



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
www.safeafloat.com



facebook

U.S. Coast Guard Boating Safety is on Facebook; check us out at [Facebook.com/USCG Boating Safety](https://www.facebook.com/USCGBoatingSafety).

Now Hiring!

The Coast Guard is seeking two General Engineers to serve in the Office of Auxiliary & Boating Safety's Recreational Boating Product Assurance Branch. The successful applicant(s) will be responsible for developing and utilizing the policies and procedures of the Branch to implement all aspects of the Recreational Boat Testing and Compliance Program, including evaluating recreational boats for compliance with applicable laws and regulations, and managing Defect Notification Campaigns (safety recalls) for boats that do not comply with

applicable laws and regulations. In addition, they will assist recreational boat manufacturers with regulatory compliance issues and participate in the development and maintenance of voluntary consensus standards for the construction of recreational boats. Applications must be submitted via USAJobs.gov by March 31, 2021 using the link below. For more information, please contact Jeff Ludwig at 202-372-1061 or jeffrey.a.ludwig@uscg.mil.

<https://www.usajobs.gov/GetJob/ViewDetails/594743800> ■

Personnel Changes in the Office of Auxiliary & Boating Safety and the Recreational Boating Product Assurance Branch

New Leadership Coming to the Office of Auxiliary & Boating Safety

Captain (select) Troy Glendye will be taking over the helm and guiding the Office of Auxiliary & Boating Safety into the future. CAPT Glendye is a decorated Coast Guard aviator and engineer. Most importantly he's a lifelong boater and loves spending time on the water with his wife and four children. CAPT Glendye grew up in Plymouth, MA and graduated from the Coast Guard Academy in 2000 with a degree in Naval Architecture and Marine

Engineering. After graduating from the Academy, he served on the Coast Guard cutter RESOLUTE then went to flight school and never looked back. He also attended graduate school at Purdue University and earned a degree in aeronautical engineering in 2014. CAPT Glendye will be relieving CAPT Scott Johnson, who will be retiring after serving as the Chief of the Office of Auxiliary & Boating Safety for four years. ■

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Departure of Mr. Lou Novak

Mr. Lou Novak departed the Recreational Boating Product Assurance Branch in December 2020. If you have any questions about open cases

or recall campaigns, please contact Eric Johnson at 202-372-1101 or eric.a.johnson@uscg.mil.

■

New Engine Cut-Off Switch Law Goes Into Effect on April 1, 2021

Operators of recreational vessels less than 26 feet in length will be required to use an engine cut-off switch (ECOS) and associated ECOS link (ECOSL) as of April 1, 2021, as the U.S. Coast Guard implements a law passed by Congress.

More information can be found here:

<https://content.govdelivery.com/accounts/USDHSCG/bulletins/2c7a930>

Frequently asked questions can be found here:

<https://uscgboating.org/recreational-boaters/engine-cut-off-switch-faq.php> ■

“The installation of a fuel tank that has been properly pressure tested does not mean a boat builder can skip the requirement to complete a fuel system pressure test.”

Fuel Tank Pressure Test ≠ Fuel System Pressure Test

The Fuel Systems regulations in 33 CFR Subpart J apply to all boats that have installed gasoline engines for propulsion (and for electrical generation or mechanical power).

There are many instances in the fuel systems regulations where a pressure test is required. However, there is often confusion surrounding two of these tests regarding what is tested and by whom. The installation of a fuel tank that has been properly pressure tested does not mean a boat builder can skip the requirement to complete a fuel system pressure test. The fuel tank pressure test is not the same as the fuel systems pressure test.

