



# 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](http://www.uscgboating.org)  
[www.safeafloat.com](http://www.safeafloat.com)

## To all recreational boat builders,

The U.S. Coast Guard's Recreational Boating Product Assurance Branch hopes that you, your families and your employees are faring well during this COVID-19 pandemic. For the best information on how to deal with the situation, please visit the CDC website at:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

If you are wondering if there is some way that you as a boat builder can help in this critical time, the National Marine Manufacturer's Association (NMMA) has identified a way. NMMA has been contacted by several members of the healthcare community about the dire need of medical supplies. With your help, NMMA believes boat builders can answer the call and help local communities and the nation. Because the boatbuilding industry is uniquely American made — coupled with the types of equipment and materials marine manufacturers use — boat builders are positioned to help the medical community more than most.

To that end, can you:

1. Donate personal protection equipment to medical centers in your community
2. Adapt manufacturing capabilities to produce masks and other critical protective equipment

Below is a list of personal safety devices that the medical community and first responders have requested. If you have questions about donating supplies or manufacturing protective equipment, please don't hesitate to contact NMMA's Scott Berry at [sberry@nmma.org](mailto:sberry@nmma.org).

Personal Protection Equipment (PPE) donation list:

- Face, Eye and Head Protection
- Gloves, Booties, Hand and Arm Protection
- Protective Apparel
- Eye Wash Solutions
- Hand Hygiene and Skin Care
- Breathing Masks and Respiratory Protection



## National Boating Safety Advisory Committee Vacancies

The Coast Guard is requesting applications from persons interested in serving as a member of the National Boating Safety Advisory Committee, which advises the Secretary of the Department of Homeland Security on matters relating to national boating safety. Applications consist of a cover letter and resume highlighting the applicant's professional and boating experience and should be submitted to the Coast Guard no later than April 6th. The quickest way to submit an application is via email to [NBSAC@uscg.mil](mailto:NBSAC@uscg.mil). For further information please follow the link below to the vacancy announcement in the Federal Register, or contact Mr. Jeff Decker at [NBSAC@uscg.mil](mailto:NBSAC@uscg.mil).

<https://www.federalregister.gov/documents/2020/02/05/2020-02237/national-boating-safety-advisory-committee-initial-solicitation-for-members>

## Proper Capacity Label Placement

*“A capacity label is required for all monohull boats under 20 feet with the exception of sailboats, canoes, kayaks and inflatables per federal regulation found in 33 CFR 183.21.”*



*Incorrect Capacity Plate Placement- side of center console and obscured.*



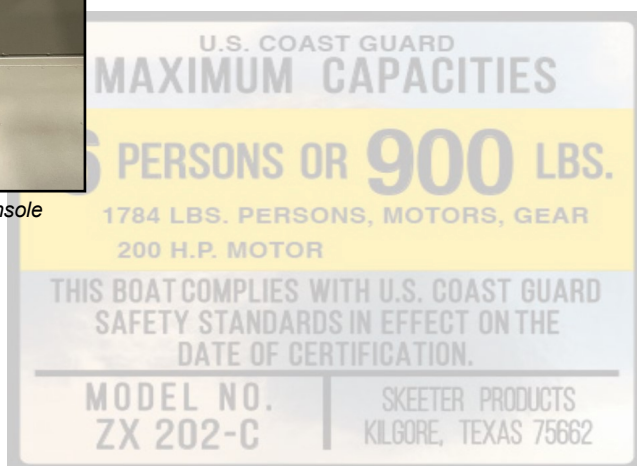
*Incorrect Capacity Plate - side of center console and out of the operator's line of sight.*

A capacity label is required for all monohull boats under 20 feet with the exception of sailboats, canoes, kayaks and inflatables per federal regulation found in 33 CFR 183.21. This label displays the maximum capacity for persons' weight and gear ensuring appropriate flotation under all circumstances as determined by 33 CFR 183 SUBPART C. The location of the capacity label is of utmost importance to ensure it can be viewed and followed by the boat operator.

What then is the proper placement? According to 33 CFR 183.25 (a) “Each marking required by 33 CFR 183.25 must be permanently displayed in a legible manner where it is clearly visible to the operator when getting the boat underway.”

