BSS Examination Record Form Private Boats Core ECP Part 2 to Part 9

ECP Controlled Version September 2023

Section 1 – Boat details and customer contact information

Boat details (Include this information on the boat details on the BSS database)

Current boat name
Former name(s)

Year of manufacture	Make / Model
Reg. or index N°.	CIN/HIN/WIN
Length (m)	Beam (m)
Designed N°. of Persons	Engine fuel
Hull material	Engine type
Hull colour	Engine makes & models
Superstructure material	N°. of boat engines
Superstructure colour	Engine Rating(s)

Additional boat information (Include this information in the Examination report/s on the BSS database)

Diesel fuel and/or system		Solid fuel appliance and/or propulsion burner	
Petrol fuel and/or system		Toilet &/or holding-tank with o/b discharge	
Portable generator		Portable LPG canister(s) and/or appliance	
Paraffin / other fuel oil and/or system		Installed LPG system	
Electrical DC power		Manometer (M); bubble (B); not-tested (NT):	
Electrical AC power		If not tested, reason:	

Previous Examination information (optional - for personal records only)

Previous BSSC Ref:	Date of expiry:

Customer contact information (optional - for personal records only)

Name:	Address
Mobile:	
2nd phone:	
Email:	

Boat location information (optional - for personal records only)

Location:	Special access information
Berth N°.	
Phone N°.	

Boat status (legality notes)

GSIUR status? In scope / out of scope	RCD status? CE or UKCA marked / not CE or UKCA marked

Section 2 – Checklist for Private Boats - Examiners must complete a checklist for all Examinations and retain a copy on file for 6 years minimum.

Examination One (E1)	**Examination Two (E2)**
Date : Terminated early: Y / N	Date: Terminated early: Y / N

= BSS Warning Notice must be issued if fault is recorded

= BSS carbon monoxide leaflet must be issued if fault is recorded

= BSS Warning Notice may need to be issued

= Guidance for owners may need to be issued

Mark E1 / E2 as appropriate: P= pass / F= fault / NV= not verified / NR= not relevant

Part 2	Permanently installed fuel systems and fixed engines	E1	E2
2.1	**Fuel filling points**		
2.1.1R	Does the location and condition of the fuel filling point ensure that any fuel overflow is prevented from entering the interior of the vessel? G?		
2.1.2R	Is the fuel in use correctly and clearly marked on or adjacent to the fuel filling point?		
2.1.3R	Are all disused fuel filling points disabled?		
2.1.4R	Does the internal diameter of the fuel filling point meet the specified requirements?		
2.2	**Fuel filling lines**		
2.2.1R	Are the fuel filling line connections free of signs of leaks and in good condition, and are all fuel filling hose connections accessible for inspection?		
2.2.2R	Is the fuel filling line self-draining so that fuel is not retained and is it free of kinks or other restrictions?		
2.2.3R	Is the material of the fuel filling line suitable and in good condition?		
2.3	**Fuel tank vents**		
2.3.1R	Does every fuel tank have a vent facility?		
2.3.2R	Does the fuel tank vent line have a minimum internal diameter of 9.5mm (⅜in)?		
2.3.3R	Are the fuel tank vent line connections free of signs of leaks and in good condition, and are all vent hose connections accessible for inspection?		
2.3.4R	Is the fuel tank vent line self-draining so that fuel is not retained, and is it free of kinks or other restrictions?		
2.3.5R	Is the material of the fuel tank vent line suitable and in good condition?		
2.4	**Fuel tank vent outlets**		
2.4.1R	Does the fuel tank vent outlet, or the vent line swan neck, rise at least as high as the filling point?		
2.4.2pR	Are petrol tank vent outlets fitted with a suitable proprietary flame arrester in good condition?		
2.4.2dR	Are diesel tank vent outlets in good condition?		
2.4.3R	Is the fuel tank vent outlet in a position where no danger will be incurred from leaking fuel or escaping vapour?		