The equipment standard for **fuel tanks** is found in 33 CFR 183.510, and it requires that **EACH FUEL TANK** must have been pressure tested – and not leak – when subjected to the pressure marked on the tank label. This test will be completed by the manufacturer of the fuel tank. The boat builder must ensure a proper fuel tank label is affixed – and remains visible after the tank is installed in the boat.

xyz tanks		
CITY - STATE - ZIP CODE		
MONTH/LOT NO.	MAX TEST PRESSURE	MATERIAL
<input type="text"/>	<input type="text"/>	<input type="text"/>
CAPACITY	YEAR OF MFG.	MODEL
<input type="text"/>	<input type="text"/>	<input type="text"/>
THIS TANK HAS BEEN TESTED UNDER 33 CFR 510(a)		

The equipment standard for **fuel systems** is found in 33 CFR 183.542, and it requires that **EACH FUEL SYSTEM** must have been tested by the boat manufacturer — and not leak.

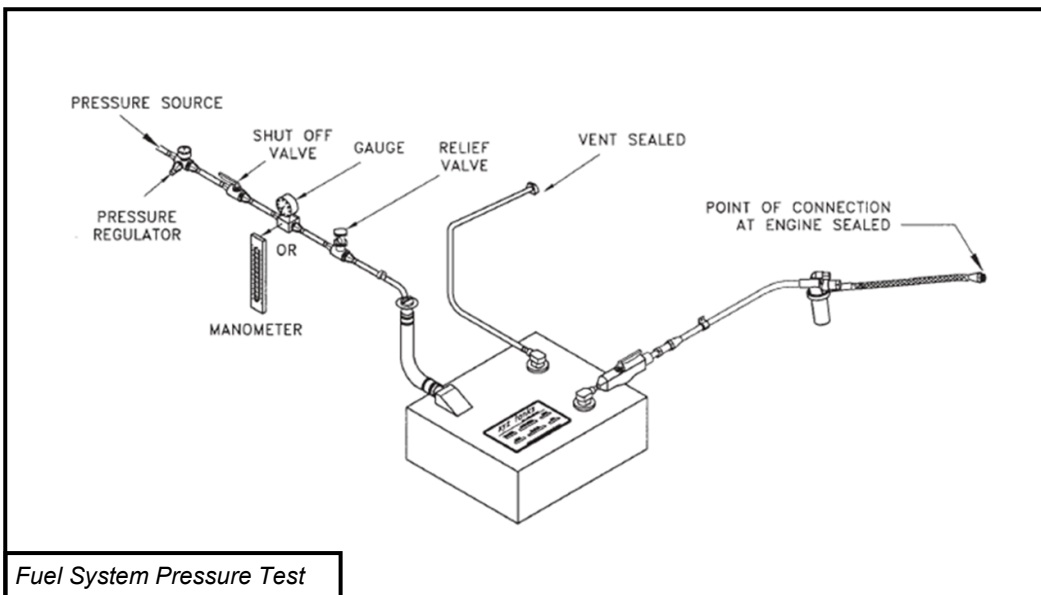
- Fuel system means the entire assembly of the fuel fill, vent, tank, and distribution components including pumps, valves, strainers, and filters.
- A fuel system test will involve sealing off the system at the engine connection and plugging the vent. Typically, the pressure test rig will be inserted into the fuel fill. (A fuel system pressure test figure is on next page.)

Continued from page 2

The test pressure will be the greater of 3 psi or 1 ½ times the pressure created in the lowest part of the fuel system when filled to the level of overflow with fuel (this test pressure will most often be 3 psi, except for boats with an elevated fuel fill opening). This test should not be conducted as a pressure drop test, as this would not indicate the location of the leak. Rather, the entire fuel system needs to be (soapy solution) checked for leaks. Soapy test solutions should be non-corrosive and non-toxic. Ammonia, present in some soaps and detergents, creates a condition that attacks brass fittings like those used in fuel systems. Damage may be undetectable at first, and these fittings may develop cracks in a matter of months creating a very hazardous situation.

The CFR does not specify a duration requirement for the fuel system pressure test. Holding the system at 3 psi for the time it takes to do a thorough system leak check is adequate. The American Boat and Yacht Council's H-24 Gasoline Fuel Systems standard recommends that the system should be checked after being at pressure for a minimum of 5 minutes for tanks of 50 gallons or less – with one additional minute added per each increment of 10 gallons of tank volume for larger tanks.

