



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/USCG-Boating-Safety).

Mr. Po Chang Retires from BSX-23



Mr. Po Chang retired from the Recreational Boating Product Assurance Branch at the end of August 2020, concluding 17 years of service with the branch and nearly 30 years of service with the Federal government. In addition to his engineering duties, Mr. Chang was instrumental in maintaining the branch's database that tracked cases, campaigns and MIC assignments. He was also active with ABYC, SAE and UL committees on work related to recreational boat standards.

Until a replacement can be hired, Mr. Eric Johnson will handle all of Mr. Chang's cases related to flotation testing, and Mr. Lou Novak

will be covering the remainder of Mr. Chang's cases, as well as committee work. Mr. Johnson can be reached at 202-372-1101 or eric.a.johnson@uscg.mil and Mr. Novak can be reached at 202-372-1078 or louis.novak@uscg.mil.

We would like to thank Mr. Chang for his service to the recreational boating industry, the Coast Guard and the American people, and wish him fair winds and following seas in his future endeavors. ■

Are you Building a Canoe or a Power Driven Vessel?

Canoes and kayaks are excepted from Coast Guard flotation and capacity labeling requirements found in 33 CFR 183. While there is not a specific definition for canoes and kayaks within the regulation, the Coast Guard uses the American Boat and Yacht Council (ABYC) definitions found within their H-29 standard "Canoes and Kayaks" to evaluate whether or not a vessel is considered to be a canoe or kayak and whether a canoe or kayak with auxiliary power does not exceed a safe powering maximum rating.

ABYC H-29 provides the following definitions:

Kayak: A watercraft designed to be manually propelled, typically without provision for auxiliary power, with the occupant intended to be seated with legs approximately 90 degrees from the torso.

Continued from page 1

Canoe: A watercraft, designed to be manually propelled, with or without provision for auxiliary power, with neither end having a transverse dimension greater than 45% of its maximum beam and conforms to the following specifications

In some cases, canoe and kayak

CANOE LENGTH	MAXIMUM BEAM
14 ft (4.25 m) or less	1/3 canoe Length
over 14 ft to 16 ft (4.9 m)	1/4 canoe Length
over 16 ft (over 4.9 m)	1/5 canoe Length

Courtesy American Boat & Yacht Council (ABYC)

manufacturers may provide bracketing for auxiliary outboard propulsion or include auxiliary outboard propulsion with the canoe or kayak when it is offered for sale. If a manufacturer provides a reinforced transom, auxiliary outboard bracket, sells the vessel with an auxiliary outboard or advertises or markets the vessel with an outboard then it must meet the auxiliary horsepower standards to be considered compliant with the ABYC H-29 standard, Table 2. The Coast Guard considers these same horsepower ratings for kayaks as well as canoes. In addition, it is important that the vessel is labeled for the maximum horsepower rating according to the ABYC standard.

If a canoe or kayak is built with a design that allows for the easy addition of

auxiliary power and it is not labeled consistent with ABYC H-29, then the Coast Guard may evaluate it for compliance with the flotation and capacity labeling requirements in 33 CFR 183. If the canoe or kayak is sold with propulsion machinery that exceeds the H-29 standard for auxiliary power, the Coast Guard will consider it to be a power driven vessel and it will need to meet the USCG flotation and capacity labeling requirements as outlined in 33 CFR 183. Manufacturers of



canoes and kayaks should be aware of these considerations as it may help them avoid noncompliance issues with the Coast Guard. If you are uncertain about the determination of the vessel you are building, contact our office at RBSinfo@uscg.mil.



CANOE LENGTH	MAXIMUM HORSEPOWER RATING	MAXIMUM KILOWATT RATING
Under 15 ft (4.6 m)	3	2.25
15 through 18 ft (4.6 - 5.5 m)	5	3.75
Over 18 ft (over 5.5 m)	7	5.25

Courtesy American Boat & Yacht Council (ABYC)

“Proper installation of navigation lights is a critical safety issue....”

Sidelight Sector Illumination

Proper installation of navigation lights is a critical safety issue, which is why Coast Guard Compliance Inspectors check navigation light installation during an

inspection. As a result, many boat manufacturers have received the following citations in a non-compliance letter resulting from an inspection.

