Now Hiring!

The Coast Guard is seeking two General Engineers to serve in the Office of Auxiliary & Boating Safety's Recreational Boating Product Assurance Branch. The successful applicant(s) will be responsible for developing and utilizing the policies and procedures of the Branch to implement all aspects of the Recreational Boat Testing and Compliance Program, including evaluating recreational boats for compliance with applicable laws and regulations, and managing Defect Notification Campaigns (safety recalls) for boats that do not comply with applicable laws and regulations. In addition, they will assist recreational boat manufacturers with regulatory compliance issues and participate in the development and maintenance of voluntary consensus standards for the construction of recreational boats. Applications must be submitted via USAJobs.gov by March 31, 2021 using the link below. For more information, please contact Jeff Ludwig at 202-372-1061 or jeffrey.a.ludwig@uscg.mil. https://www.usajobs.gov/GetJob/ViewDetails/594743800

Personnel Changes in the Office of Auxiliary & Boating Safety and the Recreational Boating Product Assurance Branch

New Leadership Coming to the Office of Auxiliary & Boating Safety

Captain (select) Troy Glendye will be taking over the helm and guiding the Office of Auxiliary & Boating Safety into the future. CAPT Glendye is a decorated Coast Guard aviator and engineer. Most importantly he’s a lifelong boater and loves spending time on the water with his wife and four children. CAPT Glendye grew up in Plymouth, MA and graduated from the Coast Guard Academy in 2000 with a degree in Naval Architecture and Marine Engineering. After graduating from the Academy, he served on the Coast Guard cutter RESOLUTE then went to flight school and never looked back. He also attended graduate school at Purdue University and earned a degree in aeronautical engineering in 2014. CAPT Glendye will be relieving CAPT Scott Johnson, who will be retiring after serving as the Chief of the Office of Auxiliary & Boating Safety for four years.
Departure of Mr. Lou Novak

Mr. Lou Novak departed the Recreational Boating Product Assurance Branch in December 2020. If you have any questions about open cases or recall campaigns, please contact Eric Johnson at 202-372-1101 or eric.a.johnson@uscg.mil.

New Engine Cut-Off Switch Law Goes Into Effect on April 1, 2021

Operators of recreational vessels less than 26 feet in length will be required to use an engine cut-off switch (ECOS) and associated ECOS link (ECOSL) as of April 1, 2021, as the U.S. Coast Guard implements a law passed by Congress.

More information can be found here: https://content.govdelivery.com/accounts/USDHSCG/bulletins/2c7a930

Frequently asked questions can be found here: https://uscgboating.org/recreational-boaters/engine-cut-off-switch-faq.php

Fuel Tank Pressure Test ≠ Fuel System Pressure Test

The Fuel Systems regulations in 33 CFR Subpart J apply to all boats that have installed gasoline engines for propulsion (and for electrical generation or mechanical power).

There are many instances in the fuel systems regulations where a pressure test is required. However, there is often confusion surrounding two of these tests regarding what is tested and by whom. The installation of a fuel tank that has been properly pressure tested does not mean a boat builder can skip the requirement to complete a fuel system pressure test. The fuel tank pressure test is not the same as the fuel systems pressure test.

The equipment standard for fuel systems is found in 33 CFR 183.542, and it requires that EACH FUEL SYSTEM must have been tested by the boat manufacturer — and not leak.

- Fuel system means the entire assembly of the fuel fill, vent, tank, and distribution components including pumps, valves, strainers, and filters.
- A fuel system test will involve sealing off the system at the engine connection and plugging the vent. Typically, the pressure test rig will be inserted into the fuel fill. (A fuel system pressure test figure is on next page.)
The test pressure will be the greater of 3 psi or 1 ½ times the pressure created in the lowest part of the fuel system when filled to the level of overflow with fuel (this test pressure will most often be 3 psi, except for boats with an elevated fuel fill opening). This test should not be conducted as a pressure drop test, as this would not indicate the location of the leak. Rather, the entire fuel system needs to be (soapy solution) checked for leaks. Soapy test solutions should be non-corrosive and non-toxic. Ammonia, present in some soaps and detergents, creates a condition that attacks brass fittings like those used in fuel systems. Damage may be undetectable at first, and these fittings may develop cracks in a matter of months creating a very hazardous situation.

