U.S. COAST GUARD MAXIMUM CAPACITIES LABELS NOT PERMANENT

According to boating standards personnel from the U.S. Coast Guard Marine Safety Office, Corpus Christi, Texas, several boat manufacturers are affixing the U.S. Coast Guard Maximum Capacities label to their boats in a manner which fails to meet the permanency requirements specified in the regulations. With the exception of the console, the interior of the hull is completely carpeted on several open fishing boat models. The builders are affixing the U.S. Coast Guard Maximum Capacities label on top of the carpeting.

According to 33 CFR 183.27, each U.S. Coast Guard Maximum Capacities label must be:

"(a) Capable of withstanding the combined effects of exposure to water, oil, salt spray, direct sunlight, heat, cold and wear expected in normal operation of the boat, without loss of legibility; and

(b) Resistant to efforts to remove or alter the information without leaving some obvious sign of such efforts."

Obviously, attachment of the label on top of the carpeting makes it easy to remove the U.S. Coast Guard Maximum Capacities label without leaving any evidence that a boat was ever equipped with a capacity label.

Saving a few cents per unit by failing to attach the U.S. Coast Guard Maximum Capacities label to a part of the boat where it is visible to the operator and which is not covered by carpeting, can be more than offset by a defect notification and recall campaign requiring replacement of capacity labels which do not comply with 33 CFR 183.27(b), because they can be easily removed without leaving any evidence of their removal.

VEssel NUMBERING AUTHORITYs

All undocumented vessels equipped with propulsion machinery must be registered in the State of principal use. A certificate of number will be issued upon registering the vessel. These numbers must be displayed on your vessel. The owner/operator of a vessel must carry a valid certificate of number whenever the vessel is in use. When moved to a new State of principal use, the certificate is valid for 60 days. Check with your State vessel numbering authority for numbering requirements. Some States require all vessels to be numbered. The Coast Guard issues the certificate of number in Alaska; all others are issued by the States or U.S. territories. In Alaska, application forms for Coast Guard registration numbers may be obtained through local post offices or any Coast Guard facility.

The following is a list of vessel numbering authorities:

Boat Registration Supervisor
Marine Police Division
Dept. of Conservation and
Natural Resources
64 North Union St., Rm 756
Montgomery, AL 36130

Department of Public Safety
Pago Pago, AS 96799

Watercraft Registration Supervisor
Arizona Game and Fish Department
222 West Greenway Road
Phoenix, AZ 85023

Manager, Registration
Dept. of Finance and Administration
PO Box 1272 - Revenue Div.
Little Rock, AR 72203

Dept. of Motor Vehicles
2415 First Avenue
Sacramento, CA 95814-7391

Division of Parks and
Outdoor Recreation
13787 South Highway 85
Littleton, CO 80125

Boating Safety Circular 19
ABYC OCCUPANT PROTECTION COMMITTEE RECOMMENDS DESIGNATING ON-PLANE SEATING LOCATIONS

The law in recent years has tended to place full responsibility for injuries caused by defective products upon the product manufacturer. This is because the manufacturer can design, build and market products in ways that will reduce if not eliminate most unreasonable and unnecessary hazards. In the absence of applicable Federal standards, the best way to assure the safety of purchasers of products you manufacture is to build them in compliance with recognized voluntary industry standards and recommended practices.

From the day it was founded in 1954, the American Boat & Yacht Council (ABYC) has been the most broadly based of the standards writing organizations in the recreational boating field in the United States. The majority of ABYC members are associated with the boat manufacturing field in some capacity; however, there are also members from other standards writing organizations, the Coast Guard, Underwriters Laboratories, marine surveyors and insurance companies.

The ABYC Occupant Protection Committee recently proposed that seats in certain boats should be designed for use when the boat is on plane. This group of engineers, marine surveyors and law enforcement persons has proposed that a new label be placed in boats, which pictures the location of designated seating positions. The National Marine Manufacturers Association (NMMA) is supplying the decals to manufacturers who want to begin labeling their boats. Major bass boat manufacturers, including Astro/Procraft, Ranger, Skeeter, Stratos and Tracker, have begun to use the first draft of these labels. More than 50,000 decals have already been distributed.
The ABYC Occupant Protection Committee is encouraging manufacturers to consider the appropriateness of the designated seating position labels in other boat models.