A key word in both CFR cites is "each". **EACH** tank must be pressure tested before installation; additionally every production boat must have its fuel system pressure tested. This test should be documented and recorded for each boat. ■



Fuel System Pressure Test

*“A key word in both CFR cites is “each”. **EACH** tank must be pressure tested before installation...”*

Manufacturer's Responsibilities for Obstructed Navigation Lights

It is the manufacturer's responsibility to ensure that vessels are built in a manner so that the navigation lights are not obstructed. The Coast Guard's Boating Safety Division see this regularly and would like to address a few such examples and how they apply to the real world.

First, let's look at the Rule pertaining to horizontal sectors, which is found in 33 CFR 84.15 and covers all-round lights in

paragraph (b)(i). This rule states that no more than 6 degrees of light can be obscured. This means that if you have 3 degrees in one section of your all-round light being blocked and yet another section of 4 degrees of light being blocked for a total of 7 degrees, then this would not be acceptable per the rules.

§84.15 Horizontal sectors.

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(a)(i) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between 1 and 3 degrees outside the prescribed sectors.

(ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21 (§83.21 of this chapter). From 5 degrees within the prescribed sectors the intensity may decrease by 50 percent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed sectors.

(b)(i) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in Rule 30 (§83.30 of this chapter), which need not be placed at an impracticable height above the hull, and the all-round white light described in Rule 23(e) (§83.23(e) of this chapter), which may not be obscured at all.

(ii) If it is impracticable to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened to appear, as far as practicable, as one light at a minimum distance of one nautical mile.

NOTE 1 TO PARAGRAPH (b)(ii): Two unscreened all-round lights that are 1.28 meters apart or less will appear as one light to the naked eye at a distance of one nautical mile.

Common issues with obstructed all-round lights seen by Coast Guard Compliance Inspectors on larger vessels are the result of obstructions caused by the “tuna tower” structures or radar platforms.

Also, as a builder, consider how the all-round light is mounted and where. Consider how the vessel sits at a static plane as well as when operating or cruising on a plane. Does that horizontal

all-round light still perform as level to the horizon as possible? When mounting detachable “pole” style lights, some gunwales will be raked or angled in a manner that when a pole all-round light is mounted into its receptacle, the light is angled in a manner not consistent with the regulations.

For port and starboard “running” lights or sidelights there are requirements that must be met as well. However, these are not described specifically by a degree of obstruction. Certain intensities must be met which can be found within Annex 1 of the Navigation Rules and Table 84.14(b). The manufacturing of any structures or appurtenances that interfere with the intensity of the sidelights potentially jeopardizes safety by reducing the visibility of the sidelights. We have seen this in the industry with items such as handrails and bow fishing platforms.

Finally, think about what accent lighting you may be using. The Coast Guard has seen OEM installed accent lighting as well as OEM engine cowling lighting that potentially interferes with navigation lights. Consider what colors you are using and where these lights will be placed. Rule 20 states that no other lights can be used if mistaken for navigational lights.

§83.20 Application (Rule 20).

(b) The Rules concerning lights (§§83.20 through 83.31) shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper lookout.

The Coast Guard has seen this with red accent lights placed in or under T-Tops or cabins as well as lights that change color (which include green and red) built into the outboard engine cowlings.

You as the builder should be considering these items as it can be a serious safety issue. If in doubt, contact a Coast Guard engineer at rbcompliance@uscg.mil. ■

“...as a builder, consider how the all-round light is mounted and where.”

When the USCG Buys Your Boat for Testing

All vessels built or sold in the U.S. must comply with the law found in 46 USC 43 and the regulations set forth in 33 CFR Subchapter S. The boat builder (or importer) then self-certifies that their boats are in compliance with all applicable requirements and the Coast Guard works to ensure compliance via testing and inspections.