The CFR does not specify a duration requirement for the fuel system pressure test. Holding the system at 3 psi for the time it takes to do a thorough system leak check is adequate. The American Boat and Yacht Council’s H-24 Gasoline Fuel Systems standard recommends that the system should be checked after being at pressure for a minimum of 5 minutes for tanks of 50 gallons or less – with one additional minute added per each increment of 10 gallons of tank volume for larger tanks.

A key word in both CFR cites is “each”. EACH tank must be pressure tested before installation; additionally every production boat must have its fuel system pressure tested. This test should be documented and recorded for each boat.

“A key word in both CFR cites is “each”. EACH tank must be pressure tested before installation...”

**Fuel System Pressure Test**

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**Manufacturer’s Responsibilities for Obstructed Navigation Lights**

It is the manufacturer’s responsibility to ensure that vessels are built in a manner so that the navigation lights are not obstructed. The Coast Guard’s Boating Safety Division see this regularly and would like to address a few such examples and how they apply to the real world.

First, let’s look at the Rule pertaining to horizontal sectors, which is found in 33 CFR 84.15 and covers all-round lights in paragraph (b)(i). This rule states that no more than 6 degrees of light can be obscured. This means that if you have 3 degrees in one section of your all-round light being blocked and yet another section of 4 degrees of light being blocked for a total of 7 degrees, then this would not be acceptable per the rules.

§84.15 Horizontal sectors.
“(a)(i) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between 1 and 3 degrees outside the prescribed sectors.

(ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21 (§83.21 of this chapter). From 5 degrees within the prescribed sectors the intensity may decrease by 50 percent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed sectors.

(b)(i) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in Rule 30 (§83.30 of this chapter), which need not be placed at an impracticable height above the hull, and the all-round white light described in Rule 23(e) (§83.23(e) of this chapter), which may not be obscured at all.

(ii) If it is impracticable to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened to appear, as far as practicable, as one light at a minimum distance of one nautical mile.

Note 1 to paragraph (b)(ii): Two unscreened all-round lights that are 1.28 meters apart or less will appear as one light to the naked eye at a distance of one nautical mile.

Common issues with obstructed all-round lights seen by Coast Guard Compliance Inspectors on larger vessels are the result of obstructions caused by the “tuna tower” structures or radar platforms. Also, as a builder, consider how the all-round light is mounted and where. Consider how the vessel sits at a static plane as well as when operating or cruising on a plane. Does that horizontal all-round light still perform as level to the horizon as possible? When mounting detachable “pole” style lights, some gunwales will be raked or angled in a manner that when a pole all-round light is mounted into its receptacle, the light is angled in a manner not consistent with the regulations.

For port and starboard “running” lights or sidelights there are requirements that must be met as well. However, these are not described specifically by a degree of obstruction. Certain intensities must be met which can be found within Annex 1 of the Navigation Rules and Table 84.14(b). The manufacturing of any structures or appurtenances that interfere with the intensity of the sidelights potentially jeopardizes safety by reducing the visibility of the sidelights. We have seen this in the industry with items such as handrails and bow fishing platforms.

Finally, think about what accent lighting you may be using. The Coast Guard has seen OEM installed accent lighting as well as OEM engine cowling lighting that potentially interferes with navigation lights. Consider what colors you are using and where these lights will be placed. Rule 20 states that no other lights can be used if mistaken for navigational lights.

§83.20 Application (Rule 20).

(b) The Rules concerning lights (§§83.20 through 83.31) shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper lookout.

The Coast Guard has seen this with red accent lights placed in or under T-Tops or cabins as well as lights that change color (which include green and red) built into the outboard engine cowlings.

You as the builder should be considering these items as it can be a serious safety issue. If in doubt, contact a Coast Guard engineer at rbsscompliance@uscg.mil.”
When the USCG Buys Your Boat for Testing

All vessels built or sold in the U.S. must comply with the law found in 46 USC 43 and the regulations set forth in 33 CFR Subchapter S. The boat builder (or importer) then self-certifies that their boats are in compliance with all applicable requirements and the Coast Guard works to ensure compliance via testing and inspections.

Once a builder gets a MIC, they are now eligible to have their boats inspected and tested as part of the Coast Guard’s inspection and compliance program. Coast Guard Compliance Inspectors visit manufacturers at their place of production and inspect boats under construction, and the Coast Guard also purchases random boats from dealers and tests them for compliance with flotation requirements found in 33 CFR subchapter S, as well as all other applicable requirements.

