On December 4, 2018, President Trump signed into law S. 140, the “Frank LoBiondo Coast Guard Authorization Act of 2018,” which authorizes appropriations for the United States Coast Guard through Fiscal Year 2019. Of particular interest to recreational boat manufacturers, this new law modifies 46 USC 43 to require manufacturers, distributors, or dealers that install propulsion machinery and associated starting controls on a covered recreational vessel to equip such vessels with an engine cut-off switch and engine cut-off switch link that meet American Boat and Yacht Council Standards.

In an effort to educate boat manufacturers and ensure that recreational boats comply with minimum Federal safety standards, the US Coast Guard’s Recreational Boat Testing and Compliance Program (RBTCP) has a team of staff engineers at USCG Headquarters and inspectors in the field ready to help you. The RBTCP tests boats for compliance with flotation and safe loading regulations at a facility in Maryland, and inspectors periodically visit manufacturing facilities, boat retailers and boat shows to inspect boats for regulatory compliance in the field.

Sometimes during these visits, USCG inspectors notice things that require correction in order to be in compliance with the law.
“For the purposes of the law, a “covered vessel” is a recreational vessel less than 26’ in length capable of developing 115 pounds or more of static thrust.”

For the purposes of the law, a “covered vessel” is a recreational vessel less than 26 feet in length capable of developing 115 pounds or more of static thrust. This new law takes effect on December 4, 2019, so any covered recreational boats manufactured after December 2019 (HINs that end with A020 or later) will be required to have an ABYC A-33 compliant engine cutoff switch installed.

Other provisions of the law pertaining to recreational boating include:

- Renaming the National Boating Safety Advisory Council to National Boating Safety Advisory Committee and extending NBSAC’s authorization to operate until September 30, 2027;
- Requiring the Coast Guard to write regulations that treat a marine throw bag, as that term is commonly used in the commercial whitewater rafting industry, as a type of lifesaving equipment; and to exempt rafts that are 16 feet or more overall in length from the requirement to carry an additional throwable personal flotation device when such a marine throw bag is onboard and accessible; and
- Requiring the Coast Guard to develop a performance standard for the alternative use and possession of visual distress alerting and locating signals, and once that standard is finalized, to write regulations to allow for carriage of such alternative signal devices.

Case Management continued from page 1

der to meet federal regulations. If this does occur, here is what happens next. In the case of a visit to your manufacturing facility, your inspector will help to explain your next steps and answer as many of your questions as possible. However, your inspector may have to refer you to your assigned engineer if he or she cannot answer your question(s). With a boat test, boat show, or retailer visit, however, you will not know that your boat was tested or inspected until you receive a notification letter in the mail explaining the test report and/or inspector’s findings.

Please remember that this process is part of a service designed to help you better serve your customers and the boating community as well as to help protect your company from the consequences of offering an unsafe boat for sale. You should view this not as a criticism, but as a tool to assist you in providing the safest product. So if you get that letter, what do you do?

First, upon receipt of a letter from the Coast Guard advising you of an issue with a boat you produce, please read the letter thoroughly. It will explain what issue(s) found, to whom you should respond, and what action you must take. Your non-compliance letter may be either a future production issue or it may be a defect notification requiring a safety recall. In the case of a required safety recall, you will receive additional instructions. You must respond to the letter within 30 days in all cases. Your case remains open until the engineer assigned to the case at Coast Guard Headquarters gives you written notification that the case is “closed,” even if you believe the issue has already been resolved.

Second, email is the most efficient way to correspond with your assigned engineer. Your notification letter will provide you with your assigned engineer’s name, email address, mailing address, and phone number. If you need to reply by U.S. mail you may, but please note, that the mail is greatly delayed by screening of mail addressed to a federal building and our response time will be slowed significantly because of this.