Once a builder gets a MIC, they are now eligible to have their boats inspected and tested as part of the Coast Guard's inspection and compliance program. Coast Guard Compliance Inspectors visit manufacturers at their place of production and inspect boats under construction, and the Coast Guard also purchases random boats from dealers and tests them for compliance with flotation requirements found in 33 CFR subchapter S, as well as all other applicable requirements.

So what happens if your boat is selected for testing? After a boat is purchased it is delivered to the Coast Guard's test facility, which is located in southern Maryland. Upon arrival it is inspected to ensure there was no damage sustained during shipping. After the inspection the boat is prepared for testing, which includes measuring the boat and identifying the "boxes" for placement of weight to determine maximum capacity, persons capacity and compliance with flotation and port and starboard stability requirements.

The boat is then tested in a tank, and it will either pass or fail. If the boat passes, the manufacturer will receive a letter advising them that the boat was tested and passed, and no further action is needed.

If a boat fails our compliance testing,

the builder will receive a letter from the Coast Guard addressing in detail the failures, along with the complete test report. Once the builder receives this letter they have 30 days to respond. The response must include:

- a corrective action plan (CAP) detailing how the deficiency(s) will be corrected;
- a completed Defect Notification Report (DNR); and
- a draft of the notification letter that the manufacturer proposes to send to the first purchasers of the boats being recalled.

The notification letter to the first purchasers must include the statement "RECALL NOTICE" or "RECALL CAMPAIGN." The terms "Technical Bulletin" or "Manufacturer's Notice" or anything of the like may allude to a lesser value of safety or urgency and is not permitted. The letter must include:

- 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."

Once the builder's plan has been approved by a Coast Guard engineer, they can begin their recall campaign. All corrections to the boats must be made in a finished condition and not haphazardly or temporarily. As a builder progresses throughout their campaign it is required that they provide the Coast Guard with quarterly campaign updates using the Campaign Update Report (CUR).

Here are the important timelines to follow:

Timeline	Action
Within 30 days of receiving a letter of noncompliance	Submission of a detailed corrective action plan, draft notification letter to first purchasers & DNR
60 days after approval of CAP, draft notification letter & DNR	First CUR due
90 day intervals after submission of first CUR	Submission of all subsequent CURs until campaign closed by the Coast Guard

“Once a builder gets a MIC, they are now eligible to have their boats inspected and tested as part of the Coast Guard’s inspection and compliance program.”

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A Coast Guard engineer is assigned to each recall campaign and builders will work with their assigned engineer during this process. Completion of the campaign depends upon two things:

1. the number of units repaired after owner notification; and
2. time.

A campaign will proceed for 10 years from the date it starts unless it is evident that every effort has been made to make notifications to the buyers and those buyers have either acted on the recall or declined, or all the affected units have been repaired.

It is important to note that boat builders may not proceed with building additional models of a boat that is

the subject of a recall campaign or sell existing stock of boats that are under recall until the Coast Guard has approved the builders' corrective action plan, draft notification letter and the DNR, and the CAP has been applied to boats under construction and boats not yet sold to the first purchaser.

It is also important that boat builders act on a recall campaign in a timely manner. Failure to do so may result in the builder's Manufacturer's Identification Code (MIC) being suspended. If your MIC is suspended, the Coast Guard's Boating Safety Division notifies all 50 states and 6 Territories of this suspension, which will prevent new boats with a suspended MIC from being registered. ■

Calendar of Events

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

ABYC Standards Week	Charleston, South Carolina	01/10/2022 –01/14/2022
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National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Tampa, Florida	09/28/2021 - 09/30/2021
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NMMA Certification Seminar	TBD	TBD
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Boat and Trade Shows	Worldwide Boat Show Calendar (nmma.org)	
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National Association of State Boating Law Administrators (NASBLA)

Annual Conference	Pittsburgh, Pennsylvania	09/26/2021 - 09/29/2021
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Websites of Note:

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

Facebook.com/USCG Boating Safety — U.S. Coast Guard Boating Safety

rbscompliance@uscg.mil to contact CG-BSX-23

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)

U.S. Coast Guard Boating Safety is on Facebook; check us out at Facebook.com/USCG Boating Safety.

