendation for use: RFU # 15**

**c) Procedures to be applied**

This module is to be used in conjunction with Module B (EC Type-examination)

The assessment under this module shall be performed by a NB, which may be different from the NB who assessed the product under module B.

**VII. UNIT VERIFICATION (Module G)**

**a) Text of Annex XI of the Directive**

*1. This module describes the procedure whereby the manufacturer ensures and declares that the product concerned, which has been issued with the certificate referred to in point 2, conforms to the requirements of the Directive that apply to it. The manufacturer or his authorised representative established within the Community shall affix the CE marking to the product and draw up a declaration of conformity (see Annex XV).*

*2. The notified body shall examine the individual product and carry out the appropriate tests as set out in the relevant standard(s) referred to in Article 5, or equivalent tests, to ensure its conformity with the relevant requirements of the Directive.*

*The notified body shall affix, or cause to be affixed; its distinguishing number on the approved product and shall draw up a certificate of conformity concerning the tests carried out.*

*3. The aim of the technical documentation is to enable conformity with the requirements of the Directive to be assessed and the design, manufacture and operation of the product to be understood (see Annex XIII).*

**b) Recommendation for use: RFU #15**

**c) Procedure to be applied for module G:**

<b>Manufacturer or his authorized representative or person placing the craft on the market:</b>	<b>Notified Body:</b>
<p><b>Design phase (product)</b></p> <ol style="list-style-type: none"> <li>1. To ensure that the product meets the requirements of the Directive. The manufacturer shall assess the product by all necessary tests and/or calculations.</li> <li>2. It is the manufacturer's obligation to               <ul style="list-style-type: none"> <li>- Provide before the beginning of the manufacturing process the technical information needed by the notified body at this stage.</li> <li>- Ensure at the time of inspection that the relevant technical documentation is available to the notified body.</li> <li>- Establish the technical file and the Owner's Manual in accordance with chapter H of the Guidelines</li> </ul> </li> <li>3. The manufacturer or the authorized representative shall apply for the Unit Verification and places at the disposal of the notified body the product.</li> </ol>	<p><b>Design phase (product)</b></p> <ul style="list-style-type: none"> <li>- examine the technical documentation established by the manufacturer covering all objectives stated by the essential safety requirements of the Directive.</li> </ul> <p>The technical documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this RSG Guideline (Chapter H). This documentation can not be limited to leaflets for boat shows, and is to be composed of drawings, list of applied standards or documented solutions followed, documents, list of CE marked components including their DOCs, test reports, construction procedures, as appropriate clearly.</p> <ul style="list-style-type: none"> <li>- check the compliance of the product, with the examined technical documentation.</li> </ul> <p>When conformity to the Directive has been verified, a Certificate of Conformity is issued by the NB. The certificate contains the name and address of the manufacturer, conclusions of the examination, conditions for its validity and the necessary data for identification of the approved product.</p> <p><b>Craft</b></p> <p>In general this involves visiting the workshop and witnessing the different steps of the construction of the craft (from hull construction till the final manufacturer's tests); and include the examination of construction processes in particular, for example composite construction which is highly dependant on the production procedures. Test specimens may support the verification</p> <ul style="list-style-type: none"> <li>- witness all tests deemed necessary, or endorse the corresponding test reports.</li> </ul>

	<p>The following minimum survey activities must be performed (when applicable by random checks) with regards to</p> <p>2. <u>construction</u></p> <ul style="list-style-type: none"><li>-if necessary for the assessment of the structure, surveys shall be carried out during selected phases of the project.</li><li>-verification of dimensions and position of structural members and enforcements</li><li>-visual inspection of construction details</li><li>-perform spot check of the specimen's construction process. (laminating, welding, gluing, etc.)</li></ul> <p>3. <u>installations</u></p> <p>Verification of technical installations, i.e.:</p> <ul style="list-style-type: none"><li>a. Engine and engine spaces</li><li>b. Fuel system</li><li>c. Electrical system</li><li>d. Steering system</li><li>e. Gas system</li><li>f. Fire protection</li><li>g. Navigation lights</li><li>h. Discharge prevention</li><li>i. CE marked components</li></ul> <p>4. <u>final inspection and trials</u></p> <ul style="list-style-type: none"><li>- Hull identifications positioning, size, composition and affixing.</li><li>- Builder's plate</li><li>- Protection from falling overboard and means of reboarding</li><li>- Visibility from the main steering position</li><li>- Liferaft stowage</li><li>- Escape (when applicable)</li><li>- Anchoring, mooring and towing.</li><li>- Stability tests and handling tests when applicable.</li></ul>
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	<p>The notified body shall affix, or cause to be affixed, its distinguishing number on the approved product.</p> <p>Note: For post-construction assessment refer to chapter I of the RSG Guidelines.</p>
<p><b>Production phase</b></p> <p>Not covered by this module</p>	<p><b>Production phase</b></p> <p>Not covered by this module</p>

## VIII. FULL QUALITY ASSURANCE (Module H)

### a) Text of Annex XII of the Directive

1. *This module describes the procedure whereby the manufacturer who satisfies the obligations of paragraph 2 ensures and declares that the products concerned satisfy the requirements of the Directive that apply to them. The manufacturer or his authorised representative established within the Community shall affix the CE marking to each product and draw up a written declaration of conformity (see Annex XV). The CE marking shall be accompanied by the distinguishing number of the notified body responsible for the surveillance as specified in point 4.*

2. *The manufacturer shall operate an approved quality system for design, manufacture and final product inspection and testing as specified in point 3 and shall be subject to surveillance as specified in point 4.*

#### 3. Quality system

3.1. *The manufacturer shall lodge an application for assessment of his quality system with a notified body.*

*The application shall include:*

- *all relevant information for the product category envisaged,*
- *the quality system's documentation.*

3.2. *The quality system shall ensure compliance of the products with the requirements of the Directive that apply to them.*

*All the elements, requirements and provisions adopted by the manufacturer shall be documented in a systematic and orderly manner in the form of written policies, procedures and instructions. This quality system documentation shall ensure a common understanding of the quality policies and procedures such as quality programmes, plans, manuals and records.*

*It shall contain in particular an adequate description of:*

- *the quality objectives and the organisational structure, responsibilities and powers of the management with regard to design and product quality,*
- *the technical design specifications, including standards, that will be applied and, where the standards referred to in Article 5 will not be applied in full, the means that will be used to ensure that the essential requirements of the Directive that apply to the products will be met,*
- *the design control and design verification techniques, processes and systematic actions that will*

*be used when designing the products pertaining to the product category covered,*

- the corresponding manufacturing, quality control and quality assurance techniques, processes and systematic actions that will be used,*
- the examinations and tests that will be carried out before, during and after manufacture, and the frequency with which they will be carried out,*
- the quality records, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.,*
- the means to monitor the achievement of the required design and product quality and the effective operation of the quality system.*

*3.3. The notified body shall assess the quality system to determine whether it satisfies the requirements referred to in point 3.2. It shall presume compliance with these requirements in respect of quality systems that implement the relevant harmonised standard (EN 29001).*

*The auditing team shall have at least one member experienced as an assessor in the product technology concerned. The evaluation procedure shall include an assessment visit to the manufacturer's premises.*

*The decision shall be notified to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.*

*3.4. The manufacturer shall undertake to fulfil the obligations arising out of the quality system as approved and to uphold it so that it remains adequate and efficient.*

*The manufacturer or his authorised representative shall keep the notified body that has approved the quality system informed of any intended updating of the quality system.*

*The notified body shall evaluate the modifications proposed and decide whether the amended quality system will still satisfy the requirements referred to in paragraph 3.2 or whether a reassessment is required.*

*It shall notify its decision to the manufacturer. The notification shall contain the conclusions of the examination and the reasoned assessment decision.*

#### *4. EC surveillance under the responsibility of the notified body*

*4.1. The purpose of surveillance is to make sure that the manufacturer duly fulfils the obligations arising out of the approved quality system.*

*4.2. The manufacturer shall allow the notified body entrance for inspection purposes to the locations of design, manufacture, inspection and testing, and storage, and shall provide it with all necessary information, in particular:*

- the quality system documentation,*
- the quality records as foreseen by the design part of the quality system, such as results of analyses, calculations, tests, etc.,*
- the quality records as foreseen by the manufacturing part of the quality system, such as inspection reports and test data, calibration data, qualification reports of the personnel concerned, etc.*

*4.3. The notified body shall periodically carry out audits to make sure that the manufacturer maintains and applies the quality system and shall provide an audit report to the manufacturer.*

*4.4. Additionally the notified body may pay unexpected visits to the manufacturer. At the time of such visits, the notified body may carry out tests or have them carried out in order to check the proper functioning of the quality system where necessary; it shall provide the manufacturer with a visit report and, if a test has been carried out, with a test report.*

5. *The manufacturer shall, for a period ending at least 10 years after the last product has been manufactured, keep at the disposal of the national authorities:*

- *the documentation referred to in the second indent of the second subparagraph of point 3.1,*
- *the updating referred to in the second subparagraph of point 3.4,*
- *the decisions and reports from the notified body which are referred to in the final subparagraph of point 3.4, point 4.3 and point 4.4.*

6. *Each notified body shall forward to the other notified bodies the relevant information concerning the quality system approvals issued and withdrawn.*

**b) Recommendation for use:**

RFU # 15

**c) Procedure to be applied:**

The two different following cases are to be considered:

1st Case: Quality system already approved:

As mentioned in 3.3 of the text of the directive, the NB shall presume conformity with the requirements referred to in point 3.2 in respect of quality systems that implement the relevant harmonised standard. In conformity with the Council Decision 93/465/CEE, the harmonised standard referred to is the EN 29001.

