

Fire Kills Campaign
May – Escape Routes
Boat Fire Safety Week
27 May – 2 June 2019
Briefing Pack



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1. Summary

The Fire Kills campaign is again working with the BSS to help raise awareness of fire/CO safety on boats in the boating community. The information in this briefing pack has been pulled together by our partners in the Boat Safety Scheme (BSS).

Boat Fire Safety Week

In 2019, the Week will take place between 27 May and 2 June, just as the leisure boating season will be really getting in to swing with school holidays and sunny weekends ahead. Consider running additional activity on the weekend before.

The aim of Boat Fire Safety Week is to raise awareness of how boaters on both coastal and inland waterways can prevent fire and CO incidents and how to plan to react if an incident occurs. Fire and rescue authorities can support this by engaging with boaters to promote the published safety messages – **free booklets are available from the BSS.**



Background – fire and carbon monoxide safety

Whether it's at marinas, canals, lakes, coastal inlets, harbours and quaysides, the national population of over 350,000 motorised boats is presenting a potential risk of fire, explosion and CO poisoning incidents across the whole of the UK. Most fire and rescue authorities will have some form of boating risk in their areas and may wish to consider addressing boat owners within their risk reduction initiatives.

One specific focus in this briefing is on those who live aboard and who may have vulnerabilities through drink, drugs or mental illness. In 2018, three boat fire fatalities occurred and all victims lived alone aboard their boat. Alcohol consumption was a significant factor in two of the deaths and none of the boats are thought to have had smoke alarms on board. More information on the vulnerable boat dwellers is available on page 10.

Due to the nature of boats, you may wish to consider promoting CO safety messages alongside fire safety. In the two decades leading up to 2019, around 60 boaters died in boat fires and CO incidents – with a near equal split. From 1 April, at least one CO alarm became a requirement on most inland waterway boats subject to the BSS Requirements. This will help protect boat owners from sources of CO from neighbouring boats and is expected to help prevent death or injury to crew members from their own boat engines or appliances.

Data collection to support the ongoing work

Fire and CO incident insights from FRSs are vital to providing you this briefing. The BSS wish to be considered a community fire and carbon monoxide safety partner with its regulatory side and advice-giving activities. Without information from the boat incidents you attend, understanding the underlying risks of fire and carbon monoxide is compromised. The BSS asks for your help and co-operation in this matter.

Correctly attributing risk can move the issue of boat fire safety forward to the same degree of improvement as domestic fire safety. When reporting incidents on IRS, please emphasise the word 'boat' to allow effective data searches.

2. Fire and CO Risk on Boats

Identified risk

Many fires and carbon monoxide incidents happen as a result of human error, poor installation of equipment/appliances and on occasion, dangerous practices by boaters.



Many people do not appreciate the risks associated with boats and their domestic equipment and installations. Even a moderate sized boat can carry hundreds of litres of diesel, tens of kilograms of Liquefied Petroleum Gas (LPG) and 20-50 litres of petrol. These fuels are combined with readily combustible materials such as wood and fibre/glass-reinforced-plastic and they are all placed in close proximity to sources of heat and ignition such as engines or appliances, 12 or 24V DC and 240V AC electrics and solid fuel stoves.

Due to the fuels, boat construction and the nature of moorings, fire can easily spread to, and damage, neighbouring crafts, adjacent jetties and nearby properties.

In 2018, the most common types of accidental fires on boats recorded were electrical, engine and engine exhaust and solid fuel stove fires (same as previous years).

Anecdotal evidence continues to suggest that carbon monoxide poisoning risks are only properly understood by a minority of boaters. From the records, boaters are most at risk from the exhaust emissions of inboard and portable petrol engines and generators, or problems with solid fuel stoves including flue pipes.

Electrical issues

This is a wide subject but, according to the BSS records, electrical problems have been in the top three causes of boat fires in the past five years.

