



# 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](mailto: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](http://www.uscgboating.org)  
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# 100<sup>th</sup> Issue Boating Safety Circular

This is the 100<sup>th</sup> edition of the USCG's *Boating Safety Circular*, and it is the most important publication you are not reading. Twice a year, the USCG's Office of Auxiliary & Boating Safety compiles articles, data and regulatory clarification to keep manufacturers informed on a number of topics related to our business. Inside the Circular you can expect to read about policy changes, inspection information, staff information as well as valuable recall data. As a boatbuilder or associated equipment manufacturer you really need to be reading this free publication to gain some insight on the federal agency that regulates our industry. The staff at the Office of Auxiliary & Boating Safety carefully

compiles information they know you'll need so you can be informed on how the latest technology interacts with existing regulations. Download it, read it, you'll be glad you did.

*John Adey*  
President, ABYC

*Editors note:* Mr. Adey is the President of the American Boat & Yacht Council (ABYC), which is a non-profit, member organization that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational boats. More information can be found on ABYC at <https://www.abycinc.org>.

## USCG/ABYC Risk Mitigation Series 4: Staying Current with Electrification

The U.S. Coast Guard and the American Boat and Yacht Council announce the fourth edition of the Risk Mitigation Series; "Staying Current with Electrification", scheduled for May 3, 2023, from 2:00 to 4:00 Eastern Standard Time. The USCG Risk Mitigation Series is a biannual virtual, free event hosted by ABYC every May and November.

The fourth webinar in the series, the overview states, "Electrification is here. As component manufacturers, boat builders, repair yards, and marine surveyors, we need to better understand

how it functions. While there are no new electric propulsion related standards or regulations being published in 2023, both the USCG and ABYC are getting together to discuss the current state of electrification and to clear up any misconceptions the industry may have about this evolving technology."

This seminar is free, you can register here: <https://abycinc.org/events/EventDetails.aspx?id=1722015&group=>

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

## Mechanically Propelled Personal Hydrofoils (eFoils) and Motorized Surfboards

eFoils are a new type of vessel...yes, vessel. Technically speaking, the Coast Guard refers to them as mechanically propelled personal hydrofoils, but they are commonly referred to as eFoils or electric hydrofoils. The term eFoil is not intended for electric foiling boats even though the term may seem to apply.

In addition to eFoils, motorized surfboards, also known as “jetboards”, have become more popular. These products are not as new, but battery technology has made them more practical than previous incarnations. Using the legal definition of vessel found in 1 USC 3, the Coast Guard has determined eFoils and jetboards to be vessels. Therefore, both are subject to all laws and regulations pertaining to recreational vessels propelled by machinery.

Bottom line...from a regulatory compliance perspective, eFoils and motorized surfboards are subject to all of the requirements set forth within 46 USC Chapter 43 and 33 CFR Subchapter S. This means manufacturers must have a Manufacturer’s Identification Code (MIC) and the eFoils and motorized surfboards they produce must have engine cut-off switches, Hull Identification Numbers (HIN), certification and capacity labels and meet flotation requirements. Regulations on electrical systems and ventilation may also apply to jetboards depending on the exact specifications of the device in question. Finally, eFoils and jetboards are required to have a certification of number issued by the State of principal operation and that number must be displayed in accordance with 33 CFR 173.27. The operator of an eFoil or jetboard must also comply with equipment carriage requirements found in 33 CFR 175.

However, in accordance with 46 USC 4305, if the Coast Guard considers that recreational vessel safety will not be



adversely affected, eFoils and/or jetboards may be exempted from specific sections of 46 USC Chapter 43 or a regulation prescribed under that chapter. Exemptions may only be granted to a specific model of eFoil or jetboard, so it is important to understand that if a manufacturer wishes to utilize an exemption they must apply for one for the products they produce – a manufacturer cannot use another manufacturer’s exemption. Exemption requests can be emailed to [rbscompliance@uscg.mil](mailto:rbscompliance@uscg.mil). It is also important to know that exemptions are granted for a period of 5 years. After which, the manufacturer must apply for a renewal of the exemption for that particular model. Finally, exemption renewals are not guaranteed. If the Coast Guard becomes aware of adverse safety information, exemptions may be re-evaluated and not renewed.

