



# BOATING SAFETY CIRCULAR

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## Boating Safety Circular

The *Boating Safety Circular* is a product of the United States Coast Guard's Office of Auxiliary and Boating Safety — Boating Safety Division — Recreational Boating Product Assurance Branch, Commandant (BSX-23), 2703 Martin Luther King Jr Ave SE, Stop 7501 Washington, DC 20593-7501

The *Boating Safety Circular* is for information only. No Federal Statutes or Regulations are established or changed in this circular.

[www.uscgboating.org](http://www.uscgboating.org)  
[www.safeafloat.com](http://www.safeafloat.com)

## New Chief of the Recreational Boating Product Assurance Branch

Mr. Jeff Ludwig took the helm of the Boating Safety Division's Recreational Boating Product Assurance Branch on July 9, 2018. He succeeded Mr. Phil Cappel, who retired after 45 years of distinguished service to the Coast Guard as both an officer and civilian employee. Jeff has over 17 years' experience in the recreational boating field, having worked for both a boating industry trade association and the Coast Guard. Prior to assuming the Branch Chief position, Jeff was the Regulatory Development Manager for the Boating Safety Division, responsible for all regulatory issues related to recreational boating safety as well as overseeing the logistical and administrative functions of the National Boating Safety Advisory Council. Jeff grew up boating in central Florida, and looks forward to working with the manufacturers of boats and associated equipment on all issues related to U.S. Coast Guard oversight of recreational boating safety. Please come by booth # 544 to say hi at IBEX. He can also be reached at 202-372-1061 or by email at [jeffrey.a.ludwig@uscg.mil](mailto:jeffrey.a.ludwig@uscg.mil). ■



## Visit Us at the International Boat Builders' Exhibition & Conference

Come visit the U.S. Coast Guard Boating Safety Division (booth 544) at the 2018 IBEX show in Tampa at the Tampa Convention Center, October 2nd - 4th, 2018

The Boating Safety Division of the Coast Guard is responsible for developing, maintaining, and enforcing recreational boat manufacturing safety regulations. The booth staff is available to explain to builders why it is important to comply with the regulations, to educate them on how to comply, and to answer any questions.

### ABOUT IBEX 2018

The world's leading technical boat-building showcase, IBEX delivers a unique forum where the marine industry can do business, share ideas, and accelerate new product development. Keep connected to the products, technology, people, and training that are advancing the industry. ■



## Updated Outboard Engine Weights

*“... model year 2019 or later, it must comply with the new Table 183.75.”*

The Coast Guard Authorization Act (CGAA) of 2015 requires that the U.S. Coast Guard update the outboard engine weight table to reflect the existing industry standard. After a period of interim rule following the passing of the CGAA, the final rule became effective June 1, 2018. The previous engine weight table contained in 33 CFR 183 Subpart H, also known as Table 4, was last updated in 1984 when outboard engines were based on two-cycle technology and of lower weight than the current models.

The updated outboard engine weight contained in 33 CFR 183.75, referred to as Table 183.75, will more accurately reflect the weights of outboard engines and accessories available in the market today. It is the July 2012 version of the S-30 “Outboard Engines and Related Equipment Weights” published by the American Boat and Yacht Council (ABYC), since that was the version in effect on the date of the CGAA enactment.

Although ABYC periodically updates the S-30 weight table based on market surveys, 33 CFR 183.75 will remain unchanged until such date when the regulation is revised. So, if in the future S-30 is updated to reflect the outboard engine weight of that date, boat manufacturers may voluntarily comply with the updated industry standard, but must comply with the constant Table 183.75. For now, the voluntary industry standard and the federal regulation in regards to outboard engine weight is the same.

So what does the change from Table 4 to Table 183.75 mean for the boat manufacturer? As mentioned above, Table 183.75 more accurately account for the weight of the outboard engine when it



U.S. Coast Guard Photo

comes to determining the Safe Loading and Level Flotation of a particular boat model. Note that the new Table 183.75 comes with 6 notes that are very important. In particular, note 1 allows the manufacturer to deduct 10% of the dry engine weight if the transom height is 20 inches or less, which is the case for most recreational boats under 20 feet in length; and note 6 which allows the manufacturer to omit the weight of the portable fuel tank if the boat has a permanent installed fuel tank and is not intended to be operated with a portable fuel tank.

How does the new Table 183.75 affect past, current, and future production boats? All recreational boats, except for canoes and kayaks, must bear a certification label that states “This Boat Complies With U.S. Coast Guard Safety Standards In Effect On the Date of Certification.” That means that if your boat is a model year 2019 or later, it must comply with the new Table 183.75. If you have old stock that have the last two digits of the Hull Identification Number as 18 or earlier, Table 4 applies.

