Visit the U.S. Coast Guard at the 2022 International Boat Builder's Exhibition & Conference in Tampa, FL.

The Recreational Boating Product Assurance Branch will be hosting a booth (Booth #3-2034) at the 2022 IBEX show from September 27th - 29th. The booth staff will be available to answer questions and educate show attendees on USCG requirements for recreational boats and how to comply with them.

About IBEX
The world’s leading technical boat-building showcase, IBEX delivers a unique forum where the marine industry can do business, share ideas, and accelerate new product development. Keep connected to the products, technology, people, and training that are advancing the industry.

Electric Propulsion

Electric boats are poised to occupy significant space in the recreational boating market and the Coast Guard Recreational Boating Product Assurance Branch is seeing that through a significant increase in inquiries concerning electric boats. As the recreational boat manufacturing federal regulations were written nearly 50 years ago and conceived primarily to mitigate vapor explosions from inboard gasoline engines, they do not adequately address the risks this new technology poses. Until such time that the federal regulatory process can catch up to emerging technologies, it is important to leverage policy and voluntary consensus standards to bridge the gap between published federal regulations and the risks associated with new technology.
The Coast Guard has recently published CG-BSX-23 Policy Letter 22-02, Safe Loading, Safe Powering and Flotation Compliance Guidance for Electrically Powered Recreational Vessels. This policy establishes regulatory guidance for recreational vessels less than 20 feet in length that use batteries for primary propulsion. The policy does not issue new guidance to mitigate the risks associated with electric propulsion; it simply offers interpretation on how to apply Safe Loading, Safe Powering, and Flotation regulations found in 33 CFR Subchapter S, as batteries are heavier than traditional internal combustion engines and can employ weights in locations that may not be consistent with traditional design. The policy can be found in the Policy section of the Boat Builder’s Tool Kit on the safeafloat.com website at https://safeafloat.com/policies-letters/.

Some of the policy highlights include:

33 CFR Subpart B – Display of Capacity Information
- Electrically powered recreational vessels that meet the maximum horsepower display requirements found in 33 CFR 183.23 may be determined as propeller shaft HP using SAE-J228, Marine Propulsion Engine and Systems – Power Measurement; or ISO 8665; Small Craft – Marine Propulsion Reciprocating Internal Combustion Engines – Power Measurement and Declarations.
- Adding the Statement “For Electrical Propulsion” to the marking requirement set forth in 33 CFR 183.25(b)(1) and (2) meets the intent found in 33CFR 183.23.
- The capacity plate should display the actual weight of the electric outboard used (if applicable).

33 CFR 183 Subpart C – Safe Loading
- To comply with 33 CFR 183.35, the weight of all batteries and the battery management system (BMS), if they are separate from the outboard motor, should be included in boat weight.
- To comply with 33 CFR 183.33, boat weight and machinery should be used as written with the weight of the batteries and BMS included as machinery weight.

33 CFR 183 Subpart D – Safe Powering
- Maximum horsepower should meet 33 CFR 183.53(a) or (b).

- The manufacturer should use the actual weights of the installed electric outboard and components as opposed to the weights found in the table found in 33 CFR 183.75.

While the Coast Guard is considering new federal regulations to mitigate risks associated with electric propulsion, at the time of publishing, a regulatory project has not been initiated. The American Boat & Yacht Council (ABYC) has recently published a voluntary standard, E-13, Lithium Batteries, which does address hazards associated with electric propulsion. The Coast Guard recommends that builders consider this standard when building recreational boats with electric propulsion systems.

CG-BSX-23 Policy Letter 22-02 was recently published in the Federal Register under Docket No. USCG-2022-0259, and we encourage you to submit comments, or related material, to the docket no later than November 9, 2022. Comments can address the guidance set forth in the policy, or address electric propulsion in general, and should provide reasoning behind each suggestion or recommendation. Comments should be submitted via the docket at http://www.regulations.gov. If this is not possible, comments can be submitted directly to Kevin Ferrie at kevin.b.ferrie@uscg.mil.
Welcome Aboard to Our New Point of Contact for Manufacturer’s Identification Codes

Chief Warrant Officer (CWO) Timothy Rafter reported to the Recreational Boating Product Assurance Branch in August 2022. In his previous assignment he was the Commanding Officer of the Coast Guard Cutter Terrell Horne in San Pedro, CA. CWO Rafter enlisted in the Coast Guard in 1999 and has served aboard four Coast Guard Cutters and four small boat units prior to his assignment to Coast Guard Headquarters. He will be the recreational boat manufacturer’s primary point of contact for everything related to Manufacturer’s Identification Codes (MIC), including issuance and maintenance, such as the mandatory updating of contact information for MIC holders.