Hull identification numbers or HINs will not be exempted and must be affixed as specified by 33 CFR 181.29 (c). eFoils and jetboards, just like any other vessel, are required to have two identical HINs applied. The primary HIN positioned on the aft right-hand side of the board and then a secondary HIN (sometimes called a hidden HIN) placed at the discretion of the builder.

The CG-BSX Policy Letter 22-02, CH-1 on eFoils and jetboards can be downloaded here:

<https://safeafloat.com/policies-letters/>



*“Bottom line...from a regulatory compliance perspective, eFoils and motorized surfboards are subject to all of the requirements set forth within 46 USC Chapter 43 and 33 CFR Subchapter S.”*

# Recreational Boat Manufacturer and Dealer Communication and Responsibilities

The Coast Guard's Recreational Boating Product Assurance Branch regularly inspects recreational boats throughout the United States at factories, dealerships, and boat shows. As a result, we see trends regarding non-compliance and confusion with the application of the federal regulations. This article will discuss two of those topics involving manufacturer and dealer communication and responsibilities, and how to avoid any pitfalls that may arise.

Our first topic details issues around compliance with capacity and flotation requirements - primarily for monohull outboard powered boats; however, it is valuable information for all builders. All monohull boats under 20 feet in length are required to have a capacity label and have sufficient flotation depending on the boat type. To determine this the manufacturer needs to know what the boat weighs. Among other weights "Boat Weight" includes the weight of **all** permanent appurtenances. What is a permanent appurtenance you ask? They are any equipment that is mounted or fastened so that it is not removable without the use of tools. So, what does that mean, and where does the problem lie?

Often when a boat is purchased, the buyer wants to add things from decorative lighting to T-tops and everything in between. In order for the manufacturer to determine the boats' capacities and flotation plan they must take into account everything intended to be installed on the boat whether it leaves the factory with that or not. Therefore, the manufacturer needs to clearly communicate with the dealer what are intended add-ons, and conversely any items that should not be installed.

However, this does not necessarily relieve the manufacturer of responsibility when a dealer adds something to the boat. One thing the Coast Guard looks for when testing or inspecting a boat is if provisions were made where it could reasonably be anticipated that a component is designed to be installed on the boat. A good example of

this is when a builder provides blocking for the addition of a T-top. Therefore, the builder made engineering design allowance for the structure to be added and would need to consider those in the design of the boat. Conversely, if a dealer adds a component that the manufacturer did not make provisions for then the dealer may become the liable party.

Bottom line, the boat builder needs to have clear, open, and documented conversations with their dealer(s) about their boats and what allowances have been made for options. The builder, as the Manufacturer's Identification Code (MIC) holder, is the responsible party for the boat as sold to the first purchaser and needs to educate the dealer so they do not install anything on the boat that could cause it to fail flotation or capacity testing.

This leads directly into the second issue the Coast Guard often sees. Suppose in the above situation, sufficient flotation was not provided, and a federal safety recall will be necessary. Federal regulation requires that all first purchasers *for other than resale* are notified of the recall. There are two things to take out of this statement:

1. The dealer is not considered the first purchaser for a recall, and
2. It is the manufacturers responsibility to provide that notification to the first purchaser (boat buyer).

Where we see issues with this typically falls where the manufacturer assumes that the dealer will have contact info for the people who bought the boat. 46 USC 4310 c(1)(A) states:

"The notification required by subsection (b) of this section shall be given to the following persons in the following manner: (A) by first class mail or by certified mail to the first purchaser for other than resale, except that the requirement for notification of the first purchaser shall be satisfied *if the recreational vessel manufacturer exercises reasonable diligence in establishing and maintaining a list*

*"All monohull boats under 20 feet in length are required to have a capacity label and have sufficient flotation depending on the boat type."*

Continued from page 3

*of those purchasers and their current addresses, and sends the required notice to each person on that list at the address appearing on the list.”*

So, while a first purchaser list is not “required” to be maintained, the amount of work and expense required to contact each state titling agency or dealer and track down every affected boat makes the maintenance of such a list the smartest route to go. You may also open yourself up to further liability for failure to promptly notify the boat owner of a recall. Remember, you want to make any recalls as simple and efficient on yourself and the first purchaser.

