



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, January 4, 1993

CG 01-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

DOT'S REPORT TO CONGRESS ON ALTERNATIVE DESIGNS MAINTAINS DOUBLE HULLS BEST

The Department of Transportation today transmitted its report to Congress on alternatives to the double hull design for tank vessels which states that no other designs are presently available that would provide equal or greater protection to the environment than that provided by the double hull tanker.

In preparing the report, the Coast Guard commissioned a study by the National Academy of Sciences and participated as a member of the International Maritime Organization's Comparative Study on Oil Tanker Design. An independent laboratory also was hired, which used computer modeling to predict the oil outflow performance of various designs.

The report recommended that the Coast Guard support research in the development of design assessment capabilities and continued evaluation of novel designs and technology. Suitable alternatives would be reported to Congress as they are identified.

Since June 30, 1990, all new tankers, whether U.S. or foreign flag, operating in U.S. waters are required by the Oil Pollution Act of 1990 to have double hulls around their cargo tanks. Existing single-skin tankers must be taken out of service or retrofitted with double hulls according to a schedule.

Copies of the report are available on paper, microfiche or electronically from the National Technical Information Services, 5285 Port Royal Rd., Springfield, Va. 22161, or telephone 800/553-6847 (in Virginia, 703/487-4650).

For further information, telephone Lt. Cmdr. Marc Crudar, 202/267-1181 or write to Commandant (G-MVI-2), U.S. Coast Guard, 2100 Second St., S.W. Washington, D.C. 20593-0001.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, January 5, 1993

CG 02-93
Media Contact: Nicholas Sandifer
Tel.: (202) 267-8521

VESSELS LIGHTERING OFFSHORE FALL UNDER SAFETY AND ANTI-POLLUTION REGS

The U.S. Coast Guard today asked for public comment on a proposal that would clarify federal safety and pollution prevention regulations as they apply to vessels transporting and unloading oil or hazardous material offshore.

The proposal would clarify Federal Water Pollution Control Act (FWPCA) requirements for vessels conducting such operations, known as lightering, beyond three miles when the cargo is destined for any location subject to U.S. jurisdiction. In a normal lightering operation, a large tank vessel's cargo is transferred to a number of smaller tank vessels. The proposal would also establish measures to determine compliance with the FWPCA regulations.

The notice of proposed rulemaking, published in the Jan. 5, 1993, Federal Register, provides a 45-day period for public comment. Comments should be mailed to arrive before Feb. 19, 1993, to Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

Copies of the notice or additional information may be obtained by calling Joan Tilghman of the Oil Pollution Act Staff at (202) 267-6401, by faxing requests to (202) 267-4624 or by writing to Commandant (G-MS-1) at Coast Guard Headquarters.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs

259346
M-493.3

D 7249 001

FOR IMMEDIATE RELEASE

Tuesday, January 12, 1993

CG 03-93

Contact: Lt.Cmdr. Michael B. Karr

Tel.: (202) 267-6756

**U.S. COAST GUARD PROPOSES RULE
TO HELP PREVENT OIL SPILLS**

The U.S. Coast Guard today proposed a rule that would require overfill devices for ships and barges that carry oil as cargo.

The notice of proposed rulemaking (NPRM) is intended to reduce the possibility of an oil spill when vessels or barges with a cargo capacity of 250 barrels or more are being loaded. It provides for the phased-in installation and use of the devices.

Overfill spills occur during transfer operations when too much oil is pumped into a cargo tank. These spills may occur when oil is loaded from a facility to a tank vessel or from one vessel to another.

The NPRM responds to the Oil Pollution Act of 1990 (OPA 90) that requires the Coast Guard to establish minimum standards and develop requirements for using the overfill devices. The rule would require dual-alarm systems that would warn individuals of overfills on tankers, and either dual-alarm systems, automatic shut-down systems or stick gauges for tank barges.

Overfill spills are usually small, but in some instances large quantities of oil have been spilled. In June 1991, 17,000 gallons of number 2 fuel were accidentally discharged into New York Harbor. Since many of these spills are the result of human error, the overfill device would help prevent the accidental discharge of oil and aid in protecting the maritime environment.

Comments should be submitted to the Executive Secretary, Marine Safety Council, G-LRA-2/3406 (CGD 90-071a), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 on or before (date to be furnished).

Copies of the proposed rule may be obtained by contacting the Coast Guard at 202/267-6740 or by faxing requests to 202/267-4624. Please include the title of the document when making a request.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

234252 D 7249 001
M-49.1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE

Thursday, January 14, 1993

CG 04-93

Media Contact: Nick Sandifer

Tel.: (202) 267-0930

COAST GUARD TO DISTRIBUTE
VESSEL WASTE DISCHARGE GUIDE

A guide to pollution discharge restrictions for commercial vessels will be distributed by the U.S. Coast Guard beginning next month.

The easy to use guide briefly outlines the discharge restrictions spelled out in international rules. It displays the discharge restrictions for plastics, trash, food waste, hazardous waste, oil, sewage and noxious liquid substances according to the distance ships are from shore.

The guide is intended to both clarify and increase the awareness of discharge regulations to help reduce the amount of pollution in the marine environment. It does not fully explain the regulations, and is intended to be used only as a guide.

The Coast Guard is translating the guides into Spanish and Vietnamese and the translated guides should be available in April. For additional information call (202) 267-6714.

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Washington, D.C. 20590

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M-49.1
D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Monday, January 25, 1993

CONSUMER ADVISORY

CG 05-93
Contact: Laura Burchard
Hotline Manager
Tel.: (202) 267-1005

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGN

The Coast Guard today announced a new boating safety recall campaign by Yamaha Motor Corporation, U.S.A., to correct a problem with steering control.

Consumers who own a Yamaha Waverunner III boat are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

The Coast Guard said the recall involves steering components. The bolts holding the steering cable stopper bracket could work loose or fall out due to a misadjusted steering cable and/or lack of the sealant Loctite. This could result in sudden loss of steering control and possibly cause an accident. Yamaha warns that the boat should not be operated until the defect has been corrected.

