

# BSS Checklist for Privately Owned and Managed Vessels

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Current boat name		Reg. number or index	
Former name		Make	
Length (m)		Year of manufacture	
Beam (m)		CIN/HIN	
Berths		Engine fuel	
Hull material		Engine type	
Hull colour		Engine make & model	
Superstructure material		Number of engines	
Superstructure colour		Engine Rating	

## Additional risk information

Diesel fuel and/or system		Solid fuel appliance and/or solid fuel fired engine	
Petrol fuel and/or system		Paraffin or other fuel oil and/or system	
Portable generator		Portable LPG canister(s) and/or appliance(s)	
Electrical DC power		Installed LPG system	
Electrical AC power		Manometer (M); bubble (BT); not-tested (NT):	

Date of examination .....

P= pass / F= fault / NV= not verified / NR= not relevant

Part 2 Permanently installed fuel systems and fixed engines		
<b>2.1</b>	<b>Fuel filling points</b>	
2.1.1R	Does the location and condition of the fuel filling point ensure that any fuel overflow is prevented from entering the interior of the vessel?	
2.1.2R	Is the fuel in use correctly and clearly marked on, or adjacent to, the fuel filling point?	
2.1.3R	Are all disused fuel filling points disabled?	
2.1.4R	Is the internal diameter of the fuel filling point at least 31.5mm (1¼in)?	
<b>2.2</b>	<b>Fuel filling lines</b>	
2.2.1R	Are the fuel filling line connections free of signs of leaks and in good condition, and are all fuel filling hose connections accessible for inspection?	
2.2.2R	Is the fuel filling line self-draining so that fuel is not retained and is it free of kinks or other restrictions?	
2.2.3R	Is the material of the fuel filling line suitable and in good condition?	
<b>2.3</b>	<b>Fuel tank vents</b>	
2.3.1R	Does every fuel tank have a vent facility?	
2.3.2R	Does the fuel tank vent line have a minimum internal diameter of 9.5mm (¾in)?	
2.3.3R	Are the fuel tank vent line connections free of signs of leaks and in good condition, and are all vent hose connections accessible for inspection?	
2.3.4R	Is the fuel tank vent line self-draining so that fuel is not retained, and is it free of kinks or other restrictions?	
2.3.5R	Is the material of the fuel tank vent line suitable and in good condition?	
<b>2.4</b>	<b>Fuel tank vent outlets</b>	
2.4.1R	Does the fuel tank vent outlet, or the vent line swan neck, rise at least as high as the filling point?	

2.4.2R	Is the fuel tank vent outlet fitted with an effective flame arrester or flame-arresting gauze?	
2.4.3R	Is the fuel tank vent outlet in a position where no danger will be incurred from leaking fuel or escaping vapour?	
<b>2.5</b>	<b>Fuel tank design and condition</b>	
2.5.1R	Are the fuel tanks secure?	
2.5.2R	Are fuel tanks made of suitable materials?	
2.5.3R	Are fuel tanks, including seams and openings, in good condition and free of signs of leaks?	
2.5.4R	Are fuel tanks within engine spaces suitably fire resistant or otherwise protected against the effects of fire?	
2.5.5R	Are petrol tanks installed at the required distances from heat sources or protected by a heat baffle?	
<b>2.6</b>	<b>Fuel gauges</b>	
2.6.1R	Are any glass, or plastic tube, or strip-type fuel gauges fitted to diesel tanks only?	
2.6.2R	Are any glass, or plastic tube, or strip-type fuel gauges protected against damage and by self-closing valves?	
2.6.3R	Are all fuel gauges and level-indicators in good condition and free of signs of leaks?	
2.6.4R	Are fuel tank openings for dipsticks closed by a fuel-tight cap or fitting?	
<b>2.7</b>	<b>Petrol fuel system electrical bonding</b>	
2.7.1R	Are all metallic components in the petrol filling and tank system electrically bonded to earth?	
2.7.2R	Are all parts of electrical bonding systems in good condition?	
<b>2.8</b>	<b>Fuel tank connections</b>	
2.8.1R	Is the fuel tank drain fitted with a plug or cap which can only be removed with tools?	
2.8.2R	Are the petrol feed and return (if fitted) line connections in lift-pump systems made to the top of the tank?	
2.8.3R	Is the petrol feed line on a gravity system fitted with a cock or valve directly attached to the tank?	
2.8.4R	Are tank connections and tank valves accessible for inspection, in good condition and free of signs of leaks?	
<b>2.9</b>	<b>Fuel tank balance lines</b>	
2.9.1R	Are multiple petrol tank systems free of balance lines?	
2.9.2R	Are balance lines on diesel tank systems made of suitable materials and are they in good condition and free of signs of leaks?	
<b>2.10</b>	<b>Fuel feed return and on-engine lines</b>	
2.10.1R	Are all fuel feed, return and on-engine pipes made of suitable materials?	
2.10.2R	Are all fuel feed, return and on-engine hoses suitable for the fuel used and fire resistant?	
2.10.3R	Are all feed, return and on-engine pipes secure and in good condition?	
2.10.4R	Are all fuel feed, return and on-engine hoses properly supported and in good condition?	
2.10.5R	Do the injector leak-off (spill rail) arrangements meet specified requirements?	
<b>2.11</b>	<b>Fuel feed return and on-engine fuel line connections</b>	
2.11.1R	Are all fuel line connections of the correct type and free of signs of leaks?	
2.11.2R	Are all fuel line connections, cocks, valves fittings and other components secure?	
2.11.3R	Are fuel hose connections made with hose clips or clamps effective and in good condition?	
<b>2.12</b>	<b>Fuel filters</b>	
2.12.1R	Are fuel filters in good condition?	
2.12.2R	Are all fuel filters inside engine spaces fire resistant?	
<b>2.13</b>	<b>Fuel shut-offs</b>	
2.13.1R	Is an emergency fuel shut-off installed in every fuel feed line?	