Being clearly visible means the operator should not have to look behind, below or around other objects in order to view the capacity label from the helm. The label should not be hidden in storage, on the side of a center console, under seat cushions, or be obstructed by canopy poles, T-top supports or by passengers seated in a way that blocks the view of the capacity label.

Please ensure that your capacity label is in full visibility while at the helm. This will ensure compliance with the law, help to protect the recreational boating public by ensuring they have the information readily available to avoid overloading and protect the manufacturer from potential liability as well. ■



## Other Example of Improper Capacity Plate Placement



Where is the Capacity Label ... incorrect Capacity Plate Placement— hatch closed, hidden.



Here it is ... incorrect Capacity Plate Placement - only visible with hatch open

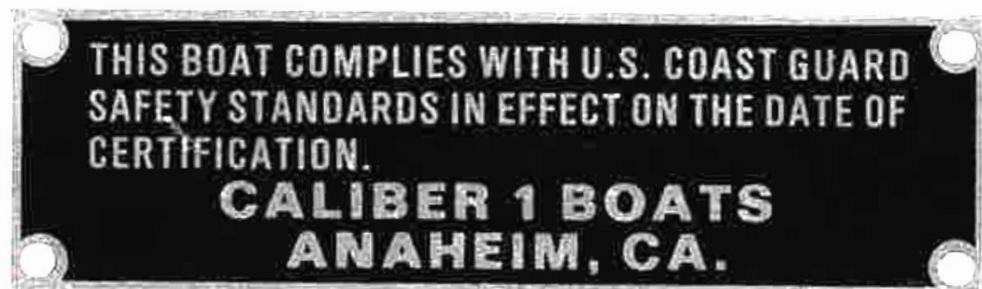
*“...Federal regulations found in 33 CFR 181.7 require that boat to display a Certification Label in the boat that is readily visible by an operator of the boat before it is offered for sale to the public.”*

## Certification Label

If a safety standard prescribed in 33 CFR 183 applies to a particular recreational boat, Federal regulations found in 33 CFR 181.7 require that boat to display a Certification Label in the boat that is readily visible by an operator of the boat before it is offered for sale to the public. Conversely, a recreational boat to which no safety standard prescribed in 33 CFR 183 applies must not display the Certification Label to avoid confusion. For example, a kayak or an inflatable dinghy without an installed navigation light should not display a Certification Label.

Federal regulations (33 CFR 181.13) also prohibit anyone from removing the Certification Label that was affixed by the manufacturer or importer of

the boat without written authorization from the U.S. Coast Guard. The Certification Label, which may be combined into a single label with the display of capacity information required by 33 CFR 183 Subpart B, must be permanently affixed to the boat so that its removal or alteration would leave visible sign of tampering.



Certification Label.



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A boat's Certification Label must include the following:

- Name of the manufacturer;
- Address of the manufacturer; and
- The statement "This Boat Complies With U.S. Coast Guard Safety Standards In Effect On The Date Of Certification."

The address may include the street address and postal zip code, but must contain the city and state of the boat manufacturer's headquarters or administrative office. Both upper or lower case fonts may be used, but each

character must be at least one eighth of an inch in height; therefore upper case font is preferred as it will result in uniform height throughout.

Finally, a Certification Label *may* also contain any or all of the information below, but it is not required:

- The boat's Hull Identification Number (HIN);
- The boat model year;
- The boat model;
- One website of the boat manufacturer; and
- One email address of the boat manufacturer. ■

*"The address may include the street address and postal zip code, but must contain the city and state of the boat manufacturer's headquarters or administrative office."*

## From the Archives...

*The article below is the next in a continuing series of article reprints from previous Boating Safety Circulars that still have particular relevance today. The article discusses the importance of voluntary standards development, which is even more important in 2020 than when it was originally published. One big change to point out since this article was written is the emphasis on international standards. The American Boat & Yacht Council (ABYC) is currently the American National Standards Institute (ANSI) accredited Technical Advisory Group (TAG) representative for U.S. positions on international standards related to ISO TC 188 Small Craft. ABYC collaborates with the American boating industry on efforts to harmonize U.S. and international boat manufacturing standards and to support boating safety internationally. There are currently 79 ISO standards under the direct responsibility of ISO/TC 188.*

Many of the ISO standards are adopted under European Union (EU) law and thus become the default measure of conformity for compliance with the Recreational Craft Directive (RCD).

