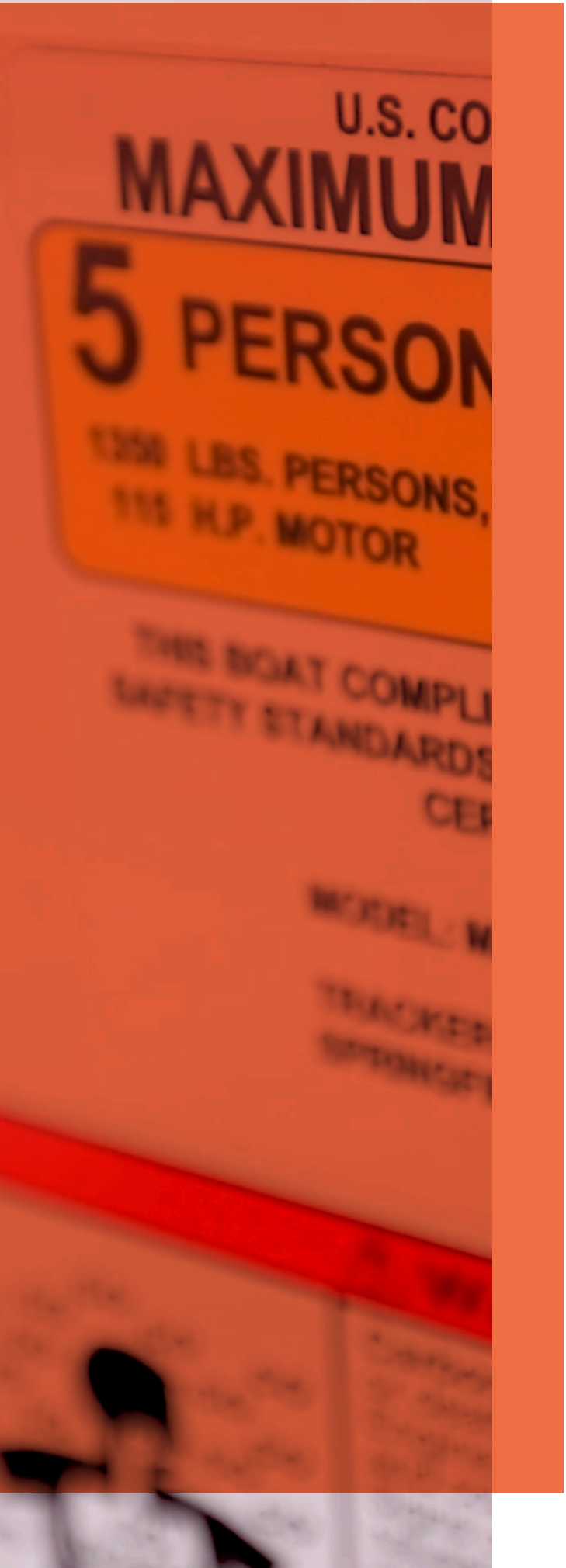


BOAT BUILDER'S HANDBOOK

2021 Edition

INTRODUCTION

Produced Under A Grant From Sport Fish Restoration and Boating Trust Fund Administered By The U.S. Coast Guard.

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INTRODUCTION

The Boatbuilder's Handbook is published by the Recreational Boating Product Assurance Branch (CG-BSX-23) and serves to provide information and assistance for boatbuilders to be able to build recreational boats that are fully compliant with all applicable laws and regulations.

The Recreational Boating Product Assurance Branch is part of the U.S. Coast Guard's Office of Auxiliary & Boating Safety (CG-BSX), and is responsible for managing and implementing the Recreational Boat Testing & Compliance Program (RBTCP). Through the RBTCP the USCG ensures recreational boat and associated equipment manufacturers comply with all applicable laws and regulations. In addition to developing and enforcing U.S. Coast Guard safety standards through the RBTCP, responsibilities of the Recreational Boating Product Assurance Branch include, but are not limited to:

- Investigating consumer complaints involving alleged safety defects and non-compliance with USCG standards;
- Encouraging development of voluntary safety standards for recreational boats by national and international standards organizations;
- Interpreting Federal standards;
- Handling requests for exemptions to USCG standards;
- Assigning Manufacturer Identification Codes (MICs) to boat manufacturers and importers; and
- Publishing the Boating Safety Circular newsletter.

