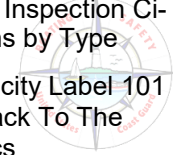




BOATING SAFETY CIRCULAR

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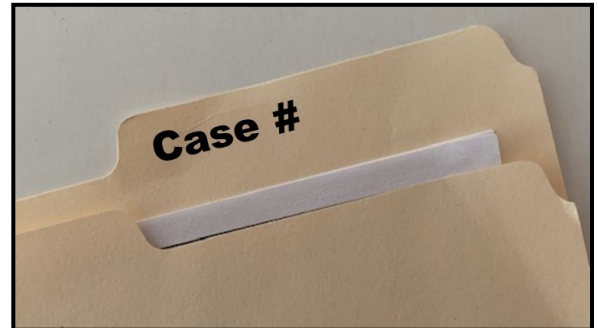
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Frank LoBiondo Coast Guard Authorization Act of 2018

On December 4, 2018, President Trump signed into law S. 140, the “Frank LoBiondo Coast Guard Authorization Act of 2018,” which authorizes appropriations for the United States Coast Guard through Fiscal Year 2019. Of particular interest to recreational boat manufacturers, this new law modifies 46 USC 43 to require manufacturers, distributors, or dealers that install propulsion machinery and associated starting controls on a covered recreational vessel to equip such vessels with an engine cut-off switch and engine cut-off switch link that meet American Boat and Yacht Council Stand-

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Case Management

By Christine Casullo

In an effort to educate boat manufacturers and ensure that recreational boats comply with minimum Federal safety standards, the US Coast Guard’s Recreational Boat Testing and Compliance Program (RBTCP) has a team of staff engineers at USCG Headquarters and inspectors in the field ready to help you. The RBTCP tests boats for compliance with flotation and safe loading regulations at a facility in Maryland, and inspectors periodically visit manufacturing facilities, boat retailers and boat shows to inspect boats for regulatory compliance in the field.

Sometimes during these visits, USCG inspectors notice things that require correction in or-

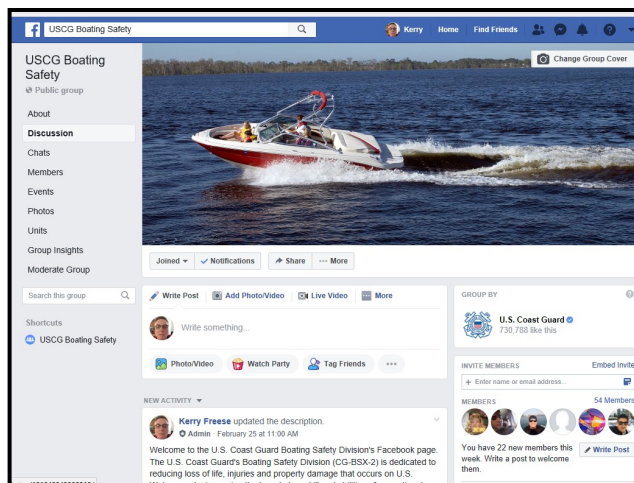
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Boating Safety Circular

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
www.safeafloat.com



USCG Boating Safety is now on Facebook, check us out at [Facebook.com/USCG Boating Safety](https://www.facebook.com/USCGBoatingSafety).

“For the purposes of the law, a “covered vessel” is a recreational vessel less than 26’ in length capable of developing 115 pounds or more of static thrust. .”

Authorization Act continued from page 1

ard A-33, as in effect on the date of the enactment of the law. For the purposes of the law, a “covered vessel” is a recreational vessel less than 26 feet in length capable of developing 115 pounds or more of static thrust. This new law takes effect on December 4, 2019, **so any covered recreational boats manufactured after December 2019 (HINs that end with A020 or later) will be required to have an ABYC A-33 compliant engine cutoff switch installed.**

Other provisions of the law pertaining to recreational boating include:

- Renaming the National Boating Safety Advisory Council to National Boating Safety Advisory Committee and extending NBSAC’s authorization to

operate until September 30, 2027;

- Requiring the Coast Guard to write regulations that treat a marine throw bag, as that term is commonly used in the commercial whitewater rafting industry, as a type of lifesaving equipment; and to exempt rafts that are 16 feet or more overall in length from the requirement to carry an additional throwable personal flotation device when such a marine throw bag is onboard and accessible; and
- Requiring the Coast Guard to develop a performance standard for the alternative use and possession of visual distress alerting and locating signals, and once that standard is finalized, to write regulations to allow for carriage of such alternative signal devices. ■

Case Management continued from page 1

der to meet federal regulations. If this does occur, here is what happens next. In the case of a visit to your manufacturing facility, your inspector will help to explain your next steps and answer as many of your questions as possible. However, your inspector may have to refer you to your assigned engineer if he or she cannot answer your question(s). With a boat test, boat show, or retailer visit, however, you will not know that your boat was tested or inspected until you receive a notification letter in the mail explaining the test report and/or inspector’s findings.

