

RSG GUIDELINES

for

The Recreational Craft Directive 94/25/EC

For general application by Notified Bodies and manufacturers.
This supersedes the June 16, 2001 version.

<http://www.rsg.be>

RSG GUIDELINES

Page 2

June 16, 2002

LIST OF CONTENTS

A. The RSG	Page 3
B. Introduction	Page 5
C. General Guidelines for Certification Procedures	Page 6
D. Chapters and Articles of the Directive	Page 7
E. Essential Requirements, Interpretations, References	Page 8
1. Boat Design Categories	Page 8
2. General Requirements	Page 10
2.1 Hull Identification (HIN)	Page 10
2.2 Builder's Plate	Page 11
2.3 Protection from Falling Overboard and Means of Reboarding	Page 13
2.4 Visibility from the Main Steering Position	Page 14
2.5 Owner's Manual	Page 15
3. Integrity and Structural Requirements	Page 20
3.1 Structure	Page 20
3.2 Stability and Freeboard	Page 22
3.3 Buoyancy and Flotation	Page 22
3.4 Openings in Hull, Deck and Superstructure	Page 23
3.5 Flooding	Page 24
3.6 Manufacturer's Recommended Maximum Load	Page 27
3.7 Life Raft Stowage	Page 28
3.8 Escape	Page 29
3.9 Anchoring, Mooring and Towing	Page 30
4. Handling Characteristics	Page 31
5. Installation Requirements	Page 32
5.1 Engine and Engine Spaces	Page 32
5.2 Fuel System	Page 35
5.3 Electrical System	Page 37
5.4 Steering System	Page 39
5.5 Gas System	Page 40
5.6 Fire Protection	Page 41
5.7 Navigation Lights	Page 42
5.8 Discharge Prevention	Page 43
F. Guidelines for Inspection of Components	Page 44
1. Ignition Protected Equipment for Inboard and Stern Drive Engines	Page 44
2. Start-In-Gear Protection Devices for Outboard Engines	Page 44
3. Steering Wheels, Steering Mechanisms, and Cable Assemblies	Page 45
4. Fuel Tanks and Fuel Hoses	Page 45
5. Pre-Fabricated Hatches and Portlights	Page 45
G. Conformity assessment modules	Page 46
H. Technical Documentation	Page 69
I. Post construction assessment	Page 72
J. Recommendations for Use	Page 75

A. THE RSG

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

The objectives of cooperation 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 standardization work at European and international level;
- to remain informed of harmonization activities at European level.

This is accomplished by cooperation among certification organizations, user organizations, and manufacturers, who are participating in the development of these RSG guidelines.

RSG GUIDELINES

June 16, 2002

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 Organization
European Standards Bodies

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.

RSG GUIDELINES

June 16, 2002

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 organizations.
- 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 Guidelines have been submitted for acceptance by the Standing Committee.

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.
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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 harmonized 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 standards mentioned in Article 5, the Notified Bodies and manufacturers should refer to 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 to support the requirements of the Directive are mentioned in their annex ZA of the DIS and FDIS versions of the standards. Annex ZA will not appear in the published ISO standards.

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

E. ESSENTIAL REQUIREMENTS, INTERPRETATIONS, REFERENCES

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, metres)</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.

RSG GUIDELINES

June 16, 2002

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.

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.

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 harmonized standard gives details of these requirements.

- b. Relevant standard: ISO 10087 - Small craft - Hull identification - Coding System
-

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 standard: ISO 14945 Small craft - Builder's plate
- c. Marking:
- Characters and/or symbols for the maximum number of people or maximum load shall be not less than 5 mm in height.
 - Other letters and numbers shall be not less than 3 mm in height.
 - If used, symbols shall be in accordance with the example below.
 - The information displayed on the plate shall be printed, carved, stamped or otherwise marked so that alterations will be obvious.
- d. Location: the plate shall be affixed in any location where it can be easily visible.
- e. Time of affixation: the plate shall be affixed on the craft before it leaves the manufacturer's control.
- f. The word "plate" is a generic term, which, in the context of the Directive, does include aluminum foils and vinyl plates.
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RSG GUIDELINES

June 16, 2002

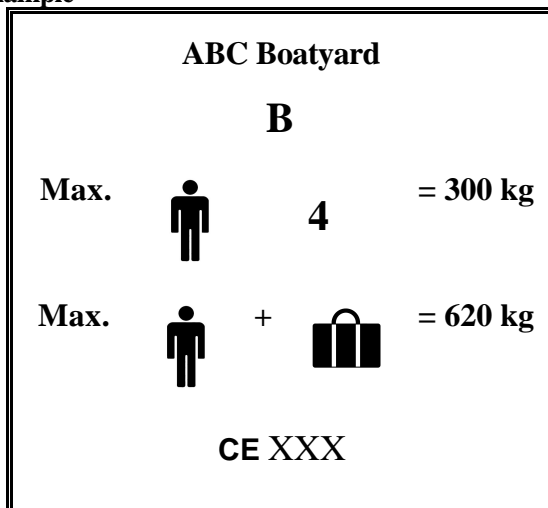
g. The number of people and the manufacturer's maximum recommended load on the Builder's Plate (cargo), excluding the mass of the contents of fixed fuel and water tanks when full, shall be displayed as illustrated below. A description of the maximum capacity and the meaning of symbols shall be included in the Owner's Manual.

