



BOATING SAFETY CIRCULAR

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Boating Safety Circular

The *Boating Safety Circular* is a product of the United States Coast Guard's Office of Auxiliary and Boating Safety — Boating Safety Division — Recreational Boating Product Assurance Branch, Commandant (BSX-23), 2703 Martin Luther King Jr Ave SE, Stop 7501 Washington, DC 20593-7501

The *Boating Safety Circular* is for information only. No Federal Statutes or Regulations are established or changed in this circular.

www.uscgboating.org
www.safeafloat.com



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

Come visit the U.S. Coast Guard Boating Safety Division (Booth 3-2042) at the 2019 IBEX Show in the Tampa Convention Center on October 1st – 3rd.

The Coast Guard's Boating Safety Division is responsible for developing, maintaining, and enforcing recreational boat manufacturing safety regulations. The booth staff are available to explain to builders why it is important to comply with the regulations, to educate builders on how to comply, and to answer any questions. ■

Engine Cut-Off Switch

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



Just a reminder, USCG Boating Safety is on Facebook, check us out at [Facebook.com\USCG Boating Safety](https://www.facebook.com/USCGBoatingSafety).

Gear Weight – the Forgotten Number

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

For outboard engine powered boats, gear weight is a quantity equal to the posted Maximum Weight Capacity (MWC) minus the Table 183.75, Column 9 allowance for the weight of engine/controls/battery/fuel tank minus the posted Maximum Persons Capacity (MPC). For inboards, sterndrives & rowboats there is no Table 183.75 outboard engine weight component. For

25% of that amount of weight in flotation material buoyancy, based on the average swamped weight of the different types of material that the gear is made of.

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

Sometimes the Coast Guard encounters boats with capacity labels that result in a negative gear weight. This could be a result of not realizing that the Maximum Weight Capacity must encompass the Maximum Persons Weight, the engine weight, and the gear weight as shown in the formula $MWC = MPC + \text{Table 183.75, Col 9} + \text{gear weight}$. But it can also be the result of an overzealous manufacturer who down rates the Maximum Weight Capacity. However, in doing so, it does not improve safety; it only makes the capacities confusing and will result in the Coast Guard issuing a notice of noncompliance. In such instances the manufacturer must prove through testing

or calculations that the boat can actually be rated for a higher Maximum Weight Capacity than the one displayed, and correct the displayed

capacities to one that no longer implies a negative gear weight.

New table 183.75 engine weight impact on gear weight

On June 1, 2018 the U.S. Coast Guard adopted a new engine weight table that more closely reflects the current weights of four-stroke outboard engines. This new weight table is called Table 183.75 and was adapted from the weight table found in ABYC S-30. Table 183.75 replaced the 33 CFR 183 Subpart H Table 4 for outboard engine weights.

Type of Boat	Gear Weight Calculation
Outboard	$MWC - \text{Table 183.75} - MPC$
Inboard and Sterndrive	$MWC - MPC$
Rowboat	$MWC - MPC$

outboard powered boats of 2 HP or less and for rowboats, the safe loading regulations specify that $MPC = (MWC \times 0.9) - 25$ for outboards less than or equal to 2HP, and $MPC = MWC \times 0.9$ for rowboats. Thus, these types of boat will always have a gear weight of at least 10% of the Maximum Weight Capacity.

Minimum amount of gear weight

When the displayed capacities of a boat imply a certain amount of gear weight allowance, the regulation requires that the manufacturer of the boat provide

“The term “gear weight” applies to all weight that is not considered for persons (for all boats) or for engines, controls, battery and fuel tank (for outboard powered boats).”

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As mentioned above, although not desirable, a zero gear weight is allowed by the regulation. What has become a very common occurrence is boats with capacity labels that were calculated to have zero gear weight based on the old Table 4, but are now having negative gear weight based on the heavier Table 183.75 because capacities were not updated after the June 1, 2018 regulation change. In many of these cases, the boat can accommodate the Table 183.75 engine weights. Boat manufacturers need to be aware of the new engine weight table 183.75 replacing the old engine weight table in table 4, and increase the Maximum Weight Capacity accordingly if necessary. For example, for a certain HP, if Table 183.75 shows an increase of X pounds from Table 4, assuming that the Maximum Persons Capacity and gear weight allowance remain the same, the Maximum Weight Capacity should also be increased by X pounds. This is assuming that the boat has enough Safe Loading capacity to accommodate that increase. The boat manufacturer must recalculate the Maximum Weight Capacity from the dimensions of the boat or retest the boat in the water to ensure that it can accommodate that increase of X pounds in Maximum Weight Capacity.

Kicker and trolling motor weight

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

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

“Please do not hesitate to contact the Recreational Boating Product Assurance Branch as early as possible in the design or development phase if there are any questions as to what Coast Guard requirements may apply to a particular product.”