To learn more about the RBTCP please view the following videos on safeafloat.com:

- Factory Compliance Inspection Program: www.safeafloat.com
- Recreational Boat Testing for Compliance with Safe Loading and Flotation Regulations: www.safeafloat.com

STATUTORY AUTHORITY

The Coast Guard operates the Recreational Boat Testing & Compliance Program under the authority of 46 USC Chapter 43. These statutes give the Coast Guard the legal authority to do the following:

1. Prescribe regulations-(46 USC 4302)

A. Establishing minimum safety standards for recreational vessels and associated equipment, and establishing procedures and tests required to measure conformance with those standards, with each standard-

i. meeting the need for recreational vessel safety; and

ii. being stated, insofar as practicable, in terms of performance;

B. Requiring the installation, carrying, or use of associated equipment (including fuel systems, ventilation systems, electrical systems, sound-producing devices, firefighting equipment, lifesaving devices, signaling devices, ground tackle, life- and grab-rails, and navigational equipment) on recreational vessels and classes of recreational vessels subject to this chapter, and prohibiting the installation, carrying, or use of associated equipment that does not conform with safety standards established under this section; and

C. requiring or permitting the display of seals, labels, plates, insignia, or other devices for certifying or evidencing compliance with safety regulations and standards of the United States Government for recreational vessels and associated equipment.

2. Conduct research, testing, and development necessary to carry out this chapter, including the procurement by negotiation or otherwise of experimental and other recreational vessels or associated equipment for research and testing purposes;

3. Issue exemptions from requirements in 46 USC 43 or regulations prescribed under the authority of 46 USC 43.

4. Per 46 USC 4302(e), a model year for recreational vessels shall:

A. begin on June 1 of a year and end on July 31 of the following year; and

B. be designated by the year in which it ends.

(Model year is discussed in detail in the 'HIN Format' section of the Hull Identification Numbers chapter of this USCG Boatbuilder's Handbook).

46 USC 43 also provides for the following:

1. Prohibition against selling recreational boats in the United States unless they conform with 46 USC 43 or a regulation prescribed under 46 USC 43 (46 USC 4307).

2. Requirement for recreational vessel manufacturers to maintain records and allow inspections so that the Coast Guard may determine if the manufacturer is complying with 46 USC 43 or a regulation prescribed under 46 USC 43 (46 USC 4309).

3. Defect notification (46 USC 4310).

4. Requirement for recreational vessel manufacturers to provide notice of defects that result in a failure to comply with 46 USC 43 or a regulation prescribed under 46 USC 43, or create a substantial risk of personal injury to the public. (46 USC 4310).

5. Penalties and injunctions that can be levied against individuals and companies that willfully violate 46 USC 43 or a regulation prescribed under 46 USC 43 (46 USC 4311).

6. Requirement for manufacturers of recreational vessels less than 26' in length capable of developing 115 pounds or more of static thrust to install an engine cut-off switch compliant with ABYC standard A-33. (46 USC 4312). The installation requirement actually applies to boat manufacturers, distributors, and dealers – anyone who installs propulsion machinery and the associated starting controls. The emergency cut-off switch is required at every operating station. To be compliant with ABYC standard A-33 the emergency engine/propulsion cut-off device must include these design components:

- The system will typically use a mechanical lanyard attached between the operator and the electrical system that stops the engine under an emergency situation.
- A lanyard will have a maximum pull-off force of 30 pounds.
- The lanyard must survive exposure at elevated temperatures.
- The cut-off system must be designed so a boat passenger can restart the engine.
- The vessel's operator manual must discuss the hazard of an emergency shut down, explain how to test the cut-off system, and explain how a passenger is to restart the engine.

BOATBUILDER'S HANDBOOK ORGANIZATION AND USE

The Boatbuilder's Handbook consists of eleven (11) chapters that provide compliance guidelines that are arranged in the same order as the regulations found in 33 CFR 181 & 183.

33 CFR 181 Subpart B	Certification
33 CFR 181 Subpart C	HINs
33 CFR 183 Subpart B	Capacity Labels
33 CFR 183 Subpart C	Safe Loading
33 CFR 183 Subpart D	Safe Powering
33 CFR 183 Subpart E	Engine Weight Table
33 CFR 183 Subparts F/G/H	Flotation
33 CFR 183 Subpart I	Electrical Systems
33 CFR 183 Subpart J	Fuel Systems
33 CFR 183 Subpart K	Ventilation
33 CFR 183 Subpart M	Navigation Lights

The full up-to-date text of each CFR Subpart is accessible on the internet at https://www.ecfr.gov. For ready reference - the individual CFR Subparts are also added as an Appendix item for each guideline.