A boat or engine is subject to a safety defect recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own one of the boats identified in this recall campaign and who have not received a recall notification, or those who want to know if their boat is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline, 800/368-5647 (in the Washington, D.C. area, call 202/267-0780).

Attached is the boating safety recall campaign profile.

- more -

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 20427T

MANUFACTURER'S NAME: Yamaha Motor Corp., U.S.A.

HOME OFFICE ADDRESS: 6555 Katella Avenue, Cypress, CA 90630

HOME OFFICE TELEPHONE NUMBER: (714) 761-7710

MODEL YEAR: 1993

MODEL: WRA 650 O/R WaveRunner III

SERIAL NOS. FJO-800101-801100; FJO-801201-802900; FJO-803001-808200; FJO-808301-809500

SAFETY DEFECT: In some affected units, the bolts holding the steering cable stopper bracket could work loose or fall out due to a misadjusted steering cable and/or lack of Loctite (registered trademark for sealant). This could cause damage to the steering system, which could result in sudden loss of steering control and perhaps cause an accident.

CORRECTIVE ACTION: The manufacturer warns that the boat should not be operated until the defect has been corrected. Anyone owning one of these boats should take it to the authorized Yamaha Water Vehicle dealer to be checked. The dealer will disassemble, inspect, reinstall and adjust certain steering components to be sure the boat is free of the problem. The service is at no cost to the boat owner.

NUMBER OF BOATS THAT HAVE THE DEFECT: 11,000

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 6,945
(retail owners whose whereabouts are known to manufacturer)

REMARKS: Manufacturer discovered defect and initiated campaign voluntarily. Campaign began October 9, 1992.

U.S. Department
of Transportation

**United States
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2100 Second St., S.W.
Washington, D.C. 20593

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, January 28, 1993

CG 06-93

Media Contact: James O'Dell

Tel.: (202) 267-2307

**COAST GUARD AWARDS \$40.7 MILLION
CONTRACT FOR CONSTRUCTION OF
NEW SEAGOING BUOY TENDER**

The U.S. Coast Guard today announced the award of a \$40.7 million contract to Marinette Marine Corp. of Marinette, Wis., to construct a new 225-foot seagoing buoy tender.

The contract provides the Coast Guard with the lead ship, options for up to four additional cutters, spare parts, training and a technical data package for future vessel construction.

The new buoy tender will be the first of a new class of cutters and will be named "Juniper." It and other Juniper Class cutters will replace the 180-foot cutters presently in service.

In addition to conducting missions in aids to navigation, search and rescue, law enforcement and national defense, the Juniper Class cutters are designed with the capability to make a significant contribution to marine environmental protection.

"Juniper" will be equipped with modern equipment of proven technology including an oil recovery system that responds to hazardous substance spills. The cutter will utilize electronic bridge systems, a dynamic positioning system and automated main propulsion control.

For further information, contact Public Affairs/Media Relations at U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or call 202-267-0932.

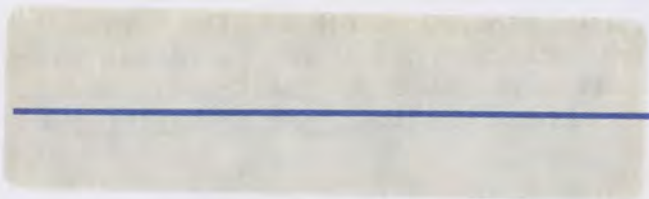
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590



FOR IMMEDIATE RELEASE
Wednesday, February 3, 1993

CG 07-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

DEADLINE NEARS FOR SHIPS, SHORE FACILITIES TO FILE OIL SPILL RESPONSE PLANS

Tank vessels carrying oil in bulk as cargo in U.S. waters and most U.S. marine transportation-related facilities must file plans by Feb. 18 detailing how they will respond to oil spills or they will not be allowed to handle, store or transport oil, according to newly issued Coast Guard interim final rules.

Vessels must submit plans to deal with "worst-case" spills, have available private resources capable of handling them and be in compliance by Aug. 18.

Shore facilities that could cause "substantial harm" to the environment in the event of an oil spill must have similar plans and also be in compliance with the interim rules by Aug. 18.

Vessels and shore facility operators who are not able to contract immediately with companies that provide resources for oil spill cleanup may request temporary waivers for this one requirement from the Coast Guard. Requests will be considered on a case-by-case basis and waivers granted for good cause. The waivers would not extend beyond July 18, however.

The rules, to be published in the Feb. 5, 1993, Federal Register, are effective immediately, but allow vessel and shore facility operators, as well as the general public, to submit comments until April 6, 1993. The Coast Guard will analyze all comments and, if warranted, the rules could be modified before becoming final.

The rules are mandated by the Oil Pollution Act of 1990, which is the largest single legislative responsibility the Coast Guard has ever undertaken. Guidelines for the rules were issued by the Coast Guard in a Notice of Proposed Rulemaking published in the Federal Register on June 19, 1992.

Comments should be mailed to Executive Secretary, Marine Safety Council, G-LRA-2/3406, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

To receive copies of the rule, call (202) 267-6739 and for additional information call (202) 267-1477.

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U.S. Department
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**United States
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 10, 1993

CG 08-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES FINAL RULE
FOR PRINCE WILLIAM SOUND PILOTAGE

The U.S. Coast Guard today issued a final rule that requires most vessels entering Alaska's Prince William Sound to have two licensed officers on the bridge if a federal pilot is not on board.

The rule becomes effective April 9, and is mandated by the Oil Pollution Act of 1990. It provides for the safety of pilots by recognizing the danger of attempting to board large vessels from small pilot boats in the treacherous waters of the Sound's entrance.

The rule also requires that a pilot with a federal license, who is not a member of the vessel's crew, be on board the vessel when it is navigating between Bligh Reef and the port of Valdez. Bligh Reef is the site of the 1989 Exxon Valdez oil spill.

The final rule, published in today's Federal Register, may be obtained by calling (202) 267-6740 or by faxing requests to (202) 267-4624.