How does this affect recall campaigns? In the event that your company is involved in a recall campaign to correct a non-compliance with Safe Loading or Level Flotation, the corrections to the boats are required to only bring them into compliance to the date of certification, as stated by the certification label. If a recall campaign involves boats with certification dates before and after June 1, 2018, the correction to the first group of boats may be different than the correction for the second group. Of course, for uniformity and simplicity, the manufacturer may choose to make the correction so that all the boats within the scope of the recall campaign become compliant with the new Table 183.75.

Continued from page 2

Table 183.75 - Weights (In Pounds) of Gasoline Outboard Engines and Related Equipment for Various Rated Power (Horsepower) Ranges

Single engine installations

Column number

1	2	3	4	5	6	7	8	9
Engine power range (Horsepower) <sup>1</sup>	Dry weight <sup>2</sup>	Running weight <sup>3</sup>	Swamped weight <sup>4</sup>	Controls & rigging <sup>5</sup>	Battery weight, dry	Battery weight submerged	Full portable fuel tank <sup>6</sup>	Total weight (Sum of columns)
0.1-2.0	30	32	27	0	0	0	0	32
2.1-3.9	42	44	37	0	0	0	0	44
4.0-6.9	66	69	59	0	0	0	25	94
7.0-10.9	105	110	94	5	20	11	50	185
11.0-22.9	127	133	113	6	45	25	50	234
23.0-34.9	187	196	167	9	45	25	100	350
35.0-64.9	286	300	255	14	45	25	100	459
65.0-94.9	439	461	392	22	45	25	100	628
95.0-104.9	458	481	409	23	45	25	100	649
105.0-144.9	526	552	469	26	45	25	100	723
145.0-194.9	561	589	501	28	45	25	100	762
195.0-209.9	652	685	582	33	45	25	100	863
210.0-300.0	699	734	624	35	45	25	100	914
300.1-350.0	884	928	789	44	45	25	100	1,117

**Notes:**

1 Dry weight is the manufacturer's published weight for the shortest midsection increased by 10 percent to account for longer midsections and additional required hardware usually not included in published weights. This weight is intended to represent the heaviest model in each power category. For boats designed with a transom height of 20 inches or less, the weight in Column 2 may be reduced by 10 percent. Recalculate Columns 3, 4, and 9 as appropriate.

2 For diesel outboards, replace the value in Column 2 with the manufacturer's published dry weight + 10 percent.

3 Running weight is the dry weight plus fluids (including 2-stroke oil) and the heaviest recommended propeller. Calculated as 5 percent of dry weight.

4 Swamped weight is 85 percent of running weight.

5 Rigging and controls include engine related hardware required to complete the installation (e.g., controls, cables, hydraulic hoses, steering pumps and cylinders). Calculated as 5 percent of dry weight.

6 If the boat is equipped with a permanent fuel system and is not intended to use a portable tank, the portable fuel tank weight may be omitted.

## National Boating Safety Advisory Council

The Federal Boat Safety Act of 1971 is the foundation for most of the current Coast Guard Regulations related to recreational boating safety. In addition to giving the Coast Guard the authority to write boating safety regulations, this law also directed the Coast Guard to establish an advisory committee on recreational boating, the National Boating Safety Advisory Council (NBSAC). The Council typically meets twice a year at locations around the country, and provides advice to the Coast Guard on matters related to recreational boating safety. There are 21 members on the Council, and membership is evenly divided into three categories:

- **7 representatives of recreational vessel manufacturers and associated equipment manufacturers;**
- **7 representatives of State officials responsible for State boating safety programs; and**
- **7 representatives of national recreational boating organizations and from the general public, at least five of whom shall be representatives of national recreational boating organizations.**

Participation on NBSAC is one way in which manufacturers of recreational vessels and associated equipment can make their voice heard by the Coast Guard on issues of importance to their companies. Current members of NBSAC representing manufacturers of recreational vessels and associated equipment are:

- **Wayne Burdick - Consultant**
- **Pete Chisholm - Mercury Marine**
- **Jim Emmons - Watersports Industry Association**
- **Bruce Rowe - Forever Resorts**
- **David Slikkers - S2 Yachts**
- **Nicole Vasilaros - National Marine Manufacturers Association**
- **Tim Williams - EdgeWater Boats**

A membership term on NBSAC lasts for three years, and members are typically reappointed to a second term if they satisfactorily complete their first term. All expenses for travel to NBSAC meetings are reimbursed by the Coast Guard. Membership appointments are staggered so that 1/3 of the appointments expire each year. The Coast Guard solicits applications early in the calendar year for appointments that start at the beginning of the next calendar year. That solicitation is published in the Federal Register, but is also publicized by other interested parties such as the National Marine Manufacturers Association, the American Boat & Yacht Council, the National Association of State Boating Law Administrators and the Coast Guard Auxiliary, to name a few. The Coast Guard is always looking for qualified candidates for appointment to NBSAC, so please consider applying during the next appointment cycle which will start in early 2019.

