Committee Scope: This Committee shall have primary responsibility for documents on fire prevention and protection of motor craft and to encourage their use by designers, builders and owners.

This list represents the membership at the time the Committee was balloted on the text of this report. Since that time, changes in the membership may have occurred. A key to classifications is found at the front of the document.

The Report of the Technical Committee on Motor Craft is presented for adoption.


This Report has been submitted to letter ballot of the Technical Committee on Motor Craft, which consists of 21 voting members. The results of the balloting, after circulation of any negative votes, can be found in the report.
302-1-(Entire Document) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Restructure entire document to conform with the NFPA Manual of Style as follows:
1. Chapter 1 to contain administrative text only.
2. Chapter 2 to contain only referenced publications cited in the mandatory portions of the document.
3. Chapter 3 to contain only definitions.
4. All mandatory sections of the document must be evaluated for usability, adoptability, and enforceability language. Generate necessary committee proposals.
5. All units of measure in document are converted to SI units with inch/ pound units in parentheses.
6. Appendices restructured and renamed as “Annexes.”

COMMITTEE MEETING ACTION: Accept in Principle
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-2-(Entire Document) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: None provided.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: The Committee will investigate ANSI, ASSE and ABYC requirements for labeling. Committee established a task group of Phil Cappel and Bob Adriance to make recommendations to the Committee at the ROC meeting.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-3-(Entire Document) : Reject
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Eliminate reference to “galvanically compatible” and “galvanic protection.”
SUBSTANTIATION: The purpose and scope of this document is the prevention of fire and explosion. Galvanic protection and definition of galvanically compatible should be eliminated from this document.
COMMITTEE MEETING ACTION: Reject
COMMITTEE STATEMENT: The Committee reiterated that a fuel tank that fails due to galvanic corrosion or as the result of galvanically incompatible metals is a fire hazard, as are fittings on engines, electrical system components, etc. The requirement should therefore remain in NFPA 302.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-4-(1-1 & 1-1.2) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add text: “Accommodation Compartment” is used in the text of NFPA 302.
SUBSTANTIATION: The word “continuously” clarifies the definition of “Battery Reserve Capacity.”
COMMITTEE MEETING ACTION: Accept
COMMITTEE STATEMENT: The Committee decided to keep the term “accommodation compartment” as defined and used throughout the standard.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-5-(1-1.3) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: See ABYC-TH23
SUBSTANTIATION: TH-23, Design, Construction and Testing of Boats in Consideration of Carbon Monoxide provides important information on CO.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: The Committee proposed to amend the definition of “Bonding Conductor” in Section 1-5 as follows: “...if sized in accordance with ABYC E-4, shall be permitted to serve as grounding...”
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 15
ABSTENTION: 1
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

EXPLANATION OF ABSTENTION: GAREAU: Here I will not give a negative, I will simply abstain so the process can go forward. In my opinion and experience, linking any conductors inside the habitable area of the boat to any form of lightning protection system is dangerous and asking for trouble. Lighting is
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unpredictable for the most part and the path to grounding should be as direct and as short as possible without entering the cabin if possible. Where it is not avoidable it should be contained and appropriate means of insulating the conductor from people in particular, should be provided.

