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## BSS Examiner News

### Dear Examiner

In this edition we have updates regarding BSS committees, your say, the consultation on changes to some BSS Requirements, the publication of Controlled (final) versions of the ECP manuals, corrections to two Appendices, stationery bulk order, Hire Boat examination training, phoning us, new desk top assessor.

### News from the BSS Committees

The Terms of Reference for the BSS Advisory Committee and its members Code of Behaviours have been updated. The ToR describing the role, purposes and scope of the committee is published [here](#). The Code setting out the roles and expectations on committee members is published [here](#).

BSS Examiner professional membership bodies are represented on the BSSAC

- Assoc. Boat Safety Scheme Examiners - ABSSE
- International Institute of Marine Surveying - IIMS
- Yacht Designer and Surveyor Association - YDSA

Any members of these organisations wishing to engage with topics covered by the Committee can do this through the relevant organisation's representative.

If you are not a member of these organisations, and you wish to engage with Committee business, you can write to the independent Chair via the Committee Secretariat using [bss.office@boatsafetyscheme.org](mailto:bss.office@boatsafetyscheme.org) and the Chair will follow up the matter with you directly.

We are seeking volunteers (through the organisation reps or individually) to join a BSSAC working group assist with two projects. The BSS Office is preparing to revamp the BSS website and to develop a mobile app for BSS examiners to record examinations and have access to the information available on the BSS Database. Stakeholder input into these projects is critical to success and the BSS Chair is encouraging interested people to contact him via the routes above before the 1 September so a virtual meeting may be arranged within September.

### BSS Requirements Consultation closed

The consultation on proposals to introduce two increased BSS Requirements and relax further BSS Requirements through 20 adjustments resulting in lowering stipulations or expanding compliance options within the Interim Review of the BSS Examination Checking Procedures has closed.

The BSSAC reviewed the comments made and has recommended acceptance of the proposed changes to the Requirements (both 'reintroductions' and the 20 'relaxations'). The results of the

consultation and BSS Management Committee consideration will be published on the BSS Website as soon as we have it and the various contributors to the consultation will have a personal response.

However, we have decided to hold back on publishing a final and controlled version of the ECPs until late December for use starting January 2023. This is because further refinements, improvements and fine adjustments are in process of technical review by the BSS Technical Committee for and then to for pragmatic and practical review by BSSAC working group including your reps on these two committees.

## ECP Updates for immediate action

As we are now keeping the interim ECPs until Christmas, we have important changes in three sections that cannot be delayed, and we politely insist that you make three immediate change actions.

### Interim ECP Changes 1 – Concerning Appendix F – Safe Disconnection Process

Based on feedback from examiners, we have added a warning about a potentially ‘hidden’ danger. See the red text.

#### 2.2 Does the owner state that the vessel is already disconnected?

If the owner states that the vessel is already disconnected, (including that any alternative and/or auto-start 230V power sources are disconnected or disabled), then go straight to point 3.4 to confirm that the boat is electrically dead.

Because of a field-based review, we have moved the safety action linked to consumer units to a slightly later stage, section F3 -3.1.c&d has been moved and now forms a new section at the slightly later stage 3.4.

#### 3.1 Are there any 230V loads connected onboard the boat?

If there are any 230V loads connected that require shutting down before disconnecting the power, then:

- a. before disconnecting anything, using the VDD confirm that a selection of sockets is live. A selection could be described as port, starboard and in each accommodation space with power sockets.
- b. switch off all the boat’s 230V electrical **appliances**, equipment, and devices. **Leave sockets Live.**
- ~~c. where there is an AC consumer unit with RCD / RCBO / MCB installed within the boat, switch off the main RCD / RCBO / MCB isolator switch~~
- ~~d. the consumer unit can be locked off at this point to prevent inadvertent reconnection, if necessary.~~

This is the new section

#### 3.4.2 Switch off onboard consumer unit

- a. where there is an AC consumer unit with RCD / RCBO / MCB installed within the boat, switch off the main RCD / RCBO / MCB isolator switch
- b. the consumer unit can be locked off at this point to prevent inadvertent reconnection, if necessary.

