



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
Email: rbscompliance@uscg.mil

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

<https://safeafloat.com/boat-builders-handbook/>
www.uscgboating.org
www.safeafloat.com

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The Boating Safety Circular (BSC) and other important U.S. Coast Guard notices for recreational boat manufacturers are delivered by the GovDelivery system using the following address: uscoastguard@service.govdelivery.com.
To ensure you receive the BSC and other notices please whitelist this email address or add it to your safe senders list.

Visit the U.S. Coast Guard at the 2023 International Boat Builder's Exhibition & Conference in Tampa, FL.



The Recreational Boating Product Assurance Branch will be hosting a booth (Booth #3-2034) at the 2023 IBEX show from October 3rd—5th. The booth staff will be available to answer questions and educate show attendees on USCG requirements for recreational boats and how to comply with them.

About the Recreational Boating Product Assurance Branch

Responsible for developing, maintaining and enforcing recreational boat manufacturing safety regulations, Branch staff attend IBEX every year to educate IBEX attendees on Coast Guard requirements. Valuable information for

builders, including the Boat Builder's Handbook, educational videos, and Coast Guard policies, may be found at www.safeafloat.com. Additional boating safety information may be found at www.uscgboating.org.

About IBEX

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. ■

USCG/ABYC Risk Mitigation Series 5: Navigating Compliance in the Age of Evolving Technology

The U.S. Coast Guard and the American Boat and Yacht Council announce the fifth edition of the Risk Mitigation Series; "Navigating Compliance in the Age of Evolving Technology," scheduled for November 1, 2023, from 2:00 to 4:00 Eastern Daylight Time. The USCG Risk Mitigation Series is a biannual virtual, free event hosted by ABYC every May and November.

The fifth webinar in the series, the overview states, "Compliance plays a

pivotal role as the marine industry continues to advance. Join ABYC and USCG experts as they explore the future of USCG factory visits, sustainability practices, and legal protection measures that are vital for thriving in a world of evolving technology."

This seminar is free, and you can register here: <https://abycinc.org/events/EventDetails.aspx?id=1766956&group=>

Once registered, you will be sent a link to view the seminar via Zoom. ■

Equivalency

The Coast Guard recently received “equivalency authority” for manufacturer requirements for recreational boats. Equivalencies are meant to provide an opportunity to meet a regulation by using an alternative arrangement or piece of equipment to meet a requirement than what a particular regulation calls for. They are commonly used in the commercial world where a unique vessel or new technology meets the intent of the regulation but may not comply with the prescriptive requirements written in regulations.

Specifically, Congress added language to 46 USC 4305 that states:

The Secretary may accept a substitution for associated equipment performance or other safety standards for a recreational vessel if the substitution provides an equivalent level of safety.

The Coast Guard plans to use this new authority where regulations applicable to recreational boats are obsolete and difficult or impossible to comply with as written because the regulations did not envision the type of vessel, or the regulations have not kept pace with

changes in technology. In making equivalency determinations, the Coast Guard will evaluate the request based on whether the vessel or equipment under consideration meets the intent of the prescriptive regulations, and the Coast Guard will consider applicable relevant voluntary consensus standards and follow 1st principles of engineering to guide determinations of the requested substitution provides an equivalent level of safety.

Subjects that could receive equivalencies in the near future are:

- Personal watercraft (PWC);
- Placement of fuel pumps (aka “remote fuel delivery”); and
- 22 AWG conductors used as power supply wire contained within the networking cable.

If the Coast Guard makes any equivalency determinations, they will be shared with affected parties and industry stakeholders and they will be posted to an “Equivalency” page that will be created in the Boat Builders Tool Kit section of our safeafloat.com website. Questions about equivalencies and/or equivalency requests can be submitted to

rbscompliance@uscg.mil. ■

“Equivalencies are meant to provide an opportunity to meet a regulation by using an alternative arrangement or piece of equipment to meet a requirement than what a particular regulation calls for.”

New Hull Identification Number Policy Announcement

The Coast Guard is announcing the availability of CG-BSX-23 Policy Letter 23-02, “Compliance Guidance for Hull Identification Numbers (HIN).” We have fielded numerous calls and questions regarding HINs and the many nuances and situations that may need clarification beyond the regulations found in 33 CFR 181 Subpart C. To help guide states, builders, and boat owners on HIN related questions, we created the HIN policy. This policy **DOES NOT** change any current requirements for manufacturer assigned HINs. Some of the frequent questions that

this policy addresses are:

- What are the current and past formats for manufactured assigned HINs?
- What is the format for a state assigned HIN?
- When are state assigned HINs issued?
- Does a bare hull need a HIN?
- What HIN should be on a self-imported vessel?
- What HIN should be on a kit boat?
- What unique or unusual vessels need a HIN?

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- Do homebuilt vessels need a HIN?

This policy is available on our SafeAfloat.com website at:

<https://safeafloat.com/policies-letters/>. For any questions, please email us at rbscompliance@uscg.mil.