302.9-(1-5 Definitions (GOT)) : Accept in Principle
SUBMITTER: Technical Committee on Motor Craft,
RECOMMENDATION: Adopt the preferred definitions from the NFPA Glossary of Terms for the following terms:
Accessible. (preferred) NFPA 54, 1999 ed.
Having access to but which first may require the removal of a panel, door, or similar covering of the item described.
Capable of being reached for inspection, maintenance, or removal without disturbing the permanent hull structure.
A device intended for the protection of personnel that functions to deenergize a circuit or portion thereof within an established period of time when a current to ground exceeds some predetermined value that is less than that required to operate the overcurrent protective device of that supply circuit.
A device intended for protection of personnel that functions to deenergize a circuit or portion thereof within an established period of time when a fault current to-ground exceeds some predetermined value that is less than that required to operate the overcurrent protective device of that supply circuit.
Ignition Source. (preferred) NFPA 57, 1999 ed.
Any item or substance capable of an energy release of type and magnitude sufficient to ignite any flammable mixture of gases or vapors that could occur at the site.
Any item or substance capable of an energy release of a type and magnitude sufficient to ignite any flammable mixture of gases or vapors that could occur onboard the vessel.
Panelboard. (preferred) NFPA 70, 1999 ed.
A single panel or group of panel units designed for assembly in the form of a single panel; including buses, automatic overcurrent devices, and equipped with or without switches for the control of light, heat, or power circuits; designed to be placed in a cabinet or cutout box placed in or against a wall or partition and accessible only from the front.
An assembly of devices for the purpose of controlling or distributing, or both, power on a boat. It can include devices such as circuit breakers, fuses, switches, instruments, and indicators. Panelboards are intended to be installed in enclosures and are accessible from the front or rear.
Readily Accessible. (preferred) NFPA 70, 1997 ed.
Capable of being reached quickly for operation, renewal, or inspections, without requiring those to whom access is required to climb over or remove obstacles or to resort to portable ladders, etc.
Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.
 Watertight. (preferred) NFPA 70, 1999 ed.
Constructed to be watertight so that moisture will not enter the enclosure under specified test conditions.
 Weatherproof. (preferred) NFPA 70, 1999 ed.
So constructed that water does not enter the enclosure under test conditions specified in NEMA/ANSI 250, Enclosures for Electrical Equipment (1000 Volts Maximum).
 Weatherproof. (secondary) NFPA 70, 1999 ed.
Constructed or protected so that exposure to the weather will not interfere with successful operation.
 Rainproof, raintight, or watertight equipment can fulfill the requirements for protection where varying weather conditions other than wetness, such as snow, sleet, ice, or temperature extremes, are not a factor.
Constructed or protected so that exposure to the weather does not interfere with successful operation.
 SUBSTANTIATION: Adoption of preferred definitions will assist the user by providing consistent meaning of defined terms throughout the National Fire Codes.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: The Committee decided to accept some changes and keep others to maintain the maritime intent of 302. All definitions considered for change are covered specifically in other proposals.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302.10-(1-5 Galvanic Isolator) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add or green with yellow stripe after green.
SUBSTANTIATION: Bring the color coding of the grounding wire in accord with the ABYC recommendation.
COMMITTEE MEETING ACTION: Accept in Principle
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-11-(1-5 Grounded Conductor) : Reject
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete the definition of “Grounded Conductor.”
SUBSTANTIATION: DC and AC grounded conductors are already defined.
COMMITTEE MEETING ACTION: Reject
COMMITTEE STATEMENT: The Committee discussed definitions in Committee Proposal CP-1 while reviewing the Manual of Style proposal, and decided to retain the present definition.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 15
NEGATIVE: 1
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht
EXPLANATION OF NEGATIVE:
Maccartney: In my e-mail, I indicated that the definition of “grounded Conductor” did not make any sense. I do not see in the ROP where there was any change made. If you compare the definitions of AC and DC Grounded conductor with the Grounded Conductor, you will see that there is something missing. Connects to what side of the source?

302-12-(1-5 Ignition Protection) : Reject
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add at end of definition: See ABYC E-8 for additional information.
SUBSTANTIATION: ABYC E-8 provides additional information which is not needed in this document.
COMMITTEE MEETING ACTION: Reject
COMMITTEE STATEMENT: The Committee discussed definitions in Committee Proposal CP-1 while reviewing the Manual of Style proposal, and decided to retain the present definition.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-13-(1-5 Machinery Space) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace definition with the following:
Spaces which contain engines for mechanical or electrical power or propulsion.
SUBSTANTIATION: The present definition is too limited in scope.
COMMITTEE MEETING ACTION: Accept in Principle
Add the following text to 1-5, “Machinery Space:”
...which contain permanently-installed engines...
COMMITTEE STATEMENT: The Committee decided on this language to better define the term “machinery space.”
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

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302-14-(1-5 Open to the Atmosphere) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Correct the area given to .34 m²/m³.
SUBSTANTIATION: The equivalent metric area is incorrect.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht
GAREAU: I agree with the proposed change but I came across a number of other SI conversions that were evidently not correct. I suggest they all be checked before the next edition.

