**Boating Safety Circular**

**Inside This Issue:**
- Gear Weight – the Forgotten Number (2)
- Composite Boat with PWC Powering (3)
- From the Archives… (4)
- Bare Hulls; What are They? (4)
- Manufacturer Identification Codes (5)
- U.S. Coast Guard Recreational Boat Compliance Testing Policy Guidelines (6)
- Reminder to Update Your MIC Registration (7)
- BSC Index 2000 — 2019 (8)
- Calendar of Events (11)
- Recalls (13)

---

### Visit Us at the 2019 International Boat Builders' Exhibition & Conference

Come visit the U.S. Coast Guard Boating Safety Division (Booth 3-2042) at the 2019 IBEX Show in the Tampa Convention Center on October 1st – 3rd. The Coast Guard’s Boating Safety Division is responsible for developing, maintaining, and enforcing recreational boat manufacturing safety regulations. The booth staff are available to explain to builders why it is important to comply with the regulations, to educate builders on how to comply, and to answer any questions.

---

### Engine Cut-Off Switch

A friendly reminder that the requirement to install an ABYC A-33 compliant engine cut-off switch on recreational vessels less than 26’ in length contained in the Frank LoBiondo Coast Guard Authorization Act of 2018 goes into effect on December 4, 2019. Any open motorboats less than 26’ in length manufactured after December 2019 (HINs that end with A020 or later) will be required to have an ABYC A-33 compliant engine cut-off switch installed.

---

Just a reminder, USCG Boating Safety is on Facebook, check us out at Facebook.com/USCG Boating Safety.
Gear Weight – the Forgotten Number

The term “gear weight” applies to all weight that is not considered for persons (for all boats) or for engines, controls, battery and fuel tank (for outboard powered boats). Gear weight is the weight of everything else taken on the boat for fishing, work and recreation. While this definition applies to all recreational boats, gear weight is of regulatory significance for monohull boats under 20 feet in length because of the flotation requirements for these boats. Gear weight includes things like life jackets, anchors, fishing tackle, watersports equipment, tools, food, and coolers; but it does not include things like the engine battery, trolling motor, and permanent appurtenances. Although the regulation also makes use of the term deadweight, it has the same meaning as gear weight, which is more appropriate for recreational boats.

For outboard engine powered boats, gear weight is a quantity equal to the posted Maximum Weight Capacity (MWC) minus the Table 183.75, Column 9 allowance for the weight of engine/controls/battery/fuel tank minus the posted Maximum Persons Capacity (MPC). For inboards, sterndrives & rowboats there is no Table 183.75 outboard engine weight component. For outboard powered boats of 2 HP or less and for rowboats, the safe loading regulations specify that MPC = (MWC x 0.9) – 25 for outboards less than or equal to 2HP, and MPC = MWC x 0.9 for rowboats. Thus, these types of boat will always have a gear weight of at least 10% of the Maximum Weight Capacity.

Minimum amount of gear weight
When the displayed capacities of a boat imply a certain amount of gear weight allowance, the regulation requires that the manufacturer of the boat provide 25% of that amount of weight in flotation material buoyancy, based on the average swamped weight of the different types of material that the gear is made of.

Although common sense would dictate that any recreational boat should have some gear weight allowance, the current minimum safety regulation permits a boat manufacturer to display capacities that do not account for gear weight. A safety-minded manufacturer, however, will include a certain amount of gear weight appropriate for each type of boat in the model lineup.

Sometimes the Coast Guard encounters boats with capacity labels that result in a negative gear weight. This could be a result of not realizing that the Maximum Weight Capacity must encompass the Maximum Persons Weight, the engine weight, and the gear weight as shown in the formula MWC = MPC + Table 183.75, Col 9 + gear weight. But it can also be the result of an overzealous manufacturer who down rates the Maximum Weight Capacity. However, in doing so, it does not improve safety; it only makes the capacities confusing and will result in the Coast Guard issuing a notice of noncompliance. In such instances the manufacturer must prove through testing or calculations that the boat can actually be rated for a higher Maximum Weight Capacity than the one displayed, and correct the displayed capacities to one that no longer implies a negative gear weight.

New table 183.75 engine weight impact on gear weight
On June 1, 2018 the U.S. Coast Guard adopted a new engine weight table that more closely reflects the current weights of four-stroke outboard engines. This new weight table is called Table 183.75 and was adapted from the weight table found in ABYC S-30. Table 183.75 replaced the 33 CFR 183 Subpart H Table 4 for outboard engine weights.
As mentioned above, although not desirable, a zero gear weight is allowed by the regulation. What has become a very common occurrence is boats with capacity labels that were calculated to have zero gear weight based on the old Table 4, but are now having negative gear weight based on the heavier Table 183.75 because capacities were not updated after the June 1, 2018 regulation change. In many of these cases, the boat can accommodate the Table 183.75 engine weights. Boat manufacturers need to be aware of the new engine weight table 183.75 replacing the old engine weight table 4, and increase the Maximum Weight Capacity accordingly if necessary. For example, for a certain HP, if Table 183.75 shows an increase of X pounds from Table 4, assuming that the Maximum Persons Capacity and gear weight allowance remain the same, the Maximum Weight Capacity should also be increased by X pounds. This is assuming that the boat has enough Safe Loading capacity to accommodate that increase. The boat manufacturer must recalculate the Maximum Weight Capacity from the dimensions of the boat or retest the boat in the water to ensure that it can accommodate that increase of X pounds in Maximum Weight Capacity.

