

# Recreational Craft Directive RYA Compliance Guide

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# Recreational Craft Directive – Compliance Guide

## A. General

Virtually all recreational craft built since 16 June 1998 and intended for sport and leisure use, may only be placed on the EEA market or put into service within the EEA if they meet the **essential safety requirements** set out in the Recreational Craft Directive – 2003/44/EC. These regulations apply to all recreational craft between 2.5 and 24 metres in hull length whatever the means of propulsion. They may be fully built or partly completed; constructed within, or imported from without the EEA. The builder, importer or owner, or the person putting the craft into EEA service, (the responsible person) has a legal obligation to ensure that the craft meets the relevant requirements and to carry out the appropriate CE marking.

This pack has been prepared to assist boat builders and/or responsible persons in achieving the compliance of their boat(s) with the Directive. Many of the recommendations included within this pack and attached documents will be subject to change as and when revised guidelines and Standards are issued. If it is not intended to apply this guide for some time then please contact the RYA Technical Department for updates.

National boat manufacturers' associations, such as the BMF in the UK, should also be able to help.

Over the years the RYA has gained a wealth of knowledge of the RCD and how it should be applied. As much of this information as practical has been collated and is offered in this guide. This includes the RCD mandatory requirements, information on imported and home built boats etc. If having read this information a particular question has not been answered then please email this to [rcd@rya.org.uk](mailto:rcd@rya.org.uk) but.....

**Please bear in mind that as an appointed DTi and EU approved Notified Body, the RYA is precluded from offering consultation or guidance on specific aspects of the RCD.**

## B. RYA Notified Body RCD Assessment

The RYA is an appointed DTI and EU approved Notified Body, able to carry out assessments and issue CE certificates for the new, amended, RCD introduced in January 2005 which became mandatory from 1 January 2006. Since the introduction of the RCD in 1998, the RYA's highly qualified team of naval architects, engineers, marine surveyors and evaluators has assessed more than 400 boat models ranging in design from racing dinghies to high performance offshore power cruisers.

The RYA's extensive experience and status as a UK Notified Body enables it to offer a comprehensive range of tailored RCD assessment, software, documentation and certification services to boat builders and importers. This RYA facility minimises administration time and costs, and rapidly issues RCD certificates under the Directive.

For more detail of this RYA service and to obtain an RCD assessment quotation see Appendix 1



## C. RCD Compliance Tools

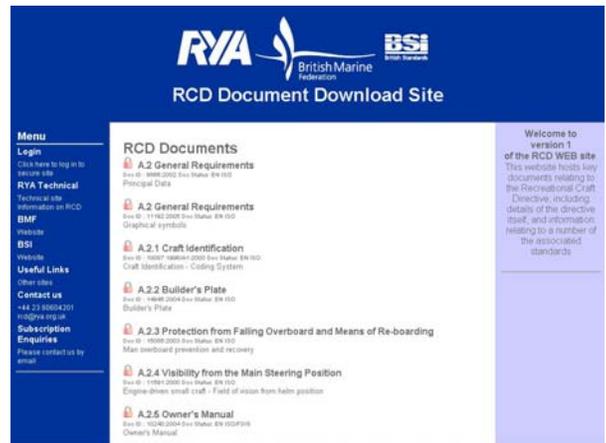
### **RYA/BMF RCD Standards Website**

The RYA has been involved with the BMF in developing the RCD Standards website, providing RYA members with a complete reference to the RCD, including the amendment, which came into force 1<sup>st</sup> January 2005. This website was launch anew in February 2006

The site includes links the full text of the RCD, the UK regulations, the European Commission Comments and Interpretation and the RSG Guide. The key feature of the site is the full set of RCD boatbuilding standards from BSi.

The website address is [www.rcdweb.com](http://www.rcdweb.com).

Subscriptions fees to access the website may be obtained from [rcd@rya.or.uk](mailto:rcd@rya.or.uk)



### **Wolfson Unit/RYA Scantling Software**

The Internationally acclaimed Wolfson Unit of Southampton University has collaborated with the RYA to produce a software package for the assessment of hull structures against RCD requirements.