302-15-(1-5 Panelboard) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete the last sentence of this definition.
SUBSTANTIATION: This definition is not in line with the ABYC one.
COMMITTEE MEETING ACTION: Accept in Principle
In the definition of “Panelboard” in section 1-5, add the word electrical before the word “power.”
COMMITTEE STATEMENT: The Committee decided upon this language for consistency with this and other standards.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-16-(1-5 Self-limiting) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace “machine” with “device”. Add “and electrical” after magnetic.
SUBSTANTIATION: This definition is too limited as written.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-17-(1-5 Transformer, Isolation; Transformer, Polarization) : Accept
SUBMITTER: Technical Committee on Motor Craft,
RECOMMENDATION: To the definitions of “Transformer, Isolation” and “Transformer, Polarization,” add the following:
"...green, or yellow striping.
SUBSTANTIATION: This change brings the definition more in line with other standards, which specify the acceptable wiring colors.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-18-(1-5 Transformer, Polarization) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add: “An isolated winding” before “transformer” “encapsulated” after “dry-type”.
SUBSTANTIATION: Polarization transformer needs to be better defined.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-19-(1-5 Trip-free Circuit Breaker) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace the definition with:
A resettable overcurrent protection device designed so that the means of resetting cannot over ride the current interrupting mechanism.
SUBSTANTIATION: The present definition is cumbersome.
COMMITTEE MEETING ACTION: Accept

302-20-(1-5 Watertight) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add “6P” after “NEMA 250” to denote the appropriate watertight requirement.
SUBSTANTIATION: NEMA 250 has numerous watertight levels. Specify an appropriate level.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-21-(2-4.1) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace the text of the label with the following:
Note: An example of such a label follows:
Warning
No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury or death, do not store fuel or flammable liquids here.
SUBSTANTIATION: The label should be an example. The label should be a warning label.
COMMITTEE MEETING ACTION: Accept in Principle
Move the phrase “no ventilation is provided” to end of section 2-4.1.
COMMITTEE STATEMENT: This proposed change is consistent with requirements and text on ABYC and other industry standard labels.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-22-(2-5.3.6) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace the existing label with the following:
An example of such a label follows:
Warning
Gasoline vapors can explode resulting in injury or death.
Before starting engine
-Check engine compartment bilge for gasoline or vapors, and
-operate blower for four minutes and
-verify blower operation
Run blower when boat is operating below cruising speed.
SUBSTANTIATION: The text of the label should be presented as an example. This label should be a warning.
COMMITTEE MEETING ACTION: Accept in Principle
Delete the reference to “as an example,” and delete the last sentence of the proposal. Then, include the amended proposed language as part of the new Annex item A.2.4.1 as proposed in Committee Proposal CP-6.
COMMITTEE STATEMENT: The existing language reflects the existing text in federal regulations.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-23-(2-5.3.6, and elsewhere in standard) : Accept
SUBMITTER: Technical Committee on Motor Craft,
RECOMMENDATION: Add to the end of 2.5.3.6 and other sections regarding labels:
Delete the phrase “as an example.”
- Shall contain at a minimum the following informational elements:
- SUBSTANTIATION: The Committee decided to specify the text on labels, and delete any references to “examples” throughout the text.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

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302-24-(5-6.3.9) : Reject
SUBMITTER: Eddie Phillips, Southeast Regional Fire Code Dev.

RECOMMENDATION: Revise 5-6.3.9 to read:
3-6.3.9 There shall be no blow-back of fuel through the fill fitting while
filling a rate control nozzle with the fuel flow rate of automotive-type dispenser
nozzles. The vent shall be equivalent to the automotive-type closed
loop system.

SUBSTANTIATION: Although some marinas use high flow rate nozzles
to dispense fuel into large marine vessels; the majority of marine dispensing
facilities use standard automotive-type nozzles. Also, trailerable boat
owners refuel at automotive service stations while their boat is on the trailer.
Automotive fuel dispenser nozzles are designed with specific flow rates and
the automatic shutoff feature is designed to operate with the type of
closed loop vent systems found on automotive vehicles. The adoption of this
proposal would reduce the high blow back and overspill problem of refueling
while using automotive-type dispensing equipment.

COMMITTEE MEETING ACTION: Reject

COMMITTEE STATEMENT: Other industry standards set the 9 gpm
flowrate (common industry standard). In addition, there has been no evidence
of problems resulting from the requirement of 3.6.3.9.

NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-25-(Chapter 6) : Reject
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Delete chapter 6 and reference the appropriate
ABYC standards.

