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BSS EXAMINER NEWS

Dear Examiner,

This edition of BSS Examiner News has updates about:

- the LPG Update Training course,
- PCT LPG pipework,
- the acceptability of all FireAngel CO alarms and emphasises,
- yet another fraud investigation – we restate the importance of ensuring accurate boat details on the BSS Database,
- BSS Business and Technical Manager Simon Vayro is leaving.

LPG Update training and assessment course – dates and booking in the next newsletter

Details of the course dates and venues will be with you in the next newsletter. Courses will likely span the period from October to March, excluding December, and so we are confident that there will be a course to suit your availability.

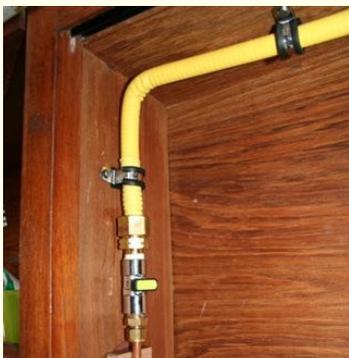
We will also have details on the online pre-learning course that needs completing before the live event.

Pliable corrugated (stainless steel) tubing (PCT) LPG pipework is acceptable

It seems that examiners are coming across more semi-rigid pliable corrugated tubing (PCT) LPG pipework in boats. The pipes come wrapped in fire-retardant yellow polyethylene.

Screwfix has introduced the Tesla Hobflex gas hob connector and BES has the Gas Hob Fitting Kit.

Previously we were aware of the TracPipe® product for general pipework applications.



TracPipe® (Mistral Yachts Ltd)



**Tesla Hobflex gas hob connector
(Screwfix)**



Gas Hob Fitting Kit (BES)

The pipework and fittings will be constructed accordance with BS EN 15266 and/or BS 7838, is suitable for LPG applications, but it is not suitable for DIY installation.

Note that PCT is considered as stainless-steel installation pipework for the purposes of the BSS examination and meets the material requirements for all the checks for LPG Pipework section 7.8 or C7.12.

Please re-visit the 2008 NPI for TracPipe® [here](#) for guidance on how to apply the BSS Checks to PCT.

Note that PCT is different to the corrugated steel LPG free-standing cooker hose assemblies to BS EN 14800. Such connectors are also produced by Tesla and sold through Screwfix and are solely used to connect free-standing cookers on boats, subject to the gas engineer's assessment that installation is in accordance with BS 6172. BS EN 14800 hose assemblies have superseded assemblies to BS 669.

LPG free-standing cooker hose assemblies conforming to BS EN 14800 can be considered as meeting LPG hose Checks 7.9.1R and C7.13.1 and the Checks will be amended to refer to the acceptability of the hose assemblies for this purpose, at the next opportunity. Re-visit the 2016 new product guide for more information about LPG cooker hose assemblies to BS EN 14800 [here](#)

All FireAngel CO alarms are acceptable – despite some indicators that they are not

Some hawk-eyed Examiners are questioning the compliance of some models of FireAngel CO alarms.

Their concern is understandably prompted by the packaging, instructions and possibly a sticker on the alarm, it shows an image of a yacht crossed-through.

All FireAngel CO alarms models with the certification requirements of Check 6.4.3R meet that check. The 'applicability' stating that FireAngel alarms can be assumed as correctly accredited, stands.

Hopefully you recall that the BSS does not require CO alarms to be made/certified to the '-2' standard to meet the BSS requirements. Of course when buying a new CO alarm, boat owners are recommended to select a '-2' model from the BSS/CoGDEM list is recommended, view the list [here](#).

If you would like to understand a little more of the detail behind answer, here goes:

FireAngel CO-9B (older models only)



When the CO-9B unit was first assessed to the '-2', standard BS EN 50291-2, the BSI test lab did not have the facility to conduct one of the new 'boat' tests.

The maker's Sprue Safety Products Ltd wanted to be first to the marketplace with a '-2' product because there was substantial demand from the caravan sector, so BSI did all the other tests and the 'Kitemark' was issued on the basis that the manufacture would identify that the additional boat test had not been done.

CO-9B products are now fully tested to the '-2' standard including the boat tests.

We can tell you that the alarm unit was not changed in any way to pass these tests, so older units can be considered 'fit for purpose' on boats and the model is on the CoGDEM recommended list.

[Note that the CO-9B model is also branded with other company names including; Firesafe FDSC09, First Alert CO-FA-9B, AngelEye CO-AE-9B]

FireAngel CO-9D



The CO-9D model is certified to BS EN 50291-2 for homes, caravans, and motorhomes only, not boats.

The reason is that the changes that were needed for boat certification did not warrant the action, based on its manufacturing volume.

WHERE TO INSTALL YOUR DETECTOR

This CO alarm is suitable for use in domestic premises (caravan holiday homes), caravans and motor caravans.

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The only tests not applied to this alarm were the tough electro-magnetic compatibility (EMC) tests; the standard assumes marine vehicles will have radar and high-power radios on board, but of course this is not generally the case for boats on inland waterways.

As a certified '-1' model, the units can of course be considered 'fit for purpose' on boats and meet the 6.4.3 Check; but the model does not appear on the CoGDEM recommended list.

[Note: the CO-9D is also marketed under other brands inc. First Alert CO-FA-9D, AngelEye CO-AE-9D]

Another reason for making sure BSS Database (Salesforce) boat information is accurate & complete

Recently, there have been several attempts to pass off fraudulent BSS examination documents in support of the sale of boats.

They have been based on real BSS examination records and have abused BSS Examiners details. We interrogated the BSS Database to reveal and confirm the fraud on behalf of the victims.

If and when such events involve police investigation, the BSS co-operates with the police and examiner's records on our database may be shared and personal records requested.

Examiners adding complete and accurate information to the BSS database, may avoid awkward questions and can help such investigations move quickly. Here's how you should protect yourself and the integrity of your work:

- & make complete records on the day about the boat (and file them safely for six years),
- & make sure you record day and date accurately – this may be vital,
- & fill in the full boat details on BSS Database **do not** assume the boat name and registration number of the boat you stepped aboard and examined match the navigation authorities' records,
- & If you can, take and upload a photo of the boat (**no humans** and little sky, water or surplus vegetation: just the craft and keep the file size modest, around 150 kB is ideal),
- & Check the accuracy of your input before saving the examination record,
- & Call Rob, Izy or Tracy if you find something suspicious or not 'adding up' in the database.

The additional bonus is that with full and accurate information we can also merge old records, or correct errors rapidly and easily when they come up.

Simon is leaving – we wish him well...

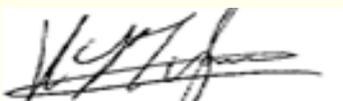


BSS Business and Technical Manager, Simon Vayro is moving jobs. His last active day was Wednesday 24 July. We wish Simon well for his future, still in the marine industry, and thank him for his time and energy in the BSS team.

We have started a recruitment process. Until we have a new person in post, Phil Rickett has agreed to work three days a week to help provide the support needed for the time being.

Once the role is advertised, we'll provide you with a link to the advert, just in case you are interested, or you know someone who is.

Best regards,



Kevin Tyson, **BSS Manager**