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Recalls

SIERRA INTERNATIONAL

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

MERCURY

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

Model Year 2021**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

Model Year 2020**DOMETIC / SEASTAR SOLUTIONS**

Campaign # 20SD0002

Year: 2020
 Model(s): Sea Hunt, AXIS, Malibu and Forest River
 Problem: Steering

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

KAWASAKI MOTORS CORP. USA

Campaign # 20SD0023
 Year: 2020
 Model(s): JT1500TLF, JT1500SLF, JT1500RLF
 Problem: Front Hatch Cover

AVIARA BOATS LLC

Campaign # 20SD0024
 Year: 2020 and 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

MALIBU BOATS LLC

Campaign # 21SD0001
 Year: 2020
 Model(s): Wakersetter
 Problem: Electrical

YAMAHA MOTOR CORP

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

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

TRITON BOATS

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

G3 BOATS

Campaign # 20SD0014
 Year: 2018-2021
 Model(s): 18CCJ/CCJDLX
 Problem: Level Flotation

VEXUS BOATS

Campaign # 190046T
 Year: 2018-2020
 Model(s): VARIOUS
 Problem: Fuel System

SEA RAY BOATS

Campaign # 190051S
 Year: 2020
 Model(s): 310SXO
 Problem: Electrical System

SEA RAY BOATS

Campaign # 190052T
 Year: 2015-2020

Model(s): SDX290, SDO290
 Problem: Electrical System

SEA RAY BOATS

Campaign # 190053S
 Year: 2018-2020
 Model(s): SLX250, SLX280
 Problem: Electrical System

HURRICANE BOATS

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

Model Year 2019

THUNDER JET BOATS

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

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

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

MARLON RECREATIONAL PRODUCTS

Campaign # 19CG152S
 Year: 2019
 Model(s): WV14L
 Problem: Level Flotation

PIRANHA BOATWORKS LLC

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

PELICAN INTERNATIONAL INC

Campaign # 190029T
 Year: 2019
 Model(s): KRP13P109-130 HYDRIVE
 Problem: Basic Flotation

MERCURY MARINE

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

MARLON RECREATIONAL PRODUCTS

Campaign # 19CG152S
 Year: 2019
 Model(s): WV14L
 Problem: Level Flotation

GREGOR BOAT COMPANY

Campaign # 19CG156S
 Year: 2018-2019
 Model(s): CH-45CL CH-51L
 Problem: Basic and Level Flotation

CUSTOM FIBERGLASS PROD INC

Campaign # 19CG169S

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

CROWLINE BOATS

Campaign # 190030T
 Year: 2019
 Model(s): E285 E285XS
 Problem: Electrical System

BRP USA INC

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

DOUGLAS MARINE CORP

Campaign # 18R6022S
 Year: 2019
 Model(s): '380' INBOARD
 Problem: Full System and Hull ID Number

YAMAHA MOTOR CORP USA

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

TEAM WARD INC

Campaign # 18CG143S
 Year: 2019
 Model(s): 1542
 Problem: Level Flotation and Basic Flotation

SMOKER CRAFT INC

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

SEA RAY BOATS

Campaign # 190026S
 Year: 2019
 Model(s): SXO400
 Problem: Electrical System

SEA RAY BOATS

Campaign # 190031S
 Year: 2019
 Model(s): SXO400
 Problem: Ventilation

SEA RAY BOATS

Campaign # 190038T
 Year: 2019
 Model(s): DA320 DA350 DAC350 DAC320
 Problem: Electrical System