(1) International Navigation Required Rule: Annex I 10(a) & Inland Navigation Rules, 84.16(a)

The navigation lights must be installed to show the minimum intensity at all angles from 5 degrees above to 5 below the horizontal.

(2) International Rules Rules: Annex I, 9(a)(i) & Inland Navigation Rules 84.15(a)

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 degree and 3 degrees outside the prescribed sectors.

Continued from page 2

What these citations mean is that port and starboard sidelights should shine within five degrees of the horizon over a sector from 0 to 112.5 degrees relative with a three degree maximum overlap at the bow.

Following the citations the specific violation or concern will be found:

“It could not be determined if the navigation sidelights were installed as required to show over the required horizontal sectors. Your reply to this letter should give the supplier installation instructions with respect to alignment with the centerline of the boat and also demonstrate your production instructions to confirm compliance.”

This means that the Compliance Inspectors who inspected the boat was unsure if the navigation light installation was in accordance with the navigation rule citations above. As a result, the Coast Guard is requesting that the manufacturer provide the installation instructions and demonstrate compliance with the instructions. Bear in mind that installation instructions are written for vessels of various sizes and configurations and are not model specific.

If proof of compliance is requested, it should show the sidelights shining in their proper sectors. That sort of proof is accomplished by placing screens about the craft while it is dim and the navigation lights shining. Lighter colored walls may also be used as screens. As few as two walls may be used as screens if the bow of the boat bisects evenly an interior corner.

The pictures, to the right, are examples of acceptable submissions of photographic proof of compliance of proper navigation light sector illumination.

Photographic proof of compliance submitted by email to the Coast Guard with the case number in the subject line will assist in quickly resolving a sector illumination noncompliance issue. ■



View of compliant port sidelight on screen.



Compliant view of sidelights dead-ahead on screen.



View of compliant combined sidelights from overhead.

Remote Fuel Delivery Grant

Gasoline fuel systems in boats have historically tracked development of automobile fuel systems because they were the source for many marine engines. This practice started in the early 1900's, from entire engines to specific components, and still continues today.

Marine fuel systems are, however, very different from other mobile engine driven equipment like automobiles. Almost all other mobile gasoline powered equipment does not have the issues that boats do with their unique potential for fire and explosion. Consequently, boats have federal mandates that minimize the potential of fuel leakage in the lines that run from the tanks to the engines (33 CFR Subpart J Section 183.566 Fuel Pumps: Placement) and have anti-siphon valve requirements (33 CFR Subpart J Section 183.568 Anti-Siphon Protection). These requirements present unique fuel delivery issues for marine engines, including a requirement that "each fuel pump must be on the engine it serves or within 12 inches of the engine...." Because of this, marine fuel delivery systems have trailed behind other mobile equipment in modernization and development.

For many years spark-ignition (SI) engines in boats had diaphragm pumps on the engines which pulled suction on the fuel in the tank to deliver it to the engine. As fuel injection has replaced carburetors, there has been a change away from the traditional diaphragm pump to electric pumps. Electric pumps were originally mounted outside of the fuel tank and still had to draw fuel from the tank. These pumps worked adequately on most boats when they were mounted on the engine.

As EPA's evaporative emissions requirements increased, other industries started moving fuel pumps inside the tanks. They did this for several reasons,

including to reduce evaporative emissions originating from the pump by placing the pump in the fuel tank and to obtain a reduction in pump noise because the pumps were now submerged in gasoline which acts as a sound damper.

Additionally, the pumps were also now cooled by the volume of fuel surrounding them. This allowed the electric motors for these pumps to become smaller and more powerful to adapt to the higher fuel system pressures required by the fuel injection systems on the engines without the worries of motor overheating because of the cooling effects of the surrounding fuel.

Because the Coast Guard is continually evaluating regulations with a focus on safety, while at the same time not restricting technological advances, the Coast Guard has awarded a grant to examine the changes in fuel systems and to study and evaluate needed changes to regulations due to modern fuel distribution systems. Particular attention is being applied to where these fuel pumps can be located due to the current regulatory prohibition on fuel pump installations greater than 12 inches away from the engine it serves.