Flawed installations, poor maintenance, inappropriate appliances or incorrect use are the root of many incidents - especially in an environment with vibrations, flexing, humidity, high and low temperatures, cramped spaces, water and in many cases salt exposure – electrical systems and installations face a lot of stress compared with the same sort of electrical needs in buildings. Boat owners need to keep their eyes, ears and noses alert and deal with any problems immediately.



Photo courtesy of Westcountry Watersports

The key potential electrical hazard points include:

- Loose connections
- Worn, chaffed or cracked insulation on wires
- Exposed battery terminals
- Low levels of fluid in batteries, combined with...
- ...inappropriate battery charging
- Unsuitable or badly maintained appliances
- Poor fusing and defective breakers
- Inverters / generators
- Damaged shore line cables, plugs and sockets

Petrol

The BSS urges owners to keep their boats well maintained and to keep alert to possible leaks, poor running engines and the strong smell of petrol. This is the BSS advice for boaters:



Escaping vapour will sink to the lowest level of its surroundings. It builds-up at low level in places such as cabin floors, lockers, bilges and other 'still-air' spaces.

Even if the concentration of vapour is too rich to ignite immediately, it will dilute creating the potential for a serious fire and/or an explosion, even though, given enough ventilation, it may dissipate to a safe level eventually.

The BSS has ten petrol safety tips that will help keep you and your crew safe:

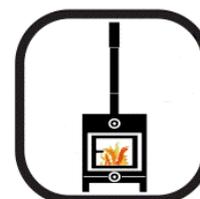
1. Before starting out, use all senses to check the fuel system and engine for petrol leaks or any signs of damage or deterioration. Have any problems sorted out first.
2. Do not switch on the electrical supply or turn the ignition key if there's a strong smell of petrol. Stop immediately if there's a strong smell of petrol after you start.
3. Keep vapour out of the boat! Before refuelling, close all windows, hatches, doors and awnings; also turn off all cooking appliances and any other ignition sources.
4. Double check before you start pouring, that you are using the correct filling point.
5. Afterwards, clean up any spills straight away. Be sure to re-secure the filler cap.
6. Avoid decanting petrol from containers, but if you have to, use anti-spill containers, spouts or nozzles to allow, clean and easy, no-spill refuelling.
7. Don't carry spare fuel, unless it is needed and then it must be in cans specifically designed for petrol. Always keep within the legal capacity limits.
8. Containers should never be filled completely and must be stowed securely upright, away from intense heat and out of direct sunlight to prevent pressurisation.
9. Refuel any portable engine or tank ashore and safely away from any sources of ignition. Always follow marina / mooring rules on petrol refuelling and handling.
10. Never use any bowl, bucket or other open container to carry or transfer petrol or mix in 2-stroke oil.



For more detail go to www.boatsafetyscheme.org/petrolsafety

Solid fuel stoves

Solid fuel stoves continue to be a significant cause of fire on inland waterway boats. These heaters are very popular on narrowboats, coastal barges and on some classic and vintage yachts or ex-fishing boats.



There were at least two dozen boaters hurt and five killed in using solid fuel stoves in the first decade of the 21st century. There have many other incidents where no one was hurt but the boat and belongings aboard suffered a lot of damage.

From the incident data, we highlight six risks that must be avoided or managed, if boaters and crews are to keep safe with solid fuel stoves:

- A lack of crew appreciation or vigilance, combined with poor appliance air inlet control, leading to 'over-firing' of the stove causing a boat fire
- Carbon Monoxide (CO) poisoning due to the escape of stove flue gases into the cabin
- Items and materials being too close and getting too hot for too long
- Running stoves with doors open (forgetfulness, naivety, broken catches, falling asleep)
- Poor maintenance and misuse of the stove leading to a chimney fire
- Poor stowage of hot/cooling ash and embers, either in the cabin or in unprotected areas of risk on decks (near flammable objects, near cabin ventilators, on combustible surfaces, etc)

Good information explaining how to avoid these risks is available at:

<http://www.boatsafetyscheme.org/stay-safe/solid-fuel-stoves>

Liquefied Petroleum Gas (LPG)

Fixed gas systems must be installed to accepted boat installation standards and in accordance with the appliance manufacturer's instructions. Gas appliances and flues should be routinely serviced and maintained.