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U.S. Department of
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News:

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Thursday, April 1, 1993

CG 11-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

FINAL RULE REQUIRES WATERTIGHT SPACES ON NEW DRY CARGO SHIPS

The U.S. Coast Guard issued a final rule today that adopts the international regulation setting minimum subdivision and damage stability standards for construction of general cargo, container and roll-on/roll-off vehicle carrying ships.

The rule requires new dry cargo ships of 500 or more gross tons to meet International Standards for subdivision into watertight spaces.

Prior to these regulations, most U.S. ships were built to meet a design standard developed by the Maritime Administration. Dry cargo ships designed to meet those standards already comply with the new regulations. However, the new standards provide greater flexibility to accommodate new ship designs and roll-on/roll-off ships.

A Coast Guard analysis of accident data shows that dry cargo ships with little subdivision of their holds are more likely to sink following a collision than ships with more subdivision. The International Maritime Organization (IMO) used this information to establish an international subdivision regulation that became effective among IMO member nations Feb. 1, 1992.

The final rule, published in today's Federal Register, covers ships that were contracted for after Jan. 31, 1992; ships for which keels were laid after July. 31, 1992; or ships that will be delivered after Jan. 31, 1997. The rule is effective 30 days after publication in the Federal Register.

For more information, call Lt. Robert Holzman at (202) 267-2988 or write Commandant (G-MTH-3/13), Office of Marine Safety, Security and Environmental Protection, U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 6, 1993

CG 12-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES OIL SPILL
CIVIL PENALTIES INTERIM FINAL RULE

Persons who violate pollution control laws by spilling oil on waterways may be liable for penalties as high as \$125,000 under an interim final rule issued today by the U.S. Coast Guard.

The interim rule, which is effective immediately but calls for a 60-day comment period, deals only with civil penalties which provide for a hearing before an administrative law judge for a person charged with a violation.

Any owner, operator or person in charge of a vessel or certain facilities -- onshore or offshore -- who is held responsible for the discharge of oil or hazardous substances in violation of existing regulations may be assessed a range of penalties. Also, these penalties may be assessed in the event of failure or refusal to comply with pollution removal and prevention regulations. The Coast Guard determines which penalty applies.

Comments on the interim rule, published in today's Federal Register, should be mailed to Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD 92-228), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

For additional information or copies of the rule, call Ms. Pamela M. Pelcovits at (202) 267-6823, fax requests to (202) 267-4624 or write to Commandant (G-MS-1) at Coast Guard Headquarters.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, May 10, 1993

CG 13-93
Media Contact: Nick Sandifer
Tel.: (202) 267-9030

COAST GUARD ISSUES FINAL RULE
ON TANKER NAVIGATION SAFETY

The U.S. Coast Guard today issued a final rule that will require tankers operating in U.S. waters to have at least two licensed officers on the bridge, a qualified helmsman at the wheel and a qualified engineer on watch in the engine room. It also places restrictions on the use of automatic pilots.

The final rule, designed to reduce marine accidents and possible oil pollution, is mandated by the Oil Pollution Act of 1990. It is the result of three proposed rulemakings that were published in the Oct. 2, 1992 Federal Register, and is effective July 9, 1993.

The rule bans the use of most automatic steering devices in restricted waters such as where ships drop anchor, where they are under vessel traffic service control or in any other waters within one-half mile of the U.S. shoreline. The rule will allow tankers to use sophisticated computer assisted navigation systems in certain restricted waters if a qualified crewmember is at the helm.

The rule, published in today's Federal Register, may be obtained by calling (202) 267-6740 or by faxing requests to (202) 267-4624.

For additional information, call Joan Tilghman, Oil Pollution Act Staff, at (202) 267-6401 or write to Commandant, (G-MS-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, May 18, 1993

CG 14-93
Contact: Bruce Schmidt
Tel.: (202) 267-0955

COAST GUARD RECORDED FEWER BOATING ACCIDENTS LAST YEAR

The number of people killed in recreational boating accidents declined 13 percent to a record low of 816 last year, according to data collected by the Coast Guard.

The Coast Guard's latest statistical report shows the number of accidental deaths was 108 fewer than the 924 fatalities recorded in 1991. The annual fatality rate (deaths per 100,000 boats) also fell to an all-time low of 4.0 in 1992, significantly below the 4.6 rate of 1991.

The Coast Guard, which has been keeping accident statistics since 1960, said property damage from these accidents last year totaled \$34.8 million even though more boats were operated. There were 3,683 injuries and 8,206 boats involved in 6,048 accidents.

The month of May, the traditional start of the boating season, accounted for more fatalities than any other month in 1992 with 126 reported. The Coast Guard cautions that boaters should avoid alcoholic beverages, be aware of the capacity and limitations of their vessels and always wear their life jackets.

Alcohol is estimated to be involved in at least half of all boating accidents. A recent report by the John A. Volpe National Transportation Systems Center concludes that boat operators with a blood alcohol concentration above .10 percent are estimated to be more than 10 times likely to be killed in a boating accident than a boater with zero blood alcohol concentration.

Almost half of all boating fatalities occur on vessels less than 16 feet in length. These boats are often overloaded and more likely to capsize due to improper weight distribution. Also, excessive movement on small boats often causes passengers to fall overboard. Boaters should be attentive and remain alert even if weather and water conditions are ideal. Many accidents occur on calm waters.

- more -

Collisions are the type of accidents most reported and account for the highest number of personal injuries. Fires and fuel explosions account for most of the property damage.

The Coast Guard encourages boaters to learn the basics of safe boat-handling by taking one of the free safety courses provided through the states, the Coast Guard Auxiliary and the U.S. Power Squadrons. Information on these courses and on boating safety tips may be obtained by calling 1-800-368-5647 (8 a.m. to 4 p.m. eastern time, Monday-Friday).

The statistics for the last five years are:

	1988	1989	1990	1991	1992
Fatalities	946	896	865	924	816
Fatality rate (per 100,000 est. boats)	5.1	4.7	4.4	4.6	4.0
Reported Accidents	6718	6063	6411	6573	6048
Vessels Reported in Accidents	8981	8020	8591	8821	8206
Reported Injuries	3476	3635	3822	3967	3683
Reported Property Damage (million's\$)	24.33	25.23	23.8	24.8	34.8
Registered Boats (millions)	10.36	10.78	11.0	11.06	11.1
Total Boats (est.) (millions)	18.4	19.0	19.5	20.0	20.3

These and other statistics will be published in Boating Statistics 1992. Copies of the report may be obtained from Commandant (G-NAB), U.S. Coast Guard Headquarters, Washington, D.C. 20593-0001 or by calling 1-800-368-5647.