The CFR sections below are general in nature and pertinent to the many other regulations discussed in the Boatbuilder's Handbook. They may also be found at the end of this Introduction as Appendices 1, 2, and 3.

33 CFR 179 – Defect Notification – Gives rules for builders to follow for both manufacturer discovered defects and defects determined by the U.S. Coast Guard. The required Defect / Noncompliance Report (DNR) and Campaign Update Report (CUR) are attached to this Introduction as Appendices 4 and 5.

33 CFR 181 Subpart A and 33 CFR 183 Subpart A – Both have general sections on:

- Purpose and Applicability
- Definitions
- Incorporations by Reference

HOW TO USE THE BOATBUILDER'S HANDBOOK

At the beginning of each chapter and subsequent section the reader will find a text box summarizing the regulations applicable to the subject being discussed. The handbook will then:

- Provide additional information regarding compliance;
- Discuss applicable USCG policy; and (when appropriate)
- Give examples of how to comply.

The first two chapters regarding certification and hull identification numbers relate to the non-safety regulations found in 33 CFR 181. The final nine chapters regarding display of capacity information, safe loading, safe powering, engine weight, flotation, fuel systems, electrical systems, ventilation, and navigation lights pertain to the safety regulations of 33 CFR 183. The navigation light compliance guideline is expanded to include a discussion of compliance with the International & Inland Rules of the Road with respect to proper light configuration.

The regulations use the words "motor" and "engine" interchangeably. The Boatbuilder's Handbook will primarily refer to "engine", except when quoting the Federal Regulations – or in reference to an electric propulsion motor. Additionally, the regulations use the term "inboard-outdrive." Except when quoting the Federal Regulations the term "sterndrive" will be used.

REFERENCE [VIA A TEXT BOX (in green)] WILL IDENTIFY A BOAT MANUFACTURER TRAINING VIDEO AVAILABLE ON www.safeafloat.com.

NEW (YET TO BE PRODUCED) BUILDER TRAINING VIDEOS WILL BE LISTED VIA USCG BOATBUILDER'S HANDBOOK ADDENDUMS.

Changes and additions to the Boatbuilder's Handbook will be attached to this 2021 Edition via an addendum at the end of the appropriate topic chapter. It is planned that interactive spreadsheets to determine capacity & powering limits and to estimate the quantity of flotation material needed will be added. Future editions of the handbook will then incorporate these changes in the updated edition.

TAKE HEED: Boatbuilder compliance means fully meeting all applicable regulations. The Boatbuilder's Handbook provides a basic introduction and summary of the regulations; builders need to refer to the actual regulations for the complete text of the regulation to ensure full compliance. It is the boat manufacturer's responsibility to review, understand and comply with all applicable regulations.

Boatbuilders should know that through the Coast Guard Recreational Boat Testing and Compliance Program, boats are regularly inspected for compliance with all applicable requirements at manufacturer facilities, boat dealers and boat shows and physically tested for compliance with the Safe Loading and Flotation regulations at a test facility in the Washington, DC area.

The information included in the Boatbuilder's Handbook address the regulations as presently written. The vast majority of the boat safety regulations were enacted in the 1970's. Changes to the regulations have not kept apace to advancements in technology and boat building practices – especially with respect to the electrical systems and fuel systems regulations. If a boatbuilder feels that their boat design meets the spirit of the regulation and safety will not be adversely affected by the design the USCG has a system in place to review requests for exemptions from regulatory requirements for specific boat models.

For more information on anything related to recreational boat building requirements, Boatbuilder's may contact the USCG Recreational Boating Product Assurance Branch by the following methods below:

Mail

United States Coast Guard

Office of Auxiliary and Boating Safety

Attn: Recreational Boating Product Assurance Branch (CG-BSX-23)

2703 Martin Luther King Jr. Ave., SE Stop 7501

Washington, DC 20593-7501

Phone

202-372-1062

E-Mail

rbscompliance@uscg.mil

APPENDIX 1. 33 CFR PART 179 – DEFECT NOTIFICATION

§ 179.01 PURPOSE.