The RCD is the set of essential requirements applicable to recreational craft up to 24 meters in the EU, and is analogous to 33 CFR Subpart S in the United States. The RCD states that manufacturers must ensure that changes in product design or characteristics and the changes to the harmonized standards by reference to which conformity of a product is declared are adequately taken into account. That means when "placing the product on the market," the product shall be in compliance with the latest requirements at that time, not just compliant with the requirements when the craft was originally designed. This is a major difference from the American approach to incorporating standards into regulations, which is to require compliance with the standard in effect at the time it was included as part of a regulation. That standard will remain in effect in US regulations until such time as the regulation is updated. As a result, the American system is not as dynamic as the EU system, and that is how American regulations can reference standards that are 30 or 40 years old.

To shed more light on this subject, please see the below article, first published in the 64th issue of the Boating Safety Circular in December 1986, and please consider participating in the standards development process in areas where you have expertise.

Editors note – minor updates have been made to the article below to reflect organizational name and contact information changes, as well as updates to standards publications and prices.

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## Don't Build a Boat without Them

If someone sues your company and you can present evidence that shows that your company's products are built in compliance with the latest voluntary safety standard and recommended practices, as well as applicable Federal standards, the plaintiff's attorneys will probably have a hard time disproving your interest in the safety of purchasers of your products. On the other hand, a company that ignores existing voluntary marine standards and recommended practices, for a propane gas system installation for example, could have a hard time proving that they had considered the degree of hazard and the potential for an accident.

The law in recent years has tended to place full responsibility for injuries caused by defective products upon the product manufacturer. This is because the manufacturers can design, build and market products in ways that will reduce if not eliminate most unreasonable and unnecessary hazards. In the absence of applicable Federal standards, the best way to assure the safety of purchasers of the products you manufacture is to build them in compliance with recognized voluntary industry standards and recommended practices.

If one of your company's boats is totally destroyed by a fire or explosion, most attorneys believe you will be in a better position in a product liability suit if you can show by means of an identical model that your boats and their equipment are built to the latest voluntary standards and recommended practices. If there is a recognized voluntary marine standard or recommended practice covering a particular installation, you might better protect yourself if you follow it.

A generator designed for use on a recreational vehicle on land does not comply with marine standards and therefore should not be installed on a boat. Similarly, heating appliances designed for use in a home probably cannot withstand the marine

environment.

For the purposes of this discussion, standards are proven and broadly accepted engineering practices or requirements for a material, product, process, procedure or test method. Recommended practices are guides to standard engineering practice but may be of a more general nature, or may cover practices or requirements that have not yet gained broad acceptance.

The Coast Guard issued safety standards for recreational boats are relatively new and are very limited in scope, particularly because Federal standards must be based upon a demonstrated need -- accident statistics. The Display of Capacity Information, Safe Loading, Safe Powering and Flotation Standards issued in 1972 were developed to reduce drownings and allow victims to recover from capsizing and swamping accidents; the Electrical and Gasoline Fuel Systems Standards to reduce fires and explosions; and the Start-In-Gear Protection Standard to reduce falls overboard in small boats.

As early as 1925, however, other organizations have been issuing voluntary standards and recommended practices for boats. The objective of voluntary standards organizations is to make the technical knowledge, experience and skill of engineers from various boat and engine manufacturing companies working together with marine surveyors and other public members, useful to the boating industry, the public, Government and educational institutions. Today, these organizations have standards and recommended practices covering everything from the design and construction of cleats and chocks to the installation and maintenance of heating, refrigeration and air conditioning equipment; from marine-type electric lighting fixtures to exhaust systems, steering systems and control systems. In fact, there is probably a recognized industry standard covering just about every facet of boat construction.

*“For the purposes of this discussion, standards are proven and broadly accepted engineering practices or requirements for a material, product, process, procedure or test method.”*

*“In the absence of an applicable Federal standard, boat manufacturers, marine equipment manufacturers, installers and boat owners, are strongly urged to follow the latest voluntary standards and recommended practice available.”*

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Most of the recreational boating safety standards that exist in the United States today are the result of work done by broad based committees in the National Fire Protection Association (NFPA) and the American Boat and Yacht Council (ABYC). The Society of Automotive Engineers (SAE) Marine Technical Committee and by the various technical committees supported by the Boating Industry Associations (BIA), now the National Marine Manufacturers Association, have also made valuable contributions. The Marine Department of Underwriters' Laboratories (UL) has contributed test procedures and an inspection service to implement the standards developed by the other organizations. The various technical committees in these organizations revise and update their standards annually.