Both of these issues, dealer added options and first purchaser lists, have one common denominator. They may be easily minimized with close two-way communication between the manufacturer and their dealer(s). This makes clear the manufacturers responsibility for what they’ve designed their boats to accommodate, while at the same time reducing the risk a dealer installing options. Finally, while no one ever wants to have one of their boats subject to a federal safety recall, the maintenance, by the builder, of a first purchaser list makes that process more efficient and effective for all involved.

■

## Defect Notification—When is a Recall Necessary and Who Initiates One?

### (Recall Series Part 1 of 2)

*“When Is A Recall Necessary?”*

If a recreational vessel or associated equipment has a defect, it may be subject to a recall. 46 USC 43 grants the Coast Guard authority to recall recreational vessels and associated equipment and the rules implementing this authority are found in 33 CFR 179. 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. This article will discuss:

1. When a recall is necessary; and
2. Who initiates a recall.

#### **WHEN IS A RECALL NECESSARY?**

A boat recall occurs for one of two reasons:

1. Regulatory Non-Compliance – When the manufacturer or the Coast Guard determines that a recreational vessel fails to comply with minimum safety standards found in 46 USC 43 and 33 CFR Subchapter S; or
2. Substantial Risk Safety Defect – When the manufacturer or the Coast Guard determines that a recreational

vessel contains a defect that creates a substantial risk of personal injury or death.

Regulatory non-compliance is straight forward. If a recreational vessel fails to comply with Coast Guard safety standards, that vessel may be subject to a recall. A Substantial Risk Safety Defect determination is a little more complicated. As discussed in the fall 2022 edition of the *Boating Safety Circular*, a Substantial Risk Safety Defect exists if **ALL** the following criteria are met:

1. The hazard must occur virtually **without warning** - an obvious risk or normal wear and tear does not normally create the basis for a defect;
2. The defect must occur with **some frequency** - one isolated occurrence usually does not constitute the basis for a finding of a defect; and
3. The defect must clearly present the **risk of death or serious injury**.

There may be times when an issue meets some of the criteria for a substantial risk safety defect but may not meet the



Continued from page 4

other criteria requirements. The Coast Guard will open a case file for future reference to support the determination of “Without Warning”, “Frequent”, and “Presents Serious Risk”. In order to accomplish this, the Coast Guard requires data to support its’ decision-making process with accurate and timely reports from accidents, manufacturer notes, warranty claims, and consumer complaints. In the absence of data, the Coast Guard may have to defer taking action.

### **WHO INITIATES A RECALL?**

The recall process can be initiated by:

- A manufacturer; or
- The Coast Guard.

Manufacturers are **required** by 33 CFR 179.05 to notify the Coast Guard within **30 days** of discovering or acquiring information of a defect or failure to comply with Coast Guard regulations. This applies only to a defect or failure of compliance discovered within one of the following appropriate periods:

1. **10 years from the date of certification** if a recreational vessel or associated equipment required by regulation to have a date of certification affixed; or
2. **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.

The Coast Guard may notify a manufacturer of a defect discovered through:

- Inspection and/or testing of recreational vessels conducted by the Coast Guard to ensure regulatory compliance;
- Safety defect reports received from the public; or

- Boat accident reports submitted by the States.

In all instances the Coast Guard establishes the facts of the regulatory non-compliance or potential substantial risk safety defect and determines if a recall is warranted.

### **FINAL THOUGHTS**

Recalls can be inconvenient, but they are actually a good thing. While they can vary in terms of severity, a recall means that a manufacturer is taking corrective action to address a safety issue. Generally, recalls have no expiration date and will transfer from one owner to another. If a used boat is purchased and there is an open recall, the customer is entitled to the repair. A recall does not signify the vessel is of poor quality. It simply means that there is a defective or poorly performing component that needs to be repaired. It is not an indictment of the boat, brand, or manufacturer as a whole. When in doubt about an issue, report it to the USCG! We want to work with the builder, while ensuring the public is safe. Simply reporting does not mean we will start a recall for everything. Communication is important. There have been issues reported by manufacturers that have not risen to the level of a safety recall. Remember that manufacturers are required to notify the USCG of potential safety issues and BSX-23 will determine how they should be handled.

