

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: [www.boatsafetyscheme.org/professionals](http://www.boatsafetyscheme.org/professionals)



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## BSS EXAMINER NEWS

Dear Examiner,

### **Help improve the future of examining, take part in a key survey designed by Examiners**

A confidential survey amongst all BSS Examiners will be live during June 2018.

We want to understand more about what you like about being a BSS Examiner and what you don't like so much. It's important that we hear both the positives and the negatives.

Whether you only carry out a few examinations per year or are active almost daily, everyone's opinion counts and important we hear those views.

It is so important that we have commissioned a specialist research consultancy (Morale Solutions) to design, run and interpret the survey.

Morale Solutions follow the Market Research Society's Professional Code of Conduct and adhere to its Best Practice Guidelines. This means all of your responses will be treated in the strictest confidence and your anonymity will be protected at all times.

**Survey design:** Examiner input is critical and begins at the first stage. Examiners will help design the survey and guide the questions that go into it. In that respect, a member of the Morale Solutions team will have a series of short telephone conversations with a random sample of the Examiners over the next couple of weeks.

If you are chosen as one of the people for this, we will send you a separate message to explain how that works. By seeking your involvement in the design of the questionnaire, we are confident that this will mean that it is helping us make the BSS an even better place to work.

We'll share some more information about how the survey works over the interim period. We promise that we'll be very open with the feedback after the survey is completed and most importantly, we assure you that we will address the key issues which arise as a result of the information you provide.

### **LPG tightness testing on liveboard boats – are Examiners making up the rules?**

The vast majority of BSS Examiners will say to themselves "not me" when reading this article. A very small minority may recognise the following behaviour. Those that do, should now understand that:-

- they are acting outside of the BSS rules, and;
- they may be placing themselves at risk of criminal prosecution, and;
- they may also be placing their customers at risk of harm.

**Background:** A few Examiners may be telling their liveboard customers about LPG bubble testers. In recent weeks a boat owner has contacted the Scheme to ask directly if bubble testers are required under BSS rules; which of course they are not.

We are also receiving anecdotal evidence from Gas Safe registered installers (who are also BSS Examiners) that liveaboard customers are commissioning the fitting of a bubble tester because other examiners have informed them that the 'rules have changed, and they now need one fitted to pass a BSS Examination'.

We have also heard allegations that non-Gas Safe registered BSS Examiners have fitted bubble testers to boats in scope of GSIUR (Gas Safety [Installation and Use] Regulations) before performing the Examination. That would be acting unlawfully and possibly placing customers at risk of harm. In some of these alleged incidents, the boat's total LPG appliance load was said to be way above Alde's stipulated 12kW limit and the location of the testers made them almost impossible to view and use effectively.

Whilst we have no complaints about individual Examiners currently, we must react to the evidence to help stop any such behaviour immediately. We want to ensure that a) there is no need to investigate a complaint of over application of the BSS requirements and b) help prevent any criminal prosecution by HSE or local Environmental Health enforcers.

We have regularly published reminders about GSIUR and the fact that for boats 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.

We have 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, Professionals > You and the BSS Examination > The Manager's Guidance for Conducting Examinations > [Boats in scope of GSIUR](#), [\[Link\]](#)

## **Are you interested to attend BSS Examiner training courses?**

### **i) 2002 BSS Standards upgrade course**

Any examiner trained since Autumn 2005 and wishing to be authorised to examine **non-private vessels**, will need to successfully complete a backwards upgrade course to the 2002 BSS Standards. We want to gauge the demand for such a course. Please contact [bss.office@boatsafetyscheme.org](mailto:bss.office@boatsafetyscheme.org)

The classes of non-private boats (other than hire boats) such as tenanted boats, hotel boats and workboats continue to be assessed using the 2002 BSS Standards.

Only examiners who have undertaken training and assessment to the 2002 BSS Standards are authorised to carry out BSS Examinations on boats in these classes.

### **ii) BSS Hire Boat Requirements course**

Anyone who missed out on the BSS hire boat requirements training last year and who wishes to be qualified to undertake BSS examinations on hire boats should contact us [bss.office@boatsafetyscheme.org](mailto:bss.office@boatsafetyscheme.org)

Again, there is no course planned yet, but we want to gauge if there is any interest initially.

## **Insurance audit is underway – you may be contacted**

Professional indemnity and public liability insurance cover must be in place and you must keep your insurance details on the Current Details tab on the BSS Database (Salesforce) accurate and up to date.

We are now auditing BSS Examiners with 'block' policies from Michael Hall Associates Limited, Mercia Marine Underwriting Limited or Winter & Co (Marine) Ltd. The onus on examiners with one of these policies is purely to maintain the cover and update their details.

Anyone with independently arranged policies will be asked to provide evidence of suitable cover and it should match the information the examiner has entered on the Current Details tab.

The results of auditing are not improving year on year. Accordingly, we are having to take a tougher line with examiners who persistently fail to maintain their insurance cover. If this is you, be prepared to co-operate with an investigation that may affect your continued BSS authorisation.

### **Data protection training is on the way for all BSS Examiners**

Examiners handle 'personal data' routinely but many are not aware that they have a legal obligation to handle this the right way, or indeed that the information on BSSERs you may have on your own files or in your Outlook contacts list, is 'personal data'.

On 25 May the General Data Protection Regulation will replace the Data Protection Act and examiners must understand what it means for them and how to stay within the law.

We are developing a simple and short e-Learning course with a partner company. Rob and I have already tested out a general version and we rate it. We now adapting some of the elements specifically to BSS situations to make it more relevant to you. The link to this mandatory course should be with you by the end of the summer.

For more information about your current data protection rules you can visit this link <https://www.gov.uk/data-protection/the-data-protection-act>

### **Thanks for filling in boat details on the database, you have helped our CO safety work?**

In recent newsletters we have explained the importance of infilling boat details to aid identification and the protection against fraud. However, there is another critical reason and that is to help with risk reviews such as the work done by the BSS Technical Committee.

So, with that thought in mind, here's a recent example. You may not know that around 3000 boats with large petrol engines are recorded on the BSS database. Put another way, it is about 4% of the estimated boat population subject to the BSS (approx. 70,000) and over 21% of the total number of boats with petrol engines on the BSS database (14,200).

The summary figure mainly comprises of:

- Volvo Penta approx. 1500
- Mercruiser approx. 1300
- GM brands & Indmar approx. 100
- BMW approx 50

We know this because of the work done to support the recent news release warning owners about petrol engine exhaust fumes in the cabin – especially from larger engines following four deaths on three cruisers with larger petrol-engines in the past two seasons. [\[Link\]](#) We also used these figures for the BSS Technical Committee.

So, for all those examiners that have completed all boat details over the past five years, a huge vote of thanks. And for those examiners who were wondering if it was important to fill in all the boxes, I hope we have convinced you it is immensely helpful. You'll see more on this in the next examiners newsletter

Best regards,



Graham Watts, **BSS Manager**