Notes

2.5	**Fuel tank design and condition**		
2.5.1R	Are non-integral fuel tanks incapable of movement under light manual force? (G?)		
2.5.2R	Are fuel tanks made of suitable materials?		
2.5.3R	Are fuel tanks, including seams and openings, in good condition and free of signs of leaks?		
2.5.4R	Are fuel tanks within engine spaces suitably fire resistant or otherwise protected against the effects of fire?		
2.5.5R	Are petrol tanks installed at the required distances from heat sources or protected by a heat baffle?		
2.6	**Fuel gauges**		
2.6.1R	Are petrol tanks free of glass, or plastic tube, or strip-type fuel gauges?		
2.6.2R	Are any glass or plastic tube or strip-type fuel gauges closely coupled to the tank, fitted with a self-closing valve and in good condition?		
2.6.3R	Are all fuel gauges and level-indicators in good condition and free of signs of leaks?		
2.6.4R	Are fuel tank openings for dipsticks closed by a fuel-tight cap or fitting?		
2.7	**Petrol fuel system electrical bonding**		
2.7.1R	Are all metallic components in the petrol filling and tank system electrically bonded to earth?		
2.7.2R	Are all parts of electrical bonding systems in good condition? (G?)		
2.8	**Fuel tank connections**		
2.8.1R	Are any fuel tank drains closed with a plug or cap, or valve, which can only be opened with tools, and are the drains and their connections in good condition and free of signs of leaks?		
2.8.2R	Are the petrol feed line connections in lift-pump systems made to the top of the tank?		
2.8.3R	Is the petrol feed line on a gravity system fitted with a valve directly attached to the tank?		
2.8.4R	Are tank connections accessible for inspection?		
2.8.5R	Are any unused tank connections closed with a plug or cap which can only be opened with tools, and are unused connections in good condition and free of signs of leaks?		
2.9	**Fuel tank balance lines**		
2.9.1R	Are multiple petrol tank systems free of balance lines?		
2.9.2R	Are balance lines on diesel tank systems made of suitable materials and are they in good condition and free of signs of leaks?		
2.10	**Fuel feed return and on-engine lines**		
2.10.1R	Are all fuel feed, return and on-engine pipes made of suitable materials?		
2.10.2R	Are all fuel feed, return and on-engine hoses suitable for the fuel used and fire resistant?		
2.10.3R	Are all feed, return and on-engine pipes secure and in good condition?		
2.10.4R	Are all fuel feed, return and on-engine hoses properly supported and in good condition?		
2.10.5R	Do the diesel injector leak-off (spill rail) arrangements meet specified Requirements?		
2.11	**Fuel feed return and on-engine fuel line connections**		
2.11.1R	Are all fuel line connections of the correct type and free of signs of leaks?		
2.11.2R	Are fuel hose connections made with hose clips or clamps effective and in good condition?		
2.11.3R	Are all fuel line connections, valves, fittings and other components secure?		
Notes			