Please remember that this process is part of a service designed to help you better serve your customers and the boating community as well as to help protect your company from the consequences of offering an unsafe boat for sale. You should view this not as a criticism, but as a tool to assist you in providing the safest product. So if you get that letter, what do you do?

First, upon receipt of a letter from the Coast Guard advising you of an issue with a boat you produce, please read the letter thoroughly. It will explain what issue(s) found, to whom you should respond, and

what action you must take. Your non-compliance letter may be either a future production issue or it may be a defect notification requiring a safety recall. In the case of a required safety recall, you will receive additional instructions. ***You must respond to the letter within 30 days in all cases.*** Your case remains open until the engineer assigned to the case at Coast Guard Headquarters gives you written notification that the case is “closed,” even if you believe the issue has already been resolved.

Second, email is the most efficient way to correspond with your assigned engineer. Your notification letter will provide you with your assigned engineer’s name, email address, mailing address, and phone number. If you need to reply by U.S. mail you may, but please note, that the mail is greatly delayed by screening of mail addressed to a federal building and our response time will be slowed significantly because of this.

Finally, ***you may not offer any boat for sale without correction of the issues identified and approval from your assigned engineer.*** Therefore, it is in your best interest to resolve the situation as

Case Management continued from page 2

soon as possible. Your reply should include a corrective action plan that resolves your issue(s), as well as photo documentation (if appropriate) of your corrections. Your assigned engineer will review your submission, usually within a few days, and respond back to you. He/She may ask you to provide further documentation. If this happens you will be given a new window for your response time. If no timeline is provided you may assume you have 30 additional days to reply. When your case is resolved, you will receive written notification from your assigned engineer stating clearly that your case is “closed.” *Again, your case is still considered open if you have not received written confirmation other-*

wise. If you fail to respond or to contact your assigned engineer within 30 days, you will receive a second notice with a warning of MIC suspension. If after an additional two weeks there is still no response, your MIC will be suspended, which will prevent your customers from being able to register their boat. The only way to have your MIC restored to active status is to completely satisfy all open cases.

As you probably know, you can find most of the answers you will need in the [Boat Builders Handbook](#), but please always feel free to ask any questions you may still have to your assigned engineer who will be happy to assist you.

■

Meet Christine Casullo



Ms. Christine Casullo is a contracted employee supporting the Recreational Boating Product Assurance Branch (CG-BSX-23) at the Coast Guard’s Washington DC Headquarters since May 2017. Coming from a background in business management and community outreach she is adept at offering solutions that assist manufacturers in compliance with confidence and ease. When calling with a question regarding an open case or campaign she is often the first person you will encounter. Her friendly disposition and desire to help

are evident in the relationships she builds with the boating community. If she can’t answer your question she can certainly direct you to a subject matter expert for guidance.

Christine grew up in a boating family in upstate New York on the bank of the Hudson River. Water-skiing, tubing and cruising around were daily activities in the summer months and every weekend surrounding, weather permitting. Her love of being on the water continues to this day, where she is most likely to be found bird-watching from a kayak on warm, sunny days outside of the office.

Please feel free to call Christine at 202-372-1049 or email her at Christine.R.Casullo@uscg.mil with any questions you may have. Our office is here to assist in any way we can and Christine is more than happy to help support manufacturers and increase the safety of the boating community.

“When your case is resolved, you will receive written notification from your assigned engineer stating clearly that your case is ‘closed.’”



Miss Geico offshore race boat.

HINs for Racing Vessels

“Simply put, if you do not have a HIN, your customers will not be able to register your product and if they cannot register it, then it cannot be used for recreational boating.”

Is a hull identification number (HIN) required for race boats? That depends on if there are any other uses of the boat. Federal regulations for Manufacturer Requirements (33 CFR 181) and Boats & Associated Equipment (33 CFR 183) apply to “recreational vessels,” which are defined as (A) being manufactured or operated primarily for pleasure; or (B) leased, rented, or chartered to another for the latter’s pleasure.