- The capacities on the Builder's Plate are the manufacturer's maximum recommended values, when the boat is underway.

- The total number of the persons on board shall not exceed the recommended value.

- The combined mass of the persons on board and their carry-on equipment (cargo) shall not exceed the recommended value.

Example



Manufacturer's name

Boat design category

Maximum persons' capacity

Manufacturer's recommended maximum load, excluding the mass of the contents of fixed fuel and water tanks when full

CE mark and notified body's identification number (if applicable)

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 minimize the risks of falling overboard and to facilitate reboarding.

- b. Relevant standard: ISO 15085 - Small craft - Man overboard prevention and recovery
-

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

Alternatively, the visibility from the craft may be assessed by performing a practical test with the craft operating with the maximum number of persons on board in their normal positions. The objective is to visually check the good all-round visibility from the helmsman's position in all conditions of use expected (increase of speed, full speed, intermediate speeds).

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

The visibility from the boat may be assessed by acceptable methods for assessing visibility that are applicable to that boat type under normal operating conditions.

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 standard: ISO 10240 Small Craft - Owner's manual.

Specifically, 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 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.

c. RCD Requirements for Owner's Manual

The Owner's Manual shall list the boat manufacturer's recommendations to the owner for the safe operation of the boat and other information required by the Directive as follows, if appropriate:

c.1. General Information

- c.1.1 Name of craft manufacturer, as marked on Builder's Plate.
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RSG GUIDELINES

c.1.2 Boat Design Category/Categories, as marked on Builder's Plate.

c.1.3 Maximum Recommended Load (Kg), as marked on the Builder's Plate.

c.1.4 Maximum recommended number of persons, as marked on the Builder's Plate. Where more than one Boat Design Category is given on the Builder's Plate the maximum recommended number of persons for each category shall be given.

c.1.5 Unladen mass of craft (Kg), according to ISO 8666

c.1.6 Maximum recommended engine power (kW) - see c.4.1.

c.1.7 Maximum capacity of fixed fuel tanks (Litres), type of fuel and position of fuel filling point(s).

c.1.8 Maximum capacity of fixed water tanks (Litres) and position of water tank filling point(s).

c.1.9 Minimum crew mass for capsized recoverable sailing boats - see c.2.5.

c.2. Risk of flooding

c.2.1 Maximum recommended load

State that the total mass of provisions, miscellaneous equipment not supplied by the manufacturer and persons on board shall not exceed the Maximum Recommended Load (c.1.3) and shall be suitably distributed.

c.2.2 Openings in the hull

Recommendations to keep seacocks, cockpit drains, bungs and other opening/closing devices in the hull closed or open, as appropriate, to minimise the risk of flooding, and operating instructions for any such devices.

Recommendations to keep portlights, windows, washboards, doors, hatches or ventilation openings closed when appropriate, e.g. in rough weather or at planing speeds. If necessary, provide operating instructions.

c.2.3 Bilge pumps and bailing

Operating instructions and access details shall be provided for bilge pump shut off valves and suction points or other bailing systems.

c.2.4 Flooding Prevention

Information shall be provided outlining downflooding angle, capsize and inversion, as appropriate.

c.2.5 Capsize recovery

For capsize recoverable boats, recommended technique for recovery and subsequent action for bailing, if not covered by c.2.3.

c.3. Risk of fire

c.3.1 Engines

Instructions for safe operation of engine, e.g.:

- run engine compartment fan for prescribed time
- ensure flow of cooling water
- ensure that ventilation openings are clear to prevent overheating
- precautions when refuelling, e.g., no smoking and treatment of fuel spillage in boat
- prevention of damage to fuel lines
- avoidance of contact of flammable materials with hot engine parts.

c.3.2 Electrical system

Instructions for safe operation of electrical system with descriptions as appropriate, e.g.:

- operation and position of isolator switches
 - procedure for changing fuses and diagram indicating fuse position, type and capacity
 - requirement for ventilation of battery
 - precautions when recharging and disconnecting/reconnecting battery
 - precautions when connecting/disconnecting shore supply.
-

c.3.3 Gas system

Instructions for safe operation of gas system, e.g.:

- operating instructions for appliances
- instructions for inspection of system
- requirement that gas cylinders shall be stored only in specified lockers or housings
- location of gas lockers or housings
- procedure for changing gas cylinders
- precautions to avoid contact of materials with naked flames and other hot areas.

c.3.4 Other fuel burning systems

Instructions for safe operation of other fuel burning systems, e.g.:

- operating instructions for appliances
- precautions when refuelling appliances
- instructions for safe storage of fuel containers
- precautions to avoid contact of materials with naked flames and other hot areas.

c.3.5 Fire-fighting equipment

Position and operation of fire-fighting equipment. For portable fire extinguishers, details of recommended type and capacity.

c.3.6 Means of fire escape

Identification and position of hatches, doors, and other openings intended to provide a means of escape from the interior in case of fire.

c.4. Boat Handling

c.4.1 Maximum engine power

State that the power of the engine, measured in accordance with ISO 8665, should not exceed the maximum rated engine power stated in 1.6.

