

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](mailto:BSS.office@boatsafetyscheme.org)

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



01 March 2016

Ref: 16-002

## BSS EXAMINER NEWS

Dear Examiner,

In this second edition of BSS Examiner News we cover some examiner training and examination reporting subjects, signpost two product recalls and we also repeat information about staying on the right side of the law when considering carrying out LPG tightness testing on live-aboard boats.

### **BSS hire boat requirements changes come into effect in April 2017**

The hire industry has been made aware of the outcome of the public consultation in a press release, namely that the proposed changes maintained stakeholder support through the consultation and so will be implemented as set out in the consultation, with the main exception being the decision to implement the revised BSS hire boat requirements from April 2017, twelve months later than proposed in the consultation.

For more information about the outcome click on this [link](#).

BSS Examiners who wish to examine hire boats from April 2017 will need to attend training scheduled to take place in February /March 2017.

### **Late or inaccurate inputting of examination results by some examiners is causing problems for their customers**

Examiners are reminded that all 'Yes' and 'Yes, but some advice checks did not pass' examination results should be entered into Salesforce within 48 hours of the examination happening – unless there is a good reason not to, as acceptable to the customer. At the last BSS Management Committee the Broads Authority raised the issue of late reporting including customers unable to achieve renewal of their registration 'toll' and tying up licensing team administration resource.

The BSS Management Committee also discussed the admin headache for licensing team staff caused by examiners inputting wrong boat names or registration details; making it very difficult for staff to resolve customer issues. Please ensure that you strive to enter accurate details and take note of the following paragraph – it does help if a slip occurs.

### **Please help by making sure Salesforce boat information is accurate and complete**

Please help us in our efforts to reduce multiple records of boats which we are determined to reduce. Many examiners are doing a brilliant job and filling in the boat details and in a number of cases providing photos of the boats. However there is still a small but significant number providing little detail and in a handful of cases, even the registration number is inaccurate and this is a real headache. By having full boat information we can correct errors easily when they come up on the radar.

## **Changes made to identity verification in Salesforce with its Spring '16 release**

We have just received this message from Salesforce: *"At Salesforce, we understand that the confidentiality, integrity and availability of your data is vital to your business, and we take our obligation to protect it very seriously. In order to keep your data secure, Salesforce has changed the logic behind identity verification with the Spring '16 release.*

*"When users log in to Salesforce from a browser or device we don't recognize, they may be prompted to verify identity, even if they log in from an IP address authenticated before the Spring '16 release.*

So examiners may be prompted to verify their identity more frequently than in the past, particularly those who automatically delete browser cookies for security purposes, or those who do not specify trusted login IP ranges under Network Access.

This may not be an issue to some, but for others who want to reduce the number of identity verification prompts, they can change browser privacy settings to save cookies for Salesforce sites. Before making any changes in your browser, if you have security software (Kaspersky, McAfee, Norton, etc) check those settings too.

## **Last call for feedback about the recent electrical training**

With only one wash-up course to take place in early March, we are looking to close down the feedback survey on the recent electrical training and seminar attendance and so if you haven't already provided your comments please spare a few minutes to input your considered views on a short online survey here - <https://www.surveymonkey.co.uk/r/8DVNX3T> . This is important to help us to continue to improve examiner training events.

## **Product recall alerts for the boating community**

I'm forwarding a link to information placed on our BSS website this week. At the request of the following companies the BSS is supporting the recall alerts to help disseminate the information to the boating community.

1. Clesse Industries – has an on-going campaign to make boaters aware of the immediate product recall on its Novacomet branded BP1803 LPG regulators manufactured between June 2010 and September 2015. The recall relates to concerns regarding the potential in certain operational and environmental conditions, for the regulator to fail.
2. Kidde Safety Europe Ltd published an alert to make boaters aware of a precautionary product recall on specific models of its 1m<sup>2</sup> "Kidde" or "Lifesaver" fire blankets, following concerns regarding their effectiveness in the event of an oil pan fire.

The BSS Examiner website also has this information which is being provided to BSS Examiners in case a boat owner raises the issue in conversation; there is no expectation that BSS Examiners will check regulators or fire blankets other than as specified in the BSS Examination Checking Procedures.

For more detailed information visit the examiner support pro-site [here](#).

## **LPG tightness testing on live-aboard boats – staying on the right side of the law**

We understand that there is some discussion on examiner forums about the subject of LPG tightness testing on live-aboard boats.

Non-Gas Safe registered examiners conducting manometer LPG tightness testing on hire boats, floating cafés or boats used primarily by anyone for domestic or residential purposes will be contravening UK law as these categories of boat are covered by the Gas Safety (installation & Use) Regulations 1998 that require Gas Safe registration to conduct any work on them. 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](#).

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. Do you invite people on board your boat in the course of a business, e.g. is it a passenger boat, café or shop?
3. Is the boat used primarily by anyone for domestic or residential purposes (In this matter, it makes no difference to if the boat is owner-occupied or rented-out)?

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.

**Before you re-register please double check your Gas Safe registration details?**

Have you ticked the box Gas Safe Registered on the current details tab? If yes, ***you must be currently Gas Safe registered and accredited for LPG on Boats***. You must also supply your engineers' 7-digit Gas Safe Register ID card number accurately, this is public information and anyone must be able to check your registration on the Gas Safe Register site using that number.

If you let your Gas Safe Register registration drop, it is critical to untick that box and remove those details from the public website as misusing the logo and representing yourself as registered can lead to a criminal investigation, which according to the [Gas Safe Register](#), has the potential to lead to fines and/or imprisonment.

Best regards,



Graham Watts, **BSS Manager**