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:


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.

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. 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.

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. ■
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.

“...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.”
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.”

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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.
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.”
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 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.
Continued from page 6

| American Boat and Yacht Council  
| 613 Third Street, Suite 10  
| Annapolis, MD  21403  
| (410) 990-4460  
| Website: [https://www.abycinc.org/](https://www.abycinc.org/)  
| 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: [https://www.nfpa.org/](https://www.nfpa.org/)  
| 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: [https://www.ul.com/](https://www.ul.com/)  
| UL Standards  
| Prices vary |

| Society of Automotive Engineers  
| 400 Commonwealth Drive  
| Warrendale, Pennsylvania 15096  
| 724-776-4841  
| Website: [https://www.sae.org/](https://www.sae.org/)  
| SAE Marine Standards  
| Price: various prices per volume |

*U.S. Coast Guard Photo.*

**Don’t let this happen to you!**
### Calendar of Events

<table>
<thead>
<tr>
<th>Event</th>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ABYC Online Training:</strong> <a href="https://abycinc.org/page/ELearning_Home_Temp">https://abycinc.org/page/ELearning_Home_Temp</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>National Marine Manufacturers Association (NMMA) Meetings</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Boatbuilders Exhibition and Conference (IBEX) Trade Show</td>
<td>Tampa, Florida</td>
<td>09/29/2020 - 10/01/2020</td>
</tr>
<tr>
<td>NMMA Certification Seminar</td>
<td>New Orleans, Louisiana</td>
<td>12/02/2020 - 12/03/2020</td>
</tr>
<tr>
<td><strong>National Association of State Boating Law Administrators (NASBLA)</strong></td>
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<tr>
<td>Annual Meeting</td>
<td>Manchester, New Hampshire</td>
<td>09/27/2020 - 09/30/2020</td>
</tr>
<tr>
<td><strong>National Boating Safety Advisory Council (NBSAC)</strong></td>
<td></td>
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</tr>
<tr>
<td>Webinar Meeting</td>
<td>Contact Mr. Jeff Decker for more details at <a href="mailto:nbsac@uscg.mil">nbsac@uscg.mil</a></td>
<td>04/22/2020 from 1-5 Eastern Time</td>
</tr>
</tbody>
</table>

### Websites of Note:

- **[uscgboating.org](http://uscgboating.org)** — U.S. Coast Guard’s Boating Safety Division
- **Facebook.com/USCG Boating Safety** — U.S. Coast Guard Boating Safety
- **[safeafloat.com](http://safeafloat.com)** — Recreational Boating Product Assurance Branch Boat Building Compliance Website
- **[abyinc.org](http://abyinc.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.**
Recalls

MERCURY MARINE
(Miramar, FL)
Year: 2018-2021
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: 2018
Model(s): VARIOUS
Units: 268
Problem: Seat

LUND BOATS
(New York Mills, MN)
Year: 2020
Model(s): SSV-16
Units: 238
Problem: Level Flotation

Model Year 2019

VEXUS BOATS
(Elkhart, IN)
Year: 2019
Model(s): 196, 198 FUNDECK
Units: 116
Problem: Level Flotation

SEA RAY BOATS
(Knoxville, TN)
Year: 2020-2018
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

SEAARK LLC DBA / SEAARK BOATS
(Monticello, AR)
Year: 2019
Model(s): MV1648 SPECIAL
Units: 1
Problem: Level Flotation

Model Year 2020

SEA RAY BOATS
(Knoxville, TN)
Year: 2020
Model(s): 310SXO
Units: 37
Problem: Electrical System

SEA RAY BOATS
(Knoxville, TN)
Year: 2020
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