Even if a quality system is certified according to the standard by an accredited certification body, the NB has the obligation to assess the system, in order to give approval. The purpose of module H is product certification, while the purpose of the harmonised standard is system certification. Accordingly, the assessment by the NB of quality systems, which are certified, should focus on the product-related parts of the system. The extent of the assessment has to be decided by the NB in each case. The NB may require modification of the system.

When the approval of the NB is partly based on the system certification of an accredited certification body, the surveillance by the NB should concentrate on:

- Validity of the certificate
- Review of audit reports and corrective action
- Focus on product related procedures and end product, rather than the system in general, during audits.

2nd Case: Quality system not approved

When the NB approves an uncertified quality system normal procedures for system certification should be applied, again bearing in mind that product certification is the main object of the approval. Reference should be made to relevant parts of EN 29001 and not to the entire standards.

The above also applies to the surveillance of the quality system by the NB.

## H. TECHNICAL DOCUMENTATION

### Technical Documentation supplied by the manufacturer

The technical documentation referred to in Annexes V, VII, VIII, IX and XI must comprise all relevant data or means used by the manufacturer to ensure that components or craft comply with the essential requirements relating them.

The technical documentation shall enable understanding of the design, manufacture and operation of the product, and shall enable assessment of conformity with the requirements of this Directive.

#### Remarks:

In general the Technical Documentation below is applicable according to the Recreational Craft Directive, however an individual Notified Body may ask for further clarification.

Alternative media, such as photos, are acceptable in place of some drawings.

ESR	ESR name	Documentation	Standard
1	Design Category	<b>General description of the type</b>  General product description: - type of product - main particulars, (e.g. Length, Beam, Draft) - boat design category	EN ISO 8666:2002
2.1	Hull identification	<b>General description of the type</b> HIN – code	EN ISO 10087:1996/A1:2000
2.2	Builder's plate	<b>General description of the type</b> Builders plate, including Builders plate information	prEN ISO 14945
2.3	Protection from falling overboard and means of reboarding	<b>Design and manufacturing drawings</b> Deck plan  Detail drawings - hand grips, railing, toe rails etc... Reboarding means  <i>e.g. Protection: Choice of option and solutions specs of fittings required in prevention of falling overboard.</i>	EN ISO 15085:2003
2.4	Visibility from the main steering position	Motor driven craft only Drawing with compliance to 11591	EN ISO 11591:2000
2.5	Owner's manual	Description of the craft and its operation. Manual should draw special attention to risk of fire and flooding and shall contain the information listed in 2.6, 3.6 and 4 as well as the unladen weight of the craft.  List of applied standards or documented solution followed	EN ISO 10240:1996
3.1	Structure	<b>Design and manufacturing drawings</b> General arrangement	EN ISO 12215-1:2000 EN ISO 12215-2:2002

ESR	ESR name	Documentation	Standard
		<p>Lines plan, if used for assessment</p> <p>Deck plan</p> <p>Construction plan (with cross sections over bulkheads and several frames)</p> <p>Detail drawings</p> <ul style="list-style-type: none"> <li>- engine mounts and other strength critical items</li> <li>- keel - hull connection</li> <li>- deck - hull connection</li> <li>- mast support</li> <li>- chainplates</li> <li>- strong points</li> <li>- cockpit drainage</li> </ul> <p>Laminate details</p> <p><b>Manufacturing details</b></p> <p>List of fitted materials</p> <p>GRP schedule / Sandwich schedule</p> <p>Description welding procedure</p> <p>Description laminate construction / laminate procedure (e.g. resin / core)</p> <p>Description of wood construction</p> <p><b>Calculations / Tests</b></p> <p>Strength calculations</p> <p><i>e.g. Material specification for structural members, glues, hull, deck superstructures: Structural members in side view, plan view, cross section; laminate plans for FRP construction; structural details, transitions, connections; engine foundation, thrust bearing, propeller bracket; built-in tanks (dimensions, pressure head, fastening); Mast step/mast pillar, Ballast keel : Geometry, weight, centre of gravity; Keel root (configuration) and bolts (number, location, anchoring in keel, material), transition of forces into hull; welding specification Rudder: Geometry, rudder stock dimensions, incorporation of stock in rudder blade; bearings (material, dimensions, working loads, seats); shaft tube, Chain plates: Related to rig dimensions; material, dimensions, bolt diameters, transition of forces into hull structure, details of fitting attachments.</i></p>	<p>EN ISO 12215-3:2002</p> <p>EN ISO 12215-4:2002</p> <p>prEN ISO 12215-5</p> <p>prEN ISO 12215-6</p> <p>prEN ISO 12215-7</p> <p>prEN ISO 12215-8</p> <p>prEN ISO 12215-9</p>
3.2	Stability and freeboard	<p><b>Design and manufacturing drawings</b></p> <p>Sail plan, if used for assessment</p> <p>Lines plan, if used for assessment</p> <p>General arrangement</p> <p><b>Calculations / Tests</b></p>	<p>EN ISO 12217-1:2001</p> <p>EN ISO 12217-2:2001</p> <p>EN ISO 12217-3:2002</p>

ESR	ESR name	Documentation	Standard
		Stability calculations, test reports <i>e.g. CG position (calculation, inclining test); hydrostatic data; proof of stability for relevant load cases; closing appliances</i>	
3.2	Buoyancy and flotation	<b>Design and manufacturing drawings</b> <b>Calculations / Tests</b> Buoyancy calculations <i>e.g. : (where applicable) Buoyancy tanks and devices (material, positioning) Calculation, test (documentation)</i>	EN ISO 12217-1:2001 EN ISO 12217-2:2001 EN ISO 12217-3:2002
3.4	Openings in hull deck and structure	<b>Design and manufacturing drawings</b> Deck plan - windows, hatches <i>e.g. Hatches, doors, portlights (see Annex II, clause 5 for prefabricated) degree of watertightness of closing appliances</i>	EN ISO 12216:2002
3.5	Flooding	<b>Design and manufacturing drawings</b> Detail drawings - cockpit drainage <b>Schemes of components, system drawings and circuits</b> Drainage (e.g. bilge and toilet, including list of bilge-pumps and capacity) <i>e.g. : Sill heights; cockpit drainage; Bilge pumping arrangement (pumps, lines, discharge, back-flow prevention), position of through-hull fittings; Electrically operated bilge pumps</i>	EN ISO 11812:2001 EN ISO 15083:2003 EN ISO 9093-1:1997 EN ISO 9093-2:2002 EN 28849:1993/A1: 2000 (ISO 8849:1990)
3.6	Manufacturer's max. recommended load	Break down to be mentioned in owner's manual	EN ISO 14946:2001
3.7	Liferaft stowage	<b>Design and manufacturing drawings</b> - liferaft stowage area - strong points <i>e.g. Feasible position in relation to size (number of persons)</i>	
3.8	Escape hatch	Size, position when boat upright and inverted (multihulls only)	
3.9	Anchoring, mooring, towing	Designated strong points; transfer of forces into hull structure	EN ISO 15084:2003
4	Handling characteristics	Prevention of overpowering (motorboats only) Rudder size, profile and position suitable for the craft. Assessment only by sea trial. Maximum rated power to be stated in the owner's manual.	EN ISO 11592:2001
5.1.1	Inboard engine	<b>Schemes of components, system drawings and circuits</b> Engine installation, including possible exposed parts Exhaust system <i>e.g. Separation from living quarters; risk and spread of fire; hazard from fumes, heat, noise, vibration; easy access to</i>	