With over 22 years of experience responding to emergencies on the water and promoting safe boating practices, safety has always been a top priority for CWO Rafter. In addition to providing MIC-specific assistance, CWO Rafter’s primary responsibilities will be to ensure that each prospective recreational boat manufacturer or importer in the United States is aware of the current Federal regulations in place to ensure the utmost safety of each American that seeks the enjoyment found in recreational boating.

You can email all MIC application requests and questions to MICAPP@uscg.mil. This ensures prompt delivery and establishes a "trail" by which to track submissions and responses. Please stop by our booth at IBEX (# 3-2034) to meet CWO Rafter and other team members.

What is a Substantial Risk Safety Defect?

The Coast Guard authority to recall recreational vessels is found in 46 USC 4310 and 33 CFR 179. With this authority, the Coast Guard’s Recreational Boating Product Assurance Branch oversees recalls for the regulated items found within this section. However, the Coast Guard also has the authority to conduct recalls for “substantial risk safety related defects.”

The Recreational Boating Product Assurance Branch determines a substantial risk safety defect exists if the following criteria are met:

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

When a safety defect report is received, it is assigned a case number and is investigated to see if it is a case of...
Continued from page 3

“Not all defects are considered safety related in nature.”

noncompliance with 33 CFR Subchapter S or if it is a potential substantial risk safety defect. Not all defects are considered safety related in nature. If a consumer is having a quality-control issue, then the Coast Guard will simply forward the report to the manufacturer for their handling. If it is determined that the reported defect is a case of noncompliance with Coast Guard safety regulations or rises to the level of a substantial risk safety defect, then the Coast Guard may require the manufacturer to conduct a recall campaign. The Coast Guard determines if the defect is a substantial risk safety defect. While the Coast Guard understands consumer concern about perceived defects, especially if the manufacturer is not perceived by the consumer to be taking action, the Coast Guard's decision about defect handling requires extreme care and due diligence. A recall has to be safety related and can be extremely costly.

There may be times when an issue may meet some of the criteria for a substantial risk safety defect but may not meet the “occurrence with some frequency” requirement. In these cases the Coast Guard will open a case file for future reference to see if other defect reports are filed in order to build a record to support the determination of “frequent.” This is why accurate and timely accident reports and safety defect reports are necessary. The Coast Guard requires data to support its’ decision-making process. In the absence of data, the Coast Guard may have to defer taking action.

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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
abyinc.org - American Boat and Yacht Council
nmma.org - National Marine Manufacturers Association

Emails of Note:

rbscompliacne@uscg.mil - for all manufacturer inquiries except for MICs
rbsinfo@uscg.mil - for general boating safety questions
MICAPP@uscg.mil - for all inquiries related to manufacturer’s identification codes (MIC)
TypeApproval@uscg.mil - for all inquiries about equipment and materials that receive Coast Guard approval (life jackets, visual distress signals, inflatable life rafts, etc.)

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**WHITE RIVER MARINE GROUP LLC**
Campaign # 22MF0188  
Year: 2018-2022  
Model(s): Targa V19, Ranger VX  
Problem: Electrical

**LEISURE PROPERTIES LLC**
Campaign # 22MF0129  
Year: 2021  
Model(s): 330SY, 350SY, 335SS  
Problem: Electrical

**SEA FOX BOAT COMPANY INC**
Campaign # 22MF0111  
Year: 2019  
Model(s): 180 - 268 Series  
Problem: Battery Charger / Electrical