### CROWNLINE 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: Level Flotation

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

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

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
<table>
<thead>
<tr>
<th>Company</th>
<th>Year</th>
<th>Model(s)</th>
<th>Units</th>
<th>Problem</th>
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<tbody>
<tr>
<td>DOMETIC</td>
<td>Unknown</td>
<td>Unknown</td>
<td>4,558</td>
<td>Fuel System</td>
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<tr>
<td>CAROLINA SKIFF LLC</td>
<td>2018</td>
<td>16 JVX CC</td>
<td>1,565</td>
<td>Hull ID Number and Label; Certification</td>
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<td>SEA RAY BOATS</td>
<td>2018</td>
<td>SLX400</td>
<td>34</td>
<td>Electrical System</td>
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<tr>
<td>SANTEE BOATS LLC</td>
<td>2018</td>
<td>160 CC</td>
<td>3</td>
<td>Label; Certification and Navigation Lights</td>
</tr>
<tr>
<td>MACRON RECREATIONAL PRODUCTS</td>
<td>2018</td>
<td>SP 14 JON</td>
<td>13</td>
<td>Label; Certification and Hull ID Number</td>
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<tr>
<td>ALUMAWELD BOATS</td>
<td>2018</td>
<td>16 SPORT SKIFF</td>
<td>6</td>
<td>Level Flotation</td>
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<tr>
<td>DRAGONFLY BOAT WORKS LLC</td>
<td>2018</td>
<td>MARSH HEN</td>
<td>27</td>
<td>Basic Flotation and Safe Loading Maximum Persons Weight</td>
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<tr>
<td>HEY DAY</td>
<td>2018</td>
<td>WT-SURF</td>
<td>20</td>
<td>Electrical System, Fuel System</td>
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<tr>
<td>LEISURE PROPERTIES DBA CROWN</td>
<td>2018</td>
<td>E30</td>
<td>11</td>
<td>Label: Certification</td>
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<td>MARQUIS-LARSON</td>
<td>2018</td>
<td>LARSON LXH AND LX</td>
<td>36</td>
<td>Ventilation</td>
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<tr>
<td>TRACKER</td>
<td>2018</td>
<td>DEEP V GRIZZLY HELM</td>
<td>4,509</td>
<td>Loose Hydraulic Steering Hose</td>
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<tr>
<td>ULTRA BOATS</td>
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</tbody>
</table>
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: 2018-2017  
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 MerCruiser**  
(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): PT195  
Units: 1,242  
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

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

PILEASURECRAFT 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 Wight, and Level Flotation

GLASSTREAM INC
(Dothan, AL)
Year: 2017
Model(s): 1810 BAY CC
Units: 756
Problem: Level Flotation

Problem: Ventilation and Capacity Label

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
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model(s)</th>
<th>Year(s)</th>
<th>Units</th>
<th>Problem</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>YAMAHA MOTOR CORP USA</strong></td>
<td>XBT1800A/B/C</td>
<td>2017</td>
<td>106</td>
<td>Electrical System</td>
</tr>
<tr>
<td><strong>BOSTON WHALER</strong></td>
<td>315 CQ/315PH</td>
<td>2017-2012</td>
<td>161</td>
<td>Electrical System</td>
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<tr>
<td><strong>KAWASAKI MOTORS INC</strong></td>
<td>JT1200, JT1500</td>
<td>2017-2003</td>
<td>61,709</td>
<td>Fuel System</td>
</tr>
<tr>
<td><strong>THUNDER JET BOATS</strong></td>
<td>V 186 ECO</td>
<td>2017-2014</td>
<td>99</td>
<td>Level Flotation</td>
</tr>
<tr>
<td><strong>XTREME BOATS</strong></td>
<td>BRUTE 1654 SC</td>
<td>2017</td>
<td>1</td>
<td>Level Flotation, Navigation Lights</td>
</tr>
<tr>
<td><strong>AMERICAN HONDA MOTOR CO</strong></td>
<td>BF 115 to BF 250</td>
<td>2017-2016</td>
<td>2,542</td>
<td>Fuel System</td>
</tr>
<tr>
<td><strong>HQ SERVICES</strong></td>
<td>KOKUSAN VOLTAGE</td>
<td>2017</td>
<td>1,664</td>
<td>Electrical</td>
</tr>
<tr>
<td><strong>WACO MFG INC</strong></td>
<td>EDGE 553</td>
<td>2016</td>
<td>8</td>
<td>Capacity Label</td>
</tr>
<tr>
<td><strong>UNLIMITED GLASSWORKS INC</strong></td>
<td>LOWTIDE 25</td>
<td>2016</td>
<td>40</td>
<td>Level Flotation and Safe Loading Maximum Persons Weight</td>
</tr>
<tr>
<td><strong>TRACKER</strong></td>
<td>GUIDE V 14 STD</td>
<td>2016</td>
<td>970</td>
<td>Safe Loading Maximum Persons Weight</td>
</tr>
<tr>
<td><strong>LUND BOATS</strong></td>
<td>1800 ALASKAN TILLER’ OUTBOARD</td>
<td>2016</td>
<td>2381,503</td>
<td>Safe Loading Maximum Weight</td>
</tr>
<tr>
<td><strong>FISH-RITE BOATS</strong></td>
<td></td>
<td>2016</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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, SVHOFZ SR, 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

SEA RAY BOATS
(Knoxville, TN)
Year: 2016-15
Model(s): 19SPX and 21SPX
Units: 661
Problem: Ventilation

SEA RAY BOATS
(Knoxville, TN)
Year: 2016-15
Model(s): 290SB 290 OB
Units: 25
Problem: Not Specified

YAMAHA MOTOR CORP USA
(Cypress, CA)
Year: 2016
Model(s): FSH 190
Units: 147
Problem: Navigation Lights

H&B BOATS
(Orlando, FL)
Year: 2016
Model(s): MOSQUITO BAY SKIFF /BUZZLITE XTR
Units: 4
Problem: Not Specified