2.12	**Fuel filters**		
2.12.1R	Are fuel filters in good condition?		
2.12.2R	Are all fuel filters inside engine spaces fire resistant?		
2.13	**Fuel shut-offs**		
2.13.1R	Is an emergency fuel shut-off installed in every fuel feed line?		
2.13.2R	Are all fuel shut-off valves, or their means of operation, in a readily accessible position?		
2.13.3R	Are all fuel shut-off valves, or their means of operation, in open view, or their location clearly marked?		
2.13.4R	Are petrol gravity-fed fuel lines provided with the required fuel shut-off facilities?		
2.14	**Carburettors**		
2.14.1R	Are all non-down-draught carburettors fitted with a drip tray?		
2.14.2R	Is the carburettor drip tray in good condition, free of signs of leaks, and easily emptied?		
2.14.3R	Is the carburettor drip tray fitted with effective flame arresting gauze permanently attached along all edges?		
2.14.4R	Is the petrol engine air intake fitted with flame trap or air filter?		
2.15	**Engine installation**		
2.15.1R	Are all parts of engine mounting systems secure and in good condition?		
2.15.2R	Are the structures and surfaces surrounding engine exhaust system components free of signs of heat damage?		
2.15.3R	Are all fuel system components in fixed inboard engine spaces permanently installed?		
2.16	**Steam engines**		
2.16.1R	Is the steam engine pressure system supported by an inspection certificate issued by a competent person?		
2.17	**LPG engines**		
2.17.1R	Are fuel supply arrangements to LPG-fuelled propulsion engines compliant with BS EN 15609, or an equivalent standard, and are any dual-fuel petrol/LPG arrangements of an acceptable type?		
Part 3	**Electrical systems**	E1	E2
3.1	**Battery storage**		
3.1.1R	Are all unsealed or open-vented batteries ventilated to prevent risk of explosion through hydrogen accumulation? G?		
3.1.2R	Are batteries secure against excessive movement in any direction?		
3.1.3R	Are battery terminals correctly insulated or protected?		
3.1.4R	Are batteries installed away from metallic petrol and LPG system components?		
3.2	**Cable specifications and condition**		
3.2.1R	Are all electrical cables insulated?		
3.2.2R	Are battery cables of a sufficient current-carrying capacity? G?		
3.2.3R	Are all electrical cables free of damage or deterioration? W?		

Notes

3.3	**Cable location**		
3.3.1R	Are all electrical cables supported in a safe location?		
3.3.2R	Are all electrical cables clear of LPG and fuel pipes?		
3.3.3R	Are spark plug leads free of damage or deterioration and properly supported?		
3.4	**Cable connections**		
3.4.1R	Are all battery cable connections effective and in good condition? W?		
3.4.2R	Are all electrical circuit cable connections effective and in good condition? W?		
3.4.3R	Are all electrical cable connections above bilge water level or suitably protected?		
3.5	**Fuses and circuit breakers**		
3.5.1R	Are all AC and DC fuses and circuit-breakers complete and in good condition? W?		
3.5.2R	Are all fuse panels, boxes, holders and consumer units in good condition and complete?		
3.5.3R	Are DC charge circuits that are connected directly to the battery(s) protected by a fuse or circuit-breaker? G?		
3.6	**Battery isolators**		
3.6.1R	Are suitable battery isolator(s) fitted and are they as close as practicable to the battery?		
3.6.2R	Do all DC electrical load circuits pass through a battery isolator, or are those requiring a continuous supply, otherwise protected?		
3.6.3R	Are battery isolators, or the means to operate them, in readily accessible positions?		
3.6.4R	Are battery isolators securely mounted and in good condition? W?		
3.6.5R	Is the location of all battery isolators, or the means to operate them, in open view, or their location clearly marked?		
3.7	**Two-wire DC systems**		
3.7.1A	Is the DC electrical system made up of 'two-wire' circuits?		
3.7.2R	Is a low resistance return cable provided from the engine or starter motor to the battery?		
3.8	**Shore-power and other alternating current (AC) electrical inlet and lead connections**		
3.8.1A	Are all AC shore-power lead inlet connections of the correct type in good condition, and suitably protected from the weather? W?		
3.8.2A	Are all shore-power and other AC power source lead connections of a suitable type? W?		
3.8.3A	Are all shore-power and other AC power source leads and connectors in good condition? W?		
3.9	**Alternating current systems – multiple power sources and consumer units**		
3.9.1A	Is it impossible to connect simultaneously more than one power source to the AC distribution system?		
3.9.2A	Do all AC electrical circuits pass through a consumer unit? G?		

