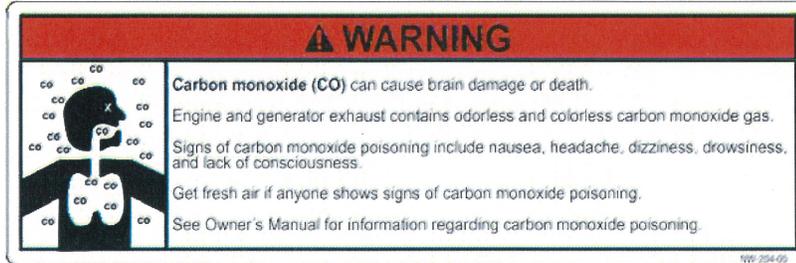


Carbon Monoxide Hazard Mitigation Revisited

At a houseboat show this summer it was noticed that not one houseboat at the show had a vertical dry stack exhaust system installed to eliminate the possibility of carbon monoxide (CO) gas accumulating around the hull of the boat where people might be swimming. It was also not clear whether these boats were equipped with low CO producing gasoline generators that would vastly reduce the hazard of CO aboard the boat.

The lesson to be learned from this is that, apparently, all of the effort that was put into the elimination of CO hazards aboard recreational boats by the boating industry ten years ago has either been forgotten or is just being ignored. With a ten

equipped with catalyst technology that greatly reduces the amount of CO flowing



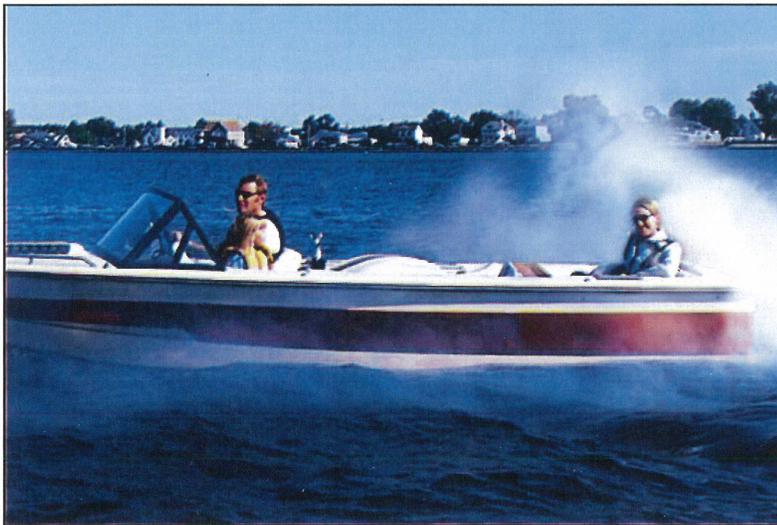
out of the exhaust system. New recreational boats should be built with these engines installed and boats that are being re-engined should replace the old gasoline engines with catalyzed engines.

2. Gasoline generators that are being installed on new recreational boats should be low/no CO generators and older generators being replaced should be replaced with low/no CO generators.

3. Houseboats should have low/no CO gasoline generators installed and should also have a dewatered vertical stack exhaust system installed as shown in ABYC standard P-1.

4. All boats with enclosed accommodation spaces and in-board gasoline engines or gasoline generators should have marine rated CO detectors installed in accordance with ABYC standard A-24.

Adherence to the above listed recommendations to reduce the CO hazards aboard recreational boats should eventually, almost completely eliminate the CO poisonings that continue to occur.



year average of 6 deaths and 31 injuries occurring each year due to CO poisoning aboard boats, it may be time to revisit all of the methods available to eliminate, or at least greatly mitigate, the CO hazards aboard recreational boats.

1. Inboard gasoline engines are now

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