**VOLVO PENTA**
Campaign # 22MF0337  
Year: 2022  
Model(s): Side Mount Control System  
Problem: The safety lanyard might under certain rare circumstances not work as intended due to hardware tolerances inside the control lever that are too wide vs. the software setting, to determine if the lanyard is attached or detached.
YAMAHA MOTOR CORP USA
Campaign #: 22MF0350
Year: 2021, 2022
Model(s): F200JET1L, 200LET1XF, 225LET1L, F250QET1L, F250RET1X outboards
Problem: Engine

VOLVO PENTA
Campaign #: 22MF0035
Year: 2021
Model(s): D8, D11, D13 and D16 engines
Problem: The safety lanyard might under certain rare circumstances not work as intended due to that the hardware tolerances inside the control lever.

VOLVO PENTA
Campaign #: 22MF0034
Year: 2021
Model(s): D8, D11, D13 and D16 engines
Problem: Software issue involving the Helm Control.

KAWASAKI MOTORS CORP USA
Campaign #: 22MF0029
Year: 2020, 2021, 2022
Model(s): JT1500RLF, JT1500RMFNN and JT1500RNFNN
Problem: Front Hatch Cover

WHITE RIVER MARINE GROUP LLC
Campaign #: 22MF0005
Year: 2022
Model(s): Various
Problem: Electrical

VOLVO PENTA
Campaign #: 21MF0505
Year: 2021
Model(s): Various Models
Problem: Fuel System

VOLVO PENTA
Campaign #: 21MF0506
Year: 2021
Model(s): Various Models
Problem: Fuel System

YAMAHA MOTOR CORP USA
Campaign #: 21MF0508
Year: 2021
Model(s): Various Models
Problem: Engine

FREEDOM ELECTRIC MARINE INC
Campaign #: 21CG0026
Year: 2021
Model(s): Twin Troller X10
Problem: Capacity Label

MERCURY
Campaign #: 21MF0546
Year: 2021
Model(s): MotoGuide
Problem: GPS Issue

WHITE RIVER MARINE GROUP LLC
Campaign #: 21CG0035
Year: 2022
Model(s): TAHOE T18
Problem: Flotation

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

2021
YAMAHA MOTOR CORP USA
Campaign # 21MF0343
Year: 2021
Model(s): KPT/KXT1800
Problem: Fuel System

RHINO MARINE INC
Campaign # 21CG0014
Year: 2021
Model(s): 14 Lil Bull
Problem: Capacity and Flotation

RANGER BOATS
Campaign # 21MF0381
Year: 2021
Model(s): Ranger 622
Problem: Fuel System

DOMETIC
Campaign # 21MF0428
Year: 2021
Model(s): Various Models / Fuel Pump
Problem: Fuel pump leak

STARCRAFT
Campaign # 21CG0023
Year: 2022
Model(s): Stealth 166 DC
Problem: Capacity Label

VOLVO PENTA
Campaign # 21MF0507
Year: 2021
Model(s): R0040 Schrader Valve
Problem: Fuel System

VOLVO PENTA
Campaign # 21MF0561
Year: 2021
Model(s): Various Models
Problem: The neutral interlock could be abnormally sluggish to operate or even get stuck in the unlocked position.

WHITE RIVER MARINE GROUP LLC
Campaign #: 21MF0574
Year: 2022-2021
Model(s): Bass Tracker Classic, Bass Buggy 16, Bass Buggy 18, Fishing Barge 20, Fishing Barge 22, Fishing Barge 24, Super Guide V16, Super Guide V165, Pro Team 175, Pro Team 190, Pro Team 195, and Pro 170
Problem: Seat

YAMAHA MOTOR CORP USA
Campaign # 21MF0509
Year: 2022 and 2021
Model(s): TX1800A (AR190), TX1800B (SX190), TP1800A (AR195), TP1800B (SX195), TP1800C (195S), UX1800A (190FSH SPORT), UX1800B (190 FSH DELUXE), UP1800A (195 FSH SPORT), UP1800B (195 FSH DELUXE), KXT1800A (252 FSH SPORT) AND KPT1800A (255 FSH SPORT E) BAOTS
Problem: Fuel System

MERCURY — MOTOGUIDE
Campaign # 21MF0547
Year: 2021
Model(s): N/A
Problem: GPS system

VOLVO PENTA
Campaign # 21MF0560
Year: 2021
Model(s): Various Models
Problem: Control Lever, neutral interlock could be abnormally sluggish to operate or even get stuck in the unlocked position.