If you would like more information, please email [nbsac@uscg.mil](mailto:nbsac@uscg.mil). ■

## New Point of Contact for Manufacturer's Identification



Chief Warrant Officer Kristopher Franklin joined the Recreational Boating Product Assurance Branch in June of 2018, and will be the boat manufacturer's primary point of contact for everything related to Manufacturer's Identification Codes (MIC), including issuing, revoking, and reinstating MICs, as well as updating contact information for MIC holders. CWO Franklin enlisted in the Coast Guard in 1997 and has served aboard five different Coast Guard Cutters and four shore offices prior to reporting to the Office of Auxiliary & Boating Safety this past summer.

In addition to providing MIC-specific assistance, CWO Franklin's primary responsibilities will be to ensure that each prospective recreational boat manufacturer or importer in the United States is aware of the current Federal regulations in place to ensure the utmost safety of each American that seeks the pleasures found in recreational boating. Email all MIC application requests and questions to [MICAPP@uscg.mil](mailto:MICAPP@uscg.mil). This ensures prompt delivery and establishes a "trail" by which to track submissions and responses. ■

## Model Year **MY2019**

On February 8, 2016 Congress included a provision within the Coast Guard Authorization Act of 2015 that moved the start of the recreational boat model year from August 1<sup>st</sup> to June 1<sup>st</sup>, extending through July 31<sup>st</sup> of the following year. This change allows for a 14-month model year window for recreational boats, and the definition of model year can now be found in Title 46 U.S. Code, Chapter 4302.

The model year is a key component of the Hull Identification Number (HIN), and the purpose of having a model year is to maintain fair competition throughout the building season. So, when is the HIN applied to a recreational boat under construction? A boat manufacturer can apply the HIN as early as keel lay and as late as when the boat leaves the manufacturer's facility to either a retailer or direct to the buyer.

The date that the HIN is applied determines the model year. For example, a boat that is being built in February 2018 and is finished in May 2018 and leaves that May to the retailer could not use a model year 2019 designation. However, if it was built in February 2018 and was not finished until after June 1<sup>st</sup> 2018, then the model year 2019 can be applied.

The Recreational Boat Product Assurance Branch is often asked if a new model boat can be introduced to the public at a boat show before the June 1<sup>st</sup> model year requirement. This is author-

ized when the following three conditions are met:

1. There must not be a HIN applied to the vessel;
2. There must be a visible sign on board the vessel denoting "For Display Purposes Only, Not for Retail Sale"; and
3. The vessel must stay in the possession of the manufacturer until it receives a HIN. A retailer may not take possession of the vessel or display at a boat show, only the manufacturer may do this.

Another question that frequently comes up is whether a manufacturer can take a vessel out for a sea trial for a customer without an HIN. A manufacturer may sea trial a vessel for a potential customer as long as the vessel remains within the custody of the manufacturer, until it receives a HIN and is available for retail sale. Before testing, manufacturers should check with local and state law enforcement to determine any specific requirements for marking or display.

If you have any questions about what model year to use or anything else related to hull identification numbers, please email the Recreational Boat Product Assurance Branch staff at [HINIssue@uscg.mil](mailto:HINIssue@uscg.mil).

■

*"The model year is a key component of the Hull Identification Number (HIN),  
...."*



**It Does Save Lives!**

**Coast Guard Maritime Commons**  
**The Coast Guard Blog for Maritime Professionals**

## Lifejacket Approval Harmonization

Posted by LT Amy Midgett, Monday, August 20, 2018

The Coast Guard announced in the [Federal Register](#) that it is seeking public comment on a policy letter to harmonize personal flotation device (PFD) standards between the United States and Canada by accepting a new standard for approval of PFDs.

The public is encouraged to submit comments on the life-jacket approval harmonization policy letter entitled, ADOPTION OF ANSI/CAN/UL 12402-5 AND -9, and the de-regulatory savings analysis entitled, “Approval for Personal Floatation Devices/Adoption of ANSI/CAN/UL 12402-5 and 9,” which are available in the docket.

The policy letter is also available on the Office of Design and Engineering Standards website, listed as [CG-ENG Policy 02-18](#). All submissions will be considered and final actions may be adjusted based on public comments. When submitting comments, please include the docket number for this notice, indicate the specific section of the document to which each comment applies, and provide a reason for each suggestion or recommendation.

[Although this comment period has closed, comments can be viewed by visiting the online docket (USCG 2018-0565) in the [Federal eRulemaking Portal](#) at [regulations.gov](#).]

