**Summary of Suggested Changes to the Scheme**

- Broadening the range of ‘acceptable kite marks’ (European/Canadian etc.) - European certification marks (for bodies accredited to EN 45011), in respect of fire extinguishers, are already accepted. BSS are willing to consider adding Canadian and US certification marks to the list of accepted markings.

- Calculation of above the water ventilation to recognise construction of salt water craft/yachts. This is an ‘advice check’ and failure to comply will not prevent or delay the issue of a BSS Certificate.

- Remove the ambiguity in respect of earthing requirements. This ambiguity is being addressed by technical experts on international committees and this will filter through to good and clear information for boat owners.

- Allow glass filter bowls. BSS will readily accept makes/models which the maker claims as fire resistant. Filter bowls located outside of engine spaces do not need to be fire resistant.

- Carbon monoxide / smoke detectors should be required. BSS currently recommend CO alarms in boats, but they believe that it is much better if boat owners choose to fit them to protect their family – they promote good awareness information at the end of this link. [http://www.boatsafetyscheme.org/stay-safe/carbon-monoxide-(co)](http://www.boatsafetyscheme.org/stay-safe/carbon-monoxide-(co))

- Labelling of Shut Off Valves etc. on hire craft. Signs are useful to crew members/fire service personnel who may be unfamiliar with emergency shut-offs and may need to operate them in a smoke-filled environment. In proven circumstances, operating the shut-off without delay may actually control a fire by stopping the supply of fuel – gas/fuel/electricity - and this may prevent a small fire escalating. BSS consider that signs are very good value.

- Include hull in the inspection. Currently hull condition is outside of the scope of the BSS examination because the BSS mainly addresses the fire and explosion risk. It is considered that insurance companies and other controls are best placed to address any risk. BSS managers have said that this position can be reviewed if there is a demand for a review.

- Power cable integrity and suitability to be included The recent changes to the BSS examination checking procedures introduced from 1st January 2013 include an ‘advice’ check covering the checking of 230v a.c power source cables. For more information concerning new ‘advice’ check 3.8.3 follow this link and take a look at the four page summary of changes: [http://www.boatsafetyscheme.org/boat-examination/private-boats](http://www.boatsafetyscheme.org/boat-examination/private-boats)
Summary of Suggested Changes to the Scheme - continued

• Fitting of holding tanks, particularly for residential boats Currently, the fitting of toilet holding tanks is not a BSS requirement. This subject is covered by other UK law and there are alternative ways to meet compliance with the law. Again of course, BSS managers believe this position can be reviewed if there is a demand for a review.

• Longer validity period. The four year period between examinations is currently supported by all navigation authorities participating in the BSS. BSS incident data will drive any need to change this period but currently the data does not support a change.

• Self certification annually. As with most navigation authorities, Scottish Canals’ licence application forms ask owners to confirm that their boat complies with BSS requirements. The BSS examination is a way of verifying compliance independently and once every four years.

• Remove the need for a drip tray. The BSS requirements do not inherently require a drip tray provided there is an oil-tight area under all fixed internal combustion engines and gearboxes and there is no automatic bilge pump situated in this space - unless of course the bilge pump is connected to a bilge water filter performing to 5ppm or better. The approach is seen as reasonable to prevent inherent pollution from boats.

• Scottish Canals staff trained as inspectors. We believe that SC staff carrying out BSS examinations would be in conflict with the independence of the BSS. However, Scottish Canals is in discussion with BSS as to the possibility, in more geographically remote areas, of having a member of SC staff who could attend a boat to confirm completion of works that have been instructed during an Examiners visit to gain a pass. This would ensure that only an independent BSS Examiner was determining the scope of any works, but that a revisit could be facilitated at a lower cost and within a shorter timescale.

• Also apply scheme to visiting craft. Scottish Canals will continue to apply the ‘Dangerous Boat Check’ already in place which serves to carry out basic safety checks on a minimum of 10% of transit traffic.
Summary of Suggested Changes to the Scheme - continued

- Boats should be fitted with RCD. The recent changes to the BSS examination checking procedures introduced from 1st January 2013 include an ‘advice’ check covering the check for a ‘consumer unit’ on 230v a.c systems. The presumption is that consumer units should include RCD protection. For more information concerning new ‘advice’ check 3.9.2 follow this link and take a look at the four page summary of changes: [http://www.boatsafetyscheme.org/boat-examination/private-boats](http://www.boatsafetyscheme.org/boat-examination/private-boats)
- Insurance surveyor’s sign-off should be sufficient. Insurance survey reports do not give specific assurance in respect of risk of fire or explosion. In addition, the interval between insurance surveys can be ten years or even more
- Simplify requirements for small boats. This is difficult to comment without an understanding of where the BSS requirements are considered too complex, however the smaller the boat the less BSS requirements are applied, for example Part 5 covering outboard engine boats is very simple and short compared to Part 2 covered fixed inboard engine boats with permanently installed fuel systems. This is an example of a specific issue which could be discussed with the Boat Safety Examiner or BSS as an organisation.