- USCG -

U.S. Department
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**United States
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, June 3, 1993

CG 16-93
Contact: Jo Calkin
Tel.: (202) 267-0994

PRESIDENT PROCLAIMS JUNE 6TH TO 12TH AS NATIONAL SAFE BOATING WEEK

Continuing a tradition dating back to 1958, President Clinton has proclaimed the week beginning Sunday, June 6th as National Safe Boating Week and designated "Boat Smart" as the theme for 1993.

National Safe Boating Week is sponsored by the U.S. Coast Guard and the National Safe Boating Council to promote safe boating on our nation's waterways. The week highlights a year-long media campaign designed to increase the public's awareness of the skills and operational procedures that ensure safe boating.

During the year, the Coast Guard and member organizations of the council support the grassroots activities of voluntary boating safety groups. They sponsor events and provide media kits, exhibits, pamphlets and other materials promoting safe boating.

According to the Coast Guard, more than 70 million people use America's waterways for recreational boating and statistics indicate that more than 800 will perish in boating-related accidents.

When improperly handled, watercraft can be dangerous or even deadly. However, if the craft is properly equipped and operated, boating can be a wonderful source of recreation. The Coast Guard continues to emphasize and promote boating safety in its on-going attempt to reduce boating accidents and fatalities.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, June 8, 1993

CG 17-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

RULE ON EXEMPTIONS TO MERCHANT MARINER DRUG TESTS BECOMES FINAL

The U.S. Coast Guard has published a final rule that revises conditions under which merchant mariners would be exempt from pre-employment and periodic chemical testing for dangerous drugs. It will become effective on June 28.

The purpose of the exemptions is to provide mariners with relief from the unnecessary or repetitive testing that is required by the current regulations and often occurs when they change jobs or renew their licenses.

The rule, published in the May 28 Federal Register, will permit marine employers to use the results of other required drug tests in lieu of pre-employment or periodic tests if the results are less than six months old. Mariners would also be allowed to use the results of other required drug tests in place of periodic tests.

Additionally, exemptions would be allowed if mariners could show that during the previous six months they had been subject to a Coast Guard random testing program for at least 60 days.

For more information, contact Lt. Cmdr. Mark Grossetti, U.S. Coast Guard Headquarters, Marine Investigation Division, (202) 267-1421.

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FOR IMMEDIATE RELEASE
Tuesday, June 22, 1993

CG 18-93
Media Contact: PA2 Scott Hall
Tel.: (202) 267-6491

COAST GUARD DISTRIBUTES TESTS ELECTRONICALLY

In a move designed to protect the integrity of examinations taken by U.S. Merchant Mariners, critical sections of the tests are now being distributed electronically to testing centers across the country.

This electronic distribution allows the Coast Guard to change or update the examinations often and prevents the contents from becoming common knowledge.

Increased emphasis on the examination process will ensure that mariners who are licensed and documented have met the stringent requirements necessary to pass the examination. The Coast Guard has determined that more than 80 percent of marine casualties are attributable to human error which suggests that mariners need to be better educated.

The Coast Guard also announced publication of the New and Revised Merchant Marine Examination Questions (July 93). The publication provides deck questions that were developed from July 31, 1991 through Jan. 1, 1993, for public review and comment. The new questions reflect changes in marine industry technology and will help candidates prepare for the tests. The publication, number 050-012-00336-0, may be obtained by calling the Government Printing Office at (202) 783-3238.

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Thursday, June 24, 1993

CG 19-93
Contact: James O'Dell
Tel.: (202) 267-0932

COAST GUARD AWARDS CONTRACT FOR CONSTRUCTION OF NEW COASTAL BUOY TENDER

The U.S. Coast Guard has awarded a \$22 million contract to Marinette Marine Corp. of Marinette, Wis. to construct a new 175-foot coastal buoy tender that will be used to enhance the Coast Guard's aids to navigation program as well as search and rescue operations and marine environmental protection missions.

"The new coastal buoy tenders will modernize the fleet by replacing the current tenders that are between 28 and 50-years-old," Secretary of Transportation Federico Peña said. "The new tenders will reduce operating costs and provide a safer and more efficient working environment."

The contract provides the Coast Guard with the lead ship, options for up to 13 additional cutters, spare parts, training and a technical data package for support and possible future construction.

The Coast Guard said the cutters will be used to place, maintain and repair more than 50,000 buoys, day markers and lights. These aids are essential to the safety and welfare of maritime vessels and recreation boats that use U.S. waters daily.

The new Keeper Class Coastal buoy tender will be the first of an expected 14 cutters and will be named "Ida Lewis." The 14 Ida Lewis class cutters will be named for famous lighthouse keepers and will replace the 11 aging 133 and 157-foot cutters and supplement the replacement fleet of Juniper Class seagoing buoy tenders.

The 133-foot cutters have been in Coast Guard service since 1947. Prior to that, they had been used by the U.S. Army since 1942. The 157-foot cutters have been in service since 1964.

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In addition to having design, equipment and technical upgrades that make the vessel more suited for conducting aids to navigation and search and rescue missions, the Keeper Class tenders will be specifically designed to deploy an oil skimming system which will be positioned near the vessel's home port. This will enhance the vessel's ability to carry out its marine environmental protection mission. The cutter also will have an integrated electronic bridge and ship positioning system and automated propulsion controls.

The Coast Guard has not yet determined where the vessel will be home-ported.

For further information, contact Coast Guard Public Affairs/Media Relations at U.S. Coast Guard Headquarters, Commandant G-CP-2, 2100 Second St., S.W., Washington, D.C, 20593-0001 or telephone 202/267-0932.