Defect Notification Procedures and Best Management Practices (Recall Series Part 2 of 2)

The defect notification and safety recall process is overseen by the Recreational Boating Product Assurance Branch (CG-BSX-23) of the Coast Guard's Office of Auxiliary & Boating Safety. In the Spring 2023 edition of the *Boating Safety Circular*, we discussed when a recreational vessel or associated equipment recall is necessary and who initiates a recall. In the second part of this series we will discuss how to conduct a recall campaign once it has been determined one is necessary and other Best Management Practices (BMPs) to ensure that a successful recall campaign is conducted.

How to Conduct a Recall Campaign

The necessity of a recall campaign is determined by:

1. the manufacturer identifying a defect or failure to comply with regulations; or
2. the Coast Guard notifying the manufacturer of a defect or failure to comply with regulations identified through inspection and/or testing.

In the event that either of these scenarios happen, the process is handled the same way. If the manufacturer has any questions about the process or whether or not an issue rises to the level of requiring defect notification, they can contact their assigned Coast Guard engineer for assistance. If a manufacturer is unsure who their assigned engineer is, they can send an email to rbscompliance@uscg.mil that includes the name and address of their company to request assistance. Coast Guard engineers are assigned by region, so providing the address will ensure that the request gets routed to the correct person.

The Defect Notification Requirement (DNR)

As discussed in the last article, each manufacturer is required to furnish a notice of a defect or failure to comply with a standard or regulation under 46 U.S.C. 4310(b) to the Coast Guard within 30 days of the manufacturer discovering or acquiring information of the defect or failure to comply. This applies only to a defect or compliance failure discovered within one of the following appropriate periods:

- **10 years from the date of certification** if a recreational vessel or associated equipment *is* required by regulation to have a date of certification affixed, or
- **10 years from the date of manufacture** if a recreational vessel or associated equipment *is not* required by regulation to have a date of certification affixed.

Contents of Notification

The DNR submission should include:

- A completed Coast Guard Form CG-4917 with attachments as necessary, to include:
 - ◇ a clear description of the defect or failure to comply; and
 - ◇ an evaluation of the hazard reasonably related to the defect or failure.
- If the defect or failure is discovered or determined by the manufacturer, a chronological list of all principal events upon which the determination is based.
- A Corrective Action Plan (CAP) that details the measures being taken to

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“Implementation of the CAP requires USCG approval and affected products CANNOT be offered for sale until the CAP has been approved and implemented. This includes boats or product that are currently awaiting sale at dealers.”

correct the defect or failure. At a minimum, the CAP should discuss:

- ◇ how the defect(s) will be repaired or mitigated;
- ◇ what the responsibilities of the dealer network and repair facilities are; and
- ◇ the avenues for repair: e.g., dealerships, service centers, mobile service, customer self-service repair, etc.

NOTE: if there is a customer self-service repair option, i.e., relying on the customer to fix method, this must be USCG approved.

- A copy of each notice, bulletin and any other communications (aka first purchasers letter) that are planned to be given to consumers required to be notified. These should explain the deficiency, how repairs will be made, and that repairs will be made at the manufacturers expense. The notification must include:
 - ◇ “RECALL NOTICE” or “RECALL CAMPAIGN”, The terms “technical bulletin” or “manufacturer’s notice” or anything of the like may suggest a lower level of urgency or safety and is not permitted;
 - ◇ the HINs affected;
 - ◇ the make, model, and lengths of the vessels affected;
 - ◇ the nature of the recall;
 - ◇ who to contact and how to complete the recall for the vessel; and
 - ◇ the statement that the recall is “at no cost to the owner.”
- A copy of each notice, bulletin and any other communications that are planned to be given to dealers.
- A list of hull identification numbers (HIN) for all boats affected by the recall; and
- The first purchasers list.

Note: The list of HINs and the first purchasers list can be the same document, or they can be separate.

Lack of a first purchasers list does not relieve the builder from providing the

written notifications. If a complete list isn't maintained as required by law, customer notification becomes very labor intensive and may create unnecessary obstacles by requiring manufacturers to contact titling agencies or other entities to acquire the needed registration information. It should be noted that the dealer is **NOT** the first purchaser for recall purposes, and **it is not the dealer's responsibility to maintain a 1st purchasers list and/ or notify 1st purchasers of any recall.**

The Coast Guard-approved CAP is a legally binding document that sets forth the remedial mitigation action(s) that the manufacturer will voluntarily undertake to protect the public with no-cost repairs and/ or replacements. **All repairs should be conducted in a professional workman like manner.** The USCG reserves the right to seek broader corrective action if it becomes aware of new facts or if the corrective action plan does not sufficiently protect the public.

Implementation of the CAP requires USCG approval and affected products CANNOT be offered for sale until the CAP has been approved and implemented. This includes boats or product that are currently awaiting sale at dealers. In the case of boats that have failed a flotation test, a CAP will not be approved until the boat is successfully retested. While boat owners have the option of refusing to participate in a recall that option does not exist for unsold boats or boats at a dealership, these boats are required to be in full compliance before sale to the boating public.