If you have a question about defect notification and safety recalls, please contact the Coast Guard engineer assigned to your company. If you are unsure who that is, please send an email to [rbscompliance@uscg.mil](mailto:rbscompliance@uscg.mil), and include the company name and location to ensure it is routed to the proper engineer. Stay tuned this fall for Recall Series Part 2, Defect Notification Procedures and Best Management Practices. ■

*“Recalls can be inconvenient, but they are actually a good thing.”*



# It Does Save Lives!

# U.S. Coast Guard Boat Inspection and Test Data

Admiral Linda Fagan, the Coast Guard’s first female Commandant, assumed her duties on June 1, 2022. Two weeks later she released her Commandant’s intent. In it, she says:

*“Tomorrow looks different. So will we. We will be a more adaptive and connected Coast Guard that generates sustained readiness, resilience, and capability in new ways to enhance our Nations maritime safety, security, and prosperity.”*

She goes on to lay out three priorities:

- Transform our total workforce;
- Sharpen our competitive edge; and
- Advance our mission excellence.

In order to sharpen our competitive edge, Admiral Fagan says *we must leverage data as the catalyst to transform the Coast Guard's strategic advantage.*

In the Office of Auxiliary & Boating Safety, we have been analyzing our inspection program, its results, and evaluating data to reallocate limited resources with the goal to most positively impact boating safety.

The first step to adopting a data driven approach is to understand the current state of business. The Recreational Boating Product Assurance Branch is responsible for overseeing recreational boat manufacturing and ensuring boats introduced into the United States market meet the minimum federal safety standards. This is done through inspecting boats at manufacturing facilities, dealers, and boat shows, and testing boats bought on the open market for compliance with flotation requirements.

A manufacturer visit typically occurs at the manufacturing facility. This facilitates direct one on one interaction with the builder and the Coast Guard’s Compliance Inspector (CI) and gives the CI access to the boat while it is under construction. Dealer and boat show visits are similar,

and in both cases the CI is looking over multiple boats without the manufacturer present. As these boats are typically ready for sale, this is a noninvasive inspection that is a spot check for compliance, and an opportunity for our CIs to stay abreast of current trends. Boat tests are conducted in a test facility, where the CI is given the opportunity to inspect a boat for regulatory compliance **AND** perform flotation testing in a controlled environment. The inspection and testing is a thorough process, but it also does not facilitate interaction between the builder and CI.

Table (1) shows the distribution of our efforts from Jan 2020 to the end of Sep 2022 (33 months).

Type of Inspection	Count
Manufacturer	772
Boat Test	85
Dealer	497
Boat Show	20

Table 1 - Inspection types.

For the same period, manufacturer inspections and boat tests had a 29% deficiency rate, while retail and boat show inspections had only a 7% deficiency rate. This is to be expected as the retail and boat show visits are much less rigorous. Figure 1 (next page) shows that CIs conducted a total of 857 manufacturer inspections and boat tests, and 247 had at least one deficiency. On the contrary, of 5,544 dealer and boat show visits, only 362 had at least one deficiency. While it appears manufacturer visits and boat tests are much more effective, dealer and boat show visits provide benefit as it allows our CIs to inspect multiple boat brands in one location and to have visibility of the 3,000+ manufacturers that are active in the United States.

What are we finding? Hull Identification Numbers (HINs) are the biggest deficiency noted in all inspection types. This is because every recreational vessel is required to have a HIN. For example, even a kayak needs a HIN, but all other federal safety standards don’t

*“In order to sharpen our competitive edge, Admiral Fagan says we must leverage data as the catalyst to transform the Coast Guard's strategic advantage.”*