So what happens if your boat is selected for testing? After a boat is purchased it is delivered to the Coast Guard’s test facility, which is located in southern Maryland. Upon arrival it is inspected to ensure there was no damage sustained during shipping. After the inspection the boat is prepared for testing, which includes measuring the boat and identifying the “boxes” for placement of weight to determine maximum capacity, persons capacity and compliance with flotation and port and starboard stability requirements.

The boat is then tested in a tank, and it will either pass or fail. If the boat passes, the manufacturer will receive a letter advising them that the boat was tested and passed, and no further action is needed.

If a boat fails our compliance testing, the builder will receive a letter from the Coast Guard addressing in detail the failures, along with the complete test report. Once the builder receives this letter they have 30 days to respond. The response must include:

- a corrective action plan (CAP) detailing how the deficiency(s) will be corrected;
- a completed Defect Notification Report (DNR); and
- a draft of the notification letter that the manufacturer proposes to send to the first purchasers of the boats being recalled.

The notification letter to the first purchasers must include the statement “RECALL NOTICE” or “RECALL CAMPAIGN.” The terms “Technical Bulletin” or “Manufacturer’s Notice” or anything of the like may allude to a lesser value of safety or urgency and is not permitted. The letter must include:

- the HINs affected;
- the make, model and lengths of the vessels affected;
- the nature of the recall;
- who to contact and how to complete the recall for the vessel; and
- The statement that the recall is “at no cost to the owner.”

Once the builder’s plan has been approved by a Coast Guard engineer, they can begin their recall campaign. All corrections to the boats must be made in a finished condition and not haphazardly or temporarily. As a builder progresses throughout their campaign it is required that they provide the Coast Guard with quarterly campaign updates using the Campaign Update Report (CUR).

Here are the important timelines to follow:

<table>
<thead>
<tr>
<th>Timeline</th>
<th>Action</th>
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<tbody>
<tr>
<td>Within 30 days of receiving a letter of noncompliance</td>
<td>Submission of a detailed corrective action plan, draft notification letter to first purchasers &amp; DNR</td>
</tr>
<tr>
<td>60 days after approval of CAP, draft notification letter &amp; DNR</td>
<td>First CUR due</td>
</tr>
<tr>
<td>90 day intervals after submission of first CUR</td>
<td>Submission of all subsequent CURs until campaign closed by the Coast Guard</td>
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</table>
A Coast Guard engineer is assigned to each recall campaign and builders will work with their assigned engineer during this process. Completion of the campaign depends upon two things:

1. the number of units repaired after owner notification; and
2. time.

A campaign will proceed for 10 years from the date it starts unless it is evident that every effort has been made to make notifications to the buyers and those buyers have either acted on the recall or declined, or all the affected units have been repaired.

It is important to note that boat builders may not proceed with building additional models of a boat that is the subject of a recall campaign or sell existing stock of boats that are under recall until the Coast Guard has approved the builders’ corrective action plan, draft notification letter and the DNR, and the CAP has been applied to boats under construction and boats not yet sold to the first purchaser.

It is also important that boat builders act on a recall campaign in a timely manner. Failure to do so may result in the builder’s Manufacturer’s Identification Code (MIC) being suspended. If your MIC is suspended, the Coast Guard’s Boating Safety Division notifies all 50 states and 6 Territories of this suspension, which will prevent new boats with a suspended MIC from being registered.

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**Calendar of Events**

**ABYC Online Training:** [https://abycinc.org/events/event_list.asp](https://abycinc.org/events/event_list.asp)

<table>
<thead>
<tr>
<th>Event</th>
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<tr>
<td><strong>ABYC Standards Week</strong></td>
<td>Charleston, South Carolina</td>
<td>01/10/2022 – 01/14/2022</td>
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**National Marine Manufacturers Association (NMMA) Meetings**

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<tr>
<td>International Boatbuilders Exhibition and Conference (IBEX) Trade Show</td>
<td>Tampa, Florida</td>
<td>09/28/2021 - 09/30/2021</td>
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<tr>
<td>NMMA Certification Seminar</td>
<td>TBD</td>
<td>TBD</td>
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<tr>
<td>Boat and Trade Shows</td>
<td><a href="nmma.org">Worldwide Boat Show Calendar</a></td>
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**National Association of State Boating Law Administrators (NASBLA)**

<table>
<thead>
<tr>
<th>Event</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Conference</td>
<td>Pittsburgh, Pennsylvania</td>
<td>09/26/2021 - 09/29/2021</td>
</tr>
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**Websites of Note:**