Notes

Part 4	Electrical propulsion systems	E1	E2
4.1	**4.1 Electrically propelled boats**		
4.1.1	Check Item 4.1.1 is intentionally not used.	X	X
4.2	**Electrical propulsion motor and controller**		
4.2.1R	Are all parts of the electric-propulsion motor mounting systems secure and in good condition?		
4.2.2R	Is the motor and controller equipment adequately ventilated and in good condition? (G?)		
4.3	**Battery charging equipment**		
4.3.1R	Is the battery charging equipment ventilated, complete and in good condition? (G?)		
Part 5	**Outboard and portable combustion engines, portable fuel systems and spare fuel**	E1	E2
5.1	**Permanently installed fuel systems supplying outboard and portable engines**		
5.1.1R	Do permanently installed fuel systems supplying outboard and portable combustion engines comply with the applicable BSS Requirements for the fuel supply system?		
5.2	**Portable fuel systems**		
5.2.1R	Are all components of portable fuel systems of suitable proprietary manufacture?		
5.2.2R	Are all components of portable fuel systems complete and in good condition?		
5.3	**Spare fuel containers and spare portable petrol tanks**		
5.3.1R	Are all spare fuel containers in good condition?		
5.3.2R	Are all spare petrol containers suitable for the purpose? (G?)		
5.3.3R	Are all spare petrol containers, and any spare portable petrol tank, limited to the permitted number, and capacities? (G?)		
5.3.4R	Are all spare petrol containers and any spare portable petrol tank, stored to ensure that any leaking fuel or escaping vapour will not enter the interior of the vessel?		
5.4	**Outboard and portable combustion engines**		
5.4.1R	Are all outboard and portable combustion engines free of fuel leaks?		
5.4.2R	Are all outboard and portable combustion engines with integral petrol tanks or LPG cartridges stored to ensure that leaking fuel or escaping vapour will not enter the interior of the vessel?		
5.4.3R	Are outboard engine mounting systems in good condition?		
5.5	**LPG-fuelled outboard propulsion engines**		
5.5.1R	Do the fuel supply arrangements to LPG-fuelled outboard engines comply with BS EN 15609 or an equivalent standard and are any dual-fuel petrol/LPG arrangements of an acceptable type?		
Part 6	**Fire Extinguishing, Escape and Carbon Monoxide Alarms**	E1	E2
6.1	**Portable fire extinguishers**		
6.1.1R	Are the correct number of suitable portable fire extinguishers provided, and do they have the correct combined fire ratings?		
6.1.2R	Are portable fire extinguishers distributed around the vessel in readily accessible and safe locations adjacent to escape routes? (G?)		
6.1.3R	Are all portable fire extinguishers in open view or their location clearly marked? (G?)		
Notes			

6.2	**Fire blankets**		
6.2.1R	If the vessel has permanently installed cooking facilities, is a fire blanket of the correct specification provided?		
6.2.2R	Is the fire blanket located close to the main cooking appliance in a safe and ready-to-use location? G?		
6.3	**Emergency escape**		
6.3.1A	Is the vessel provided with adequate means of escape? G?		
6.4	**Carbon monoxide alarms**		
6.4.1R	If the vessel has one or more accommodation space(s), are the correct number of carbon monoxide alarms provided? G?		
6.4.2A	If any solid fuel stoves are installed, and if the vessel has berths within any accommodation space, is a carbon monoxide alarm provided within the same accommodation space(s) as the stove(s)?		
6.4.3R	Are carbon monoxide alarms in open view and of a suitable type? G?		
6.4.4R	Are carbon monoxide alarms in good condition?		
CO	We advise taking notes on the details of the carbon monoxide alarm(s) where visible		
Alarm 1	Make/Model:	Position:	
Alarm 2	Make/Model:	Position:	
Part 7	**Liquefied Petroleum Gas (LPG) systems**	E1	E2
7.1	**LPG cylinder storage**		
7.1.1R	Are all cylinders and cartridges stored in a position where any escaping LPG vapour will be directed safely overboard?		
7.1.2R	Are all self-contained portable LPG appliances stored so that any escaping LPG vapour will be directed safely overboard? G?		
7.2	**LPG cylinder locker and housing LPG-tightness**		
7.2.1R	Is the cylinder locker, up to the level of the top of the cylinder valves, or other high-pressure components, free of any path for escaping LPG vapour to enter the interior of the vessel? G?		
7.2.2R	Are the sealing arrangements on LPG pipework exiting the cylinder locker of the correct type to ensure LPG-tightness to the interior of the vessel, and in good condition?		
7.2.3R	Are side-opening cylinder locker doors located where any escaping LPG vapour would flow overboard unimpeded?		
7.2.4R	Where required, are side-opening locker door seals continuous, in good condition and effective?		
7.2.5R	Is the cylinder housing opening(s) in an 'open location', and is the housing ventilated to the outside?		
7.2.6R	Is the cylinder housing free of any path for escaping LPG vapour to enter the interior of the vessel?		
7.2.7R	Are the sealing arrangements on LPG pipework exiting the cylinder housing of the correct type to ensure LPG-tightness to the interior of the vessel?		
Notes			