This part prescribes rules to implement 46 U.S.C. 4310, governing the notification of defects in boats and associated equipment.

§ 179.03 DEFINITIONS.

Associated equipment as used in this part, means the following equipment as shipped, transferred, or sold from the place of manufacture and includes all attached parts and accessories:

(1) An inboard engine.

(2) An outboard engine.

(3) A stern drive unit.

(4) An inflatable personal flotation device approved under 46 CFR 160.076.

Boat means any vessel -

Manufactured or used primarily for noncommercial use;

Leased, rented, or chartered to another for the latter's noncommercial use; or

Operated as an uninspected passenger vessel subject to the requirements of 46 CFR chapter I, subchapter C.

Manufacturer means any person engaged in -

The manufacture, construction, or assembly of boats or associated equipment;

The manufacture or construction of components for boats and associated equipment to be sold for subsequent assembly; or

The importation into the United States for sale of boats, associated equipment, or components thereof.

§ 179.05 MANUFACTURER DISCOVERED DEFECTS.

Each manufacturer who is required to furnish a notice of a defect or failure to comply with a standard or regulation under 46 U.S.C. 4310(b), shall furnish that notice within 30 days after the manufacturer discovers or acquires information of the defect or failure to comply.

§ 179.07 NOTICE GIVEN BY "MORE EXPEDITIOUS MEANS".

Each manufacturer who gives notice by more expeditious means as provided for in 46 U.S.C. 4310(c)(1)(C), must give such notice in writing.

§ 179.09 CONTENTS OF NOTIFICATION.

Each notice required under 46 U.S.C. 4310(b) must include the following additional information:

(a) The name and address of the manufacturer.

(b) Identifying classifications including the make, model year, if appropriate, the inclusive dates (month and year) of the manufacture, or serial numbers and any other data necessary to describe the boats or associated equipment that may be affected.

§ 179.11 DEFECTS DETERMINED BY THE COMMANDANT.

A manufacturer who is informed by the Commandant under 46 U.S.C. 4310(f) that a boat or associated equipment contains a defect relating to safety or failure to comply with a standard or regulation issued under the authority of 46 U.S.C. 4302, shall within 30 days of receipt of the information -

(a) Furnish the notification described in 46 U.S.C. 4310(d) to the persons designated in 46 U.S.C. 4310(c), or

(b) Provide information to the Commandant by certified mail stating why the manufacturer believes there is no defect relating to safety or failure of compliance.

§ 179.13 INITIAL REPORT TO THE COMMANDANT.

(a) When a manufacturer gives a notification required under 46 U.S.C. 4310, the manufacturer shall concurrently send to the Commandant by certified mail -

(1) A true or representative copy of each notice, bulletin, and other communication given to persons required to be notified under 46 U.S.C. 4310(c);

(2) The manufacturer's best estimate of the total number of boats or items of associated equipment potentially affected by the defect or failure to comply with a standard or regulation prescribed under 46 U.S.C. 4302; and

(3) If discovered or determined by the manufacturer, a chronology of all principal events upon which the determination is based.

(b) A manufacturer may submit an item required by paragraph (a) of this section that is not available at the time of submission to the Commandant when it becomes available if the manufacturer explains why it was not submitted within the time required and estimates when it will become available.

§ 179.15 FOLLOW-UP REPORT.

(a) Each manufacturer who makes an initial report required by § 179.13 shall submit a follow-up report to the Commandant by certified mail within 60 days after the initial report. The follow-up report must contain at least the following information:

(1) A positive identification of the initial report;

(2) The number of units in which the defect was discovered as of the date of the follow-up report;

(3) The number of units in which corrective action has been completed as of the date of the follow-up report;

(4) The number of first purchasers not notified because of an out-of-date name or address, or both; and

(5) An updating of the information required by § 179.13.

(b) Each manufacturer shall submit any additional follow-up reports requested by the Commandant.

§ 179.17 PENALTIES.

Each manufacturer who fails to comply with a provision of 46 U.S.C. 4310 or the regulations in this part, is subject to the penalties as prescribed in 46 U.S.C. 4311.

§ 179.19 ADDRESS OF THE COMMANDANT.