When regulations for recreational boats are not applied to a specific vessel, it is because the specific vessel does not meet the definition of a recreational vessel found in 46 USC 2101(34). So, when race boats are not covered by 33 CFR 181/183 regulations they are expected to be used solely for the race circuit. Think of it along these lines: a car built for NASCAR may not meet highway regulations, but it is allowed to be built and used for racing and cannot be used on the highway. When a customer buys a boat or a jet ski that is advertised for recreational use, they expect that vessel to meet all federal requirements for safety. The Coast Guard has seen instances where boats and jet skis are built as “race boats” without a HIN and they are ending up in

the recreational boat user’s hands.

So, what is a “race boat”? A race boat is a boat intended solely for the racing circuit, used in permitted and sanctioned events in the hands of professional operators and not intended for daily recreational use. Examples of these types of boats are the Miss Geico offshore race boat or the Miss Budweiser hydroplane boat. The Coast Guard has seen on many occasions race boats without a HIN or with a non-compliant HIN in the hands of users wanting to register them for recreational use. This is an inherent danger to the boating public because these boats may not be compliant with federal standards for recreational boats and the owners may not be aware of this situation.

Simply put, if you do not have a HIN, your customers will not be able to register your product and if they cannot register it, then it cannot be used for recreational boating. If you put a HIN on it, then it must meet all requirements of 33 CFR 183 or 46 USC 4305. Easiest way to think of this is this: HIN = Recreational Boat = 33 CFR 183 requirements. No HIN = Not a Recreational Boat = Cannot be Registered. ■



Recreational Boat Safe Loading and Flotation Regulations

In the Fall 2018 *Boating Safety Circular* (BSC) we published an article covering the update of the outboard weights. Below the BSC continues to cover this topic with additional information from the *Small Entity Compliance Guide for Recreational Boat Safe Loading and Flotation Regulations*.

*Small Entity Compliance Guide
Recreational Boat Safe Loading and Flotation
Regulations
33 CFR 183.75
United States Coast Guard*

The Rule

The Coast Guard is implementing a statutory mandate to require new recreational boats to have more flotation, to support the weight of heavier modern gasoline outboard engines. The new rules, found in Title 33 of the Code of Federal Regulations (CFR) 183.75, update the outboard engine weights table used in calculating safe loading capacities.

The new rules provide a higher level of safety. These rules replace regulations last updated in 1984. Section 308 of the Coast Guard Authorization Act of 2015 requires the Coast Guard to issue regulations updating Table 4 of subpart H in 33 CFR part 183 to reflect the ABYC S-30 standard.

The rule became effective on June 1, 2018. This Compliance Guide, issued under the Small Business Regulatory Enforcement Act of 1996, provides a plain-language overview of the rule, but you should refer to the final rule directly for details.

What is the cost of implementing this rule?

The Coast Guard estimates that, for most manufacturers, it will cost less than \$50 per boat to implement the new rule.

So what does the change from Table 4 to Table 183.75 mean for the boat manufacturer?

Table 183.75 more accurately accounts for the weight of the outboard engine when it 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 allows the manufacturer to omit the weight of the portable fuel tank if the boat has a permanently installed fuel tank and is not intended to be operated with a portable fuel tank.

What happens when ABYC updates its S-30 weight table?

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 Table 183.75. For now, the voluntary industry standard and the federal regulation in regards to outboard engine weight are the same.

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 regulations, the corrections to the boats are required to only bring them into compliance with the regulations in effect on 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 newest Table 183.75.

How to Find This Rule

The official text of the “Recreational Boat Flotation Standards—Update of Outboard Engine Weight Table Requirements” interim rule appears in 82 Federal Register 49737 for October 27, 2017. The Federal Register is available at www.federalregister.gov or additional details on the rulemaking record, visit the following website: www.regulations.gov. The docket number for this rule is USCG-2016-1012. ■

“The new rules provide a higher level of safety.”

Summary of MIBS 2019 Inspection Citations by Type

The Coast Guard visits the Miami International Boat Show every year as it is one of the largest boat shows in the country with associated recreational boating-related committee meetings occurring before and during the show. During the show Coast Guard representatives take advantage of the opportunity to perform inspections of displayed boats for compliance with Federal regulations.