For more details of the RYA Notified Body services see Appendix 1



## D. RSG Guidelines

RSG stands for Recreational Craft Sectoral Group, a group charged by the Commission to undertake technical interpretations of the Directive particularly those associated with compliance assessment. The RSG Guidelines have been drafted by the RSG with the objective of helping designers and builders ensure their product complies with, and may be satisfactorily assessed against the Directive. As drafted these Guidelines are the best tool available to assist with ensuring compliance. Part E reproduces the Essential Requirements of the Directive and gives interpretations of what the RSG consider to be the most appropriate method of achieving compliance. The Guidelines reproduce many parts of the Directive including the Annex I, the Essential Requirements to which boats must comply. The RSG Guidelines may be viewed at the website <http://rsg.balport.com/> registration is free.

## Recreational Craft Directive Compliance Guide

### E. Introduction

The following notes give step by step procedures for builders and responsible persons for ensuring the compliance of boats with the RCD.

#### **Does the boat need to comply with the RCD?**

A boat **does** need to comply with the RCD if it is not one of the exclusions below and if:-

It was/is first placed on the EEA market after 16 June 1998

It was/is put into service in the EEA after 16 June 1998 (this included boats imported from outside the EEA)



It is a home built boat placed on the market within five years of completion  
It is an experimental or racing boat being redesigned for compliance with the RCD

A boat **does not** need to comply with the RCD if:-

- It is one of the exclusions listed in Appendix 2
- It was built in the EEA prior to 16 June 1998
- It was in use in the EEA prior to 16 June 1998
- It is only visiting the EEA for reasons of tourism or in transit (time scales are undefined)

#### **What is the EEA?**

The EEA includes all twenty five EU States, their overseas territories and dependencies and Iceland and Norway.  
See Appendix 3

#### **Who is responsible for ensuring compliance and CE marking?**

The person responsible for ensuring compliance and CE marking is normally the builder. However, in the following cases the person, known as the “responsible person” will be:-

- In the case of an imported boat, the importer
- In the case of a home built boat, the builder
- In the case of a redesigned boat, the owner

#### **Obligations of the Builder or Responsible Person**

To satisfy the requirements of the Directive and to enable legal CE marking, the builder or responsible person (hereinafter referred to as the builder) will need to:-

1. Ensure the boat complies with the RCD, particularly the Essential Requirements [RSG Section E] and all other relevant Directives.
2. **Make decisions concerning the boat's:-**
  - a) Maximum Load
  - b) Crew Limit
  - c) Design Category
  - d) Maximum Rated Engine Power
3. **Obtain**
  - e) A Craft Identification Number (CIN).
  - f) Notified Body Certificates as appropriate
4. **Prepare**
  - g) Technical Documentation
  - h) An Owner's Manual (including Declaration of Conformity)
  - i) A Builder's Plate for application to the boat

Details of how to achieve the above follow.

## **F. Compliance with RCD**

Before a boat may be CE marked the builder needs to be satisfied that it complies with the RCD, particularly the Essential Requirements [RSG Section E]. In most cases the non-Essential Requirements of the RCD will be automatically satisfied if the builder applies the procedure set out in these notes and for this reason these are not detailed herein as such. As for satisfying the Essential Requirements this may be undertaken in one of two ways or by a combination of the two ways: these are:-

- a) by direct application of the RCD Essential Requirements.
- b) by the application of Standards adopted in support of (mandated to) the RCD. These are the Standards available through the RYA/BMF RCD Manual and Standards website.

Although direct application of the Essential Requirements may appear the simplest option this can prove problematic when preparing Technical Documentation and also, if at some time in the future, a potential purchaser or a market surveillance authority requires verification of compliance. For this reason it is recommended that the second option is used i.e. by the application of Standards adopted in support of the RCD.