(a) Each report and communication sent to the Coast Guard and required by this part concerning boats and associated equipment other than inflatable personal flotation devices, must be submitted to Commandant (CG-BSX-23), Attn: Recreational Boating Product Assurance Branch, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501.

(b) Each report and communication sent to the Coast Guard and required by this part concerning inflatable personal flotation devices, must be submitted to Commandant (CG-ENG-4), Attn: Lifesaving and Fire Safety Division, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7509.

APPENDIX 2. 33 CFR 181 SUBPART A – GENERAL

§ 181.1 PURPOSE AND APPLICABILITY; PREEMPTIVE EFFECT.

This part prescribes requirements for the certification of boats and associated equipment and identification of boats to which 46 U.S.C. chapter 43 applies. The regulations in this part have the preemptive effect described in 46 U.S.C. 4306.

§ 181.3 DEFINITIONS.

As used in this part:

Associated equipment means:

(1) Any system, part, or component of a boat as originally manufactured or any similar part or component manufactured or sold for replacement, repair, or improvement of such system, part, or component;

(2) Any accessory or equipment for, or appurtenance to, a boat; and

(3) Any marine safety article, accessory, or equipment intended for use by a person on board a boat; but

(4) Excluding radio equipment.

Boat means any vessel –

Manufactured or used primarily for noncommercial use;

Leased, rented, or chartered to another for the latter's noncommercial use; or

Operated as an uninspected passenger vessel subject to the requirements of 46 CFR chapter I, subchapter C.

Date of certification means the date on which a boat or item of associated equipment is certified to comply with all applicable U.S. Coast Guard safety standards in effect on that date.

Date of manufacture means the month and year during which construction or assembly of a boat or item of associated equipment begins.

Manufacturer means any person engaged in –

The manufacture, construction, or assembly of boats or associated equipment; or

The importation of boats, associated equipment, or the components thereof, into the United States for sale.

Private label merchandiser means any person engaged in the business of selling and distributing, under his own trade name, boats, or items of associated equipment manufactured by another.

State means a State of the United States, Guam, the Commonwealth of Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Commonwealth of the Northern Mariana Islands, and any other territory or possession of the United States.

§ 181.4 INCORPORATION BY REFERENCE.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the FEDERAL REGISTER and the material made available to the public. All approved material is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG-ENG-4), Attn: Lifesaving and Fire Safety Division, U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7509. It is also available at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. All approved material is available from the sources listed in paragraph (b) of this section.

(b) The materials approved for incorporation by reference in this part, and the sections affected are:

Underwriters Laboratories, Inc. (UL)
12 Laboratory Drive, Research Triangle Park, NC 27709-3995
UL 1123, Marine Buoyant Devices, 181.703.
February 17, 1995.

Appendix 3. 33 CFR 183 SUBPART A - GENERAL

§ 183.1 PURPOSE AND APPLICABILITY.

This part prescribes standards and regulations for boats and associated equipment to which 46 U.S.C. Chapter 43 applies and to which certification requirements in Part 181 of this subchapter apply.

§ 183.3 DEFINITIONS.

Beam means the transverse distance between the outer sides of the boat excluding handles, and other similar fittings, attachments, and extensions.

Boat means any vessel –

(1) Manufactured or used primarily for noncommercial use;

(2) Leased, rented, or chartered to another for the latter's noncommercial use; or

(3) Operated as an uninspected passenger vessel subject to the requirements of 46 CFR chapter I, subchapter C.

Full transom means a transom with a maximum width which exceeds one-half the maximum beam of the boat.

Length means the straight line horizontal measurement of the overall length from the foremost part of the boat to the aftermost part of the boat, measured from end to end over the deck excluding sheer, and measured parallel to the centerline. Bow sprits, bumpkins, rudders, outboard motor brackets, handles, and other similar fittings, attachments, and extensions are not included in the measurement.

Monohull boat means a boat on which the line of intersection of the water surface and the boat at any operating draft forms a single closed curve. For example, a catamaran, trimaran, or a pontoon boat is not a monohull boat.

Motorwell means any arrangement of bulkheads or structures that prevents water from entering the passenger carrying area of the boat through any cutout area in the transom for mounting an outboard motor.

Motorwell height means the vertical distance from the lowest point of water ingress along the top of the motorwell to a line representing a longitudinal extension of the centerline of the boat's bottom surface, excluding keels. This distance is measured as a projection on the centerline plane of the boat. See Figure 183.3.