7.3	**LPG cylinder locker drains**		
7.3.1R	Is there a drain in the cylinder locker and is the drain outlet above the waterline? G?		
7.3.2R	Is the drain opening at or close to the bottom of the cylinder locker? G?		
7.3.3R	Is the cylinder locker clear of any items that could block the drain?		
7.3.4R	Does the drain line fall continuously from the cylinder locker to the drain outlet and are both ends clear of blockage?		
7.3.5R	Is the drain line material, including the connections, in good condition?		
7.3.6R	Does the drain facility have a minimum appropriate internal diameter or equivalent area?		
7.4	**Protecting LPG cylinders and components against damage**		
7.4.1R	Are all cylinders secured and stored upright with the valve at the top?		
7.4.2R	Is the cylinder locker or housing secured against unintended movement?		
7.4.3R	Are cylinders in a locker protected against falling objects?		
7.4.4R	Is the cylinder locker or housing clear of any items that could damage the LPG equipment, or ignite escaping LPG vapour? G?		
7.4.5R	Is the cylinder locker or housing of suitable proprietary manufacture, and has it been maintained to ensure its integrity is retained?		
7.5	**Cylinder locker openings**		
7.5.1R	Is the cylinder locker opening outside of any engine or battery, space?		
7.6	**LPG system shut-off valves**		
7.6.1R	Is the LPG system main shut-off valve, or its means of operation, in a readily accessible position?		
7.6.2R	Is the LPG system main shut-off valve, or its means of operation, in open view, or is the location of the valve, or its means of operation, clearly marked?		
7.7	**LPG high-pressure system components**		
7.7.1R	Are all high-pressure LPG system components accessible for inspection and, either inside a cylinder locker, or in an open location?		
7.7.2R	Where two or more cylinders are connected on the high-pressure side, does each connection have a non-return valve fitted?		
7.7.3R	Are all hoses on the high-pressure side of pre-assembled lengths not exceeding 1m and to the correct specification?		
7.7.4R	Are all high-pressure LPG system components secure and in good condition?		
7.7.5R	Are non-cylinder mounted regulators located to prevent damage?		
7.7.6R	Is the installation free of manually-adjustable regulators?		