RSG GUIDELINES

Page 19

June 16, 2002

c.4.2 Handling under power

Instructions for safe operation when starting and manoeuvring under engine power.

c.4.3 Emergency steering

Location and operation of emergency steering device, if applicable.

c.5. Safe operation - other recommendations and information

c.5.1 Identification of areas of working deck with diagram if required, and identification of means of recovery of man overboard (e.g. location and deployment of ladder).

c.5.2 Liferaft stowage point.

c.5.3 Position and operation of escape hatch for sailing multihull in event of inversion.

c.5.4 Instruction to avoid moving parts of engine, propeller shafts etc.

c.5.5 Operation of navigation lights, if fitted.

c.5.6 Requirement to ensure adequate ventilation when operating gas or liquid fuel appliances and to ensure that flues for combustion fumes are always operating correctly when appliance is in use.

c.5.7 Recommendation to secure equipment safely when underway in rough weather.

c.5.8 Instructions for connecting holding tanks, emptying, etc. Note to observe local regulation on discharge.

3 INTEGRITY AND STRUCTURAL REQUIREMENTS

3.1 Structure

- a. Text 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 standard: ISO 12215-1 Small craft - Hull construction - Scantlings - Part 1:
Materials: Thermosetting resins, glass fibre reinforcement, reference laminate.

Part 2: Sandwich construction

Part 3: Steel, wood, aluminum, other materials

Part 4: Workshop and construction

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

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

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.

- c. To assess the structural integrity, one of the following approaches shall be considered:

1. The structural requirements of the hull may be assessed by acceptable scantling determination methods that are applicable to the boat type, design category and the manufacturer's maximum recommended load.

RSG GUIDELINES

June 16, 2002

2. As an alternative to acceptable scantlings determination methods or in cases where no applicable rules exist, acceptable construction calculation(s) or proof of testing shall be documented.
 3. 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.
- d. Appropriate documentation supporting the methods used shall be developed.

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

1. Description of the acceptable scantling determination method used for assessment
 - Input values for strength and stiffness of materials used
 - Input and output calculation results on the different structural members
 2. 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
 - Description of case and why scantling determination methods are not applied
 - Description of material, principle of structure and scantlings for the case
 - Confining and 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.
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3.2 Stability and Freeboard and

3.3 Buoyancy and Flotation

- a. Text 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 metres 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 standard:

ISO 12217 Small craft - Stability and Buoyancy - Methods of assessment and categorization

Part 1: Non-sailing boats over 6 metres hull length

Part 2: Sailing boats over 6 metres hull length.

Part 3: Boats up to and including 6 metres hull length

ISO 6185 Small craft - Inflatable boats

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

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

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

- c. The stability, freeboard, buoyancy, and flotation requirements of the boat may be assessed by acceptable methods that are applicable to the boat type, design category and manufacturers recommended maximum load.
-

3.4 Openings in Hull, Deck and Superstructure

- a. Text 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 Standards:

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

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

3.5 Flooding

- a. Text of Annex I of the Directive:

All craft shall be designed so as to minimize 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. This can be achieved by a preventive or curative method:

1. *Preventive*

- Overboard cockpit drainage

Relevant Standard ISO 11812 - Small craft - Watertight and quick draining cockpits

- Watertight decks, high freeboard and high down flooding angles

Relevant standard ISO 12217 – Small Craft - Stability - Non-sailing and sailing vessels

- Watertight openings

Relevant standard ISO 12216 – Small Craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements

2. *Curative*

- Flotation
Refer to 3.3
 - Bilge pumping
-

RSG GUIDELINES

June 16, 2002

These requirements 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.

Relevant standards:

ISO 8849 – Small craft - Electrically operated bilge pumps

ISO 15083 - Small craft - Bilge pumping systems

a. The following number and type of bilge pumps shall be provided:

Boat type	Boat characteristics	Type of pump	Bilge pump requirements or means of bailing
Open or partially decked boats Design Categories A, B, C, D			see Owner's manual
Decked boats Design Categories A, B, C	Exposed steering position	primary pump	1 manual pump (water head less than 1,5 m) 1 manual, mechanical or electric pump (water head 1,5 m or more)
		secondary pump	1 manual or mechanical or electrical pump
	Enclosed steering Position	primary pump	1 manual or mechanical or electrical pump
		secondary pump	1 manual or mechanical or electrical pump
Decked boats Design category D	L_H greater than 6 m		1 manual or mechanical or electrical pump
	L_H less than or equal to 6 m		1 manual pump, for alternative see Owners manual

RSG GUIDELINES

Page 26

June 16, 2002

- b. Installation requirements are:
- Electric bilge pump systems shall provide no less than 10 l/min flow when subjected to a 10 kPa pressure.
 - any through-hull fittings for the outlets shall be located as high as practicable on the outside of the hull.
 - no shut off valves shall be installed in the bilge pumping outlet lines.
 - bilge pump systems shall be fitted with strainers.
-

3.6 Manufacturer's Maximum Recommended Load

- a. Text 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 standard:

ISO 14946 - Small craft - Maximum load capacity

- c. The mass of an adult person should be calculated as 75 kg.

