



BUNDESAMT FÜR
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Notified Body authorised by
BSH 0800-S23/4822:013

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Certificate No: LR23408853MB

Issue Date: 12/04/2024

Expiry Date: 11/04/2029

EC Type Examination (Module B) Certificate

This is to certify that:

LLOYD'S REGISTER Marine Deutschland GmbH (LRMD), designated as a "notified body" based on the notification of the Federal Maritime and Hydrographic Agency of Germany, did undertake the relevant type approval procedures for the type of equipment identified below which was found to be in compliance with the requirements of Marine Equipment Directive (MED) 2014/90/EU and the valid Commission Implementing Regulation (EU) in force indicating design, construction and performance requirements and testing standards for marine equipment, subject to the conditions below and the attached Schedule which also forms part of this Certificate.

Manufacturer	Williams Jet Tenders
Address	Vouge Business Park, Berinsfield, OX10 7LN, United Kingdom
Reference	Marine Equipment Directive (MED) 2014/90/EU, Regulation (EU) 2023/1667
Regulation Item (No. & Item Designation)	MED/1.43 Rigid-inflated rescue boats
Product Type	Rigid-inflated rescue boats
Product Description	6 Person davit launched rigid-inflated rescue boats, powered by a single inboard engine
Specified Standard	SOLAS 74 Reg. III/4, SOLAS 74 Reg. X/3 SOLAS 74 Reg. III/21, SOLAS 74 Reg. III/31, SOLAS 74 Reg. III/34 IMO Res. MSC.36(63)-(1994 HSC Code) 8 IMO Res. MSC.48(66)-(LSA Code) I IMO Res. MSC.48(66)-(LSA Code) V IMO Res. MSC.97(73)-(2000 HSC Code) 8 IMO MSC.1/Circ.1631 IMO Resolution MSC.81(70) as amended by Resolution MSC.200(80), MSC.226(82), MSC.274(85), MSC.295(87), MSC.321(89), MSC.323(89), MSC.378(93), MSC.427(98), MSC.472(101), MSC.488(103) and MSC.544(107) as applicable IMO MSC/Circ.1006 ISO 15372:2000 + A1:2021

Lloyd's Register Marine Deutschland GmbH, Willy-Brandt-Straße 59-65, 20457 Hamburg, Germany.
A member of the Lloyd's Register group

Lijo Thomas

Fire & Safety - Senior Surveyor
For and on behalf of Lloyd's Register Marine Deutschland GmbH (2923)

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Row of the Regulation Item Row 2 of 2 of Regulation (EU) 2023/1667

Trade Name Williams DieselJet 565 & 625

The attached Design Appraisal Document (schedule) forms part of this certificate. This certificate remains valid unless suspended, expired or withdrawn, provided the conditions in the attached schedule are complied with and the equipment remains satisfactory in service.

This certificate will not be valid if the manufacturer makes any changes or modifications to the approved type of equipment, which have not been notified to and agreed with the notified body named on this certificate. The manufacturer should notify LRMD of any modification or changes to the equipment in order to obtain a valid Certificate.

Should the specified regulations or standards be amended during the period of validity of this certificate, the product is to be re-approved prior being placed on the market and on board vessels to which the amended regulations or standards apply.

The Mark of Conformity may only be affixed to the above type approved equipment and a Manufacturer's Declaration of Conformity issued when the production-control phase module (D,E, or F) of ANNEX II of the Directive is fully complied with and controlled by a written inspection agreement with a notified body.

Lloyd's Register Marine Deutschland
GmbH, Willy-Brandt-Straße 59-65, 20457
Hamburg, Germany.
A member of the Lloyd's Register group

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ATTACHMENT TO EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. LR23408853MB

The undernoted documents have been appraised for compliance with the relevant requirements of International Conventions and European Union legislation for the EC Type Examination of Marine Equipment for use on Merchant Ships Registered in the European Economic Area.

This Design Appraisal Document (schedule) forms part of the Certificate.

Approval Documentation

Operations & Maintenance Manual for SOLAS DieselJet 505 2023MY, Document No WI.153, (Rev 1), undated.

SOLAS Tube Technical Construction File, 505DJ, 565DJ, 625DJ, dated December 2023.