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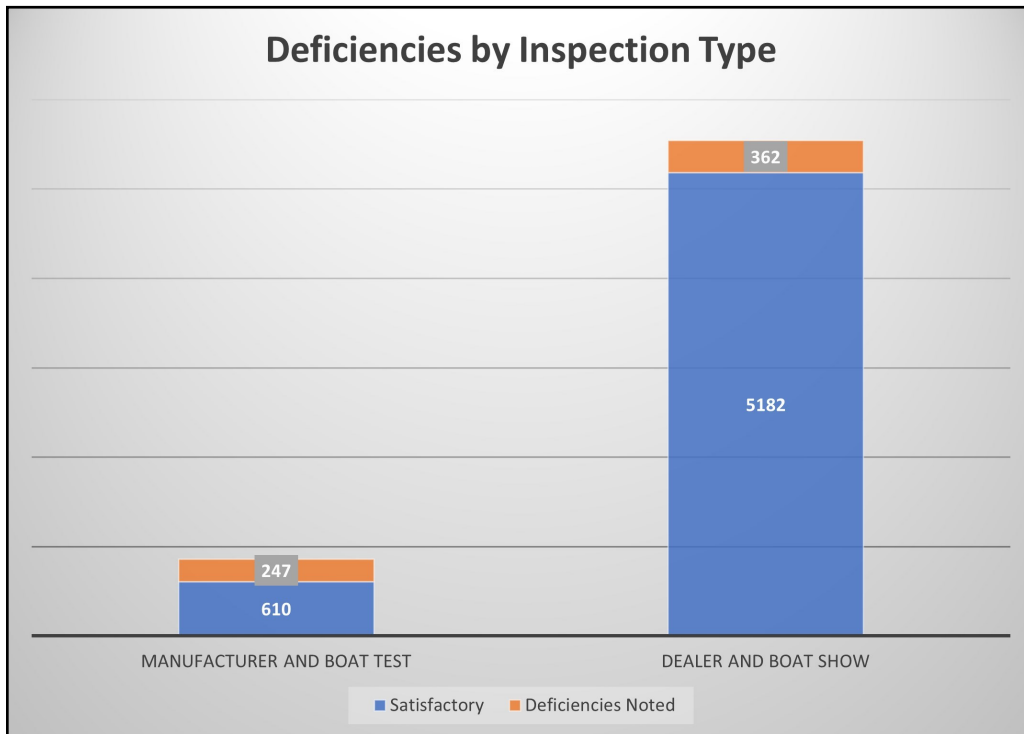


Figure 1 – Inspections that note at least one deficiency by boat type.

apply to it. Deficiencies with flotation are found primarily during boat tests, as this is tested during this inspection. Figure 2 shows high level categories of deficiencies that are noted during inspections. It is

clear that HINs, safe loading, flotation, and display of capacity and certification are most often noted as deficient.

Before drawing conclusions, it is important to look closely at Boat Tests.

*“It is clear that HINs, safe loading, flotation, and display of capacity and certification are most often noted as deficient.”*