The National Fire Protection Association's NFP 302, "Fire Protection Standard for Pleasure and Commercial Motor Craft," adopted in 1925, exerted very strong influence on the standards for electrical and fuel systems published by the American Boat and Yacht Council, the BIA and in turn the Coast Guard. Portions of NFPA 302 are incorporated by reference in the Coast Guard Electrical System Standard. For many years, NFPA 302 was the principal reference used by marine surveyors inspecting boats prior to granting insurance by marine underwriters.

From the day it was founded in 1954, the American Boat and Yacht Council has been the most broadly based of the standards writing organizations in the recreational boating field in the United States. The majority of ABYC members are associated with the boat building field in some capacity; however, there are members from the other standards writing organizations, the public, yachting organizations, the Coast Guard, Underwriters' Laboratories, marine surveyors and insurance companies. The ABYC publishes a book, "Standards and

Recommended Practices For Small Craft," which to quote from the preface, "is the product of a consensus of representatives of government, industry and public sectors." The book is a guide to aid manufacturers, consumers and the general public in the design, construction, equipage and maintenance of small craft.

The SAE Marine Technical Committee has issued several marine safety standards primarily related to gasoline inboard engines. Portions of the SAE standards covering fuel hoses are incorporated by reference in the Coast Guard Fuel System Standard. SAE also publishes the standards for propeller shaft taperings and propeller hub dimensions used by all U.S. propeller manufacturers.

Underwriters' Laboratories, Inc. is a nonprofit, independent organization testing for public safety. UL's safety standards provide a service to manufacturers of marine devices for testing, labeling and listing those products as meeting the requirements set forth in the UL Marine Certification Services. UL's findings are recognized by insurance rating bureaus, Federal agencies, State, county and municipal authorities and inspectors. These specifications or standards usually equal or exceed the requirements of Coast Guard regulations and the other marine industry standards. The Coast Guard does not directly accept UL listing as evidence of compliance with its regulations; however, we are usually confident that a product installed in a boat will meet Coast Guard requirements if it displays the UL label.

In the absence of an applicable Federal standard, boat manufacturers, marine equipment manufacturers, installers and boat owners, are strongly urged to follow the latest voluntary standards and recommended practice available.

Want to find out more about voluntary standards organizations and the materials they publish: ■

ABYC NFPA SAE UL



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American Boat and Yacht Council 613 Third Street, Suite 10 Annapolis, MD 21403 (410) 990-4460 Website: <a href="https://www.abycinc.org/">https://www.abycinc.org/</a>	ABYC Standards and Technical Informational Reports for Small Craft Price: \$495.00
National Fire Protection Assn. 1 Batterymarch Park Quincy, Massachusetts 02169 (800) 344-3555 Website: <a href="https://www.nfpa.org/">https://www.nfpa.org/</a>	NFPA 302 Pleasure and Commercial Motor Craft Price: \$58.00
Underwriters' Laboratories, Inc. 12 Laboratory Drive Research Triangle Park, NC 27709 (877) 854-3577 Website: <a href="https://www.ul.com/">https://www.ul.com/</a>	UL Standards Prices vary
Society of Automotive Engineers 400 Commonwealth Drive Warrendale, Pennsylvania 15096 724-776-4841 Website: <a href="https://www.sae.org/">https://www.sae.org/</a>	SAE Marine Standards Price: various prices per volume



**Don't  
let this  
happen  
to you!**

## Calendar of Events

**ABYC Online Training:** [https://abycinc.org/page/ELearning\\_Home\\_Temp](https://abycinc.org/page/ELearning_Home_Temp)

### National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Tampa, Florida	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 Meeting	Manchester, New Hampshire	09/27/2020 - 09/30/2020
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### National Boating Safety Advisory Council (NBSAC)

Webinar Meeting	Contact Mr. Jeff Decker for more details at <a href="mailto:nbsac@uscg.mil">nbsac@uscg.mil</a>	04/22/2020 from 1-5 Eastern Time
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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)