Finally, you may not offer any boat for sale without correction of the issues identified and approval from your assigned engineer. Therefore, it is in your best interest to resolve the situation as
soon as possible. Your reply should include a corrective action plan that resolves your issue(s), as well as photo documentation (if appropriate) of your corrections. Your assigned engineer will review your submission, usually within a few days, and respond back to you. He/She may ask you to provide further documentation. If this happens you will be given a new window for your response time. If no timeline is provided you may assume you have 30 additional days to reply. When your case is resolved, you will receive written notification from your assigned engineer stating clearly that your case is “closed.” Again, your case is still considered open if you have not received written confirmation otherwise. If you fail to respond or to contact your assigned engineer within 30 days, you will receive a second notice with a warning of MIC suspension. If after an additional two weeks there is still no response, your MIC will be suspended, which will prevent your customers from being able to register their boat. The only way to have your MIC restored to active status is to completely satisfy all open cases.

As you probably know, you can find most of the answers you will need in the Boat Builders Handbook, but please always feel free to ask any questions you may still have to your assigned engineer who will be happy to assist you.

Meet Christine Casullo

Ms. Christine Casullo is a contracted employee supporting the Recreational Boating Product Assurance Branch (CG-BSX-23) at the Coast Guard’s Washington DC Headquarters since May 2017. Coming from a background in business management and community outreach she is adept at offering solutions that assist manufacturers in compliance with confidence and ease. When calling with a question regarding an open case or campaign she is often the first person you will encounter. Her friendly disposition and desire to help are evident in the relationships she builds with the boating community. If she can’t answer your question she can certainly direct you to a subject matter expert for guidance.

Christine grew up in a boating family in upstate New York on the bank of the Hudson River. Waterskiing, tubing and cruising around were daily activities in the summer months and every weekend surrounding, weather permitting. Her love of being on the water continues to this day, where she is most likely to be found bird-watching from a kayak on warm, sunny days outside of the office.

Please feel free to call Christine at 202-372-1049 or email her at Christine.R.Casullo@uscg.mil with any questions you may have. Our office is here to assist in any way we can and Christine is more than happy to help support manufacturers and increase the safety of the boating community.

“When your case is resolved, you will receive written notification from your assigned engineer stating clearly that your case is ‘closed.’”
Is a hull identification number (HIN) required for race boats? That depends on if there are any other uses of the boat. Federal regulations for Manufacturer Requirements (33 CFR 181) and Boats & Associated Equipment (33 CFR 183) apply to “recreational vessels,” which are defined as (A) being manufactured or operated primarily for pleasure; or (B) leased, rented, or chartered to another for the latter’s pleasure.

When regulations for recreational boats are not applied to a specific vessel, it is because the specific vessel does not meet the definition of a recreational vessel found in 46 USC 2101(34). So, when race boats are not covered by 33 CFR 181/183 regulations they are expected to be used solely for the race circuit. Think of it along these lines: a car built for NASCAR may not meet highway regulations, but it is allowed to be built and used for racing and cannot be used on the highway. When a customer buys a boat or a jet ski that is advertised for recreational use, they expect that vessel to meet all federal requirements for safety. The Coast Guard has seen instances where boats and jet skis are built as “race boats” without a HIN and they are ending up in the recreational boat user’s hands.

So, what is a “race boat”? A race boat is a boat intended solely for the racing circuit, used in permitted and sanctioned events in the hands of professional operators and not intended for daily recreational use. Examples of these types of boats are the Miss Geico offshore race boat or the Miss Budweiser hydroplane boat. The Coast Guard has seen on many occasions race boats without a HIN or with a non-compliant HIN in the hands of users wanting to register them for recreational use. This is an inherent danger to the boating public because these boats may not be compliant with federal standards for recreational boats and the owners may not be aware of this situation.

Simply put, if you do not have a HIN, your customers will not be able to register your product and if they cannot register it, then it cannot be used for recreational boating.

HINs for Racing Vessels

Simply put, if you do not have a HIN, your customers will not be able to register your product and if they cannot register it, then it cannot be used for recreational boating.