Kicker and trolling motor weight

Coast Guard policy accounts for the presence of kicker engines and trolling motors during testing for compliance with safe loading and level flotation requirements. If a boat is marketed, advertised and/or sold with a kicker engine and/or trolling motor installed, the Coast Guard will include them in weight calculations for safe loading and level flotation testing. In the Safe Loading test, the weight of the kicker engine, trolling motor and batteries are considered part of the boat weight and not gear weight. Unlike the weight of the primary outboard engine, the weight of these auxiliary propulsion units are not deducted from the Maximum Weight Capacity to arrive at the Maximum Persons Weight Capacity, thus allowing for more passenger carrying capacity.

In the Level Flotation tests, the boat is loaded with the swamped weights of the kicker engine, trolling motor and dedicated batteries in their normal mounting locations. The flotation material in the boat must then support these swamped weights. In effect, these auxiliary propulsion units are treated the same way as the primary outboard engine and not as gear which would only have to account for a quarter of its weight during the Level Flotation tests.

Composite Boat with PWC Powering

The Coast Guard has seen a growing interest in boat hulls that are intended to be rigidly albeit temporarily attached to a PWC for powering. We have received questions as to whether these are boats in their own right or a component of a boat. They have a planing hull with riser strakes and fixed seating. Some have navigation lights and even the potential for installed generators. As a result, the Office of Auxiliary and Boating Safety treats these composite units as an inboard powered boat and they are required to meet all federal requirements as set forth in 33 CFR subchapter S. Additionally, if these units are imported they will be required to have a U.S. importer with a U.S. HIN.

Builders and importers are reminded that in unusual circumstances whereby the building construction is so unique that it restricts them from meeting regulations, a builder or importer may request an exemption from certain regulations. However, while this option is available, it is not simply granted without oversight. The bottom line is recreational boating safety. A builder or importer must prove to the Coast Guard that there will not be any loss in the level of safety as would normally be set forth with current regulations. Please do not hesitate to contact the Recreational Boating Product Assurance Branch as early as possible in the design or development phase if there are any questions as to what Coast Guard requirements may apply to a particular product.
From the Archives...

This is the first in a reoccurring series of article reprints from previous Boating Safety Circulars that still have particular relevance today. To kick the series off, we are going to reprint two oldie but goodies. First, the Coast Guard continues to get questions on “bare hulls” and what regulations do or do not apply to them. To shed more light on this subject, please see below for an article first published in the 87th issue of the Boating Safety Circular in December 2013.

Bare Hulls; What are they?
An easy answer: a bare hull is not a boat!

We remind those manufacturers that build bare hulls that a bare hull has no installed seating, no controls, no consoles, no flotation, no navigation lights, or other associated equipment. A bare hull is just that – BARE! Therefore, bare hulls are not subject to Federal minimum safety standards.

The reason there are no minimum Federal safety standards for bare hulls is simple: a manufacturer has no way of knowing the eventual weight of the finished boat (necessary for determining safe loading information and any required volume of flotation material).

A bare hull manufacturer has no way of knowing whether the finished boat will be powered by an outboard or an inboard and whether the fuel used will be gasoline or diesel.

If the finished boat is later recalled for failure to comply with an applicable Federal minimum safety standard for a defect that creates a substantial risk of personal injury to the public, the bare hull manufacturer is not held responsible for defect notification and correction (unless, of course, such a defect involved complete hull failure).

Bare hull manufacturers are not manufacturers as defined in 33 CFR 181.3. Therefore, a bare hull manufacturer should not:

1. affix a Hull Identification Number (HIN), because the Manufacturer Identification Code (MIC) in an HIN affixed to a boat identifies the entity that is legally responsible for construction of the entire boat -- not just the hull;
2. affix a certification label;
3. affix a U.S. Coast Guard Maximum Capacities label; or
4. install flotation.

The Flotation Standard is predicated on the assumption that a manufacturer has performed certain tests in accordance with the Safe Loading Standard. Since these tests are not performed on bare hulls, then logically, there is no regulation requiring a bare hull manufacturer to install flotation material. Instead, the individual or company that buys a bare hull is subject to the regulations. The individual who buys a bare hull to complete, for his or her own use, would obtain a Hull Identification Number from the State where he or she resides.

A company engaged in the business of assembling a bare hull and an engine package would be the one that should apply for a MIC, assign the Hull Identification Number and, if necessary, build the boat to comply with applicable Coast Guard safety standards and regulations. The Coast Guard recognizes that there are boat manufacturers with MICs that manufacture both finished boats and bare hulls. The finished boats must be built to comply with the regulations; however, the bare hulls they sell for completion by individuals or other companies should be free of HINs or other compliance labels.