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U.S. Department
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**United States
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News:

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE

Monday, September 13, 1993

CG 22-93

Contact: Laura Burchard
Hotline Manager

Tel.: (202) 267-1005

CONSUMER ADVISORY

COAST GUARD PUBLISHES NEW
BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced that several manufacturers are currently conducting boating safety recall campaigns.

Consumers who own the boats or engines involved in these recalls are urged to have the problems fixed promptly. The law requires that manufacturers correct the safety defects at no cost to the consumer.

The Coast Guard said the recalls involve fuel tank leaks which could cause an explosion or fire; engine exhaust fumes entering the cabin where they could cause carbon monoxide poisoning; a loose steering cable stopper bracket which could create steering control problems and the potential for an accident; incorrect labeling of maximum horsepower, persons and weight capacity which could contribute to overloading and possible capsizing of the boat; pedestal seats which could break and cause an operator to drop to the deck; and inadequate level flotation.

A boat or engine is subject to a safety defect recall if it fails to comply with Coast Guard safety standards or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, chief of the Coast Guard's consumer affairs and analysis branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own any of the models identified in this recall campaign and who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Boating Safety Hotline -- 800-368-5647 (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920351S

MANUFACTURER'S NAME: Alumaweld Boats, Inc.

HOME OFFICE ADDRESS: 2000 Rogue River Drive, Eagle Point, OR 97524

HOME OFFICE TELEPHONE NUMBER: (503) 826-7171

MODEL: 19' Sea Dory

MODEL YEAR: 1992

MODEL NOS: 10146I889, 10122I889, 10068H889, 11825F888, 11769E888, 11770E888, 11772E888.

SAFETY DEFECT: The manufacturer failed to calculate maximum safe persons capacity, and level flotation requirements correctly, thus the Capacity Label is misleading and could cause dangerous overloading. Also, the boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates and increasing the amount/type of flotation. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 32

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 18
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 20

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since October 9, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920358S

MANUFACTURER'S NAME: Alumaweld Boats, Inc.

HOME OFFICE ADDRESS: 2000 Rogue River Drive, Eagle Point, OR
97524

HOME OFFICE TELEPHONE NUMBER: (503) 826-7171

MODEL: 18' Kenai Flyer O/B Sled

MODEL YEAR: 1992

MODEL NOS: VS1860G, VS1866G, VS1860FC

SAFETY DEFECT: The manufacturer failed to calculate maximum safe horsepower, maximum persons capacity, and level flotation requirements correctly, thus the Capacity Label is misleading and could cause dangerous overpowering and overloading. Also, the boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates stating "85 HP w/o remote steering and maximum person capacity of 745 pounds." Anyone owning one of these boats should take it to the dealer to have the new label mounted at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 80

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 34
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 71

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since May 14, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920364S

MANUFACTURER'S NAME: Alumaweld Boats, Inc.

HOME OFFICE ADDRESS: 2000 Rogue River Drive, Eagle Point, OR
97524

HOME OFFICE TELEPHONE NUMBER: (503) 826-7171

MODEL: 18' flat bottom and guide sled. FB1860G, FB1860K

MODEL YEAR: 1992

MODEL NOS: FB1860G, FB1860K

SAFETY DEFECT: The manufacturer failed to calculate maximum safe persons capacity, and level flotation requirements correctly, thus the Capacity Label is misleading and could cause dangerous overloading. Also, the boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates and increasing the amount/type of flotation. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 127

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 127

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since September 17, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920296S

MANUFACTURER'S NAME: Aqua Force Mfg

HOME OFFICE ADDRESS: 607 Lemon Street, Port Orange, FL 32127

HOME OFFICE TELEPHONE NUMBER: (904) 788-3361

MODEL: Aqua 160 S/R

MODEL YEAR: 1989, 1990, 1991, 1992

SAFETY DEFECT: The manufacturer failed to calculate the maximum safe weight, maximum persons capacity, and level flotation requirements correctly, thus the Capacity Label is misleading and could cause dangerous overloading. Also, boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates and increasing the amount/type of flotation. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 19

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 8
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 19

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since April 29, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920378T

MANUFACTURER'S NAME: Bombardier Inc.

HOME OFFICE ADDRESS: Sea-Doo Division, Valcourt, Quebec JOE 2L0
Canada

HOME OFFICE TELEPHONE NUMBER: (514) 532-2211

MODEL: All models Sea-Doo Watercraft: SP, XP, GTS, GTX

MODEL YEAR: 1992

HIN/SERIAL NO.: ZZN00001K192 to ZZN13458D29; ZZN60001C292 to
ZZN60115C292; ZZN200001K192 to ZZN31835E292; ZZN400001L192 to
ZZN43071E292; ZZN500001K192 to ZZN53380B292.

SAFETY DEFECT: Engine stop system so sensitive that just an impact of choppy water against the hull could halt the engine and result in a no-steer situation. This could lead to personal injury or property damage.

CORRECTIVE ACTION: Manufacturer will resolve problem by installing a capacitor which will correct the engine stop system sensitivity. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT POSSIBLY HAVE DEFECT: 32,276

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 6154 owners, 644
dealers and distributors.

(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from the manufacturer.

REMARKS: Manufacturer discovered the defect and initiated a recall campaign. The Campaign has been open since May 22, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO: 920408T

MANUFACTURER'S NAME: Brunswick Marine

HOME OFFICE ADDRESS: 201 Starcraft Drive;, Topeka, IN 46571

HOME OFFICE TELEPHONE NUMBER: 219-593-2500

MODEL: Starcraft Fiberglass "Elite"--170, 171, 191, 211

MODEL YEAR: 1992

HIN/SERIAL NO.: Information not available from manufacturer

SAFETY DEFECT: Boat may fail to comply with the static bonding standard as it relates to fuel system; specifically, the green bonding wire to the fuel fill may not be attached. This could allow a static spark at the fuel fill to go ungrounded. A static spark in the presence of certain air and fuel vapor mixtures could cause a fire/explosion. Such a set of conditions is most likely to occur during a fueling operation.