2.13.2R	Are all fuel shut-off valves or cocks, or their means of operation, in a readily accessible position?	
2.13.3R	Are all fuel shut-off valves or cocks, or their means of operation, in open view or their location clearly marked?	
2.13.4R	Are petrol gravity-fed fuel lines provided with the required fuel shut-off facilities?	
<b>2.14</b>	<b>Carburettors</b>	
2.14.1R	Are all non-down-draught carburettors fitted with a drip tray?	
2.14.2R	Is the carburettor drip tray in good condition, free of signs of leaks, and easily emptied?	
2.14.3R	Is the carburettor drip tray fitted with effective flame arresting gauze permanently attached along all edges?	
2.14.4R	Is a petrol, petrol, or paraffin engine fitted with flame trap or air filter?	
<b>2.15</b>	<b>Engine installation</b>	
2.15.1R	Are all parts of engine mounting systems secure and in good condition?	
2.15.2R	Are the structures and surfaces surrounding exhaust system components free of signs of heat damage?	
2.15.3R	Are all fuel system components in fixed inboard engine spaces permanently installed?	
<b>2.16</b>	<b>Steam engines</b>	
2.16.1R	Is the steam engine pressure system supported by an inspection certificate issued by a competent person?	
2.16.2R	Is the steam engine boiler fuel supply system compliant with the applicable BSS requirements?	
<b>2.17</b>	<b>LPG engines</b>	
2.17.1R	Are fuel supply arrangements to LPG-fuelled propulsion engines compliant with UKLPG CoP 18, or an equivalent standard, and are any dual-fuel petrol/LPG arrangements of an acceptable type?	
<b>Part 3</b>	<b>Electrical systems</b>	
<b>3.1</b>	<b>Battery storage</b>	
3.1.1R	Are all unsealed or open-vented batteries ventilated to prevent risk of explosion through hydrogen accumulation?	
3.1.2R	Are batteries secure against excessive movement in any direction?	
3.1.3R	Are battery terminals correctly insulated or protected?	
3.1.4R	Are batteries installed away from metallic petrol and LPG system components?	
<b>3.2</b>	<b>Cable specifications and condition</b>	
3.2.1R	Are all electrical cables insulated?	
3.2.2R	Are battery cables of a sufficient current-carrying capacity?	
3.2.3R	Are all cables free of damage or deterioration?	
<b>3.3</b>	<b>Cable location</b>	
3.3.1R	Are all electrical cables supported in a safe position?	
3.3.2R	Are all cables clear of LPG and fuel supply lines?	
3.3.3R	Are all electrical cable connections above bilge water level or suitably protected?	
3.3.4R	Are spark plug leads free of damage or deterioration and properly supported?	
<b>3.4</b>	<b>Cable connections</b>	
3.4.1R	Are all battery cable connections effective and in good condition?	
3.4.2R	Are all electrical circuit cable connections effective and in good condition?	
<b>3.5</b>	<b>Fuses and circuit breakers</b>	
3.5.1R	Are all a.c. and d.c. fuses and miniature circuit-breakers appropriately rated, complete and in good condition?	
3.5.2R	Are all fuse panels, boxes, holders and consumer units complete and in good condition?	

