

Notes	Screen-shots and pointers
<p>Where the defects placing people or property in 'immediate danger' or 'at risk' relate to the items in Appendix B of the ECPs also listed below; a hazardous boat notification must be made</p> <p>Where the boat is located at any mooring, marina, or basin operated by a third party, notify the person responsible for those moorings of the situation, and the action taken, by the quickest means available.</p> <p>You must also notify the BSS manager and if the boat could not be made safe, make this known.</p>	<p>Phone if the danger is critical and present, but if the danger is 'managed' then email or online with Salesforce is an option.</p> <div data-bbox="695 289 1307 592" data-label="Image"> </div> <ul style="list-style-type: none"> ➤ If the situation is un-managed and there is clear and present danger, speak with everyone necessary face-to-face or by phone. ➤ Where the risk is temporarily managed, you can create a HBN by calling the BSS Office OR creating an online version using Salesforce
<p>Go to the boat's profile. Double check it is the boat you want.</p> <p>Close to the bottom of the profile you will see Hazardous Boat Notes and a button to create new ones</p>	<p>port website link https://pro.boatsafetyscheme.com/</p>
<p>The boat name is automatic when launching from the boat profile</p> <p>If you have completed the examination report, you'll have a BSSER number. Paste or enter that into the Examination name field</p> <p>The location details are there to help nav authority staff find the boat if necessary. Don't expect people to necessarily know the area like you do. Name features and waterways</p> <p>The ECP field is just like in Examination Comments.</p> <p>You're not allowed to forget to define which ECPs were used</p>	<p>port website link https://pro.boatsafetyscheme.com/</p>

Once complete click save if you have no other immediately hazardous findings to report. If there is something else to report, click Save & New. An automated email is then sent with the HBN details straight to the BSS Office including Tracy, Phil and Rob.

Click Save or Save and new

Save

Save & New

Cancel

An extract from Appendix B of the 2013 BSS Examination Checking Procedures

Where the defects placing people or property in 'immediate danger' or 'at risk' relate to:

- leaking gas;
- leaking petrol;
- gas refrigerators with naked flames on petrol-powered boats;
- heat damaged cables or other electrical fire risks;
- a.c. electrocution risks;
- significant quantities of fuel or other substances escaping into the watercourse.

...take the following actions in addition to those in Appendix A

- inform the owner (or representative) about the hazards as soon as possible;
- ask for the hazard to be made safe or neutralised immediately, such as by turning off the fuel or disconnecting the electricity supply;
- advise that the systems, installations or appliances are not used again until fixed;
- advise that any repairs are best carried out by a competent person.

Where the boat is located at any mooring, marina, or basin operated by a third party, notify the person responsible for those moorings of the situation, and the action taken, by the quickest means available. Notify the manager of the Boat Safety Scheme by the quickest means available. If the boat could not be made safe, make this known.

In the extreme combined circumstances that the boat could not be made safe AND the person responsible for the moorings or the manager of the Boat Safety Scheme could not be contacted, then contact the relevant navigation authority or harbour authority by the quickest means available, if necessary by using emergency contact telephone numbers.