Permanent appurtenances means equipment that is mounted or fastened, so that it is not removable without the use of tools. Seats, inboard engines, windshields, helm stations, or hardtops are permanent appurtenances. Outboard motors, controls, batteries, and portable fuel tanks are not permanent appurtenances.

Remote steering means any mechanical assist device which is rigidly attached to the boat and used in steering the vessel, including but not limited to mechanical, hydraulic, or electrical control systems.

Sailboat means a boat designed or intended to use sails as the primary means of propulsion.

Sheer means the topmost line in a boat's side. The sheer intersects the vertical centerline plane of the boat at the forward end and intersects the transom (stern) at the aft end. For the purposes of this definition, the topmost line in a boat's side is the line defined by a series of points of contact with the boat structure, by straight lines at 45 degree angles to the horizontal and contained in a vertical plane normal to the outside edge of the boat as seen from above and which are brought into contact with the outside of the horizontal boat. A boat is horizontal when it is transversely level and when the lowest points at 40 percent and 75 percent of the boat's length behind the most forward point of the boat are level.

Transom means the surface at the stern of a boat projecting or facing aft. The upper boundary of the transom is the line defined by a series of points of contact, with the boat structure, by straight lines at 45 degree angles to the horizontal and contained in a vertical longitudinal plane and which are brought into contact with the stern of the horizontal boat. A boat is horizontal when it is transversely level and when the lowest points at 40 percent and 75 percent of the boat's length behind the most forward point of the boat are level.

Transom height means the vertical distance from the lowest point of water ingress along the top of the transom to a line representing a longitudinal extension of the centerline of the boat's bottom surface, excluding keels. This distance is measured as a projection on the centerline plane of the boat. See Figure 183.3.

Vessel includes every description of watercraft, other than a seaplane on the water, used or capable of being used as a means of transportation on the water.

Figure 183.3 – Transom and Motorwell Height

§ 183.5 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the FEDERAL REGISTER and the material made available to the public. All approved material is available for inspection at the Coast Guard Headquarters. Contact Commandant (CG-BSX-23), Attn: Recreational Boating Product Assurance Branch, U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7501. It is also available at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. All approved material is available from the sources listed in paragraph (b) of this section.

(b) The materials approved for incorporation by reference in this part, and the sections affected are:

Appendix 3. 33 CFR 183 SUBPART A - GENERAL

Air Movement and Control Association, 30 W. University Drive, Arlington Heights, IL 60004:	
AMCA 210-74: Laboratory Methods of Testing Fans for Ratings - 1974	§ 183.610
American Boat and Yacht Council, Inc., 613 Third Street Suite 10, Annapolis, Maryland 21403:	
ABYC A-16 Electric Navigation Lights-1997	§ 183.810
American Society for Testing and Materials, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959:	
ASTM D 471-96, Standard Test Method for Rubber Property - Effect of Liquids	§§ 183.114; 183.516; 183.607; 183.620
ASTM D 1621-94, Standard Test Method for Compressive Properties of Rigid Cellular Plastics	§ 183.516
ASTM D 1622-93, Standard Test Method for Apparent Density of Rigid Cellular Plastics	§ 183.516
ASTM D 2842-97, Standard Test Method for Water Absorption of Rigid Cellular Plastics	§ 183.114
Institute of Electrical and Electronics, Engineers, Inc., 445 Hoes Lane, Piscataway, NJ 08854:	
IEEE 45 IEEE Recommended Practice for Electrical Installations on Shipboard - 1983. Cable Construction	§ 183.435
National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269:	
NFPA No. 70 National Electrical Code - 1987. Articles 310 & 400	§ 183.435
Military Specifications and Standards, Standardization Documents Order Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094; https://assist.daps.dla.mil/quicksearch/	
MILSPEC-P-21929B Plastic Material, Cellular Polyurethane, Foam-In-Place, Rigid - 1970	§ 183.516
Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096:	
SAE J378 Marine Engine Wiring - 1984	§ 183.430
SAE J557 High Tension Ignition Cable - 1968	§ 183.440
SAE J1127 Battery Cable - 1980	§ 183.430
SAE J1128 Low Tension Primary Cable - 1975	§ 183.430
SAE J1527DEC85 Marine Fuel Hoses - 1985	§ 183.540
Underwriters Laboratories, Inc. (UL), 12 Laboratory Drive, Research Triangle Park, NC 27709-3995:	
UL 1114 Marine (USCG Type A) Flexible Fuel Line Hose - 1987	§ 183.540
UL 1128 Marine Blowers - 1977	§ 183.610
UL 1426 Cables for Boats - 1987	§ 183.435