CORRECTIVE ACTION: Dealer will attach green bonding wire. Dealer also instructed all employees on resolution of the problem, mailed repair kits to dealers, and added "Bonding Work" to their Quality Assurance Check List. Anyone owning one of these boats should return it to the dealer for check and, if necessary, have the green bonding wire attached.

NUMBER OF BOATS THAT HAVE DEFECT: 451

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from manufacturer.

(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from manufacturer.

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall campaign. The Campaign has been open since August 3, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 930048T

MANUFACTURER'S NAME: Brunswick Marine

HOME OFFICE ADDRESS: P.O. Box 517, 201 Starcraft Drive, Topeka, IN 46571

HOME OFFICE TELEPHONE NUMBER: (219) 593-2500

MODEL: Spectrum 16 Sport aluminum boats

MODEL YEAR: 1993

HIN/SERIAL NO.: Information not available from manufacturer

SAFETY DEFECT: The manufacturer failed to calculate level flotation requirements correctly for boats less than 20 feet powered by outboard engines over 2 HP. Boat may not float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to a Brunswick dealer for flotation correction without charge.

NUMBER OF BOATS THAT HAVE DEFECT: Less than 100

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: All "first owner of record" will be notified.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: all

REMARKS: Manufacturer discovered the defect and voluntarily initiated recall campaign. The Campaign has been open since April 2, 1993.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920400S

MANUFACTURER'S NAME: Commander Boats

HOME OFFICE ADDRESS: 2282 Goetz Road, Perris, CA 92570

HOME OFFICE TELEPHONE NUMBER: (714) 657-6917

MODEL: 19' Commander Newport

MODEL YEAR: 1992

HIN NO: Information not available from the manufacturer.

SAFETY DEFECT: The manufacturer failed to calculate maximum safe horsepower and level flotation requirements correctly, thus Capacity Label is misleading and could cause overpowering. Also, boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates and increasing the amount/type of flotation. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 31

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 31
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 30

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since July 30, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 930017T

MANUFACTURER'S NAME: Correct Craft

HOME OFFICE ADDRESS: 6100 S. Orange Avenue, Orlando, FL 32809

HOME OFFICE TELEPHONE NUMBER: (407) 855-4141

MODEL: Ski Nautique (SN); SN Open Bow; Nautique Excel (XL); XL Open Bow, Sport Nautique

MODEL YEAR: 1992

HIN/SERIAL NO.: 28199-29060; 20025-20244; 26037-26102; 24012-24093; 25048-25185.

SAFETY DEFECT: INCA Molded Products, Inc. rotocast polyethylene fuel tanks in these boats have potential for fuel to leak at the tank's pick-up and vent fittings. Possibility of explosion or fire, injury or death. Owner should not try to repair the fuel tank himself.

CORRECTIVE ACTION: Correct Craft will examine and repair all boats with these tanks. If repair cannot be accomplished, Correct Craft will install a new tank. Anyone owning one of these boats should not operate the boat until it has been inspected or repaired by the dealer without charge.

NUMBER OF BOATS THAT HAVE DEFECT: 1,073

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 848
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 655

REMARKS: INCA Molded Products, Inc., maker of the fuel tanks, discovered the problem and initiated the recall. This Campaign has been open since January 11, 1993.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920299S

MANUFACTURER'S NAME: Duckworth Boat Company, Inc.

HOME OFFICE ADDRESS: 1401 Bridge Street, Clarkston, WA 99403

HOME OFFICE TELEPHONE NUMBER: (509) 758-9831

MODEL: 16' Kenai outboard

MODEL YEAR: 1992

HIN NO.: Information not available from manufacturer.

SAFETY DEFECT: The manufacturer failed to calculate safe horsepower capacity and level flotation requirements correctly, thus the Capacity Label is misleading and may cause dangerous overpowering. Also, the boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer is issuing new capacity plates and increasing the amount/type of flotation. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 40

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 27
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 38

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since April 29, 1993.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 920426S

MANUFACTURER'S NAME: General Marine Industries

HOME OFFICE ADDRESS: 6725 Bayline Drive, Panama City, FL 32406

HOME OFFICE TELEPHONE NUMBER: (904) 769-0311

MODEL: 142 Predator Bass Boat

MODEL YEAR: 1992

HIN NO.: Information not available from manufacturer.

SAFETY DEFECT: The manufacturer failed to calculate the level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer will, at no cost to the boat owner, bond the proper amount of foam into hull side and transom area. Anyone owning one of these boats should take it to the dealer for correction.

NUMBER OF BOATS THAT HAVE DEFECT: 62

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 61

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since October 19, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920530S

MANUFACTURER'S NAME: Griffis & Sons Fiberglass

HOME OFFICE ADDRESS: P.O. Box 100, Starke, FL 32091

HOME OFFICE TELEPHONE NUMBER: (904) 964-5531

MODEL: Griff-Craft, 14' Fishing Boat

MODEL YEAR: 1992

HIN: Information not available from the manufacturer.

SAFETY DEFECT: The manufacturer failed to calculate level flotation requirement correctly. Boat may not float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to Griff-Craft dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE DEFECT: Information not available from manufacturer.

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from manufacturer.

REMARKS: Manufacturer had boat tested by independent laboratory and it passed. He is sending results to Coast Guard for further consideration.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920371S

MANUFACTURER'S NAME: Hewescraft

HOME OFFICE ADDRESS: 214 Highway 395 N., Colville, WA 99114

HOME OFFICE TELEPHONE NUMBER: (509) 684-5235 -- 800-326-6594

MODEL: 14' River Runner

MODEL YEAR: 1991, 1992, 1993

HIN NO.: Information not available from manufacturer

SAFETY DEFECT: Manufacturer failed to calculate level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: Manufacturer is supplying a flotation kit (2 cubic feet of foam) to be installed on port and starboard sides under the motorwell. Can be installed by the dealer or by the boat owner himself. Anyone owning one of these boats should take it to the dealer for correction without charge. Use of the boat without the level flotation kit is not advised.