### Interim ECP Change 2 - Appendix 2b. (referencing section ECP 2.16.1R Steam Engines).

Steam engine pressure systems must be supported by a boiler inspection report or examination certificate.

However, based on recent correspondence, we can now say that in the section called ‘Terminology’ (Page 35 of the supporting Appendices) the fourth bullet should be struck through i.e. there is no reason to check for repairs.

This is because where a boiler has failed its inspection, the owner will need to have had all necessary rectification work carried out and inspected again by the competent boiler inspector before the report is 'valid' and have a 'next inspection date' or 'run-out date'.

So, as long as all the conditions set out in Appendix 2b are satisfied, and the period of validity has not been exceeded, the inspection/examination report and certificates within can be accepted as meeting BSS Check 2.16.1R for steam engine pressure systems.

As described above and as shown below, please immediately strike through the unnecessary fourth bullet point (highlighted here in red) on page 35 of your ECP manual.

### Terminology

The report must be carefully checked for words or statements such as:

- satisfactory/unsatisfactory
- in order/not in order
- repairs required.
- ~~If repairs have been required there is usually documentary evidence that they have been carried out satisfactorily. If not, the owner must be asked to supply the necessary information.~~

### Interim ECP Changes 3 – Concerning Appendix 7

Further feedback identifying two necessary corrections, we have produced two sheets for you to download, print and insert in your folder to replace pages 7/8 & 9/10 in the September 2021 Interim ECP.

#### Concerning page 8 linked to ECP section 7.2

The text in the section below highlighted in red is incorrect. While cylinder lockers must not open into engine or battery spaces, the key point and correction is that top opening lockers can be BSS compliant when they open into the interior of the vessel, provided that all other relevant BSS Requirements for cylinder lockers and their locations are compliant.

#### LPG cylinder lockers and housings

**Lockers** and housings are both intended to offer protection to cylinders, but they have different characteristics.

Lockers are enclosures that:

- are vapour-tight up to the level of the top of the cylinder valves, or other high-pressure components where these are higher; and,
- are fitted with a drain to the outside; and,
- must not open into ~~the interior of the vessel, including~~ engine and battery spaces

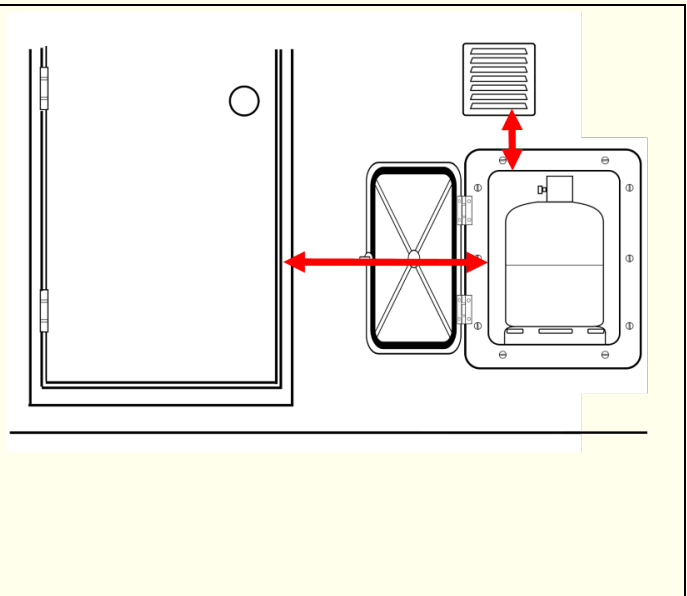
**Concerning page 10** - 1.5 Measuring between cylinders, housings and openings into the interior of the vessel and ignition sources

The text of the appendix, shown below highlighted in red is incorrect. The instruction in that sentence is being replaced by the Requirement text in the Check 7.2.4 which states that side opening lockers within 0.5m of openings into the interior of the vessel must be fitted with a continuous seal around the whole door. Note, other Requirements also apply to side open lockers and their locations.

At Check 7.2.4 side-opening lockers must not be located within 0.5m of openings into the interior of the vessel or any source of ignition.