Campaign Monitoring

After the recall campaign has received USCG approval, the manufacturer is required to submit regular Campaign Update Reports (CUR). The first CUR (CG 4918) is required to be submitted within 60 days of the DNR submission and subsequently every 90 days thereafter, until the recall campaign reaches an acceptable level of completion. **Failure to submit reports within specified time may result in a civil penalty of up to \$1100.** Forms may be found on the Coast Guard's Safe Afloat website at

<https://safeafloat.com/reports/>

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Best Management Practices (BMPs)

BMPs will greatly streamline the recall process. These are **NOT** USCG mandated but highly recommended! Manufacturers should establish a written policy and procedure for the effective and economical recall of their products. The policy and procedure should contemplate product recall in its broadest sense and include ranges of remedial measures that enable a manufacturer to correct a suspected defect in a finished product or component part which is either in commerce or in the hands of a customer. The remedies could include field repair, replacement, and retrofit. Manufacturers should consider a Recall Campaign Checklist that accounts for traceability of critical components and establishes accountability. This creates capabilities with reasonable precision and economy that allows manufacturer or reseller to define the exact quantity of suspect products outstanding, locate the products and, specify the product units that contain the possible defect.

Campaign Termination – How Long Does the Process Take?

The campaign and corresponding CURs will continue until the recall campaign reaches an “acceptable level of completion.” The Coast Guard does not have a uniform standard for when campaign monitoring stops, except for a 100% repair rate. Each campaign is evaluated for closure on a case-by-case basis. Item #8 on the CUR states “Should the Coast Guard consider termination of this campaign? (If yes state the reasons)”. It is the responsibility of the manufacturer to request that the campaign be terminated, and provide a justification for doing so. In the event that the response rate to the recall notification is very low additional notifications may be necessary.

The recall campaign will stop being monitored when the manufacturer receives a letter from the Coast Guard notifying them that the campaign is closed. However, when the Coast Guard terminates, or closes, a campaign, that simply means that the Coast Guard is no longer monitoring that campaign and the

manufacturer no longer has to submit quarterly CURs. **Even when the Coast Guard has stopped monitoring a campaign, the manufacturer is STILL obligated to complete any repairs if requested by a consumer.** Additionally, if the Coast Guard approves terminating the campaign, the manufacturer still has the responsibility to internally monitor for any additional repairs made after the closure of the campaign. The Coast Guard must be notified of any additional repairs completed after the campaign has been closed.

FINAL THOUGHTS

The Coast Guard hopes that manufacturers will voluntarily comply with defect notification requirements to ensure that the public receives notice of boats with defects and that they are repaired to the greatest extent possible. However, there can be penalties imposed for failing to follow defect notification requirements. 46 USC 4311(b)(2) states if the Coast Guard determines:

...that a recreational vessel or associated equipment contains a defect related to safety or fails to comply with an applicable regulation and directs the manufacturer to provide the notifications specified in this chapter, any person, including a director, officer or executive employee of a corporation, who knowingly and willfully fails to comply with that order, may be fined not more than \$10,000, imprisoned for not more than one year, or both.

Finally, recalls have no expiration date and they are not limited to the first purchaser. If the original owner sells a boat and there is either an existing recall or a recall is initiated in the future, subsequent owners are entitled to the repair even though they were not the original owner. When in doubt about an issue, contact the Coast Guard! We want to work with the builder, while additionally ensuring the public is safe.

“Even when the Coast Guard has stopped monitoring a campaign, the manufacturer is STILL obligated to complete any repairs if requested by a consumer.”

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The staff at the Recreational Boating Product Assurance Branch are here to help and will assist in any way possible to determine how best to handle a recall and associated campaign. If you have a question about safety recalls and the defect notification process, please contact the

Coast Guard engineer assigned to your company. If you are unsure who your assigned engineer is, please send an email to rbscompliance@uscg.mil, and include the company name and location to ensure it is routed to the proper engineer. ■

“Mr. Brewer ... will primarily be responsible for performing compliance inspections at recreational boat manufacturing facilities on the east coast of Florida, South Carolina, and Ohio.”

Meet the Newest Compliance Inspector

The Coast Guard has a contract with PPG Marine to provide recreational boat compliance inspection services nationwide. The Coast Guard and PPG Marine would like to welcome Mr. Aron Brewer aboard as the newest Compliance Inspector on the PPG Marine staff. Mr. Brewer is a retired Coast Guard Senior Chief Boatswain’s Mate who served for 21 years on active duty. His assignments included:

- USCG Station Hobucken, NC
- USCGC LEGARE
- USCGC BLOCK ISLAND
- USCGC SHEARWATER
- USCG Station Portsmouth, VA
- USCGC BOLLARD
- Senior Instructor Coxswain “C” School
- USCG Station Little Creek, VA
- Boat Forces Standardization Team

After retirement, Mr. Brewer was a contractor for the USCG IBCT Product Line for 2.5 years and served as an Assembly Manager at Solace Boats prior to assuming his current position with PPG Marine. He will primarily be responsible for performing compliance inspections at recreational boat manufacturing facilities



on the east coast of Florida, South Carolina, and Ohio. Mr. Brewer can be contacted at abrewer@ppgmarine.com.