ESR	ESR name	Documentation	Standard
		<i>engine parts needing servicing; insulation material; exhaust system;</i>	
5.1.2	Ventilation	<i>Design and manufacturing drawings - engine room ventilation e.g.: Details of ventilation for engine and fuel spaces; Ventilation of petrol engine and tank spaces</i>	EN ISO 11105:1997
5.1.3	Exposed parts	<b>Schemes of components, system drawings and circuits</b> Engine installation, including possible exposed parts <i>e.g.: Shielding of exposed parts, unless engine is covered.</i>	
5.2.1	Fuel system – general	<b>Schemes of components, system drawings and circuits</b> Fuel system <i>e.g.: Minimising risk of fire and explosion; Fuel lines, fittings (material, support, routing) Detailed checklist for ISO 10088 advisable.</i>	EN ISO 10088:2001
5.2.2	Fuel tanks	<b>Design and manufacturing drawings</b> Tanks <i>e.g.: Material, fittings, support, positioning, CE marking, test results.</i>	EN ISO 10088:2001
5.3	Electrical system	<b>Schemes of components, system drawings and circuits</b> Electrical system, AC/DC <i>E.g.: Cables (routing, chafe protection, connections, board; power generators and batteries (location, type, protection, ventilation), battery disconnect switch (max amps), wiring (colour code or traceability, conduits, type, temp. class); wiring diagram; fuses, switch shielding); grounding / bonding; GFCI devices; panels design; power source system</i>	EN ISO 10133:2000 EN ISO 13297:2000
5.4	Steering system	<b>Design and manufacturing drawings</b> Detail drawings - rudderstock - rudder construction - shaft  <b>Schemes of components, system drawings and circuits</b> Steering system, including emergency arrangements (= steering system only) <i>e.g.: General layout, accessibility of components; Compliance with Annex II, clause 3; emergency steering</i>	
5.5	Gas system	<b>Schemes of components, system drawings and circuits</b> LPG system <i>e.g.: Pipes, flexible lines (routing, chafe prevention, expansion); CE marked consuming devices. Test results.</i>	EN ISO 10239:2000
5.6	Fire protection	<b>Schemes of components, system drawings and circuits</b> Fire extinguisher system (permanent- and/or portable, including volume and capacities)	prEN ISO 9094-1 EN ISO 9094-2:2002 EN ISO 14895:2003

ESR	ESR name	Documentation	Standard
		<i>e.g.: Escape route, alternative escape route, escape hatch sizes, fixed extinguishing system Portable extinguishers: number, location, capacity protection of engine and fuel space Liquid fuelled galley stoves</i>	
5.7	Navigation lights	<b>Schemes of components, system drawings and circuits</b> Navigation lights <i>e.g.: Certificates, position on craft.</i>	Colreg / Cevni
5.8	Discharge prevention	<b>Schemes of components, system drawings and circuits</b> Drainage (e.g. bilge and toilet, including list of bilge-pumps and capacity)  Through hull fittings  <i>e.g.: Fuel, oil, oily water: prevention from overboard discharge? Seacock (Y-valve?) able to be sealed shut; holding tank, deck fitting. Height of anti-siphon</i>	EN ISO 8099:2000
	<b>Annex II: Components</b>	<b>Manufacturing details</b> List of fitted installations and components (including Declaration of Conformities)	EN 28846:1993/A1:2000 (ISO 8846:1990) EN ISO 11547:1995/A1:2000 EN 28848:1993/A1:2000 (ISO 8848:1990) EN 29775:1993/A1:2000 (ISO 9775:1990) EN ISO 10592:1994/A1:2000 EN ISO 10088:2001 EN ISO 7840:1995/A1:2000 EN ISO 12216:2002



## I. POST CONSTRUCTION ASSESSMENT

### Foreword

In accordance with Article 8 of the Directive, the manufacturer shall, before producing and placing his products on the market, apply the conformity assessment procedure foreseen in relation to the boat design category and hull length. However, in certain cases, it is necessary for existing boats to be certified, in line with the RCD, after they have been built.

The only possible modules applicable are Module G, Module Aa or Module A. All essential safety requirements are applicable for such boats.

The following boats are included in the scope of the proposal:

- boats that were not constructed, placed on the market or put into service in the present EEA Member State territory prior to the full application date of the Directive
- boats built for own use when placed on the market within the first five years of completion
- boats intended solely for racing or experimental craft, subsequently placed on the market as recreational craft and therefore required to be CE marked in accordance with the Directive.

Attention is drawn to the responsibility and the legal aspects, having the owner, the importer, or the person placing the craft on the market or putting it into service in the EEA, as applicable, to assume the role of the manufacturer and being identified as the responsible person in this context.

RSG Guidelines offer, in general, a common interpretation of the conformity assessment procedures undertaken by Notified Bodies.

The present chapter gives additional information to assist with compliance with the essential safety requirements of the Directive, exclusively for those existing boats where its application could cause extensive modifications.

**1. Boat Design Categories:** see chapter E of the Guidelines

**2.1. Hull identification:** The scope of the requirement is to identify each craft with some indications relevant to the manufacturer, and particularly referred to a serial production. In case such information are missing or unidentified (e.g.: the date of build or model year when the builder is unknown) it becomes the responsible person's duty to act as though he was the original builder and include such details in the HIN.

**2.2. Builder's plate:** the responsible person takes the role of the manufacturer and includes his name on the plate.

**2.3. Protection from falling overboard and means of reboarding:** see chapter E of the Guidelines

**2.4. Visibility from the main steering position:** see chapter E of the Guidelines

**2.5. Owner's manual:** the responsible person shall ensure that the manual is provided in accordance with chapter E of the Guidelines

**3.1. Structure:** in order to assess the strength of the structure it is recommended to obtain as much information as possible concerning hull construction and scantlings (e.g.: past acceptability by Certification Bodies or Local Authorities or declaration of conformity in accordance with the Annex III of the Directive) and any possible empirical data (e.g.: details of voyages undertaken or record relevant to adequate experience of safe operation in an area where the sea and weather condition are not less than those applicable in the Design Category). If there is insufficient documentation to assess construction of the boat or insufficient empirical data to demonstrate adequate strength compliance, then tests may also be carried out. A hull inspection should then be carried out in order to assess satisfactorily the conditions of the boat.

**3.2. Stability and Freeboard - 3.3. Buoyancy and Flotation:** see chapter E of the Guidelines. *In all cases, except for boats of Design Category D, a Notified Body is required to have assessed this Essential Safety Requirement*

**3.4. Openings in the hull, deck and superstructure:** Tightness degree test and strength assessment relevant to the installation of the appliances according to EN ISO 12216:2002 is required. This test may be omitted provided that a visual inspection is carried out satisfactorily and adequate experience in the use may be demonstrated.

**3.5. Flooding:** see chapter E of the Guidelines.

**3.6. Manufacturer's Recommended Maximum Load:** see chapter E of the Guidelines. The maximum load, crew limit and design category are strictly linked. The relationship between the three items is given in the Stability and Buoyancy Standard

**3.7. Liferaft stowage:** see chapter E of the Guidelines

**3.8. Escape:** see chapter E of the Guidelines

**3.9. Anchoring, mooring and towing:** see chapter E of the Guidelines

**4. Handling characteristics:** see chapter E of the Guidelines

**5.1. Engine and engine spaces:** see chapter E of the Guidelines. In the absence of satisfactory information insulating materials may be tested and the relevant results included in the Technical Documentation

**5.2. Fuel system:** compliance of the fuel system may be assessed by mean of an inspection of the fuel system and parts of it as installed on the lines, including filling, venting and return hoses, connection to the tanks, fuel filters, any shut-off valves or auxiliary equipment. In case of petrol system, non-ignition protected components are required to be replaced in the engine compartment. Fuel tanks are to be inspected as installed to ascertain any corrosion or leaking areas, tests may be required.

**5.3. Electrical system:** inspection of the installed system including batteries, generators, switches, battery chargers is to be carried out as applicable. Information is required to verify the characteristics of the electrical cables and protection systems

**5.4. Steering system:** compliance with the relevant standards is to be assessed as applicable. A functional test is required.

**5.5 Gas system:** a general inspection of the system including gas storage, gas cylinders, piping hoses, pressure devices and ventilation is required, tests may be required.

**5.6. Fire protection:** see chapter E of the Guidelines

**5.7 Navigation lights:** see chapter E of the Guidelines

**5.8 Discharge prevention:** see chapter E of the Guidelines

**Components listed in Annex II:** components not CE certified in compliance with the RCD are to be inspected according to the relevant standards as applicable. In case such components are found not in compliance they are to be replaced.

**Technical documentation:** the owner, or the person putting the craft into EEA service, is also responsible to draw up the technical documentation and to retain this for at least ten years.