Application of Standards adopted in support of the RCD is also the preferred method of ensuring compliance recommended by the Recreational Craft Sectoral Group (RSG) and for this reason the applicable Standards are quoted against each of the Essential Requirements reproduced in Section E of the RSG Guidelines. Where there is no applicable Standard or the Standard is not yet sufficiently complete to enable application the RSG Guidelines give alternative methods for ensuring compliance. This is the case with the Essential Requirement concerning Structure where three alternatives are given as reproduced below:-

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.
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.

Whichever of these options is used, the builder is strongly recommended to retain as much information as possible concerning hull construction and scantlings. This ideally should include specification of the materials making up the hull and the method by which they were moulded, assembled etc.

A list of the appropriate Standards is given in Appendix 4. Where a particular Standard has been published this is included on the **RYA/BMF RCD Manual and Standards CD Rom** or may be purchased from BSi whose address is detailed in Appendix 5.

Alternatively Standards may be viewed at main libraries.

Copies of Standards that are still in the process of being drafted i.e. those prefixed either WD, CD, DIS or FDIS are not normally available to the public but may sometimes be obtained from the BMF whose address is detailed in Appendix 5.

All ISO and BSi Standards are copyrighted and subject to royalty when copied. The RYA is only able to offer copies of the Standards via the **RCD Manual and Standards** website.

## **G. Compliance with other Directives**

Other relevant Directives that may need to be complied with include:-

Electrical Appliances  
Electromagnetic Compatibility  
Gas Appliances  
Machinery Directive (Outboard Engines)

## **H. Decisions to be made**

The maximum load, Crew Limit and Design Category are related one to each other. Each of these data together with other information will need to be displayed on the builder's plate and so decisions concerning these are important. Choosing a large number of people as the Crew Limit increases the maximum load which in turn may reduce the Design Category. Similarly choosing a high Design Category, i.e. A or B may restrict the maximum load and crew limit. This balancing act between the three items is dealt with in the Stability and Buoyancy Standard – ISO 12217 for rigid boats and the inflatable boat Standard ISO 6185.

## Maximum Load

The main requirements for deciding the manufacturer's maximum recommended load are contained within the Directive Annex I, 3.6 as reproduced in the RSG Guideline Section E 3.6 and ISO 14946. These details items which should be included within the maximum load, i.e. fuel, water, provisions, miscellaneous equipment and people (Crew Limit) and relates this to the Design Category and the stability and freeboard and buoyancy and flotation. Permanently installed tanks (fuel and water) are to be assumed full and are included in the manufacturer's maximum recommended load (although excluded from the load shown on the Builder's Plate).

The maximum amount of fuel and water that may be carried in non-permanently installed tanks is probably pre-determined. This load, as with all others, should be expressed as mass in kg. The mass of people (the Crew Limit) should be taken as 75kg each except in the case of an inflatable boat where children may be included. The mass of provisions and miscellaneous equipment is likely to be proportional to the Crew Limit, i.e.  $\delta$ kg per person with  $\delta$  depending on the type and size of boat. For example,  $\delta$  may vary from about 5kg per person in a small open dinghy to as much 25kg per person + 3kg per person per anticipated day at sea for an ocean boat. If for a given maximum load ISO 12217 or ISO 6185 does not afford the desired Design Category then a reduction in the Maximum Load may be needed.

## Crew Limit (Part of the Maximum Load)

Crew limit is the maximum number of persons at 75kg each (except inflatables) recommended by the manufacturer for which the boat is designed to carry when underway.

Factors effecting the choice of crew limit will be, in small boats, the available seating area on thwarts, individual seats etc. and in larger boats the number of berths and available space to enable the boat to be safely navigated in the chosen design category. If for a given Crew Limit ISO 12217 or ISO 6185 does not afford the desired Design Category then a reduction in the Crew Limit may be needed.

## Design Category

The choice of Design Category will depend mainly upon the physical size and nature of the boat and, particularly if the boat is to be used in mainland European countries, the boat's likely usage areas. A number of EU mainland countries including France and Italy have separate domestic laws which use the RCD design category to restrict the areas of operation of recreational craft. For this reason, if, for example, the boat might be sailed from Ireland or the UK to France, then the chosen Design Category should be either A or B as to enter French territorial waters with a Design Category C or D boat may conflict with French domestic law.