- d. Builder's Plate maximum recommended load excludes fixed tank capacities. See also Section 2.2.g.
-

3.7 Liferaft stowage - No standard is envisioned.

- a. Text 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.
-

3.8 Escape

- a. Text 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 standards:

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

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

3.9 Anchoring, mooring and towing

- a. Text 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: ISO 15084 Small craft - Anchoring, mooring and towing - Strong points.
- c. All boats shall have a strong point or other means capable of accepting the load due to anchoring, mooring or being towed.
- d. Boats over 6 metres length of hull shall have at least two points, of which only one is required for being towed.
-

4. HANDLING CHARACTERISTICS

- a. Text 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. For all recreational marine engines, the maximum rated engine power shall be declared in the owner's manual in accordance with the harmonized standard.

- b. Relevant part of standards:

ISO 8665 – Small Craft - Marine propulsion engines and systems - Power measurements and declarations

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

The handling characteristics of the boat 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.

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.

5. INSTALLATION REQUIREMENTS

5.1 Engine and engine spaces

5.1.1 Inboard engine

- a. Text 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 minimize 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.

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

- b. 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, particularly those in points 2.5 Owners Manual, 4 Handling Characteristics, 5.1.1 Inboard engine, but also 5.2.1 Fuel system, general, and 5.3 Electrical system.

Conforming document(s) shall be supplied by the manufacturer/supplier of the engine.

- c. 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.

- d. Relevant parts of standards:

ISO 8846 - Small craft - Electrical devices - Protection against ignition of surrounding flammable gases

ISO 9094 - Small craft - Fire protection

ISO 7840 - Small craft - Fire resistant fuel hoses

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

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

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

ISO 8665 - Small craft - Marine propulsion engines and systems - Power measurements and declarations

ISO 15584 - Small craft - Inboard mounted petrol engine fuel and electrical system components

ISO 16147 - Inboard mounted diesel engine fuel and electrical system components

5.1.2 Ventilation

- a. Text 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. Relevant parts of standards:

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

5.1.3 Exposed parts

- a. Text 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.
-

5.1.4 *Outboard engines starting*

- a. Text 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 Newtons (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 standard: ISO 11547 - Small craft - Start-in-gear protection
-

5.2. Fuel system

5.2.1 General

- a. Text of Annex I of the Directive:

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

- b. These requirements also apply to installation on inboard mounted engines, both main engines and auxiliary engines.

Conforming document(s) shall be supplied by the manufacturer/supplier of the engine.

- c. Relevant parts of standards:

ISO 7840 - Small craft - Fire resistant fuel hoses

ISO 8469 - Small craft - Non-fire resistant fuel hoses

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

ISO 11105 - Small craft - Ventilation of compartments containing petrol engines and/or petrol tanks

ISO 13592 - Small craft - Backfire flame control for petrol engines

ISO 9094 - Small craft - Fire protection

ISO 15584 - Small craft - Inboard mounted petrol engine fuel and electrical system components

ISO 16147 - Inboard mounted diesel engine fuel and electrical system components

- d. Portable fuel systems (not exceeding 27 litres) are outside the scope of the Directive
-

5.2.2 Fuel tanks

- a. Text 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. Purpose-designed ventilation systems are only required for petrol fuel tank spaces (see ISO 11105)
-

5.3 Electrical system

- a. Text 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 minimize 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 standards:

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

ISO 13297 - Small craft - Electrical Equipment - AC installations

ISO 8846 - Small craft - Electrical devices - Protection against ignition of surrounding flammable gases

- 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 harmonized standard for electrical equipment installation states in ISO 10133, clause 12.1: *'Electrical components installed in compartments which may contain explosive gases shall be ignition protected in accordance with ISO 8846'*. Thus it applies to all parts such but not limited to the following when installed in the engine compartment:

Electric fans

- a. Relevant standard: ISO 9097 Small Craft - Electric fans

Bilge pumps

- a. Relevant standard: ISO 8849 Small craft - Electrically operated bilge pumps

Engines

- a. The following standards apply to inboard petrol engines, both main engines and auxiliary engines.

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

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

- b. Inboard and sterndrive engines are not subject to the Machinery Directive, but are subject to the essential safety requirements of the Directive on recreational craft, particularly those in points 2.5, 4, 5.1.1, and 5.1.4.

Conforming document(s) shall be supplied by the manufacturer/supplier of the engine.

5.4 Steering system

5.4.1 General

- a. Text 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 standards:

ISO 8847 - Small craft - Steering gear-wire rope and pulley systems

ISO 8848 - Small craft - Remote steering systems

ISO 10592 - Small craft - Hydraulic steering

ISO 9775 - Small craft - Steering gear - max. 40 kW

ISO 13929 - Small craft - Steering gear - Geared link systems

5.4.2 Emergency arrangements

- a. Text of Annex I of the Directive:

Sailboat and single-engined 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.
-

5.5 Gas system

- a. Text of Annex I of the Directive:

Gas systems for domestic use shall be of the vapor-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 standard ISO 10239 - Small craft - Liquefied petroleum gas (LPG) systems
- c. Semi fixed systems based on portable devices is considered as permanently installed
-

5.6 Fire protection

- a. Text of Annex I of the Directive:

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.

