



CE CERTIFICATION INFORMATION

This information document is designed to outline the process for designing and constructing a multihull to adhere to the Conformité Européene (“European Conformity”) standards. CE is not a requirement for everyone. There are several reasons why CE would be required for some builds (not listed here). The benefit of these directives is to create a measurable build standard, but the shortfall is the absence of surveying every build step. In our experience the process plainly results in the customer’s peace of mind, but at the expense of a heavier vessel due to the increased structural laminates and stiffeners, and increased stipulations on equipment. The majority of standard Schionning laminate schedules are already congruent with CE requirements.

EMPLOYING A NOTIFIED BODY

For a build project, you will need to employ the services of an official ‘notified body’. A notified body, in the European Union, is an entity that has been accredited by a Member State to assess whether a product to be placed on the market meets certain pre-ordained standards. Conformity assessment can include inspection and examination of a product, its design, and the manufacturing environment and processes associated with it.

EMPLOYING A CE CONSULTANT

Further to this it is recommended to employ a CE consultant who is familiar with the CE rules and regulations. The main tasks and responsibilities of this consultant are:

- To inform the builder of important points and issues to be aware of throughout the build.
- Offer advice and assistance to the builder.
- To answer questions about specific items/equipment and desired adjustments or changes.
- Communicate with the official CE ‘notified body’ if and when necessary.
- Write and create all of the required manuals and documentation.

STEP BY STEP CE PROCEDURE:

1. **The vessel design must be certified.**
Before any construction can commence, the client must take their CE construction plans to be approved by a CE Notified Body. There are a number of institutions that offer certification services, and they will charge a fee accordingly to “approve” your construction plans and

confirm that the structure/laminates are sufficient and safe. Schionning Designs is primarily involved in this stage dealing directly with the assessor on designs and drawings.

2. Build the boat as designed / specified.

It's the responsibility of the builder (home builder or professional boat-builder) to adhere to the approved construction plans and not deviate or make changes (without prior consent). Your hired CE consultant and the official inspector will not be surveying your work in the workshop, but they want to have confidence you are following the plans. They therefore mandate that records are kept including which materials you buy/use, photos of components and parts installed during the build.

3. Be aware of specific part/equipment requirements

Some areas of the boat require further certification and approvals. Examples follow:

- some specified parts/equipment must have a CE certification
- electricity/wiring schematics have specific rules & guidelines
- conditions for fuel tanks, waste water tanks, and hoses
- fire prevention, gas installation, valves etc.

4. Create the required documents, records and manuals

This includes your photos of construction, build log & records, and any other paperwork or supporting documentation for parts/equipment. This includes electrical schematics, plumbing diagrams and any other areas or components of the boat that need to be certified. Your consultant will advise you on this.

5. Offer the finished boat including the required documents for a final inspection.

NOTE: A set of CE construction plans are more expensive than our standard plans, and this additional cost covers the considerable CAD work involved in altering the plans to suit the specific CE requirements. This fee also covers the time taken consulting with the various parties mentioned above, throughout the duration of your build project.

CE Certification can be a long process and one that should not be taken lightly, especially in relation to lightweight performance multihulls. The complete CE process is an extra expense which needs to be fully calculated prior to commencement. Should you wish to enquire about a CE certified design, or have a question about the CE process, please contact Schionning Designs.



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