- [uscgboating.org](http://uscgboating.org) — U.S. Coast Guard’s Boating Safety Division
- [Facebook.com/USCG Boating Safety](https://www.facebook.com/USCGBoatingSafety) — U.S. Coast Guard Boating Safety
- [rbscompliance@uscg.mil](mailto:rbscompliance@uscg.mil) to contact CG-BSX-23
- [safeafloat.com](http://safeafloat.com) — Recreational Boating Product Assurance Branch Boat Building Compliance Website
- [abycinc.org](http://abyecinc.org) — American Boat and Yacht Council
- [nmma.org](http://nmma.org) — National Marine Manufacturers Association
- [nasbla.org](http://nasbla.org) — National Association of State Boating Law Administrators (NASBLA)

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**U.S. Coast Guard Boating Safety is on Facebook; check us out at Facebook.com/USCG Boating Safety.**
Boating Safety Circular Index 2000 — 2020

**Boat Building**
Are you Building a Canoe or a Power Driven Vessel?................................. Fall 2020, Issue 95

**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
Coast Guard Advisory On Carbon Monoxide Hazard Caused By Generator Exhauster Gas Accumulations .................................................. August 2008, Issue 86
Decals ABYC and NMMA Carbon Monoxide Warning Decals................. March 2001, Issue 82

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

**Citations/Violations**
Notice of Violation......................................................................................... Fall 2014, Issue 88
Summary of MIBS 2019 Inspection Citations by Type................................. Spring 2019, Issue 92

**Compliance Program**
Compliance Testing Policy Guidelines......................................................... September 2003, Issue 83
Factory Visit Program.................................................................................... January 2004, Issue 84
Recreational Boat Factory Visit ................................................................. March 2001, Issue 82
Recreational Boat Factory Visit Program....................................................... December 2013, Issue 87
Recreational Boat Testing and Compliance Program..................................... Fall 2014, Issue 88
Update on Recreational Boat Factory Visit Program................................. September 2003, Issue 83

**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)
Country of Origin Codes and HINs.................................................. September 2003, Issue 83
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
Certification Label Requirements.................................................. Spring 2020, Issue 94
Proper Capacity Label Placement................................................. Spring 2020, Issue 94

Management
Case Management........................................................................ Spring 2019, Issue 92
Coast Guard Conducting Study to Improve Nation’s Shallow Draft Waterways ATON System .................................................. Fall 2020, Issue 95
Remote Fuel Delivery Grant......................................................... Fall 2020, Issue 95

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
Final Rule; Certification of Navigation Lights................................ September 2003, Issue 83
Navigation Lights, The rules are for your safety............................. Spring 2016, Issue 89
Sidelight Sector Illumination......................................................... Fall 2020, Issue 95

Office of Boating Safety
Mr. Po Chang Retires from BSX-23.................................................. Fall 2020, Issue 95

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
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
Don’t Build a Boat without Them…………………………………………………….. Spring 2020, Issue 94
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

---

**Recalls**

**SIERRA INTERNATIONAL**

Campaign: 200001T
Year: Not Built by Model Year
Model(s): QI Auto
Problem: Fuel System
Model(s): 250SLN, 250 SLX, 280SLN, 280SLX
Problem: Electrical

**MERCURY**

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

**Model Year 2021**

**SEA RAY BOATS**

Campaign #: 20SD0019
Year: 2016-2021

**Model Year 2020**

**DOMETIC / SEASTAR SOLUTIONS**

Campaign #: 20SD0002
Year: 2020
Model(s): Sea Hunt, AXIS, Malibu and Forest River
Problem: Steering

**HEYDAY BOATS**
Campaign # 20SD0006
Year: 2018-2020
Model(s): 2019 and 2020 WT-2DC and 2018 and 2019 WTSURF
Problem: Ventilation

**THUNDER JET BOATS**
Campaign # 20SD0011
Year: 2020
Model(s): Various Models
Problem: Electrical

**KAWASAKI MOTORS CORP. USA**
Campaign # 20SD0023
Year: 2020
Model(s): JT1500TLF, JT1500SLF, JT1500RLF
Problem: Front Hatch Cover

**AVIARA BOATS LLC**
Campaign # 20SD0024
Year: 2020 and 2021
Model(s): AV32 (Outboard), AV36 (Stern Drive and Outboard)
Problem: Fuel System