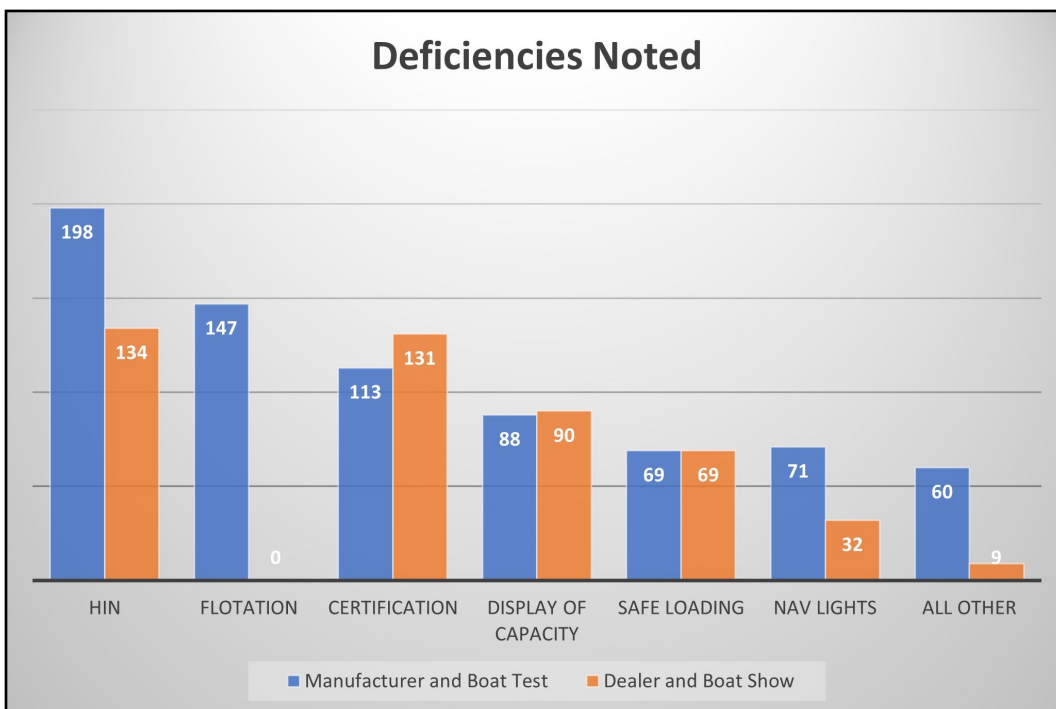
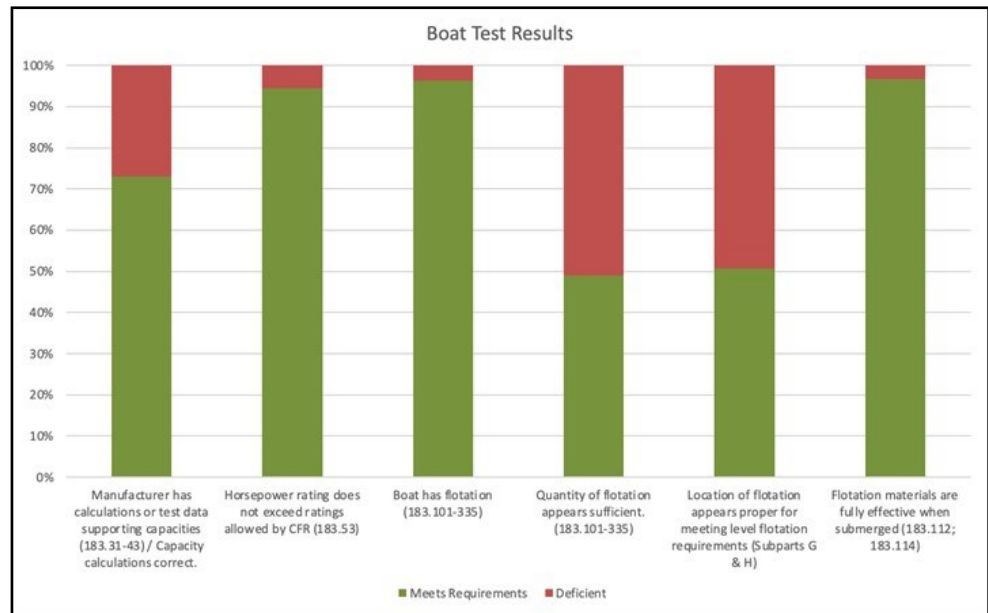


Figure 2 – Deficiency categories.

Continued from page 7



*“Before drawing conclusions, it is important to look closely at Boat Tests.”*

While it is a small subset of Coast Guard inspections, it is the most thorough. During a boat test, the Coast Guard will physically test a boat to determine if it complies with flotation requirements. The results of recent boat tests indicate about half of tested boats are deficient in the quantity or the location of flotation materials and they do not comply with flotation regulations. This leads to costly boat recalls and puts boaters at risk in the event that they experience a sinking, swamping, or capsizing event.

While the deficiencies in figure 2 (page 7) may be alarming to some, an obvious question may be, what about fuel and electrical systems as boats become larger and more advanced? The short answer is that 33 CFR Subchapter S, Subpart I, Electrical Systems and Subpart J, Fuel Systems do not apply to gasoline powered outboard boats, which are the overwhelming percentage of boats sold in the United States. So, these results are not surprising. We expect this trend in the industry of bigger boats, and a higher proportion of outboard boats to continue, and in the absence of federal standards, voluntary standards fill the gap.