“Simply put, if you do not have a HIN, your customers will not be able to register your product and if they cannot register it, then it cannot be used for recreational boating.”
Recreational Boat Safe Loading and Flotation Regulations

In the Fall 2018 Boating Safety Circular (BSC) we published an article covering the update of the outboard weights. Below the BSC continues to cover this topic with additional information from the Small Entity Compliance Guide for Recreational Boat Safe Loading and Flotation Regulations.

Small Entity Compliance Guide
Recreational Boat Safe Loading and Flotation Regulations
33 CFR 183.75
United States Coast Guard

The Rule
The Coast Guard is implementing a statutory mandate to require new recreational boats to have more flotation, to support the weight of heavier modern gasoline outboard engines. The new rules, found in Title 33 of the Code of Federal Regulations (CFR) 183.75, update the outboard engine weights table used in calculating safe loading capacities.

The new rules provide a higher level of safety. These rules replace regulations last updated in 1984. Section 308 of the Coast Guard Authorization Act of 2015 requires the Coast Guard to issue regulations updating Table 4 of subpart H in 33 CFR part 183 to reflect the ABYC S-30 standard.

The rule became effective on June 1, 2018. This Compliance Guide, issued under the Small Business Regulatory Enforcement Act of 1996, provides a plain-language overview of the rule, but you should refer to the final rule directly for details.

What is the cost of implementing this rule?
The Coast Guard estimates that, for most manufacturers, it will cost less than $50 per boat to implement the new rule.

So what does the change from Table 4 to Table 183.75 mean for the boat manufacturer?
Table 183.75 more accurately accounts for the weight of the outboard engine when it comes to determining the Safe Loading and Level Flotation of a particular boat model. Note that the new Table 183.75 comes with 6 notes that are very important. In particular, note 1 allows the manufacturer to deduct 10% of the dry engine weight if the transom height is 20 inches or less, which is the case for most recreational boats under 20 feet in length; and note 6 allows the manufacturer to omit the weight of the portable fuel tank if the boat has a permanently installed fuel tank and is not intended to be operated with a portable fuel tank.

What happens when ABYC updates its S-30 weight table?
Although ABYC periodically updates the S-30 weight table based on market surveys, 33 CFR 183.75 will remain unchanged until such date when the regulation is revised. So, if in the future S-30 is updated to reflect the outboard engine weight of that date, boat manufacturers may voluntarily comply with the updated industry standard, but must comply with the Table 183.75. For now, the voluntary industry standard and the federal regulation in regards to outboard engine weight are the same.

How does this affect recall campaigns?
In the event that your company is involved in a recall campaign to correct a non-compliance with Safe Loading or Level Flotation regulations, the corrections to the boats are required to only bring them into compliance with the regulations in effect on the date of certification, as stated by the certification label. If a recall campaign involves boats with certification dates before and after June 1, 2018, the correction to the first group of boats may be different than the correction for the second group. Of course, for uniformity and simplicity, the manufacturer may choose to make the correction so that all the boats within the scope of the recall campaign become compliant with the newest Table 183.75.

How to Find This Rule
The official text of the “Recreational Boat Flotation Standards—Update of Outboard Engine Weight Table Requirements” interim rule appears in 82 Federal Register 49737 for October 27, 2017. The Federal Register is available at www.federalregister.gov or additional details on the rulemaking record, visit the following website: www.regulations.gov. The docket number for this rule is USCG-2016-1012.
Summary of MIBS 2019 Inspection Citations by Type

The Coast Guard visits the Miami International Boat Show every year as it is one of the largest boat shows in the country with associated recreational boating-related committee meetings occurring before and during the show. During the show Coast Guard representatives take advantage of the opportunity to perform inspections of displayed boats for compliance with Federal regulations.

Sometimes in the rush to make boat shows deadlines, manufacturers will send a newly built boat from the factory without the required Capacity Label, Certification Label or HIN. As a reminder, you may display prototype boats or boats that are not quite ready for the public to purchase at boat shows. However, if you do so, please display a clearly visible sign on the boat stating that it is not for sale.

