

Highlights from the ABYC Product Interface Project Technical Committee (PTC) meeting:

1. S-32, Universal Warnings for Boats
  - The subcommittee created a report that identified warning topics versus boat type. The warnings match the original study of **warnings** versus **accidents** that was completed a few years ago.
  - The pontoon warning label states that no one should occupy the area outside the deck rails.
  - The warning label for boom strikes was retained due to boom strike statistics.
  - Added diesel I/O powered boats to the matrix.
  - Changed “unmanned boat operation” to “uncontrolled boat operation”.
  - Changed the title to: Warnings and Safety Signs for Boats
  - Next action: Merge the subcommittee report (warnings matrix and warning labels) with S-32 and send out the document for comments.
2. T-24, Owners/Operators Manual
  - Added prelaunch instructions: drain plugs, boarding & loading, check weather, file a float plan, boat condition inspection.
  - Changed the location of various sections of the manual for better information flow.
  - Added evaporative emission systems to the fuel systems section.
  - Added operator distractions to the misuse section.
  - Added fuel selection to the fueling section.
  - Added reboarding to operation instructions.
  - Added upper deck weight capacity to specifications.
  - Added engine stop switch to propulsion.
  - Added a section for securing the boat after use.
  - Added a section for electronic updates to maintenance information.
  - Required compliance with environmental/state regulations (i.e., Prop 65).
  - Added canoes and kayaks to capsizing procedures.
  - Added a pre-statement concerning the responsibility of the operator.
  - Next Action: Send the standard out for consensus ballot.
3. PI PTC Projects
  - International update
    - ABYC runs the US TAG that submits comments to ISO standards reviews.
    - ABYC leads harmonization between ISO and ABYC standards
  - Collision research grant – ABYC received a grant to conduct research of accident data in 4 high risk/accident locations to determine the root causes of these accidents.
4. Next meeting will be a webinar called by the chair to discuss the comments received from the reviews of S-32 and T-24.

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