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



# It Does Save Lives!



# Recalls

## MERCURY MARINE

(Miramar, FL)

Year:

Model(s): V-8 200-300, V-6 175-225, V8 250

Units: 10,217

Problem: Engine: Gasoline

## MERCURY

Campaign: 190048T

Model(s): Not Known

Units: 6,244

Problem: Fuel System

## VIKING YACHT COMPANY

(New Gretna, NJ)

Year:

Model(s): VARIOUS

Units: 268

Problem: Seat

## LUND BOATS

(New York Mills, MN)

Year:

Model(s): SSV-16

Units: 238

Problem: Level Flotation

## Model Year 2020

## VEXUS BOATS

(Flippin, AR)

Year: 2020-2018

Model(s): VARIOUS

Units: 907

Problem: Fuel System

## SEA RAY BOATS

(Knoxville, TN)

Year: 2020

Model(s): 310SXO

Units: 37

Problem: Electrical System

## SEA RAY BOATS

(Knoxville, TN)

Year: 2020-2015

Model(s): SDX290, SDO290

Units: 195

Problem: Electrical System

## SEA RAY BOATS

(Knoxville, TN)

Year: 2020-2018

Model(s): SLX250, SLX280

Units: 122

Problem: Electrical System

## HURRICANE BOATS

(Elkhart, IN)

Year: 2020-2019

Model(s): 196, 198 FUNDECK

Units: 116

Problem: Level Flotation

## Model Year 2019

## SEAARK LLC DBA / SEAARK BOATS

(Monticello, AR)

Year: 2019

Model(s): MV1648 SPECIAL

Units: 1

Problem: Level Flotation

## SEA RAY BOATS

(Knoxville, TN)

Year: 2019

Model(s): SXO400

Units: 16

Problem: Ventilation

**MERCURY MARINE**

(Miramar, FL)

Year: 2019-2016  
Model(s): DESIGN 2 JOYSTICK  
Units: 23,613  
Problem: Dynamic Instability

**MARLON RECREATIONAL**

(Chiliwack, BC)

Year: 2019  
Model(s): WV14L  
Units: 27  
Problem: Level Flotation

**GREGOR BOAT COMPANY**

(Fresno, CA)

Year: 2019-2018  
Model(s): CH-45CL CH-51L  
Units: 15  
Problem: Basic and Level Flotation

**CUSTOM FIBERGLASS PROD INC**

(Bailey, NC)

Year: 2019  
Model(s): MITZI SKIFF 17 CC  
Units: 16  
Problem: Basic Flotation, Navigation Lights

**CROWNLIN BOATS**

(West Frankfort, IL)

Year: 2019  
Model(s): E285 E285XS  
Units: 13  
Problem: Electrical System

**PELICAN INTERNATIONAL INC**

(Lavel, QC)

Year: 2019  
Model(s): KRP13P109-130 HYDRIVE  
Units: 500  
Problem: Basic Flotation

**BRP USA INC**

(Benton, IL)

Year: 2019  
Model(s): PW GTX 230 LBBM  
Units: 9,902  
Problem: Dynamic Instability

**DOUGLAS MARINE CORP**

(Douglas, MI)

Year: 2019  
Model(s): '380' INBOARD  
Units: 11  
Problem: Full System and Hull ID Number

**YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2019  
Model(s): SAT1800E/F  
Units: 398  
Problem: Engine Shift Control

**TEAM WARD INC**

(Monticello, AR)

Year: 2019  
Model(s): 1542  
Units: 9  
Problem: Level Flotation and Basic Flotation

**SMOKER CRAFT INC**

(New Paris, IN)

Year: 2019-2010  
Model(s): VOYAGER 14 BENCH  
Units: 336  
Problem: Level Flotation and Safe Loading Persons

**SEA RAY BOATS**

(Knoxville, TN)

Year: 2019  
Model(s): DA320 DA350 DAC350  
Units: 18  
Problem: Steering

**SEA RAY BOATS**

(Knoxville, TN)

Year: 2019

Model(s): SXO400  
 Units: 14  
 Problem: Electrical System

### **SEA RAY BOATS**

(Knoxville, TN)  
 Year: 2019  
 Model(s): DA320 DA350 DAC350 DAC320  
 Units: 27  
 Problem: Electrical System