Here are some of the most common citations we noted:

**HIN citations** – 27 instances such as:
- HIN with wrong format;
- HIN not legible;
- HIN not visible for inspection when the boat is afloat; and
- HIN with foreign country code prefix or HIN with foreign MIC.

**Certification Label citations** – 23 instances such as:
- Certification Label missing or not visible when it is required;
- Certification Label displayed when the boat is not certified to comply with any applicable U.S. Coast Guard safety standard; and
- Certification Label lettering too small or containing extraneous information.

**Navigation Light citations** – 18 instances such as:
- Incorrect display of horizontal and vertical sectors of visibility for sidelights;
- Insufficient vertical separation between the all-round white light and the sidelights;
- Mounting of sidelights not level or plumb with the boat’s centerline;
- Mounting of sidelights in the incorrect spot along the rub rail;
- Obstruction of the lights by hardware or railing; and
- Missing certification markings on the light.

**Capacity Label citations** – 15 instances such as:
- Capacity Label missing;
- Incorrect format such as font sizes or wording;
- Inclusion or exclusion of the title “USCG Capacities” in the Capacity Label; and
- Insufficient implied weight capacity for the outboard engine.

<table>
<thead>
<tr>
<th>Miami Int’l Boat Show</th>
<th>HIN</th>
<th>Certification Label</th>
<th>Navigation Lights</th>
<th>Capacity Label</th>
</tr>
</thead>
<tbody>
<tr>
<td># of discrepancies</td>
<td>27</td>
<td>23</td>
<td>18</td>
<td>15</td>
</tr>
</tbody>
</table>
Capacity Label 101 — Back To The Basics

The Capacity label regulations are very straightforward, however, we continually see several issues with compliance. The regulations requiring the display of vessel capacity are intended to provide a uniform sample to comprehend and view identification of the maximum capacities of certain recreational boats.

The regulations requiring the Display of Capacity Information are found in 33 CFR 183 Subpart B. Subpart B deals with the manner in which the capacity information obtained in Subpart C must be displayed. The results of the calculations for maximum weight capacity and persons capacity are what must be displayed on the boat’s label.

APPLICABILITY

The display of Capacity Information falls under 33 CFR 183 Subpart B. 33 CFR 183.21 states that monohull boats less than 20 feet in length except sailboats, canoes, kayaks, and inflatable boats must have a Capacity label.

PROBLEMS IN THE FIELD

The following are the most common errors we see with regard to the creation and display of this important label.

The most prominent issue with this we see is boats that are not covered by the applicability provisions still using the U.S. Coast Guard on the label. While we highly recommend that every boat clearly post their maximum capacities, only monohull boats LESS than 20 feet in length are required to do so and only these boats may use the U.S. Coast Guard language (below left).

DISPLAY OF MARKINGS

33 CFR 183.25 covers the Display of markings, or in other words, where does this label go. 183.25 states: “Each marking required by Sec. 183.23 must be permanently displayed in a legible manner where it is clearly visible to the operator when getting the boat underway.” This is one of the most important labels on the boat and is there for people to see. Specifically it must be located so that the operator when getting under way can see it. So don’t hide this one!

Another issue builders have to deal with is “label pollution.” While we understand this, the Capacity label is of such great importance that it is specifically stated in regulation needs to be able to see this and when. Typically, builders run afoul of this regulation when they try to make this label not readily visible and readable to the operator for aesthetic reasons. This label should not be in a compartment, under a seat, or otherwise made to disappear into the background.

CHARACTER HEIGHT

The readability of this label is called out with the character height requirements under 33 CFR 183.25 (c).

The dimensions given for this label are MINIMUMS: there is no tolerance for not meeting them. For example, 1/4-inch means no smaller than 1/4 inch. Remember the point of these dimensions is to insure the operator is able to read it.