Mr. Brewer holds a Bachelor’s degree in General Studies from Southern New Hampshire University, and a Master’s degree in Interdisciplinary Studies from Liberty University. ■



It Does Save Lives!

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Review

Not Assigned

Compliance Inspector

DC, DE, MD, NJ, PA

Calendar of Events

ABYC Online Training: https://abycinc.org/events/event_list.asp

ABYC Standards Week	Annapolis, Maryland	01/08/2024 - 01/12/2024
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National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Tampa, Florida	10/03/2023 - 10/05/2023
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Engineering Compliance Seminar	New Orleans, Louisiana	12/04/2023 - 12/06/2023
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Boat and Trade Shows: [Worldwide Boat Show Calendar \(nmma.org\)](http://Worldwide Boat Show Calendar (nmma.org))

National Association of State Boating Law Administrators (NASBLA)

2023 Annual Conference	Denver, Colorado	09/19/2023 - 09/22/2023
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National Boating Safety Advisory Committee (NBSAC)

Fall 2023 Meeting	Virtual	10/17/2023: 12-5pm
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Websites of Note:

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

[Facebook.com/USCG Boating Safety](https://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)

Email Addresses of Note:

rbscompliance@uscg.mil - for all manufacturer inquiries except for MICs

rbsinfo@uscg.mil - for general boating safety questions

MICAPP@uscg.mil - for all inquiries related to manufacturer's identification codes (MIC)

TypeApproval@uscg.mil - for all inquiries about equipment and materials that receive Coast Guard approval (life jackets, visual distress signals, inflatable life rafts, etc.)

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www.uscgboating.org

Recalls

[Recalls \(uscgboating.org\)](https://www.uscgboating.org)

2023

BRP US, INC

Campaign # 23MF0329
 Year: N/A
 Model(s): Sea-Doo Switch
 Problem: Accessory Issue

WHITE RIVER MARINE GROUP LLC

Campaign # 23MF0328
 Year: 2022-2023
 Model(s): Tracker Boats Deep V - Pro Guide V-16
 Tracker Boats Deep V - Pro Guide V-175
 Tracker Boats Deep V - Targa V-18
 Tracker Boats Deep V - Targa V-19
 Problem: Seat

MERCURY

Campaign # 23MF0302
 Year: 2020-2023
 Model(s): 7.6L V12 500 and 600HP Verado
 Problem: Engine Steering Position Sensor

VERUS KAYAKS LLC

Campaign # 23MF0300
 Year: 2023
 Model(s): Flux SM
 Flux ML
 Gladiator
 Problem: Seat Issue

WHITE RIVER MARINE GROUP LLC

Campaign # 23MF0260
 Year: 2017-2023
 Model(s): Various Models
 Problem: Fuel Tank

MERCURY

Campaign # 23MF0133
 Year: 2021-2023
 Model(s): Gen 2 ERC and Design 2 joystick
 Problem: Steering Issue

DOMETIC

Campaign # 23MF0131
 Year: N/A
 Model(s): Steering Cable
 Problem: N/A

YAMAHA MOTOR CORP USA

Campaign # 23MF0073
 Year: 2021-2023
 Model(s): 252SD (F4Y), 255XD (F5K), AR220 (F5N), and 222XD (F6D)
 Problem: Fuel Tank Air Vent

iROCKER

Campaign # 23MF0006
 Year: 2021
 Model(s): Blackfin SUP (X,XL,V)
 Problem: Seam Defect

CRESTLINER INC

Campaign # 23MF0011
 Year: 2013-2023
 Model(s): XF 17, XF 18, XFC17
 XFC18, and
 C17STM-17 Storm
 Problem: Flotation

LOWE BOATS

Campaign # 23MF0007
 Year: 2018-2023
 Model(s): Stinger 175, 175PC, 195, 195PC, 195DC,
 and Skorpion 17
 Problem: Flotation

PRINCECRAFT BOATS INC

Campaign # 23CG0006
 Year: 2019-2022
 Model(s): PR 1040 and PR 1240
 Problem: Flotation

LUND BOATS

Campaign # 23CG0005
 Year: 2019-2023
 Model(s): Z1040 Jon and Z1240 Jon
 Problem: Flotation

CRESTLINER INC**2022****CUMMINS INC**

Campaign # 22MF0643
 Year: N/A
 Model(s): N/A
 Problem: Throttle Assembly (engine)

YAMAHA MOTOR CORP USA

Campaign # 22MF0630
 Year: 2019-2020
 Model(s): OBI9000E
 Problem: Helm Control Units

BOMBARDIER RECREATIONAL PRODUCTS INC

Campaign # 22MF0628
 Year: 2021-2022
 Model(s): Various Models
 Problem: Passenger seat may unlatch