For more information view the [Federal Register Notice](#), or contact Ms. Jacqueline Yurkovich with the Coast Guard’s Life-saving and Fire Safety Division at 202-372-1389 or [Jacqueline.M.Yurkovich@uscg.mil](mailto:Jacqueline.M.Yurkovich@uscg.mil). ■



U.S. Coast Guard Photo

*“...harmonize personal flotation device (PFD) standards between the United States and Canada by accepting a new standard for approval of PFDs.”*



U.S. Coast Guard Photo

**Coast Guard Maritime Compass**  
**Official Blog of the U.S. Coast Guard**

## Research, Development, Test and Evaluation Spotlight: Alternatives to pyrotechnic distress signals

Written by Loretta Haring  
 Office of Strategic Planning and Communication, Acquisition Directorate



A red handheld flare, the minimum pyrotechnic for which the project investigated alternatives. U.S. Coast Guard

Distress flares are vital to boating safety, but pyrotechnic flares can pose a safety hazard to people not trained in their use. In addition, expired flares can create environmental hazards through leaching chemicals when disposed of in landfills or at sea. As an alternative, the Coast Guard has been researching the suitability of light emitting diode (LED) devices as effective distress signals through its [Research, Development, Test and Evaluation Program](#).

The Coast Guard offices of [Search and Rescue, Auxiliary and Boating Safety](#), and [Design and Engineering Standards, Lifesaving and Fire Safety Division](#) (CG-ENG-4) recognized that pyrotechnic distress signals are old technology. Existing distress signal requirements and electric distress signal specifications as set forth in the Code of Federal Regulations need to be revised to match the advanced tech-

nology and performance capabilities of newer devices, said Martin Jackson, a staff engineer with CG-ENG-4.

The [Coast Guard Research and Development Center](#) (RDC) in New London, Connecticut, initiated a multi-year project to develop a signal characteristic that could be used as an alternative to a pyrotechnic signal.

“The advancement of Coast Guard missions to enhance maritime safety, protect the environment, and provide better electronic visual distress signal devices for recreational boaters that are safer to use for search and rescue and allow easy recycling of batteries were the drivers for this project,” Jackson said. “RDC was the one place with the necessary expertise to assess the field of signal devices; test alternative signals; establish the critical characteristics that enhance visual detection, particularly for the recreational boater;

*“As an alternative, the Coast Guard has been researching the suitability of light emitting diode (LED) devices as effective distress signals ....”*

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and increase the probability of rescue in a distress situation.”

The project initially emphasized finding the right combination of conspicuous, nighttime, visual characteristics that could meet or exceed that of traditional signals. After a series of laboratory and

field vision-research tests that included many colors and flash patterns, the project team recommended a group-flash, alternating cyan and red-orange color, 4 hertz characteristic.

“It was interesting to learn that at six miles, most observers thought a red flare

*“It was interesting to learn that at six miles, most observers thought a red flare looked like a vessel sidelight ....”*



*Two signal boats off Eatons Neck, N.Y., prepare to proceed to positions six miles away during one round of field testing by the Coast Guard Research and Development Center to determine the suitability of potential alternatives to pyrotechnic visual distress signals. U.S. Coast Guard photo.*

looked like a vessel sidelight, while they easily identified the cyan and red-orange characteristic,” said project manager M.J. Lewandowski, who works in the Environment and Waterways Branch at RDC.

However, Coast Guard aviation representatives pointed out that the ideal visual signal might not be good for searchers using night-vision imaging systems with “minus-blue” filtering. An additional



*Members of the Coast Guard Auxiliary and U.S. Power Squadron enthusiastically serve as observer subjects during nighttime testing. The observers spent many hours in the cold and dark helping with the RDC project. U.S. Coast Guard photo.*

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field test developed a near-infrared component to the characteristic, allowing full night-vision imaging system detectability.

During the RDC research project, the Office of Design and Engineering Standards requested the [Radio Technical Commission for Maritime Services \(RTCM\)](#) institute a special committee to develop a “standard” that incorporates the new signal characteristic into a producible device. Once manufactured, such a device could act as a substitute for pyrotechnic flare carriage requirements on recreational vessels.

Manufacturers had concerns about LED cost and power use, which led to more testing in 2017. Though results were similar to beforehand, observer test-results indicated that a red-orange/cyan, quick-flashing SOS pattern might be more identifiable as a distress signal.

The resulting standard on electronic visual distress signal devices (eVDSDs), published June 21, 2018, by RTCM, “opens the door to permit a new type of LED-based visual distress signal with advanced technology that is both safer for the user and environmentally friendly,” Jackson said.