Reviewing inspection results provides some insight into industry risk. However, it is important to understand the limitations of our current inspection program, as federal safety standards were written nearly 50 years ago to address the risks in boating at that time. As discussed,

because the Coast Guard’s regulations for fuel and electrical do not apply to the overwhelming majority of the boats inspected and produced today, we do not see many deficiencies in those categories. However, the Coast Guard is currently reviewing all of its recreational boat manufacturing regulations to determine if they are still adequate or if changes need to be made. Regardless, conducting inspections provides the opportunity for the Coast Guard to interact with manufacturers, understand and mitigate the risks associated with recreational boating, and provide guidance standards for an evolving industry that will improve safety. We will follow the Commandant’s intent and:

- Provide an update on this data in the spring Boating Safety Circular every year so recreational boat manufacturing stakeholders can see inspection trends;
- Use this data to seek continuous improvement in our compliance program; and
- Analyze this data for to inform possible changes to Coast Guard recreational boat manufacturing regulations.

For more information on our inspection program, please feel free to reach out to Kevin Ferrie at [kevin.b.ferrie@uscg.mil](mailto:kevin.b.ferrie@uscg.mil).





## From the Archives...

# A Short History of the Boating Safety Circular

The first *Boating Safety Circular* was published on November 1, 1969, and to quote from the Foreword to that issue:

"The Commandant, U.S. Coast Guard has established the Boating Safety *Circular* as a means to 'pass the word' to boat and equipment manufacturers, distributors, dealers, and to certain others concerned with boating safety. The need for a way to do this became evident soon after the establishment of the Office of Boating Safety [now the Office of Navigation Safety and Waterway Services]. Many letters we received asked for explanations of various rules and regulations for pleasure craft or requested information which would be of general interest. This *Circular* will give us the means to communicate better on these matters and help us all to work toward our common goal of safe boating. The *Boating Safety Circular* are informational only -- nothing appearing in them will establish or change any law or regulations -- and will be of direct value as a source of information on established or proposed regulations or standards. They will improve coordination and help us to provide better service to the public. The *Circular* will not be a regular periodical but will be issued from time to time as needed to maintain good communications. Issues will be consecutively numbered so that readers will know if an issue has failed to reach them."

Although we have changed our layout from time to time, tried various issue number systems and made the *Circular* a quarterly rather than an "as needed" publication, very little has changed in the

purpose of the *Boating Safety Circular* or in its content. Because of increased interest in the *Circular* and numerous requests for back issues, in addition to our regular features, this issue contains a compendium of articles from all previous BSCs which contain material we still consider important. Some of the articles on the following pages have been edited to include stories covering the same subjects published in later issues. Others have been rewritten to reflect changes in applicability, availability of materials and differences in technology or the "state of the art." Although each article ends with a reference to the issue in which it appeared for the benefit of readers who want to review them, we will no longer provide copies of back issues.

*Editors Note: The article above originally ran in the December 1986 edition of the Boating Safety Circular. Some things have changed about how we produce and distribute the Boating Safety Circular since then, but what has not changed is our commitment to providing recreational boat and associated equipment manufacturers with timely and educational articles pertinent to compliance with U.S. Coast Guard safety standards for recreational boats. In this edition we are excited to roll out a new self-service subscription feature (found on front page), which allows anyone with an interest in the Boating Safety Circular to sign -up for notifications of when the latest edition of the BSC is published on our website. Please spread the word.*

■

*"This Circular will give us the means to communicate better on these matters and help us all to work toward our common goal of safe boating."*

## Calendar of Events

**ABYC Online Training:** [https://abycinc.org/events/event\\_list.asp](https://abycinc.org/events/event_list.asp)

<b>USCG/ABYC Risk Mitigation Series 4</b>	Staying Current with Electrification <a href="https://abycinc.org/events/EventDetails.aspx?id=1722015&amp;group=">https://abycinc.org/events/EventDetails.aspx?id=1722015&amp;group=</a>	05/03/2023
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<b>ABYC Standards Week</b>	Annapolis, Maryland	01/08/2024 - 01/12/2024
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### National Marine Manufacturers Association (NMMA) Meetings

<b>International Boatbuilders Exhibition and Conference (IBEX) Trade Show</b>	Tampa, Florida	10/03/2023 - 10/05/2023
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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)