WAVERUNNERS
Problem: Engine shut-off switch

SEA HUNT BOAT MFG CO INC
Campaign # 21MF0577
Year: 2022
Model(s): Ultra, BX and GameFish
Problem: Fuel System
**VOLVO PENTA**

Campaign #: 21SD0005  
Year: No model year  
Model(s): D3, D4, D6, V6, and V8 engines  
Problem: Lanyard Safety Strap Housing

**LIPPET**

Campaign #: 21MF0212  
Year: No model year  
Model(s): N/A  
Problem: Seat

**SEA PRO BOATS**

Campaign #: 21CG0005  
Year: 2016-2021  
Model(s): 172 Bay  
Problem: Flotation

**WHITE RIVER MARINE GROUP**

Campaign #: 21MF0381  
Year: 2020-2021  
Model(s): Ranger 622  
Problem: Fuel Tank

**NOVAK ENTERPRISES**

Campaign #: 21CG0013  
Year: 2020-2021  
Model(s): Dorado 14  
Problem: Capacity Label

**YAMAHA MOTOR CORP USA**

Campaign #: 21MF0344  
Year: 2021  
Model(s): KPT/KXT 1800  
Problem: Electrical and/or Fuel Tank

**SKEETER PRODUCTS, INC.**

Campaign #: 21MF0279  
Year: 2021  
Model(s): Various Models  
Problem: Steering Tiller Arm

**NAUTIC STAR, LLC**

Campaign #: 21DL0926  
Year: 2019-2021  
Model(s): 191 Hybrid, 193SC, 215 XTS, 215 XTS SB, 227 XTS, 243 DC, 2102 Legacy, and the 2602 Legacy  
Problem: Capacity Label

**SEA RAY BOATS**

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

**YAMAHA MOTOR CORP USA**

Campaign #: 21MF0187  
Year: 2021  
Model(s): GP1800A, GP1800B, VX1050 and VX1080  
Problem: Electrical

**MERCURY**

Campaign #: 21SD0004  
Year: 2021  
Model(s): 85-115 HP 2.1L and 150 HP 3.0L  
Problem: Outboard Engines

**MALIBU BOATS LLC**

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

**MARLON RECREATIONAL PRODUCTS**

Campaign #: 21CG0002  
Year: 2021  
Model(s): SP12  
Problem: Flotation

**NOVAK ENTERPRISES**

Campaign #: 21CG0013  
Year: 2020  
Model(s): Panga Corvina 14  
Problem: Capacity Label
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<td><strong>SEA RAY</strong></td>
<td>20SD0025</td>
<td>2018-2017</td>
<td>230SLW and SLW230</td>
<td>Weakness within the supporting fiberglass structure at the rudder</td>
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<td>20CG0021</td>
<td>2017-2021</td>
<td>175 Sport Dorado</td>
<td>Flotation</td>
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<td><strong>PELICAN INTERNATIONAL INC</strong></td>
<td>20CG0026</td>
<td>2020</td>
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<td>Capacity Label and Flotation</td>
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<td><strong>RECREATION UNLIMITED LLCX</strong></td>
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<td>2019-2020</td>
<td>Key Largo 1800</td>
<td>Flotation</td>
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<td>20CG0027</td>
<td>2015-2021</td>
<td>Ambush 1548</td>
<td>Flotation</td>
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<td><strong>TITAN MARINE LLC</strong></td>
<td>20CG0029</td>
<td>2019-2021</td>
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<td>Capacity Label</td>
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<td><strong>RHINO ROTO MOLDING</strong></td>
<td>20CG0034</td>
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<td>Beavertail Final Attack</td>
<td>Capacity Label</td>
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<td><strong>HONDA</strong></td>
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<td>Honda Marine accessory key panel kit</td>
<td>Electrical</td>
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<td>200001T</td>
<td>Not Built by Model Year</td>
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<td>Fuel System</td>
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<td>2016-2021</td>
<td>250SLN, 250 SLX, 280SLN, 280SLX</td>
<td>Electrical</td>
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<td>AVIARA BOATS LLC</td>
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<td>MERCURY MARINE</td>
<td>20SD0027</td>
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<td>MERCURY</td>
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<td>35-60 EFI 75-115 SEA</td>
<td>Engine: Gasoline</td>
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<td>2020</td>
<td>32 XS</td>
<td>Structural Integrity</td>
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<td>20SD0004</td>
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<td>20DL0869</td>
<td>2020</td>
<td>VARIOUS</td>
<td>Safe Loading and Hull ID Number</td>
</tr>
</tbody>
</table>
MALIBU BOATS
Campaign #: 20SD0012
Year: 2017
Model(s): Wakesetter
Problem: Fuel System