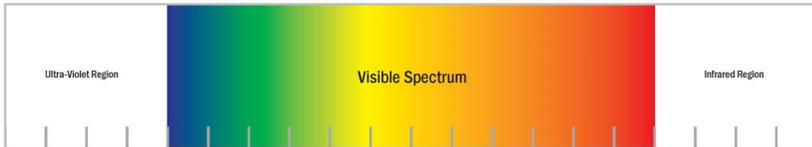
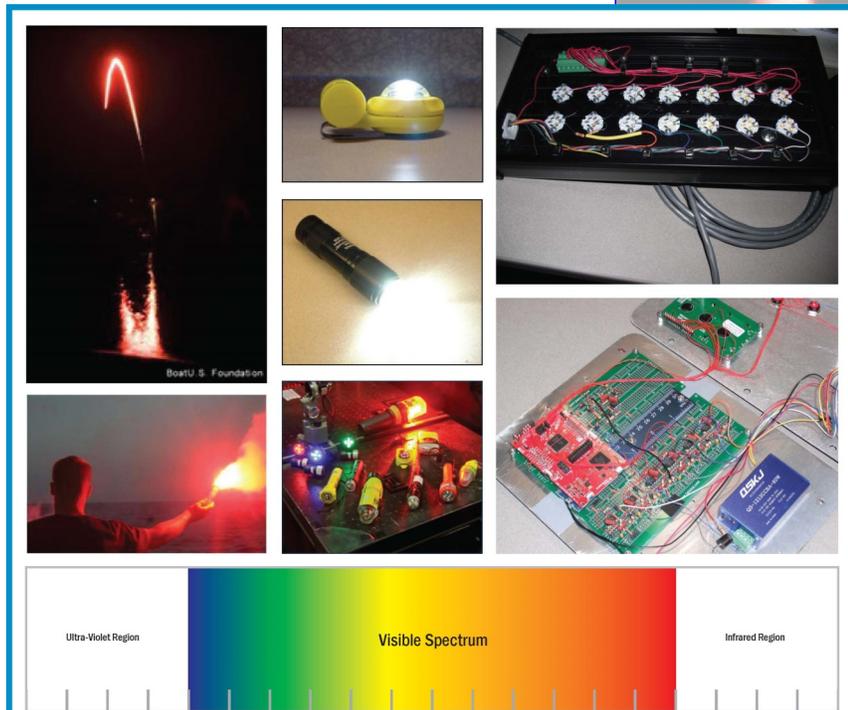
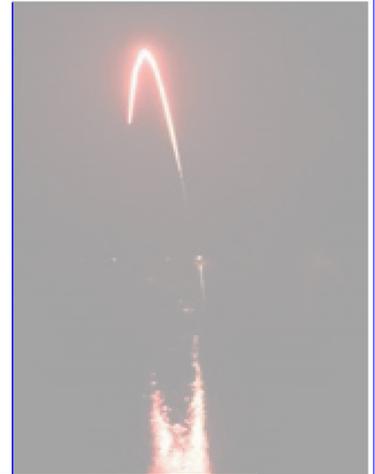
Manufacture and marketing of a device with this unique, conspicuous and identifiable two-hour signal will provide recreational mariners a tool that lasts far longer than current pyrotechnic flares, allowing searchers more opportunities to locate the mariner in distress. In turn, locating those in distress sooner could both save more lives and lessen the number of search hours.

The eVDSD may also have applicability in commercial vessel distress signal applications, Jackson said, “eventually replacing pyrotechnic distress signals on an international scale as well.”

This project ended May 30, 2018, but a follow-on project is planned to examine the effectiveness of daytime distress signals.

“As always, the RDC team did a great job on this project; their in-

clusive approach allowed for continuous improvements to the products and requirements,” said Karin Messenger, Environment and Waterways domain lead for CG-926. “Along with the efforts of the Coast Guard Office of Design and Engineering Standards, an updated distress signal will provide an important and significant opportunity to enhance boating safety.” ■



Supporting the Coast Guard through research and innovation

### Alternatives to Pyrotechnic Distress Signals

Pyrotechnic flares are commonly used by mariners to signal distress, but flares have drawbacks and present significant storage and disposal problems. The Coast Guard Office of Engineering and Design Standards asked the Research and Development Center (RDC) to study potential alternatives.

The RDC conducted lab tests and field demonstrations on a group of commercially available signal devices to identify the characteristics that make them detectable and attention-catching. The testing included light-emitting diode (LED), flashtube (strobe) and incandescent-based devices. The center selected devices for further testing based on physical attributes such as beam width and peak intensity as well as perceptual aspects such as color and effective intensity. Since none of the off-the-shelf items met stakeholder needs, the goal of the work changed to development of an identifiable signal characteristic that clearly stood out and that searchers could see at 6 miles.

Field demonstrations helped determine which signal color and flash rate had the best detectable range, ability to attract attention and ability to stand out against background lighting.