<b>Annual Conference</b>	Denver, Colorado	09/19/2023 - 09/22/2023
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### National Boating Safety Advisory Council

<b>Spring Meeting</b>	Annapolis, Maryland	05/10/2023—05/12/2023
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## Websites of Note:

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

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

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

[nasbla.org](http://nasbla.org) - National Association of State Boating Law Administrators (NASBLA)

## Email Addresses of Note:

[rbscompliance@uscg.mil](mailto:rbscompliance@uscg.mil) - for all manufacturer inquiries except for MICs

[rbsinfo@uscg.mil](mailto:rbsinfo@uscg.mil) - for general boating safety questions

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

[TypeApproval@uscg.mil](mailto: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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### **Texas Flats Boats**

Shallow Water Boats Including Texas Flats Boats Stability Study Update..... Spring 2016, Issue 89  
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Openings in Ventilation Systems..... March 2007 Issue 85

# Recalls

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

## 2023

### 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

### iROCKER

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

## 2022

### CUMMINS INC

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

### YAMAHA MOTOR CORP USA

Campaign # 222MF0630  
 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

### DOMETIC / SIERRA INTERNATIONAL

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

### ALK 2 POWERBOATS LLC

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

### 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

**INVINCIBLE BOAT COMPANY**

Campaign # 22MF0133  
 Year: 2021  
 Model(s): 40' Cat, 46' Cat/PH  
 Problem: Fuel Tank

**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, 2021, 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

**VOLVO PENTA**

Campaign # 21MF0213  
 Year: N/A  
 Model(s): Various  
 Problem: Transfer case may not have correct torque

**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 and 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

**SEA RAY BOATS**

Campaign # 21MF0200  
 Year: 2021  
 Model(s): SDX250  
 Problem: Electrical

**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

**MALIBU BOATS LLC**

Campaign # 21SD0001  
 Year: 2020-2021  
 Model(s): Wakesetter  
 Problem: Electrical

**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

**SEA RAY**

Campaign # 20SD0025  
 Year: 2018-2017  
 Model(s): 230SLW and SLW230  
 Problem: Weakness within the supporting fiberglass structure at the rudder

**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

**THUNDER JET BOATS**

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

**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

**YAMAHA MOTOR CORP**

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

**G3 BOATS**

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

**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



**THUNDER JET 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

**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 # 190053T  
 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

**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

**MARLON RECREATIONAL PRODUCTS**

Campaign # 19CG152S  
 Year: 2019  
 Model(s): WVI4L  
 Problem: Level Flotation

**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

**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

**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): 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

**SEA RAY BOATS**

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

**PIRANHA BOATWORKS LLC**

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

**2018****MIRAGE MANUFACTURING CO**

Campaign # 18CG144S  
 Year: 2016  
 Model(s): TPS 18  
 Problem: Capacity Label and Flotation

**DRAGONFLY BOATWORKS LLC**

Campaign # 18CG141S  
 Year: 2010, 2012-2019  
 Model(s): MARSH HEN  
 Problem: Capacity Label and Flotation

**SEA RAY**

Campaign # 180012S  
 Year: 2008-2014  
 Model(s): 260 DA  
 Problem: Fuel Tank

**MALIBU BOATS INC**

Campaign # 180015T  
 Year: 2016  
 Model(s): Malibu and Axis boats (Excluding Malibu TXi Response)  
 Problem: Electrical System

**CAROLINA COMPOSITES LLC**

Campaign # 18X042CS  
 Year: 2019  
 Model(s): BULLS BAY 2000  
 Problem: Capacity Label

**LUND BOATS**

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

**DOUGLAS MARINE CORP**

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

**TEAM WARD INC**

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

**CAROLINA SKIFF LLC**

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

**SANTEE BOATS LLC**

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

**HEY DAY**

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

**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

**LUND BOAT COMPANY**

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

**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

**WHITE RIVER MARINE GROUP LLC**

Campaign # 180011S  
Year: 2017-2018  
Model(s): PT195  
Problem: Hydraulic hose fittings may not be secured  
at steering cylinder

**HQ SERVICES**

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