- b. Relevant parts of standard

ISO 9094 - Small craft - Fire protection

5.6.1. Emergency arrangements

- a. ISO 9094 - Small Craft - Fire Protection - Part 1: Craft with a hull length of up to and including 15 metres
Part 2: Craft with a hull length of over 15 metres

5.6.2. Fire-fighting equipment

- a. Text of Annex I of the Directive:

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. ISO 9094 - Small Craft - Fire Protection - Part 1: Craft with a hull length of up to and including 15 metres
Part 2: Craft with a hull length of over 15 metres

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

RSG GUIDELINES

Page 42

June 16, 2002

5.7 Navigation lights

- a. Text 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.

RFU # 27

5.8 Discharge prevention

- a. Text 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 standard:

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

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

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:

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

a. Relevant parts of standards:

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

ISO 8846 Small craft - Electrical devices - Protection against ignition of surrounding flammable gases

2. Start-in-gear protection devices for outboard engines

a. Relevant standards:

ISO 11547 - Small craft - Start-in-gear protection

ISO 13342 - Small craft - Thrust measurement for outboard engines

3. Steering wheels, steering mechanisms and cable assemblies

a. Relevant parts of standards:

ISO 8847 - Small craft - Steering gear - wire rope and pulley systems

ISO 8848 - Small craft - Remote steering system

ISO 9775 - Small craft - Steering gear, max. 40 kW engines

ISO 10592 - Small craft - Hydraulic steering gear

ISO 13929 - Small craft - Rack and pinion steering

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

4. Fuel tanks and fuel hoses

a. Relevant parts of standards:

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

ISO 7840 Small craft - Fire resistant fuel hoses

ISO 8469 Small craft - Non-fire-resistant hoses

ISO 13591 Small craft - Portable fuel systems (not exceeding 27 litres) for outboard engines

Portable fuel tanks and their hoses are outside the scope of the Directive.

5. Prefabricated hatches and portlights

a. Relevant parts of standard:

ISO 12216 Small craft - Windows, portlights, hatches, deadlights and doors - Strength and tightness requirements

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 should 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.

RSG GUIDELINES

b) Comments

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

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

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 m	< 12 m	12 m 24 m

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

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 m	< 12 m	12 m 24 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:

1. The assessment under this module is exclusively with the manufacturer of the craft without the intervention of a Notified Body (NB).
 2. It is the manufacturer's obligation to
 - establish the technical file
 - 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.
-

RSG GUIDELINES

Page 50

June 16, 2002

3. The technical documentation shall, as far as relevant, cover design, manufacture, and operation of the craft.
 4. The technical documentation shall be lodged with either
 - the manufacturer, or
 - the authorized representative in the Community, or
 - the person who places the craft on the Community market
 5. 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.
-

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

RFU # 7:

In discussions with manufacturers, 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 test, equivalent calculation, or control shall be carried out satisfactorily. This may include the presence of the NB.

RSG GUIDELINES

c) Procedure to be applied:

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 in the cockpit and windows, as appropriate.

This documentation may comprise of test reports, calculations or other controls.

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.

When conformity evidence to the Directive is given, an official document is established by the NB. It can be a Statement of Conformity, an Attestation of Conformity, or the signing of the Examination Report (RFU #15).

As only the design phase is covered, no distinguishing number of the notified body is to be affixed to the craft during the manufacturing process.

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:

RSG GUIDELINES

Page 55

June 16, 2002

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:

To perform this assessment, the NB must:

- examine the technical documentation established by the manufacturer and covering all objectives stated by the essential safety requirements of the Directive,
- check the compliance of the prototype (a specimen, representative of the production as stated in the Directive) with the examined technical documentation by visiting the workshop and witnessing the different steps of the construction of the craft (from hull construction till the final manufacturer's tests); this may include the examination and acceptance of production processes in particular, for example composite construction which is highly dependant on the production procedures,
- witness all tests deemed necessary, or endorse the corresponding test reports,

It is understood that the following cases may occur:

1. application made by the manufacturer in one of the EEA countries:
 - first construction of the craft: this is the prototype, and it's full construction is to be witnessed (for example, from the resin in barrels to the departure from the yard),
 - certification of the type of existing series: in this case, the prototype may be the hull number 76 (for example), and the checking for compliance with the Directive can cover different craft under production. For example, hull number 76, 75, 74 for lamination; 73, 72 for bulkheads and deck installations; 71, 70, 69 for engine and electrical installations, etc...
 2. application made by a manufacturer or his authorized representative in the EEA; this can be the case
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RSG GUIDELINES

June 16, 2002

of a Taiwanese builder exporting in Europe. In this case, with the two preceding subcases, the NB has to witness the builder's workshop (himself or by subcontracting) for all the essential requirements which are highly dependant of the construction process (for example, composite hulls), or for all essential requirements which can not be checked after construction (for example gas lines, electrical cables, etc...).

The technical documentation shall be in compliance with Annex XIII, detailed in a further paragraph of this chapter. This documentation can not be limited to leaflets for boat shows, and is to be composed of drawings, documents, list of CE marked components, test reports, construction procedures, as appropriate clearly.

When conformity evidence 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.

As only the design phase is covered, no distinguishing number of the notified body shall be affixed on the craft during the manufacturing process.