Composite Boat with PWC Powering

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

Builders and importers are reminded that in unusual circumstances whereby the

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

From the Archives...

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

Bare Hulls; What are they?

An easy answer: a bare hull is not a boat!

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

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

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

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

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

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

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

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

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

There have been reports that "Custom" builders have been manufacturing completed boats less flotation, an engine (an outboard), and navigation lights and selling them as bare hulls to the general public. The buyer is also provided a

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materials list so the buyer can present the information to their State's registration authority in order to have the State issue a HIN. This type of manufacturing operation is using the non-descript aspect of the Federal regulations to build a boat and not take responsibility for it. The buyer has no Federal recourse in the event the boat has a built-in defect that creates a substantial risk defect. States are beginning to take note of these types of operations and, in some instances, refusing to issue "homebuilt" HINs to their new owners. This is truly an example of "buyer beware."

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

- All boats must bear two identical Hull Identification Numbers (HINs): (1) a primary HIN (usually affixed to the

transom); and (2) a duplicate HIN (affixed to an unexposed location on the interior surface of the boat or beneath a fitting or item of hardware);

- If the boat is a monohull that is less than 20 feet in length, and is not a sailboat, canoe, kayak or inflatable, it must bear a U.S. Coast Guard Maximum Capacities label and contain flotation;
- If a boat is inboard powered and uses gasoline as fuel, it must comply with the Electrical, Fuel and Ventilation Standards;
- If a boat will be outboard powered with remote steering, shift controls must be designed for start-in-gear protection;
- If a boat is equipped with navigation lights, the lights must be certified; and
- Finally, if the boat is subject to a Coast Guard safety standard, it must bear a certification label.

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

Manufacturer Identification Codes ABC00001C607

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

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

See:

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

One part of the Recreational Boating Standards program consists of visits to recreational boat manufacturers and importers

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

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

“a manufacturer or importer who changes the business name or address must advise the

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

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

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

Incidentally, the Coast Guard has been assigning Manufacturer Identification Codes to boat manufacturers and importers since 1972. Typically there are

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

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

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

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

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



Mounting pad, battery locations, and electrical harnesses for generators and floodlights.

“Portable” Generators and Flotation Testing:

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

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

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Bow Fishing / Removable Decks:

Background: Some boats sold today are equipped with or have the option to install various removable decks for bow fishing

or other applications. In some instances, the stability and buoyancy of the boat may not be taken into consideration with the additional deck installed.

Policy: If a boat

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



Removable deck for bow fishing or other applications.

Reminder to Update Your MIC Registration

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

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

Keeping your MIC record current

allows the Coast Guard to:

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

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

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

"This is a reminder for boat builders to keep their MIC registration up to date as required by regulation (33 CFR 181.33)."

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

U.S. COAST GUARD Recreational Boat Manufacturers Edit Form 8/9/2019

MIC: [] MicStatus: [] Officer: [] District: [] MSD: [] Date In Business: []

Company: [] Phone: [] Date Modified: []

Company: [] FAX Number: [] Date Out of Business: []

Company: [] Cell Phone: [] Date Mailed: []

Company: [] Parent Co: [] Type 1: []

Company: [] Parent MIC: [] Type 2: []

Company: [] Email: [] Type 3: []

First Name: [] Last Name: []

Address: [] City: []

State: [] Zip: [] Country: [] Web Site: []

Additional Address Information: [] Historical Remarks (Press SHIFT-F2 to Zoom): []

MIC record.

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U.S. Coast Guard Photo.

**Don't
let this
happen
to you!**

Calendar of Events

American Boat and Yacht Council (ABYC)

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

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Calendar of Events (continued)

National Marine Manufacturers Association (NMMA) Meetings

International Boatbuilders Exhibition and Conference (IBEX) Trade Show	Tampa, Florida	10/01/2019 - 10/03/2019
NMMA Certification Seminar	New Orleans, Louisiana	12/09.2019 -12/11/2-19

National Association of State Boating Law Administrators (NASBLA)

Annual Meeting	Anchorage, Alaska	09/29/2019 - 10/02/2019
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Websites of Note:

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

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)



It Does Save Lives!

