

Boat Safety Scheme
First Floor North
Station House, 500 Elder Gate
Milton Keynes, MK9 1BB

Telephone 0333 202 1000

Examiner's Email: BSS.office@boatsafetyscheme.org

Examiner's Website: <https://pro.boatsafetyscheme.com/>



15 June 2015

Ref: 15-002

BSS EXAMINER NEWS

Dear Examiner,

This edition of BSS Examiner News concentrates on examiner electrical training and assessment and points towards further training coming your way over the next year.

Mandatory Training on Electrical Understanding Coming Soon

For the safety of themselves and others, all examiners will undertake an electrical knowledge and understanding E-learning course and be assessed to the new Safe Isolation Procedure for 230V ac systems.

The compulsory programme is being rolled out and more details will follow in the next newsletter however the purpose of this article is to explain why the training is necessary.

This new training programme is to address two key issues.

The Scheme reviewed its 'duty-of-care' responsibilities to the Examiner community in relation to the risks that may be present when examining 230V ac systems on boats including shoreline cables. Some examiners participated in the training programme five years ago and some have not yet, but we have learnt more since then, and there are gaps for all examiners we need to deal with.

Secondly, the training is necessary to best support the new 230V ac checks, introduced in 2013 that help reduce risks of fire and electrocution.

Here's the background, NICEIC (National Inspection Council for Electrical Installation Contracting) is our development partner for the online successor to the 2010 Electrical Awareness training course. It has identified a critical gap that a 'Safe System of Work' also needed to be adopted by BSS Examiners to mitigate the risk of electrocution when carrying out Part 3 & 4 checks. Together with NICEIC, we have now delivered an online training package.

The latest sets of delegates on BSS Examiner Entry Training Course in March and May this year have already been through it.

They completed the Electrical Awareness Training & Safe Isolation Procedure E-learning package prior attending Evesham. Next, practical assessment of the Safe Isolation Procedure using a classroom rig took place during week one. It was ultimately consolidated by the on-boat, final assessment at the end of week two.

Feedback from the delegates indicated that the E-learning was well received and the outcome of the revised Part 3 classroom-based training, practical assessment of the Safe Isolation Procedure considered a success by BSS/NICEIC. This new training package has improved Examiner electrical awareness and has delivered an industry recognised 'Safe System of Work' that will enhance the competence and personal safety of BSS Examiners.

To ensure we have the consistent level of competency throughout the BSS, all examiners now need to achieve the same level of training / assessment before the Safe Isolation Procedure is formalised by the release of a new ECP Appendix.

All Examiners, apart from the latest 2015 recruits, will complete the new online Electrical Awareness E-learning course and must attend a half-day, practical and rig-based assessment at a regional location to validate their understanding of the Safe Isolation Procedure.

For those who did not attend the awareness course in 2010, it will be filling a big gap. For all examiners who did undertake the previous course, please treat this as a valuable opportunity to refresh your knowledge and as a means to backfill some missing elements. Chiefly, it ensures you are fully aligned with the latest version of the Electrical Awareness training.

The Safe Isolation Procedure practical assessments will take place at BSS/NICEIC venues around the country. Access to the E-learning course will be provided shortly as will the locations/dates and method by which you will book yourself on to one of these training events.

LPG tightness testing on hire boats and houseboats – staying on the right side of the law

We've noticed a trend towards calls to the office alleging that non-Gas Safe registered examiners are conducting manometer LPG tightness testing on hire boats, floating cafés or boats used as a primary place of residence.

Carrying out manometer LPG tightness testing and other work on these categories of boat is covered by UK law and requires Gas Safe registration.

Should you need it, more information to remind yourself of how to stay on the right side of the law, is on the Pro-webpages from this link [more info here](#).

Note also that only examiners trained and assessed to the 2002 BSS requirements may examine hire boats or floating businesses.

If you are not Gas Safe registered there is still the small potential that what was seemingly a private boat used for occasional leisure use at the time of your examination, may subsequently be alleged to have been a residential boat, for example. To protect yourself in what is an active enforcement environment, our advice is to address this matter as part of your initial dealings with owners. Once you have established that a boat has a gas system, then find out to what use the boat concerned is put. We strongly advise you to ask the following questions:

1. Is the boat hired out in the course of a business?
2. Is the boat used by anyone as a primary place of residence?
3. Do you invite people on board your boat in the course of a business, e.g. is it a passenger boat, café or shop?

If the answer to any of the above questions is yes then in order to carry out the BSS gas tightness test you will either have to observe a fitted bubble tester, or witness a Gas Safe registered installer carrying out the test with a manometer. Even if the answer to all three is 'no', I recommend that you make a brief record that you have asked the questions and received the negative answers.

Working on boats beyond carrying out BSS examinations

Linked to enquiries and complaints received by the BSS Office, it is essential that any works carried out, or service provided to bring a vessel to BSS compliance must be the subject of a separate contract to the arrangements under which the Examiner conducts any BSS Examination.

If you provide a service other than the BSS examination and certification of boats, I recognise that this activity falls outside of any influence of us here in the BSS Office and you may well have a professional approach that warrants no coverage here. However, for those who actually or may be considering offering services, perhaps without appreciating the full situation, I provide these points.

Fundamentally the Scheme must seek to protect the public and we also have a duty to build on and defend the BSS reputation. This means for example, should an Examiner be prosecuted carrying out a separate service inappropriately, those fundamentals could easily be badly affected.

In addition, I'm also concerned that one or two examiners may be seeking to rely upon a block policy examiner insurance, and they will not be insured for any activity outside of the scope of a BSS Examination.