LUND BOATS
Campaign #: 190027T
Year: 2019
Model(s): 189 TYEE GL, 189 PRO-V GL
Problem: Engine Mount

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

LUND BOATS
Campaign #: 190003S
Year: 2019
Model(s): SSV-16
Problem: Level Flotation

TITAN MARINE LLC
Campaign #: 19CG171S
Year: 2018-2020
Model(s): 450 RDB
Problem: Capacity Label

MERCURY MARINE
Campaign #: 190022T
Year: Tech Bulletin 2019
Model(s): V-8 200-300, V-6 175-225, V8 250
Problem: Engine: Gasoline

SEA RAY BOATS
Campaign #: 190051S
Year: 2020
Model(s): 310SXO
Problem: Electrical System

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

SEA RAY BOATS
Campaign #: 190052T
Year: 2015-2020
Model(s): SDX290, SDO290
Problem: Electrical System

PIRANHA BOATWORKS LLC
Campaign #: 19CG170S
Year: 2019
Model(s): P140T RASO
Problem: Level Flotation and Safe Loading Max Person Weight

SEA RAY BOATS
Campaign #: 190053T
Year: 2018-2020
Model(s): SLX250, SLX280
Problem: Electrical System

MERCURY MARINE
Campaign #: 190037T
Year: 2016-2019
Model(s): DESIGN 2 JOYSTICK
Problem: Dynamic Instability

HURRICANE BOATS
Campaign #: 190050S
Year: 2019-2020
Model(s): 196, 198 FUNDECK
Problem: Level Flotation

GREGOR BOAT COMPANY
Campaign #: 19CG156S
Year: 2018-2019
Model(s): CH-45CL CH-51L
Problem: Basic and Level Flotation
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<th>Model(s)</th>
<th>Problem</th>
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<td>CUSTOM FIBERGLASS PROD INC</td>
<td>19CG169S</td>
<td>2019</td>
<td>MITZI SKIFF 17 CC</td>
<td>Basic Flotation and Navigation Lights</td>
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<tr>
<td>BRP USA INC</td>
<td>190043T</td>
<td>2019</td>
<td>PW GTX 230 LBBM</td>
<td>Dynamic Instability</td>
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<tr>
<td>YAMAHA MOTOR CORP USA</td>
<td>190025T</td>
<td>2019</td>
<td>SAT1800E/F</td>
<td>Engine Shift Control</td>
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<tr>
<td>SMOKER CRAFT INC</td>
<td>19CG153S</td>
<td>2019-2019</td>
<td>VOYAGER 14 BENCH</td>
<td>Level Flotation and Safe Loading Persons</td>
</tr>
<tr>
<td>SEA RAY BOATS</td>
<td>190031S</td>
<td>2019</td>
<td>SXO400</td>
<td>Ventilation</td>
</tr>
<tr>
<td>SEA RAY BOATS</td>
<td>190038T</td>
<td>2019</td>
<td>DA320 DA350 DAC350 DAC320</td>
<td>Electrical System</td>
</tr>
<tr>
<td>SEA RAY BOATS</td>
<td>190039T</td>
<td>2019</td>
<td>DA320 DA350 DAC350</td>
<td>Steering</td>
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<td>KLAMATH BOAT CO LLC</td>
<td>19CG157S</td>
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<td>152 WESTCOASTER</td>
<td>Level Flotation and Safe Loading Maximum Persons Weight</td>
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<tr>
<td>INDMAR PRODUCTS</td>
<td>190032T</td>
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<td>SUPRA 400, 450, 575 and MOOMBA 450</td>
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<tr>
<td>CENTURION &amp; SUPREME</td>
<td>190040T</td>
<td>2019</td>
<td>ZS232</td>
<td>Dynamic Instability</td>
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<td>BOSTON WHALER INC</td>
<td>19X047AS</td>
<td>2019</td>
<td>190OR</td>
<td>Safe Loading Maximum Weight</td>
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<td>LUND BOATS</td>
<td>19CG151S</td>
<td>2019</td>
<td>SSV 14</td>
<td>Level Flotation</td>
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<tr>
<td>BOMBARDIER</td>
<td>190034T</td>
<td>2019</td>
<td>SEA-DOO FISH PRO</td>
<td>Not Specified</td>
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<tr>
<td>TORQUEEDO</td>
<td>190042T</td>
<td>2010-2018</td>
<td>TRAVEL AND ULTRALIGHT</td>
<td>Electrical System</td>
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</tbody>
</table>
BLACK RIVER CANOES
Campaign # 190054T
Year: 2016-2018
Model(s): LEGACY, XT, LT, X-PLODE
Problem: Hull Cracks

