

CEproof is a market-leading consultancy in CE marking for European Directives

June 2008  
Issue 4



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New Zealand Office

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# MARKLINE

## The newsletter of the CEproof organization

*In this issue of Markline, we concentrate on the activities of the New Zealand Office and our assignments in New Zealand and Australia.*

*The development of outstandingly innovative machines, for use on the water and for industrial purposes continues to provide an increasing export earning opportunity for Australia and New Zealand. The vagaries of European product legislation, often put aside by industry as too difficult or too time consuming to be worth the trouble, are giving way to the practicalities of finding new export markets in light of recent changes to the world economy. We would like to think that our involvement in the export of marine products and machinery to the European Union has helped debunk the myths and assisted in realising those opportunities.*

*By our exposure to the New Zealand and Australian manufacturing sector, we are constantly reminded of the ingenuity available in this part of the world. In this issue, we highlight some of the innovation available.*



*"Propwalking" on Sydney Harbour with Sealegs*

## Sealegs Sets New World Speed Record

Hitting record breaking speeds of over 100kph, a Sealegs 6.1m rigid inflatable boat has set a new world fastest water speed record for an amphibious vehicle in Sydney harbour. 500m of water was covered in the World Record time of just under 18 seconds.

The revolutionary amphibious boats which are designed and manufactured in New Zealand, have the capability to seamlessly enter and exit the water at the push of a button and have already proved popular with waterfront property owners, emergency services and people with restricted mobility

CEproof New Zealand has supported Sealegs from the beginning and CE marked all their Amphibious vessels.

## Builder's Pay the Price for Delaying the Inevitable

Back in the early days of the EU Recreational Craft Directive, there were many boat builders who thought the boating industry could not support the new red tape. They were sure that, in a couple of years, the tape would have to be cut away in order to save the industry and the jobs that go with it. Some builders chose to ignore the Directive completely. Others didn't begin preparations for compliance until the Directive came into force and sold a number of boats without their CE marks.

We're now only weeks away from the 10 year anniversary of boat CE marking becoming mandatory in Europe and many of these un-CE marked boats are coming to the surface. In the early days, the buyers were not aware that the boat they were happily sailing away, were missing a CE mark. They had no idea that the boat had no legal status and could, at any stage, be impounded and might actually be uninsured. CEproof is taking calls from increasing numbers of boat owners who only discover the problem when selling the boat on to a more knowledgeable buyer. In one recent case the 4th owner of a narrowboat was told the boat he bought several years ago could not be sold-on without it going through the process of retrospective CE marking.

The builder (or importer if the builder is outside Europe), not the owner, is the party carrying the liability for CE marking a boat and the delay has cost the builder many thousands of Euros. Back in 1998, a category D Narrowboat could be self-certified and did not need to conform to engine exhaust emission requirements. CE marking the boat now requires the boat and all its systems, including the engine exhaust emissions to be certified. This greatly inflates the price of CE marking and further delays will add more to the bill.

The RCD states that the "normal life" of an engine is 10 years. Very soon, boats missing their CE marks will be required to replace their engine(s) to earn their CE mark. Be warned: don't delay!



**No chance to duck your responsibilities under the RCD.**

## How to load a shipping container

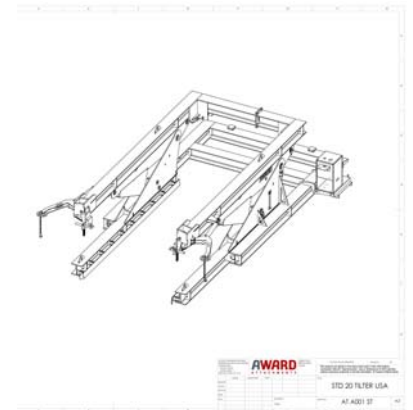
If you want the most efficient way of filling a standard 20ft container with bulk items such as scrap metal, bulk grain, even frozen fish, you just up end it and fill it from the top; right?

Yes, that's right and it's easy with the A WARD container tilter. Just drive the container into the tilter, filler 'er up, and drive away. The A WARD container tilter will even close the container doors for you! all from a safe distance.