IV. CONFORMITY TO TYPE (Module C)

The text of Annex VIII of the Directive:

1. The manufacturer or his authorized 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 authorized 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 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 (see Annex XIII).

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 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). 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 organizational 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 harmonized 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 authorized 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

RSG GUIDELINES

June 16, 2002

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 harmonized standard. In conformity with the Council Decision 93/465/CEE, the harmonized standard referred to is the EN 29002.

June 16, 2002

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 harmonized 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.

2 nd 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 authorized 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 authorized 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 authorized 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 authorized 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 authorized 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 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 authorized 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

An evaluation of the conformity of the design of the unit is to be carried out on the same principles as stated for module B, except that no EC Type-Examination certificate is issued. An individual survey of the construction of the unit is to be performed, and refer to all objectives of the Directive.

A Certificate of Conformity of the unit is then issued to the builder.

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 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). 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 organizational 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 harmonized 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 authorized 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.,*
-

RSG GUIDELINES

June 16, 2002

- 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 harmonized standard. In conformity with the Council Decision 93/465/CEE, the harmonized 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 harmonized 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.

2 nd 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.

General description of the type

General product description:

- type of product
- main particulars, (e.g. Length, Beam, Draft)
- boat design category
- HIN - code

Builders plate, including Builders plate information

Owners manual

List of applied standards, or documented solution followed

Design and manufacturing drawings

General arrangement

Lines plan, if used for assessment

Deck plan

- windows, hatches
- hand grips, railing, toe rails
- liferaft stowage area
- strong points

Sail plan, if used for assessment

June 16, 2002

Construction plan (with cross sections over bulkheads and several frames)

Detail drawings

- engine mounts and other strength critical items
- rudderstock
- rudder construction
- shafting
- engine room ventilation
- keel - hull connection
- deck - hull connection
- mast support
- chainplates
- strong points
- cockpit drainage

Welded / Laminate details

Tanking

Manufacturing details

List of fitted materials

GRP schedule / Sandwich schedule

List of fitted installations and components (including Declaration of Conformities)

Description welding procedure

Description laminate construction / laminate procedure (e.g. resin / core)

Description of wood construction

Quality Documents

Schemes of components, system drawings and circuits

Electrical system, AC/DC

Drainage (e.g. bilge and toilet, including list of bilge-pumps and capacity)

LPG system

Hydraulic system

Fuel system

Through hull fittings

Engine installation, including possible exposed parts

Cooling system

Exhaust system

RSG GUIDELINES

Page 71

June 16, 2002

Fire extinguisher system (permanent- and/or portable, including volume and capacities)

Steering system, including emergency arrangements

Navigation lights

Calculations / Tests

Strength calculations

Stability calculations, test reports

Buoyancy calculations

Test reports

Components

For all installed components applicable to the Recreational Craft Directive and/or the applied standards, the Technical Documentation shall include confirming documents by the manufacturer/supplier of the component.

I. POST CONSTRUCTION ASSESSMENT

Foreword

In accordance with Article 8 of the Directive, the manufacturer shall 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 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 required to be CE marked

Attention is drawn to the responsibility and the legal aspects, having the owner, the importer, or the person putting the craft into EEA service, 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 ISO 12216 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. RECOMMENDATION 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>.

Because some RFUs have been withdrawn, or incorporated in the text, the numbers 1, 2, 3, 5, 8, 11, 12, 13, 18, 19, 21 and 29 are not included in this version.

RSG

RECOMMENDATION FOR USE

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

RSG/No. 04 – 1

Rev. No

Date: 96.01.12

Ref. _____ P

ages : 1 +

Origin : VTT, Finland

Approved by:

Sectoral Group

Standing Committee

Question related to RCD 94/25 : CNB/RCD no 7

Article:

Annex: ESR (1):

EN/pr/EN

Clause:

Other:

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

RSG

RECOMMENDATION FOR USE

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

RSG/No. 06

Rev. No

Date: 96.01.12

Ref. _____

Pages : 1 +

Origin : Sjöfartsverket, Sweden

Approved by:

Sectoral Group

Standing Committee

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

Article:

Annex: ESR (1):

EN/pr/EN

Clause:

Other:

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.

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 07 Rev. No.1 Date: 00.11.08 Ref. _____ Pages : 1 +

Origin : PFE 136	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input 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.

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



RECOMMENDATION FOR USE

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

RSG/No. 09

Rev. No

Date: 96.03.18

Ref. _____

Pages : 1 +

Origin : Sjöfartsverket, Sweden

Approved by:

X Sectoral Group

Standing Committee

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

Article:

Annex: ESR (1):

EN/pr/EN

Clause:

Other:

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.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 10 Rev. No 2 Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : Sjöfartsverket, Sweden	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input 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, 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).

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.14 Rev. No _1_____ Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : RSG Mr. Gunnar Holm	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 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.

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.15 Rev. No _3_____ Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : RSG Mr. Gunnar HOLM	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 Clause:	Other: _____ _____
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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	One of the following : Examination Report, <div style="text-align: center;">Statement, Attestation or Signature</div>
Module B	EC Type - Examination Certificate
Module D, H	Quality system assessment decision
Module F, G	Certificate of Conformity

Sent for information to

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



RECOMMENDATION FOR USE

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

RSG/No.16

Rev. No _____

Date: 97.04.21

Ref. _____

Pages : 1 +

Origin : Marintest Mr. Jonas Hjelm

VTT Mr. Markus Laxén

Approved by:

X Sectoral Group

Standing Committee

Question related to RCD 94/25 :

Article:

Annex: ESR (1):

EN/pr/EN

Clause:

Other:

Key words: Ignition protected equipment, petrol engine space, petrol tank space, CE-marking.