<u>Title</u>	<u>Part No</u>	<u>Rev.</u>	<u>Date</u>
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 1 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 2 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 3 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 4 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 5 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 6 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023
RD1958 DIESRLJET 625/565 (SOLAS) (Sheet 7 of 7)	RD1858, 565-625 Design Review Assy_dwg1	A0	16/11/2023

Test Reports

MSC/Circ1006, Fire test report no.503686 Issue 1, Acceptance Of Fire-Retardant Materials For The Construction Of Lifeboats', Section 3 – Fire Retardant Test, dated 21 May 2021.

MSC/Circ1006, Fire test report no.503688 Issue 1, Acceptance Of Fire-Retardant Materials For The Construction Of Lifeboats', Section 4 – Fire Retardant Test, dated 21 May 2021.

MSC.1/Circ.1631 RIGID/INFLATED RESCUE BOATS Evaluation and Prototype Test Report for Diesel Jet 505 rescue boat, as witnessed by Lloyd's Register Surveyor dated 04, 05 April & 10, 11 May 2022.

MSC.1/Circ.1631 RIGID/INFLATED RESCUE BOATS Evaluation and Prototype Test Report for 6.25m SOLAS Rescue Boat, as witnessed by LR Surveyor, dated 20, 27 & 28 June & 07 November 2023 (final version 19/03/2024).

MSC.1/Circ.1631 RIGID/INFLATED RESCUE BOATS Evaluation and Prototype Test Report for 5.65m SOLAS Rescue Boat, as witnessed by LR Surveyor, dated 23 February, 7 & 11 March 2024.

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Conditions of Certification

1. **565 Dimensions: - (L * B * Draft)** 5.71 x 2.41 x 0.50 metres

2. **625 Dimensions: - (L * B * Draft)** 6.32 x 2.41 x 0.50 metres

3. **565 Design weights: -**

Unloaded weight:	1484 kg
Boat weight including equipment and fuel:	1623 kg
Complement weight	495 kg (6 persons @ 82.5 kg)
Maximum Fully laden weight:	2118 kg

625 Design weights: -

Unloaded weight:	1555 kg
Boat weight including equipment and fuel:	1694 kg
Complement weight	495 kg (6 persons @ 82.5 kg)
Maximum Fully laden weight:	2189 kg

4. **Approved equipment details:-**

Engines:

625 SOLAS Rescue Boat

Manufacturer:	Yanmar
Engine type:	4LV230
Max Bollard Pull:	7400 (N)
Propulsion:	Water Jet

565 SOLAS Rescue Boat

Manufacturer:	Yanmar
Engine type:	4LV195
Max Bollard Pull:	6900 (N)
Propulsion:	Water Jet

5. **Materials:-**

Materials:

Gel Coat:	Maxguard NP
Resin:	Aropol F 207
Glass Reinforcements, Chopped Strand Matt:	E6CRMC450-1270-P02 E6CRMC450-1270-E01
Glass Reinforcements, Glass Fibre:	METYX® Glass Fibre Bi-axial: (±45°) (200-2400 g/m ²)
Buoyancy Chamber Fabric:	ORCA-828

Type:

Manufacturer:

INEOS Composites Finland Oy
INEOS Composites Finland Oy
JUSHI EGYPT FOR FIBERGLASS INDUSTRY S.A.E (JUSHI Group Co., Ltd)
Telateks Tekstil Urunleri Sanayi Ve Ticaret A.S. (METYX Composites)
PENNEL & FLIPO

6. Maximum number of persons: 5 seated persons and one person on stretcher.

7. Maximum allowed speed of the rescue boat is 20 knots.

8. The fully laden weight including fuel, equipment's and persons shall be lower than the certified SWL of the launching device.