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No: 1625-0010
Exp. Date: 09/30/2022

DEFECT/NONCOMPLIANCE REPORT

Mail to: U.S. Department of Homeland Security, Commandant (CG-BSX-23), U.S. Coast Guard Stop 7501
2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report form is one hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: U.S. Department of Homeland Security, Commandant (CG-BSX-23), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0010) Washington, DC 20503.

CAMPAIGN NUMBER

1. NAME AND ADDRESS OF COMPANY CONDUCTING DEFECT NOTIFICATION CAMPAIGN *(include ZIPCODE)*

2. NAME AND PHONE NUMBER OF PERSON TO CONTACT

3. IF DEFECTIVE COMPONENT, MANUFACTURER NAME AND ADDRESS

4a. IDENTIFICATION OF BOATS POTENTIALLY INVOLVED *(use other means or additional space on Page 2 if necessary)*

MODEL	HIN	to
MODEL	HIN	to
MODEL	HIN	to
MODEL	HIN	to

4b. IF PRODUCTS INVOLVED ARE NOT BOATS *(use other means or additional space on Page 2 if necessary)*

MODEL	SERIAL NOS.	to	YEAR
MODEL	SERIAL NOS.	to	YEAR
MODEL	SERIAL NOS.	to	YEAR

5. DESCRIPTION OF DEFECT OR NONCOMPLIANCE

6. DEGREE OF DANGER TO THE PUBLIC WITH CONTINUED USE OF THE PRODUCT WITHOUT REPAIR OR CORRECTION

7. MANNER IN WHCH PRODUCTS RECALLED WILL BE ORRECTED *(use additional space on Page 2 if necessary)*

a. Who will perform corrections?	b. Where will corrections be performed?
c. When will corrections be performed?	d. How will corrections be performed?

Reset

8. ACTIONS TAKEN TO DATE TO CORRECT THIS DEFECT OR NONCOMPLIANCE

9. LOCATION OF UNITS	10. CURRENT STATUS OF CAMPAIGN
a. Number of units sold to consumers: _____	a. Number of units which might contain the problem: _____
b. Number of units at the factory: _____	b. Number of first purchasers notified about the problem: _____
c. Number of units shipped to dealers: _____	c. Number or dealers or distributors notified about the problem: _____
d. Locations of other units:	d. Number of units corrected or repaired: _____
	e. Number of units inspected which did not have problem: _____
	f. Number of owners who refused the offer to repair or correct *(an owner who refuses must do so in writing):* _____

11. IF ANY OF THE INFORMATION REQUESTED IN 9. AND 10. ABOVE IS NOT AVAILABLE WHEN SUBMITTING THISREPORT, WHEN WILL THE INFORMATION BE AVAILABLE?

Privacy Act Statement

a. Authority: 5 U.S.C. 301; 14 U.S.C. 93; the Federal Records Act; 46 U.S.C. 4310; and 33 C.F.R. 179.

b. Purpose: The Coast Guard will use this information to identify boats (as that term is defined in 33 C.F.R. 179.03), inboard engines, outboard motors, stern drive units and inflatable personal floatation devices approved under 46 C.F.R. 160.076 being recalled for repair and replacement of defects or noncompliance with a regulation prescribed under 46 U.S.C. 4302, to determine the severity of the defect(s) or noncompliance, the location of the defective product(s), how and by whom the defect(s) or noncompliance will be corrected and the degree of danger to the public should the items continue to be used without correction of the defect(s) or noncompliance.

c. Routine Uses: In addition to those disclosures generally permitted under 5 U.S.C. 552a(b) of the Privacy Act, these records or information contained therein may specifically be disclosed outside the Department of Homeland Security as a routine use pursuant to 5 U.S.C. 552a(b)(3) as follows: in accordance with the routine uses described in DHS/USCG-013 Marine Information for Safety and Law Enforcement (MISLE) System of Records.

d. Disclosure: Completion/furnishing of this form is MANDATORY.
Failure to provide the information requested within 30 days after the manufacturer discovers or acquires information of the defect or failure to comply with applicable regulation(s) may result in a civil penalty of up to $1100.