GILI SPORTS

Campaign # 22MF0625
 Year: 2021
 Model(s): Various Models
 Problem: Possible Seam Separation

AVIARA BOATS, LLC

Campaign # 22MF0615
 Year: 2020-2022
 Model(s): Avaria: AV-32,36 and 40
 Problem: Electrical

ALK 2 POWERBOATS LLC

Campaign # 22CG0014
 Year: 2023
 Model(s): 18 CRS
 Problem: Flotation and Capacity Label

DOMETIC / SIERRA INTERNATIONAL

Campaign # 22MF0613
 Year: N/A
 Model(s): N/A
 Problem: Fuel System

MERCURY MARINE

Campaign # 22MF0526
 Year: 2016-2022
 Model(s): Design 2 Joystick
 Problem: Steering Issues

DOMETIC

Campaign # 22MF0454
 Year: 2022
 Model(s): Various Models
 Problem: Steering Cable

BD XTREME HOLDINGS LLC

Campaign # 22CG0012
 Year: 2022
 Model(s): River Skiff 1645 SS
 Problem: Flotation and Stability

PURSUIT BOATS HOLDCO LLC

Campaign # 22MF0375
 Year: 2022-2023
 Model(s): C238, S268, S288, S328
 Problem: Steering

EBBTIDE HOLDINGS LLC

Campaign # 22MF0295
 Year: 2018-2022
 Model(s): Aquasport 21CC, 23CC/DC, 25CC
 Problem: Fuel System—potential for static electricity to build up and discharge while fueling

WELD CRAFT MFG INC

Campaign # 22CG0009
 Year: 2022
 Model(s): 1652 MUV Sportsman X83
 Problem: Stability

ROBALO BOATS LLC

Campaign # 22MF0267
 Year: 2021-2022
 Model(s): R180, R200, R202EX, R206, R207, R222, R222EX, R226, R227, R230, R242, R242EX, R246, R246SD, R247, and R266 Robalo vessels
 Problem: Steering

MI TIDE BOATS LLC

Campaign # 22CG0008
 Year: 2012-2022
 Model(s): Mi Tide V1503
 Problem: Flotation

RECREATION UNLIMITED LLC

Campaign # 22CG0007
 Year: 2020-2021
 Model(s): Raptor 180
 Problem: Flotation and Capacity

WHITE RIVER MARINE GROUP LLC

Campaign # 22MF0187
 Year: 2019
 Model(s): Targa V19, Ranger VX
 Problem: Electrical

LEISURE PROPERTIES LLC

Campaign # 22MF0128
 Year: 2021
 Model(s): 330SY, 350SY, 335SS
 Problem: Electrical

SKIMMER SKIFFS LLC

Campaign # 22CG0003
 Year: 2021-2022
 Model(s): 14' Rolled Deck Tiller
 Problem: Flotation

CAMPION MARINE INC

Campaign # 22CG0002
 Year: 2022
 Model(s): A18 OB BR
 Problem: Horsepower

WHITE RIVER MARINE GROUP LLC

Campaign # 22MF0188
 Year: 2018-2022
 Model(s): Targa V19, Ranger VX
 Problem: Electrical

LEISURE PROPERTIES LLC

Campaign # 22MF0129
 Year: 2021
 Model(s): 330SY, 350SY, 335SS
 Problem: Electrical

SEA FOX BOAT COMPANY INC

Campaign # 22MF0111
 Year: 2019
 Model(s): 180 - 268 Series
 Problem: Battery Charger / Electrical

VOLVO PENTA

Campaign # 22MF0337
 Year: 2022
 Model(s): Side Mount Control System
 Problem: The safety lanyard might under certain rare circumstances not work as intended due to hardware tolerances inside the control lever that are too wide vs. the software setting, to determine if the lanyard is attached or detached.

YAMAHA MOTOR CORP USA

Campaign # 22MF0350
 Year: 2021-2022
 Model(s): F200JET1L, 200LET1XF, 225LET1L, F250QET1L, F250RET1X outboards
 Problem: Engine

VOLVO PENTA

Campaign # 22MF0035
 Year: 2021
 Model(s): D8, D11, D13 and D16 engines
 Problem: The safety lanyard might under certain rare circumstances not work as intended due to that the hardware tolerances inside the control lever.

VOLVO PENTA

Campaign # 22MF0034
 Year: 2021
 Model(s): D8, D11, D13 and D16 engines
 Problem: Software issue involving the Helm Control.