Foundation

Alter

Pyrotechnic disposal protocol (RDC) to study

The RDC conducted tests that incandescent peak intensity holder needs searchers could

Field demonstrations and ability to

## Calendar of Events

### American Boat and Yacht Council (ABYC)

ABYC Standards Week PTC Meetings 2019	Seattle, Washington	1/7/2019 - 1/11/2019
ABYC Annual Meeting 2019	Seattle, Washington	1/7/2019
ABYC Marine Systems Certification	Seward, Alaska	10/1/2018 - 10/3/2018
ABYC Technical Board Meeting	Tampa, Florida	10/5/2018
ABYC/NMEA Combined Training	Seattle, Washington	10/9/2018 - 10/12/2018
ABYC Diesel Engine Certification	Acworth, Georgia	10/9/2018 - 10/11/2018
ABYC Marine Electrical Certification	Gulf Shores, Alabama	10/22/2018 - 10/24/2018
ABYC Marine Electrical Certification	Key West, Florida	10/30/2018 - 11/1/2018
ABYC Marine Corrosion Certification	Mystic, Connecticut	11/6/2018 - 11/9/2018
GPS Forensics	Annapolis, Maryland	11/15/2018
ABYC/NMEA Combined Training	East Greenwich, Rhode Island	12/3/2018 - 12/6/2018
Marine Law Symposium: Winning Expert Witness Strategies	Seattle, Washington	1/8/2019
ABYC Standards Certification	Sarasota, Florida	1/15/2019 - 1/17/2019
ABYC Marine Electrical Certification	White House, Tennessee	1/22/2019 - 1/24/2019
ABYC/NMEA Combined Training	Annapolis, Maryland	1/29/2019 - 2/1/2019

### National Marine Manufacturers Association (NMMA) Show Calendar

World Fishing & Outdoor Exposition	Suffern, New York	02/28/2019 - 03/03/2019
The Saltwater Fishing Expo	Somerset, New Jersey	03/15/2019 - 03/17/2019
St. Louis Boat & Sportshow	St. Louis, Missouri	02/07/2019 - 02/10/2019
Northwest Sportshow	Minneapolis, Minnesota	03/21/2019 - 03/24/2019
New York Boat Show	New York, New York	01/23/2019 - 01/27/2019
New England Boat Show	Boston, Massachusetts	02/09/2019 - 02/17/2019
Nashville Boat Show	Nashville, Tennessee	01/10/2019 - 01/13/2019
Minneapolis Boat Show	Minneapolis, Minnesota	01/24/2019 - 01/27/2019
Miami International Boat Show	Miami, Florida	02/14/2019 - 02/18/2019
Louisville Boat, RV & Sportshow	Louisville, Kentucky	01/23/2019 - 01/27/2019
Kansas City Boat & Sportshow	Kansas City, Missouri	01/10/2019 - 01/13/2019
Chicagoland Fishing, Travel &	Schaumburg, Illinois	01/24/2019 - 01/27/2019

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<b>NMMA Show Calendar (Continued)</b>		
<b>Chicago Boat, RV &amp; Sail Show</b>	Chicago, Illinois	01/09/2019 - 01/13/2019
<b>Baltimore Boat Show</b>	Baltimore, Maryland	01/24/2019 - 01/27/2019
<b>Atlantic City Boat Show</b>	Atlantic City, New Jersey	02/27/2019 - 03/03/2019
<b>Atlanta Boat Show</b>	Atlanta, Georgia	01/10/2019 - 01/13/2019
<b>National Marine Manufacturers Association (NMMA) Meetings</b>		
<b>American Boating Congress</b>	Washington, DC	05/13/2019 - 05/15/2019
<b>International Boatbuilders Exhibition</b>	Tampa, Florida	10/02/2018 - 10/04/2018
<b>Engineering Compliance Seminar</b>	New Orleans, Louisiana	12/10/2018 - 12/12/2018
<b>National Boating Safety Advisory Council (NBSAC)</b>		
<b>100<sup>th</sup> Meeting</b>	Cape May, New Jersey	10/18/2018 - 10/20/2018
<b>101<sup>ST</sup> Meeting</b>	TBD	04/09/2019 - 04/11/2019
<b>National Association of State Boating Law Administrators (NASBLA)</b>		
<b>Spring Workshop</b>	Lexington, Kentucky	02/28/2019 - 03/01/2019
<b>Annual Meeting</b>	Anchorage, Alaska	09/29/2019 - 10/02/2019

**BEACON ALERTS**

- MARINE SAFETY ALERT ISSUED FOR DREDGING EQUIPMENT HAZARDS
- FY16 NATIONAL NONPROFIT ORGANIZATION FUNDING OPPORTUNITY APPLICATION DEADLINE ANNOUNCED
- GARMIN ISSUES MANDATORY SOFTWARE UPDATE FOR GHP REACTOR AUTOPILOT SERIES
- MARINE SAFETY ALERT ISSUED FOR NAVIGATIONAL LIGHTS
- GARMIN ISSUES MANDATORY SOFTWARE UPDATE FOR GHP REACTOR AUTOPILOT SERIES
- MARINE SAFETY ALERT ISSUED FOR NAVIGATIONAL LIGHTS
- GARMIN ISSUES MANDATORY SOFTWARE UPDATE FOR GHP REACTOR AUTOPILOT SERIES