Initially the goal of this research is to develop a basis for an exemption to 33 CFR 183 subpart J requirements by demonstrating an equivalent or greater level of safety through modern practices and products. Future development may include updates to the regulation or equivalence to the regulation through voluntary standards. Until these updates are completed and new regulations implemented, builders must apply for a USCG Grant of Exemption for installations with an in-tank fuel pump that is placed more than 12 inches from the engine. ■

"Marine fuel systems are, however, very different from other mobile engine driven equipment like automobiles."



Coast Guard Conducting Study to Improve Nation's Shallow Draft Waterways ATON System

By: LCDR W. Christian Adams

USCG Office of Navigation Systems - Navigation Technology and Risk Management Division

The U.S. Coast Guard is conducting an assessment of the Shallow Draft Waterway Systems, the fourth in a series of studies to determine the navigation requirements for mariners in the U.S. Marine Transportation System (MTS). The Waterways Analysis and Management System (WAMS) study will help the Coast Guard to determine the Aids to Navigation (ATON) requirements in the Shallow Draft Waterway Systems which includes all navigable waterways of the United States less than 12 feet.

The nation's shared use waterways have become increasingly congested and complex. While the number and size of the vessels traveling through the MTS has increased, the number and in some cases size of navigation corridors has not. The recreational boating industry has seen steady growth over the last decade, increasing the number of users on the water. To address these changes and determine navigation requirements for the Shallow Draft Waterway System, the Coast Guard will consider feedback from users and national, regional and local maritime partners and stakeholders that operate in navigable waters less than 12 feet

The study is focused on providing consistent, program-wide policy necessary to support Coast Guard District Commanders in the execution and management of ATON services within the Shallow Draft Waterway System, present in all nine Coast Guard Districts. The findings and recommendations will not determine what individual ATON to add, keep or remove, but they will shape

policy for the next generation waterway system management and design. Due to rapid shoaling in America's waterways, the Coast Guard is also hoping to be able to use this study to determine what the minimum depth should be to safely mark these waterways with ATON.

The assessment is part of the U.S. Coast Guard's effort to make navigable waterways of the United States safer, more efficient and resilient. Studies have been previously conducted of the Atlantic and Pacific Seacoast Systems along with the Western Rivers (Inland Waterways) System. Future studies are planned to include the Intracoastal Waterways and Deep Draft Waterway Systems. Each of these studies examines various factors to determine the optimal waterway design including waterway, vessel and boat characteristics; waterway users; available technology and environmental considerations; waterway traffic, user data (where available) from Automatic Identification System (AIS) data sources; training and carriage requirements, available technology other than carriage; and ATON discrepancies. Data on recreational boating will be sought from users, local and state agencies.

Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at

<https://www.surveymonkey.com/r/ShallowWaterWAMS>. This link will remain available until November 1, 2020.

Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft WAMS". ■

"The nation's shared use waterways have become increasingly congested and complex."



Calendar of Events

ABYC Online Training: https://abycinc.org/page/ELearning_Home_Temp

National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Virtual/Online Tampa, Florida https://www.ibexshow.com/	09/29/2020 - 10/01/2020
NMMA Certification Seminar	New Orleans, Louisiana	12/02/2020 - 12/03/2020

National Association of State Boating Law Administrators (NASBLA)

Annual Conference	Virtual/Online https://www.nasbla.org/events/annualconference	09/27/2020 - 09/30/2020
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Websites of Note:

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

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

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

abycinc.org — American Boat and Yacht Council

nmma.org — National Marine Manufacturers Association

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

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



It Does Save Lives!

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Recalls

MERCURY

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

Model Year 2020

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**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

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

SEAARK LLC DBA / SEAARK BOATS

Campaign # 19CG164S
 Year: 2019
 Model(s): MV1648 SPECIAL
 Problem: Level 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: 190035ST
 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

HOBIE CAT COMPAN

Campaign # 18X033CS
 Year: 2018
 Model(s): KAYAK
 Problem: Hull ID Number and Navigation Light

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

YAMAHA MOTOR CORP USA

Campaign # 180001T
 Year: 2018
 Model(s): AR190, SX190, AR195, and SX19
 Problem: Fuel System

HARBOR COTTAGE LLC

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

K L INDUSTRIES

Campaign # 18CG150S
 Year: 2018
 Model(s): 9.4 ROWING DINGHY
 Problem: Safe Loading Maximum Weight