The BSS encourages owners not to allow any bodge jobs! It says always use a competent person to carry out work on LPG systems. Ask a local boatyard or contact the Gas Safe Register for details.

In addition:

- Make sure gas canisters, bottles or cylinders are stored upright and where any leaking gas will flow overboard and not into the interior of the craft. Preferably, this will be in a suitable, vapour-tight, self-draining locker
- Check flexible hoses for damage or deterioration. If you're in any doubt about their good condition, get them professionally checked and renewed
- Check your LPG system for leakage by routine observation of a bubble tester installed in the cylinder locker, or by testing all joints with leak detection fluid

Portable 'camping style' equipment



Owners of boats without proper galley facilities are recommended to consider using a flask for hot drinks when aboard as portable camping equipment is not suitable.

Following explosions, fires and CO incidents in boats, caravans and other enclosed spaces, boaters should heed any instructions for portable gas equipment that states it should only be used outdoors.

Unless any portable gas equipment is specifically designed for boat use, then it should be used ashore. And whatever else happens, fuel canisters should always be changed away from the boat and away from ignition sources. Equipment and canisters should be stowed in a self-draining gas locker, or on open deck where any escaping gas can flow overboard.

Carbon monoxide (CO)

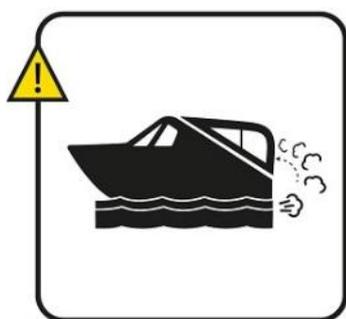


Over 30 boaters have died in the last 20 years from carbon monoxide (CO) poisoning - 19 deaths and a further 21 people required hospital treatment due to accidental poisoning by CO in exhaust fumes from boat engines or generators.

In June 2016, a middle-aged couple died as a result of CO poisoning whilst the boat was moored at a picturesque Norfolk Broads location. They were seemingly running the boat's very large petrol engine to charge the batteries. Amazingly, a light wind over the cockpit awning seemingly acted as a funnel to draw engine exhaust fumes inside the boat through a slightly-open flap of the fabric structure. (image from the MAIB investigation report)



Since then, two further CO fatalities have occurred in similar circumstances. BFSW provides the opportunity for FRs to engage with the owners of petrol boats with the simple message that:



- If you're smelling and breathing in petrol-engine exhaust fumes, stop the engine and get off the boat.
- Know the symptoms of CO poisoning, if anyone is indicating they are suffering, get them medical help. If the symptoms are severe – call the emergency services.
- As a belt & braces defence, install a CO alarm certified to the BS EN 50291-2 standard, test it routinely and never remove the batteries

There is a potential for exhaust and flue gasses to be drawn into a boat from a neighbouring boat, through open doors, windows and fixed ventilators. A suitable CO alarm is the only protection against this possibility.

While at higher levels it kills, CO is still a danger at lower concentrations as it can cause chronic illness affecting peoples' physical and mental health.

This poison gas has multiple potential sources on boats including all fuel-burning appliances, flues, chimneys, engines and exhausts. It is the by-product of an incomplete combustion of carbon-based appliance and engine fuels – such as gas, LPG, coal, wood, paraffin, oil, petrol and diesel.

So, staying safe begins with installing all such equipment properly, in the way the maker describes. The continued safe enjoyment of boats will endure if maintenance doesn't drift, or repairs are not put-off and equipment operational instructions are followed.

It's also crucial for continued safety that everyone aboard understands the risks and knows the danger signs; they must always be watchful.

For more tips and advice to help you and your crew stay safe go to www.boatsafetyscheme.org/CO

CO alarms are now mandatory on most boats on the inland waterways subject to the BSS requirements; more details are available following the above link.