When choosing a Design Category, be realistic. For example it is unlikely that many power cruisers will attain a Design Category A whereas ballasted monohull sailing boats of the same length may well be Design Category A. Most sailing dinghies, even though they frequently capsize, are likely to be Design Category C with only small rowing boats, punts and the like being Design Category D.

The main criteria limiting Design Category are those included in the Stability and Buoyancy Standard ISO 12217 although other Essential Requirements as listed below also have a direct bearing on Design Category:-

- Structure
- Openings in hull, deck and superstructure
- Flooding
- Manufacturer's Maximum Recommended Load

## Maximum Rated Engine Power

RSG Guidelines restrict the need to decide upon a maximum rated engine to high speed powerboats in which case the power is related to handling characteristics ISO 11592. However other Standards including ISO 12217 apply engine mass which will be proportional to engine power.

## I. Items to obtain

### Craft Identification Number (CIN)

Craft Identification Numbers follow a specific sequence in accordance with ISO 10087. The only variant is the three digit Manufacturer's Identification Code (MIC) which will be issued by the National CIN authority. In the UK this is



the BMF See Appendix 5 for addresses. For home built boats or imports the RYA is the U.K. recognised issuer of CINs. See Appendix 6 for an application form.

### **Notified Body Certificates**

Third Party Notified Body assessment and certification of recreational craft under the RCD is, in some cases, a mandatory (UK law) requirement.

For the boat this is determined by its length boat and chosen Design Category.

For the engine (if fitted) it is mandatory for exhaust and, in some cases dependant upon the speed, length, displacement and exhaust configuration is mandatory for sound (boat and engine) emissions.

#### **For the boat**

New Design Category D boats do not required Notified Body involvement and certification. RCD Compliance confirmation is a matter of self certification solely for the builder.

Provided the harmonised standard for stability and buoyancy (ISO 12217) is used then for new Design Category C boat's under 12m length, RCD Compliance confirmation is also a matter of self certification solely for the builder.

If the Standard ISO 12217 is not used then for new Design Category C boats under 12m, a Notified Body certificate will be needed in respect of its stability and/or buoyancy. To obtain this certificate the Notified Body will assess the boat's stability and/or buoyancy characteristics as required normally against ISO 12217 and issue an Examination Report (to be included as part of the Technical Documentation).

For new Category A or B boats under 12m, a Notified Body certificate will be needed in respect of its stability and/or buoyancy. To obtain this certificate the Notified Body will assess the boat's stability and/or buoyancy characteristics as required normally against ISO 12217 and issue an Examination Report (to be included as part of the Technical Documentation).

For all new boat of greater than 12 metres of hull length, with the exception of those for Design Category D, a Notified Body is required to assess the boat in respect of all Essential Requirements i.e. full assessment. In the case of full assessment the Notified Body will issue a Type, or in the case of a "one-off", a Unit Examination Certificate or a Certificate of Compliance which should be included within the Technical Documentation.

Notified Body involvement is a mandatory requirement for all boats (that require RCD assessment and certification) that are already in existence. This will primarily relate to imports from outside the EEA, home build boats sold after completion but prior to the five year exemption and boats changing use. The extent of the Notified Body involvement will be determined by the Notified Body itself. In the case of the RYA Notified Body operations this will normally be to the extent required for new boats plus a check of Owner's Manual and Declaration of Conformity.

#### **For the engine**

The engines of all boats (requiring RCD assessment. See first paragraph above) are subject to Notified Body exhaust emission assessment and certification. The engine manufacturer is (normally) responsible for such with the "boat" builder including the engine manufacturer's certification within the boat Technical Documentation and Declaration of Conformity.