Sometimes in the rush to make boat shows deadlines, manufacturers will send a newly built boat from the factory without the required Capacity Label, Certification Label or HIN. As a reminder, you may display prototype boats or boats that are not quite ready for the public to purchase at boat shows. However, if you do so, please display a clearly visible sign on the boat stating that it is not for sale.

Here are some of the most common citations we noted:

HIN citations – 27 instances such as:

- HIN with wrong format;
- HIN not legible;
- HIN not visible for inspection when the boat is afloat; and
- HIN with foreign country code prefix or HIN with foreign MIC.

Certification Label citations – 23 instances such as:

- Certification Label missing or not visible when it is required;

- Certification Label displayed when the boat is not certified to comply with any applicable U.S. Coast Guard safety standard; and
- Certification Label lettering too small or containing extraneous information.

Navigation Light citations – 18 instances such as:

- Incorrect display of horizontal and vertical sectors of visibility for sidelights;
- Insufficient vertical separation between the all-round white light and the sidelights;
- Mounting of sidelights not level or plumb with the boat’s centerline;
- Mounting of sidelights in the incorrect spot along the rub rail;
- Obstruction of the lights by hardware or railing; and
- Missing certification markings on the light.

Capacity Label citations – 15 instances such as:

- Capacity Label missing;
- Incorrect format such as font sizes or wording;
- Inclusion or exclusion of the title “USCG Capacities” in the Capacity Label; and
- Insufficient implied weight capacity for the outboard engine.

“Sometimes in the rush to make boat shows deadlines, manufacturers will send a newly built boat from the factory without the required Capacity Label, Certification Label or HIN.”

Miami Int’l Boat Show	HIN	Certification Label	Navigation Lights	Capacity Label
# of discrepancies	27	23	18	15

Capacity Label 101 — Back To The Basics

The Capacity label regulations are very straight forward, however, we continually see several issues with compliance. The regulations requiring the display of vessel capacity are intended to provide a uniform sample to comprehend and view identification of the maximum capacities of certain recreational boats.

The regulations requiring the Display of Capacity Information are found in 33 CFR 183 Subpart B. Subpart B deals with the manner in which the capacity information obtained in Subpart C must be displayed. The results of the calculations for maximum weight capacity and persons capacity are what must be displayed on the boat's label.

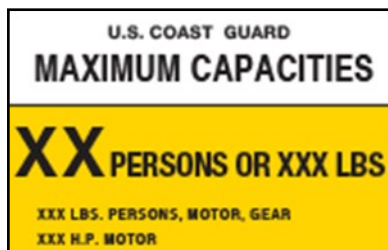
APPLICABILITY

The display of Capacity Information falls under 33 CFR 183 Subpart B. 33 CFR 183.21 states that monohull boats less than 20 feet in length except sailboats, canoes, kayaks, and inflatable boats must have a Capacity label.

PROBLEMS IN THE FIELD

The following are the most common errors we see with regard to the creation and display of this important label.

The most prominent issue with this we see is boats that are not covered by the applicability provisions still using the U.S. Coast Guard on the label. While we highly recommend that every boat clearly post their maximum capacities, only monohull boats **LESS** than 20 feet in length are required to do so and only these boats may use the U.S. Coast Guard language (below left).



Monohull boats Less than 20 feet.

DISPLAY OF MARKINGS

33 CFR 183.25 covers the Display of markings, or in other words, where does this label go. 183.25 states: "Each marking required by Sec. 183.23 must be permanently displayed in a legible manner *where it is clearly visible to the operator when getting the boat underway.*" This is one of the most important labels on the boat and is there for people to see. Specifically it must be located so that the operator when getting under way can see it. So don't hide this one!

Another issue builders have to deal with is "label pollution." While we understand this, the Capacity label is of such great importance that it is specifically stated in regulation needs to be able to see this and when. Typically, builders run afoul of this regulation when they try to make this label not readily visible and readable to the operator for aesthetic reasons. This label should not be in a compartment, under a seat, or otherwise made to disappear into the background.

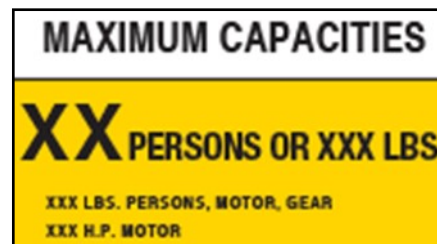
CHARACTER HEIGHT

The readability of this label is called out with the character height requirements under 33 CFR 183.25 (c).