3. Alarms Save Lives

Smoke alarms

In the absence of any British or international standards incorporating a suitable code for marine installation, the Fire Protection Association's advice is that the alarm of choice is; an optical alarm with a long-life battery, a hush button and one that meets BS EN 14604:2005. We also advise boaters look for a BSi, LPCB, or the German VdS certification mark.



This advice recognises the confined nature of the space inside a boat and the potential for high levels of humidity and vibration, wider temperature ranges and an aggressive chemical atmosphere. These conditions may affect battery lifespan hence the recommendation for the lithium sealed alarms. Even though some boats have 230/240 V ac systems, mains powered alarms are not recommended due to the erratic and unreliable nature of the power supply.

Follow the alarm makers instructions for fitting and where these are not specific for boats, the advice is that alarms should be mounted on the deckhead (ceiling), 30cm from the cabin sides and within five metres of each protected area of the vessel. On some boats this will mean installing more than one alarm, and it is recommended to choose units that can be linked together.

Guidelines produced by BSS on smoke alarms in boats can be found here, including a list of models recommended for boats by the manufacturers:

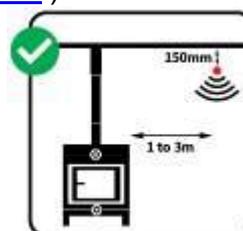
<http://www.boatsafetyscheme.org/stay-safe/fire-safety-for-boats>.

Carbon monoxide alarms

For boats with fuel burning appliances, an engine or generator aboard, the strong recommendation is to fit a suitable audible carbon monoxide alarm for an added reassurance. 'Black-spot' colour-changing indicator cards are not good enough. Boaters will not have an instant warning of dangerous CO levels and there's no alarm to wake up anyone asleep. The BSS advice is to fit alarms that meet BS EN 50291-2; these are best suited for boats, choose only those with a BSi or LPCB certification mark. (see www.boatsafetyscheme.org/CO-Alarm-Advice)

For the best protection, follow the alarm manufacturer's installation instructions as far as the space and nature of the boat allow. But if the placement directions are difficult to meet on any boat, these are the 'best practice' points. Try to place the alarm:

- in living quarters between 1m and 3m (on plan view) from the appliance
- keep alarms from being directly above a source of heat or steam
- if wall mounting an alarm, fix it high up, but at least 150mm from the ceiling and where the indicator lights can be seen
- if ceiling mounting, fix alarms at least 300mm from the cabin sides and bulkheads
- in sleeping quarters have the alarm in the "breathing zone", i.e. near the bed head
- before fixing, test that the alarm can be heard from any position in the boat (or buy further alarm(s))



4. National Activity

National Fire Chiefs Council activity

The Home Safety Committee of the National Fire Chiefs Council will focus on this year's Boat Fire Safety Week as part of the Fire Kills campaign which will be supported and reinforced through the campaigns team.

Boat Safety Scheme activity

The BSS will be promoting Boat Fire Safety Week to more than two-dozen inland navigation authorities in the UK and supplying a template news release.

The BSS will also be contacting the following organisations to encourage participation and connecting with local fire and rescue services:

The Yacht Harbour Association (the national marina operators' membership association), British Marine (umbrella UK boating industry membership organisation), the Royal National Lifeboat Institution (RNLI), the Maritime and Coastguard Agency (MCA), The Royal Yachting Association (RYA), the National Association of Boat Owners, Association of Waterways Cruising Clubs, Inland Waterways Association, Residential Boat Owners Association, The (Dutch) Barge Association and The Boating Association

The BSS will also be seeking support of the Isle of Man, Northern Ireland, Scottish, States of Jersey and Guernsey and the three Welsh fire and rescue authorities. The BSS will also send a notice to the various specialist boating media.

The BSS will be using Google +, Facebook (BSS.BoatSafety) and Twitter (@BSS_BoatSafety) to promote various messages and themes as contained in the draft social media posts on pages 12 and 13.