### **SEA RAY BOATS**

(Knoxville, TN)  
 Year: 2019  
 Model(s): DA320 DA350 DAC350  
 Units: 18  
 Problem: Steering

### **LUND BOATS**

(New York Mills, MN)  
 Year: 2019  
 Model(s): 189 TYEE, 189 PRO-V  
 Units: 56  
 Problem: Engine Mount

### **KLAMATH BOAT CO LLC**

(Fairfield, CA)  
 Year: 2019  
 Model(s): 152 WESTCOASTER  
 Units: 121  
 Problem: Level Flotation and Safe Loading Maximum Persons Weight

### **INDMAR PRODUCTS**

Year: 2019  
 Model(s): SUPRA 400, 450, 575 and MOOMBA 450  
 Units: 1103  
 Problem: Electrical

### **CENTURION & SUPREME**

(Merced, CA)  
 Year: 2019  
 Model(s): ZS232  
 Units: 139

Problem: Dynamic Instability

### **BOSTON WHALER INC**

(Edgewater, FL)  
 Year: 2019  
 Model(s): 190OR  
 Units: 20  
 Problem: Safe Loading Maximum Weight

### **LUND BOATS**

(New York Mills, MN)  
 Year: 2019  
 Model(s): SSV 14  
 Units: 70  
 Problem: Level Flotation

### **BOMBARDIER**

(El Paso, TX)  
 Year: 2019  
 Model(s): SEA-DOO FISH PRO  
 Units: 22  
 Problem: Not Specified

### **Model Year 2018**

### **TRACKER**

(Springfield, MO)  
 Year: 2018-2017  
 Model(s): SBB18, RP200C  
 Units: 7,408  
 Problem: Electrical System

### **TORQUEEDO**

Campaign: 190042T  
 Year: 2018-2010  
 Model(s): TRAVEL AND ULTRALIGHT  
 Units: 14,545  
 Problem: Electrical System

### **SEA RAY BOATS**

(Knoxville, TN)  
 Year: 2018-2015  
 Model(s): VARIOUS  
 Units: 352  
 Problem: Electrical System



**DOMETIC**

Campaign: 190035ST  
Year: Unknown  
Model(s): Unknown  
Units: 4,558  
Problem: Fuel System

**CAROLINA SKIFF LLC**

(Waycross, GA)  
Year: 2018  
Model(s): 16 JVX CC  
Units: 1,565  
Problem: Hull ID Number and Label;  
Certification

**SEA RAY BOATS**

(Knoxville, TN)  
Year: 2018  
Model(s): SLX400  
Units: 34  
Problem: Electrical System

**SANTEE BOATS LLC**

(Greenville, SC)  
Year: 2018  
Model(s): 160 CC  
Units: 3  
Problem: Label; Certification and Navigation  
Lights

**MARLON RECREATIONAL PRODUCTS**

(Chillwack, BC, Canada)  
Year: 2018  
Model(s): SP 14 JON  
Units: 13  
Problem: Label; Certification and Hull ID Number

**ALUMAWELD BOATS**

(White City, OR)  
Year: 2018  
Model(s): 16 SPORT SKIFF  
Units: 6  
Problem: Level Flotation

**DRAGONFLY BOAT WORKS LLC**

(Vero Beach, FL)  
Year: 2018  
Model(s): MARSH HEN  
Units: 27  
Problem: Basic Flotation and Safe Loading Maxi  
mum Persons Weight

**HEY DAY**

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

**HOBIE CAT COMPANY**

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

**LEISURE PROPERTIES DBA CROWN1**

(West Frankfort, IL)  
Year: 2018  
Model(s): E30  
Units: 11  
Problem: Label: Certification

**MARQUIS-LARSON**

(Pulaski, WI)  
Year: 2018  
Model(s): LARSON LXH AND LX  
Units: 36  
Problem: Ventilation

**TRACKER**

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

**ULTRA BOATS**

(Lake Havasu City, AZ)

Year: 2018  
 Model(s): 28 SHADOW DECK INBOARD  
 Units: 1  
 Problem: Electrical System, Fuel System

### **YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2018  
 Model(s): AR190, SX190, AR195, and SX19  
 Units: 60  
 Problem: Fuel System

### **HARBOR COTTAGE LLC**

(Nancy, KY)

