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BSS EXAMINER NEWS 16-004

Dear Examiner,

In this edition of BSS Examiner News we have an update on proposed examiner hire boat requirements and LPG training, we provide the latest information following the deaths of two Norfolk boaters and their dog from CO poisoning, we provide information about the acceptability of Kabola heating appliance fuel hoses, we alert you about fraudulent certificates that may be out there and we introduce a review of the BSS Examiner Conditions of Registration. We also have news of a new BSS Manager's guidance about what to do if you come across a commercial catering LPG installation.

Hire boat examinations – do you wish to examine hire boats from next April?

As a part of the roll-out of the new BSS requirements for hire boats, BSS Examiners who wish to examine hire boats from April 2017 will need to attend training and assessment planned to take place in February/March 2017.

The course is open to all examiners except those newly qualified who are yet to participate in a BSS Field Assessment.

The training will cover the introduction of six new BSS hire boat requirements and the clarifications or improvements to five existing BSS hire boat standards. See

<http://www.boatsafetyscheme.org/media/284176/Overview-of-proposals-comments-and-responses-BSS-Consultation-Feb16-FINAL.pdf>

In order to plan the training events it is necessary to know how many examiners wish to examine hire boats from April 2017. To help us with this please click on this Survey Monkey web-form

<https://www.surveymonkey.co.uk/r/YT5QQPV> and confirm whether it's 'yes you do' or 'no you don't' wish to train for examining hire boats.

Note that other classes of non-private boats such as tenanted boats, hotel boats and workboats will continue to be assessed using the 2002 BSS requirements and that the hire boat requirements training will not qualify examiners to examine these classes. Only those examiners who have undertaken training and assessment to the 2002 requirements will be qualified to examine these classes of boat.

Compulsory LPG update course spring 2017

Note that the compulsory BSS Examiner LPG training update is now scheduled to take place in April/May 2017. The delay is to allow time to incorporate the changes adopted in the recently updated standard, PD 54823 and to introduce a revised bubble tester tightness test.

More information will follow in the next newsletters.

Double CO Fatality in Norfolk spotlights the dangers of engine exhaust fumes trapped by canopies

You may be aware of the carbon monoxide poisoning on the River Bure, Norfolk, that occurred in June 2016 and which led to the deaths of two boaters and their dog. According to the '[Safety Bulletin' issued by the Marine Accident Investigation Branch](#) (MAIB), the boat was moored and the 5.7 litre V8 petrol engine was running, probably to charge the batteries. Engine exhaust fumes accumulated in the cabin through an open section in an otherwise closed canopy and a build-up of CO caused the fatalities. Read the two related [BSS media releases](#).

The MAIB is raising concerns about the potential for canopies to allow poisonous gases to build up, quickly reaching fatal levels. This is a new safety message as far as we know and, as no CO alarm was fitted, also points to CO alarms as being essential.

A sobering and compelling reconstruction video from the MAIB illustrating the speed and extent of the build-up of CO in the cockpit appears on the safety bulletin web-page and MAIB YouTube account

A more detailed reconstruction investigation by the MAIB has been taking place including the use of infrared video cameras to track the passage of engine exhaust fumes through the boat and it is hoped that the data gained will inform future boat CO risk-management initiatives.

Improved awareness information covering the circumstances of this tragedy will certainly be incorporated into the planned 'Trusted Messenger' CO safety support material for BSS Examiners. In the meantime, for your information these are the critical points the BSS is promoting to boat owners:

- If you're smelling and breathing in exhaust fumes, stop the engine, and get off the boat opening ventilation on the way out if possible.
- Know the symptoms of CO poisoning, if anyone is indicating they are suffering, get them medical help. If the symptoms are severe – call the emergency services.
- As a belt & braces defence, install a certified CO alarm (BS EN 50291-2), test it routinely and never remove the batteries.

For owners of boats with very large petrol engines the advice is doubly important because of the potential for occupants to be overcome by the volume of exhaust fumes that may reach fatal levels in minutes or seconds.

Kabola heating appliances – ISO 6806 fuel hoses are acceptable

Kuranda, UK distributors of Kabola heating appliances, confirm that the Kabola heating appliance hoses it supplies that are marked to the BS EN ISO 6806 2014 (Rubber hoses and hose assemblies for use in oil burners) meet BSS requirements.

The ISO number marking can be found at the oil pump end of the hose assembly; behind the burner unit cover.

For more information follow this [link](#), or read the attached Technical Briefing and apply the information in relevant examinations.