Check 7.2.4R says 'Side-opening lockers with door openings within 0.5m of an opening into the interior of the vessel, or any source of ignition, must be fitted with a continuous seal around the whole door.'

As shown by the accompanying drawing, the distance to measure is the shortest between the locker opening and any opening into the interior of the vessel (or the source of ignition).



Best action:

The pdfs for these pages have been attached and we recommend that you print them out to insert in your ECP folder, but we will be sending out the pages in the bulk stationery delivery covered in the next section.

## Stationery Supplies (bulk delivery)

Many examiners will be running low on stocks of Examination Report Forms and other stationery items as we had planned for a Summer 2022 refresh. We are planning a bulk delivery by early September and we would welcome your assistance.

Expect to be contacted by Janine in the next couple of weeks. She will ask you to review and adjust as necessary our prediction for your stationery needs to take you through to the end of the year. She would appreciate a quick response so that she can organise a suitable re-print of stock for distribution within the target time. Please watch this email space.

If you need to order any items before then please use the BSS Community Product Catalogue at <https://boatsafetyscheme.force.com/s/catalogue> and the 'How To Guide' is [available here](#)

## Brief heads-up on Hire Boat Requirements 2017 Authorisation

This winter we will be running two courses for HBR2017 authorisation from January 2023.

Any Examiners who have never been authorised for examining hire boats since 2017 will have the option of joining a mixed online/attended course. It involves a small online module on the BSS Hire Boat Checks largely featuring the checks in HBR Part 10 followed by a one-day attended training and assessment event at a central Midlands location. The complete online/attended course fee is currently estimated at £399 plus VAT the online training must be completed first before attending the practical day, which includes training, assessment, lunch and refreshments. Travel and accommodation is at your own cost and by your own arrangement. We are seeking 'no commitment expressions of interest' in two potential courses in the fourth week of November and the first week of December.

Those examiners who are already currently authorised will be asked to undertake the online course as part of continuous assessment, it being five years since you did the original course. The course fee is currently estimated to be £72 plus VAT and the module will be launched in mid-October. The completion date will be 1 January 2023. Authorisation for Hire Boat Examination will be withdrawn at that point for anyone who hasn't completed the training module.

Full confirmed details including date, location and fees will be provided by mid-September, if not earlier.

If you are currently authorised for Hire Boat Examinations, but wish to withdraw from that option by 1 January 2023, please let us know by email to [bss.office@boatsafetyscheme.org](mailto:bss.office@boatsafetyscheme.org)

Please use the same email to make an expression of interest in the new authorisation online/attended courses.

## **When you seek support, we want to serve you better**

As mentioned in previous newsletters, we are making efforts to sharpen our response times and the quality of our initial responses.

So, while we make changes behind the scenes (and because of the way our call-centre provider works), there is a small but important way you can also help.

If you contact the BSS, whether by phone, email or web, please provide your name and Examiner PIN.

Please also state the nature of your query, for example:

- making an entry into the database,
- ordering stationery/products,
- an invoice query,
- or technical query with the part and section number eg 7.X
- examination policy & process (e.g. is this boat in scope of BSS checking? Is this
- training query
- an incident report

This will help the team, especially Janine, in creating and assigning a Customer Service case promptly, so allocating your query to the best member of staff to handle the topic, and in the best way with the quickest practicable response time.

## **Desktop Assessments Support**

We are pleased to announce that Justin Green has joined the BSS Quality Assurance team as a QA Assessor. Initially, Justin will be in an Examiner support role by taking Examiners through their Desktop Assessments. His knowledge and experience will be immensely valuable in this role for Examiners as he has been a BSS Examiner for the past decade. Justin is also Gas Safe registered and has considerable understanding of marine gas installations.

## **How To Guide – Invoices**

We have produced a new 'How To Guide to Invoicing' document and it can be found [here](#). Although we make invoice reports available online, we need to remind examiners that your financial relationship is primarily with the Canal & River Trust and all payment and invoice status queries should be made to the Trust cashiers team via ph. 0113 200 5728.

Best regards and keep safe,



**Kevin Tyson**

**BSS Manager**