Year: 2018  
 Model(s): 84x16 HOUSEBOAT  
 Units: 3  
 Problem: Electrical System, Label: Certification

### **K L INDUSTRIES**

(Muskegon, MI)

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

### **COBALT BOATS LLC**

(Neodesha, KS)

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

### **LEXINGTON MARINE GROUP**

(Leland, NC)

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

### **LUND BOAT COMPANY**

(New York Mills, MN)

Year: 2018-2016

Model(s): 2075, 2175 PRO-V  
 Units: 271  
 Problem: Electrical System

### **LUND BOAT COMPANY**

(New York Mills, MN)

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

### **MERCURY MERCUISER**

(Miramar, FL)

Year: 2018  
 Model(s): STERNDRIVE  
 Units: 4,609  
 Problem: Steering Pump

### **THUNDER JET BOATS**

(Clarkston, WA)

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

### **WELD CRAFT MFG INC**

(Benton, AR)

Year: 2018  
 Model(s): 1242 RS  
 Units: 19  
 Problem: Safe Loading Maximum Weight, Safe Loading Maximum Persons Weight

### **BLACK RIVER CANOES**

(Lagrange, OH)

Year: 2018-2016  
 Model(s): LEGACY, XT, LT, X-PLODE  
 Units: 473  
 Problem: Hull Cracks

### **WHITE RIVER MARINE GROUP LLC**

(Springfield, NO)

Year: 2018-2017  
 Model(s): PT195  
 Units: 1,242

Problem: Hydraulic hose fittings may not be secured at steering cylinder

Units: 34

Problem: Ventilation and Capacity Label

### **Model Year 2017**

#### **YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2017

Model(s): F90

Units: 1,852

Problem: Engine; Gasoline

#### **RIVERPOINT BOAT WORKS INC**

(Beaufort, NC)

Year: 2017

Model(s): 144 CC

Units: 1

Problem: Level Flotation and Hull ID Number

#### **PLEASURECRAFT ENGINE GROUP**

(Little Mountain, SC)

Year: 2017-2015

Model(s): 6.0LM 6.0L HO

Units: 1,635

Problem: Electrical System

#### **ALWELD COMMERCIAL BOATS INC**

(Lonesdale, AR)

Year: 2017

Model(s): 1648 DSLW

Units: 14

Problem: Flotation and Stability

#### **TITAN MARINE LLC**

(Fordyce, AR)

Year: 2017

Model(s): HAVOC 1556 DBST

Units: 33

Problem: Maximum Weight, and Level Flotation

#### **GLASSTREAM INC**

(Dothan, AL)

Year: 2017

Model(s): FIBERGLASS FISH

#### **GLASSTREAM INC**

(Dothan, AL)

Year: 2017

Model(s): 180 CC

Units: 16

Problem: Hull ID Number

#### **AGRI-PLASTICS MFG**

(Grassie, ON)

Year: 2017

Model(s): TETRA-POD

Units: 60

Problem: Level Flotation, Label: Capacity

#### **BRP U.S. INC**

(Benton, IL)

Year: 2017

Model(s): E-TEC G2 150-300

Units: 339

Problem: Engine: Gasoline

#### **COBALT BOATS LLC (DBS)**

(Neodesha, KS)

Year: 2017

Model(s): CSI BOWRIDER

Units: 62

Problem: Electrical System

#### **MERCURY MARINE**

(Miramar, FL)

Year: 2017

Model(s): VERADO 200/300 AND HI-PERF 400R

Units: 504

Problem: Engine: Gasoline

#### **NAUTIC STAR LLC**

(Amory, MS)

Year: 2017

Model(s): 1810 BAY CC

Units: 756

Problem: Level Flotation



**YAMAHA MOTOR CORP USA**

(Cypress, CA)

Year: 2017

Model(s): XBT1800A/B/C

Units: 106

Problem: Electrical System

**BOSTON WHALER**

(Edgewater, FL)

Year: 2017-2012

Model(s): 315 CQ/315PH

Units: 161

Problem: Electrical System

**BOSTON WHALER**

(Edgewater, FL)

Year: 2017-2014

Model(s): 345CQT 345PH

Units: 82

Problem: Electrical System

**KAWASAKI MOTORS INC**

(Muskegon, MI)