**Websites of Note:**

[uscgboating.org](http://uscgboating.org) — U.S. Coast Guard's Boating Safety Division

[safeafloat.com](http://safeafloat.com) — Recreational Boating Product Assurance Branch Boat Building Compliance Website

[abycinc.org](http://abycinc.org) — American Boat and Yacht Council

[nmma.org](http://nmma.org) — National Marine Manufacturers Association

# Notices of Defects or Non-Compliances

## Model Year 2018

### CHEETAH BOAT MFG

(Lake Havasu City, AZ)

Year: 2018  
 Model(s): WILDCAT INBOARD  
 Units: 1  
 Problem: Ventilation; Label: Certification

### HEY DAY

Year: 2018  
 Model(s): WT-SURF  
 Units: 20  
 Problem: Electrical System; Fuel System

### LEISURE PROPERTIES DBA CROWN L

(West Frankfort, IL)

Year: 2018  
 Model(s): E30  
 Units: 11  
 Problem: Label: Certification

### MARQUIS-LARSON

(Pulaski, WI)

Year: 2018  
 Model(s): LARSON LXH AND LX  
 Units: 36  
 Problem: Ventilation

### ULSTRA BOATS

(Lake Havasu City, AZ)

Year: 2018  
 Model(s): 28 SHADOW DECK INBOARD  
 Units: 1  
 Problem: Electrical System; Fuel System

### YAMAHA MOTOR CORP USA

(Cypress, CA)

Year: 2018  
 Model(s): AR190, SX190, AR195, and SX19  
 Units: 60  
 Problem: Fuel System

## Model Year 2017

### AGRI-PLASTICS MFG

(Grassie, ON)

Year: 2017  
 Model(s): TETRA-POD  
 Units: 66  
 Problem: Level Flotation; Label: Capacity

### HQ SERVICES

(Universal City, CA)

Year: 2017  
 Model(s): KOKUSAN VOLTAGE REGULATOR  
 Units: 1,664  
 Problem: Electrical

### BEETLE INC

(Wareham, MA)

Year: 2017  
 Model(s): 12 ONSET ISLAND SKIFF  
 Units: 23  
 Problem: Level Flotation; Hull ID Number

### BRP U.S. INC

(Benton, IL)

Year: 2017  
 Model(s): E-TEC G2 150-300  
 Units: 339  
 Problem: Engine: Gasoline

### COBALT BOATS

(Ventura, CA)

Year: 2017  
 Model(s):  
 Units: 1,799  
 Problem: Hull: Seat Bolt

### COBALT BOATS LLC

(Neodesha, KS)

Year: 2017  
 Model(s): CSI BOWRIDER  
 Units: 62

Problem: Electrical System

**Model Year 2016**

**MERCURY MARINE**

Year: 2017  
 Model(s): VERADO 200/300 AND HI-PERF  
 400R  
 Units: 504  
 Problem: Engine; Gasoline

**YAMAHA MOTOR CORP USA**

(Cypress, CA)  
 Year: 2016  
 Model(s): FSH 190  
 Units: 147  
 Problem: Navigation Lights

**NAUTIC STAR LLC**

(Amory, MS)  
 Year: 2017  
 Model(s): 1810 BAY CC  
 Units: 756  
 Problem: Level Flotation

**AMERICAN HONDA MOTOR CO**

(Torrance, CA)  
 Year: 2016/17  
 Model(s): BF 115 to BF 250  
 Units: 2,542  
 Problem: Fuel System

**STINGRAY BOAT COMPANY**

(Hartsville, SC)  
 Year: 2017  
 Model(s): 182 SC  
 Units: 356  
 Problem: Level Flotation; Label: Certification

**AMERICAN HONDA MOTOR CO**

(Torrance, CA)  
 Year: 2016  
 Model(s): BF 250  
 Units: 346  
 Problem: Electrical System

**TITAN MARINE LLC**

(Fordyce, AR)  
 Year: 2017  
 Model(s): HAVOC 1556 DBST  
 Units:  
 Problem: Maximum Weight Capacity; Level  
 Flotation;

**EXCEL BOAT CO LLC**

(Mountain View, AR)  
 Year: 2016  
 Model(s): 1754SWV4  
 Units: 299  
 Problem: Label: Capacity; Hull ID Number

**YAMAHA MOTOR CORP USA**

(Cypress, CA)  
 Year: 2017  
 Model(s): XBT1800A/B/C  
 Units: 106  
 Problem: Electrical System

**LEXINGTON MARINE GROUP**

(Leland, NC)  
 Year: 2016—2018  
 Model(s):  
 Units: 520  
 Problem: Bimine Top Failure

**YAMAHA MOTOR CORP USA**

(Cypress, CA)  
 Year: 2017  
 Model(s): F90  
 Units: 31  
 Problem: Engine; Gasoline