Recalls

MERCURY MARINE

(Miramar, FL)

Year:

Model(s): V-8 200-300, V-6 175-225, V8 250

Units: 10,217

Problem: Engine: Gasoline

Units: 18

Problem: Steering

Model Year 2019

DOUGLAS MARINE CORP

(Douglas, MI)

Year: 2019

Model(s): '380' INBOARD

Units: 11

Problem: Full System and Hull ID Number

SEA RAY BOATS

(Knoxville, TN)

Year: 2019

Model(s): SXO400

Units: 14

Problem: Electrical System

SEA RAY BOATS

(Knoxville, TN)

Year: 2019

Model(s): DA320 DA350 DAC350 DAC320

Units: 27

Problem: Electrical System

YAMAHA MOTOR CORP USA

(Cypress, CA)

Year: 2019

Model(s): SAT1800E/F

Units: 398

Problem: Engine Shift Control

SEA RAY BOATS

(Knoxville, TN)

Year: 2019

Model(s): DA320 DA350 DAC350

Units: 18

Problem: Steering

TEAM WARD INC

(Monticello, AR)

Year: 2019

Model(s): 1542

Units: 9

Problem: Level Flotation and Basic Flotation

LUND BOATS

(New York Mills, MN)

Year: 2019

Model(s): 189 TYEE, 189 PRO-V

Units: 56

Problem: Engine Mount

SMOKER CRAFT INC

(New Paris, IN)

Year: 2019-2010

Model(s): VOYAGER 14 BENCH

Units: 336

Problem: Level Flotation and Safe Loading Persons

KLAMATH BOAT CO LLC

(Fairfield, CA)

Year: 2019

Model(s): 152 WESTCOASTER

Units: 121

Problem: Level Flotation and Safe Loading Maximum Persons Weight

SEA RAY BOATS

(Knoxville, TN)

Year: 2019

Model(s): DA320 DA350 DAC350

INDMAR PRODUCTS

Year: 2019

Model(s): SUPRA 400, 450, 575 and MOOMBA
450
Units: 1103
Problem: Electrical

CENTURION & SUPREME

(Merced, CA)
Year: 2019
Model(s): ZS232
Units: 139
Problem: Dynamic Instability

BOSTON WHALER INC

(Edgewater, FL)
Year: 2019
Model(s): 1900R
Units: 20
Problem: Safe Loading Maximum Weight

LUND BOATS

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

Model Year 2018

STUR-DEE BOAT CO

(Tiverton, RI)
Year: 2018
Model(s): AMESBURY DORY 16
Units: 4
Problem: Label; Certification

CAROLINA SKIFF LLC

(Waycross, GA)
Year: 2018
Model(s): 16 JVX CC
Units: 1,565
Problem: Hull ID Number and Label;
Certification

TUFFY BOATS

(New London, WI)
Year: 2018
Model(s): ESOX ROUSTABOUT
Units: 7
Problem: Level Flotation

SEA RAY BOATS

(Knoxville, TN)
Year: 2018
Model(s): SLX400
Units: 34
Problem: Electrical System

SANTEE BOATS LLC

(Greenville, SC)
Year: 2018
Model(s): 160 CC
Units: 3
Problem: Label; Certification and Navigation
Lights

MARLON RECREATIONAL PRODUCTS

(Chillwack, BC, Canada)
Year: 2018
Model(s): SP 14 JON
Units: 13
Problem: Label; Certification and Hull ID Num-
ber

ALUMAWELD BOATS

(White City, OR)
Year: 2018
Model(s): 16 SPORT SKIFF
Units: 6
Problem: Level Flotation

DRAGONFLY BOAT WORKS LLC

(Vero Beach, FL)
Year: 2018
Model(s): MARSH HEN
Units: 27
Problem: Basic Flotation and Safe Loading
Maxi mum Persons Weight

CHEETAH BOAT MFG

(Lake Havasu City, AZ)

Year: 2018
 Model(s): WILDCAT INBOARD
 Units: 1
 Problem: Ventilation, Label: Certification

HEY DAY

(Knoxville, TN)

Year: 2018
 Model(s): WT-SURF
 Units: 20
 Problem: Electrical System, Fuel System

HOBIE CAT COMPANY

(Oceanside, CA)

Year: 2018
 Model(s): KAYAK
 Units: 1
 Problem: Hull ID Number, Navigation Light

LEISURE PROPERTIES DBA CROWN1

(West Frankfort, IL)

Year: 2018
 Model(s): E30
 Units: 11
 Problem: Label: Certification

MARQUIS-LARSON

(Pulaski, WI)

Year: 2018
 Model(s): LARSON LXH AND LX
 Units: 36
 Problem: Ventilation

TRACKER

(Springfield, MO)

Year: 2018
 Model(s): DEEP V GRIZZLY HELM
 Units: 4,509
 Problem: Loose Hydraulic Steering Hose

TRACKER

(Springfield, MO)

Year: 2018-2017

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

ULSTRA BOATS

(Lake Havasu City, AZ)

Year: 2018
 Model(s): 28 SHADOW DECK INBOARD
 Units: 1
 Problem: Electrical System, Fuel System

YAMAHA MOTOR CORP USA

(Cypress, CA)

Year: 2018
 Model(s): AR190, SX190, AR195, and SX19
 Units: 60
 Problem: Fuel System

BOSTON BOATWORKS LLC

(Charlestown, MA)

Year: 2018-2009
 Model(s): 35Z, 40Z
 Units: 89
 Problem: Electrical System

HARBOR COTTAGE LLC

(Nancy, KY)