Engine (and boat) sound (noise) assessment and certification is also a mandatory requirement but in a similar way to exhaust emission this is (normally) the engine manufacturers responsibility for outboard engines and inboard engines where the exhaust is an integral part of the engine (this is because the noise of these engines may be tested without the boat). Where the fitted engine is a stern drive or inboard without integral exhaust then the sound assessment and certification for the combined engine and boat is required.

In some case sound assessment and certification is required to be undertaken by a Notified Body subsequent to physical "testing". Generally this relates to fast planning power craft. For slower, high displacement boats like sailing craft the may be assessed by simple calculation and can be self certified by the builder. Similarly when an "equivalent" method of assessment is used this again this may be self certified. For full details see the RSG Guidelines and the section below on **Engine Noise Emissions**.

Whether or not Notified Body assessment and certification is mandatory, builders may involve Notified Bodies in any part of a boat or engine assessment if they so require. Except for engine exhaust emission assessment, the RYA is happy to quote for such services. Email [rcd@rya.org.uk](mailto:rcd@rya.org.uk).

## J. Items to be prepared

### Technical Documentation

The builder is required to prepare technical documentation and to retain this for at least ten years from the date of completion of the last boat of the model. The objective of the Technical Documentation is to enable the boat's compliance with the RCD to be demonstrated. It shall cover the design, manufacture and operation of the boat and contain any required Notified Body certificates.

Examples of the information for inclusion in the Technical Documentation are given in Appendix 7.

### Owner's Manual (including Declaration of Conformity)

The builder is also required to prepare an Owner's Manual. Details of the Owner's Manual are given in Appendix 8 and an example of a Declaration of Conformity which must be included is given in Appendix 9.

### Builder's Plate

The best example and illustration of a builder's plate is included in the RSG Guidelines.

## K. Bare hulls and partly completed boats

EU guidance has recently helped to clarify the status and responsibility concerning bare hulls and partly completed boats.

*A partly completed boat* is declared as consisting of a hull or a hull and one or more components and as such has to comply with the appropriate requirements of the Directive before it is sold.

The seller of such is required by Annex III of the RCD to supply the purchaser with a *partly completed boat* declaration. The declaration shall include:-

- the name and address of the *partly completed boat* builder, - the name and address of the representative of the *partly completed boat* builder in the EU or, if appropriate, of the person responsible for placing the *partly completed boat* on the market,
- a description of the *partly completed boat*,
- essential requirements that apply at that stage of construction.

Anyone who buys a bare or partly completed hull with a view to completing it, even for their own use, will be the responsible person (not the hull builder) and become responsible for RCD Compliance including the requirements relevant to the hull. It is therefore very important to obtain the necessary Declaration from the hull builder that the hull has been built in accordance with the Directive's scantling requirements.

Also, if the hull is more than 12m in length, if RSG Guideline Section E 3.1 on structure is not being employed, then under the present rules the buyer should have arranged for the hull to have been inspected by a Notified Body during its build.

Where a boat is to be completed from a **bare hull** ask the hull builder for:-

- a) Details of the hull materials and build. e.g. materials used, welding details, lay-up specification and moulding method etc.
- b) Copies of any independent reports relating to and/or confirmation of the materials and build of the hull or a similar hull.

- c) Any information concerning boats built from similar hulls that may assist in determining satisfactory scantlings and/or stability e.g. a lines plan. Even if the information is for a boat finished to a different specification it may be possible to interpolate the data.
- d) If the hull is over 12m in length, details of any RCD Notified Body involvement during build.

Before starting the hull fit-out, take measurements, particularly thickness measurements, photographs and anything else appropriate that could be used to verify how and from what materials the hull was built. If the hull is over 12m in length then this may need to be done by a Notified Body if RSG Guideline Section E 3.1 on structure is not being employed. Keep all material that may be cut from the hull such as that to make holes for skin fittings etc.

## L. Engine Exhaust Emissions

As from 1 January 2006 all qualifying models, irrespective of Design Category, require engine exhaust emission assessment and certification. Boat builders should seek RCD Exhaust Emission Certification from engine manufacturers. The RYA is unable to help with this type of assessment and certification which is the responsibility of the engine manufacturers.

