



SLOVENSKI STANDARD SIST EN 1914:2009

01-april-2009

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SIST EN 1914:2000

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Inland navigation vessels - Work boats, ship's boats and lifeboats

Fahrzeuge der Binnenschifffahrt - Arbeits-, Bei- und Rettungsboote

Bateaux de navigation intérieure - Canots de travail, baleinières et canots de sauvetage
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Ta slovenski standard je istoveten z: ~~SIST EN 1914:2000~~ EN 1914:2009

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ICS:

- 47.060 R^: ^!•\ aá Á^ } aá || çãæ Inland navigation vessels
- 47.080 []} ã Small craft

SIST EN 1914:2009

en,fr,de

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EUROPEAN STANDARD

EN 1914

NORME EUROPÉENNE

EUROPÄISCHE NORM

January 2009

ICS 47.060; 47.080

Supersedes EN 1914:1997

English Version

Inland navigation vessels - Work boats, ship's boats and lifeboats

Bateaux de navigation intérieure - Canots de travail,
baleinières et canots de sauvetage

Fahrzeuge der Binnenschifffahrt - Arbeits-, Bei- und
Rettungsboote

This European Standard was approved by CEN on 12 December 2008.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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EN 1914:2009 (E)**Foreword**

This document (EN 1914:2009) has been prepared by Technical Committee CEN/TC 15 "Inland navigation vessels", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by July 2009, and conflicting national standards shall be withdrawn at the latest by July 2009.

This document supersedes EN 1914:1997.

The previous standard was designed for ship's boats on inland vessels but is being used more frequently for rescue service lifeboats and maritime construction company work boats. This is reflected in this revision in the title, in the scope and in the requirements.

This standard specifies requirements for ship's boats covered in § 10.05 of the Rhine Vessel Inspection Order and in Article 10.05 of Annex II of Directive 2006/87/EC.

Amendments

The following amendments have been made to EN 1914:1997:

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- a) normative references have been updated to reflect the current state of the art regarding motors;
 - b) definitions have been made clearer;
 - c) requirements and test provisions have been separated and aligned with each other;
 - d) electrically-powered boats have been included;
 - e) flame-retarding requirements have been made more concrete;
 - f) test provisions have been revised.
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According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

1 Scope

This European Standard applies to boats according to Annex II of Directive 2006/87/EC that are used on inland navigation vessels as work boats, ship's boats and lifeboats. It also applies to boats that are used on inland waterways

- as life-saving vessels if no special life-saving equipment is specified for the area of use, or
- for the transport of a limited number of persons or relatively small working loads in the construction site area and over comparatively short distances.

This standard does not apply to recreational craft according to Directive 94/25/EC.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN ISO 6185 (all Parts), *Inflatable boats*

EN ISO 8665, *Small craft — Marine propulsion reciprocating internal combustion engines — Power measurements and declarations (ISO 8665:2006)*

EN ISO 11592, *Small craft less than 8 m length of hull — Determination of maximum propulsion power rating (ISO 11592:2001)*

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IMO Resolution MSC.61 (67), *International code for application of fire test procedures¹⁾*

ISO 2768-1, *General tolerances — Part 1: Tolerances for linear and angular dimensions without individual tolerance indications*

ISO 20712-1, *Water safety signs and beach safety flags — Part 1: Specifications for water safety signs used in workplaces and public areas*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 boat

work boat, ship's boat or lifeboat used for transportation, rescue, recovery and work

3.2 work boat

boat for the transportation of persons and working loads and for operational working tasks in construction site areas

¹⁾ Available from: IMO Secretariat, Publications Section, 4 Albert Embankment, London SE1 7SR, United Kingdom or German specialist bookshops and publications-sales@imo.org

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- 3.3**
ship's boat
boat carried on an inland navigation vessel
- 3.4**
lifeboat
boat for the rescue and recovery of crew and passengers and rescue and recovery of third parties
- 3.5**
boat volume
 V
water displacement to the lowest point at which water can enter the vessel
- 3.6**
permissible number of persons carried
maximum number of persons allowed in the boat
- 3.7**
reserve buoyancy
 A_R
buoyancy of the unmanned flooded boat
- 3.8**
deadweight
 TF
permissible mass that can be carried by the boat comprising persons, equipment, motor and working load
- 3.9**
freeboard
 F_b
distance between the water surface and the lowest opening or top edge of the shell when loaded to the deadweight
- 3.10**
residual freeboard
 F_R
distance between the water surface and the lowest opening or upper edge of the shell when loaded during the stability test
- 3.11**
rowlock
movable holding device for the oars
- 3.12**
gunwale
upper edge of the side to which the rowlock is attached

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Surveys and the lowest opening or top edge of the shell when loaded to the
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4 Safety requirements

4.1 Dimensions

General tolerances: ISO 2768-1 – c

Dimensions shall comply with Figure 1.

NOTE Boats are not expected to conform to the design illustrated in Figure 1.

The main dimensions and the deadweight TF shall conform to the following ratios:

- a) $3,5 \text{ m} \leq L \leq 8 \text{ m}$
- b) $\frac{L}{B} = \left(2,3 + 0,6 \frac{L-3,5}{2} \right) \pm 0,2$
- c) $\frac{B}{H} = 2,5 \pm 0,4$
- d) $TF \geq 200(L-2) \text{ kg}$

Where:

- L is the length, in metres (m);
- B is the breadth, in metres (m);
- H is the height, in metres (m);
- TF is the deadweight, in kilograms (kg);

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The test shall be carried out as described in 7.2.1 and 7.2.2.

Preferred dimensions for boats with rigid hulls corresponding to these ratios are given in Table A.1 in Annex A.