**MERCURY MARINE**
Campaign # 20SD0027
Year: 2020
Model(s): 4.5L, 6.2L, and 8.2L Sterndrive, 383 MPI Inboard, and Quicksilver 8.1L Horizon, Mercury Racing 520 and 540
Problem: Water Failure leak

**MALIBU BOATS LLC**
Campaign # 21SD0001
Year: 2020
Model(s): Wakersetter
Problem: Electrical

**YAMAHA MOTOR CORP**
Campaign # 20SD0018
Year: 2019-2020
Model(s): FPT1800A
Problem: Steering

**KRASH INDUSTRIES**
Campaign # 20DL0869
Year: 2020
Model(s): VARIOUS
Problem: Safe Loading and Hull ID Number

**MERCURY**
Campaign # 20SD0017
Year: 2019-2020
Model(s): 35-60 EFI 75-115 SEA
Problem: Engine: Gasoline

**TRITON BOATS**
Campaign # 20SD0009
Year: 2018-2020
Model(s): 18 TRX, 189 TRX, 19 TRX
Problem: Level Flotation

**G3 BOATS**
Campaign # 20SD0014
Year: 2018-2021
Model(s): 18CCJ/CCJDLX
Problem: Level Flotation

**VEXUS BOATS**
Campaign # 190046T
Year: 2018-2020
Model(s): VARIOUS
Problem: Fuel System

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

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

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

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

Model Year 2019

THUNDER JET BOATS
Campaign # 20SD0010
Year: 2012-2019
Model(s): 176 ECOJET, 180 ECOJET
Problem: Flotation

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

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

HIGHWATER MARINE
Campaign # 20SD0021
Year: 2016-2020
Model(s): Various Godfrey models
Problem: Electrical

NAUTIC STAR, LLC
Campaign # 20SD0020
Year: 2020
Model(s): 32 XS
Problem: Structural Integrity

CAROLINA SKIFF LLC
Campaign # 20SD0004
Year: 2017-2019
Model(s): 22 HFC, 24 HFC
Problem: Electrical System

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

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

PELICAN INTERNATIONAL INC
Campaign # 190029T
Year: 2019
Model(s): KRP13P109-130 HYDRIVE
Problem: Basic Flotation

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

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

GREGOR BOAT COMPANY
Campaign # 19CG156S
Year: 2018-2019
Model(s): CH-45CL CH-51L
Problem: Basic and Level Flotation

CUSTOM FIBERGLASS PROD INC
Campaign # 19CG169S
Year: 2019
Model(s): MITZI SKIFF 17 CC
Problem: Basic Flotation and Navigation Lights

CROWNLINE BOATS
Campaign #: 190030T
Year: 2019
Model(s): E285 E285XS
Problem: Electrical System

BRP USA INC
Campaign #: 190043T
Year: 2019
Model(s): PW GTX 230 LBBM
Problem: Dynamic Instability

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

YAMAHA MOTOR CORP USA
Campaign #: 190025T
Year: 2019
Model(s): SAT1800E/F
Problem: Engine Shift Control

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

SMOKER CRAFT INC
Campaign #: 19CG153S
Year: 2010-2019
Model(s): VOYAGER 14 BENCH
Problem: Level Flotation and Safe Loading Persons

SEA RAY BOATS
Campaign #: 190031S
Year: 2019
Model(s): SXXO400
Problem: Ventilation

SEA RAY BOATS
Campaign #: 190038T
Year: 2019
Model(s): DA320 DA350 DAC350 DAC320
Problem: Electrical System

SEA RAY BOATS
Campaign #: 190039T
Year: 2019
Model(s): DA320 DA350 DAC350
Problem: Steering

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

KLAMATH BOAT CO LLC
Campaign #: 19CG157S
Year: 2019
Model(s): 152 WESTCOASTER
Problem: Level Flotation and Safe Loading
Maximum Persons Weight

INDMAR PRODUCTS
Campaign #: 190032T
Year: 2019
Model(s): SUPRA 400, 450, 575 and MOOMBA 450
Problem: Electrical

CENTURION & SUPREME
Campaign #: 190040T
Year: 2019
Model(s): ZS232
Problem: Dynamic Instability