Notes

7.8	**LPG pipework, joints and connections**		
7.8.1R	Are all LPG pipes made of a suitable material, adequately secured and free from damage?		
7.8.2R	Is the LPG pipe protected where it passes through metal bulkheads or decks?		
7.8.3R	Are all LPG pipe joints accessible for inspection and of the correct type?		
7.8.4R	Are all LPG pipe joints secure, in good condition and competently made?		
7.8.5R	Are all pipework spurs that are no longer connected to an appliance properly capped or plugged? 		
7.8.6R	Are all LPG pipes running through petrol engine spaces jointless and adequately supported? 		
7.8.7R	Is the LPG pipe at least 75mm from exhaust system and flue components?		
7.9	**Low-pressure LPG hoses and hose connections**		
7.9.1R	Are all low-pressure LPG hoses accessible for inspection, of the correct material and in good condition?		
7.9.2R	Is all low-pressure LPG hose protected against damage where it passes through bulkheads, decks, or partitions?		
7.9.3R	Is all low-pressure LPG hose at least 75mm from exhaust system and flue components?		
7.9.4R	Are all low-pressure LPG hoses used to connect regulators or appliances, to LPG supply pipework only, and are they a maximum of 1m in length?		
7.9.5R	Are all low-pressure LPG hose connections accessible for inspection, of the correct type, secure and in good condition?		
7.9.6R	Do 'all-hose' systems comply with ISO 10239?		
7.10	**Portable appliance connections**		
7.10.1R	Are all portable appliance connection points provided with an isolation valve?		
7.10.2R	Are portable appliance hoses connected with bayonet, plug or screwed fittings, complete and in good condition?		
7.10.3R	Are all unused screwed portable appliance connection points properly capped or plugged?		
7.11	**Appliance isolation valves**		
7.11.1R	Can all appliance supply hoses be isolated through individual appliance isolation valves?		
7.11.2R	Are appliance isolation valves of suitable proprietary manufacture?		
7.11.3R	Are appliance isolation valves, or the means of operating them, readily accessible?		
7.12	**Testing for LPG system tightness**		
7.12.1R	Is there an LPG test point in the system, or a bubble leak detector in the cylinder locker or housing?		
7.12.2R	Is the LPG system free of leaks as defined in the tightness test? 		
Notes	LPG T-Test (circle gas type): Butane/Propane Stable L/U value_____ | Time to L/U < 60secs Y/N_____		

Part 8	Appliances and flues	E1	E2
8.1	**Appliance fuel and power supply**		
8.1.1	Check Item 8.1.1 is intentionally not used	-	-
8.1.2R	Are all liquid-fuelled appliances fitted with shut-off valves, and are the valves or their means of operation, in a readily accessible and safe position?		
8.2	**LPG refrigerators on vessels with petrol propulsion engines**		
8.2.1R	Where the vessel has a petrol propulsion engine, is any LPG refrigerator of a proprietary room-sealed type, or a Wilderness Boats conversion of an Electrolux RM 212?		
8.2.2R	On petrol-engined vessels with a Wilderness Boats conversion of an Electrolux RM 212 refrigerator on board, are the burner enclosure and the flame arrestor at the 'lazy tee' in place, and is there suitable documentary evidence of recent servicing?		
8.3	**Installation of appliances in petrol engine spaces**		
8.3.1R	Are petrol-engine spaces free of LPG and/or liquid-fuelled appliances?		
8.4	**Protection against fire risks from appliance installations**		
8.4.1R	Are appliances and surrounding surfaces clear of signs of heat damage and leaking fuel?		
8.4.2R	Are all curtains, blinds and other textile materials near to appliances free of heat damage?		
8.4.3R	Are non-portable appliances secured against unintended movement?		
8.5	**Protection against fire risks from appliance flues and exhausts**		
8.5.1R	Are all vessel structures, equipment, and curtains, blinds and other textile materials near all appliance flues and exhausts free of signs of heat damage?		
8.6	**LPG catalytic heaters**		
8.6.1R	Are all LPG catalytic heaters compliant with a suitable manufacturing standard?		
8.7	**Flame supervision devices**		
8.7.1R	Are flame supervision devices fitted to all LPG and liquid-fuelled appliances that require them?		
8.8	**LPG appliance burner operation**		
8.8.1R	Are all LPG appliance burners delivering a proper flame?		
8.9	**Ventilation**		
8.9.1A	Is the vessel provided with adequate fixed ventilation?		
8.10	**Appliance flues and exhausts**		
8.10.1A	Are all appliances requiring a flue or exhaust fitted with one?		
8.10.2A	Are all appliance flues and exhausts complete and in good condition?		
8.10.3A	Do all appliance flues and exhausts terminate directly to outside air?		
8.10.4A	Are all open flues to LPG appliances operating effectively?		
8.10.5A	Are all solid fuel appliances free of unintended gaps?		
Notes			

Part 9	Pollution prevention	E1	E2
9.1	**Engine/gearbox oil leak collection**		
9.1.1R	Will all oil leaks from the engine/s or gearbox/es be collected in an engine tray or oil-tight area?		
9.1.2R	Where a fixed bilge pump or fixed bilge suction line draws from an engine tray or oil-tight area is the risk of pollution minimised? G? W?		
9.2	**Sanitation systems**		
9.2.1R	Is a closable valve fitted in the discharge line of any toilet or toilet holding tank, with overboard discharge? W?		