The dimensions given for this label are **MINIMUMS**: there is no tolerance for not meeting them. For example, 1/4-inch means no smaller than 1/4 inch. Remember the point of these dimensions is to insure the operator is able to read it.

CHARACTER SIZE

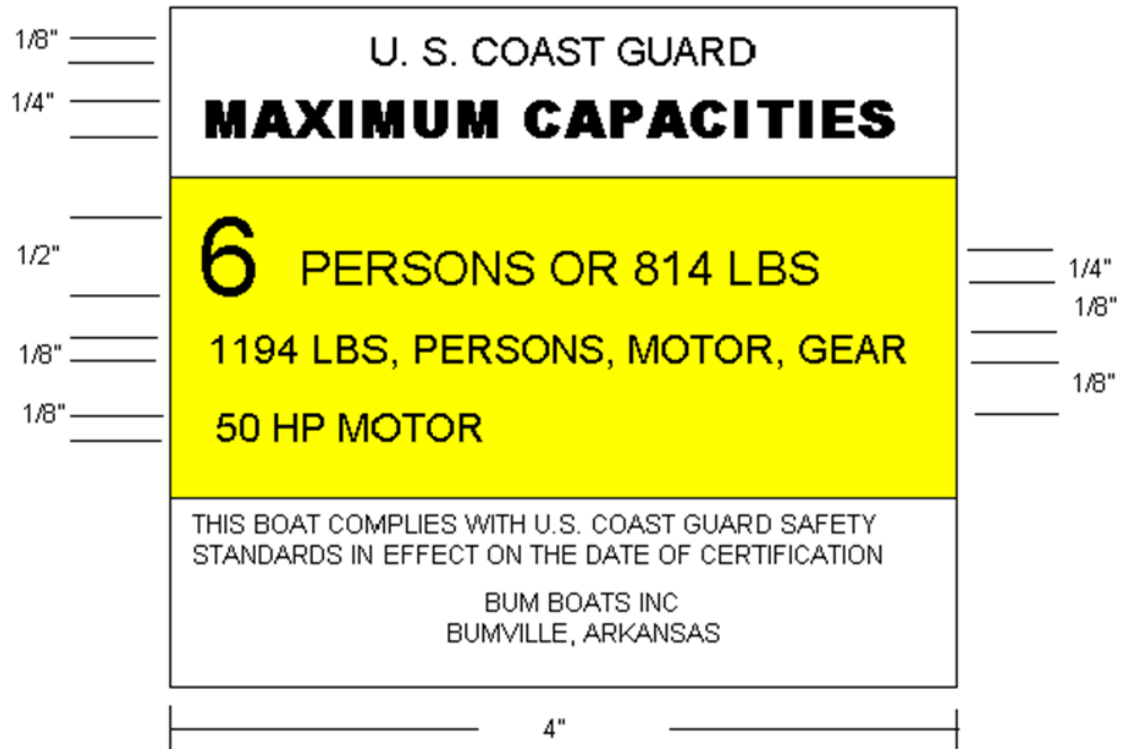
We tend to see several problems regarding character size in the field.



Any other boat, multi-hull, 20 foot and greater, etc.

"The most prominent issue with this we see is boats that are not covered by the applicability provisions still using the U.S. Coast Guard on the label."

Continued from page 7



“Using the requirements in 33 CFR 183.35 and 41 will give you the maximum available capacities for your outboard powered boat.”

Firstly, make sure your persons capacity in whole numbers is a minimum of 1/2 inch, while the words in the line XX Persons or XXX pounds must not be larger than one-half the height of the persons capacity number.

Secondly, these minimum heights are for ALL characters. Frequently when we see a mix of upper case and lower case letters, with only the upper case letters will meet the minimum heights. All characters regardless of being upper case or lower case must comply with these minimum dimensions.

What’s the take away from all this letter and number measuring? The label is intended to be readable so the character heights are the minimum height allowable, when in doubt feel free to make them larger, but never smaller.

MAXIMUM WEIGHT CAPACITY VS. PERSONS CAPACITY IN POUNDS

33CFR183.41 states, “The persons capacity in pounds marked on a boat that is designed to use an outboard engine for propulsion must not exceed the maximum weight capacity minus the engine and control weight, battery weight (dry) and full portable fuel tank weight required by table

183.75.” Beginning this model year, boats must meet the requirements of the new engine weight Table 183.75.