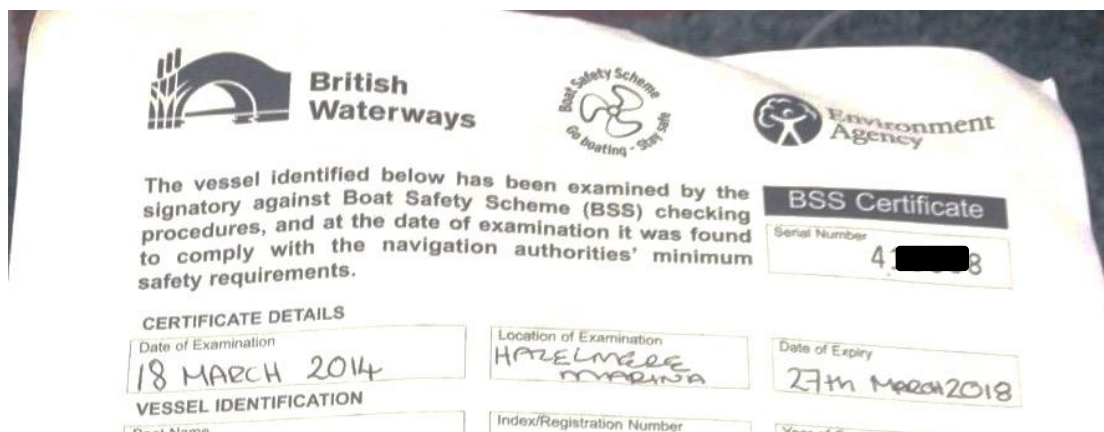


We'll introduce a new applicability at check item 2.10.2 at the next opportunity

Be vigilant, fraudulent certificates may be out there

In the past few days, a sharp-eyed BSS Examiner told the office about a fake 'old-style' BSS certificate shown to him by a boat owner who was selling the craft. The owner believed the certificate to be real but in reality it was a counterfeit based on one issued in March 2009.

The worrying feature is that the forgery looked to have been produced on a computer and so we're concerned that others may be out there. Although the counterfeit was high quality reproduction the major error was that it was a recreation of a paper-based BSS certificate supposedly issued in March 2014; paper BSS certificates were withdrawn in April 2013.



This is only the second time we have come across a forged certificate and when we do, we seek to involve the Police in a fraud crime investigation. If you have any queries or doubts about a BSS certificate you come across, please contact the BSS office.

The BSS Examiner Conditions of Registration are being reviewed – do you have a view?

The BSS Management Committee has agreed the need to review the BSS Examiner Conditions of Registration (CoR), supporting information and the associated investigation procedure.

It has been five years since the last review and although there is no suggestion that the CoR are in need of fundamental review there may be a need to refine them to take account of the following changed circumstances:

- a) an enhanced emphasis amongst stakeholders that appropriate examiner behavioural standards must ensure all customers are treated with respect and that the reputations of the BSS and navigation authorities are not brought into disrepute;
- b) the need for an improved investigation procedure that better reflects those investigations associated with the customer service and administration responsibilities of examiners; such that it does not by inference, restrict its scope to an examiner's application of the BSS Examination Checking Procedures;
- c) the move away from paper certificates to online recording of certifications;
- d) any impact associated with any changed navigation authority staff/volunteers responsibilities for a safe working environments that promote and protect the safety and welfare of children, young people and adults at risk (Safeguarding);
- e) the possible need to introduce clause requiring examiners to comply with UK law and uphold the administration of justice.

The review is underway and if you have any initial thoughts to share with the office about the existing CoR, associated guidance or investigation procedure, please provide them to your representative body, or send them direct to me. The existing documents can be found by following this [link](#).

Your representative bodies have until mid-November to provide any input into the initial review and then the BSS Management Committee will decide in mid-December the changes that can go out for a formal consultation with all examiners.

If it's looking like there will not be wholesale change, it is likely that the consultation period will be eight weeks, taking place during January and February 2017 and the new CoR, supporting guidance and investigation procedure will be in place from 1 April 2017.

What to do if you come across a commercial catering LPG installation set-up?

In order to get to the answer about what to do if you come across a commercial catering LPG installation set-up you need to follow this sequence of information set on the [new Examination Guidance web page](#).

We're not going through it in the newsletter, but any examiner who undertakes an examination of a floating catering business/facility that includes gas systems without first reading the Manager's Guidance page will be falling short of the expectation and responsibility he carries and may be contravening the Gas Safety (Installation & Use) Regulations.

As a general rule, if examiners come across gas systems on non-private boats that are dissimilar to the boat LPG installations they are used to, they must please ring the BSS office. It is very likely that a suitably qualified Gas Safe registered engineer will need to be found to conduct the tightness testing, and the test witnessed by the examiner.

Make sure you don't advise customers wrongly about navigation authority licensing conditions

We've been asked by Canal & River Trust to remind all examiners not to express a view on licensing matters unless they are sure about the information. This follows concerns that examiners have been telling customers that they don't need to confirm new BSS certifications at the time of re-licensing.

To be clear, the Trust's customers are required to advise the Trust of any new BSS certification details, thereby ensuring a smoother re-licensing process. Boaters are asked to provide the BSSER number, online if they can and by using the standard format - BSSER-123456/YY - with all the letters, the dash and forward slash etc.

Best regards,



Graham Watts, **BSS Manager**