Year: 2017-2003

Model(s): JT1200, JT1500

Units: 61,709

Problem: Fuel System

**THUNDER JET BOATS**

(Clarkston, WA)

Year: 2017-2014

Model(s): V 186 ECO

Units: 99

Problem: Level Flotation

**XTREME BOATS**

(Bonifay, FL)

Year: 2017

Model(s): BRUTE 1654 SC

Units: 1

Problem: Level Flotation, Navigation Lights

**AMERICAN HONDA MOTOR CO**

(Torrance, CA)

Year: 2017-2016

Model(s): BF 115 to BF 250

Units: 2,542

Problem: Fuel System

**HQ SERVICES**

(Universal City, CA)

Year: 2017

Model(s): KOKUSAN VOLTAGE

Units: 1,664

Problem: Electrical

**Model Year 2016****WACO MFG INC**

(North Little Rock, AR)

Year: 2016

Model(s): EDGE 553

Units: 8

Problem: Capacity Label

**UNLIMITED GLASSWORKS INC**

(Titusville, FL)

Year: 2016

Model(s): LOWTIDE 25

Units: 40

Problem: Level Flotation and Safe Loading  
Maximum Persons Weight**TRACKER**

(Springfield, MO)

Year: 2016

Model(s): GUIDE V 14 STD

Units: 970

Problem: Safe Loading Maximum Persons Weight

**LUND BOATS**

(New York Mills, MN)

Year: 2016

Model(s): 1800 ALASKAN TILLER' OUTBOARD

Units: 2381,503

Problem: Safe Loading Maximum Weight

**FISH-RITE BOATS**

(Grants Pass, OR)

Year: 2016

Model(s): FISHMASTER 15  
Units: 1  
Problem: Capacity and Certification Labels

### **PIRANHA BOATWORKS LLC**

(Longwood, FL)  
Year: 2016  
Model(s): F1400  
Units: 9  
Problem: Level Flotation and Stability

### **MIRAGE MANUFACTURING CO**

(Gainesville, FL)  
Year: 2016  
Model(s): TPS 18  
Units: 3  
Problem: Level Flotation and Label, Certification

### **AMERICAN HONDA MOTOR CO**

(Torrance, CA)  
Year: 2016  
Model(s): BF 250  
Units: 346  
Problem: Electrical System

### **MALIBU BOATS INC**

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

### **ROCK N CROC**

(Columbus, TX)  
Year: 2016  
Model(s): 20 FT AIRBOAT  
Units: 39  
Problem: Label: Capacity, Fuel System

### **STARCRAFT MARINE**

(New Paris, IN)  
Year: 2016  
Model(s): LIMITED 2000 I/O I/B STERNDRIVE  
Units: 353  
Problem: Fuel System

### **TACO METALS**

(Miami, FL)  
Year: 2016-2008  
Model(s): #F38-6600  
Units: 18,000  
Problem: Navigation Lights

### **TRACKER MARINE**

(Springfield, MO)  
Year: 2016  
Model(s): MAKO 17 and MAKO 19  
Units: 476  
Problem: Engine: Gasoline

### **YAMAHA MOTOR CORP USA**

(Cypress, CA)  
Year: 2016  
Model(s): All 2016 model year units of the following models: FX Cruiser HO, SHO, SVHOFX HO, SVHOFZR SVHOV1, V1 SportVX, VX Cruiser, Cruiser HO, Deluxe, Limited VXR VXSIN  
Units: 22,858  
Problem: Fuel System

### **YAMAHA MOTOR CORP USA**

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

### **GODFREY MARINE COMPANY**

(Elkhart, IN)  
Year: 2016-2009  
Model(s): SS 188 OB, SD 187 OB  
Units: 4,047  
Problem: Flotation

### **33RD STRIKE GROUP LLC**

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

**SEA RAY BOATS**

(Knoxville, TN)

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

**YAMAHA MOTOR CORP USA**

(Cypress, CA)

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

**SEA RAY BOATS**

(Knoxville, TN)

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

**B&B BOATS**

(Orlando, FL)

Year: 2016  
Model(s): MOSQUITO BAY SKIFF /BUZZLITE  
XTR  
Units: 4  
Problem: Not Specified

**SEA RAY BOATS**

(Knoxville, TN)

Year: 2016-15  
Model(s): 290SB 290 OB  
Units: 25  
Problem: Not Specified