Year: 2018
 Model(s): 84x16 HOUSEBOAT
 Units: 3
 Problem: Electrical System, Label: Certification

K L INDUSTRIES

(Muskegon, MI)

Year: 2018
 Model(s): 9.4 ROWING DINGHY
 Units: 1,272
 Problem: Safe Loading Maximum Weight

COBALT BOATS LLC

(Neodesha, KS)

Year: 2018-2017
 Model(s): UNIDENTIFIED
 Units: 1,799

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: 2018-2016
 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 MERCUISER

(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): 1242 RS
 Units: 19

Problem: Safe Loading Maximum Weight, Safe Loading Maximum Persons Weight

Model Year 2017

CAROLINA SKIFF LLC

(Waycross, GA)

Year: 2017
 Model(s): JV 13 TILLER
 Units: 118
 Problem: Safe Loading Maximum Weight and Level Flotation

PLEASURECRAFT ENGINE GROUP

(Little Mountain, SC)

Year: 2017-2015
 Model(s): 6.0LM 6.0L HO
 Units: 1,635
 Problem: Electrical System

ALWELD COMMERCIAL BOATS INC

(Lonesdale, AR)

Year: 2017
 Model(s): 1648 DSLW
 Units: 14
 Problem: Flotation and Stability

TITAN MARINE LLC

(Fordyce, AR)

Year: 2017
 Model(s): HAVOC 1556 DBST
 Units: 33
 Problem: Maximum Wight, and Level Flotation

GLASSTREAM IN

(Dothan, AL)

Year: 2017
 Model(s): 180 CC
 Units: 16
 Problem: Hull ID Nubmber

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): XBT1800A/B/C
 Units: 106
 Problem: Electrical System

YAMAHA MOTOR CORP USA

(Cypress, CA)
 Year: 2017
 Model(s): F90
 Units: 31
 Problem: Engine: Gasoline

BOSTON WHALER

(Edgewater, FL)
 Year: 2017-2012
 Model(s): 315 CQ/315PH
 Units: 161
 Problem: Electrical System

BOSTON WHALER

(Edgewater, FL)
 Year: 2017-2014
 Model(s): 345CQT 345PH
 Units: 82
 Problem: Electrical System

K L INDUSTRIES

(Muskegon, MI)
 Year: 2017-2010

Model(s): ELECTRIC PEDAL BOAT
 Units: 1,499
 Problem: Safe Loading, Maximum Weight, Capacity

KAWASAKI MOTORS INC

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

PLEASURECRAFT ENGINE GROUP

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

THUNDER JET BOATS

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

TOHATSU AMERICA CORP

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

WELDBILT COMMERCIAL BOATS

(Alexander, AR)
 Year: 2017
 Model(s): UNIDENTIFIED MODELS
 Units: 1,800
 Problem: Hull ID Number, Level Flotation

XTREME BOATS

(Bonifay, FL)
 Year: 2017
 Model(s): BRUTE 1654 SC
 Units: 1
 Problem: Level Flotation, Navigation Lights

AMERICAN HONDA MOTOR CO

(Torrance, CA)
 Year: 2017-2016
 Model(s): BF 115 to BF 250
 Units: 2,542
 Problem: Fuel System

Model Year 2016

PIRANHA BOATWORKS LLC

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

PHOWLER BOAT COMPANY

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

MIRAGE MANUFACTURING CO

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

YAMAHA MOTOR CORP USA

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

AMERICAN HONDA MOTOR CO

(Torrance, CA)
 Year: 2016
 Model(s): BF 250
 Units: 346
 Problem: Electrical System

EXCEL BOAT CO LLC

(Mountain View, AR)
 Year: 2016
 Model(s): 1754SWV4
 Units: 299
 Problem: Label: Capacity, Hull ID Number

MALIBU BOATS INC

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

RECREATION UNLIMITED LLC

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

RECREATION UNLIMITED LLC

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

ROCK N CROC

(Columbus, TX)
 Year: 2016
 Model(s): 20 FT AIRBOAT
 Units: 39
 Problem: Label: Capacity, Fuel System

STARCRAFT MARINE

(New Paris, IN)
 Year: 2016
 Model(s): LIMITED 2000 I/O I/B STERNDRIVE
 Units: 353
 Problem: Fuel System

TACO METALS

(Miami, FL)
 Year: 2016-2008

Model(s): #F38-6600
 Units: 18,000
 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

GHEEN 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

JL AUDIO

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

MERCURY MARINE

(Miramar, FL)
Year:
Model(s): 451 MERCUISER
Units: 2,639

Problem: Fuel System

MERCURY MARINE

(Miramar, FL)
Year:
Model(s): verado 250/300
Units: 1,186
Problem: Sterring

TRACKER MARINE

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