The enquiries/complaint did bring to light the following:

- In one example, LPG tightness testing work was being undertaken not in the context of any BSS examination. I believe that the individual had not been assessed as competent in gas matters and was not Gas Safe registered. The only training and assessment being that provided as a BSS examiner.

In these circumstances I think that there is a risk that the individual concerned could be deemed to be operating illegally as the required degree of competence to work on gas systems would be difficult to prove to the satisfaction of a court; and of course for hire boats, floating cafés or boats used as a primary place of residence, there is the requirement for Gas Safe registration.

My advice is that, examiners wishing to offer LPG services outside of the context of a BSS examination and who don't already possess competence qualifications, should seek advice from a LPG training/assessment establishment and firstly achieve the necessary competences and qualifications.

- In another example an examiner offered portable fire extinguisher servicing, however the complainant was adamant that the separation from the BSS examination was not clear and believed that servicing was a BSS requirement.

The examiner concerned also wrongly believed that the MHA block policy insurances would cover him for such activity in the event of a claim – it wouldn't.

Examiners who carry out services must do so by way of separate contract and they are well advised to seek separate insurance cover to their BSS examiner cover, as agreed with their insurer.

Annual bulk delivery of BSS examination materials

The annual bulk delivery will begin in the next few weeks and so stand by to receive an email setting out the amount of materials you will receive, based upon your usage history. It invites you to ask for amended quantities if you feel the suggested numbers are either too high or too low. Note: you will have a five day window to feedback.

All of the materials are free of charge as is the annual bulk delivery. However if you need subsequent replacements then the BSS Office reserves the right to charge you postage for replacement or extra deliveries, depending upon the individual circumstances.

Examiner in breach of BSS Examiner Conditions of Registration

The BSS Management Committee Executive requested this article be shared with all examiners.

In late March the case against an examiner was proven by the Executive and the examiner cautioned to abide by the BSS Examiner Conditions of Registration. In this case the examiner had made known his decision to retire as a BSS Examiner just prior to the case review.

The proven breaches concerned his failure to maintain Professional Indemnity and Public Liability insurance cover and his failure to co-operate as fully as the circumstances will allow with the BSS investigation into the alleged breach.

The circumstances came to light at the time of the insurance audit and led to the examiner's suspension in early November because the examiner failed to provide the necessary evidence of insurances.

Carbon monoxide (CO) E-learning course later in 2015

We are planning to provide a compulsory E-learning training and assessment course to deliver examiners an enhanced understanding and awareness of CO in boats. The aim is threefold. It will increase understanding of CO to help support Examiner's safe working practices. It will also underpin the application of those Part 8 checks that cover the CO risk, and it will help you in those conversations with your customers on this subject.

There is a realisation that examiners play a key role to help influence the behaviour of boaters and keep them safe. I'll expand on this topic in a future newsletter.

LPG update course early 2016

In the first quarter of next year all examiners are due to undertake compulsory LPG update training and assessment. The drivers include a modified LPG tightness test under development in the current revision of the boat LPG installation standard PD 5482-3, and to match the accepted gas industry model for LPG re-assessments, albeit that many examiners are now outside of the 5-year re-assessment period.

The training delivery will be charged at cost to BSS examiners and is currently intended to take place reasonably local to where you live. The duration of the LPG training/assessment is expected to be two days. There may also be some pre E-learning involved.

There will be more details about this training/assessment in a future newsletter and the actual dates are subject to the revised version PD 5482-3 being published later this year.

BSS hire boat requirements changes and examiner training early next year

A small number of new BSS hire boat requirements are to be consulted on over the next 3 months. It is intended that these will be contained in an annex to be applied to hire boats in addition to all of the 2013 private boat requirements. Most of the existing 'Part 10' requirements will also be contained in this annex.

Subject to the outcome of that consultation, it is anticipated that these will be implemented from April 2016, although subject to consultation outcomes this date could be pushed back to the end of 2016. Any examiner, old friend or new boy, wishing to offer BSS examinations to hire boat operators next year, must attend at a training course covering all of the 'annex' checks, in February/March next year, or late 2016, if the implementation date is pushed back.

I shall advise you when the hire boat requirements consultation has started, in order that you can assess what new is being introduced for hire operators. Please note: for the moment, it remains that only examiners trained and assessed to the 2002 BSS requirements may examine hire boats.

Well spotted - when is a fuel hose not a fuel hose – when it's a gas hose!

A sharp-sighted examiner was quick to identify this braided fuel hose as BS 3212/2 LPG hose from the metal tag.

As you know, being diligent and observant comes with the territory of a being a BSS Examiner...

Hopefully you are hawkeyed too, so what corkers have you spotted recently? Tell us at

www.boatsafetyscheme.org/professionals/the-kiosk/picture-this



LPG hose update – keeping your ECP manual up to date

As you know the ECPs have changed as a result of the introduction of a new European LPG hose standard. You should now be applying the checks as specified and you should have replaced the pages of your private boat ECP manual with the ones sent to you by post.

If you have not received the replacement pages in the post please let the office know. You will shortly receive an email asking you to confirm delivery, insertion in your manual and your application of these changed checks. A briefing about the changes has been published on the ECP change section of the [examiner support web-pages](#).

The Pro-site has been re-vamped

The architecture of site has now changed to allow video-embedding and other improvements. Most of the navigation round the content is on the left hand side – and the information is still colour coded for those that use that technique.

If you have a link to the old pro-site, this will need to be changed to the one below:
<http://www.boatsafetyscheme.org/professionals/>

Best regards,

A handwritten signature in black ink that reads "G.A. Watts". The signature is written in a cursive style with a horizontal line underneath the name.

Graham Watts, **BSS Manager**