## **J. RECOMMENDATIONS FOR USE**

RSG meets frequently to discuss the common interpretation and implementation of the Directive. Some of these decisions are established as Recommendation for Use (RFU). These RFUs form an integral part of this RSG Guidelines and are taken into consideration by the Notified Bodies in their certification procedures. Additional RFUs are published prior to subsequent revisions of the RSG Guidelines and are available from the RSG Secretariat or from the RSG website, which is <http://www.rsg.be>.

Recommendations of Use as worked out by the RSG are discussed for final acceptance by the Standing Committee established under article 6(3) of the Directive. Those RFU's, which have successfully passed this scrutiny procedure are named Approved Recommendation for Use (ARFU). Those RFU's which are still subject of approval by the Standing Committee remain named Recommendation for Use.

In the course of the ongoing discussion some RFUs have become obsolete or have been incorporated into the text of guidelines. Therefore, the following RFUs have been withdrawn and you may not find them in the following chapter: 1, 2, 3, 5, 8, 11, 12, 13, 16, 18, 19, 21, 29, 37, 38, 41 and 42.

RSG	<p><b>APPROVED RECOMMENDATION FOR USE</b></p> <p>*****</p> <p><b>Recreational Craft Sectoral Group</b></p> <p>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT</p> <p>Recreational Craft -Directive 94/25/EC</p>	<p>RSG/No. 04</p> <p>Rev. No. 2</p> <p>Date: 03.04.06</p> <p>Ref. _____</p> <p>Pages : 1 +</p>
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<p>Origin : VTT, Finland</p>	<p>Approved by:</p> <p>X Sectoral Group</p> <p>X Standing Committee</p>
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<p>Question related to RCD 94/25 : CNB/RCD no 7</p> <p>Article:</p> <p>Annex:                      ESR (1):</p>	<p>EN/pr/EN</p> <hr/> <p>Clause:</p>	<p>Other:</p> <hr/>
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Key words: Acceptable methods, related to: stability, freeboard, buoyancy and flotation

Question:

What is an *acceptable method* ? (In conjunction with applicable conformity assessment methods during the period without harmonized standards).

Solution:

a. The method is accepted on at least a national level or by an independent classification society.

b. It has been used within a certification system.

c. The criteria in a. and b. in addition to the applicability of the method, *this taking into account the boat type and the design category*, have to be ensured and documented by the certifier.

Applicability means that the method includes the required elements in the ESR.

Sent for information to

members of the SG     Standing Committee     other (3)

(1) Essential safety requirement                      (2) Standing Committee 94/25                      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No. 06 Rev. No 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : Sjöfartsverket, Sweden	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : CNB/RCD no Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Test procedures

Question: Test procedures, interpretation of Annex 6 par.3.2.2 and 3.2.3

Solution:

Annex 6, 2nd sentence shall be understood to mean that tests, or calculations, or controls shall be carried out by the manufacturer, or on his behalf, to meet the requirements of 3.2, and 3.3, as applicable.

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(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 07 Rev. No. 2 Date: 03.04.06 Ref. _____ Pages : 1 +
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Origin : PFE 136	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : CNB/RCD no 9 Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Modules, assessment

Question:

What kind of assessment under Module Aa does the NB have to carry out.

Solution:

In discussion with the manufacturer, the NB will agree on tests, equivalent calculations, or controls to be undertaken, the number of these, and the number of boats upon which they have to apply.

It shall be the NB's responsibility to ensure that such test, equivalent calculation, or control shall be carried out to demonstrate conformity with par.3.2 & 3.3 of the ESR.

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  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 09 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : Sjöfartsverket, Sweden	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : CNB/RCD no 9 Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Assessment, components, boat manufacturer

Question:

What kind of assessment shall be undertaken in cases where components are produced by the *boat* manufacturer and installed in boats subject to modules A and Aa.

Solution :

These components will be covered by the CE-marking on the boat.

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  other (3)

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**APPROVED RECOMMENDATION FOR USE**

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**Recreational Craft Sectoral Group**

**CO-ORDINATION BETWEEN NOTIFIED BODIES FOR  
COHERENT CONFORMITY ASSESSMENT**

Recreational Craft -Directive 94/25/EC

RSG/No. 10

Rev. No. 3

Date: 03.04.06

Ref. \_\_\_\_\_

Pages : 1 +

Origin : Sjöfartsverket, Sweden

Approved by:  
X Sectoral Group  
X Standing Committee

Question related to RCD 94/25 : CNB/RCD no 9  
Article:

EN/pr/EN

Other:

Annex: ESR (1):

Clause:

Key words: Assessment, subcontracting

Question:

What kind of assessment the Notified Body shall have to carry out in relation to B.4.2 : “perform or have performed”.

Solution :

Whenever a Notified Body subcontracts testing etc., then it is the responsibility of the NB to ensure that the subcontractor has the facilities and meets the criteria required for that function (RCD Annex XIV, RCD Article 9 paragraph 2, Guide to the Implementation of Directives based on New Approach and Global Approach 6.5).

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(1) Essential safety requirement

(2) Standing Committee 94/25

(3) To be precised

# RSG

APPROVED RECOMMENDATION FOR USE  
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**Recreational Craft Sectoral Group**  
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR  
COHERENT CONFORMITY ASSESSMENT  
Recreational Craft -Directive 94/25/EC

RSG/No. 14  
Rev. No. 2  
Date: 03.04.06  
Ref. \_\_\_\_\_  
Pages : 1 +

Origin: RSG Mr. Gunnar Holm	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex:                    ESR (1):	EN/pr/EN  Clause:	Other: _____
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Key words: Translations, Interpretation, Basic text.

Question:  
Which basic version of the RCD shall be used within the RSG?

Solution:  
  
The English text of the Recreational Craft Directive as published in the Official Journal L/164/15 from 30.06.1994, L/127/27 from 10.06.1995, and L/41/20 from 15.02.2000 is the basic text used for a common understanding within the Recreational Craft Sectoral Group.

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(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

# RSG

## RECOMMENDATION FOR USE

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**Recreational Craft Sectoral Group**  
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR  
COHERENT CONFORMITY ASSESSMENT  
Recreational Craft -Directive 94/25/EC

RSG/No. 15

Rev. No. 4

Date: 03.04.06

Ref.

Pages : 1 +

Origin : RSG

Mr. Gunnar HOLM

Approved by:

Sectoral Group

Standing Committee

Question related to RCD 94/25 :

Article:

Annex:

ESR (1):

EN/pr/EN

Clause:

Other:

Key words: Certification modules, documents, RFU 38

Question:

What kind of documents shall be used in the different certification modules?

Solution:

For conformity assessment documents issued by Notified Bodies under the different modules, only the following names shall be used :

Module Aa: Examination Report,

Module B: EC Type - Examination Certificate

Module D, H: Quality system assessment decision

Module F, G: Certificate of Conformity

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(1) Essential safety requirement

(2) Standing Committee 94/25

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<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.17 Rev. No. 2 Date: 03.04.06 Ref. _____ Pages : 1 +
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Origin : PFE 118	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: VII p.4.1    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: module B, verify the manufacturing, conformity, technical documentation, visiting the workshop

Question:

According to module B(annex VII) par.4.1, the NB shall verify that the type has been manufactured in conformity with the technical documentation. Is this equivalent to a visit at the manufacturer’s workshop to inspect that he (or she) manufactures in conformity with the technical documentation?  
 Or is it enough to let the manufacturer declare on his honor, with some sort of a contract, that his manufacturing process is in conformity?

Solution:

- 1.To verify that a type with a laminated or moulded (e.g.FRP, wood) construction has been manufactured in conformity with the technical documentation, the Notified Body must visit the workshop.
- 2.To verify that a type with a non-laminated or moulded construction (such as e.g.fabricated steel,aluminium) has been manufactured in conformity with the technical documentation, the Notified Body should inspect the construction as appropriate for the materials used.

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(1) Essential safety requirement     
 (2) Standing Committee 94/25     
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<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.20 Rev. No. 3 Date: 03.04.06 Ref. _____ Pages : 1
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Origin : IMCI Mr.Lars Granholm	Approved by:  X Sectoral Group X Standing Committee
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Question related to RCD 94/25 : Article:  Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Declaration, Conformity, Manufacturer, Representative

Question:

Can a manufacturer in a third country sign the Declaration of Conformity?

Solution:

The manufacturer in a third country can draw up the Declaration of Conformity.

A signature is not required but recommended.

This solution is supported through the following quotes from the “Guide to the implementation of directives based on the new approach and the global approach (Blue Book 2000 Edition, para 5.4, page 35, bullet point no.5 and footnote no. 103):

„As a minimum the following information should be provided:

- the date of issue of the declaration; signature and title or an equivalent marking of authorised person”

“It is not necessary for the signatory to be domiciled in the Community. A manufacturer established outside the Community is entitled to carry out all the certification procedures at his premises and, therefore, to sign the declaration of conformity, unless otherwise provided for in the directive(s).”