**PHOWLER BOAT COMPANY**

(Clinton, IA)  
 Year: 2016  
 Model(s): 1850 LIGHT JON  
 Units: 1  
 Problem: Basic Flotation

**LOWE BOATS**

(Lebanon, MO)

Year: 2016  
 Model(s): 20 BAY BOAT  
 Units: 1  
 Problem:

**RECREATION UNLIMITED LLC**

(Americus, GA)

Year: 2016  
 Model(s): CARAVELLIE 17 EBO  
 Units: 146  
 Problem: Level Flotation; Label: Capacity

**RECREATION UNLIMITED LLC**

(Americus, GA)

Year: 2016  
 Model(s): 16 EBO  
 Units: 48  
 Problem: Level Flotation; Label: Capacity

**ROCK N CROC**

(Columbus, TX)

Year: 2016  
 Model(s): 20 FT AIRBOAT  
 Units: 39  
 Problem: Label: Capacity; Fuel System

**STARCRAFT MARINE**

(New Paris, IN)

Year: 2016  
 Model(s): LIMITED 2000 I/O I/B STERNDRIVE  
 Units: 353  
 Problem:

**TOHATSU AMERICA CORP**

(Coppell, TX)

Year: 2016/2017  
 Model(s): BFT115 to BFT250  
 Units: 130  
 Problem: Fuel System

**TRACKER MARINE**

(Springfield, MO)

Year: 2016

Model(s): MAKO 17 and MAKO 19  
 Units: 476  
 Problem: Engine: Gasoline

**YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2016  
 Model(s): ALL 2016 MODEL YEAR UNITS OF THE FOLLOWING MODELS:FX Cruiser HO, SHO, SVHOFX HO, SVHOFZR SVHOV1, V1 SportVX, VX Cruiser, Cruiser HO, Deluxe, LimitedVXRVSIN  
 Units: 22,858  
 Problem: Fuel System

**YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2016  
 Model(s): SJ700B  
 Units: 310  
 Problem: Fuel System

**Model Year 2015****COBALT BOAT**

(Neodesha, KS)

Year: 2015/16  
 Model(s): 296 &302; 336 & 273  
 Units: 156  
 Problem: Fuel System

**GREEN MANUFACTURING**

(Titusville, FL)

Year: 2015  
 Model(s): 15 FIBERGLASS HUMT-FISH  
 Units: 50  
 Problem: Level Flotation; Max Persons

**MOMARSH INC**

(Defiance, MO)

Year: 2015  
 Model(s): 12 FG DUCK  
 Units:  
 Problem: Level Flotation

**NORTHPORT MARINE**

(Gillett, WI)

Year: 2015  
 Model(s): F-4602 12 ALUMINUM VEE FISH  
 Units: 230  
 Problem: Level Flotation; Stability Test

### **RHINO ROTO MOLDING**

(Maple Lake, MN)  
 Year: 2015  
 Model(s): Beavertail Stealth 2000  
 Units: 4684  
 Problem: Maximum Weight Capacity

### **YAMAHA MOTOR CORP USA**

(Cypress, CA)  
 Year: 2015  
 Model(s): AR240, SX240, 242 Limited (s)  
 Units: 205  
 Problem: Ventilation

### **Model Year 2014**

### **ALWELD COMMERCIAL BOATS INC**

(Lonsdale, AR)  
 Year: 2014  
 Model(s): 1548 SS AW JON  
 Units: 4  
 Problem: Label: Capacity

### **SEA RAY BOATS**

(Knoxville, TN)  
 Year: 2014  
 Model(s): 270 SD & 270 OB  
 Units: 114  
 Problem: Ventilation

### **CAROLINA SKIFF LLC**

(Waycross, GA)  
 Year: 2014  
 Model(s): Carolina Skiff 17 DLX  
 Units: 351  
 Problem: Safe Loading Maximum Weight

### **CASTRO SKIFF**

(Bailey, NC)  
 Year: 2014

Model(s): LOOKOUT SKIFF  
 Units: 1  
 Problem: Navigation Lights

### **G3 BOATS**

(Lebanon, MO)  
 Year: 2014  
 Model(s): DEEP VEE  
 Units: 50  
 Problem: Deck Hinge Failure

### **MALIBU BOATS LLC / AXIS WAKE RE-SEARCH**

(Merced, CA)  
 Year: 2014  
 Model(s): AXIS 20, 22, 24 and T22  
 Units: 332  
 Problem: Fuel System

### **MAY-CRAFT FIBERGLASS PRODS INC**

(Smithfield, NC)  
 Year: 2014  
 Model(s): 1800 CC  
 Units: 28  
 Problem: Level Flotation

### **STARDUST CRUISERS (DBA)**

(Monticello, KY)  
 Year: 2014  
 Model(s): '1508' gasoline powered  
 Units: 1  
 Problem: Ventilation, Fuel System and Hull Identification Number