KAWASAKI MOTORS CORP USA

Campaign # 22MF0029
 Year: 2020-2022
 Model(s): JT1500RLF, JT1500RMFNN and JT1500RNFNN
 Problem: Front Hatch Cover

WHITE RIVER MARINE GROUP LLC

Campaign # 22MF0005
 Year: 2022
 Model(s): Various
 Problem: Electrical

2021**WILCOX FABRICATION/MARINE INC**

Campaign #: 21CG0036
 Year: 2018-2022
 Model(s): Whaly 370
 Problem: Capacity and Flotation

PARKS MANUFACTURING LLC

Campaign #: 21CG0025
 Year: 2022
 Model(s): 1900 STL
 Problem: Flotation

CLEARWATER SPORT FISHING LLC

Campaign #: 21CG0024
 Year: 2022
 Model(s): Clearwater 1900 CC
 Problem: Flotation

VOLVO PENTA

Campaign #: 21MF0503
 Year: 2021
 Model(s): R0040 Schrader Valve
 Problem: Fuel System

WACO MFG INC

Campaign #: 21CG0020
 Year: 2022
 Model(s): Edge 1856
 Problem: Flotation

RABCO BOATS

Campaign #: 21CG0010
 Year: 2021
 Model(s): Buccaneer 14
 Problem: Flotation

BLAZER BOAT MANUFACTURING

Campaign #: 21CG0004
 Year: 2018-2021
 Model(s): 1752 SC JON
 Problem: Flotation

VOLVO PENTA

Campaign # 21MF0504
 Year: 2021
 Model(s): Various Models
 Problem: Fuel System

VOLVO PENTA

Campaign # 21MF0506
 Year: 2021
 Model(s): Various Models
 Problem: Fuel System

YAMAHA MOTOR CORP USA

Campaign # 21MF0508
 Year: 2021
 Model(s): Various Models
 Problem: Engine

FREEDOM ELECTRIC MARINE INC

Campaign # 21CG0026
 Year: 2021
 Model(s): Twin Troller X10
 Problem: Capacity Label

MERCURY

Campaign # 21MF0546
 Year: 2021
 Model(s): MotoGuide
 Problem: GPS Issue

WHITE RIVER MARINE GROUP LLC

Campaign # 21CG0035
 Year: 2022
 Model(s): TAHOE T18
 Problem: Flotation

YAMAHA MOTOR CORP USA

Campaign # 21MF0343
 Year: 2021
 Model(s): KPT/KXT1800
 Problem: Fuel System

RHINO MARINE INC

Campaign # 21CG0014
 Year: 2021
 Model(s): 14 Lil Bull
 Problem: Capacity and Flotation

RANGER BOATS

Campaign # 21MF0381
 Year: 2021
 Model(s): Ranger 622
 Problem: Fuel System

DOMETIC

Campaign # 21MF0428
 Year: 2021
 Model(s): Various Models / Fuel Pump
 Problem: Fuel pump leak

STARCRAFT

Campaign # 21CG0023
 Year: 2022
 Model(s): Stealth 166 DC
 Problem: Capacity Label

VOLVO PENTA

Campaign # 21MF0507
 Year: 2021
 Model(s): R0040 Schrader Valve
 Problem: Fuel System

YAMAHA MOTOR CORP USA

Campaign # 21MF0509
 Year: 2022-2021
 Model(s): TX1800A (AR190), TX1800B (SX190), TP1800A (AR195), TP1800B (SX195), TP1800C (195S), UX1800A (190FSH SPORT), UX1800B (190 FSH DELUXE), UP1800A (195 FSH SPORT), UP1800B (195 FSH DELUXE), KXT1800A (252 FSH SPORT) AND KPT1800A (255 FSH SPORT E) BAOTS
 Problem: Fuel System

MERCURY — MOTOGUIIDE

Campaign # 21MF0547
 Year: 2021
 Model(s): N/A
 Problem: GPS system

VOLVO PENTA

Campaign # 21MF0560
 Year: 2021
 Model(s): Various Models
 Problem: Control Lever, neutral interlock could be abnormally sluggish to operate or even get stuck in the unlocked position.

VOLVO PENTA

Campaign # 21MF0561
 Year: 2021
 Model(s): Various Models
 Problem: The neutral interlock could be abnormally sluggish to operate or even get stuck in the unlocked position

WHITE RIVER MARINE GROUP LLC

Campaign #: 21MF0574
 Year: 2022-2021
 Model(s): Bass Tracker Classic, Bass Buggy 16, Bass Buggy 18, Fishing Barge 20, Fishing Barge 22, Fishing Barge 24, Super Guide V16, Super Guide V165, Pro Team 175, Pro Team 190, Pro Team 195, and Pro 170
 Problem: Seat

YAMAHA MOTOR CORP USA

Campaign # 21MF0575
 Year: 2021
 Model(s): GP1800A-W (GP1800R SVHO), GP1800B-W (GP1800R HO), VX1050A-W (VX LIMITED), VX1050B-W / VX1050C-W (VX CRUISER), VX1050D-W / VX1050E-W (VX DELUXE), VX1050F-W (VX), VX1800A-W (VX LIMITED HO), AND VX1800B-W / VX1800C-W (VX CRUISER HO) WAVERUNNERS
 Problem: Engine shut-off switch

SEA HUNT BOAT MFG CO INC

Campaign # 21MF0577
 Year: 2022
 Model(s): Ultra, BX and Gamefish
 Problem: Fuel System

VOLVO PENTA

Campaign # 21SD0005
 Year: No model year
 Model(s): D3, D4, D6, V6, and V8 engines
 Problem: Lanyard Safety Strap Housing

LIPPET

Campaign # 21MF0212
 Year: No model year
 Model(s): N/A
 Problem: Seat

SEA PRO BOATS

Campaign #: 21CG0005
 Year: 2016-2021
 Model(s): 172 Bay
 Problem: Flotation

NOVAK ENTERPRISES

Campaign # 21CG0013
 Year: 2020-2021
 Model(s): Dorado 14
 Problem: Capacity Label

YAMAHA MOTOR CORP USA

Campaign # 21MF0344
 Year: 2021
 Model(s): KPT/KXT 1800
 Problem: Electrical and/or Fuel Tank

SKEETER PRODUCTS, INC.

