



Carbon Monoxide and Propeller Injury Avoidance Meeting

Miami, FL – IBEX - 2007
October 11, 2007

Minutes

Sponsored by:

United States Coast Guard
Office of Boating Safety
Recreational Boating Product Assurance Division

Minutes prepared by:

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Setting Standards for Safer Boating

Moderator Richard Blackman called the meeting to order at 4:00 PM EST.

Appendix A includes all in attendance.

Appendixes B & C include copies of the available presentations.

Propeller Injury Avoidance Update:

John Adey, ABYC, presented the results of the Propeller Mitigation Test Protocol work that took place in September in Maine. (See Appendix B)

Carbon Monoxide Avoidance Update:

Dan McCormick from the US Coast Guard's Office of Auxiliary & Boating Safety introduced the section for the Update on Carbon Monoxide. Dan first showed those in attendance a new CO detector that is now on the market called "Pocket CO Digital Dosimeter Detector" manufactured by KWJ Engineering Inc. and is a very small unit measuring 2.4" by 1.4" by 0.65". For details visit their website at: <http://www.transducertech.com/pocketco/>. Dan then discussed the USCG Safety Alert pertaining to the use of a hand-held shower system at the swim platform of boats. (See Appendix C)

Alberto Garcia, NIOSH, presented the findings from NIOSH's testing of Kohler's new low emission generator stating:

“On September 18, 2007 NIOSH researchers evaluated carbon monoxide (CO) emissions from a new Kohler 15-KW marine generator equipped with catalytic converter and electronic fuel injection system. The evaluated generator was brand new and it was installed on a houseboat equipped with stack exhaust. CO concentrations collected within the vertical exhaust plume reached instantaneous levels of 9.7% (97,000 ppm) during the cold start of the engine. These concentrations decreased to low values within 3 minutes to approximately 200 ppm and remained consistently low for the duration of the test. CO concentrations did not seem to be affected when increasing load on the generator. With a warm up engine, CO concentrations oscillated between 100 to 200 ppm and remained constant for the duration of all testing conditions. Additional information will be provided once the NIOSH report is released to the public with a comprehensive analysis of the data set. Testing will be conducted on this same engine after several thousand hours of use to evaluate potential degradation to the catalytic converter.”

The next meeting will be scheduled during the Miami Boat Show, February, 2008.