Issues we see dealing with this topic tend to fall in two categories: (1) Not using the current weight table and (2) Not showing proper weight differential between the Maximum weight (MWC) and persons capacity.

On June 1st 2018, the new engine weight table contained in 183.75 officially replaced the old Table 2. As of this date all capacities need to be determined using these weights. Older models are not “Grandfathered” and all boats with a Certification date after June 2018 need to comply with these new weights.

Using the requirements in 33 CFR 183.35 and 41 will give you the maximum available capacities for your outboard powered boat. It is common practice for builders to further limit these capacities as an additional level of safety. The problem arises when only the MWC is reduced and not in harmony with the persons capacity in pounds. If the builder, for whatever reason, determines that he would like to “de-rate” the MWC, the persons capacity in pounds should be de-rated likewise to maintain the differential that is developed

Continued from page 8

under 33 CFR 183.41.

ADDITIONAL INFORMATION DISPLAYED IN THIS LABEL

Finally, in addition to the information called out in 33 CFR 183 Subpart B, the Coast Guard allows three additional items to be added to the Capacity Label. They

are:

1. Compliance Certification label;
2. EPA Certification Label; and
3. California Air Resources Board compliance label.

With all additional information your capacity may look like this: ■

U.S. COAST GUARD MAXIMUM CAPACITIES

THIS BOAT COMPLIES WITH U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION

EMISSION CONTROL INFORMATION

MEETS U.S. EPA EVAP STANDARDS USING CERTIFIED COMPONENTS AND MEETS YYYY MY CALIFORNIA EVAP EMISSION REGULATIONS FOR SPARK-IGNITION MARINE WATERCRAFT

MANUFACTURER:

MODEL:

CALIFORNIA EVAP FAMILY:

EMISSION CONTROL SYSTEM:

Calendar of Events

American Boat and Yacht Council (ABYC)

ABYC Marine Electrical Certification	Annapolis, Maryland	08/06/2019 - 08/08/2019
ABYC Marine Systems Certification	Key West, Florida	08/13/2019 - 08/15/2019
ABYC Marine Corrosion Certification	Ft. Myers, Florida	08/20/2019 - 08/23/2019
ABYC Gasoline Engines Certification	Annapolis, Maryland	09/10/2019 - 09/12/2019
ABYC Marine Electrical Certification	Portland, Oregon	09/10/2019 - 09/12/2019
ABYC/NMEA Combined Training	Portsmouth, Virginia	09/17/2019 - 09/20/2019
ABYC Marine Electrical Certification	Cedarville, Michigan	11/18/2019 - 11/20/2019
ABYC/NMEA Combined Training	Sarasota, Florida	12/03/2019 - 12/06/2019

National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Tampa, Florida	10/01/2019 - 10/03/2019
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National Boating Safety Advisory Council (NBSAC)

101 ST Meeting	New Orleans, Louisiana	04/09/2019 - 04/11/2019
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National Association of State Boating Law Administrators (NASBLA)

Annual Meeting	Anchorage, Alaska	09/29/2019 - 10/02/2019
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Pictured are members of the Vessel Identification Registration and Titling (VIRT) committee, National Association of State Boating Law Administrators (NASBLA). The committee met on March 1-2 at the National Assoc. State Boating Law Administrators annual workshop in Lexington, Kentucky. The committee is looking to unify the states in their approach to titling and registration.

Websites of Note:

uscgboating.org — U.S. Coast Guard's Boating Safety Division

[Facebook.com/USCG Boating Safety](https://www.facebook.com/USCGBoatingSafety) — U.S. Coast Guard Boating Safety

safeafloat.com — Recreational Boating Product Assurance Branch Boat Building Compliance Website

abycinc.org — American Boat and Yacht Council

nmma.org — National Marine Manufacturers Association

nasbla.org — National Association of State Boating Law Administrators (NASBLA)

It Does Save Lives!