Campaign # 21MF0279
 Year: 2021
 Model(s): Various Models
 Problem: Steering Tiler Arm

NAUTIC STAR, LLC

Campaign #: 21DL0926
 Year: 2019-2021
 Model(s): 191 Hybrid, 193SC, 215 XTS, 215 XTS SB, 227 XTS, 243 DC, 2102 Legacy, and the 2602 Legacy
 Problem: Capacity Label

YAMAHA MOTOR CORP USA

Campaign # 21MF0187
 Year: 2021
 Model(s): GP1800A, GP1800B, VX1050 and VX1080
 Problem: Electrical

MERCURY

Campaign #: 21SD0004
 Year: 2021
 Model(s): 85-115 HP 2.1L and 150 HP 3.0L
 Problem: Outboard Engines

MARLON RECREATIONAL PRODUCTS

Campaign # 21CG0002
 Year: 2021
 Model(s): SP12
 Problem: Flotation

NOVAK ENTERPRISES

Campaign #: 21CG0013
 Year: 2020
 Model(s): Panga Corvina 14
 Problem: Capacity Label

2020**XTREME BOATS**

Campaign #: 20CG0017
 Year: 2019
 Model(s): River Skiff 1648T
 Problem: Flotation

COMPOSITE RESEARCH INC

Campaign #: 20CG0019
 Year: 2019-2021
 Model(s): Sundance K168D
 Problem: Capacity Label and Flotation

MARATHON BOAT GROUP INC

Campaign #: 20CG0007
 Year: 2020
 Model(s): Otisco 14 Jon
 Problem: Capacity Label and Flotation

SCOUT BOATS INC

Campaign #: 20CG0021
 Year: 2017-2021
 Model(s): 175 Sport Dorado
 Problem: Flotation

PELICAN INTERNATIONAL INC

Campaign # 20CG0026
 Year: 2020
 Model(s): Predator 103
 Problem: Capacity Label and Flotation

RECREATION UNLIMITED LLC

Campaign #: 20CG0013
 Year: 2019-2020
 Model(s): Key Largo 1800
 Problem: Flotation

LEGEND CRAFT BOATS LLC

Campaign #: 20CG0027
 Year: 2015-2021
 Model(s): Ambush 1548
 Problem: Flotation

TITAN MARINE LLC

Campaign #: 20CG0029
 Year: 2019-2021
 Model(s): 1656MR
 Problem: Capacity Label

RHINO ROTO MOLDING

Campaign #: 20CG0034
 Year: 2010-2021
 Model(s): Beavertail Final Attack
 Problem: Capacity Label

HONDA

Campaign # 20SD0007
 Year: No model year
 Model(s): Honda Marine accessory key panel kit
 Problem: Electrical

SIERRA INTERNATIONAL

Campaign #: 200001T
 Year: Not Built by Model Year
 Model(s): QI Auto
 Problem: Fuel System

SEA RAY BOATS

Campaign # 20SD0019
 Year: 2016-2021
 Model(s): 250SLN, 250 SLX, 280SLN, 280SLX
 Problem: Electrical

MASTERCRAFT

Campaign # 20SD0026
 Year: 2019-2021
 Model(s): Aviara: 2020 AV32, 2020 AV36 (Stern Drive Versions only)
 MasterCraft: Model Year 2019, 2020 and 2021; ProStar, NXT20, NXT22, X22, X24, X26, XT20, XT21, XT22, X-Star; also Model Year 2021 NXT24.
 Problem: Fuel System

HEYDAY BOATS

Campaign # 20SD0006
 Year: 2018-2020
 Model(s): 2019 and 2020 WT-2DC and 2018 and 2019 WTSURF
 Problem: Ventilation

THUNDERJET BOATS

Campaign # 20SD0011
 Year: 2020
 Model(s): Various Models
 Problem: Electrical

AVIARA BOATS LLC

Campaign # 20SD0024
 Year: 2020-2021
 Model(s): AV32 (Outboard), AV36 (Stern Drive and Outboard)
 Problem: Fuel System

MERCURY MARINE

Campaign # 20SD0027
 Year: 2020
 Model(s): 4.5L, 6.2L, and 8.2L Sterndrive
 383 MPI Inboard, and Quicksilver 8.1L
 Horizon
 Mercury Racing 520 and 540
 Problem: Water Failure leak