BOSTON WHALER INC
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Campaign #</th>
<th>Year</th>
<th>Model(s)</th>
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</tr>
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<tbody>
<tr>
<td>Boating Safety Circular / Spring 2021</td>
<td></td>
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<tr>
<td>LUND BOATS</td>
<td>19CG151S</td>
<td>2019</td>
<td>SSV 14</td>
<td>Level Flotation</td>
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<td>20SD0008</td>
<td>2018-2019</td>
<td>MANTOU RFX/RFXW</td>
<td>Hull Cracks</td>
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<tr>
<td>TRACKER</td>
<td>170012T</td>
<td>2017-2018</td>
<td>SBB18, RP200C</td>
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<td>TORQUEDO</td>
<td>190042T</td>
<td>2010-2018</td>
<td>TRAVEL AND ULTRALIGHT</td>
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<td>SEA RAY BOATS</td>
<td>20SD0003</td>
<td>2015-2018</td>
<td>VARIOUS</td>
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<td>DOMETIC</td>
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<td>DOMETIC</td>
<td>190041T</td>
<td>2018</td>
<td>OPTIMUS</td>
<td>Dynamic Instability</td>
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<tr>
<td>CAROLINA SKIFF LLC</td>
<td>18CG123S</td>
<td>2018</td>
<td>16 JVX CC</td>
<td>Hull ID Number and Label: Certification</td>
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<td>SEA RAY BOATS</td>
<td>190024S</td>
<td>2018</td>
<td>SLX400</td>
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<tr>
<td>Santee Boats LLC</td>
<td>18CG122S</td>
<td>2018</td>
<td>160 CC</td>
<td>Label: Certification and Navigation Lights</td>
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<tr>
<td>MARLON RECREATIONAL PRODUCTS</td>
<td>18CG126S</td>
<td>2018</td>
<td>SP 14 JON</td>
<td>Label: Certification and Hull ID Number</td>
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<td>ALUMAWELL BOATS</td>
<td>19CG155S</td>
<td>2018</td>
<td>16 SPORT SKIFF</td>
<td>Level Flotation</td>
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<tr>
<td>DRAGONFLY BOATWORKS LLC</td>
<td>18CG141S</td>
<td>2018</td>
<td>MARSH HEN</td>
<td></td>
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</tbody>
</table>
Problem: Basic Flotation and Safe Loading Maximum Persons Weight

**HEY DAY**
Campaign #: 180009S  
Year: 2018  
Model(s): WT-SURF  
Problem: Electrical System and Fuel System

**LEISURE PROPERTIES (DBA) CROWN1**
Campaign #: 180003S  
Year: 2018  
Model(s): E30  
Problem: Label: Certification

**MARQUIS-LARSON**
Campaign #: 180013S  
Year: 2018  
Model(s): LARSON LXH AND LX  
Problem: Ventilation

**TRACKER**
Campaign #: 180016S  
Year: 2018  
Model(s): DEEP V GRIZZLY HELM  
Problem: Loose Hydraulic Steering Hose

**ULTRA BOATS**
Campaign #: 18R5916S  
Year: 2018  
Model(s): 28 SHADOW DECK INBOARD  
Problem: Electrical System and Fuel System

**HARBOR COTTAGE LLC**
Campaign #: 18R5970S  
Year: 2018  
Model(s): 84x16 HOUSEBOAT  
Problem: Electrical System and Label: Certification

**COBALT BOATS LLC**
Campaign #: 180010S  
Year: 2017-2018  
Model(s): UNIDENTIFIED  
Problem: Undersized Bolts to Hold Down Seat to Deck

**LEXINGTON MARINE GROUP**
Campaign #: 170015T  
Year: 2016-2018  
Model(s): All model pontoons with HINs between P0047 to P0364  
Problem: Bimine Top Failure

**LUND BOAT COMPANY**
Campaign #: 180004S  
Year: 2016-2018  
Model(s): 2075, 2175 PRO-V  
Problem: Electrical System

**LUND BOAT COMPANY**
Campaign #: 180005T  
Year: 2017-2018  
Model(s): 189 TYEE GEL, 189 PRO-V GL  
Problem: Engine Interface

**MERCURY MERCURY**
Campaign #: 180019T  
Year: 2018  
Model(s): STERNDRIIVE  
Problem: Steering Pump

**THUNDER JET BOATS**
Campaign #: 180023T  
Year: 2018  
Model(s): T186RS, SARS18  
Problem: Steering Interface

**WELD CRAFT MFG INC**
Campaign #: 18CG134S  
Year: 2018  
Model(s): 1242 RS  
Problem: Safe Loading Maximum Weight and Safe Loading Maximum Persons Weight