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(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.22 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1

Origin : IMCI Mr.Ray Velting	Approved by:  <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 Article: 5.2.1  Annex:                    ESR (1):	EN/pr/EN  Clause:	Other:  _____ _____
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Key words: Clamps

Question:

Does the Oetiker Ear Clamp meet the intent of the RCD?

Ref.ISO 10088 – par.6.4.3 “clamps” must be re-usable, and clamps “depending solely on spring tension shall not be used”.

Solution:

The recommended solution is :

“These clamps do not meet the intent of the RCD”.μ

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(1) Essential safety requirement     
 (2) Standing Committee 94/25     
 (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.23 Rev. No. 2 Date: 03.04.06 Ref. _____ Pages : 1

Origin : VTT Mr.Gunnar Holm	Approved by:  X Sectoral Group X Standing Committee
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Question related to RCD 94/25 Article: 5.2.2 a  Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Petrol fuel tanks, engine compartments

Question:

Can petrol fuel tanks be installed in engine compartments ?

Solution:

Petrol fuel tanks can be installed in engine compartments according to ISO 10088, as this will satisfy the requirements of 5.2.2 a (a).

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X members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

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Origin : ICOMIA Mr.Tom Nighy	Approved by: X Sectoral Group X Standing Committee
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Question related to RCD 94/25 : Article: 10 Annex: II                      ESR (1):	EN/pr/EN Clause:	Other: _____
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Key words: Components, marking, labeling

Question:  
 Art.10 requires that Annex II components are either indelibly marked or their packaging is labelled (10.1 & 10.2)

- 1) Are stick on labels on components admitted ?
- 2) Is it sufficient for fuel hoses to just have the details required by the Standard printed on the hose ?

Solution:

The answer is YES on both questions.

The answer is supported through the following quote from the Directive (Chapter III, Article 10.2):  
 „The CE marking of conformity, as shown in Annex IV, must appear in a visible, legible and indelible form ... on components as referred to in Annex II and/or on their packaging.“

and the comments in the CC Guide on this article  
 “In the case of components as referred to in Annex II, the marking may appear on the packaging if it cannot be applied to a particular component”

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(1) Essential safety requirement                      (2) Standing Committee 94/25                      (3) To be precised



<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.25 Rev. No.3 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : IMCI, VOLVO PENTA Mr. Lars Granholm	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: I par 5.2.1 ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Fire protection, Fuel filter, Fire test, Fuel system

Question:  
 Must all non-metallic fuel filters meet a fire test according to ISO 10088 or a similar fire test?  
 Should the fire test include metal covered filters with internal plastic parts, which could cause a leak after the test?

Solution:  
 According to ESR 5.2.1 all fuel systems components such as filters shall be in compliance with ISO 10088 as applicable.  
 Fuel filters must not be CE marked. CE marking for RCD is only permitted for components listed in Annex II.

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- (1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.26 Rev. No. 2 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : ICOMIA  Mr. Tom Nighy	Approved by:  <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article:  Annex: II            ESR (1): 5	EN/pr/EN  Clause:	Other:
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Key words: Pre-fabricated hatches and portlights

Question:

There are many small ports giving access to valves, junction boxes, pipe connections and sealed compartments. They are located on decks, in cockpits and on bulkheads and described as:

- inspection covers
- inspection ports
- deck plates

They vary in sizes from 100mm to 300mm clear opening.

Are these components intended to be part of Annex II.5?

Solution:

Inspection covers and deck plates are not covered by Annex II.5. They shall comply with ESR 3.4.

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(1) Essential safety requirement                      (2) Standing Committee 94/25                      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.27 Rev. No. 3 Date: 03.04.06 Ref. _____ Pages : 1 +
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Origin : IMCI Mr.Lars Granholm	Approved by: X Sectoral Group X Standing Committee
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Question related to RCD 94/25 : Article: Annex: I 5.7          ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Navigation light, COLREG

**Question:**  
 Is it sufficient for CE certification if the navigation lights meet the 1972 Colreg ?

Some countries have adopted different standards according to Annex I, b in Colreg. One example is a one-half meter separation between the all round white light and sidelights or a country specifies for instance the height for the lens and requires its own national approval certification.

**Solution:**

The RSG considers recreational craft not fitted with navigation lights or fitted with navigation lights in accordance with Annex I from Colreg 1972 for installation locations, light intensity , chromaticity and cut-off angles to comply with the RCD.

*Note*  
 National administrations may apply different requirements for local use, as provided for in rule 1 b of 1972 Colreg.

“COLREG 1972: Annex I, point 13:  
 Approval: The construction of light and shapes and the installation of light on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.”

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  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.28 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : Hellenic Register of Shipping Dr.Alexandros Theodoulides	Approved by: X Sectoral Group X Standing Committee
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Question related to RCD 94/25 : Article: Annex: I            ESR (1): 1	EN/pr/EN _____ Clause:	Other: _____
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Key words: Design categories

**Question:**  
 Is it possible for a boat to be simultaneously assigned more than one design category with different maximum capacities corresponding to each one? (number of persons, engine power, maximum weight).

**Solution:**  
 Yes, if all relevant requirements are satisfied.

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X members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.30 Rev. No _____ Date: 03.04.06 Ref. _____ Pages : 1 +
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Origin : Det Norske Veritas Mr.T.Hertzenberg	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: I          ESR (1): 5.2	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Fuel system, engine

Question:  
 Annex I 5.2.1 refers to fuel supply arrangements and installations in general while ISO 10088 exclude the engine unit itself.

Does Annex I 5.2.1 apply to fuel supply arrangements and installations on the engine?

Solution:

Annex I 5.2.1 and 5.3 applies to fuel supply arrangements and installations on the engine.

Sent for information to

members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.31 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : PFE 117	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: III                  ESR (1):	EN/pr/EN _____ Clause:	Other: _____
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Key words: Declaration by the builder, partly completed craft

Question:

With craft in excess of 12 m of hull length, should a Notified Body require retrospective inspection of a hull structure where a declaration by the builder exists in accordance with Annex III ?

Solution:

Such declaration must include statements from the Notified Body where their involvement has been required by the modular system.

Sent for information to

X members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.32 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : PFE 122	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article:3.2 & 3.3 Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Stability, buoyancy, flotation

Question:

When tests according to point 3.2 (Stability) and 3.3 (Buoyancy & Flotation) of the essential safety requirements are carried out in module Aa, it may be argued that the design and construction of the following details are inseparable parts of the issue and therefor should also be assessed by or on the responsibility of one of the Notified Bodies:

- Quick draining cockpits
- Windows, portlights and hatches (positioning, tightness and scantlings ?)

Solution:

The cockpit and windows, portlights and hatches should be included as possible tests, equivalent calculations or controls, in the assessment carried out by or on the responsibility of the Notified Body.

Sent for information to

members of the SG   
  Standing Committee   
  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.33 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : PFE 127	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex:            ESR (1): 2.1	EN/pr/EN _____ Clause:	Other: _____
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Key words: Hull identification code, country of manufacture

Question:

- 1) Is the use of country code for the hull identification for the country of manufacture normative?
- 2) Is it possible to have different interpretations on the use of the HIN-code for country of manufacture?

Preamble:

The HIN-code identifies the hull of the craft and hence the country of the origin of ONLY the hull. The DOC is the legal document for placing the craft on the market within the EU.

Description of problem:

- 1) There are hulls and crafts both subcontracted and manufactured in third countries which uses the orders country code (countries within the EU) for the hull identification, which is against the relevant standard and the RCD (Annex I, ESR 2.1, second indent - country of manufacture).
- 2) This may lead to unfair competition and is also misleading regarding the origin of the hull.
- 3) The country code for the same craft may differ depending on to which country's market a boat is being placed on. This may cause confusion having the same boat with different HIN-codes for the country prefix.

Solution:  
 The Hull Identification Number (HIN) shall reflect the party on the builder's plate or the manufacturer of the craft.

Sent for information to

members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised



<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.34 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : RSG chair Person:	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Ch.I, art 1 a) Article: Ch.I, 1a Annex:                                  ESR (1)	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Small inflatables (Lh >2 (m), non re-inforced PVC.

Question:  
 Are such small inflatables with Lh>2,5 m of non re-inforced PVC to be considered as boats in the sense of the RCD ?

Solution:  
 In the sense of the RCD 94/25 EC inflatables of Lh>2,5m of non re-inforced PVC are to be considered as boats.

X members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.35 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +
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Origin : IMCI Person: Ulrich Heinemann	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Chapter I Article: 10 Annex: ESR (1	EN/pr/EN _____ Clause:	Other: _____
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Key words: CE marking of boats, CE marking of products not covered by RCD but by other Directives.