<b>3.6</b>	<b>Battery isolators</b>	
3.6.1R	Are battery isolators fitted and are they as close as practicable to the battery?	
3.6.2R	Do all electrical circuits pass through a battery isolator, or are those requiring a continuous supply otherwise protected?	
3.6.3R	Are battery isolators, or the means to operate them, in readily accessible positions?	
3.6.4R	Are battery isolators and connections complete and in good condition?	
3.6.5R	Is the location of all battery isolators, or the means to operate them, in open view, or their location clearly marked?	
<b>3.7</b>	<b>Two-wire systems</b>	
3.7.1A	Is the electrical system insulated from the hull?	
3.7.2R	Is a low resistance return cable provided from the engine or starter motor to the battery?	
<b>3.8</b>	<b>Shore-power and other alternating current (a.c.) electrical inlet and lead connections</b>	
3.8.1A	Are all a.c. shore-power and battery charging lead inlet connections of the correct type in good condition, and suitably protected from the weather?	
3.8.2A	Are all shore-power, battery charging, and other a.c. power source lead connections of a suitable type?	
3.8.3A	Are all shore-power, battery charging, and other a.c. power source leads and connectors in good condition?	
<b>3.9</b>	<b>Alternating current systems – multiple power sources and consumer units</b>	
3.9.1A	Is it impossible to connect simultaneously more than one power source to the alternating current distribution system?	
3.9.2A	Do all a.c. electrical circuits pass through a consumer unit?	
<b>Part 4</b>	<b>Electrical propulsion systems</b>	
<b>4.1</b>	<b>4.1 Electrically propelled boats</b>	
4.1.1R	Is the electrical-propulsion supply system compliant with Part 3 as applicable?	
<b>4.2</b>	<b>Electrical propulsion motor and controller</b>	
4.2.1R	Are all parts of the electric-propulsion motor mounting systems secure and in good condition?	
4.2.2R	Is the motor and controller equipment adequately ventilated and in good condition?	
<b>4.3</b>	<b>Battery charging equipment</b>	
4.3.1R	Is the battery charging equipment ventilated, complete and in good condition?	
<b>Part 5</b>	<b>Outboard and portable combustion engines and portable fuel systems</b>	
<b>5.1</b>	<b>Portable fuel systems</b>	
5.1.1R	Do permanently installed fuel systems supplying outboard and portable combustion engines comply with the applicable BSS requirements for the fuel supply system?	
5.1.2R	Are all components of portable fuel systems of suitable proprietary manufacture?	
5.1.3R	Are all components of portable fuel systems complete and in good condition?	
5.1.4R	Are portable fuel systems fitted with a means of shutting off the fuel supply?	
<b>5.2</b>	<b>Portable petrol tanks</b>	
5.2.1R	Does the maximum capacity of individual portable petrol tanks permit safe and convenient carrying and removal for refilling outside the vessel?	
5.2.2R	Are all portable petrol tanks stored, when not in use, to ensure that any leaking fuel or escaping vapour will not enter the interior of the vessel?	