SUBSTANTIATION: This will avoid duplication of effort and will insure
that the two standards have parallel requirements.

COMMITTEE MEETING ACTION: Reject
COMMITTEE STATEMENT: Committee reiterated the discussion of the
necessity for maintaining the two standards, NFPA 302 should refer to
ABYC, but did not feel that a whole chapter be removed. ABYC requirements
go beyond the intent of NFPA 302, which remains a fire protection standard.

NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-26-(6-1.2) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Section to read:
Appliances using gasoline in a liquid or solid form for priming or fuel are
prohibited.

SUBSTANTIATION: Replace “shall” by “are”.

COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-27-(6-4.2.1) : Accept
SUBMITTER: Technical Committee on Motor Craft,

RECOMMENDATION: Amend 6.4.2.1:
Change 200 psi to 100 psi.
Change 1400 kPa to 700 kPa.

SUBSTANTIATION: The Committee proposed these changes for
consistency with 6.4.2.2 and other industry standards.

COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-28-(6-4.7) : Accept in Part
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Section to read:
Means shall be provided on stove top cooking surfaces to prevent cookware
from sliding across or off the stove when inclined to 30° from the horizontal,
in any direction.

NOTE: The means to prevent cookware from sliding off a non-gimballed
stove may be attached to the adjacent counter, back splash, or other
structure, provided the intent of this requirement is met.

SUBSTANTIATION: Replace “both deep and shallow cooking utensils” with
“cookware”.
Past 30 degrees heel, the stove will not be used. Add a maximum heel angle.

COMMITTEE MEETING ACTION: Accept in Part

Asterisk Section 6.4.7 and add only the NOTE to an Annex Item A.6.4.7.

COMMITTEE STATEMENT: If the boat inclined to 30 degrees, this
would take into account any problems encountered at any angle up to that
point.

NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16

302-29-(7-9.2.1) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Replace with the following:

EXCEPTIONS: 1. If the conductor is connected directly to the battery
terminal and is contained throughout its entire distance in a sheath or
enclosure such as a conduit, junction box, control box or enclosed panel, the
overcurrent protection shall be placed as close as practicable to the battery,
but not to exceed 72 in (1.83 m).
2. If the conductor is connected to a source of power other than a battery
terminal and is contained throughout its entire distance in a sheath or
enclosure such as a conduit, junction box, control box or enclosed panel, the
overcurrent protection shall be placed as close as practicable to the
point of connection to the source of power, but not to exceed 40 in. (1.02
m). Overcurrent protection is not required in conductors from self-limiting
alternators with integral regulators if the conductor is less than 40 in.
(1.02 m), is connected to a source of power other than the battery, and is
contained throughout its entire distance in a sheath or enclosure.

SUBSTANTIATION: Replace exception 1 and 2. Overcurrent protection
is needed irrespective of the length of the conductor.

COMMITTEE MEETING ACTION: Accept

NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:

302-30-(7-11) : Accept in Part
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Add a new section as follows:
7.11.5 Inverters shall comply with the requirements of ABYC A-25, Power
Inverters. Inverter chargers shall comply with the applicable requirements of
ABYC A-20 and ABYC A-25.

SUBSTANTIATION: This document does not address inverters. Add the
above section.

COMMITTEE MEETING ACTION: Accept in Part
In 7-11.5, add the text ..inverters and their installation to the first
sentence.
In the same section, also add the text to read as follows
"...inverter chargers and their installation..." to the second sentence.

COMMITTEE STATEMENT: The Committee wanted to include
installation of inverters and inverter chargers, and refer the document user to
ABYC standards for further information.

NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16

302-31-(7-11) : Accept in Part
SUBMITTER: Philippe Ras, American Boat & Yacht Council

RECOMMENDATION: Add a new section as follows:
7.11.4 Battery chargers shall comply with the requirements of ABYC A-20,
Battery Charging Devices.

SUBSTANTIATION: This document does not preclude the use of
automotive chargers. Add the above requirement.

COMMITTEE MEETING ACTION: Accept in Part
To Section 7-11.4, add the text "...battery chargers and their installation..."

COMMITTEE STATEMENT: The Committee wanted to include the
installation of battery chargers, and refers users of the standard to ABYC
documents for further information.