There have been reports that “Custom” builders have been manufacturing completed boats less flotation, an engine (an outboard), and navigation lights and selling them as bare hulls to the general public. The buyer is also provided a
materials list so the buyer can present the information to their State's registration authority in order to have the State issue a HIN. This type of manufacturing operation is using the non-descript aspect of the Federal regulations to build a boat and not take responsibility for it. The buyer has no Federal recourse in the event the boat has a built-in defect that creates a substantial risk defect. States are beginning to take note of these types of operations and, in some instances, refusing to issue "homebuilt" HINs to their new owners. This is truly an example of "buyer beware."

When a boat leaves the place of manufacture or assembly for the purposes of sale, it must comply with applicable Coast Guard safety standards and regulations:

- All boats must bear two identical Hull Identification Numbers (HINs): (1) a primary HIN (usually affixed to the transom); and (2) a duplicate HIN (affixed to an unexposed location on the interior surface of the boat or beneath a fitting or item of hardware);
- If the boat is a monohull that is less than 20 feet in length, and is not a sailboat, canoe, kayak or inflatable, it must bear a U.S. Coast Guard Maximum Capacities label and contain flotation;
- If a boat is inboard powered and uses gasoline as fuel, it must comply with the Electrical, Fuel and Ventilation Standards;
- If a boat will be outboard powered with remote steering, shift controls must be designed for start-in-gear protection;
- If a boat is equipped with navigation lights, the lights must be certified; and
- Finally, if the boat is subject to a Coast Guard safety standard, it must bear a certification label.

For the second article in the "From the Archives" series, we are reprinting an article first published in the 85th issue of the Boating Safety Circular in March 2007 which clarifies issues surrounding Manufacture Identification Codes.

**Manufacturer Identification Codes**

**ABC00001C607**

The serial number above is a hull identification number (HIN). The first three characters in the HIN above are a Manufacturer Identification Code (MIC).

The Coast Guard Recreational Boating Product Assurance Division will assign a MIC only to U.S. manufacturers and U.S. importers that are in the business of building or importing recreational boats for the purposes of sale to the public. Manufacturer Identification Codes and information about the companies to which they were assigned are entered into a computerized database at Coast Guard Headquarters.

See: https://www.uscgboating.org/content/manufacturers-identification.php

One part of the Recreational Boating Standards program consists of visits to recreational boat manufacturers and importers by Compliance Associates that are under contract with the Coast Guard. The purposes of the visits are: (1) to find boat builders that may be unaware about Coast Guard boating safety standards and regulations; (2) to educate manufacturers and importers about the various features of the Coast Guard Recreational Boating Product Assurance Division program; and (3) to ensure that boats under construction on the factory floor comply with applicable Coast Guard safety standards and regulations. The Compliance Associates plan their visits based upon manufacturer/ importer name and address information in the Coast Guard Manufacturer Identification Code database.

According to Section 181.33(b) of the Hull Identification Number regulations:

"The Coast Guard Recreational Boating Product Assurance Division will assign a MIC only to U.S. manufacturers and U.S. importers that are in the business of building or importing recreational boats for the purposes of sale to the public."

"a manufacturer or importer who changes the business name or address must advise the
“...if you are a boat manufacturer or importer with a Manufacturer Identification Code, you have a legal obligation to inform the Coast Guard if you change your business name or move your factory or place of business to another location.”

Recreational Boating Product Assurance Division, 2703 Martin Luther King Jr. Ave., SE, Washington, DC 20593-7501 of the change in writing.”

This means if you are a boat manufacturer or importer with a Manufacturer Identification Code, you have a legal obligation to inform the Coast Guard if you change your business name or move your factory or place of business to another location. As a result, time and money aren’t spent unnecessarily trying to determine whether you are still building boats for the purposes of sale to the public.

Incidentally, the Coast Guard has been assigning Manufacturer Identification Codes to boat manufacturers and importers since 1972. Typically there are about 3,500 active manufacturers and importers annually. This means there are limited numbers of three letter codes which can be assigned annually. Codes issued to companies that are out of business 10 or more years may be reassigned to new builders. If you are assigned a Manufacturer Identification Code and suspend your boatbuilding operations but intend to resume building boats in the future, you need to keep us informed concerning your business status, so your Manufacturer Identification Code isn’t assigned to another company.

Ed note: the mailing address above was changed to the Coast Guard’s current mailing address and the website URL was updated to the current web address of the MIC database.

U.S. Coast Guard Recreational Boat Compliance Testing Policy Guidelines

Periodically the Coast Guard purchases boats to physically test them for compliance with the Display of Capacity Information, Safe Loading and Flotation Standards found in 33 CFR part 183. Experience with the Coast Guard compliance test program has shown that there are certain policies followed in the test lab that the regulations, the compliance guidelines and the test procedures do not explicitly describe. This Compliance Testing Policy Guideline explains those procedures.

“Portable” Generators and Flotation Testing:

Background: Some boats sold today are equipped with mounting pads, battery locations, and electrical harnesses for generators and floodlights. In some cases, additional flotation is not installed to compensate for the extra weight that future installation of these devices will add.