**BLACK RIVER CANOES**
Campaign #: 190054T  
Year: 2016-2018  
Model(s): LEGACY, XT, LT, X-PLODE  
Problem: Hull Cracks

**WHITE RIVER MARINE GROUP LLC**
Campaign #: 180011S
Model Year 2017

**MAY-CRAFT FIBERGL PRODUCTS INC**
Campaign #: 16CG081S  
Year: 2017  
Model(s): MAY-CRAFT 17  
Problem: Hydraulic hose fittings may not be secured at steering cylinder

**MALIBU BOATS**
Campaign #: 20SD0012  
Year: 2017  
Model(s): Wakesetter  
Problem: Port and Starboard Stability

**YAMAHA MOTOR CORP USA**
Campaign #: 170003T  
Year: 2017  
Model(s): F90  
Problem: Engine; Gasoline

**RIVERPOINT BOAT WORKS INC**
Campaign #: 17CG116S  
Year: 2017  
Model(s): 144 CC  
Problem: Level Flotation and Hull ID Number

**PLEASURECRAFT ENGINE GROUP**
Campaign #: 170010T  
Year: 2015-2017  
Model(s): 6.0LM 6.0L HO  
Problem: Electrical System

**ALWELD COMMERCIAL BOATS INC**
Campaign #: 17CG095S  
Year: 2017  
Model(s): 1648 DSLW  
Problem: Flotation and Stability

**TITAN MARINE LLC**
Campaign #: 16CG078S  
Year: 2017  
Model(s): HAVOC 1556 DBST  
Problem: Maximum Wight and Level Flotation

**GLASSTREAM INC**
Campaign #: 17CG099S  
Year: 2017  
Model(s): FIBERGLASS FISH  
Problem: Ventilation and Capacity Label

**GLASSTREAM INC**
Campaign #: 17CG120S  
Year: 2017  
Model(s): 180 CC  
Problem: Hull ID Number

**AGRI-PLASTICS MFG**
Campaign #: 16CG075S  
Year: 2017  
Model(s): TETRA-POD  
Problem: Level Flotation and Label: Capacity

**BRP U.S. INC**
Campaign #: 170014T  
Year: 2017  
Model(s): E-TEC G2 150-300  
Problem: Engine: Gasoline

**COBALT BOATS LLC (DBS)**
Campaign #: 170013T  
Year: 2017  
Model(s): CSI BOWRIDER  
Problem: Electrical System

**MERCURY MARINE**
Campaign #: 170008T  
Year: 2017  
Model(s): VERADO 200/300 AND HI-PERF 400R  
Problem: Engine: Gasoline

**NAUTIC STAR LLC**
Campaign #: 17CG090S  
Year: 2017  
Model(s): 1810 BAY CC  
Problem: Level Flotation
<table>
<thead>
<tr>
<th>Boat Manufacturer</th>
<th>Campaign #</th>
<th>Year</th>
<th>Model(s)</th>
<th>Problem</th>
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<tbody>
<tr>
<td>Yamaha Motor Corp USA</td>
<td>160013S</td>
<td>2017</td>
<td>XBT1800A/B/C</td>
<td>Electrical System</td>
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<tr>
<td>Boston Whaler</td>
<td>160011S</td>
<td>2012-2017</td>
<td>315 CQ/315PH</td>
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<td>Boston Whaler</td>
<td>160006S</td>
<td>2014-2017</td>
<td>345CQT 345PH</td>
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<tr>
<td>Kawasaki Motors Inc</td>
<td>170006S</td>
<td>2003-2017</td>
<td>JT1200, JT1500</td>
<td>Fuel System</td>
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<tr>
<td>Thunder Jet Boats</td>
<td>170002S</td>
<td>2014-2017</td>
<td>V 186 ECO</td>
<td>Level Flotation</td>
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<td>Boston Whaler</td>
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<td>315 CQ/315PH</td>
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<td>Extreme Boats</td>
<td>17CG097S</td>
<td>2017</td>
<td>BRUTE 1654 SC</td>
<td>Level Flotation and Navigation Lights</td>
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<tr>
<td>American Honda Motor Co</td>
<td>170016T</td>
<td>2016-2017</td>
<td>BF 115 to BF 250</td>
<td>Fuel System</td>
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<td>HQ Services</td>
<td>180005S</td>
<td>2017</td>
<td>KOKUSAN VOLTAGE</td>
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