**Situation:**  
 A boat can be brought into the market equipped with computers, dishwashers, stereo devices , TV, microwave oven, electric heater, air condition etc

**Question:**  
 Are those devices be CE marked before the boat is CE marked ?

**Solution:**

- 1) The manufacturer or the person who puts the boat on the market is responsible that the boat and the components of annex 2 are in compliance of the RCD.
- 2) The manufacturer is only responsible for the compliance of components with other directives if these components have not been placed on the market or put into service in the EU.
- 3) The responsibility of assessment of the NB's is restricted to the RCD.

X members of the SG     Standing Committee     other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

RSG	<b>APPROVED RECOMMENDATION FOR USE</b> *****	RSG/No.36 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +
	<b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	

Origin : IMCI Person: Ulrich Heinemann	Approved by: X Sectoral Group X Standing Committee
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Question related to RCD 94/25 : Article: Annex: I (2,5) and XII	EN/pr/EN _____ Clause:	Other: _____
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Key words: Technical file, Owner's manual.

Question:

- 1) Can a Notified Body produce, either fully or partly, a Technical File or an Owner's Manual for a Boatbuilder?
- 2) Can a company whose equity is partly owned by a Notified Body and or his Staff produce, either fully or Partly, a Technical File or an Owner's Manual for a Boatbuilder?

Solution:

The answer is "No" for both questions

<input checked="" type="checkbox"/> members of the SG <input type="checkbox"/> Standing Committee <input type="checkbox"/> other (3)
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(1) Essential safety requirement     
 (2) Standing Committee 94/25     
 (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.39 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : PFE 137	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: HIN (ISO) and other HINs

Situation:

A boat is built outside the EU. As required by the national waterways authorities it has got a (non-ISO) HIN.

The manufacturer wants to export that boat model to the EU. It fulfils all requirements of the RCD and has to get its HIN according to ISO 10087.

Question:

May this boat show both numbers?

Solution:

Yes.

Sent for information to

members of the SG   
  Standing Committee   
  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>APPROVED RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No. 40 Rev. No. 1 Date: 03.04.06 Ref. _____ Pages : 1 +

Origin : PFE 134	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input checked="" type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words: Acceptable standards other than EN

Situation :

Considering the RCD Art. 5, Blue Book Part 1.2, RSG Guidelines and the CC-Paper, the manufacturer has the obligation to prove that his product is in conformity with the essential requirements of RCD by the use of the harmonised standards or other means of his own choice. It is the task of the Notified Body to make its own decision if the level of safety required by the ESR of the Directive is fulfilled or not.

Question:

Are standards other than EN to be used as a method to comply with the RCD?

Recommended Solution:

RSG urged industry and Notified Bodies to use EN Standards.

Sent for information to

members of the SG    
  Standing Committee    
  other (3)

(1) Essential safety requirement     (2) Standing Committee 94/25     (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.43  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin: European Certification Bureau B.V. Person: Peter Jacops	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee	
Question related to RCD 94/25 : Article: Annex: <i>VII</i> ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
Key words: EC type examination		
Situation: A producer requests an EC type examination and present a representative prototype to the Notified Body. One year later there is still no new product.  Question: Can the producer keep this type examination or should this one be changed to Unit Verification.		
RSG Recommended solution: A Notified Body can not withdraw an EC-Type Examination Certificate on this basis. Unit Verification certificates (module G) should only be issued at manufacturer's request.		
Sent for information to		
X members of the SG <input type="checkbox"/> Standing Committee <input type="checkbox"/> other (3)		

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.44  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin : RSG Chair Person: Dirk Brügge	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex:                    ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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Key words:

Kit boats

Question:

Are Kit boats covered by the RCD? There are two interpretations possible for kit boats:

- as amateur built boats they are out of the field of the Directive
- as indicated in the "Comments to the Directive combined" when all parts necessary for completion are supplied and subject to confirmation that the building is properly made, a kit boat can be CE marked.

RSG Recommended solution:

The interpretation of kit boat should be as given in the CC document, i.e. all parts necessary for completion are supplied by a professional manufacturer. As a person building a boat for own use shall not have it built by others, a kit boat cannot be considered as amateur built. Hence, kit boats of length 2,5-24m are covered by the RCD. Reference is made to the CC document Chapter 1, Article1.

Sent for information to

members of the SG   
  Standing Committee   
  other (3)

(1) Essential safety requirement   
 (2) Standing Committee 94/25   
 (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.45  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin : GL Person: Dirk Brügge	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
Question related to RCD 94/25 : Article: Annex: ESR (1):	EN/pr/EN Clause: Other: _____

Key words: Conformity Assessment of rudder, chainplates and ballast keel attachment.

Question:

Rudder, chainplates and ballast keel attachment are major structural details of a sailing boat design. ISO/DIS 12215-6.1 (date 2001-03-02) states that "when determining the detailed scantlings of the craft the following considerations shall be taken into account: "followed by a list of items such as rudder stocks, keel bolts, chainplates etc. without providing any criteria of how to consider them. The question is how to achieve a common assessment for all NB's without having as standard providing any criteria of how to consider them.

RSG Recommended solution:

A Notified Body has the necessary technical competence for conformity assessment. Lack of standards does not exclude important essential requirements for assessment.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised



	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.46  Rev. No _____  Date 27-04-02 Ref. _____ Pages : 1 +
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Origin :	CEproof Ltd. UK	Approved by:
Person:	Alasdair Reay	X Sectoral Group
		<input type="checkbox"/> Standing Committee

Question related to RCD 94/25 :	EN/pr/EN	Other:
Article: 1		
Annex: ESR (1):	Clause:	

Key words:

EU Member States Dates of Access.

Question:

Imagine a boat is built in Sweden, before Sweden became a member of the EU. The boat is put into service in Sweden before be exported from South Africa. Sweden then becomes an EU member before the boat is imported from South Africa to UK.

Should the above craft be required to comply with the RCD on arrival in UK?

RSG Recommended solution:

The issue goes beyond the mandate of RSG. This matter should be dealt with by the Commission.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.47  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin : RSG Chair  Person: Dirk Brügge	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article:  Annex: ESR (1):	EN/pr/EN  Clause:	Other: _____  _____
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Key words:

Total refitted boats (former professional boats)

Question:

Has a total refitted former professional boat to be CE marked? A number of former professional boats (fishing boats, pilot or rescue launches, tugs...) are sold as recreational craft and then subject to CE marking despite the fact that they were already on the commentary market and proved their capacity to sail in secure conditions. The buyers of former professional boats make important conversions which can affect the security of the boat and make a new certification necessary.

RSG Recommended solution:

For a former professional boat, before it is put on the market as a recreational craft, the CE marking is required.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.48  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1+

Origin : IMCI  Person: Ulrich Heinemann	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: 1  Annex: 1                  ESR (1):	EN/pr/EN  Clause:	Other: _____  _____
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**Key words:**  
  
 HIN, catamaran hull is today destroyed by collision.

**Question:**  
  
 A catamaran has been marked properly with a HIN on his starboard hull. A hidden HIN was placed inside the hull as well. During some collision this hull has totally be damaged so that a repair is not recommended. As this craft is of demountable type a simple replacement of the damaged hull by a new one is possible. How to attach a HIN to a replacement hull?

**RSG Recommended solution:**  
  
 The RSG Group general statement is: Repairs are not covered by the RCD.

**Sent for information to**

X members of the SG     Standing Committee                   other (3)

(1) Essential safety requirement                  (2) Standing Committee 94/25                                  (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.49  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin : IMC I Person: Lars Granholm	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee				
Question related to RCD 94/25 : Article: Annex: III and IV      ESR (1):	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">EN/pr/EN</td> <td style="width: 50%;">Other: _____</td> </tr> <tr> <td>Clause: _____</td> <td></td> </tr> </table>	EN/pr/EN	Other: _____	Clause: _____	
EN/pr/EN	Other: _____				
Clause: _____					

Key words:

Duplicate information

Question:

It appears that Annexes III and XV ask for the component manufacturers to provide duplicate information. Both annexes refer to the components listed in Annex II; first Annex III via Article 4 (3), which refers to Annex II and second Annex XV, which refers to Annex II directly. All information required by Annex III is also required by Annex XV. How to avoid that?

RSG Recommended solution:

Declaration of Conformity has to be in accordance with Annex XV for components requirements of Annex III b.

Sent for information to

X members of the SG     Standing Committee       other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> Recreational Craft -Directive 94/25/EC	RSG/No.50  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1
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Origin : IMCI Person: Lars Granholm	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee	
Question related to RCD 94/25 : Article: Annex: II ESR (1):	EN/pr/EN Clause:	Other:

Key words:  
Ignition protection

Question:  
Should petrol inboard and sterndrive engines be ignition protected as specified in ISO DIS 15584 and certified under Annex II?