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

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

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

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

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

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

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

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

FISH-RITE BOATS
Campaign # 18CG127S
Year: 2016
Model(s): FISHPMASTER 15
Problem: Capacity Label and Flotation

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

SEA RAY
Campaign # 180012S
Year: 208-2014
Model(s): 260 DA
Problem: Fuel Tank

DRAGONFLY BOATWORKS LLC
Campaign # 18CG141S
Year: 2018
Model(s): MARSH HEN
Problem: Basic Flotation and Safe Loading

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

Problem: Maximum Persons Weight
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<td>2018</td>
<td>WT-SURF</td>
<td>Electrical System and Fuel System</td>
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<td>MARQUIS-LARSON</td>
<td>180013S</td>
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<td>LARSON LXH AND LX</td>
<td>Ventilation</td>
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<td>TRACKER</td>
<td>180016S</td>
<td>2018</td>
<td>DEEP V GRIZZLY HELM</td>
<td>Loose Hydraulic Steering Hose</td>
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<td>ULTRA BOATS</td>
<td>18R5916S</td>
<td>2018</td>
<td>28 SHADOW DECK INBOARD</td>
<td>Electrical System and Fuel System</td>
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<tr>
<td>HARBOR COTTAGE LLC</td>
<td>18R5970S</td>
<td>2018</td>
<td>84x16 HOUSEBOAT</td>
<td>Electrical System and Label: Certification</td>
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<tr>
<td>COBALT BOATS LLC</td>
<td>180010S</td>
<td>2017-2018</td>
<td>UNIDENTIFIED</td>
<td>Undersized Bolts to Hold Down Seat to Deck</td>
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<tr>
<td>LUND BOAT COMPANY</td>
<td>180004S</td>
<td>2016-2018</td>
<td>2075, 2175 PRO-V</td>
<td>Electrical System</td>
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<tr>
<td>LUND BOAT COMPANY</td>
<td>180005T</td>
<td>2017-2018</td>
<td>189 TYEE GEL, 189 PRO-V GL</td>
<td>Engine Interface</td>
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<tr>
<td>MERCURY MERCruiser</td>
<td>180019T</td>
<td>2018</td>
<td>STERNDRIve</td>
<td>Steering Pump</td>
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<tr>
<td>THUNDER JET BOATS</td>
<td>180023T</td>
<td>2018</td>
<td>T186RS, SARS18</td>
<td>Steering Interface</td>
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<td>WELD CRAFT MFG INC</td>
<td>18CG134S</td>
<td>2018</td>
<td>1242 RS</td>
<td>Safe Loading Maximum Weight and Safe Loading Maximum Persons Weight</td>
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<tr>
<td>WHITE RIVER MARINE GROUP LLC</td>
<td>180011S</td>
<td>2017-2018</td>
<td>PT195</td>
<td>Hydraulic hose fittings may not be secured at steering cylinder</td>
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</tbody>
</table>