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13 December 2017

Ref: 17-005

## BSS EXAMINER NEWS

Dear Examiner,

In this edition of BSS Examiner News, we cover the replacement of Andrea Burrow and successor to Phil who is on his retirement path. We have important advice about the application of BSS requirements to shared-ownership boats. Why are you insured – we have a multi thousand-pound lesson that explains why. We ask you about LPG fuelled generators – what have you seen? So, what does GSIUR mean? The latest on LPG Update training. Why you should ignore some new fields on the Examination Report page, but be interested in why they are there! Christmas pressy suggestions for yourself – or leave a hint. The December invoices will be moved to next year – hurrah – but it will be early January. Finally, we have the Xmas break office closure and out-of-hours contact details.

### **We welcome Simon Vayro as the new BSS Business & Technical Manager**

Simon joins the BSS office team on Tuesday 2 January. Since 2014 he has been a Technical Executive at British Marine providing members with technical advice and guidance, as well as representing the UK marine industry in discussions with national and international standards bodies and regulators. British Marine's health and safety matters also came within his remit.

Simon loves sailing and turned his hobby into a full-time career nearly fifteen years ago, when he started to work for one of the world's largest yacht charter companies. He went on to become a professional skipper, where he put his abilities to use instructing, coaching and racing. His last role on the water was as an officer on board the most luxurious cruise line in the world, a job which enabled him to travel to extensively.



Phil Rickett will continue to work on a three-day week basis until June 2018 to support the financial and strategic side so if you have a technical query that should continue to be best directed to Dave Washer. Database (Salesforce) and website queries to Rob and admin queries are best for Tracy.

### **Third-party managed shared-ownership boats and the BSS requirements**

This subject that continues to be discussed between the industry and the BSS committees. You will recall that in BSS Examiner News 17-002 boats the subject of any form of third-party managed shared-use arrangement (including timeshare or shared-ownership) are deemed to be hire boats for the purposes of the BSS examination and so BSS Hire Boat Requirements should be applied by an Examiner qualified to apply them.

The article went on to say that for third-party managed shared ownership boats, there is a need for Examiners to ask about how the boat is managed to establish whether the owners are in control of the risks to which they may be presented; if they aren't, then the BSS Hire Boat Requirements should apply.

Just to add a little clarity to a complex subject; third-party managed shared ownership boats can be considered as private boats for the purposes of the BSS examination, **provided that**, the shared owners are aware, or are made aware, of the boat's planned maintenance schedule and any other necessary safety-related works.

Please review and digest the BSS Manager's guidance on this subject here [\[Link\]](#)

### **BSS Examiner Insurance – a case study to make you think!**

This article is the second provided by the main examiner insurance broker Michael Hall Associates Ltd. It is part of a series about BSS Examiner insurance, and this one should encourage you to consistently carry out BSS Examinations in accordance with the Examination Checking Procedures (ECP).

It concerns a Professional Indemnity claim a few years back that followed a petrol vapour explosion. This is a very interesting situation because although the Examiner was not found to be liable, the insurers had to pay quite heavy legal costs in defence of the claim. The case is an example of how Professional Indemnity cover is there not only to meet a claim but also more importantly to pay the legal costs in defending an action and where possible and appropriate, prove the examiner was not negligent.

A petrol vapour explosion occurred on a boat within the engine space shortly after it had been started. There were several people aboard most of whom were injured and some seriously. There was no ensuing fire and no other parties were affected. The vessel had been certificated only days before the incident.

An investigation cited the cause as a faulty vent hose connection. A claim was made against the examiner for failing to adequately check the suitability of this vent hose connection and that alleged sloppiness resulted in the personal injury to the occupants of the vessel and damage caused.

Ultimately the examiner was found not to be negligent, but insurers covered the legal defence costs of £29,818 in defending the examiner.

So unless you have bottomless pockets, good quality insurance is there to defend you and your business.

**BSS Manager's comments** – make sure you follow the ECP checking actions to the letter and keep impeccable records. NB also remember that all vent hose connections must be checked for condition by sight **and touch** (BSS check 2.3.3).

### **Portable LPG generators – what LPG supply arrangements are you coming across?**

We are seeking information to help us decide if a risk-review at BSS Technical Committee is warranted concerning the LPG supply arrangements to portable generators converted for use with LPG.

We particularly want to know if you have come across a portable LPG generator intended to run on the bank and supplied from the boat's LPG system using a long length of LPG hose.

We are also keen to learn of any portable LPG generators supplied from cylinders, where both the generator and cylinder are intended to be run on the bank and where once again the hose length exceeds one metre. Please use this contact page [\[www.boatsafetyscheme.org/professionals/the-kiosk/picture-this/\]](http://www.boatsafetyscheme.org/professionals/the-kiosk/picture-this/) and use 'LPG Genny' in the subject line.