CHARACTER SIZE

We tend to see several problems regarding character size in the field.
“Using the requirements in 33 CFR 183.35 and 41 will give you the maximum available capacities for your outboard powered boat.”

Firstly, make sure your persons capacity in whole numbers is a minimum of ½ inch, while the words in the line XX Persons or XXX pounds must not be larger than one-half the height of the persons capacity number.

Secondly, these minimum heights are for ALL characters. Frequently when we see a mix of upper case and lower case letters, with only the upper case letters will meet the minimum heights. All characters regardless of being upper case or lower case must comply with these minimum dimensions.

What’s the take away from all this letter and number measuring? The label is intended to be readable so the character heights are the minimum height allowable, when in doubt feel free to make them larger, but never smaller.

MAXIMUM WEIGHT CAPACITY VS. PERSONS CAPACITY IN POUNDS

33 CFR 183.41 states, “The persons capacity in pounds marked on a boat that is designed to use an outboard engine for propulsion must not exceed the maximum weight capacity minus the engine and control weight, battery weight (dry) and full portable fuel tank weight required by table 183.75.” Beginning this model year, boats must meet the requirements of the new engine weight Table 183.75.

Issues we see dealing with this topic tend to fall in two categories: (1) Not using the current weight table and (2) Not showing proper weight differential between the Maximum weight (MWC) and persons capacity.

On June 1st 2018, the new engine weight table contained in 183.75 officially replaced the old Table 2. As of this date all capacities need to be determined using these weights. Older models are not “Grandfathered” and all boats with a Certification date after June 2018 need to comply with these new weights.

Using the requirements in 33 CFR 183.35 and 41 will give you the maximum available capacities for your outboard powered boat. It is common practice for builders to further limit these capacities as an additional level of safety. The problem arises when only the MWC is reduced and not in harmony with the persons capacity in pounds. If the builder, for whatever reason, determines that he would like to “de-rate” the MWC, the persons capacity in pounds should be de-rated likewise to maintain the differential that is developed.
under 33 CFR 183.41.

**ADDITIONAL INFORMATION DISPLAYED IN THIS LABEL**

Finally, in addition to the information called out in 33 CFR 183 Subpart B, the Coast Guard allows three additional items to be added to the Capacity Label. They are:

1. Compliance Certification label;
2. EPA Certification Label; and
3. California Air Resources Board compliance label.

With all additional information your capacity may look like this:
## Calendar of Events

<table>
<thead>
<tr>
<th>Event Description</th>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>American Boat and Yacht Council (ABYC)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Annapolis, Maryland</td>
<td>08/06/2019 - 08/08/2019</td>
</tr>
<tr>
<td>ABYC Marine Systems Certification</td>
<td>Key West, Florida</td>
<td>08/13/2019 - 08/15/2019</td>
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<tr>
<td>ABYC Marine Corrosion Certification</td>
<td>Ft. Myers, Florida</td>
<td>08/20/2019 - 08/23/2019</td>
</tr>
<tr>
<td>ABYC Gasoline Engines Certification</td>
<td>Annapolis, Maryland</td>
<td>09/10/2019 - 09/12/2019</td>
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<tr>
<td>ABYC Marine Electrical Certification</td>
<td>Portland, Oregon</td>
<td>09/10/2019 - 09/12/2019</td>
</tr>
<tr>
<td>ABYC/NMEA Combined Training</td>
<td>Portsmouth, Virginia</td>
<td>09/17/2019 - 09/20/2019</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/NMEA Combined Training</td>
<td>Sarasota, Florida</td>
<td>12/03/2019 - 12/06/2019</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>10/01/2019 - 10/03/2019</td>
</tr>
<tr>
<td><strong>National Boating Safety Advisory Council (NBSAC)</strong></td>
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</tr>
<tr>
<td>101ST Meeting</td>
<td>New Orleans, Louisiana</td>
<td>04/09/2019 - 04/11/2019</td>
</tr>
<tr>
<td><strong>National Association of State Boating Law Administrators (NASBLA)</strong></td>
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</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)