NUMBER OF BOATS THAT HAVE DEFECT: 66

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 29
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 56

REMARKS: The boat failed to pass Coast Guard testing. The Campaign has been open since June 5, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 922058T

MANUFACTURER'S NAME: Mercury Marine

HOME OFFICE ADDRESS: 3003 N. Perkins Road, Stillwater, OK 74075

HOME OFFICE TELEPHONE NUMBER: (405) 743-6544

MODEL: 7.4 liter GM generation V MerCruiser engine

MODEL YEAR: 1991 and 1992

SERIAL NO.: OD520466-OD722778

SAFETY DEFECT: There may be insufficient clearance between the fuel pump and the water separating fuel filter on the engine. In this situation, after a period of time a hole could be worn into the bottom of the filter which would allow fuel (gasoline) to leak into the bilge of the boat, causing possibility of explosion or fire if ignition source is present.

CORRECTIVE ACTION: MerCruiser dealers will install a new, shorter fuel filter to provide greater clearance. All known owners have been mailed a recall campaign card and a warning decal to take to the dealer. The decal warns boaters that the repair work should be done by an authorized dealer. Boaters with one of these MerCruiser engines, whether receiving a recall letter and decal or not, should take the boat and engine to a MerCruiser dealer to have the new fuel filter installed and the decal applied, all at no charge to the owner.

NUMBER OF BOATS THAT HAVE DEFECT: 2616

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 896
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 2467

REMARKS: Manufacturer discovered the defect and voluntarily initiated recall campaign. The Campaign has been open since April 1, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920546S

MANUFACTURER'S NAME: Mirage Marine, Inc.

HOME OFFICE ADDRESS: 12277 USA Highway 41 N. Palmetto, FL 32221

HOME OFFICE TELEPHONE NUMBER: (813)-729-2878

MODEL: 15 Foot Flat Fishing Boat

MODEL YEAR: 1991

HULL NO. MRG15005F91J

SAFETY DEFECT: The manufacturer failed to calculate the safe maximum weight and maximum persons capacity requirements correctly, thus the Capacity Label is misleading and may cause overloading.

CORRECTIVE ACTION: The manufacturer will replace the capacity label. Anyone owning one of these boats should take it to the dealer to receive a new label without charge.

NUMBER OF BOATS THAT HAVE DEFECT: Information not available from the manufacturer.

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from manufacturer.

REMARKS: Coast Guard testing revealed the defect. The Campaign has been open since March 31, 1993.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920374T

MANUFACTURER'S NAME: Nissan Marine and Power Products

HOME OFFICE ADDRESS: 240 N. Prospect Street, Marengo, IL 60152

HOME OFFICE TELEPHONE NUMBER: (815) 568-0061

MODEL: 5 HP Nissan Outboard Engines models NS5B1 and NS5B2

MODEL YEAR: 1990 and 1991

HIN/SERIAL NO.: 70001-75400

SAFETY DEFECT: Incorrect weld on integral metal fuel tank may cause fuel leak. When ignition source is present it may cause fire or explosion.

CORRECTIVE ACTION: The manufacturer will replace the metal tank with a plastic tank to eliminate danger of leaking. Anyone owning a boat with one of these Models NS5B1 or NS5B2 Nissan engines with integral metal fuel tank should take it to a Nissan dealer for tank replacement at no cost.

NUMBER OF ENGINES THAT POSSIBLY HAVE DEFECT: 829

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 287
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 695

REMARKS: Manufacturer discovered defect and voluntarily initiated a recall campaign. The Campaign has been open since May 29, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920420T

MANUFACTURER'S NAME: Outboard Marine Corp.

HOME OFFICE ADDRESS: 100 Sea Horse Drive, Waukegan, IL 60085

HOME OFFICE TELEPHONE NUMBER: (708) 689-5636

MODEL: Four Winns Cruisers

MODEL YEAR: 1992 and 1993

HIN/SERIAL NO.: 285 Express I/O 4WNCW001C192 - 4WNCW007H293
315 Express I/O 4WNCX001C192 - 4WNCY009H293
325 Express Inboard 4WNCY001D192 - 4WNCH002H293
365 Express Inboard 4WNCZ001C192 - 4WNCZ005G293

SAFETY DEFECT: The engine exhaust fumes may enter cabin through head exhaust fan ducting. This creates the danger of asphyxiation from carbon monoxide poisoning.

CORRECTIVE ACTION: Manufacturer will add a damper to the head's blower hose to prevent the entry of fumes. Anyone owning one of these boats should take it to a Four Winns dealer for correction at no cost to the boater.

NUMBER OF BOATS THAT HAVE DEFECT: 82

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 34
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 79

REMARKS: Manufacturer discovered the defect and voluntarily initiated a recall campaign. The Campaign has been open since November 2, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920422S

MANUFACTURER'S NAME: Outboard Marine Corp.

HOME OFFICE ADDRESS: 100 Sea Horse Drive. Waukegan, IL 60085

HOME OFFICE TELEPHONE NUMBER: (708) 689-5636

MODEL: Four Winns 207 Quest Fishing Boat

MODEL YEAR: 1988, 1989

HIN/SERIAL NO.: 4WNSE106F788 to 4WNSF099E989

SAFETY DEFECT: The manufacturer failed to calculate level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: To correct the problem, dealers have been provided with a two-part foam kit for installation. Anyone owning one of these boats should take it to a Four Winns dealer to have the foam installed free of charge.

NUMBER OF BOATS THAT HAVE DEFECT: 136

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 103
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 89

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall. The Campaign has been open since September 9, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920352S

MANUFACTURER'S NAME: Regal Marine Industries

HOME OFFICE ADDRESS: 2300 Jetport Drive, Orlando, FL 32809-4360

HOME OFFICE TELEPHONE NUMBER: (407) 851-7951 Ext 336

MODEL: Valanti 17' DBR

MODEL YEAR: 1991

HIN/SERIAL NO.: RGMAN001 to REGMAN189 and RGMAP001 to RGMAP065

SAFETY DEFECT: The manufacturer failed to calculate safe maximum weight and maximum persons capacity correctly, thus Capacity Label is misleading and may cause overloading. Boat may not float level if swamped.

CORRECTIVE ACTION: Manufacturer is replacing all persons/weight capacity labels to reflect correct amounts. Anyone owning one of these boats should take it to the Regal dealer to have a new label installed at no charge.