Simon Ward from A WARD attachments Ltd contacted CEproof with a request to apply CE marking to his machine. Whilst this is a large machine by our standards, it's simple in operation requiring only hydraulic pressure to raise and lower the tilt mechanism combined with associated power supply (diesel or petrol) and control systems. The tilter allows the container to be removed from the trailer and tilted

from horizontal to vertical and all angles in between, safely and from a distance. Simplicity equates with reliability and this rugged machine is able to operate in variety of outdoor and/or hostile environments. Hydraulic pressure is supplied from a remote power unit that is positioned away from tilting and loading operations. This remote unit also houses the machine's control systems meaning the operator is well outside the machines danger zone. This provides a significant safety aspect to the machine's function.

CEproof applied the Machinery Directive to achieve CE marking.



*A WARD Attachments Ltd can be contacted on +649 622 3111.*

## Staff Profile:

### Rolf Eidt

Rolf's career in shipping started in Germany 1964. At the tender age of 19, he had finished his apprentice electrician certificate and with his mothers blessing, packed his duffel bag and hitchhiked from his small home town to join a ship in Hamburg.

He signed on as a marine electrician and for a life of adventure. He sailed on Germany's largest high pressure steam turbine merchant vessel of the time, for nearly three years, and recalls many sightseeing and cultural experiences with fellow shipmates in exotic ports. (*I'll bet – ed*)

After successfully finishing his studies, he was appointed Technical Superintendent with Ernst Jacob GmbH and remained with the shipping company until 1989. During that time he was Inspector of all company ships and new builds worldwide and provided research material for the German Federal Ministry of Research and Technology. He also lectured in shipping systems at the Technical University in Flensburg and was involved in the German Standardization Committee for ship engineering. Summer holidays were spent with his wife and their two children adventuring aboard their 36 ft Swan yacht to idyllic spots in the Baltic Sea.

Rolf left Germany in 1989 to oversee an EU funded project providing photovoltaic power to rural homes in the Kingdom of Tonga, South Pacific. The experience brought him close to the Tongan people.

After 6 Years in Tonga, Rolf moved to New Zealand and received his NZ residence 1997. He worked in the New Zealand Superyacht industry and took the opportunity to sail, as crew for delivery trips, around the Pacific Ocean. The joy of sailing from NZ to Tahiti or Australia are highlights for Rolf; and he continues to crew these vessels.

Rolf established CEproof New Zealand in 2004 with Alasdair Reay, the co-founder of CEproof in the UK and is the Managing Director for Marine Certification.

## MOMENTUM CONTINUES IN AUSTRALIA FOR MARTEN YACHTS

Excitement surrounding the Marten Yachts range is now set to reach new extremes with a contract signed by a European client for the construction of its first Marten 67. Recognised for constructing yachts of great distinction, the name Marten Yachts, as a brand of Azzura Marine, has become synonymous with fine craftsmanship and exceptional service. Designed and built to impress even the most discerning yacht owner, the Marten Yachts range has set the new standard for the cruiser / racer pedigree.

In addition to the growing interest the Marten brand receives for its striking lines and quality finishes, Marten has also proved that its performance capabilities are far from compromised. In recent times the Marten 49 has received great acclaim for placing second in its division at the 2007 Hamilton Island Race Week and for not only completing the treacherous 2007 Middle Sea Race, but again placing second in its division and third overall in IRC.

CEproof have had a long term association with Marten Yachts; firstly with the 72, followed by the 49 and now the 67. We continue to have many good reason to be proud of our association with these magnificent machines. Marten Yachts can be contacted at [www.martenyachts.com](http://www.martenyachts.com)

MARTEN engineered exhilaration



Marten Magnificence  
The turned hull of the 67



### Nice work if you can get it.

Auckland based boat builders McMullen & Wing are better known for their award winning superyachts and their race winning America's Cup boats.

However, they can be found putting together the occasional one off, fast, power driven vessel.

This sweet little number was constructed as a tender to a superyacht and by all accounts, does the job very well. It's now available as a production boat.

CEproof provided the CE Marking for the tender under the requirements of the RCD including the noise emission test.



Our man in NZ – Rolf Eidt



The McMullen & Wing 570

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