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**28 April 2019**

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## **BSS EXAMINER NEWS**

Dear Examiner,

In this edition we ask you to let us know what you thought about the recent online course and we update you about the planned LPG Update Training.

We look briefly at the initial findings from your examinations to the new CO alarm checks and finally we have three important reminders, i) about the guidance concerning boats having decommissioned systems, ii) the need to have insurance in place and to co-operate with the audit and iii) that IE 9 and 10 browsers are no longer supported by Salesforce.

### **The online CO Alarm Requirements Training Course – let us know what you thought about it**

Thanks for completing the online course; the good news is that most Examiners (75%) sailed through the course assessment, passing in the first attempt – well done if that was you.

It is important that we act upon your feedback about the effectiveness of the course and so, if you haven't done so already, I'd encourage you to complete the very short feedback survey

[www.surveymonkey.co.uk/r/F2R67BW](http://www.surveymonkey.co.uk/r/F2R67BW) (single use link i.e. you only get one opportunity)

Your views will help us improve future training and will identify the subject matter for the wash-up of the course intended to take place during the LPG update training.

### **LPG update course – update**

We provided an outline of the course coverage in the first article of BSS Examiner News 18-008 [[LINK](#)].

We are getting ready to announce the venues and dates for the LPG update course, but these will be published in the next newsletter alongside details of the method by which you will book yourself on to one of these training events.

We currently plan a range of dates and venues spanning from late July through all the way through to October or November. Courses will be available on a first come- first served basis.

The main purpose of the attended training is for Examiners to be updated and assessed to the revised BSS manometer and bubble tester LPG tightness test procedures and these are going through final sign-off this week after having been subjected to rigorous scrutiny. Lesson plans for the attended training are at the refinement stage.

The online course is mostly ensuring you have the essential knowledge fundamental to any examination of a boat's LPG system and the reference material supporting the online course is being finalised and the. Next the online assessment survey will be developed.

## **New CO Alarm Checks – Look out for non-certified CO alarms**

We're a couple of weeks or so in to the new CO alarm requirements and the initial analysis of the fail reports indicate that there is a good level of compliance with the 6.4 checks. Obviously, we are relying on your reports to provide the numbers to feedback to the BSS Committee members, and at face value it's good news that boaters have generally acted in advance to comply.

Between 1 April and 17 April there were 1237 examinations conducted:

- For 6.4.1R, 84 boats were found not to have a CO alarm (6.8%) – nearly all having no CO alarm.
- For 6.4.2A, only three boats did not have a CO alarm in the same space as the solid fuel stove.
- For 6.4.3R, 10 boats did not have an alarm of a suitable type (0.8%).
- For 6.4.4R, 13 CO alarms were found not in good condition (1%).

Concerning 6.4.3, although the message to select a certified alarm appear to have been received by boaters, there are indicators that Examiners are coming across some alarms without BSI or LPCB certification and we've been investigating some of the brand names and supply chains for these.

As Examiners are aware, for those alarms made by one of the 'big eight' makers, certification can be presumed, but for other makes without obvious markings, it is necessary that Examiners carefully examine units for certification marks.

Be mindful to seek permission to remove the alarm to look at the base and if you do find unusual markings or anything you think would be useful for the office to know, then take a photo and send it to us to help with our investigations and help promote the outcome to boaters.

## **New Check 6.4.3 – Fixed CO alarm systems**

You may come across hard-wired CO alarms and this is especially so on imported boats from the US. There are also hard-wired CO alarms sold in the UK as an after-market addition; sometimes as a joint CO/flammable vapour alarm and sometimes with remote sensors which are cabled to a control unit.

Although we are not aware of any hard-wired unit that has been certified to BS EN ISO 50291, we recommend that you adopt the same stance as for independent battery powered units in applying the checks at 6.4.3 and check for certification markings, especially on the control unit.

The guidance for customers of installed, uncertified alarms in otherwise good condition is that they are safe to retain, but as for all safety critical equipment, the BSS needs the assurance of protection provided by BSI or LPCB certification.

It follows that at least one suitably certified CO alarm will need to be provided to meet the BSS checks.

## **Guidance concerning decommissioned systems**

Recently a BSS Examiner was found to be in breach of the BSS Examiner Conditions of Registration. The BSS Management Committee Panel concluded he did not apply the published guidance concerning disabled or decommissioned systems.

The boat he examined had a gas system still largely in place apart from the LPG cylinder and regulator/hose, which had been removed from the boat.

The Examiner ignored the gas system, marking it as decommissioned. When the boat was sold on a few months later with the cylinder and connection hose back in place, the new owner raised concerns.

The resulting BSS Quality Control Assessor investigation found six faults on the gas system and ventilation provision.

The Management Committee Panel asked that we draw your attention to the published guidance covering the checking of disabled or decommissioned or disconnected systems or equipment.

This Guidance also covers systems that appear to have components or appliances removed or missing. View the guidance here. [\[LINK\]](#)

### **A reminder - IE 9 and 10 no longer supported**

A reminder that Salesforce no longer supports Explorer IE9 and IE10, due to the low number of users and worries about security.

If you use Microsoft Internet Explorer, find out which version you have by opening it up and then clicking on 'Help' on the top toolbar, then click on 'About Internet Explorer' and a box will appear telling you which version you have.

You are recommended to move to browsers that Salesforce continue to support, namely:

1. Microsoft® Internet Explorer® version IE11
2. Mozilla® Firefox®, most recent stable version
3. Google Chrome™, most recent stable version
4. Apple® Safari® version 11.x on Mac OS

### **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.

Last year we adopted a tougher line with Examiners who persistently fail to maintain their insurance cover. If this is you, be prepared to cooperate with an investigation that may affect your continued BSS authorisation.

### **Your I/D cards are on the way**

Your I/D cards will be with you in the next two weeks or so. If you have not received it by mid-May please let Tracy know.

Best regards,



Graham Watts, **BSS Manager**