USCG Recreational Boat Regulations Checklist for Boat Manufacturers and Importers

Please Note:

Imported boats must meet all manufacturer requirements before they leave the place of import.
Each section contains a note regarding the ***{applicability}*** of that regulation to **recreational** boats.
USCG granted regulation **exemptions** are for a limited time frame - for stated boat model only.
These same regulations apply to passenger carrying vessels of six passengers or less.

DEFECT NOTIFICATION (33 CFR 179) ***{ALL BOATS}***

A-1. Manufacturer is aware of 46 U.S.C. 4310 requirements (46 U.S.C. 4310)

A-2. Manufacturer has a copy of the statutes and Part 179 (46 U.S.C. 4310)

A-3. Manufacturer is keeping 1st purchaser lists - Title 33 (46 U.S.C. 4310)

EMERGENCY ENGINE CUT-OFF SWITCH (46 USC 4312) ***{POWERED BOATS UNDER 26 FT}***

B-1. Powered boat of less than 26 feet in length has emergency engine cut-off switch (46 USC 4312)

CERTIFICATION (33 CFR 181) ***{when any of the following Part 183 regulations apply}***

C-1. Boat has certification label (independent or combined)(33CFR181.5-9)

C-2. Boat has certification when none required (33CFR181 SUBPART B/46 U.S.C. 4307)

Label content:

C-3. Name, city and state of Mfr., U.S. importer or PLM is displayed (181.15(a)(1))

C-4. Certification statement is correct; no additional information on label [181.15(a),(b) & (d)]

C-5. Outboard runabout using performance tests for determining maximum horsepower contains special wording on certification label per 181.15(f)

C-6. Characters are at least 1/8” in height [181.17(a)]

C-7. Contrast is adequate (181.17(b))

Method of affixing Certification Label:

C-8. Label affixed to show evidence of attempts to remove or alter information (181.19)

C-9. Label is of required durability (181.19(a))

HULL IDENTIFICATION NUMBER (33 CFR 181) ***{ALL BOATS}***

HIN-1. HIN on boat (181.21-23)

HIN-2. HIN consists of 12 alphanumeric consecutive characters (181.25)

HIN-3. First 3 characters of HIN match manufacturer's proper ID Code (181.25(a))

HIN-4. Characters (4-8) are serial numbers that do not use "I," "O" or "Q." (181.25(b))

HIN date of certification or manufacture:

HIN-5. Character 9 is (A-L); or Character 10 is number (0-9) (181.25(c)) / Correct date affixed.

HIN model year:

HIN-6. Characters 11 and 12 correspond to the last two digits of the model year (181.25(d)) / Correct year affixed.

HIN-7. Additional characters except US- are separated by borders or on a separate label (181.27)

HIN-8. Format is correct such that boat mfr can be uniquely identified (181.21-23)

HIN-9. Characters are at least ¼" in height (181.29(d))

Primary HIN:

HIN-10. The primary HIN is affixed correctly as indicated below:

On boats with transoms:

To starboard outboard side of the transom within 2 inches of top of transom, gunwale or hull/deck joint.

On boats without transoms:

To the starboard outboard side of the hull aft, within 1 foot of stern and within 2"
of top of hull side, gunwale or hull/deck joint, whichever is lowest. (181.29(a)(1),(2))

On catamarans and pontoon boats with replaceable hulls:

To aft crossbeam within 1' of starboard hull attachment. (181.29(a)(3))

Duplicate HIN:

HIN-11. Manufacturer places duplicate HIN on boats (181.23(a)(2); (181.29(b))

HIN-12. Duplicate HIN is affixed in unexposed location on interior of boat, or beneath fitting or item of hardware (181.29(b))

Permanency of Primary HIN:

HIN-13. Each HIN permanently affixed (i.e., attempt to alter or remove would be obvious). (181.29(c))

DISPLAY OF CAPACITY INFORMATION (subpart B of Part 183)

{MONOHULL BOATS < 20 FT (except sailboats, canoes, kayaks, inflatables}

DCI-1. U.S. Coast Guard Maximum Capacities label displayed (183.21; 183.23; 183.25)

DCI-2. Label follows the correct format for boat type (183.25) / Proper character size.

DCI-3. Capacity information on yellow background (183.25(c)(1)

DCI-4. Label clearly visible to operator when getting boat underway (183.25(a))

DCI-5. "U.S. Coast Guard Maximum Capacities" used when not required (183.21/46 U.S.C. 4307)

DCI-6. Persons Capacity displayed in whole number in persons and in pounds (183.23) (183.25(b), (c)(3))

DCI-7. Label meets durability requirements (183.27(a))

DC-8. Label affixed to show evidence of alteration or removal of information (183.27(b))

SAFE LOADING (Subpart C of Part 183)

{as above for 'Capacity'}

SL-1. Manufacturer has calculations or test data supporting capacities (183.31-43) / Capacity calculations correct.