Question

What is meant by Annex II, par 1 ?

Solution:

Ignition protected equipment have to be installed in petrol engine- and tank-compartments.

Ignition protection may be demonstrated by CE-marking according to Annex II.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.20 Rev. No 1 _____ Date: 98.03.16 Ref. _____ Pages : 1

Origin : IMCI Mr.Lars Granholm	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: 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.

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 ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.22 Rev. No Date: 97.10.08 Ref. _____ Pages : 1 +

Origin : IMCI Mr. Ray Velting	Approved by: X Sectoral Group 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: Clamps

Question:

Does the Oeticer 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”.

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

RSG

RECOMMENDATION FOR USE

Recreational Craft Sectoral Group

CO-ORDINATION BETWEEN NOTIFIED BODIES FOR
COHERENT CONFORMITY ASSESSMENT

Recreational Craft -Directive 94/25/EC

RSG/No. 23

Rev. No 1 - 96.04.15

Date: 96.01.12

Ref. _____

Pages : 1 +

Origin : VTT, Finland

Mr. Gunnar Holm

Approved by:

X Sectoral Group

Standing Committee

Question related to RCD 94/25 :

Article: 5.2.2a

Annex:

ESR (1):

EN/pr/EN

Clause:

Other:

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).

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.24 Rev. No Date: 97.11.20 Ref. _____ Pages : 1 +

Origin : ICOMIA Mr. Tom Nighy	Approved by: <input checked="" type="checkbox"/> Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: 10 Annex: 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 labeled (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 to both questions.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.25 Rev. No 2 Date: 27-04-02 Ref. _____ — Pages : 1 +

Origin : IMCI, VOLVO PENTA Mr. Lars Granholm	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: I par 5.2.1 ESR (1):	EN/pr/EN _____ Clause: _____	Other: _____ _____
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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.

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.26 Rev. No _____ Date: 99.03.02 Ref. _____ Pages : 1 +

Origin : ICOMIA Mr. Tom Nighy	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: II ESR (1): 5	EN/pr/EN <hr/> Clause:	Other: <hr/>
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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.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.27 Rev. No 1 Date: 99.05.27 Ref. _____ Pages : 1 +

Origin : IMCI Mr.Lars Granholm	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: 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.

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.30 Rev. No _____ Date: 99.05.27 Ref. _____ Pages : 1 +

Origin : Det Norske Veritas Mr.T.Hertzenberg	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: 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:

Annexes I 5.2.1 and 5.3 apply 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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.31 Rev. No _____ Date: 99.10.09 Ref. _____ Pages : 1 +

Origin : PFE 117	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: III ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.32 Rev. No _____ Date: 99.10.09 Ref. _____ Pages : 1 +

Origin : PFE 122	Approved by: X Sectoral Group <input 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 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.

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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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.33 Rev. No _____ Date: 2000.03.28 Ref. _____ Pages : 1 +

Origin : PFE 127	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): 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 orderer's 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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.35 Rev. No _____ Date: 2000.06.05 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 : Chapter I Article: 10 Annex: ESR (1)	EN/pr/EN <hr/> Clause:	Other: <hr/>
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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

	<p style="text-align: center;">RECOMMENDATION FOR USE</p> <p style="text-align: center;">*****</p> <p style="text-align: center;">Recreational Craft Sectoral Group</p> <p style="text-align: center;">CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT</p> <p style="text-align: center;">Recreational Craft -Directive 94/25/EC</p>	RSG/No.36 Rev. No _____ Date: 2000.06.05 Ref. _____ Pages : 1 +
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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: Annex: I (2,5) and XII	EN/pr/EN _____ Clause: _____	Other: _____
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Key words: Technical file, Owner's manual.
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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
--

X 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

RSG

RECOMMENDATION FOR USE

Recreational Craft Sectoral Group

CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT

Recreational Craft -Directive 94/25/EC

RSG/No.37

Rev. No _____

Date: 2000.06.05

Ref. _____

Pages : 1 +

Origin : VTT

Person: Gunnar Holm

Approved by:

X Sectoral Group

Standing Committee

Question related to RCD 94/25 :

Article:

Annex: I (2,5) and XII

ESR (1)

EN/pr/EN

Clause:

Other:

Key words:

Question: Content of Declaration of Conformity

Solution:

The following information and in this order shall be included in The Declaration of Conformity - document in the language foreseen under 2.5 of Annex I. Additional information is not required but if added, it shall be separate from and follow the mandatory data:

DECLARATION OF CONFORMITY

Manufacturer or authorised representative

name, address (if authorised representative then also full address of manufacturer)

Description of recreational craft or component

make, type, serial (if unit verification was applied), model name and number (the HIN number is not required)

References to standards and specifications used

standards list, RSG Guidelines and other specifications used for conformity assessment (if extensive on back side)