Boat operators often fail to follow safe operating basics, such as sitting in designated seats when the craft is on plane, maintaining a balanced load or allowing an unobstructed view for the driver. It's particularly true of fishermen who like to keep an elevated lookout and use pedestal seats while underway, or keep a line in the water even above trolling speed.

The ABYC committee wants to encourage people to sit in designated seats to reduce the possibility that they might fall or be injured when the boat is traveling at planing speeds. Many boats have casting platforms, storage lockers and other surfaces which are inappropriate for seating when the boat is on plane.

The committee also wants to discourage people from sitting on seat backs and gunwales because of the potential for falls overboard during high speed turns, jumping waves, and other violent maneuvers.

The "Recommended On-Plane Seating Locations" decals provide an illustration of the boat's interior layout with an "x" to mark where occupants should sit when the craft is on plane. The samples illustrated show the various seating configurations which are currently available for seating capacities of two to seven persons. Custom orders for other configurations are available at an additional cost (call the National Marine Manufacturers Association for an estimate) and in minimum quantities of 1000 decals.

The decals can be placed near the helm or adjacent to the capacity plate. The 2- by 3-inch self-adhesive decals are made of white vinyl printed black with a mylar overlay to protect from weather, chemicals and gasoline spills.

The ABYC Occupant Protection Committee is continuing to study means to reduce the possibility of persons being injured while boating. In addition to these designated seating labels, the committee is also considering:

1. handholds for passengers reboarding from the water;
2. rounding or padding sharp corners; and
3. ways to reduce tripping, slipping or pinching hazards.

For further information about labels, contact:
Publications Department
National Marine Manufacturers
Association (NMMA)
401 N. Michigan Avenue
Chicago, IL 60611
Tel: (312) 836-4747.

Intrusion of Engine Exhaust into the Passenger Areas of Recreational Power Boats
By the John A. Volpe National Transportation System Center, is now available from:
National Technical Information Service
5285 Port Royal Road
Springfield, VA 22161
(703) 487-4650
50 pages; $7.50
Order No.: AD-A254-136-4/ABS
CHANGES TO RECREATIONAL VESSEL FEE REQUIREMENTS

Under recently enacted legislation the Recreational Vessel Fee (RVF) program will be phased out in three stages and will cease to apply after October 1, 1994:

1. **After October 1, 1992**, the Recreational Vessel Fee ceases to apply to recreational vessels that are 21 feet or less in length.

2. **Effective October 1, 1993**, the Recreational Vessel Fee ceases to apply to recreational vessels that are less than 37 feet in length.

3. **Effective October 1, 1994**, the RVF program ceases to apply to recreational vessels.

No changes have been proposed for recreational vessels already exempt from the Recreational Vessel Fee requirements (public vessels, foreign vessels, etc.) or to the waters where RVF requirements apply. The interpretive rule published on the next page explains the circumstances under which vessels operated by manufacturer or dealer employees for quality control, testing, demonstration, or while enroute to and from display for sale are exempt from the Recreational Vessel Fee requirements. Monetary amounts for RVF decals also remain unchanged:

<table>
<thead>
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<th>Category</th>
<th>Length</th>
<th>Cost</th>
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<tr>
<td>&quot;A&quot;</td>
<td>Eliminated</td>
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<tr>
<td>&quot;B&quot;</td>
<td>More than 21 feet to less than 27 feet</td>
<td>$35</td>
</tr>
<tr>
<td>&quot;C&quot;</td>
<td>27 feet to less than 40 feet</td>
<td>$50</td>
</tr>
<tr>
<td>&quot;D&quot;</td>
<td>40 feet and larger</td>
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### Effective October 1, 1993:

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<td>40 feet and larger</td>
<td>$100</td>
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### Effective October 1, 1994:

RVF Program Eliminated

<table>
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<tr>
<th>VESSEL LENGTH</th>
<th>DATE RVF CEASES TO APPLY</th>
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<tbody>
<tr>
<td>21 feet or less</td>
<td>OCTOBER 1, 1992</td>
</tr>
<tr>
<td>Less than 37 feet</td>
<td>OCTOBER 1, 1993</td>
</tr>
<tr>
<td>All Recreational Vessels</td>
<td>OCTOBER 1, 1994</td>
</tr>
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Anyone with questions about the legislative changes to the Recreational Vessel Fee (RVF) law may call the Coast Guard Boating Safety Hotline's toll-free number: 1-800-368-5647.