NUMBER OF COMMITTEE MEMBERS: 21
302-32-(7-11.1(f)) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add “nominal” after “12 volts”.
SUBSTANTIATION: The voltage referenced is the nominal voltage.
COMMITTEE MEETING ACTION: Accept in Principle

Add to Section 7-11.1(f) the phrase “nominal 12 volts…”
COMMITTEE STATEMENT: The Committee decided to include the word “nominal” before the text “12 volts,” as this refers to a nominal voltage.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-33-(7-12.5(a) Note (b)) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: “Wiring” is misspelled.
SUBSTANTIATION: None provided.
COMMITTEE MEETING ACTION: Accept
Correct the spelling of “wiring.”
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-34-(7-13.6) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the following:
(d) Loom used to cover conductors shall be manufactured from material which is self extinguishing, classified V-2 or better, in accordance with UL 94, Tests For Flammability Of Plastic Materials.
SUBSTANTIATION: Wire loom are now required to be fire retardant by ABYC, as they have helped the propagation of some fires through bulkheads.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-35-(Chapter 8) : Accept
SUBMITTER: Technical Committee on Motor Craft,
RECOMMENDATION: Amend 8.18.1 to include reference to ABYC E-8, and develop a task group to investigate the applicability to sections 8.21.3, 4 and 7, and accompanying diagrams. Phil Cappel to chair task group, which includes Kim MacCartney and Tom Marhevko, and will provide input during the comment stage.
SUBSTANTIATION: The Committee believes certain sections of ABYC E-8 should be included in NFPA 302, and established a task group to investigate any applicable sections.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-36-(8-3.1) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace “caution” with “warning”
SUBSTANTIATION: This label should be a warning label. The first sentence needs to better explain the danger associated with the warning.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-37-(8-8.3(a)) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace “dc” with “ac”
SUBSTANTIATION: None provided.
COMMITTEE MEETING ACTION: Accept
COMMITTEE STATEMENT: Editorial correction. This section refers to ac voltage rating.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-38-(8-8.3(d)) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: The committee should review this requirement.
SUBSTANTIATION: None provided.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: Committee reviewed the issue, and will include the proper reference to the UL standard in this section. Also, committee members will investigate applicable classes of fuses covered by the standard. The committee will also seek information from the public in the comment stage.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-39-(8-8.4) : Accept in Part
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Propose the committee review this requirement and eliminate this requirement as it is not followed.
SUBSTANTIATION: This requirement is not followed. I am not aware of problems created by fuse holders (only from the lack of fuse holders and fuses).
COMMITTEE MEETING ACTION: Accept in Part
COMMITTEE STATEMENT: The Committee requested the UL representative to investigate fuel holders, and report to the committee at the ROC meeting. Also, the committee will plan to review comments from the public on this issue.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-40-(8-9.3) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete “if required” and add the following exception:
EXCEPTION: Self limiting generators, whose maximum overload current does not exceed 120 percent of their rated current output, do not require additional external overcurrent protection.
SUBSTANTIATION: Clarify when additional overcurrent protection is needed on a generator.
COMMITTEE MEETING ACTION: Accept in Principle

Create a new section 8.9.4 to read as follows:
8.9.4 Self-limiting generators, whose maximum overload current does not exceed 120 percent of its rated current output, shall not be required to have additional external overcurrent protection.

COMMITTEE STATEMENT: The Committee opted to craft a new subsection as opposed to including an “exception” in the section.

NUMBER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #44)

302-41-(8-10.7) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete “or the battery” at the end of the first sentence.

SUBSTANTIATION: This section addresses the AC wiring. The battery should not be addressed in this section.

COMMITTEE MEETING ACTION: Accept

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 15
NEGATIVE: 1
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

EXPLANATION OF NEGATIVE:
MACCARTNEY: I agreed that this should be removed from its current location, but the requirement belongs in a section that covers battery chargers or DC appliances. We should not delete this important requirement.

----------------------------------------------- (Log #30)

302-42-(8-11.1) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the following text to the end of the paragraph:
See 8.15.7.

SUBSTANTIATION: Add a reference to 8.15.7 to this section. 8.15.7 specifies the type of GFCI.

COMMITTEE MEETING ACTION: Accept in Principle

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #31)

302-43-(8-11.2) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete 8.11.2 paragraph (b).