## M. Engine Noise Emissions

As from 1 January 2006 all qualifying models, irrespective of Design Category, require engine noise emission assessment and certification. Details of the qualifying models are given below.

### ESSENTIAL REQUIREMENTS FOR NOISE EMISSIONS

Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall comply with the following essential requirements for noise emissions.

#### 9.1 Noise Emission Levels

9.1.1 Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall be designed, constructed and assembled so that noise emissions measured in accordance with tests defined in the harmonised standard EN ISO 14509 shall not exceed the limit values in the following table:

| <b>Table 2</b>                  |  |
|---------------------------------|--|
| <b>Single Engine Power (kW)</b> | <b>Maximum Sound Pressure Level<br/>= <math>L_{pASmax}</math> (dB)</b> |
| $P_N \leq 10$                   | 67   |
| $10 < P_N \leq 40$              | 72   |
| $P_N > 40$                      | 75   |

where  $P_N$  = rated engine power in kW at rated speed and  $L_{pASmax}$  = maximum sound pressure level in dB.  
For twin-engine and multiple-engine units of all engine types an allowance of 3 dB may be applied.

9.1.2 As an alternative to sound measurement tests, recreational craft with inboard engine configuration or stern drive engine configuration, without integral exhaust, shall be deemed to comply with these noise requirements if they have a Froude number of  $\leq 1.1$  and a power displacement ratio of  $\leq 40$  and where the engine and exhaust system are installed in accordance with the engine manufacturer's specifications.

9.1.3 "Froude number" shall be calculated by dividing the maximum boat speed  $V$  (m/s) by the square root of the waterline length  $lwl$  (m) multiplied by a given gravitational constant,  
( $g = 9,8 / s^2$ )

$$Fn = \frac{V}{\sqrt{(g * lwl)}}$$

"Power displacement ratio" shall be calculated by dividing the engine power P (kW) by the boat's displacement D (t)  
= P/D

**9.1.4** As a further alternative to sound measurement tests, recreational craft with inboard or stern drive engine configurations without integral exhaust, shall be deemed to comply with these noise requirements if their key design parameters are the same as or compatible with those of a certified reference boat to tolerances specified in the harmonised standard.

**9.1.5** "Certified reference boat" shall mean a specific combination of hull/inboard engine or stern drive engine without integral exhaust that has been found to comply with the noise emission requirements, when measured in accordance with the standard harmonised (see section 7 clause 9.1.1) and for which all appropriate key design parameters and sound level measurements have been included subsequently in the published list of certified reference boats.

## 9.2 Owner's Manual

For recreational craft with inboard engine or stern drive engines with or without integral exhaust and personal watercraft, the Owner's Manual required under Directive Annex I.A (see Section 7 clause 2.5) shall include information necessary to maintain the craft and exhaust system in a condition that, insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use.

For outboard engines, the owner's manual required under Directive Annex I.B.4 shall provide instructions necessary to maintain the outboard engine in a condition, that insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use.

## N. Narrow Boats – EU Interpretation

EU guidance has recently helped to clarify the status and responsibility concerning narrow boats fitted out by the owners on shells produced by a boat builder. Detailed below is an extract from an EU Commission letter clarifying interpretations on the Directive.

### **Question:**

Narrow boats fitted out by the owners on shells produced by a boat builder. Who is responsible for their compliance with the RCD?

### **Answer given by the EU Commission:**

The crucial stage for compliance with the RCD is the stage of transfer of ownership/placing on the market (see the Commission's guide p.13, comments to Article 4). The person responsible for ensuring compliance with the RCD is the boat builder, when passing the narrow boat on to the owner (transfer of ownership), or the owner, if he completes the boat with a view to selling it (place it on the market). Home-built boats are exempted only if they are not subsequently placed on the market within 5 years.

### **Question:**

What happens when the owner finishes fitting out the narrow boat but does not intend placing it on the market for 5 years: "does the completed boat need to comply with the RCD or just to the stage of hand over from boat builder to owner"?