Notes

Section 3 – Appliances, ventilation and portable fire extinguishers Records must be accurate at the time of Certification and must be retained in Examiner's files/on BSS Database for not less than 6 years

Boat name:	Certification Date:

1. Check 8.9.1 - Main accommodation space(s) area:

1a. Installed appliances, and the minimum fixed ventilation Requirement

Note – A record of all appliances must be made whether they require fixed ventilation or not.

Suggested key for Flue column: U = Un-flued, F = Flued, B = Balanced flued, H= Solid Fuel Stove
Suggested key for Fuel column: D = Diesel, G = LPG, S = solid fuel, E = Electric

Appliance type	Nos	Make & model	Flue	Fuel	kW	Ventilation required (mm^2)
Freestanding cooker			**U**			
Built-in cooker			**U**			
Separate hob			**U**			
Separate oven/grill			**U**			
Central heating boiler						
Instant. water heater						
Solid fuel stove			**H**			
Refrigerator						
Number of Persons (**P**)						

Fixed ventilation Requirement (in mm^2) = [2200 x U] + [650 x P] + [550 x H] + [440 x F]

Total minimum fixed ventilation Requirement (mm^2) (50% of the total)

1b. Total effective area of fixed ventilation.

Location of H/L vent	Vent type/specification	Area per vent (mm^2)	N°. of vents	**High Level** Sub-Total area (mm^2)

Total effective area of fixed ventilation at high level (mm^2)

High level minimum Requirement (mm2) (50% of the total)

High level fixed ventilation compliant? Yes: No:

Location of L/L vent	Vent type/specification	Area per vent (mm^2)	N°. of vents	**Low Level** Sub-Total area (mm^2)

Total effective area of fixed ventilation at low level (mm^2)

Low level minimum Requirement (mm2) (50% of the total)

Low level fixed ventilation compliant? Yes: No:

Main area compliant at Check 8.9.1 compliant? Yes: No:

Was the 10% divergence allowance between high and low level used to achieve compliance at Check 8.9.1 Yes: No:

2. Check 8.9.1 - Secondary/separated accommodation space(s) area:

Note – this section (#2) of the Record should only be completed where there are accommodation space(s) containing fuel burning appliances that are separated from the main accommodation space(s) that contain fuel burning appliances

2a. Installed appliances, and the minimum fixed ventilation Requirement

Appliance type	Nos	Make & model	Flue	Fuel	kW	Ventilation required (mm^2)
Number of Persons (**P**)						

Fixed ventilation Requirement (in mm^2) = [2200 x U] + [650 x P] + [550 x H] + [440 x F]

Total minimum fixed ventilation Requirement (mm^2)

2b. Total effective area of fixed ventilation.

Location of H/L vent	Vent type/specification	Area per vent (mm^2)	N°. of vents	**High Level** Sub-Total area (mm^2)

Total effective area of fixed ventilation at high level (mm^2)

High level minimum Requirement (mm2) (50% of the total)

High level fixed ventilation compliant? Yes: No:

Location of L/L vent	Vent type/specification	Area per vent (mm^2)	N°. of vents	**Low Level** Sub-Total area (mm^2)

Total effective area of fixed ventilation at low level (mm^2)

Low level minimum Requirement (mm2) (50% of the total)

Low level fixed ventilation compliant? Yes: No:

Main area compliant at Check 8.9.1 compliant? Yes: No:

Was the 10% divergence allowance between high and low level used to achieve compliance at Check 8.9.1 Yes: No:

3. Portable fire extinguisher details

Location	Make & model	Fire ratings		Cert. mark
		A	**B**	
	Total ratings			

Additional notes, comments and calculations