SUBSTANTIATION: Delete paragraph (b) as it is already covered in 8.15.7.

COMMITTEE MEETING ACTION: Accept

NUMER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #CP9)

302-44-(8.11.4) : Accept
SUBMITTER: Technical Committee on Motor Craft,
RECOMMENDATION: Amend 8.11.4 to read as follows:
Change GFCI to GFP.
Amend Annex A.8.11.4 to read as follows:
Change GFCI to GFP.

SUBSTANTIATION: GFCI's are more appropriate for equipment protection and less prone to nuisance tripping.

COMMITTEE MEETING ACTION: Accept

NUMBER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #32)

302-45-(8.14.9(d) Exception (a)) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Change “10” to “20” amperes

SUBSTANTIATION: Change the requirement to be consistent with ABYC E-8.15.16.

COMMITTEE MEETING ACTION: Accept

NUMBER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 15
NEGATIVE: 1
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

EXPLANATION OF NEGATIVE:
MACCARTNEY: I will restate my objection to this change. These connections are highly prone to failure after even nominal use. To allow them to be used on 10 amp wiring was bad enough. 10 amp wiring on a common 50 footer could be as high as no. 10 AWG. Jumping that to 20 amps would require no. 8. No 10 or no. 8 wire being held in place by push-on connectors is a recipe for a fire. These connectors were never designed for this type of application and are inappropriate in a marine environment. They work fine in homes that don’t vibrate, except on the West Coast, and aren’t subject to the corrosive salt environment. These connectors should not be related to current, but to wire size. Use on anything larger than no. 16 should be prohibited.

----------------------------------------------- (Log #34)

302-46-(8-15.7) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace “GFCI” with “Ground Fault Circuit Interrupter (GFCI). See ABYC E-8.12.”

SUBSTANTIATION: Specifies what GFCI stands for. Refer to ABYC E-8.12 for additional information.

COMMITTEE MEETING ACTION: Accept in Principle

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #33)

302-47-(8-15.8) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the following text:
Exception: Systems employing polarization or isolation transformers that establish the polarity on the boat.

SUBSTANTIATION: Boats equipped with polarization or isolation transformer should be exempted from this requirement.

COMMITTEE MEETING ACTION: Accept in Principle

Add a new subsection 8.15.9 to read as follows:
8.15.9 This requirement shall not apply to systems employing polarization or isolation transformers that establish the polarity on the boat.

COMMITTEE STATEMENT: The Committee opted to craft this text as opposed to the inclusion of an “exception” to Section 8-15.8.

NUMBER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

----------------------------------------------- (Log #35)

302-48-(8-15.8) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the word “breaker” after “two-pole GFCI”.

SUBSTANTIATION: None provided.

COMMITTEE MEETING ACTION: Accept

NUMBER OF COMMITTEE MEMBERS: 21

VOTE ON COMMITTEE ACTION:
AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht
302-49-(8.16.2) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete the existing wording and replace with:
"Boats equipped with both AC and DC electrical systems shall have their distribution on separate panelboards, or in the case of systems with combined AC and DC panelboards, the panel shall be designed so that when the panel is open there is no access to energized AC parts without the use of tools."
SUBSTANTIATION: Replace the wording with the current ABYC wording
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-50-(8.18) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the following requirement as 8.18.2:
8.18.2 Transformers shall meet the requirements of ABYC E-8 - Alternating Current (AC) Electrical Systems on Boats.
SUBSTANTIATION: ABYC E-8 has specific requirements for transformers which are not addressed in this document.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: Committee will continue to address the issue via task groups and public comments. Discussion will continue in ROC stage.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-51-(8.18.3) : Accept
SUBMITTER: Technical Committee on Motor Craft
RECOMMENDATION: Add the following new subsection: 8.18.3. The Committee approved the addition in order to reflect requirements for transformers, which are not addressed in this document.
SUBSTANTIATION: The Committee approved the addition in order to reflect requirements for transformers.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-52-(8.19.2) : Accept in Part
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the following:
Exception: Where the shore power cable is permanently connected to the boat, the boat end of this cable shall be terminated with a locking and grounding female type connector to match the boat power inlet.
SUBSTANTIATION: This standard needs to recognize permanently attached shore power cables.
COMMITTEE MEETING ACTION: Accept in Part
Add a section 8.19.2 (c) to read:
The requirements of 8.19.2 (b) shall not apply if the shore power cable is permanently connected to the boat, and the boat end of this cable is terminated with a locking and grounding female type connector to match the boat power inlet.
COMMITTEE STATEMENT: Instead of creating an “exception,” the Committee created a new subsection to address the issue.
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-53-(8.20) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete this entire section.
SUBSTANTIATION: This section conflicts with the section on overcurrent protection.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21