RSG Recommended solution:  
Electrical devices/components for petrol inboard and stern drive engines shall be certified under Annex II, when sold separately as components, not the engines. The electrical system on the engines shall comply with ISO 15584, and conforming document shall be supplied by the manufacturer, Ref. RSG Guidelines page 37.

Sent for information to  
X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.51  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +
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Origin : European Certification Bureau B.V.	Approved by:
Person: Peter Jacops	X Sectoral Group <input type="checkbox"/> Standing Committee

Question related to RCD 94/25 : Article:	EN/pr/EN	Other:
Annex: I ESR (1): 5.1.1 / 6.1	Clause:	

Key words:  
*Insulation material engine room*

Question:

*During RSG meeting 20-21 November 1997 it was decided that part 2 of ISO 4589 would be used for determination of allowable insulation materials. The comments to the directive as well as the RSG guidelines refer to ISO 4589 or ASTM D2863. ASTM D2863 is technically equivalent to ISO 4589 part 2 as mentioned on the web site of ASTM (direct link underneath): "--This test method and ISO 4589-2 are technically equivalent when using the Type A gas measurement and control device accuracy as described in 6.4.." Therefore we can conclude that the comments and the RSG guidelines mean ISO 4589 part 2 for fulfilling requirement of E.S.R. 5.1.1 Inboard engine. However ISO 9094-1 (relevant standard for ESR 6.1) refers to ISO 4589 part 3. As it is not possible to compare both tests this would mean that a producer needs to have his material tested twice in order to fulfil both requirements.*

<http://www.astm.org/cgi-bin/SoftCart.exe/DATABASE.CART/PAGES/D2863.htm?L+mystore+yjrx3436>

RSG Recommended solution:

*Follow the CC-document and the RSG Guidelines for assumption of conformity with the Directive.*

Sent for information to

X members of the SG	<input type="checkbox"/> Standing Committee	<input type="checkbox"/> other (3)
(1) Essential safety requirement	(2) Standing Committee 94/25	(3) To be precised

<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.52  Rev. No _____  Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : RINA S.p.A.  Person: Pino Mazza	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article:  Annex: I                      ESR (1):	EN/pr/EN  Clause:	Other:
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Key words:

*RIB (rigid inflatable boat) greater than 8,00 m in overall length*

Question:

ISO 6185 (part 1-2-3) is applicable to inflatable boats and RIBs having overall length less than 8,00 m. The current production is growing in size so that RIBs longer than 8 m are more and more popular (up to 12/16 m). No mandated standard exists specifically for such types of RIBs which moreover have to comply with ISO 12217, ISO 11812, ISO 14496, ISO 8666, ISO 12215 and others, all of them were drafted mainly for traditional power boats.

RSG Recommended solution:

RSG stresses the need of a new standard for RIBs greater than 8,00 m in over all length (ISO 6185-4). In the meanwhile, Manufacturers and Notified Bodies, have the possibility to use ISO 12217, ISO 11812, ISO 14496, ISO 8666, ISO 12215, as applicable, including the relevant parts of ISO 6185 for what concerns the reinforced material of inflatable part of the hull only.

Sent for information to

X members of the SG     Standing Committee                       other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25    (3) To be precised

# RSG

## RECOMMENDATION FOR USE

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**Recreational Craft Sectoral Group**  
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR  
COHERENT CONFORMITY ASSESSMENT  
Recreational Craft -Directive 94/25/EC

RSG/No.53

Rev. No \_\_\_\_\_

Date: 02-10-18

Ref. \_\_\_\_\_

Pages : 1 +

Origin : ICOMIA / British Marine Federation

Approved by:  
X Sectoral Group

Person: Nigel Saw

Standing Committee

Question related to RCD 94/25 :  
Article: 4.1

EN/pr/EN

Other: \_\_\_\_\_

Annex: ESR (1):

Clause: \_\_\_\_\_

Key words:

Placing on the market, Making available, Putting into service

Question:

Scenario 1: It is common practice for fully CE marked small Rigid Inflatable Boats to be supplied to a shop/dealer who sells and installs a steering console that is fitted at the point of sale. The fitting of a steering gear as Essential Safety Requirement (5.4.1) would have to be of an approved standard and CE marked. In order to ensure that the craft can be freely placed on the market it is considered that this is the correct procedure.

Question 1: Is this understanding correct?

Scenario 2: Many larger Rigid Inflatable craft are supplied to overseas shops or dealers complete with fuel and electrical systems fully fitted and CE marked but without the engine power unit/stern leg that is fitted locally. As there should be no confusion as to the builder taking responsibility for the complete boat this is thought to be correct.

Question 2: Is this understanding correct?

RSG Recommended solution:

RSG agrees to the understanding as outlined in the two scenarios.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement

(2) Standing Committee 94/25

(3) To be precised



<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.54  Rev. No _____ Date: 02-10-18 Ref. _____ Pages : 1 +

Origin : IMCI  Person: Ulrich Heinemann	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee				
Question related to RCD 94/25 : Article: <i>Chapter I, Article 1</i> Annex: ESR (1):	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">EN/pr/EN</td> <td style="width: 50%;">Other:</td> </tr> <tr> <td>Clause:</td> <td></td> </tr> </table>	EN/pr/EN	Other:	Clause:	
EN/pr/EN	Other:				
Clause:					

Key words:

floating devices with special recreational purposes

Question:

Scenario: There are floating devices with i.e. water-chutes (slides) out in the field. Others are used to take a sunbath only or to serve as a floating island. These devices are either rigid or inflatable or rigid inflatable. Their size is above 2,50 m of length or diameter. They are free floating and/or moored and not used to move specifically from point A to point B by engine or human power.

Question: Are these devices considered as boats in the sense of RCD?

RSG Recommended solution:

RSG agrees that aquatic toys are not considered as boats and are out of the scope of the RCD.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.55  Rev. No _____ Date: 02-10-18 Ref. _____ Pages : 1 +

Origin : TÜV Product Service GmbH Person: Rainer van de Stolpe	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee				
Question related to RCD 94/25 : Article: Annex: ESR (1):	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">EN/pr/EN</td> <td style="width: 50%;">Other:</td> </tr> <tr> <td>Clause:</td> <td></td> </tr> </table>	EN/pr/EN	Other:	Clause:	
EN/pr/EN	Other:				
Clause:					

Key words:

Ignition Protection / compartments open to atmosphere

Question:

Scenario: In EN ISO 11105:1997, "Ventilation of petrol engine and/or petrol tank compartment", § 4.7, the ignition protection of electrical devices is reduced to compartments which are not open to atmosphere (Definition given in §3.1 of that standard).  
 Furthermore in ISO 10088:2001 in §4.3.4 it says that "Petrol engine compartments and petrol tank compartments shall have ventilation and ignition protection in accordance with ISO 11105 and ISO 8846".  
 However in ISO 10088:2001 in §4.1.5 it says that "Electrical devices located in compartments with petrol tanks or petrol fuel system connections or joints shall be ignition protected in accordance with ISO 8846".

Question: Should electrical devices be ignition protected in petrol engine/tank compartments that are just opened to atmosphere in their upper part and corners are existing inside these compartments where petrol gas might accumulate?

RSG Recommended solution:

Yes, electrical devices that are installed in compartments defined as open to atmosphere have to be ignition protected, if the regarding compartments have their opening solely in the upper part.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> <b>CO-ORDINATION BETWEEN NOTIFIED BODIES FOR</b> <b>COHERENT CONFORMITY ASSESSMENT</b> <b>Recreational Craft -Directive 94/25/EC</b>	RSG/No.56  Rev. No _____ Date: 02-10-18 Ref. _____ Pages : 1 +

Origin : Det Norske Veritas Person: Asbjørn Lønmo	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input type="checkbox"/> Standing Committee
Question related to RCD 94/25 : Article: 2 , clause 1 Annex: 1 ESR (1): 3.4	EN/pr/EN Other: _____ Clause: _____

Key words:

Sliding roof hatches and cabin doors

Question:

Scenario: Sliding roof hatches and cabin doors that can not be secured in open position may in heavy seas and at manoeuvring at high-speed start sliding and cause injuries to people on board.  
This item is not covered by any of the mandated ISO standards, but article 2, clause 1 of the directive requires that products referred to in article 1 shall not endanger the safety and health of persons when correctly constructed and maintained.

RSG Recommended solution:

Lock for open position of sliding roof hatches and cabin doors to be required, provided a warning for petrol boats on the risk and potential for exhaust gas intrusion. This requirement may be included in ISO 12216.

