‘The safety of boats as dwellings’

Graham Watts
BSS Manager
Boat Safety Scheme

www.boatsafetyscheme.org

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Background

1. Numbers of boats in Scotland
2. Why boats are used as dwellings
   • Work accommodation – fishing vessels
   • Leisure boats – visiting yachts, privately owned boats and hired holiday boats
   • Residential boats – owned and sub-let
3. Numbers used as dwellings

   Estimate - as many as 6000 persons dwelling aboard in Scottish ports/marinas/towns on any one weekend summer night
Main risks

1. Man-overboard (around 75%)
2. Fire (about 8%)
3. Carbon monoxide poisoning (about 8%)
Risk characteristics of boats

1. Boats are on water = water safety discipline
2. Boats have living spaces but they are also sealed containers great for keeping water out but equally good at retaining gases and fumes.
3. Boats may have multiple numbers of engines, multiple appliances fed by a range of different fuels, all of which provide the potential for fire or carbon monoxide events.
4. Boats are ‘unforgiving’ and require appropriate equipment properly installed and maintained and appropriate behaviour for dwellers to remain safe.
Risk controls

1. Fitness for purpose of the boat including the suitability and condition of its equipment
2. Safety awareness and safety behaviour of boat dwellers = competence best practice for commercial crews
Risk control responsibilities

- All boat dwellers
- Work environment - MCA, Sea Fish Industry Authority, (Seafood Scotland), MAIB
- On inland waters – Scottish Canals supported by BSS
- On inland waters – Loch Lomond and the Trossachs NP
- At harbours, estuary moorings and marinas - harbour authorities and marina management
- Local authorities concerning ‘vulnerable’ boat dwellers
- Insurance companies restricting the number of claims
- BSS awareness – leaflets, website, BSS Examiners
- Fire and Rescue Service - Boat Fire Safety Week and community fire safety initiatives.
- RNLI – initiatives
- RYA courses
- RoSPA initiatives
Recommendations

• All interested bodies promote boat safety awareness – (*non-commercial crews*)
• Commercial crew competency best practice encouraged
• Boat fitness for purpose requirements enforced
• Incident data collected and analysed
• Necessary risk management measures implemented, (including MAIB recommendations)