Recalls

Model Year 2019

LUND BOATS

(New York Mills, MN)

Year: 2019
 Model(s): SSV 14
 Units: 70
 Problem: Level Flotation

Model Year 2018

CHEETAH BOAT MFG

(Lake Havasu City, AZ)

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

HEY DAY

(Knoxville, TN)

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

HOBIE CAT COMPANY

(Oceanside, CA)

Year: 2018
 Model(s): KAYAK
 Units: 1
 Problem: Hull ID Number, Navigation Light

LEISURE PROPERTIES DBA CROWN1

(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

TRACKER

(Springfield, MO)

Year: 2018
 Model(s): DEEP V GRIZZLY HELM
 Units: 4,509
 Problem: Loose Hydraulic Steering Hose

TRACKER

(Springfield, MO)

Year: 2018-2017
 Model(s): PT195
 Units: 1,242
 Problem: Loose Hydraulic Steering Hose

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

BOSTON BOATWORKS LLC

(Charlestown, MA)

Year: 2018-2009
 Model(s): 35Z, 40Z
 Units: 89
 Problem: Electrical System

HARBOR COTTAGE LLC

(Nancy, KY)

Year: 2018

Model(s): 84x16 HOUSEBOAT
 Units: 3
 Problem: Electrical System, Label: Certification

Units: 4,609
 Problem: Steering Pump

K L INDUSTRIES

(Muskegon, MI)
 Year: 2018
 Model(s): 9.4 ROWING DINGHY
 Units: 1,272
 Problem: Safe Loading Maximum Weight

COBALT BOATS LLC

(Neodesha, KS)
 Year: 2018-2017
 Model(s): UNIDENTIFIED
 Units: 1,799
 Problem: Undersized boats to Hold Down Seat to Deck

LEXINGTON MARINE GROUP

(Leland, NC)
 Year: 2018-2016
 Model(s): All model pontoons with HINs between P0047 to P0364
 Units: 520
 Problem: Bimine Top Failure

LUND BOAT COMPANY

(New York Mills, MN)
 Year: 2018-2016
 Model(s): 2075, 2175 PRO-V
 Units: 271
 Problem: Electrical System

LUND BOAT COMPANY

(New York Mills, MN)
 Year: 2018-2017
 Model(s): 189 TYEE GEL, 189 PRO-V GL
 Units: 110
 Problem: Engine Interface

MERCURY MERCUISER

(Miramar, FL)
 Year: 2018
 Model(s): STERNDRIVE

THUNDER JET BOATS

(Clarkston, WA)
 Year: 2018
 Model(s): T186RS, SARS18
 Units: 11
 Problem: Steering Interface

WELD CRAFT MFG INC

(Benton, AR)
 Year: 2018
 Model(s): 1,242
 Units: 19
 Problem: Safe Loading Maximum Weight, Safe Loading Maximum Persons Weight

Model Year 2017**AGRI-PLASTICS MFG**

(Grassie, ON)
 Year: 2017
 Model(s): TETRA-POD
 Units: 60
 Problem: Level Flotation, Label: Capacity

HQ SERVICES

(Universal City, CA)
 Year: 2017
 Model(s): KOKUSAN VOLTAGE
 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): UNIDENTIFIED
 Units: 1,799
 Problem: Hull: Seat Bolt

COBALT BOATS LLC (DBS)

(Neodesha, KS)
 Year: 2017
 Model(s): CSI BOWRIDER
 Units: 62
 Problem: Electrical System

MERCURY MARINE

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

NAUTIC STAR LLC

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

STINGRAY BOAT COMPANY

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

YAMAHA MOTOR CORP USA

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

YAMAHA MOTOR CORP USA

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

BOSTON WHALER

(Edgewater, FL)
 Year: 2017-2012
 Model(s): 315 CQ/315PH
 Units: 161
 Problem: Electrical System

BOSTON WHALER

(Edgewater, FL)
 Year: 2017-2014
 Model(s): 345CQT 345PH
 Units: 67
 Problem: Electrical System

K L INDUSTRIES

(Muskegon, MI)
 Year: 2017-2010
 Model(s): ELECTRIC PEDAL BOAT
 Units: 1,499
 Problem: Safe Loading, Maximum Weight, Capacity

KAWASAKI MOTORS INC

(Muskegon, MI)
 Year: 2017-2003
 Model(s): JT1200, JT1500
 Units: 59,273
 Problem: Fuel System

PLEASURECRAFT ENGINE GROUP

(Little Mountain, SC)
 Year: 2017-2015
 Model(s): 60L, 60L HO
 Units: 1,635
 Problem: Electrical System

THUNDER JET BOATS

(Clarkston, WA)
 Year: 2017-2014

Model(s): V 186 ECO
 Units: 99
 Problem: Level Flotation

TOHATSU AMERICA CORP

(Coppell, TX)
 Year: 2017-2016
 Model(s): BFT115 to BFT250
 Units: 130
 Problem: Fuel System