Policy: If a boat is equipped with a pad or wiring for a generator, then the manufacturer should provide flotation for the swamped weight of the generator. If the manufacturer does not provide a label on the boat specifying the maximum weight of the generator, then the lab will assume the generator has a dry weight of 75 pounds. Weights for the generator will be placed in the location of the mounting provisions. The generator weight will not be subtracted from the maximum weight capacity to determine person’s capacity.
Bow Fishing / Removable Decks:

**Background:** Some boats sold today are equipped with or have the option to install various removable decks for bow fishing or other applications. In some instances, the stability and buoyancy of the boat may not be taken into consideration with the additional deck installed.

**Policy:** If a boat has a factory option for an additional deck, then the deck will be considered a permanent appurtenance and included as boat weight for the purpose of capacity and flotation requirements.

---

Reminder to Update Your MIC Registration

This is a reminder for boat builders to keep their MIC registration up to date as required by regulation (33 CFR 181.33). The Coast Guard’s primary means of communicating with boat builders is through the information provided in your MIC registration. In the event that your company’s mailing address, factory location or company point of contact needs to be changed, please notify the Coast Guard at micapp@uscg.mil.

In many cases we find a factory address change, company name change or a change in a company Point of Contact (POC) has occurred and our office has not been notified. This can place your MIC in jeopardy of suspension if the Coast Guard discovers a noncompliance issue and is unable to get in contact with your company to resolve the issue. A suspended MIC will result in your customers not being able to register their boats in their state of primary operation.

Keeping your MIC record current allows the Coast Guard to:

1. Contact your company in the event that we become aware of an issue with your company’s boats, either through our inspections and testing, an accident investigation or a consumer complaint;
2. Easily share our semi-annual Boating Safety Circular with your company via email; and
3. Locate your factory to schedule compliance visits.

On the next page is a sample of our MIC record. You can see the items that may need updating. The primary items are:

1. Company name change or establishing a “Doing Business As” (DBA).
2. Primary point of contact name
3. Primary point of contact phone number. (by the way, please provide a direct number and not a general line

“This is a reminder for boat builders to keep their MIC registration up to date as required by regulation (33 CFR 181.33).”
Continued from page 7

4. Primary point of contact email address
5. Mailing address
6. Factory address
7. Types or kinds of boats built. For example, sail boat, pontoon boat, kayak, air boat. If you decide to build an entirely different type of boat, let us know. We do not need to know about new models though.
8. Website of company

Boating Safety Circular Index 2000 — 2019

**Boat Kits**
Kit Boat Manufacturers and Coast Guard Safety Standards and Regulations…….. December 2013, Issue 87
Kit Boat Manufacturers and CG Standards……………………………………. March 2007 Issue 85

**Backyard Boat Builders**
Backyard Built Boats; Things You May Not Know…………………………….. Spring 2016, Issue 89

**Carbon Monoxide**
Boating and Carbon Monoxide Poisoning a Dangerous Combination……….. August 2008 Issue 86
Carbon Monoxide Brochure ………………………………………….. January 2004 Issue 84
Carbon Monoxide Hazard Mitigation Revisited…………………………….. Fall 2014, Issue 88
Decals ABYC and NMMA Carbon Monoxide Warning Decals……………… August 2008 Issue 86

**Certification**
Does the Coast Guard Certify Boats?…………………………………………….. Spring 2016, Issue 89

**Citations/Violations**
Notice of Violation…………………………………………………………….. Fall 2014, Issue 88
Continued from page 8

Summary of MIBS 2019 Inspection Citations by Type…………………………... Spring 2019, Issue 92

**Compliance Program**
Factory Visit Program…………………………………………………………... January 2004 Issue 84
Recreational Boat Factory Visit Program…………………………………….. December 2013, Issue 87
Recreational Boat Testing and Compliance Program……………………… Fall 2014, Issue 88

**Engines**
Is a gasoline outboard kicker too much horsepower?.............................. Spring 2017, Issue 90

**Exemptions**
Grant of Exemption: An Overview ................................................... Spring 2017, Issue 90

**Fuel**
Pain in the Gas.................................................................................. March 2007 Issue 85

**Hulls**
Bare Hulls; What Are They?............................................................... December 2013, Issue 87
Boats vs. Bare Hulls........................................................................... March 2007 Issue 85

**Hull Identification Number (HIN)**
Final Rule: Country of Origin Codes and HINs.................................... Spring 2019, Issue 92
HINs for Racing Vessels...................................................................... Spring 2019, Issue 92
Verification of Hull Identification Number.......................................... Fall 2014, Issue 88

**Importer**
Responsibility of a Recreational Boat Importer................................. Spring 2016, Issue 89
Sale of Foreign-Built Boats by Importers........................................... December 2013, Issue 87

**Labels**
Capacity Label 101 — Back To The Basics........................................ Spring 2019, Issue 92

**Management**
Case Management............................................................................ Spring 2019, Issue 92

