



## EC-Type Examination (Module B) Certificate

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Certificate- No. 422.009

Name and address of the manufacturer: Drew Marine Signal & Safety Germany GmbH, Vieländer Weg 147  
27574 Bremerhaven, Germany

Date of issue: **30.09.2014**

Annex A.1 Item No & Item designation: **A.1/1.3- Lifebuoys self- activating smoke signals**

Product designation: Self-activating smoke signal

Product Type: **Pains Wessex Item No. 53830 'BuoySmoke MK8'**

Intended purpose: Smoke Signal for Lifebuoys for heights up to 60 m.

Testing based on (Specific standard): Resolution MSC.81(70) as amended (incl. MSC. 323(89)).

Remarks: Compliance with SOLAS 74 as amended Chap. III/7,34 and IMO-Resolution MSC.36(63),MSC.48(66)as amended incl. MSC.320(89),MSC.97(73).The type approval tests carried out under the presence of surveyors of BG Verkehr and BAM (Tgb.Nr. II.3/1730/01.).

The type tested was found to be in compliance with the Life Saving Appliance requirements of Marine Equipment Directive (MED) 96/98/EC as amended by Directive 2012/32/EU subject to any conditions in the schedule (part of this certificate).

This certificate may only be used in connection with module(s) **D or E or F** of this directive.

Expiry date: 30.09.2019



Signature (Brause)

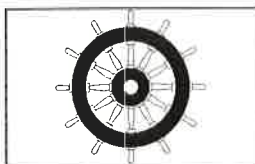


The approval of the installed equipment will be in force beyond the validity date until it is

**Note 1: This certificate will not be valid if the manufacturer makes any changes or modifications to the approved equipment, which have not been notified to, and agreed with the notified body named on this certificate.**

**Note 2:** Should the specified regulations or standards be amended during the validity of this certificate, the product(s) is/are to be re-approved prior to it/they being placed on board vessels to which the amended regulations or standards apply.

**Note 3:** 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 B of the Directive is fully complied with and controlled by a written inspection agreement with a notified body.



xxxx/yy

**Note 4: "Wheelmark" Format**

YY Last two digits of year mark affixed.

XXXX Notified Body number undertaking surveillance module

**Technical data/approved drawings and additional conditions and remarks:**

1.) Drawings:

drawing no.	rev.	name	BG Verkehr
9161700/1	a	Smoke-Signal	21.02.2011
5637-2000/4	a	Rauchkörper	21.02.2011
5637-3000/3	f	Einschraubstutzen, vollständig	21.02.2011

2.) Marking :

The manual has to be according to the muster approved by the BG Verkehr and BAM. Date of manufacture (month/year) and date of expiry (**max. 36 months**) is to be marked delivery of the production place.

**A permanent and seawater proof marking** with name of manufacturer, type, approval-number and the mark of conformity and the manual is required.

3.) Quality insurance and production control :

This type approval will be only valid in connection with a certified quality system according to module D of the directive 96/98/EC as amended.

The quality control is to be done according to the requirements of the „Bundesanstalt für Materialprüfung“(BAM) on the basis of IMO Resolution MSC. 81(70) Part 2 section 4.

4.) The installation on board may be done only with the original device, Art. No.: 9161400. A mounting instruction is to be delivered with each product.

5.) NOTICE: An assigned Lifebuoy must fulfil the drop height of 60 m.

**Requirement:**

**The smoke signal shall be used only in combination with a self-igniting light, which complies with the LSA-Code, Chapter II, 2.1.2.**

**The self igniting light signal has to be approved according to the Marine Equipment Directive 96/98 EC, and the proper function during dropping of both components has to be assured by the operator / owner of the vessel.**

**The so called “man over board” lifebuoy (MOB) with self igniting light and self-activating smoke-signal has to be capable of quick release from the navigation bridge according to SOLAS 74 as amended, III,reg.7.1.3 and due to regulation 20.2 at all times during the voyage, the system has to be in working order and ready for immediate use.**

**End of Document (2/2)**