WELDBILT COMMERCIAL BOATS

(Alexander, AR)
 Year: 2017
 Model(s): UNIDENTIFIED MODELS
 Units: 1,800
 Problem: Hull ID Number, Level Flotation

XTREME BOATS

(Bonifay, FL)
 Year: 2017
 Model(s): BRUTE 1654 SC
 Units: 1
 Problem: Level Flotation, Navigation Lights

AMERICAN HONDA MOTOR CO

(Torrance, CA)
 Year: 2017-2016
 Model(s): BF 115 to BF 250
 Units: 2,542
 Problem: Fuel System

Model Year 2016

YAMAHA MOTOR CORP USA

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

AMERICAN HONDA MOTOR CO

(Torrance, CA)
 Year: 2016
 Model(s): BF 250

Units: 346
 Problem: Electrical System

EXCEL BOAT CO LLC

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

MALIBU BOATS INC

(Merced, CA)
 Year: 2016
 Model(s): ALL EXCEPT TXI RESPONSE
 Units: 2,937
 Problem: Electrical System

RECREATION UNLIMITED LLC

(Americus, GA)
 Year: 2016
 Model(s): CARAVELLIE 17 EBO
 Units: 136
 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: Fuel System

TACO METALS

(Miami, FL)

Year: 2016-2008
 Model(s): #F38-6600
 Units: Unknown
 Problem: Navigation Lights

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, Limited VXR VXSIN
 Units: 22,858
 Problem: Fuel System

YAMAHA MOTOR CORP USA

(Cypress, CA)

Year: 2016
 Model(s): SJ700B
 Units: 310
 Problem: Steering Grip Detachment

SEA RAY BOATS

(Knoxville, TN)

Year: 2016-2015
 Model(s): 290SB, 290OB
 Units: 25
 Problem: Cockpit Refrigerator Ignition Protection Issue

GODFREY MARINE COMPANY

(Elkhart, IN)

Year: 2016-2009
 Model(s): SS 188 OB, SD 187 OB

Units: 4,047
 Problem: Flotation

33RD STRIKE GROUP LLC

(Leland, NC)

Year: 2016-2015
 Model(s): PONTOON BOAT
 Units: 60
 Problem: Bimini Failure, Hull ID Number

CAMPION MARINE INC

(Kelowna, BC)

Year: 2016-2009
 Model(s): EXPLORER 492 CC
 Units: 85
 Problem: Level Flotation, Safe Loading Persons

COBALT BOAT

(Neodesha, KS)

Year: 2016-2015
 Model(s): 296 & 302; 336 & 273
 Units: 156
 Problem: Fuel System

SEA RAY BOATS

(Knoxville, TN)

Year: 2016-14
 Model(s): 260 DA
 Units: 243
 Problem: Fuel System

SEA RAY BOATS

(Knoxville, TN)

Year: 2016-15
 Model(s): 19SPX and 21SPX
 Units: 661
 Problem: Ventilation

WELDBILT COMMERCIAL BOATS

(Alexander, AR)

Year: 2016
 Model(s): 1548V
 Units: 1
 Problem: Safe Loading Maximum Weight, Label: Capacity

Model Year 2015**GREEN MANUFACTURING**

(Titusville, FL)

Year: 2015

Model(s): 15 FIBERGLASS HUNT-FISH

Units: 50

Problem: Level Flotation, Maximum Persons

HATTERAS YACHTS

(New Bern, NC)

Year: 2015-2003

Model(s): VARIOUS

Units: 141

Problem: Seat Issues

MOMARSH INC

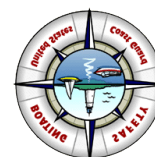
(Defiance, MO)

Year: 2015

Model(s): 12 FG DUCK

Units: 342

Problem: Level Flotation

**RHINO ROTO MOLDING**

(Maple Lake, MN)

Year: 2015

Model(s): BEAVERTAIL STEALTH 2000

Units: 4,684

Problem: Maximum Weight Capacity

YAMAHA MOTOR CORP USA

(Cypress, CA)

Year: 2015

Model(s): AR240, SX240, 242 Limited (s)

Units: 205

Problem: Ventilation

CUSTOM FIBERGLASS PROD INC

(Bailey, NC)

Year: 2015-2013

Model(s): C HAWK 18 CC

Units: 25

Problem: Level Flotation

G3 BOATS

(Lebanon, MO)

Year: 2015-2014

Model(s): DEEP VEE

Units: 50

Problem: Deck Hinge Failure