|  |  |
| --- | --- |
| name of Customer booking the examination |  |
| Customer Phone Number |  |
| Customer email |  |
| name of owner |  |
| will customer, owner or OWNERS’ rep be on board? |  |
| is the vessel solely or primarily used as your residence? |  |
| is the vessel used as a hire boat, used as a café boat or rented out eg airbnb? |  |
| Boat Name |  |
| previous boat name at last examination |  |
| details of previous examination |  |
| Location and Berth Number |  |
| Boat Type (eg narrow boat, cruiser) |  |
| Index Number |  |
| HIN/CIN number  |  |
| LICENCING AUTHORITY eg CRT, eA, Broads |  |
| WHEN WAS YOUR BOAT BUILT? |  |
| Propulsion Engine(S): Make and Model |  |
| Propulsion Engine: Inboard or Outboard |  |
| Propulsion Fuel |  |
| is the fuel tank permanently Installed or portable |  |
| DO YOU KNOW THE CAPACITY OF THE FUEL TANK? |  |
| Propulsion Engine(s) Power |  |
| Vessel length |  |
| Vessel Beam |  |
| Hull Colour |  |
| Hull Material |  |
| Superstructure Colour |  |
| Superstructure Material |  |
| Number of Berths |  |
| 240V AC System – will it be disconnected? |  |
| 12VDC or 24VDC system |  |
| Where are Batteries? |  |
| WHERE IS THE 230v CONSUMER BOX LOCATED |  |
| WHERE ARE THE 12v FUSES OR BREAKERS? |  |
| is an Inverter Fitted? – where? |  |
| Fixed Generator Fitted – type and rating |  |
| Solar Panels Fitted? |  |
| Cooker Appliance model & fuel type |  |
| hob appliance model & fuel type |  |
| Water boiler/heater make, model & fuel  |  |
| instant water heater make, model & fuel |  |
| heater/stove make, model & fuel |  |
| Where are gas bottles stored? |  |
| do you have a bubble tester fitted? |  |
| where is your gas test point located? |  |
| DO YOU HAVE ANY PORTABLE ENGINES eg OUTBOARDS, GENERATORS, CHAINSAWS? |  |

**THE AGREEMENT**

**INTRODUCTION**

This is an agreement between the BSS Examiner and the Customer. It is governed by the laws of England and Wales.

**HOW LONG WILL THE EXAMINATION TAKE?**

This will be dependent on the size and complexity of the vessel, on average you should allow for about 4hours.

**ACCESSIBILITY**

The vessel should be unlocked when the examiner arrives on site or the location of the keys is clearly notified.

The examiner will require the following areas to be made *accessible for inspection* by being seen and reached:

* Fuel filling hose connections.
* Fuel tank vent hoses.
* At least one side of the fuel tank.
* Fuel tank drain points.
* All fuel tank connections.
* Spare petrol containers.
* LPG system pipe joints and unused spur ends.
* LPG flexible hoses and hose connections.
* LPG high pressure regulators and hoses.
1. The examiner will in addition to the above require where possible to examine the interiors of lockers, cupboards, wardrobes, drawers etc need to be *readily accessible*, to locate items which may be subject to examination checks. If not present at the time of the examination, the owner or representative gives the examiner permission open and examine and inspect the interiors of these areas.
2. If the vessel is on hardstanding, is ladder access available for the examiner to get aboard.

**SUPPORTING DOCUMENTATION**

Supporting documentation where required as evidence of compliance should be made available to the examiner. Eg.:

* Any supporting documentation relating to suitability of flexible hose types.
* Petrol tank vent outlets where not recognisable as being of proprietary manufacture.
* Fire resistance of fuel filters inside engine spaces.

**ADEQUACY OF CONSUMABLES DURING THE EXAMINATION**

It is the owner’s responsibility to ensure that sufficient gas, diesel or electrical power will be available to run appliances to be tested for up to 15minutes.

**PHOTOGRAPHY**

The examiner may ask permission to take photographs of the vessel to be examined and where necessary close ups of systems in order to assist in determining compliance.

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| --- | --- | --- |
| Please tick as appropriate  | Yes, I give permission | No, I withhold permission |

**SAFE DISCONNECTION OF 230vac SUPPLY TO THE BOAT**

The examiner will need to make safe the 230V supply in the boat. This is normally achieved by disconnecting the shoreline power cable, switching off inverters and ensuring auto-start generators will not cut-in. The owner or the owner’s representative should inform the examiner if there are any known issues with the electrical system and that there are no known issues with the disconnection or reconnection of the electrical systems. If the owner is not to be present, please indicate permission to do this below.

|  |  |  |
| --- | --- | --- |
| Please tick as appropriate  | Yes, I give permission | No, I withhold permission |

On completion of the examination, please indicate below any special procedures which should be adopted should the owner not be present and require the power supply(s) to be re-activated, or if the power supply(s) are to be left disconnected.

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The owner should be aware that the examiner is not liable for damages, incidents or accidents caused when following the owners’ directions to disconnect and reconnect the 230v systems. The owner should check out the boats systems as soon as possible after the Examination has been completed.

The Examination may not be able to be completed if they believe that the boat is not 230v safe.

**PETS AND CHILDREN**

During the examination, certain covers, guards, enclosures may need to be removed as required. It is to owners’ responsibility to ensure that pets and children are supervised and controlled to ensure their safety. Pets should be controlled so as to ensure the examiners safety is not compromised.

**VESSEL LOCATION**

Please provide any further information below to help the examiner in finding the vessel and gaining access, especially if it is not in a numbered berth or hard standing in a marina. This might for example include:

* Near to bridge number/name or lock number
* What three words
* Fisherman’s peg number
* GPS coordinates
* Is the vessel breasted up against other vessels and access must be across these vessels

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**THIS IS NOT A SURVEY**

Please be aware that the examiner is acting solely for the purposes of undertaking a BSS examination. It should not be considered as being in any way a presales survey or a survey for insurance purposes. During the time of the examination the examiner will not be able to provide any guidance on failure rectification other than details of the shortfalls against the various checks to be undertaken.