YAMAHA MOTOR CORP

Campaign # 20SD0018
 Year: 2019-2020
 Model(s): FPT1800A
 Problem: Steering

TRITON BOATS

Campaign # 20SD0009
 Year: 2018-2020
 Model(s): 18 TRX, 189 TRX, 19 TRX
 Problem: Level Flotation

KRASH INDUSTRIES

Campaign # 20DL0869
 Year: 2020
 Model(s): VARIOUS
 Problem: Safe Loading and Hull ID Number

MERCURY

Campaign # 20SD0017
 Year: 2019-2020
 Model(s): 35-60 EFI 75-115 SEA
 Problem: Engine: Gasoline

THUNDERJET BOATS

Campaign # 20SD0010
 Year: 2012-2019
 Model(s): 176 ECOJET, 180 ECOJET
 Problem: Flotation

HIGHWATER MARINE

Campaign # 20SD0021
 Year: 2016-2020
 Model(s): Various Godfrey models
 Problem: Electrical

NAUTIC STAR, LLC

Campaign # 20SD0020
 Year: 2020
 Model(s): 32 XS
 Problem: Structural Integrity

CAROLINA SKIFF LLC

Campaign # 20SD0004
 Year: 2017-2019
 Model(s): 22 HFC, 24 HFC
 Problem: Electrical System

BRP

Campaign # 20SD0008
 Year: 2018-2019
 Model(s): MANTOU RFX/RFXW
 Problem: Hull Cracks

SEA RAY BOATS

Campaign # 20SD0003
 Year: 2015-2018
 Model(s): VARIOUS
 Problem: Electrical System

MALIBU BOATS

Campaign # 20SD0012
 Year: 2017
 Model(s): Wakesetter
 Problem: Fuel System

2019**MERCURY**

Campaign #: 190048T
 Year: Not Built by Model Year
 Model(s): Some 4.5 L and 6.2 L
 Problem: Fuel System

TITAN MARINE LLC

Campaign # 19CG171S
 Year: 2018-2020
 Model(s): 450 RDB
 Problem: Capacity Label

HURRICANE BOATS

Campaign # 190050S
 Year: 2019-2020
 Model(s): 196, 198 FUNDECK
 Problem: Level Flotation

LUND BOATS

Campaign # 190027T
 Year: 2019
 Model(s): 189 TYEE GL, 189 PRO-V GL
 Problem: Engine Mount

LUND BOATS

Campaign # 190003S
 Year: 2019
 Model(s): SSV-16
 Problem: Level Flotation

MERCURY MARINE

Campaign # 190022T
 Year: Tech Bulletin 2019
 Model(s): V-8 200-300, V-6 175-225, V8 250
 Problem: Engine: Gasoline

PIRANHA BOATWORKS LLC

Campaign # 19CG170S
 Year: 2019
 Model(s): P140T RASO
 Problem: Level Flotation and Safe Loading Max Person Weight

MERCURY MARINE

Campaign # 190037T
 Year: 2016-2019
 Model(s): DESIGN 2 JOYSTICK
 Problem: Dynamic Instability

CUSTOM FIBERGLASS PROD INC

Campaign # 19CG169S
 Year: 2019
 Model(s): MITZI SKIFF 17 CC
 Problem: Basic Flotation and Navigation Lights

BRP USA INC

Campaign # 190043T
 Year: 2019
 Model(s): PW GTX 230 LBBM
 Problem: Dynamic Instability

YAMAHA MOTOR CORP USA

Campaign # 190025T
 Year: 2019
 Model(s): SAT1800E/F
 Problem: Engine Shift Control

SMOKER CRAFT INC

Campaign # 19CG153S
 Year: 2010-2019
 Model(s): VOYAGER 14 BENCH
 Problem: Level Flotation and Safe Loading Persons

KLAMATH BOAT CO LLC

Campaign # 19CG157S
 Year: 2019
 Model(s): 152 WESTCOASTER
 Problem: Level Flotation and Safe Loading
 Maximum Persons Weight

CENTURION & SUPREME

Campaign # 190040T
 Year: 2019
 Model(s): ZS232
 Problem: Dynamic Instability

BOSTON WHALER INC

Campaign # 19X047AS
 Year: 2019
 Model(s): 1900R
 Problem: Safe Loading Maximum Weight

LUND BOATS

Campaign # 19CG151S
 Year: 2019
 Model(s): SSV 14
 Problem: Level Flotation

BOMBARDIER

Campaign # 190034T
 Year: 2019
 Model(s): SEA-DOO FISH PRO
 Problem: Not Specified

TORQUEEDO

Campaign #: 190042T
 Year: 2010-2018
 Model(s): TRAVEL AND ULTRALIGHT
 Problem: Electrical System

BLACK RIVER CANOES

Campaign # 190054T
 Year: 2016-2018
 Model(s): LEGACY, XT, LT, X-PLODE
 Problem: Hull Cracks

PIRANHA BOATWORKS LLC

Campaign # 19CG170S
 Year: 2019
 Model(s): P140T RASO
 Problem: Flotation and Capacity