<b>5.3</b>	<b>Spare fuel containers</b>	
5.3.1R	Are all spare petrol containers stored to ensure that any leaking fuel or escaping vapour will not enter the interior of the vessel?	
5.3.2R	Are all spare petrol containers suitable for the purpose and limited to the permitted volume?	
5.3.3R	Are all spare fuel containers in good condition?	
<b>5.4</b>	<b>Outboard and portable combustion engines</b>	
5.4.1R	Are all outboard and portable combustion engines free of fuel leaks?	
5.4.2R	Are all outboard and portable combustion engines with integral petrol or LPG tanks stored to ensure that leaking fuel or escaping vapour will not enter the interior of the vessel?	
5.4.3R	Are outboard engine mounting systems in good condition?	
<b>5.5</b>	<b>LPG-fuelled outboard propulsion engines</b>	
5.5.1R	Do the fuel supply arrangements to LPG-fuelled outboard engines comply with UKLPG CoP 18 or equivalent standard and are any dual-fuel petrol/LPG arrangements of an acceptable type?	
<b>Part 6</b>	<b>Fire Extinguishing and Escape</b>	
<b>6.1</b>	<b>Portable fire extinguishers</b>	
6.1.1R	Are the correct number of portable fire extinguishers provided, and do they have the correct fire ratings?	
6.1.2R	Is the performance of all the portable fire extinguishers properly certificated?	
6.1.3R	Are all portable fire extinguishers in good condition?	
6.1.4R	Are portable fire extinguishers distributed around the vessel in readily accessible and safe locations adjacent to escape routes?	
6.1.5R	Are all portable fire extinguishers in open view, or their location clearly marked?	
<b>6.2</b>	<b>Fire blankets</b>	
6.2.1R	If the vessel has permanent cooking facilities, is a fire blanket of the correct specification provided?	
6.2.2R	Is the fire blanket located close to the main cooking appliance in a safe and ready-to-use location?	
<b>6.3</b>	<b>Emergency escape</b>	
6.3.1A	Is the vessel provided with adequate means of escape?	
<b>Part 7</b>	<b>Liquefied Petroleum Gas (LPG) systems</b>	
<b>7.1</b>	<b>LPG cylinder storage</b>	
7.1.1R	Are all LPG cylinders and containers stored in a position where any leakage will be directed safely overboard?	
7.1.2R	Are all self-contained portable LPG appliances stored so that any LPG leakage will be directed safely overboard?	
<b>7.2</b>	<b>LPG cylinder locker and housing LPG-tightness</b>	
7.2.1R	Is the cylinder locker, up to the level of the top of the cylinder valves or other high-pressure components, free of any path for leaked LPG to enter the interior of the vessel?	
7.2.2R	Are the sealing arrangements on pipework exiting the cylinder locker of the correct type to ensure LPG-tightness and in good condition?	
7.2.3R	Are arrangements on side-opening cylinder lockers compliant with ISO 10239?	
7.2.4R	Do the arrangements in a self-draining cockpit prevent LPG entering the interior of the vessel?	
<b>7.3</b>	<b>LPG cylinder locker drains</b>	
7.3.1R	Is there a drain in the cylinder locker and is the drain outlet above the waterline?	
7.3.2R	Is the drain opening at or close to the bottom of the cylinder locker or is any volume beneath the drain opening minimised by the use of suitable material?	

7.3.3R	Is the cylinder locker clear of any items that could block the drain?	
7.3.4R	Does the drain line fall continuously from the cylinder locker to the drain outlet and are both ends clear of blockage?	
7.3.5R	Is the drain line material, including the connections, in good condition?	
7.3.6R	Does the drain line, or the drain opening, have a minimum appropriate internal diameter or equivalent area?	
<b>7.4</b>	<b>Protecting LPG cylinders and components against damage</b>	
7.4.1R	Are all cylinders secured and stored upright with the valve at the top?	
7.4.2R	Is the cylinder locker secure?	
7.4.3R	Are LPG cylinders in a locker protected against falling objects?	
7.4.4R	Is the cylinder locker clear of any items that could damage the LPG equipment or ignite leaked LPG?	
7.4.5R	Is the cylinder locker constructed of material of the required thickness?	
<b>7.5</b>	<b>Cylinder locker openings</b>	
7.5.1R	Are all openings to cylinder lockers outside of any engine, battery or electrical equipment space?	
<b>7.6</b>	<b>LPG system shut-off valves</b>	
7.6.1R	Are all LPG system shut-off valves, or their means of operation, in a readily accessible position?	
7.6.2R	Are the locations of all LPG system shut-off valves, or their means of operation, in open view, or their locations clearly marked?	
<b>7.7</b>	<b>LPG high-pressure system components</b>	
7.7.1R	Are all high-pressure LPG system components either inside a cylinder locker or in an open location?	
7.7.2R	Where two or more cylinders are connected on the high-pressure side, does each connection have a non-return valve fitted?	
7.7.3R	Are all hoses on the high-pressure side of pre-assembled lengths not exceeding 1m and to the correct specification?	
7.7.4R	Are all high-pressure LPG system components secure and in good condition?	
7.7.5R	Are non-cylinder mounted regulators located to prevent damage?	
7.7.6R	Is the installation free of manually-adjustable regulators?	
<b>7.8</b>	<b>LPG pipework, joints and connections</b>	
7.8.1R	Is the LPG pipework made of a suitable material, adequately secured and free from damage?	
7.8.2R	Is the LPG pipe protected where it passes through metal bulkheads or decks?	
7.8.3R	Are all LPG pipe joints accessible for inspection and of the correct type?	
7.8.4R	Are all LPG pipe joints secure, in good condition and competently made?	
7.8.5R	Are all unused appliance spurs properly capped or plugged?	
7.8.6R	Are all LPG pipes running through petrol engine spaces or electrical equipment spaces jointless and in a gas-proof conduit?	
7.8.7R	Is the LPG pipe at least 75mm from exhaust system and flue components?	
<b>7.9</b>	<b>Low-pressure LPG hoses and hose connections</b>	
7.9.1R	Are all low pressure LPG hoses accessible for inspection, of the correct material and in good condition?	
7.9.2R	Is all low pressure LPG hose protected against damage where it passes through bulkheads, decks or partitions?	
7.9.3R	Is all low pressure LPG hose at least 75mm from exhaust system and flue components?	
7.9.4R	Are all low pressure LPG hoses used to connect regulators or appliances to LPG supply pipework only, and are they a maximum of 1m in length?	
7.9.5R	Are all low pressure LPG hose connections accessible for inspection, of the correct type, secure and in good condition?	
7.9.6R	Do 'all-hose' systems comply fully with ISO 10239?	