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 # 17CG197S
 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

Model Year 2016**VIKING YACHT COMPANY**

Campaign # 160007T
 Year: 2014-2016
 Model(s): VARIOUS
 Problem: Seat

BRP

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

YAMAHA MOTOR CORP USA

Campaign # 150022S
 Year: 2016
 Model(s): FSH 190
 Problem: Navigation Lights

WACO MFG INC

Campaign # 17CG089S
 Year: 2016
 Model(s): EDGE 553
 Problem: Capacity Label

UNLIMITED GLASSWORKS INC

Campaign # 16CG061S
 Year: 2016
 Model(s): LOWTIDE 25
 Problem: Level Flotation and Safe Loading
 Maximum Persons Weight

TRACKER

Campaign # 16CG071S
 Year: 2016
 Model(s): GUIDE V 14 STD
 Problem: Safe Loading Maximum Persons Weight

LUND BOATS

Campaign # 15CG049S
 Year: 2016
 Model(s): 1800 ALASKAN TILLER' OUTBOARD
 Problem: Safe Loading Maximum Weight

FISH-RITE BOATS

Campaign # 18CG127S
 Year: 2016
 Model(s): FISHMASTER 15
 Problem: Capacity and Certification Labels

PIRANHA BOATWORKS LLC

Campaign # 17CG096S
 Year: 2016
 Model(s): F1400
 Problem: Level Flotation and Stability

MIRAGE MANUFACTURING CO

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

AMERICAN HONDA MOTOR CO

Campaign # 170001T
 Year: 2016
 Model(s): BF 250
 Problem: Electrical System

MALIBU BOATS INC

Campaign # 180015T
 Year: 2016
 Model(s): ALL EXCEPT TXI RESPONSE
 Problem: Electrical System

ROCK N CROC

Campaign # 16R5768S
 Year: 2016
 Model(s): 20 FT AIRBOAT
 Problem: Label: Capacity and Fuel System

STARCRAFT MARINE

Campaign # 15R5639S
 Year: 2016
 Model(s): LIMITED 2000 I/O I/B STERNDRIVE
 Problem: Fuel System

TRACKER MARINE

Campaign # 160010T
 Year: 2016
 Model(s): MAKO 17 and MAKO 19
 Problem: Engine: Gasoline

YAMAHA MOTOR CORP USA

Campaign # 160009T
 Year: 2016
 Model(s): All 2016 model year units of the following models: FX Cruiser HO, SHO, SVHOFX HO, SVHOFZR SVHOV1, V1 SportVX, VX Cruiser, Cruiser HO, Deluxe, Limited VXR VXSIN
 Problem: Fuel System

YAMAHA MOTOR CORP USA

Campaign # 160008T
 Year: 2016
 Model(s): SJ700B
 Problem: Steering Grip Detachment

GODFREY MARINE COMPANY

Campaign # 17CG111S
 Year: 2009-2016
 Model(s): SS 188 OB, SD 187 OB
 Problem: Flotation

33RD STRIKE GROUP LLC

Campaign # 180000T
 Year: 2015-2016
 Model(s): PONTOON BOAT
 Problem: Bimini Failure and Hull ID Number

SEA RAY BOATS

Campaign # 180012S
 Year: 2014-2016
 Model(s): 260 DA
 Problem: Fuel System

SEA RAY BOATS

Campaign # 150018S
 Year: 2015-2016
 Model(s): 19SPX and 21SPX
 Problem: Ventilation

SEA RAY BOATS

Campaign # 160005S
 Year: 2015-2016
 Model(s): 290SB 290 OB
 Problem: IGNITION PROTECTION

YAMAHA MOTOR CORP USA

Campaign # 160009T
 Year: 2016
 Model(s): FSH 190
 Problem: Navigation Lights

YAMAHA MOTOR CORP USA

Campaign # 160009T
 Year: 2016
 Model(s): Various Models
 Problem: Fuel System

B&B BOATS

Campaign # 16CG064S
 (Year: 2016
 Model(s): MOSQUITO BAY SKIFF /BUZZLITE XTR
 Problem: Maximum Persons

TACO METALS

Campaign # 160009T
 Year: 2016
 Model(s): #38-6600E
 Problem: Navigation Lights