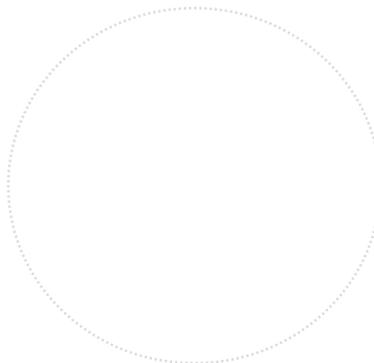


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BSS Examination Report: BSSER-359298/18

Information from the checks by the above Examiner concerning the boat and systems detailed below

Signed: _____ PIN 508

Examined on: 25 September 2018

Boat details:

Name: The Squire

Category of checks: Hire Boat Reqs

Nav. Auth: Canal & River Trust

Reg./Index/Mark: 513214

The Examiner noted the following fuels or items on board this boat

Diesel fuel and/or system	Yes	Solid fuel appliance and /or Solid fuel fired steam engine	Yes
Petrol fuel and/or system		Paraffin, kerosene or other fuel oil and/or system	
Portable Generator		Portable LPG canister(s) and/or appliance(s)	
Electrical DC power	Yes	Installed LPG system	Yes
Electrical AC power	Yes	LPG Test method: (B=Bubble tester M=manometer NT=Not Tested) If NT, this is why :	M

Your boat has been examined by the BSS Examiner above against the category of checks relevant to the class of vessel indicated above. The BSS Examination is a way of verifying that your boat meets your navigation or harbour authority's minimum safety requirements. The requirements help reduce the risks of fire starting & spreading, explosions, pollution and carbon monoxide poisoning. Visit boatsafetyscheme.org for more information.

Did the boat meet all the applicable minimum safety requirements? –

No

If yes, the expiry date is:

Was a warning notice issued? **Yes** Was the examination terminated? **No**:

See examiner's comments for details, if 'Yes' is the answer in either field.

The full details of any checks that have not passed and why, are given in the examiner's comments section which is attached if relevant. Any check item that is marked with an 'R' (Required) must be addressed in order for the boat to pass

If a pass is reported, this document can be considered a receipt-style certificate. However, it is the entry of this information on the central BSS database, and not this examination report, that will be used by your boat licensing authority to confirm that your boat has passed its BSS examination.

A BSS examination is NOT a full condition survey of a vessel - to understand the scope of a BSS Examination and the nature of the Examination Report, please read *About the BSS Examination and BSS Examination Report*. If your examiner has not provided you a copy, please ask for one, or view the information at www.boatsafetyscheme.org/boat-examination/arranging-the-examination/about-the-bss-certificate

Examiner's comments:**Examiner's comments linked to BSSER-359298/18 Boat name:** The Squire**Examination Date:** 25 September 2018 **Examiner:** Tom Keeling**Check Items marked as required (R) are linked to navigation authority requirements and must be addressed in order for the boat to pass.****Check Items marked (A) are advice. The boat owner bears the responsibility for the safety of the crew concerning advice items. These will not prevent a boat passing.****Comments marked as non-specific (NS) are observations from the examiner not linked to the BSS Examination Checking Procedures, but may still help to keep the crew safe if acted on.**

<u>Check Item</u>	<u>Check Item Details</u>	<u>Further Details Of The Examiner's Observations And Findings</u>
2.10.4R	Are all fuel feed, return and on-engine hoses properly supported and in good condition?	Fuel feed and return joints loose, starboard side uxtter.
3.1.3R	Are battery terminals correctly insulated or protected?	Some battery terminal boots or covers are missing or not fitted correctly
NS	Non-specific - Additional comment outside of the BSS Examination Checking Procedures	Note the positive link cable between the aft-most batteries is excessively long. This should be shortened.
3.1.2R	Are batteries secure against excessive movement in any direction?	The starter battery is not secured
3.4.1R	Are all battery cable connections effective and in good condition?	There are x2 inline fuses, black coloured, connected to the leisure batteries and fitted without ring connectors.
3.3.1R	Are all electrical cables supported in a safe position?	Cabling to the starboard side of the engine is not secured / clipped
3.3.1R	Are all electrical cables supported in a safe position?	Cabling in the starboard aft cupboard is not secured or clipped
3.3.1R	Are all electrical cables supported in a safe position?	The main starter motor positive along the port side bearer is not secured and requires protecting against chafing
3.3.1R	Are all electrical cables supported in a safe position?	The main DC negative cable along the starboard side bearer is not secured and needs protecting against chafing
3.3.1R	Are all electrical cables supported in a safe position?	The redundant cable on the engine room bulkhead requires removing / securing
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 leaked LPG to enter the interior of the vessel?	The LPG locker is corroded. The corrosion requires cleaning back and removing. The locker should be repainted.
7.4.1R	Are all cylinders secured and stored upright with the valve at the top?	The LPG canisters require securing
7.8.4R	Are all LPG pipe joints secure, in good condition and competently made?	The T joint behind the oven requires securing
8.8.1R	Are all LPG appliance burners in good condition and delivering a proper flame?	The two rear burner controls on the hob are seized solid and the flames were not examined
X3.8.1R	Are all a.c. shore-power and battery charging lead inlet connections of the correct type in good condition, and suitably protected from the weather?	AC inlet plug on bulkhead is missing it's grommet to the top
X10.8.3 R	If the vessel has overnight accommodation and an installed solid fuel stove, are the correct number of suitable carbon monoxide alarms provided?	No smoke alarm fitted