5. Fire safety – prioritising the vulnerable boat dwellers

There are around 80,000 boats on the inland waterways, there are around 350,000 boats in and around UK in total, including the inland craft.

On Canal & River Trust waterways, 23% of boaters say their boat is their permanent home (this was just 15% in 2011). In London 60% of boaters say their boat is their primary home. Residential use of use of boats is growing also on coastal creeks and estuaries.

On the inland waterways there have been 10 boat fire fatalities in last 10 years and 12 boat CO fatalities in the last 12 years.

Most inland boat fires involve boats used as residences and most fires involve persons with vulnerabilities. Vulnerability usually involves abuse of drink or drugs, but boaters may have multiple issues, for example, poverty, health conditions or disabilities including mental health, debt, loneliness, isolation.

The following trends are identified concerning the 10 inland waterway boat fire fatalities in the past 10 years:



Consider reaching out to boat dwellers as part of your support for Boat Fire Safety Week. Boat dwellers can often be hidden away in remote locations and only by contacting the local navigation or harbour authority or tapping in to other local knowledge can they be located.

You may be surprised at the scope of fire safety advice suited to the boat dweller's individual needs and boat use, but this could include:

- Strongly recommending against the use of LPG camping appliances aboard
- Promoting safe candle use
- Safe use of portable liquid-fuelled heating appliances
- Safe storage and handling of petrol
- Use of generators away from the boat
- The provision of a suitable smoke alarm, and CO alarm
- Reacting to signs of heat damage on materials and all surfaces adjacent to appliances
- Assessing the escape routes for blockage or doors locked from the outside
- Assessing the suitability of the boat for habitation

FRS personnel may need to turn a BFSW visit into a 'Safe and Well' visit to help particularly the vulnerable and those with complex conditions.

6. Boater Engagement and Media Support

While there are many opportunities for fire and rescue authorities to engage with the boating community, organisers should be aware of the strict protocols that exist with Navigation, Harbour and Marina authorities in relation to fire and rescue authority personnel working on or near waterways – so always seek to arrange your events well in advance with the appropriate management.

It should be noted that those who live aboard are the most vulnerable and these may benefit from the provision of smoke and CO alarms. In particular, boat dwellers, many of whom fall into the most at-risk categories in terms of geography, income and societal classifications, are the people most at risk on boats. If you intend using a rescue boat as transport, ask the local navigation authority to point out groupings of boat dwellers to ensure your message gets to where it may be most needed.



Media release

Fire and rescue authorities are also encouraged to use a variation of the template media release on page 17, hopefully with added local information and logos, to raise media awareness in their area.

7. Draft Social Media Posts

The BSS have put together a number of tweets that you may wish to use, featuring the hashtag #BFSW2019

Great fire and carbon monoxide safety tips for boaters bit.ly/122zdRj #BFSW2019

Smoke alarms save lives on boats. Fires spread like lightning | Act quickly #EverySecondCounts #BFSW2019



CO Alarms save lives on boats | You can't see, hear, smell, or feel it #EverySecondCounts #BFSW2019

CO alarms are now mandatory on most boats on the inland waterways www.boatsafetyscheme.org/CO

Fit CO alarms suitable for boats & meeting the EN50291-2 standard #BFSW2019

Go to <http://bit.ly/FittingCOalarms> for advice about fitting carbon monoxide on boats #BFSW2019

Test the alarm when you board and test it monthly when the boat is in use. Never remove working batteries. #BFSW2019

Make an emergency plan with everyone on board before you set out. #BFSW2019

Keep exits clear and keys to hand. Don't bolt or lock doors & hatches from the outside if you're staying aboard. #BFSW2019

If fire starts on your boat & you are inland, in a marina or harbour, get everybody off & call 999 #BFSW2019

If fire starts at sea, move to open deck & as far from the fire as you can. Put on life jackets. Make MAYDAY call #BFSW2019

Don't use charcoal BBQs on boats - they give off dangerous amounts of CO & blown embers could set fire to the boat #BFSW2019