On an associated generator subject, any boat on which you encounter a generator that is intended to be portable (LPG, petrol or diesel) and that you find fixed in position in an enclosed cockpit area, or engine space should be treated as an 'immediately hazardous boat' and use the HBN notification on the BSS database.

This should be considered an additional risk to those covered by Appendix B of the BSS Examination Checking Procedures. The basis of this position is that we not aware of any portable generator manufacturer that approves their products to be fixed in place or more specifically for their products to be modified with exhaust extensions, as such, there must be a significant risk of carbon monoxide poisoning.

## What does GSIUR mean?

The new BSS Examination Record Form has a reference to 'GSIUR status' in the 'boat status' box at the bottom of page 1. An examiner has asked what this acronym stood for. GSIUR stands for Gas Safety [Installation and Use] Regulations and the entry on the record form is intended to help examiners document whether the boat examined is in scope or out of scope of the regulations.

We've covered this subject many times within the newsletters and remember that on a boat in scope of GSIUR, examiners who are not Gas Safe registered can only complete check 7.12.2 by either:

- undertaking a gas tightness test using a bubble tester where fitted and correctly located; or,
- observing the tightness test conducted by a (LPG boats-competent) Gas Safe registered installer.

For more information about boats in scope of GSIUR and keeping on the right side of the law in this respect, please visit the Examiner Support website [\[Link\]](#).

## LPG Update training – next Autumn

The long-awaited LPG update training will take place next Autumn.

The course is necessary to introduce a revised manometer LPG tightness test and a revised bubble leak tester procedure.

The assurance of competence supports the interests of the Scheme, navigation authorities and customers, but equally important, it provides an equivalent level of assessment to that undertaken by competent gas installers generally.

The dates and details are yet to be finalised but please prepare yourself, between October and November 2018, to undertake a LPG knowledge and understanding E-learning course before attending a two-day training event. Examiners will also have to undertake pre-learning assessment before attending the training event.

The course will be compulsory for all BSS Examiners including those who are Gas Safe registered. For Gas Safe registered examiners there won't be a compulsion to conduct the E-learning course and can go straight to the pre-learning assessment. There will be a need for Gas Safe registered examiners to attend the two-day training event because of the introduction of the revised bubble leak tester procedure and other new information.

More details will be provided in future newsletters.

## New Salesforce fields for volunteer examiners as environment monitoring project starts

You will notice a new section on the 'Examination Details' tab on Salesforce called 'Environment



monitoring examiners only', and as it says on the tin, this section is for the 15 Examiners involved with the BSS Examiner Environment Monitoring Project. This project will run for up to two years and is to monitor the environment presented to all Examiners to help assess whether it presents any exposure to gas hazards during site visits. It will involve the volunteers using a belt-mounted four-gas analyser device at each BSS examination.

The volunteer examiners and trainer at the training course to learn how to use the PS500 four gas analyser.

The focus is partially aligned with CO risk review but, oxygen depletion, carbon dioxide and flammable vapours will also be detected by the equipment. The Salesforce fields will capture any spikes/alarm activations that occur and provide details of examinations performed. There have been three alerts already. We'll return to findings in future editions of BSS Examiner News.

### **BSS Marketplace - late Christmas present list.... kit yourself out for the New Year**

Don't forget the selection of BSS products from the BSS apparel provider, Clyde Marine.

Go to [www.clydemarineuniforms.com/bse-1.html](http://www.clydemarineuniforms.com/bse-1.html) for full details and to make your order. Clyde Marine is providing full customer support on 0141 427 6655 or by the contact form on its website.



### **Monthly invoices will be delayed**

In view of the Christmas break the Nov-Dec invoices will be raised in early January rather than the normal invoice run late month.

### **BSS Office Christmas Shut-down**

Although all staff will be on leave during the Christmas and New Year break (23 December – 1 January inclusive) technical support will likely be available to you should you need it. Please use this email address - [bss.office@boatsafetyscheme.org](mailto:bss.office@boatsafetyscheme.org) and include your contact phone number and subject matter and your email will be picked up and forwarded to the most appropriate BSS team member who will call you back. Concerning urgent messages please try team mobiles, numbers are on the Examiner Support site or for those that have it Whatsapp for Rob or Graham.

If you have a need to order any items via Salesforce, please do this very soon as we will be unable to dispatch any items after 15 December. The next post out will be week commencing Tuesday 2 January.

May I take this opportunity to wish you and your family a Merry Christmas and a prosperous New Year.

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**