

Trip Report  
ABYC Fuel & Ventilation PTC  
Baltimore, Maryland  
September 11, 2003

Highlights of the ABYC Fuel and Ventilation Project Technical Committee meeting on June 24-25, 2003:

1. House Bill 1086 – This bill offers protection to standards writing organizations. Action: Send a copy of the bill to the NMMA Washington, DC for tracking.
2. Three standards: TH-23, Design, Construction & Testing of Boats in Consideration of CO, H-24, Gasoline Fuel Systems, and H-33, Diesel Fuel Systems, did not receive enough votes from the PTC members and therefore will not be in the summer 2003 supplement. ABYC calls to the non-voting members of the PTC have not helped to generate votes. (Action: NMMA was prepared to put TH-23 to the BYCC for consideration for inclusion to the boat certification program, but now this action will be delayed.) The PTC determined that the Tech Board will be requested to expedite their voting and have ABYC publish this technical report next year.
3. Skip Burdon, ABYC president, reported that Westlawn will be moving into the ABYC Annapolis office this week. Also, ABYC will have a new website in September. Beta test of the new site is available at [www.podi.com/beta/ABYC](http://www.podi.com/beta/ABYC). Skip also confirmed that recreational boat standards are and will be the core activity of ABYC.
4. TH-23, Design, Construction & Testing of Boats in Consideration of CO
  - The PTC again discussed the need for a static test requirement for CO. Some PTC members do not want static testing. There are an unlimited number of possible testing conditions with no repeatable results. After all the discussions, the Tech report remained as is without a static test requirement.
  - A few editorial changes.
  - Next Action: Send to the Technical Board for vote. The PTC is recommending to the Technical Board that this report be available on the ABYC website.
5. H-24, Gasoline Fuel Systems
  - The PTC reviewed 11 consensus ballot comments.
  - The revised standard was not published due to being one vote short.
  - Expanded the term “minimum disturbance of boat structure” in fuel tank installations requirements to include “cutting out sections of the boat, cutting flotation foam, etc.” Also, the means of tank replacement is to be provided by the boat manufacturer.
  - The PTC debated whether to disallow use of B hose in fuel distribution and return systems. A Task Force was created to look at this issue (Craig Scholten, Don Reed and myself). The Task Force recommended, and the PTC approved, that the hose must be accessible, that only A hose is to be used in an engine compartment, and that A & B hose may be used outside an engine compartment.
  - Tank sending units and level indicators shall be readily accessible.
  - Next Action: Ballot for publication in 2004.
6. H-33, Diesel Fuel Systems
  - The PTC reviewed 19 consensus ballot comments and numerous editorial comments.
  - Changed the diesel fuel system hose connection requirements to match the gasoline system hose connection requirements.
  - The tank corrosion resistance test, ASTM B117, Salt Spray (fog), was set at a 400 hour duration.
  - All fittings and connections of the diesel fuel system, including the fuel tank fittings, shall be readily accessible, or accessible through an access panel, port or hatch.
  - Deck plates or permanently attached fuel fill caps shall carry a permanent fuel-type identification marking.

- Allowed in-line self draining vent system components located above the top of the tank to be exempted from the 2 ½ minute fire test.
  - All hose clamp requirements will be identical for both diesel and gasoline fuel systems.
  - All H-24 (gasoline) hose requirements will be transported to H-33 to allow for B hose in the fuel system outside the engine compartment.
  - Next action: Consensus ballot
7. BoatUS Report – Caroline Ajoodian
    - H-24 tests flow fill rate at 9 gpm. BoatUS reports that gasoline fills at service stations are 10 gpm and results in overflow of the gasoline onto the boat and the ground. To eliminate this problem, BoatUS requests that the standard be increased to a maximum fill rate of 10 gpm. This would require increasing the size of the fuel fill hose. The PTC reported that the splashback is due to the hammerblow from the pump shutoff, and increasing the size of the fuel fill will not eliminate the hammerblow effect. The CG also reported that the attitude of the boat also contributes to the blowback. Since the fuel fill test is measured only from ¼ to ¾ tank filled, the BoatUS request doesn't appear to solve the problem
    - The PTC provided BoatUS with five points that they can use in a fueling article for boat operators.
  8. Fuel Tank Testing Report – Tony Riviezzo, Moeller Fuel Tanks
    - The EPA has been considering fluorination and sulfination of fuel tanks to decrease permeation of marine fuel tanks. These methods could increase the cost of manufacturing fuel tanks by 50-60%. Also, these technologies are still unproven in the marine environment.
  9. NMMA Request for Interpretation – ABYC H-2 standard states that external openings of intakes and exhausts shall be located and oriented to prevent the entry of fuel vapors, and that fuel fill openings shall be no closer to ventilation intakes and exhausts than 15 inches. The request for interpretation was, if the ventilation opening is covered by a scoop, then is the 15 inch measurement made from the hull opening or the scoop opening? The PTC determined that the 15 inches applied to the scoop opening.
  10. H-32, Ventilation of Boats using Diesel Fuel.
    - For sailboats, the ventilation openings or their plenums shall be located above the maximum heeled waterline. NMMA Action: Check if the location of the parallel powerboat requirement (the algorithm is LOA/17) is in meters or feet.
    - Next action: Consensus ballot.
  11. On-board fueling station report - I am the chairman of this subcommittee and gave the report for on-board fueling stations. The subcommittee met with the CG on this issue in January and decided that NFPA 30A, the technical standard on motor fuel dispensing facilities, might be a logical place to house a requirement for marine fueling stations. I subsequently wrote to NFPA requesting a new project be started in this area. NPFA was agreeable to this request and I will work with the convener of NFPA 30A to form a task force to begin work on a marine standard. Two additional members of this subcommittee have come from the Houseboat Industry Association, Joe Sharpe of Sharpe Houseboats and Carol Neckel of Somerset Houseboats.
  12. Next meeting of this committee is tentatively scheduled for November 11-12, 2003 (two days).