Never leave cooking unattended. Turn things off until you come back. #BFSW2019

Avoid cooking when tired. Prescription drugs & alcohol can cause drowsiness. Too many boaters have died in galley fires. #BFSW2019

Keep fabrics well away from cooking hobs and cabin stoves to prevent them from catching fire. #BFSW2019

Don't use solid fuel stoves with the door open. Lit coals or wood can roll out & cause a fire; and flue gases can escape more readily into the cabin. #BFSW2019

Check the flues of coal and wood burning stoves for signs of leaks and blockages #BFSW2019

Only use the fuel recommended by the heater manufacturer. Other types may burn too hot. #BFSW2019

Dispose of embers carefully. If they're still warm they could cause a fire or build-up of CO. #BFSW2019

Candles & boats is a bad mix. Rocking boats & sudden jolt can tip candles over. Use LEDs for light & oil scent sticks for smell. #BFSW2019

Check for loose fuel line joints, damaged fuel tanks and deteriorating hoses. #BFSW2019

Petrol leaks, spills & stray vapour can ignite easily. Clean spills up & check filler cap security after refuelling. #BFSW2019

Only carry spare petrol if absolutely necessary & store it in a self-draining locker or on open deck #BFSW2019

Make sure gas cylinders are secure after they've been changed. Test for leaks with detection fluid. #BFSW2019

Whenever possible, turn gas valves off before you go to bed or leave the boat. #BFSW2019

Damaged wires can overheat rapidly, so look out for scorch marks or burning smells. #BFSW2019

Take extra care reinstalling the boat's batteries. Check straps or restraints are secure afterwards. #BFSW2019

8. Supporting Leaflets and Artwork

Fire Kills Campaign Portal

The National Fire Kills Campaign Portal hosts all of the national fire safety campaign artwork and material and is available to all fire and rescue practitioners.

Please contact [Fire Kills Campaign](#) if you have any queries.

Leaflets freely available from the Boat Safety Scheme

The BSS can supply boxes of both the *Fire Safety on Boats* (in boxes of 500 leaflets) and the *Carbon Monoxide Safety on Boats* leaflets (in boxes of 360 leaflets) free of charge to fire and rescue authorities upon request. Put your request to Rob McLean or Tracy Rickard at bss.enquiries@boatsafetyscheme.org.



The text of the *Carbon Monoxide Safety on Boats* leaflet is free to use. It has all been reviewed and approved by boating stakeholders, alarm companies and Public Health England. If text is copied, please acknowledge the BSS/CoGDDEM as the source.

The text of the *Fire Safety on Boats* leaflet is free to use. It is endorsed and sponsored by the Fire Industries Association. If text is copied, please acknowledge the BSS as the source.

Icons and pictograms

Fire and carbon monoxide related artwork specific to boats is also available from the BSS Office (bss.enquiries@boatsafetyscheme.org) or call 0333 202 1000 and speak to Robert McLean and specify which images you may need.



Smoke alarm certification marks



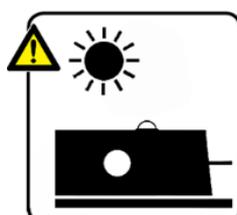
If you can smell gas / petrol / exhaust fumes – ventilate the cabin, open doors & windows



Have a CO alarm in the breathing zone when asleep



Alert: Triple risk; fire-CO-electrical from generators



Alert: Beware of focussed & magnified sun's rays with bulls-eyes



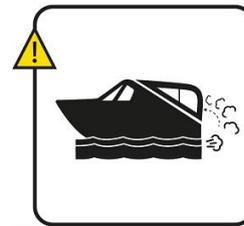
Get medical help for electrocuted people Alert:



Carbon monoxide



Keep exhaust gases out of cabin



Beware of exhaust fumes back-draughting into coverdecks



Portable engines: related to petrol and CO safety



Don't let carbon monoxide creep up on you



Fit certified CO alarms, push the test button routinely



Never run the stove with the door open



Don't use stoves with cracked bodies



Keep combustible materials away from stoves



9. Feedback

The BSS would welcome any feedback or suggestions on their plans for PR activity at either a national and local level, or any suggestions to improve this briefing.