<b>7.10</b>	<b>Portable appliance connections</b>	
7.10.1R	Are all portable appliance connection points provided with an isolation valve?	
7.10.2R	Are portable appliance hoses connected with bayonet, plug or screwed fittings, complete and in good condition?	
7.10.3R	Are all unused screwed portable appliance connection points properly capped or plugged?	
<b>7.11</b>	<b>Appliance isolation valves</b>	
7.11.1R	Can all appliance supply hoses be isolated through individual shut-off valves?	
7.11.2R	Are appliance isolation valves of the correct type?	
7.11.3R	Are appliance isolation valves, or the means of operating them, readily accessible?	
<b>7.12</b>	<b>Testing for LPG system tightness</b>	
7.12.1R	Is there a LPG test point in the system, or a bubble tester in the cylinder locker or housing?	
7.12.2R	Is the LPG system free of leaks as defined in the tightness test?	
<b>Part 8</b>	<b>Appliances and flues</b>	
<b>8.1</b>	<b>Appliance fuel and power supply</b>	
8.1.1R	Do the fuel supply arrangements to all installed appliances meet the applicable BSS requirements?	
8.1.2R	Are all liquid-fuelled appliances fitted with shut-off valves, and are the valves or their means of operation, in a readily accessible and safe position?	
<b>8.2</b>	<b>LPG or paraffin refrigerators on vessels with petrol propulsion engines</b>	
8.2.1R	Where the vessel has a petrol propulsion engine, is the burner of a LPG or paraffin refrigerator room-sealed, or completely enclosed?	
8.2.2R	On vessels with petrol propulsion engines that have non-room-sealed fridges with enclosed burners, is the combustion air drawn and exhausted through a suitable effective flame trap, or piped to the appliance as required?	
<b>8.3</b>	<b>Installation of appliances in petrol engine spaces</b>	
8.3.1R	Are petrol-engine spaces free of LPG and/or liquid-fuelled appliances?	
<b>8.4</b>	<b>Protection against fire risks from appliance installations</b>	
8.4.1R	Are appliances and surrounding surfaces clear of signs of heat damage and leaking fuel?	
8.4.2R	Are all curtains, blinds and other textile materials near to appliances free of heat damage?	
8.4.3R	Are non-portable appliances properly secured against accidental or unintended movement?	
<b>8.5</b>	<b>Protection against fire risks from appliance flues and exhausts</b>	
8.5.1R	Are all vessel structures, equipment, and curtains, blinds and other textile materials near all appliance flues and exhausts free of signs of heat damage?	
<b>8.6</b>	<b>LPG catalytic heaters</b>	
8.6.1R	Are all LPG catalytic heaters compliant with a suitable manufacturing standard?	
<b>8.7</b>	<b>Flame supervision devices</b>	
8.7.1R	Are flame supervision devices fitted to all LPG and liquid-fuelled appliances that require them?	
<b>8.8</b>	<b>LPG appliance burner operation</b>	
8.8.1R	Are all LPG appliance burners in good condition and delivering a proper flame?	
<b>8.9</b>	<b>Ventilation</b>	
8.9.1A	Is the vessel provided with adequate fixed ventilation?	
8.9.2A	Are warning notices displayed on sea-going boats with closable ventilators?	
<b>8.10</b>	<b>Appliance flues and exhausts</b>	
8.10.1A	Are all appliances requiring a flue or exhaust, fitted with one?	
8.10.2A	Are all appliance flues and exhausts complete and in good condition?	
8.10.3A	Do all appliance flues and exhausts terminate directly to outside air?	