Pictured are members of the Vessel Identification Registration and Titling (VIRT) committee, National Association of State Boating Law Administrators (NASBLA). The committee met on March 1-2 at the National Assoc. State Boating Law Administrators annual workshop in Lexington, Kentucky. The committee is looking to unify the states in their approach to titling and registration.
Recalls

Model Year 2019

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

Model Year 2018

**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

**HOBBY 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: 4,599
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  
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):  
Units: 19  
Problem: Safe Loading Maximum Weight, Safe Loading Maximum Persons Weight

**AGRI-PLASTICS MFG**  
(Grassie, ON)  
Year: 2017  
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): 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: 67  
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
<table>
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<tr>
<th>Model(s)</th>
<th>Units</th>
<th>Problem</th>
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<tr>
<td>V 186 ECO</td>
<td>99</td>
<td>Level Flotation</td>
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<tr>
<td>BFT115 to BFT250</td>
<td>130</td>
<td>Fuel System</td>
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<td>BF 115 to BF 250</td>
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<td>1754SWV4</td>
<td>299</td>
<td>Label: Capacity, Hull ID Number</td>
</tr>
<tr>
<td>15 EXCEPT TXI RESPONSE</td>
<td>2,937</td>
<td>Electrical System</td>
</tr>
<tr>
<td>CARAVELLIE 17 EBO</td>
<td>136</td>
<td>Level Flotation, Label: Capacity</td>
</tr>
<tr>
<td>16 EBO</td>
<td>48</td>
<td>Level Flotation, Label: Capacity</td>
</tr>
<tr>
<td>20 FT AIRBOAT</td>
<td>39</td>
<td>Label: Capacity, Fuel System</td>
</tr>
<tr>
<td>LIMITED 2000 I/O I/B STERNDRIVE</td>
<td>353</td>
<td>Fuel System</td>
</tr>
</tbody>
</table>
**TACO METALS**  
(Miami, FL)  
Year: 2016-2008  
Model(s): #F38-6600  
Units: Unknown  
Problem: Navigation Lights

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

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

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

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

**CAMPION MARINE INC**  
(Kelowna, BC)  
Year: 2016-2009  
Model(s): EXPLORER 492 CC  
Units: 85  
Problem: Level Flotation, Safe Loading Persons

**COBALT BOAT**  
(Neodesha, KS)  
Year: 2016-2015  
Model(s): 296 & 302; 336 & 273  
Units: 156  
Problem: Fuel System

**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

**WELDBILT COMMERCIAL BOATS**  
(Alexander, AR)  
Year: 2016  
Model(s): 1548V  
Units: 1  
Problem: Safe Loading Maximum Weight, Label: Capacity
Model Year 2015
GREEN MANUFACTURING
(Titusville, FL)
Year: 2015
Model(s): 15 FIBERGLASS HUNT-FISH
Units: 50
Problem: Level Flotation, Maximum Persons

MOMARSH INC
(Defiance, MO)
Year: 2015
Model(s): 12 FG DUCK
Units: 342
Problem: Level Flotation

RHINO ROTO MOLDING
(Maple Lake, MN)
Year: 2015
Model(s): BEAVERTAIL STEALTH 2000
Units: 4,684
Problem: Maximum Weight Capacity

YAMAHA MOTOR CORP USA
(Cypress, CA)
Year: 2015
Model(s): AR240, SX240, 242 Limited (s)
Units: 205
Problem: Ventilation

CUSTOM FIBERGLASS PROD INC
(Bailey, NC)
Year: 2015-2013
Model(s): C HAWK 18 CC
Units: 25
Problem: Level Flotation

G3 BOATS
(Lebanon, MO)
Year: 2015-2014
Model(s): DEEP VEE
Units: 50
Problem: Deck Hinge Failure

HATTERAS YACHTS
(New Bern, NC)
Year: 2015-2003
Model(s): VARIOUS
Units: 141
Problem: Seat Issues