SAFE POWERING – CALCULATION METHOD (Subpart D of Part 183)

{as above for 'Capacity' - or outboard powered boats}

SP-1. Horsepower rating does not exceed ratings allowed by CFR (183.53)

FLOTATION (Subparts F, G and H of Part 183)

{as above for 'Capacity': 'F' for I/O; 'G' for O/B > 2 HP; 'H' for rowboats & 2 HP or less}

F-1 Boat has flotation (183.101-335)

F-2 **Quantity** of flotation appears sufficient. (183.101-335)

F-3. **Location** of flotation appears proper for meeting level flotation requirements (Subparts G & H)

F-4. Flotation materials are fully effective when submerged (183.112; 183.114)

F-5. Air chambers used for flotation are not an integral part of the hull [183.112(b); 183.222(b)]
(Subpart H: air chambers are acceptable for rowboats and outboards rated for 2 HP or less)

ELECTRICAL SYSTEM (Subpart I of Part 183)

{with <u>installed</u> gasoline engine for propulsion or electrical generation}

ES-1. Conductor gauge and rating for each circuit is within limits of 183.425(b)/(c) & 435(b)

ES-2. System conductors are stranded insulated copper [183.425(a)]

ES-3. Single conductors are minimum 16 AWG (183.425(e))

ES-4. No.18 AWG conductors are bundled and sheathed (or are less than 30” out of sheath) [183.425(d),(f)]

ES-5. Pigtails over 7” meet requirements for all conductors (183.425(g))

ES-6. Insulation on conductors of 50V or less meets SAE J378 and SAE J1127 or SAE J1128
or high voltage requirements of Section 183.435 [183.430(a)]

ES-7. Insulation on conductors higher than 50V meets 183.435(a)

ES-8. Conductors passing through bulkhead, etc are protected from abrasion. [183.445(a)]

ES-9. Circuit breaker is rated for application (183.455)

ES-10. [RESERVED]

ES-11. Boat contains fuses or manually-reset circuit breakers for overload protection (183.455(a))

ES-12. Boat contains fuse or circuit breaker between batteries & load [183.455(b)]
(starter circuit exempt) [183.460(a)]

ES-13. Boat has over-current protection as required within 72” of batteries (183.460(a))

ES-14. Voltage rating of breakers/fuses corresponds to nominal circuit voltage (183.455(d))

ES-15. Breaker/fuse amperage rating is within 150% of Table 5 value for smallest conductor in each circuit (150% for high voltage circuits unless no breaker available) (183.455(c))

ES-16. Boat contains overcurrent protection within:
7” of origin of circuit it is intended to protect, or
40” if unprotected part also has sheath (183.455(b))

ES-17. Each electrical component in gasoline engine compartment ignition protected; or isolated in accordance with 183.410(b)(2) or (3). [183.410(a)] (may see SAE J1171, UL 1500, ISO 8846)

ES-18. Electrical components outside engine compartment are isolated from fuel sources (joints in fuel system) in accordance with 183.410(b), or ignition protected

ES-19. Cranking motor circuits are common grounded (183.415)

ES-20. Batteries move less than 1" in any direction (183.420(a))

ES-21. Secondary circuit ignition conductors (spark plug system) have caps, boots or nipples [183.440(b)]

ES-22. Secondary circuit ignition conductors meet SAE J 2031 [183.440(a)] (Supersedes SAE J 557)

ES-23. Hydrogen gas cannot accumulate above battery or in box. (183.420(e))

ES-24. Positive pole of battery is protected against shorting (183.420(b); 183.445(b))

ES-25. Positive terminal of starter is protected against shorting (183.445(b))

ES-26. Batteries are not directly above or below fuel tank, filter or fuel line fitting (183.420(d))

ES-27. Battery terminal connections not dependent on spring tension (183.420(g))

FUEL SYSTEMS (Subpart J of Part 183)

{same as for 'Electrical'; installed gasoline means 'except O/Bs'}

Tanks:

FS-1. Tank made of acceptable material (183.512)

FS-2. Tank is labeled as required (183.514) / tank manufacturer completed pressure test (183.510)

ES-3. Tank openings are in highest part of tank (183.518)

FS-4. Tanks are not integral with boat structure nor are they mounted on engine (183.550(a))

FS-5. Tank moves less than ¼" in any direction (183.550(b))

FS-6. Tank does not support deck, bulkhead, etc. (183.550(c))

FS-7. With boat in static floating position: water drains from metal tank top and sides [183.550(d)]

FS-8. Foam is not the sole support for metal tanks (183.550(f))

FS-9. Foam used to encase metal tanks or as sole support of non-metallic tanks meets (183.516(a) & (b) or (c); 183.550(g))

FS-10. Foam or FRP encased metal tanks do not cause capillary action (183.552(b))

FS-11. For plastic bonded to metal tanks, bond strength exceeds that of plastic itself [183.552(c)]

FS-12. "Aft Only" tanks installed aft (183.550(h))

FS-13. Label is accessible on foamed encased tanks (183.552(a))

FS-14. Supports, chocks & straps insulated from tank surface by nonabsorbent material (183.550(e))