SIGNATURE OF PREPARER	TITLE	DATE

SPACE FOR ADDITIONAL INFORMATION:
List the model name, length, model year and type of propulsion for boats for which affected Hull Identification Number (HIN) sequences in item 4a. are not available.

THE COAST GUARD MUST RECEIVE THIS REPORT ON OR BEFORE:

Reset

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No: 1625-0010
Exp. Date: 09/30/2022

CAMPAIGN UPDATE REPORT

Mail to: U.S. Department of Homeland Security, Commandant (CG-BSX-23), U.S. Coast Guard Stop 7501
2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report form is one hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: U.S. Department of Homeland Security, Commandant (CG-BSX-23), U.S. Coast Guard Stop 7501 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0010) Washington, DC 20503.

1. NAME AND ADDRESS OF COMPANY CONDUCTING DEFECT NOTIFICATION CAMPAIGN *(include ZIPCODE)*	**CAMPAIGN NUMBER**
	REPORT NUMBER

2. NUMBER OF UNITS WHICH MIGHT CONTAIN THE PROBLEM
(See item 10.a. of the Defect/Noncompliance Report) _____

3. NUMBER OF FIRST PURCHASERS NOTIFIED ABOUT THE PROBLEM
(See item 10.b. of the Defect/Noncompliance Report) _____

4. NUMBER OF DEALERS/DISTRIBUTORS NOTIFIED
(See item 10.c. of the Defect/Noncompliance Report) _____

5. NUMBER OF UNITS CORRECTED OR REPAIRED
(See item 10.d. of the Defect/Noncompliance Report) _____

6. NUMBER OF UNITS INSPECTED WHICH DID NOT HAVE THE PROBLEM
(See item 10.e. of the Defect/Noncompliance Report) _____

7. NUMBER OF OWNERS WHO REFUSED THE OFFER TO REPAIR OR CORRECT
(See item 10.f. of the Defect/Noncompliance Report) Your files must contain written evidence of each owner's refusal. _____

8. SHOULD THE COAST GUARD CONSIDER TERMINATION OF THIS CAMPAIGN? (*If yes, please state reasons)*

☐ NO☒

☐ YES☒

THIS FORM IS AUTHORIZED BY 46 U.S.C. CHAPTER 43 AND 33 CFR 179 FOR THE COLLECTION OF INFORMATION CONCERNING THE PRODUCTS INVOLVED IN THIS DEFECT NOTIFICATION AND RECALL CAMPAIGN. THE INFORMATION PROVIDED ON THIS FORM WILL BECOME A PART OF THE OFFICIAL U.S.COAST GUARD FILE COVERING THIS CAMPAIGN AND WILL BE USED IN EVALUATING THE DILIGENCE WITH WHICH YOUR COMPANY CONDUCTS THIS CAMPAIGN. FAILURE TO SUBMIT THIS REPORT FORM WITHIN SPECIFIED TIME CONSTRAINTS CAN RESULT IN A CIVIL PENALTY OF $1100.

Privacy Act Statement

a. **Authority**: 5 U.S.C. 301; 14 U.S.C. 93; the Federal Records Act; 46 U.S.C. 4310; and 33 C.F.R. 179.

b. **Purpose**: This form is authorized by 46 U.S.C. Chapter 43 and 33 CFR 179 for the collection of information concerning the products involved in a Defect Notification and Recall Campaign and used to evaluate the diligence with which the campaign is conducted.

c. **Routine Uses**: The information provided on this form will become a part of the official U.S. Coast Guard file covering this campaign to be used in evaluating the diligence with which your company conducts this campaign.

d. **Disclosure**: Completion/furnishing of this form is MANDATORY.
Failure to provide the information requested within 60 days after the manufacturer submits the Defect Noncompliance Report. Additional CG 4918 forms must be submitted within 90-day intervals thereafter, until the recall campaign reaches and acceptable level of completion.
Failure to submit this report within specified time may result in a civil penalty of up to $1100.

SIGNATURE OF PREPARER	TITLE	DATE

SPACE FOR ADDITIONAL INFORMATION

THE COAST GUARD MUST RECEIVE THIS REPORT ON OR BEFORE:

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