**Manufacturers Identification Code (MIC)**
Coast Guard Manufacturer Identification Code Database..................... December 2013, Issue 87
Manufacturer ID Codes........................................................................ March 2007, Issue 85
Manufacturer Identification Code (MIC) Data........................................ August 2008, Issue 86
New Point of Contact for Manufacturer’s Identification Codes............. Fall 2018, Issue 91

**Navigation Lights**
Navigation Lights, The rules are for your safety................................. Spring 2016, Issue 89

Next page ►
Continued from page 9


**Personal Flotation Device (PFD)**

Belt Pack Inflatable PFD Tests (1)................................................................. January 2004 Issue 84
Belt Pack Inflatable PFD Tests (2)................................................................. January 2004 Issue 84
Lifejacket Approval Harmonization................................................................. Fall 2018, Issue 91

**Propeller Guard**

Propeller Guard Test Procedure Report ......................................................... December 2013, Issue 87

**Regulatory**

Frank LoBiondo Coast Guard Authorization Act of 2018 ....................................... January 2004 Issue 84
Model Year ........................................................................................................... Fall 2018, Issue 91
Safe Loading and Flotation Regulations ............................................................... December 2013, Issue 87
Updated Outboard Engine Weights ................................................................. Fall 2018, Issue 91

**Safety**

After 31 December 2006 Boaters Must Not Operate 121.5/243 MHZ EPIRB.............. March 2007, Issue 85
Alternatives to Pyrotechnic Distress Signals ....................................................... Fall 2018, Issue 91
Coast Guard Infoline Termination ...................................................................... August 2008 Issue 86
Conducting Drills For Your Kids ........................................................................ Spring 2017, Issue 90
Hull Reflective Stripe Can Save Lives .................................................................. Fall 2014, Issue 88
My Boat is Defective…or is it? ........................................................................... Spring 2017, Issue 90
National Boating Safety Advisory Council ........................................................ Fall 2018, Issue 91
News from CPSC ................................................................................................. August 2008, Issue 86
Switlik Liferaft Inflation System Defect ............................................................. August 2008 Issue 86
We’ve Got an App for That .................................................................................. Spring 2016, Issue 89

**Texas Flats Boats**

Shallow Water Boats Including Texas Flats Boats Stability Study Update............ Spring 2016, Issue 89
Texas Flats Boat Stability Study .......................................................................... Fall 2014, Issue 88

**Ventilation**

Openings in Ventilation Systems ......................................................................... March 2007 Issue 85

Don’t let this happen to you!

---

U.S. Coast Guard Photo.
## Calendar of Events

**American Boat and Yacht Council (ABYC)**

<table>
<thead>
<tr>
<th>Event</th>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABYC Standards Certification at IBEX</td>
<td>Tampa, Florida</td>
<td>09/30/2019</td>
</tr>
<tr>
<td>Practical Application of ABYC Standards</td>
<td>Annapolis, Maryland</td>
<td>11/05/2019 - 11/06/2019</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Cedarville, Michigan</td>
<td>11/18/2019 - 11/20/2019</td>
</tr>
<tr>
<td>ABYC Diesel Engine Certification</td>
<td>Acworth, Georgia</td>
<td>11/19/2019 - 11/21/2019</td>
</tr>
<tr>
<td>ABYC/NMEA Combined Training</td>
<td>Sarasota, Florida</td>
<td>12/03/2019 - 12/06/2019</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification - FAST TRAC</td>
<td>Brunswick, Maine</td>
<td>12/10/2019 - 12/11/2019</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Annapolis, Maryland</td>
<td>12/10/2019 - 12/12/2019</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Midland, Ontario, Canada</td>
<td>12/17/2019 - 12/19/2019</td>
</tr>
<tr>
<td>ABYC Standards Week -- PTC Meetings</td>
<td>New Orleans, Louisiana</td>
<td>01/06/2020 - 01/10/2020</td>
</tr>
<tr>
<td>ABYC Annual Meeting</td>
<td>New Orleans, Louisiana</td>
<td>01/06/2020</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Annapolis, Maryland</td>
<td>01/14/2020 - 01/16/2020</td>
</tr>
<tr>
<td>ABYC Gasoline Engines Certification</td>
<td>Cedarville, Michigan</td>
<td>01/20/2020 - 01/22/2020</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Ashland, Wisconsin</td>
<td>01/28/2020 - 01/30/2020</td>
</tr>
<tr>
<td>ABYC Standards Certification</td>
<td>Annapolis, Maryland</td>
<td>02/04/2020 » 02/06/2020</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Pt. Richmond, California</td>
<td>02/04/2020 - 02/06/2020</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Cedarville, Michigan</td>
<td>02/24/2020 - 02/26/2020</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Midland, Ontario, Canada</td>
<td>02/25/2020 - 02/27/2020</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Annapolis, Maryland</td>
<td>03/10/2020 - 03/12/2020</td>
</tr>
<tr>
<td>ABYC Diesel Engine Certification</td>
<td>Cedarville, Michigan</td>
<td>03/23/2020 - 03/25/2020</td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Lake Worth, Florida</td>
<td>03/24/2020 - 03/26/2020</td>
</tr>
<tr>
<td>ABYC/NMEA Combined Training</td>
<td>Annapolis, Maryland</td>
<td>04/06/2020 - 04/09/2020</td>
</tr>
</tbody>
</table>
Calendar of Events (continued)