X10.8.3 R	If the vessel has overnight accommodation and an installed solid fuel stove, are the correct number of suitable carbon monoxide alarms provided?	No CO alarm fitted
X8.10.2 R	Are all appliance flues and exhausts complete and in good condition?	Solid fuel stove flue is corroded and requires attention
X8.10.5 R	Are all solid fuel appliances free of unintended gaps?	Solid fuel stove appliance top is damaged
X10.5.1 R	Are accommodation space fixed ventilators protected by warning labels in open view?	No ventilation label fitted
X10.2.1 R	Are all lifebuoys of suitable proprietary manufacture and in good condition, and is at least one lifebuoy positioned in an appropriate location?	No life ring aboard
X10.4.1 R	Is the fire blanket fixed permanently in open view?	Fire blanket is behind a door
NS	Non-specific - Additional comment outside of the BSS Examination Checking Procedures	Note both the forward and aft doors can be locked from the external side and not opened once inside the vessel. The vessel is required to have 2 means of escape, which it does, although this becomes pointless if one can then remain locked and trap users inside.
X10.1.3 R	Is the arc of the narrowboat tiller clearly identified?	The tiller arc is not marked
X10.1.1 R	Are all designated external Crew Areas, companionway steps, and boarding planks provided with suitable slip-resistant surfaces?	The front deck slip resistant surface is in poor condition
X10.1.1 R	Are all designated external Crew Areas, companionway steps, and boarding planks provided with suitable slip-resistant surfaces?	The front deck gunwale slip resistant surface is in poor condition



About the BSS Examination Report

This document reports the findings of your boat's BSS Examination which is to satisfy the question: 'Does your boat meet all the applicable navigation or harbour authority minimum safety requirements on the day it was carried out?' The question has three possible answers:

Yes – In this event, the report can be considered a receipt-style certificate. It indicates that your boat met all the applicable minimum requirements on the day of examination. You should take note of the expiry date in forward planning your next BSS examination.

It is the entry of this information on the central BSS database, and not the BSS Examination Report, that will be used by your boat licensing body as evidence of your boat's BSS certification status. Keep the certification information with the boat's records and pass it on if you sell the boat.

Yes, but some advice checks did not pass – All the information in the paragraph above applies; however the examiner found advice check items that could not be passed (marked with an 'A'). Although privately-owned boats do not have to comply with advice checks to achieve BSS certification, each one represents best-safety practice and meeting them all is highly recommended. Any listed in the report may be material to the vessel's insurance and the boat owner's duties under the law of occupier's liability.

No – Checks marked 'R' for 'required' have not passed and these items must be addressed to achieve BSS certification. Again as above, addressing any issues linked to any checks marked 'A' included in the report are highly recommended. Full details of what has failed, why and what must be achieved will be provided by your examiner.

Warning notices – these are issued when the examiner has found, or has cause to suspect, that your boat presents a significant and immediate risk. You should arrange, or carry out, works to make the boat safe as soon as possible. The general nature of the risk and any checks associated with Warning Notice will be identified by your examiner.

About the BSS Examination and its limitations

Please note: the BSS Examination findings, and examination report, relate only to the facts observed at the time of the BSS Examination. It is not evidence of compliance with the navigation authorities' requirements at any other time.

The owner's on-going responsibility: it is crucial to maintain the vessel in good condition in accordance with the safety requirements; and, any other licensing, registration or mooring conditions of the relevant navigation or harbour authority. The validity of a BSS pass result may be affected and can be cancelled if the vessel is not properly maintained; and/or non-compliant alterations are made; or if a hire boat or other type of non-private boat is examined against the 'private boat' category of BSS checks.

A BSS examination and examination report relates only to the relevant version of the BSS Examination Checking Procedures published on boatsafetyscheme.org. Depending upon the nature of the specific check, the examination may be confined to items that can be seen, reached or touched.

A BSS examination is not a full condition survey, nor is it an indication that the vessel is fit for purpose. For example, it does not cover the condition of the hull or deck, the integrity of through-hull fittings or the stability of the boat and it isn't the same as having your boat serviced and doesn't check its general mechanical condition.

Prospective boat purchasers are strongly advised to satisfy themselves about all aspects of a vessel's condition by commissioning a pre-purchase survey before committing themselves to becoming new owners. Some surveyors are also authorised BSS Examiners and may be willing to carry out a BSS examination whilst surveying the craft if contracted so to do.

About the BSS

The Boat Safety Scheme (BSS) is a public safety initiative between Canal & River Trust and the Environment Agency. The Scheme is designed to ensure, through independent verification, that boats meet the navigation authorities' minimum safety requirements.

The BSS requirements, the examination checks, including 'advice' checks and general information on the BSS, may be viewed and/or downloaded from www.boatsafetyscheme.org including safety information on avoiding fire, electrical risks and carbon monoxide poisoning on boats.

If you have doubts as to whether the Examination Report is a valid record, please contact the BSS Manager, First Floor North, Station House, 500 Elder Gate, Milton Keynes, MK9 1BB or phone 0333 202 1000 or email bss.enquiries@boatsafetyscheme.org