Reference to EC type-examination if B+ modules ¹⁾

Certificate number and/or date

Reference to Notified Body if where appropriate

Notified Body name, address

Identification of person empowered to sign on behalf of the manufacturer ²⁾

name

The following may be added for clarification:

1) the text "This is to declare that the craft/component complies to EC directive 94/25/EC"

2) the date of issuing and/or signature

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 38 Rev. No 1 Date: 00.12.14 Ref. _____ Pages : 1 +
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Origin : IMCI Person: Ulrich Heinemann	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: IV ESR (1):	EN/pr/EN Clause:	Other: _____ _____
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Key words: RFU 15, Certification Modules, Documents, Module Aa, Statement of Conformity, Wording

Situation:

A Notified Body (NB) issues a Statement of Conformity (SOC) which shows clearly that the SOC refers to *Module Aa* only. On the bottom of the same SOC the wording “ meets the requirements of the EC Directive 94/25/EC” is written. It is intended to comply with the ESR 3.2 & 3.2 for stability, buoyancy, freeboard and flotation from the RCD.

Question:

May a SOC show the wording “ meets the requirements of the EC Directive 94/25/EC” ?

Solution:

The SOC shall include the following text:

“Complies with the Essential Safety Requirements of 3.2 Stability and Freeboard and 3.3 Buoyancy and Flotation of the EC Directive 94/25”

.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.39 Rev. No _____ Date: 00.11.08 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: 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 boatmodel 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.

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 40 Rev. No _____ Date: 03.04.01 Ref. _____ Pages : 1 +

Origin : NMMA Person: Tom Marhevko	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 <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?

Solution:

RSG urges industry and Notified Bodies to use EN Standards.

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 ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 41 Rev. No __1_____ Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : IMCI Person: Ulrich Heinemann	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: HIN, missing administration

Situation :

A craft fulfils all requirements of the RCD and shall get its HIN according to ISO 10087.
 The builder lives in a country without any organisation or national authority to provide him with a Manufacturer's Identity Code (MIC) which is part of the HIN.

Question:

Who gives the boatbuilder his MIC?

Solution:

In the absence of administrative authorities to provide a MIC the RSG proposes that RMAG takes over that role.

Recreational Marine Agreement Group (RMAG)
 Rue Abbé Cuypers 3
 B-1040 BRUXELLES
 BELGIQUE
 tel +32-2-741-6836
 fax +32-2-741-2418

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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No. 42 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 Clause:	Other: <hr/>
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Key words:
 Structure of HIN for post construction assessment

Question:
 How to structure the HIN for post construction assessment?

Recommended Solution:

Country Code :
 Code corresponding to the nationality of the notified body

Builder's Code :
 The builder's code would be unique for each of the different categories identified and composed of the three initial letters defining these categories for example :

- "AMA" for amateur built boats sold within the 5 years period
- "IMP" for boats imported from third countries
- "PRO" for former professional boats

Serial number :
 To be assigned by the national maritime authority or delegated organisation. This authority will register the identity of the person responsible for the CE marking (generally the owner) and corresponding to the serial number.

Month of manufacture:
 "XX"

Year of manufacture:
 If unknown, "XX"

Model year:
 If unknown, "XX"

Sent for information to

X members of the SG Standing Committee (2) other (3)

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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT 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: <input checked="" type="checkbox"/> Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: <i>VII</i> ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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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

members of the SG Standing Committee other (3)

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

<h1>RSG</h1>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.44 Rev. No _____ Date: 27-04-02 Ref. _____ Pages : 1 +

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 <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.

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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

	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC		RSG/No.45 Rev. No _____ Date: 27-04-02 Ref. _____ Pages : 1 +
	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: <hr/>	
Key words: Conformity Assessment of rudder, chainplates and ballastkeel attachment.			
Question: Rudder, chainplates and ballastkeel 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 <input type="checkbox"/> Standing Committee <input type="checkbox"/> other (3)			

(1) Essential safety requirement

(2) Standing Committee 94/25

(3) To be precised

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group 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 +

Origin : CEproof Ltd. UK Person: Alasdair Reay	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: 1 Annex: ESR (1):	EN/pr/EN Clause:	Other:
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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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.49 Rev. No _____ Date: 27-04-02 Ref. _____ Pages : 1 +

Origin : IMC I Person: Lars Granholm	Approved by: X Sectoral Group <input type="checkbox"/> Standing Committee
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Question related to RCD 94/25 : Article: Annex: III and IV ESR (1):	EN/pr/EN <hr/> Clause:	Other: <hr/>
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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.

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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>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group CO-ORDINATION BETWEEN NOTIFIED BODIES FOR COHERENT CONFORMITY ASSESSMENT Recreational Craft -Directive 94/25/EC	RSG/No.50 Rev. No _____ Date: 27-04-02 Ref. _____ Pages : 1

Origin : IMCI	Approved by: X Sectoral Group
Person: Lars Granholm	<input type="checkbox"/> Standing Committee

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

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

<h1>RSG</h1>	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group 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. 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): 5.1.1 / 6.1	EN/pr/EN Clause:	Other:
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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.

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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

RSG	RECOMMENDATION FOR USE ***** Recreational Craft Sectoral Group 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 +
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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 <hr/> Clause:	Other: <hr/>
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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