<table>
<thead>
<tr>
<th>Event Description</th>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Marine Manufacturers Association (NMMA) Meetings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International Boatbuilders Exhibition and Conference (IBEX)</td>
<td>Tampa, Florida</td>
<td>10/01/2019 - 10/03/2019</td>
</tr>
<tr>
<td>Conference (IBEX) Trade Show</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NMMA Certification Seminar</td>
<td>New Orleans, Louisiana</td>
<td>12/09.2019 - 12/11/2-19</td>
</tr>
<tr>
<td>National Association of State Boating Law Administrators (NASBLA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Meeting</td>
<td>Anchorage, Alaska</td>
<td>09/29/2019 - 10/02/2019</td>
</tr>
</tbody>
</table>

Websites of Note:

- uscgboating.org — U.S. Coast Guard’s Boating Safety Division
- Facebook.com/USCG Boating Safety — 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)
Recalls

**MERCURY MARINE**
(Miramar, FL)
Year: 2019
Model(s): V-8 200-300, V-6 175-225, V8 250
Units: 10,217
Problem: Engine: Gasoline

**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): SXO400
Units: 14
Problem: Electrical System

**TEAM WARD INC**
(Monticello, AR)
Year: 2019
Model(s): SAT1800E/F
Units: 398
Problem: Engine Shift Control

**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

**SEA RAY BOATS**
(Knoxville, TN)
Year: 2019
Model(s): DA320 DA350
Units: 18
Problem: Steering

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

**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

**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
<table>
<thead>
<tr>
<th>Model(s)</th>
<th>Units</th>
<th>Problem</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUPRA 400, 450, 575 and MOOMBA 450</td>
<td>1103</td>
<td>Electrical</td>
</tr>
<tr>
<td>TUFFY BOATS</td>
<td>7</td>
<td>Level Flotation</td>
</tr>
<tr>
<td>(New London, WI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): ESOX ROUSTABOUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 139</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Dynamic Instability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CENTURION &amp; SUPREME</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Merced, CA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): ZS232</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 139</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Dynamic Instability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOSTON WHALER INC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Edgewater, FL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): 190OR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Safe Loading Maximum Weight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEA RAY BOATS</td>
<td>34</td>
<td>Electrical System</td>
</tr>
<tr>
<td>(Knoxville, TN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): SLX400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Dynamic Instability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUND BOATS</td>
<td>6</td>
<td>Level Flotation</td>
</tr>
<tr>
<td>(New York Mills, MN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): SSV 14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Level Flotation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model Year 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STUR-DEE BOAT CO</td>
<td>13</td>
<td>Label; Certification and Hull ID Number</td>
</tr>
<tr>
<td>(Tiverton, RI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): AMESBURY DORY 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Label; Certification</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAROLINA SKIFF LLC</td>
<td>3</td>
<td>Level Flotation</td>
</tr>
<tr>
<td>(Waycross, GA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): 16 JVX CC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 1,565</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Hull ID Number and Label; Certification</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model Year 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TUFFY BOATS</td>
<td>7</td>
<td>Level Flotation</td>
</tr>
<tr>
<td>(New London, WI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): ESOX ROUSTABOUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 139</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Dynamic Instability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model Year 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STUR-DEE BOAT CO</td>
<td>13</td>
<td>Label; Certification and Hull ID Number</td>
</tr>
<tr>
<td>(Tiverton, RI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): AMESBURY DORY 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Label; Certification</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model Year 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TUFFY BOATS</td>
<td>7</td>
<td>Level Flotation</td>
</tr>
<tr>
<td>(New London, WI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): ESOX ROUSTABOUT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 139</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Dynamic Instability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model Year 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STUR-DEE BOAT CO</td>
<td>13</td>
<td>Label; Certification and Hull ID Number</td>
</tr>
<tr>
<td>(Tiverton, RI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Year: 2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Model(s): AMESBURY DORY 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units: 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Problem: Label; Certification</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CHEETAH BOAT MFG
(Lake Havasu City, AZ)
Year: 2018
Model(s): WILDCAT INBOARD
Units: 1
Problem: Ventilation, Label: Certification