### **Answer given by the EU Commission:**

The boat is exempted, as long as it is not placed on the market. If the owner decides to place it on the market, then the completed boat needs to comply with the RCD.

## O. Secondhand Boats in EU States at their time of accession to the EU

EU guidance has recently helped to clarify the status concerning Secondhand Boats in EU States at their time of accession to the EU. A copy of the relevant letter is included in Appendix 10

## P. Some RCD Definitions

### EEA

The European Economic Area (EEA) includes all European Union (EU) countries plus Iceland, Norway and Liechtenstein.

### EU

Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, The Netherlands, United Kingdom.

### Putting into service

Put into service means the first use by the end user but does not include boats temporarily put into service for reasons of tourism or transit.

### Placing on the market

Placing on the market means the first making available against payment or free of charge.

### Design categories (as in the amended Directive)

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

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

Category 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, 2m may be experienced.

Category D - Sheltered: Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals where conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0.3m may be experienced, with occasional waves of 0.5m maximum height, for example from passing vessels.

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

### Post construction assessment

The RCD assessment of an existing, complete craft

### Essential Safety Requirements (ESR)

These are the requirements of the RCD for the design and construction of recreational craft. In most cases compliance with the ESR is confirmed by the application of the relevant Harmonized Standards.

### Harmonised Standards

International Standards (ISO) which if applied to a craft will normally confirm it being in accordance with the RCD ESR. A full list of Harmonised Standards is given on the RSG website at <http://rsg.balport.com/>  
The RYA offers all relevant Harmonised Standards for sale.

### Builder's plate

- This is the plate which must be affixed to all RCD craft. It shall include:-
- Manufacturer's name
- CE marking
- Boat design category

- Manufacturer's maximum recommended load derived in accordance with the ESR excluding the weight of the contents of the fixed tanks when full
- Number of persons recommended by the manufacturer for which the boat was designed to carry when under way
- The words "(Post-construction certificate)" if post construction assessed

### **CE mark**

Part of the marking on the builder's plate -



### **CIN (formally HIN)**

This is the Craft Identification Number with which all RCD boats shall be marked. It is determined by and shall be marked in accordance with the relevant harmonized standard. CINs for individual craft may be obtained from the RYA. For a CIN application form see Appendix 6

### **Technical documentation**

The technical documentation shall be compiled by the manufacturer and comprise all relevant data or means used to ensure compliance with the ESR

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.

The documentation shall contain so far as relevant for assessment:

- a general description of the type,
- conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc.,
- descriptions and explanations necessary for the understanding of said drawings and schemes and the operation of the product,
- 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,
- results of design calculations made, examinations carried out, etc.,
- test reports, or calculations namely on stability according to section 3.2 of the Essential Requirements and on buoyancy according to section 3.3 thereof (Annex I.A),
- exhaust emissions test reports demonstrating compliance with section 2 of the Essential Requirements (Annex I.B),
- noise emissions test reports or reference boat data demonstrating compliance with section 1 of the Essential Requirements (Annex I.C).

### **Owner's manual**

A manual that shall be provided with the craft and engine which draws particular attention to risks of fire and flooding and other items as required by the ESR. The Owner's Manual shall include the Declaration of Conformity.

### **Declaration of conformity**

The Written Declaration of Conformity, which shall be included in the Owner's Manual, is the declaration by the craft and engine manufacturer of RCD compliance. It should give full details of the Builder, a description of the product, the Standards used to demonstrate compliance and Notified Body Certificates. It is the purchasers "guarantee" of compliance.

### **RCD certificate**

RCD certificates as such do not exist. This term is often incorrectly used to describe the certificates issued by Notified Bodies and/or the Declaration of Conformity.

### **Notified Body**

An organization, like the RYA, appointed by Government to undertake the mandatory third party RCD assessments as required by the RCD. An outline of these mandatory and optional assessments is given in the flow diagram below.

## Q. RCD Flow Diagram