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9. The rescue boat is to be kept in a state of continuous readiness for launching in not more than 5 minutes when the host vessel is at sea.
10. Portable orange covers fitted with retro-reflective material are to be attached to the boat when used as a rescue boat to assist with detection at sea.
11. The rescue boat is provided with a four-point suspension arrangement for launching from a ship at sea. The release gear used in conjunction with his boat shall be an approved release mechanism certified for a maximum safe working load (SWL) of not less than the boat's maximum fully laden weight. All loose lifting gear is to be tested in accordance with the requirements of chapter 12 of the LR code for lifting appliances as appropriate, to the attending surveyor's satisfaction.
12. It is to be demonstrated to the attending surveyor's satisfaction that the rescue boat can be raised/lowered without interference with the occupants of the boat.
13. This rescue boat is capable of being righted by manual initiation of an installed righting system comprising an inflatable bag and a compressed gas system. The gas cylinder is to be manufactured and tested to an appropriate recognised international standard and all pressure system shall be periodically inspected in service according to the manufacturer instructions and tested at intervals not exceeding five years and/or to the satisfaction of the Administration.
14. The launch and recovery appliance is to be capable of raising the rescue boat from the water with its full complement of persons and equipment at a rate of not less than 0.3m/s.
15. The rescue boat's launching appliance is to be provided with a 'foul weather recovery stop(s)' of Safe Working Load equivalent to at least the maximum laden weight of the boat where heavy blocks (more than 7 Kgs) constitute a danger.
16. Each boat is to be marked with the information required by the LSA Code, Regulations 1.2.2.9 and 4.4.9. The Rescue boat is to be marked in block capitals of the Roman alphabet with the number of persons it is approved to carry, the name and port of registry of the ship to which the boat belongs; and means of identifying from above the ship to which the boat belongs along with the number of the boat.
17. Detailed instructions for use, maintenance and installation of the rescue boat complying with SOLAS Regulations III/35 and 36 and also instructions for use and maintenance of all machinery and equipment shall be provided to each purchaser and be available on board. The equipment shall be kept in good working order at all times and checked at regular intervals according to the manufacturer's instructions and SOLAS requirements.
18. Water-resistant instructions for starting and operating the engine shall be provided and mounted in a conspicuous place near the engine starting controls. Each marking of control, gage or display shall be permanent and weatherproof.
19. Any inspection, maintenance, thorough examination, operational testing, overhaul and repair shall be carried out according to requirements of resolution MSC.402(96).
20. Equipment items listed on the current version of the Commission Implementing Regulation which are supplied with rigid rescue boat are to be delivered with their own Declaration of Conformity issued by the corresponding manufacturer when delivered to EC flagged vessels.
21. **Installation on board:** The on board arrangements and installation of the rescue boat are not part of this design appraisal or certificate. All such arrangements are to be to the satisfaction of the Surveyors attending on board.
22. Production items are to be manufactured in accordance with a quality control system which shall be maintained to ensure compliance with SOLAS Regulation III/5.
23. If the specified standards are amended during the validity of this certificate, this product type is to be re-approved prior to it being supplied to vessels to which the amended standards apply.

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24. Production tests are to be conducted in accordance with the applicable requirements of IMO Resolution MSC.81(70), Part 2 and be recorded by the manufacturer in accordance with either the approved Production Quality Assurance system (Module D) or Product Quality Assurance (Module E) or witnessed by the Notified Body as required by the Product Verification (Module F) of the Marine Equipment Directive. This does not preclude any further testing to additional requirements of the Marine Administration of the country where the ship is registered (i.e. the flag state) or those acting on behalf of that Administration.
25. Production items of the subject equipment are to be manufactured in accordance with either an approved Production Quality Assurance system (Module D), a Product-Quality assurance system (Module E) or a Product Verification Process (Module F). The wheelmark cannot be affixed to the product until a conformity assessment module is in place.
26. Each item, batch or lot of the equipment is to be issued with a "Declaration of Conformity" and have the "Mark of Conformity" affixed after a conformity assessment module is in place.
27. The manufacturer shall keep a copy of the EC type-examination certificate, its annexes, and additions together with the technical documentation at the disposal of the national authorities for at least 10 years after the wheel mark has been affixed on the last product manufactured and in no case for a period shorter than the expected life of the marine equipment concerned.
28. Should a change of Place of Production from that stated below be required i.e. where the stages of manufacture/assembly/testing of this product take place, the new Place of Production is to be advised to us prior to the change taking place. This Certificate will require to be updated for Approval to be maintained.

Place of Production

Williams Jet Tenders
Vogue Business Park
Berinsfield
OX10 7LN
United Kingdom

NORCO Composites & GRP
43 Holton Rd
Holton Heath
Poole
BH16 6LT
United Kingdom

Lijo Thomas
Senior Specialist
Fire & Safety, Statutory Discipline Team
UK&I Technical Support Office, Marine & Offshore
For and on behalf of Lloyd's Register Marine Deutschland
LRMD EC Distinguishing No. 2923

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