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

Model(s): PT195
Units: 1,242
Problem: Loose Hydraulic Steering Hose

ULSTRA 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

BOSTON BOATWORKS LLC
(Charlestown, MA)
Year: 2018-2009
Model(s): 35Z, 40Z
Units: 89
Problem: Electrical 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
<table>
<thead>
<tr>
<th>Model Year 2018-2016</th>
<th>LEXINGTON MARINE GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2018-2016</td>
<td>Leland, NC</td>
</tr>
<tr>
<td>Model(s):</td>
<td>All model pontoons with HINs between P0047 to P0364</td>
</tr>
<tr>
<td>Units: 520</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Undersized boats to Hold Down Seat to Deck</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2018</th>
<th>LUND BOAT COMPANY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2018-2016</td>
<td>New York Mills, MN</td>
</tr>
<tr>
<td>Model(s):</td>
<td>2075, 2175 PRO-V</td>
</tr>
<tr>
<td>Units: 271</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Bimine Top Failure</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>CAROLINA SKIFF LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2017</td>
<td>Waycross, GA</td>
</tr>
<tr>
<td>Model(s):</td>
<td>JV 13 TILLER</td>
</tr>
<tr>
<td>Units: 271</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Safe Loading Maximum Weight, Safe Loading Maximum Persons Weight</td>
</tr>
</tbody>
</table>

| Model Year 2017-2015 | PILEASURECRAFT ENGINE GROUP |
|----------------------| (Little Mountain, SC)       |
| Year: 2017-2015      | (Little Mountain, SC)       |
| Model(s):            | 189 TYEE GEL, 189 PRO-V GL |
| Units: 110           |                    |
| Problem:             | Electrical System |

<table>
<thead>
<tr>
<th>Model Year 2018</th>
<th>MERCURY MERCURISER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2018</td>
<td>Miramar, FL</td>
</tr>
<tr>
<td>Model(s):</td>
<td>STERNDRIVE</td>
</tr>
<tr>
<td>Units: 4,609</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Steering Pump</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>THUNDER JET BOATS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2018</td>
<td>Clarkston, WA</td>
</tr>
<tr>
<td>Model(s):</td>
<td>T186RS, SARS18</td>
</tr>
<tr>
<td>Units: 11</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Steering Interface</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>WELD CRAFT MFG INC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2018</td>
<td>Benton, AR</td>
</tr>
<tr>
<td>Model(s):</td>
<td>1242 RS</td>
</tr>
<tr>
<td>Units: 19</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Hull ID Nubmber</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>CAROLINA SKIFF LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2017</td>
<td>Waycross, GA</td>
</tr>
<tr>
<td>Model(s):</td>
<td>JV 13 TILLER</td>
</tr>
<tr>
<td>Units: 118</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Safe Loading Maximum Weight and Level Flotation</td>
</tr>
</tbody>
</table>

| Model Year 2017-2015 | PILEASURECRAFT ENGINE GROUP |
|----------------------| (Little Mountain, SC)       |
| Year: 2017-2015      | (Little Mountain, SC)       |
| Model(s):            | 189 TYEE GEL, 189 PRO-V GL |
| Units: 110           |                    |
| Problem:             | Electrical System |

| Model Year 2017      | ALWELD COMMERCIAL BOATS INC |
|----------------------| (Lonesdale, AR)           |
| Year: 2017           | (Lonesdale, AR)           |
| Model(s):            | 1648 DSLW                |
| Units: 14             |                    |
| Problem:             | Flotation and Stability |

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>TITAN MARINE LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2017</td>
<td>Fordyce, AR</td>
</tr>
<tr>
<td>Model(s):</td>
<td>HAVOC 1556 DBST</td>
</tr>
<tr>
<td>Units: 33</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Maximum Wight, and Level Flotation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>GLASSTREAM IN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2017</td>
<td>Dothan, AL</td>
</tr>
<tr>
<td>Model(s):</td>
<td>180 CC</td>
</tr>
<tr>
<td>Units: 16</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Hull ID Nubmber</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model Year 2017</th>
<th>AGRI-PLASTICS MFG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year: 2017</td>
<td>Grassie, ON</td>
</tr>
<tr>
<td>Model(s):</td>
<td>1242 RS</td>
</tr>
<tr>
<td>Units: 19</td>
<td></td>
</tr>
<tr>
<td>Problem:</td>
<td>Hull ID Nubmber</td>
</tr>
</tbody>
</table>
Model(s): TETRA-POD  
Units: 60  
Problem: Level Flotation, Label: Capacity

**HQ SERVICES**  
(Universal City, CA)  
Year: 2017  
Model(s): KOKUSAN VOLTAGE  
Units: 1,664  
Problem: Electrical

**BEETLE INC**  
(Wareham, MA)  
Year: 2017  
Model(s): 12 ONSET ISLAND SKIFF  
Units: 23  
Problem: Level Flotation, Hull ID Number

**BRP U.S. INC**  
(Benton, IL)  
Year: 2017  
Model(s): E-TEC G2 150-300  
Units: 339  
Problem: Engine: Gasoline

**COBALT BOATS**  
(Ventura, CA)  
Year: 2017  
Model(s): UNIDENTIFIED  
Units: 1,799  
Problem: Hull: Seat Bolt

**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

**STINGRAY BOAT COMPANY**  
(Hartsville, SC)  
Year: 2017  
Model(s): 182 SC  
Units: 356  
Problem: Level Flotation, Label: Certification

**YAMAHA MOTOR CORP USA**  
(Cypress, CA)  
Year: 2017  
Model(s): XBT1800A/B/C  
Units: 106  
Problem: Electrical System