SEA RAY BOATS

Campaign # 190039T
 Year: 2019
 Model(s): DA320 DA350 DAC350
 Problem: Steering

LUND BOATS

Campaign # 180005T
 Year: 2019
 Model(s): 189 TYEE, 189 PRO-V
 Problem: Engine Mount

KLAMATH BOAT CO LLC

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

INDMAR PRODUCTS

Campaign # 190032T
 Year: 2019
 Model(s): SUPRA 400, 450, 575 and MOOMBA
 450
 Problem: Electrical

CENTURION & SUPREME

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

BOSTON WHALER INC

Campaign # 19X047AS
 Year: 2019
 Model(s): 190OR
 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

Model Year 2018

BRP

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

TRACKER

Campaign # 170012T
 Year: 2017-2018
 Model(s): SBB18, RP200C
 Problem: Electrical System

TORQUEEDO

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

SEA RAY BOATS

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

DOMETIC

Campaign: 190035T

Year: No Year for Fuel Hose
 Model(s): No Model for Fuel Hose
 Problem: Fuel System

DOMETIC

Campaign # 190041T
 Year: 2018
 Model(s): OPTIMUS
 Problem: Dynamic Instability

CAROLINA SKIFF LLC

Campaign # 18CG123S
 Year: 2018
 Model(s): 16 JVX CC
 Problem: Hull ID Number and Label: Certification

SEA RAY BOATS

Campaign # 190024S
 Year: 2018
 Model(s): SLX400
 Problem: Electrical System

SANTEE BOATS LLC

Campaign # 18CG122S
 Year: 2018
 Model(s): 160 CC
 Problem: Label: Certification and Navigation Lights

MARLON RECREATIONAL PRODUCTS

Campaign # 18CG126S
 Year: 2018
 Model(s): SP 14 JON
 Problem: Label: Certification and Hull ID Number

ALUMAWELD BOATS

Campaign # 19CG155S
 Year: 2018
 Model(s): 16 SPORT SKIFF
 Problem: Level Flotation

DRAGONFLY BOATWORKS LLC

Campaign # 18CG141S
 Year: 2018
 Model(s): MARSH HEN

Problem: Basic Flotation and Safe Loading
Maximum Persons Weight

HEY DAY

Campaign # 180009S
Year: 2018
Model(s): WT-SURF
Problem: Electrical System and Fuel System

LEISURE PROPERTIES (DBA) CROWN1

Campaign # 180003S
Year: 2018
Model(s): E30
Problem: Label: Certification

MARQUIS-LARSON

Campaign # 180013S
Year: 2018
Model(s): LARSON LXH AND LX
Problem: Ventilation

TRACKER

Campaign # 180016S
Year: 2018
Model(s): DEEP V GRIZZLY HELM
Problem: Loose Hydraulic Steering Hose

ULTRA BOATS

Campaign # 18R5916S
Year: 2018
Model(s): 28 SHADOW DECK INBOARD
Problem: Electrical System and Fuel System

HARBOR COTTAGE LLC

Campaign # 18R5970S
Year: 2018
Model(s): 84x16 HOUSEBOAT
Problem: Electrical System and Label: Certification

COBALT BOATS LLC

Campaign # 180010S
Year: 2017-2018
Model(s): UNIDENTIFIED
Problem: Undersized Bolts to Hold Down Seat
to Deck

LEXINGTON MARINE GROUP

Campaign # 170015T
Year: 2016-2018
Model(s): All model pontoons with HINs
between P0047 to P0364
Problem: Bimine Top Failure

LUND BOAT COMPANY

Campaign # 180004S
Year: 2016-2018
Model(s): 2075, 2175 PRO-V
Problem: Electrical System

LUND BOAT COMPANY

Campaign # 180005T
Year: 2017-2018
Model(s): 189 TYEE GEL, 189 PRO-V GL
Problem: Engine Interface

MERCURY MERCUISER

Campaign # 180019T
Year: 2018
Model(s): STERNDRIVE
Problem: Steering Pump

THUNDER JET BOATS

Campaign # 180023T
Year: 2018
Model(s): T186RS, SARS18
Problem: Steering Interface