Sent for information to

X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 57  Rev. No <u>_1</u> Date: 02-09-24 Ref. _____ Pages : _____
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Origin : RSG Committee  Person: Chairman	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input type="checkbox"/> Standing Committee
Question related to RCD 94/25 : Article:	EN/pr/EN Other:
Annex: I          ESR (1):	Clause:

**Key words:**  
*Conformity Assessment for boats  $L_h < 12m$ , Application of Module A for boat design category C*

**Question:**  
 Reference is taken to the harmonisation of EN ISO 12217 part 1, 2 and 3. What implication does this harmonisation have?

**RSG Recommended solution:**  
 Harmonised standards in the meaning of the New Approach are deemed to exist when the European standards organisations (CEN) formally present to the Commission the European standards elaborated or identified in conformity with the mandate (quote from the “blue book”).

The Commission has been formally informed by CEN about the adoption of EN ISO 12217 part 1 and part 2 on 31.7.2002 of EN ISO 12217-part 3 on 31.8.2002. Therefore, the harmonised standards referred to in Article 8 (1), para 2 (a), indent 1 (self certification) are deemed to exist and boat-builders can apply the provisions of that article.

Builders should be informed by the approached NB at the time of the first contact about the possibilities for self-assessment and all related required documentation.

Builders shall apply self-certification (module A) for boats assigned to design-category C below  $L_h < 12m$  when complying with ISO 12217, harmonised stability standard.

Where a boat finally proves compliance with the harmonised standard, a NB cannot issue any regular document with reference to the directive. If conformity to the Harmonised standard is found, Documents in the Voluntary Domain may be issued, at the discretion of the NB, showing conformance with EN ISO 12217-X. If conformity to the Harmonised standard is not found, a Statement in the Regulatory Domain may be issued, at the discretion of the NB (ref. Annex VI) taking due consideration to RFU 40, showing conformance with the RCD Annex I essential safety requirements 3.2 and 3.3.

Sent for information to

members of the SG     Standing Committee     other (3)

(1) Essential safety requirement          (2) Standing Committee 94/25          (3) To be precised

<h1>RSG</h1>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 58  Rev. No _____ Date: 03-04-04 Ref. _____ Pages : _____

Origin : ICOMIA Person: Jan Matthiesen	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee	
Question related to RCD 94/25 : Article: 8 Annex: I ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>

Key words:  
 Craft modification during production

Question:  
 There are two forms of craft modifications during production:

1. Modification of a product type (Module B): The manufacturer changes one model of the EC type approved product. In this case the manufacturer has to inform the notified body, who holds the technical documentation, of the change he made. When the change affects the conformity of the ESRs, an addition to the EC type examination certificate must be issued. This scenario is stated in Annex VII para 6.
2. Modification of a product (Module A or Aa): The manufacturer changes the product, rather than the product type. When he modifies the product to such extend that it would affect the ESRs, the craft could be considered as a new product and the manufacturer should self-certify the product again.

Is the understanding of both cases above correct?  
 Do modifications that affect the ESR in a positive way need to be re-assessment?

RSG Recommended solution:  
 If the ESRs are effected by modifications the craft should be re-assessed.

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X members of the SG  Standing Committee  other (3)  
 (1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised

<b>RSG</b>	<b>RECOMMENDATION FOR USE</b> ***** <b>Recreational Craft Sectoral Group</b> CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 59  Rev. No _____ Date: 03-04-04 Ref. _____ Pages : _____

Origin : ECB Person: Peter Jacops	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: I                  ESR (1):	EN/pr/EN _____ Clause: _____	Other: _____ _____
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Key words:  
 Non-conformity, reassessment

Question:

When a non-conformity has been found on board during an inspection, what are acceptable ways for the producer to proof compliance of his product after the changes? When is reassessment needed?

RSG Recommended solution:

Notified Bodies may accept a picture, a written declaration of the manufacturer or a drawing of change. Decision of acceptance on the proof of compliance is to be made by the Notified Body according to the nature of the non-conformity.

Sent for information to

X members of the SG     Standing Committee                   other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25                                  (3) To be precised

# RSG

## RECOMMENDATION FOR USE

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**Recreational Craft Sectoral Group**  
CO-ORDINATION BETWEEN NOTIFIED BODIES FOR  
COHERENT CONFORMITY ASSESSMENT  
Recreational Craft -Directive 94/25/EC

RSG/No. 60

Rev. No \_\_\_\_\_

Date: 04-04-15

Ref. \_\_\_\_\_

Pages :

Origin : PFE # 174

Person: Jan Matthiesen, ICOMIA

Approved by:  
X Sectoral Group

Standing Committee

Question related to RCD 94/25 :

Article:

EN/pr/EN

Other:

Annex: I ESR (1): 5.2.1

Clause:

Key words:

Fuel Return lines

### Question:

Some automotive based diesel engines, commonly used in small craft, feature non-fire resistant tubing to carry leak-off fuel from the injectors. This fuel return normally connects with the fuel pump return line before going to the tank.

In the event of a fire it is believed that a failure of these tubes could lead to a leak of fuel that may increase or 'feed' the fire.

The fitting of hose that meets the fire resistance test of ISO 7840 in place of the original tubing is impractical due to the design of the injector and the non-availability of suitable small bore hose.

By arranging the tube installation so that the amount of fuel in the injector return system is reduced to the minimum the possibility of 'feeding' the fire is removed.

Or by shielding the injector return system from fire, the risk of failure is removed.

### RSG Recommended solution:

All three following options meet the Essential Safety Requirement 5.2.1. "The filling, storage, venting and fuel-supply arrangements and installations shall be designed and installed so as to minimise the risk of fire and explosion".

**Option 1:** To minimise the flow of fuel from the injector leak off tubes in the event of a failure, a separate injector leak-off return line, self draining to the fuel tank, or other collection tank.

OR

**Option 2:** To minimise the risk of reverse flow from either the fuel tank return line or the fuel pump return line in the event of the injector fuel return line failing due to fire damage, the installation of a non-return valve between the injector leak off line and the fuel pump return line.

OR

**Option 3:** To minimise the risk of failure through fire, the injector return system shall be shielded and fire tested in accordance with ISO 7840 Annex A, as installed on the engine.

The three options shall apply to engines with a total fuel flow rate (all injectors, excluding injector pump) in the injector return system of maximum 8.3 ml/min.

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X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement

(2) Standing Committee 94/25

(3) To be precised

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Origin : PFE # 175 Person: Peter Jacobs, ECB	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee	
Question related to RCD 94/25 : Article: 5.6 Annex: I ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>

Key words:  
 Fixed fire-extinguishing systems - EN 9094-1/2

Question:

Standard ISO 9094 does not indicate if the visual indication of discharge of an extinguishing system should be placed in or out the protected place, As the standard is written now the visual indication could be inside the engine room. Opening the protected place to control if the extinguishing system has been discharged could lead to dangerous situations.

STANDARD ISO 9094-1/2  
 Small craft — Fire protection —Part 1:Craft with a hull length of up to and including 15 m.  
 7 Fixed fire-extinguishing systems.  
 7.5 Discharge and control.  
 7.5.1 A visual indication of discharge shall be provided.

RSG Recommended solution:

"A visual indication shall be placed so it can be seen from outside the protected space (e.g. an LED).  
 Note: The protected space shall be the engine space or any similar space protected by the fire-extinguishing system."

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X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised



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Origin : PFE # 164 Person: RSG Chairman, Dirk Brügge, GL	Approved by: <input checked="" type="checkbox"/> X Sectoral Group <input type="checkbox"/> Standing Committee				
Question related to RCD 94/25 : Article: 1, 3(b) Annex: I ESR (1):	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">EN/pr/EN</td> <td style="width: 50%;">Other:</td> </tr> <tr> <td>Clause:</td> <td></td> </tr> </table>	EN/pr/EN	Other:	Clause:	
EN/pr/EN	Other:				
Clause:					

Key words:  
CE Marking of Canoes

Question:

None of the following described “canoes” have a CE-marking. Should they have???

The exclusions in Article 1 3 (b) (canoes and kayaks, gondolas and pedalos) concern types of watercraft, which are by nature incompatible with some of the essential requirements but whose inclusion in the Directive might be debatable. Canoes and kayaks, gondolas and pedalos are considered to be craft designed to be propelled by human power excluding rowing. Rowing is considered to be the use of more than one oar.

RSG Recommended solution:

Definition of canoe or kayak in relation to Art. 1(3) 3.(b):  
 Canoes and kayaks are crafts which are narrow (Bh <1.1m), pointed in both ends, intended for paddling and which do not have fixed points for engines, more than one oar or sails.

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X members of the SG  Standing Committee  other (3)

(1) Essential safety requirement      (2) Standing Committee 94/25      (3) To be precised