302-54-(10-3) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add a new requirement as follows (and renumber the section appropriately):
10.3.4 A permanently affixed label in the machinery compartment shall state the gross volume of the compartment less the volume of permanently installed tankage of the purpose of sizing fire protection equipment. Notes: 1. An example of such a label follows. Fixed fire extinguisher system must be suitable for compartment volume of XXX cu ft. This is based on gross compartment volume less permanently installed tankage in this compartment as per ABYC A-4. 2. For boats built prior to the effective date of this standard, it may be necessary to obtain this information from the boat manufacturer or to calculate this volume accurately.
SUBSTANTIATION: A permanently affixed label stating the volume of the engine compartment will be required by ABYC A-4. This requirement is designed to help in sizing pre-engineered systems for a given application.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-55-(11-1.2) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace “and” with “&” in American Boat & Yacht Council as it is a registered trademark.
SUBSTANTIATION: Replace the wording with the current ABYC trademark.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-56-(A-2.4.1) : Accept
SUBMITTER: Technical Committee on Motor Craft
RECOMMENDATION: Asterisk 2.4.1 and add the following to the Annex:
A.2.4.1 The same considerations should apply to the storage of portable gasoline powered equipment, as ventilation or ignition protection of electrical devices has not been provided for explosive vapors.
SUBSTANTIATION: Committee wanted to address the storage of portable items that could cause fires.
COMMITTEE MEETING ACTION: Accept
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht

302-57-(A-2.4.1) : Reject
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: The label is missing. Include it in the next publication.
SUBSTANTIATION: None provided.
COMMITTEE MEETING ACTION: Reject
COMMITTEE STATEMENT: See Committee Proposal 302-56 (Log #CP6).
NUMBER OF COMMITTEE MEMBERS: 21
VOTE ON COMMITTEE ACTION: AFFIRMATIVE: 16
NOT RETURNED: 5 Chiasson, Huston, Pray, Taylor, Weinbrecht
302-58-(A-5-6.4.3) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Add the letter (d) after the paragraph number as it refers to this section.
SUBSTANTIATION: None provided.

302-59-(A-5-6.4.4) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Replace this section with:
- Readily accessible includes a shut off valve which can be operated through an access port.

302-60-(A-5-6.4.4) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete “from outside the compartment”

302-61-(A-10-2.1) : Accept in Principle
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Delete Table A-10.2.1 and make sure cross-references are correct (see paragraph 10.2.1). Search the document for further references.

302-62-(Table A-10-3.3) : Accept
SUBMITTER: Technical Committee on Motor Craft
RECOMMENDATION: Amend notes 3 and 4 to Table A-10-3.3.
Consult previous or other editions of NFPA standards to correct Table.

302-63-(Table B-3.1) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Should this table be supplanted by Table A-10.1.
SUBSTANTIATION: None provided.

302-64-(Appendix C) : Accept
SUBMITTER: Philippe Ras, American Boat & Yacht Council
RECOMMENDATION: Appendix C should not be published with this standard. Consider including it in a pamphlet for distribution to boat owners.

302-65-(Entire Document) : Accept
SUBMITTER: Technical Committee on Motor Craft
RECOMMENDATION: Add an early warning device requirement to NFPA 302.

302-66-(Asterisk Section 5-6.4.4, and add an Annex item A-5-6.4.4 to include the proposal as written.
COMMITTEE STATEMENT: See Committee Proposal 302-9 (Log #CP1) related to definitions.

302-67-(Committee Proposal 302-9 (Log #CP1)) related to definitions.
COMMITTEE MEETING ACTION: Accept in Principle
COMMITTEE STATEMENT: See Committee Proposal 302-9 (Log #CP1) related to definitions.

302-68-(Table A-10.1.1) : Accept
COMMITTEE MEETING ACTION: Accept
COMMITTEE STATEMENT: Check references in text. Check information in Tables for updating.