WELD CRAFT MFG INC

Campaign # 18CG134S
Year: 2018
Model(s): 1242 RS
Problem: Safe Loading Maximum Weight and Safe
Loading Maximum Persons Weight

BLACK RIVER CANOES

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

WHITE RIVER MARINE GROUP LLC

Campaign # 180011S

Year: 2017-2018
 Model(s): PT195
 Problem: Hydraulic hose fittings may not be secured at steering cylinder

Model Year 2017

MAY-CRAFT FIBERGL PRODUCTS INC

Campaign # 16CG081S
 Year: 2017
 Model(s): MAY-CRAFT 17
 Problem: Port and Starboard Stability

MALIBU BOATS

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

YAMAHA MOTOR CORP USA

Campaign # 170003T
 Year: 2017
 Model(s): F90
 Problem: Engine; Gasoline

RIVERPOINT BOAT WORKS INC

Campaign # 17CG116S
 Year: 2017
 Model(s): 144 CC
 Problem: Level Flotation and Hull ID Number

PLEASURECRAFT ENGINE GROUP

Campaign # 170010T
 Year: 2015-2017
 Model(s): 6.0LM 6.0L HO
 Problem: Electrical System

ALWELD COMMERCIAL BOATS INC

Campaign # 17CG095S
 Year: 2017
 Model(s): 1648 DSLW
 Problem: Flotation and Stability

TITAN MARINE LLC

Campaign # 16CG078S

Year: 2017
 Model(s): HAVOC 1556 DBST
 Problem: Maximum Weight and Level Flotation

GLASSTREAM INC

Campaign # 17CG099S
 Year: 2017
 Model(s): FIBERGLASS FISH
 Problem: Ventilation and Capacity Label

GLASSTREAM INC

Campaign # 17CG120S
 Year: 2017
 Model(s): 180 CC
 Problem: Hull ID Number

AGRI-PLASTICS MFG

Campaign # 16CG075S
 Year: 2017
 Model(s): TETRA-POD
 Problem: Level Flotation and Label: Capacity

BRP U.S. INC

Campaign # 170014T
 Year: 2017
 Model(s): E-TEC G2 150-300
 Problem: Engine: Gasoline

COBALT BOATS LLC (DBS)

Campaign # 170013T
 Year: 2017
 Model(s): CSI BOWRIDER
 Problem: Electrical System

MERCURY MARINE

Campaign # 170008T
 Year: 2017
 Model(s): VERADO 200/300 AND HI-PERF 400R
 Problem: Engine: Gasoline

NAUTIC STAR LLC

Campaign # 17CG090S
 Year: 2017
 Model(s): 1810 BAY CC
 Problem: Level Flotation

YAMAHA MOTOR CORP USA

Campaign # 160013S
Year: 2017
Model(s): XBT1800A/B/C
Problem: Electrical System

BOSTON WHALER

Campaign # 160011S
Year: 2012-2017
Model(s): 315 CQ/315PH
Problem: Electrical System

BOSTON WHALER

Campaign # 160006S
Year: 2014-2017
Model(s): 345CQT 345PH
Problem: Electrical System

KAWASAKI MOTORS INC

Campaign # 170006S
Year: 2003-2017
Model(s): JT1200, JT1500
Problem: Fuel System

THUNDER JET BOATS

Campaign # 170002S
Year: 2014-2017
Model(s): V 186 ECO
Problem: Level Flotation

XTREME BOATS

Campaign # 17CG097S
Year: 2017
Model(s): BRUTE 1654 SC
Problem: Level Flotation and Navigation Lights

AMERICAN HONDA MOTOR CO

Campaign # 170016T
Year: 2016-2017
Model(s): BF 115 to BF 250
Problem: Fuel System

HQ SERVICES

Campaign # 180005S
Year: 2017
Model(s): KOKUSAN VOLTAGE
Problem: Electrical