**YAMAHA MOTOR CORP USA**  
(Cypress, CA)  
Year: 2017  
Model(s): F90  
Units: 31  
Problem: Engine: Gasoline

**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

**K L INDUSTRIES**  
(Muskegon, MI)  
Year: 2017-2010
Model(s): ELECTRIC PEDAL BOAT
Units: 1,499
Problem: Safe Loading, Maximum Weight, Capacity

KAWASAKI MOTORS INC
(Muskegon, MI)
Year: 2017-2003
Model(s): JT1200, JT1500
Units: 59,273
Problem: Fuel System

PLEASURECRAFT ENGINE GROUP
(Little Mountain, SC)
Year: 2017-2015
Model(s): 60L, 60L HO
Units: 1,635
Problem: Electrical System

THUNDER JET BOATS
(Clarkston, WA)
Year: 2017-2014
Model(s): V 186 ECO
Units: 99
Problem: Level Flotation

TOHATSU AMERICA CORP
(Coppell, TX)
Year: 2017-2016
Model(s): BFT115 to BFT250
Units: 130
Problem: Fuel System

WELDBILT COMMERCIAL BOATS
(Alexander, AR)
Year: 2017
Model(s): UNIDENTIFIED MODELS
Units: 1,800
Problem: Hull ID Number, 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

Model Year 2016

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

PHOWLER BOAT COMPANY
(Miramar, FL)
Year: 2016
Model(s): 1850 LIGHT JON
Units: 1
Problem: Basic Flotation

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

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

AMERICAN HONDA MOTOR CO
(Torrance, CA)
Year: 2016
Model(s): BF 250
Units: 346
Problem: Electrical System
**EXCEL BOAT CO LLC**  
(Mountain View, AR)  
Year: 2016  
Model(s): 1754SWV4  
Units: 299  
Problem: Label: Capacity, Hull ID Number

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

**RECREATION UNLIMITED LLC**  
(Americus, GA)  
Year: 2016  
Model(s): CARAVELLIE 17 EBO  
Units: 136  
Problem: Level Flotation, Label: Capacity

**RECREATION UNLIMITED LLC**  
(Americus, GA)  
Year: 2016  
Model(s): 16 EBO  
Units: 48  
Problem: Level Flotation, Label: Capacity

**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

**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 VX5, VXSIN  
Units: 22,858  
Problem: Fuel System

**YAMAHA MOTOR CORP USA**  
(Cypress, CA)  
Year: 2016  
Model(s): SJ700B  
Units: 310  
Problem: Steering Grip Detachment

**SEA RAY BOATS**  
(Knoxville, TN)  
Year: 2016-2015  
Model(s): 290SB, 290OB  
Units: 25  
Problem: Cockpit Refrigerator Ignition Protection Issue

**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)
CAMPION MARINE INC  
(Kelowna, BC)  
Model(s): PONTOON BOAT  
Units: 60  
Problem: Bimini Failure, Hull ID Number

MOMARSH INC  
(Defiance, MO)  
Model(s): 15 FIBERGLASS HUNT-FISH  
Units: 50  
Problem: Level Flotation, Maximum Persons

COBALT BOAT  
(Neodesha, KS)  
Model(s): EXPLORER 492 CC  
Units: 85  
Problem: Level Flotation, Safe Loading Persons

RHINO ROTO MOLDING  
(Maple Lake, MN)  
Model(s): BEAVERTAIL STEALTH 2000  
Units: 4,684  
Problem: Maximum Weight Capacity

SEA RAY BOATS  
(Knoxville, TN)  
Model(s): 260 DA  
Units: 243  
Problem: Fuel System

YAMAHA MOTOR CORP USA  
(Cypress, CA)  
Model(s): AR240, SX240, 242 Limited (s)  
Units: 205  
Problem: Ventilation

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

CUSTOM FIBERGLASS PROD INC  
(Bailey, NC)  
Model(s): C HAWK 18 CC  
Units: 25  
Problem: Level Flotation

WELDBILT COMMERCIAL BOATS  
(Alexander, AR)  
Model(s): 1548V  
Units: 1  
Problem: Safe Loading Maximum Weight, Label: Capacity

G3 BOATS  
(Lebanon, MO)  
Model(s): DEEP VEE  
Units: 50  
Problem: Deck Hinge Failure

Model Year 2015

GHEEN MANUFACTURING  
(Titusville, FL)
Units: 141  
Problem: Seat Issues

**JL AUDIO**  
(Washington, DC)  
Year:  
Model(s): JL AUDIO SPEAKERS  
Units: 5,728  
Problem: Speaker Mounting Bracker

**MERCURY MARINE**  
(Miramar, FL)  
Year:  
Model(s): verado 250/300  
Units: 1,186  
Problem: Fuel System

**MERCURY MARINE**  
(Miramar, FL)  
Year:  
Model(s): 45l MERCUISER  
Units: 2,639  
Problem: Speaker Mounting Bracker

**TRACKER MARINE**  
(Springfield, MO)  
Year: 2015-2009  
Model(s): MAKO 18 LTS  
Units: 1,192  
Problem: Hull Cracks