The BSS would love to receive examples of coverage achieved and any photos of key events. If you can offer any support by way of social media, case studies, spokespeople or resources – such as leaflets or images that may be useful in supporting the campaign – please do get in touch with the Fire Kills team.

10. Template Media Release

A SAFETY MESSAGE FOR BOAT OWNERS THIS BOAT FIRE SAFETY WEEK!

- **[Local FRS/A]** It's time for all boats to have suitable smoke and carbon monoxide alarms

During the national Fire Kills Campaign's Boat Fire Safety Week, **[local]** firefighters will be taking the message to boaters – *It's time for all boats to have suitable smoke and carbon monoxide alarms.*

Fire crews will be visiting boat owners in **[area]** handing out *Fire Safety on Boats* and *Carbon Monoxide Safety on Boats* leaflets to help crew members know the risks and how to protect themselves.

Timed for the start of the boating season, the heart of the message is that all crew members should understand the risks and follow the published advice from the Boat Safety Scheme in its leaflets and on its website.

Despite all efforts, should fire break out or a carbon monoxide escape occur, the critical survival factor will be the presence of suitable working smoke and CO alarms. The Scheme publishes lists of suitable alarms on its website and has advice from the manufacturers on the best places to fix the devices. Alarms should be tested using the test button routinely and the batteries replaced as necessary and never removed.

Boat Safety Scheme manager, Graham Watts said:

"In the past 20 years, 30 boaters were killed in boat fires and another 30 lost their lives to the highly toxic CO gas.

"It's time everyone in the boating community said 'no more avoidable tragedies'. Being protected by suitable smoke and carbon monoxide alarms should be viewed as a normal part of boat ownership"

For more information about events in your area please contact **[FRS/A press office contact details]** or look in your local press. For further information about general boat fire and CO safety, visit www.boatsafetyscheme.org/stay-safe

- ENDS –

Notes to Editors

For more information on fire safety please visit: www.gov.uk/firekills or speak to your local fire and rescue authority by calling **[insert FRS/A contact details]**

Carbon Monoxide (CO) information: CO is a highly toxic poison that cannot be heard, seen, felt, tasted or smelt – it's sometimes called the silent killer for good reason. It is the result of an incomplete or inefficient burn of any carbon-based fuel including wood, charcoal, coal, petrol, diesel, propane and butane. It can happen on a boat with one or a mix of these factors: • Faulty, badly maintained or misused appliances; • Exhaust fumes from a boat's engine or generator; • Escaped flue gases from solid fuel stoves; • Blocked ventilation or short supply of air (fuel needs oxygen to burn safely). In recent years, solid fuel stoves and engine or generator exhaust gases have been responsible for most CO poisoning deaths of boaters.

Advice choosing CO alarms suitable for boats, including a current list from the manufacturers can be found on this BSS web page:

www.boatsafetyscheme.org/CO-Alarm-Advice

Fire information: Fire prevention is always the primary protection from fire on boats but a smoke alarm can be the next line of defence, particularly if craft occupants sleep aboard. Smoke from a boat fire will affect the ability to breathe, a sensation similar to drowning. With two to three breaths of toxic smoke the boat user could be unconscious. A working smoke alarm of the right type can warn very quickly of the danger and buy precious seconds to escape.

Advice choosing smoke alarms suitable for boats, including a current list from the manufacturers can be found on this BSS web page

www.boatsafetyscheme.org/smoke-alarm-advice

The Boat Safety Scheme (BSS) helps to minimise the risks of fires or explosions on boats cruising the UK's inland waterways network, by specifying a set of requirements that most boats must meet before they can be granted a navigation licence. The Scheme also promotes 'safety best practice' measures that support skippers in keeping themselves and their crews' safe.

For further information, please contact Rob McLean, Communications Manager at the BSS, on 0333 202 1000 or email on robert.m@boatsafetyscheme.org