Fuel System:

FS-15. Manufacturer tests completed system to 183.542

FS-16. Electric fuel pump runs only with engine turning (183.524(b))

FS-17. Fuel pumps mounted within 12" from engine (except transfer pumps). (183.566)

FS-18. Each fuel line from tank top to engine inlet meets anti-siphon requirements (183.568)

FS-19. Electrically operated fuel stop valve in a fuel line between the fuel tank and the engine open electrically only when ignition switch is on and operates manually. [183.528(a)]

FS-20. System does not contain drain fittings (183.556(a))

FS-21. Fuel strainer plug is tapered or locking type (no split lock washers) (183.556(b))

Fuel Hoses:

FS-22. Fuel hoses are: [183.540(a)-(d); 183.558(a) & (b)]
Type A1 between fuel pump & carburetor, and
Type A1 from tank to fuel pump, unless a rupture spills less than 5 oz. of fuel, then Type B1.
Type A1 or A2 for vent line or fill line unless less then 5 oz. of fuel, then Type B1 or B2.

FS-23. Type A1, A2, B1 & B2 hoses are marked IAW regulation (183.540(e), (f))

FS-24. Each fuel hose connection properly secured. [183.558(c)& (d)]

Clamp Requirements:

FS-25. Each fuel hose clamp is on bead/serrations [183.560(a) - (c); 183.530]

FS-26. Clamps are corrosion resistant (183.532(a)(1))

FS-27. Clamps are non-abrading, and do not rely solely on spring tension (183.532(a)(2); 183.560(d))

Metal Fuel Lines:

FS-28. Fuel tank to engine inlet: seamless Cu, Cu-Ni or NiCu with min. 0.029" wall thickness. (183.538)

FS-29. Fuel line has flexible connection at engine & is secured within 4" (183.562)

FS-30. Metal lines/fuel syst. components within 12" of battery top are shielded (183.420(c))

Fuel Filter:

FS-31. Fuel filter is independently supported (183.570)

FS-32. Fuel filters/strainers have no split seals or gaskets [183.556(b)]

FS-33. [RESERVED]

Fuel Fill:

FS-34. Fill pipe location prevents overflow from entering boat (183.564(a))

FS-35. Fuel fill connections are secured to a pipe, spud, or hose fitting by a swaged sleeve, a sleeve and threaded insert, or two adjacent metallic hose clamps. (183.564(b)

FS-36. Each metallic component of fuel fill system grounded (183.572)

FS-37. Fuel fill hose clamps are a minimum of ½" in width. (183.564(d)(1))

FS-38. [RESERVED]

Vent System:

FS-39. Has cleanable flame arrestor (183.520(b)(1))

FS-40. Prevents pressure buildup (80% label value) (183.520(a))

FS-41. Prevents overflow from entering boat (183.520(b)(2))

FS-42. [RESERVED]

Accessibility:

FS-43. Fuel fitting, joints and connections accessible (183.552(a)); (183.554)

VENTILATION (Subpart K of Part 183)

{boats with gasoline engines (including O/Bs) for propulsion or electrical generation}

V-1. Engine / fuel tank / portable tank compartment has ***natural*** ventilation system (183.620)

V-2. Boat contains properly installed ducts or openings of required size for ***natural*** ventilation (183.630)

V-3. Boat contains properly installed ducts or openings of adequate size for ***powered*** ventilation (183.610)

V-4. ***Natural*** ventilation exhaust and intake ducts do not share the same plenum (duct). [183.630(a)]

V-5. ***Powered*** ventilation: engine compartment has powered blower [183.610(a)]

V-6. ***Powered*** ventilation: blower meets rating requirements [183.610(b)]

V-7. Exhaust duct located in lower third and above normal bilge water level
*[**(powered)** 183.610(d); **(natural)** 183.630(b)(c)]*

V-8. ***Powered*** ventilation: proper blower operation label displayed [183.610(f)]

V-9. ***Powered*** ventilation: blower warning label installed at each starting location [183.610(f)]

MARINE SANITATION DEVICE (33 CFR 159)

{boats with builder installed MSD systems}

K-1. Device certified or connected to a holding tank

NAVIGATION LIGHTS (Navigation Rules, International -Inland; Subpart M of Part 183)

{boats with builder installed navigation lights}

L-1. Boat properly configured (Navigation Rules Part C & Annex I)

L-2. Visibility unobstructed (Navigation Rules Annex I)

L-3. Light fixtures properly certified (with USCG __ nm marking) (Navigation Rules Part C; 183.810)

L-4. Light arcs aligned with both boat centerline and horizon (Navigation Rules Annex I)

BACKFIRE FLAME ARRESTER [46 CFR 25.35; 46 CFR 58.10 (2) & (3)]

M-1. Device is marked with UL 1111 or SAE J-1928 [46 CFR 58.10(3)(i) - or

M-2. Engine air and fuel induction system provides adequate protection [46 CFR 58.10(3)(ii)]