NUMBER OF BOATS THAT HAVE DEFECT: 254

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 249

REMARKS: Testing by the manufacturer and the Coast Guard discovered the defect. The manufacturer initiated the recall. The Campaign has been open since June 19, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920370S

MANUFACTURER'S NAME: Renken Boat Mfg Co.

HOME OFFICE ADDRESS: 1750 Signal Point Road, Charleston, SC
29412

HOME OFFICE TELEPHONE NUMBER: (803) 795-1150

MODEL: 17' Center Console Fishing Boat

MODEL YEAR: 1992

HIN/SERIAL NO.: RBMCA001F192 to RBMCA027D292

SAFETY DEFECT: The manufacturer failed to calculate the level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: The manufacturer will add flotation foam to the outboard stern areas of the boat. Anyone owning one of these boats should take it to the Renken dealer for addition of the foam at no cost to the boater.

NUMBER OF BOATS THAT HAVE DEFECT: 27

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 7
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 26

REMARKS: The manufacturer discovered the defect and voluntarily initiated recall campaign. The Campaign has been open since September 21, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920527S

MANUFACTURER'S NAME: RLS ENTERPRISES, INC.

HOME OFFICE ADDRESS: 970 Emerson Road, Traverse City, MI 49684

HOME OFFICE TELEPHONE NUMBER: 1-800-992-5821

MODEL: Water Buddy Beach Boat

MODEL YEAR: 1992

HIN: Information not available from manufacturer.

SAFETY DEFECT: The manufacturer failed to calculate safe maximum weight and maximum persons capacity correctly, thus the Capacity Label is misleading and could cause overloading. Also, boat may not float level if swamped. HIN labels also incorrect.

CORRECTIVE ACTION: Manufacturer will replace capacity and HIN labels to reflect compliance with requirements. Anyone owning one of these boats should return it to the RLS Enterprise dealer for replace of labels at no charge.

NUMBER OF BOATS THAT HAVE DEFECT: 118

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 118

REMARKS: Manufacturer discovered the defect and voluntarily initiated recall campaign. The Campaign has been open since April 19, 1993.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920416T

MANUFACTURER'S NAME: Sea Ray Boats, Inc.

HOME OFFICE ADDRESS: 2600 Sea Ray Blvd, Knoxville, TN 37914

HOME OFFICE TELEPHONE NUMBER: (615) 525-5977

MODEL: Sea Ray Sportboats

MODEL YEAR: 1992 & 1993

SERIAL NO.:

1992 Models

160 OBLT	*****	3602-3660
160 SKOB	*****	3006-3059
170 BRLT	*****	3007-3428
180 BR & LT	931-1088	3708-4154
180 BROB	*****	3105-3455
180 CBOB & LT	*****	*****
190 SK	901-963	*****
190 SKOB	816-922	*****
190 SKBR	*****	*****
190 SKOBCB	702-717	*****
200 OVLT	568-646	3287-3605
200 OVOB	*****	*****
200 BR	852-1001	3584-4291
200 SR	*****	3141-3258
220 BR	846-1084	3160-3164
220 OV	869-851	555-598
220 SR	743-784	537-570
230 DALT	840-1156	539-666
240 BR	*****	3124-3242
240 OV	776-885	3059-3123
LG 18CC	*****	3035-3216
LG 21WA	*****	*****

1993 Models

*****	*****
*****	3001-3001
*****	3002-3023
*****	3001-3027
*****	3001-3002
*****	3001-3004
701-701	*****
701-702	*****
704-709	*****
702-703	*****
501-508	3003-3015
*****	3003-3003
701-702	3001-3023
*****	*****
701-702	*****
701-701	501-506
*****	501-504
701-701	501-503
*****	*****
701-701	*****
*****	3001-3002
*****	3001-3025

SAFETY DEFECT: Some INCA Molded Products, Inc. crosslink polyethylene fuel tanks installed in these particular Sea Ray Sport boats built between 1 January and 10 July, 1992 have been found to be leaking at the fuel line pick-up and vent fittings. This creates an explosive environment in the bilge area and could cause injury or loss of life.

CORRECTIVE ACTION: Anyone owning one of these boats should not operate the boat until it has been returned to the Sea Ray dealer for repair and testing service. Under no circumstances should a boater attempt to tighten the fittings himself; incorrect tightening procedures could cause or increase fuel leakage and permanently damage the fuel tank. All repair work will be done without charge.

NUMBER OF BOATS THAT HAVE DEFECT: 4,671

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 2,358
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1992

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall. The campaign has been open since August 24, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920381S

MANUFACTURER'S NAME: Seminole Marine, Inc.

HOME OFFICE ADDRESS: 811 N. Main Street, Havana, FL 32333

HOME OFFICE TELEPHONE NUMBER: (904) 539-9803

MODEL: Dual Console Sailfish, 190 sport outboard

MODEL YEAR: 1992

HIN/SERIAL NO.: YSIK0011G192 to YSIK0025C292

SAFETY DEFECT: The manufacturer failed to calculate the level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to a Seminole dealer or contact Seminole Marine to arrange to have the flotation capability corrected at no cost to the boat owner.

NUMBER OF BOATS THAT HAVE DEFECT: 15

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 1
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 14

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall. The Campaign has been open since November 30, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO. 920500S

MANUFACTURER'S NAME: Shelby Boat Works

HOME OFFICE ADDRESS: P.O. Box 30, Virgie, KY 41572

HOME OFFICE TELEPHONE NUMBER: (502) 442-1621

MODEL: Thunder Craft 6000 TX

MODEL YEAR: 1992

HULL NO. TCT50020L192

SAFETY DEFECT: The manufacturer failed to calculate the safe maximum weight and maximum persons capacity correctly, thus the Capacity Label is misleading and may cause overloading.

CORRECTIVE ACTION: The manufacturer is supplying dealers with correct labels. Anyone owning one of these boats should take it to the dealer for correction at no charge.

NUMBER OF BOATS THAT HAVE DEFECT: Information not available from manufacturer.

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from manufacturer.

REMARKS: Coast Guard testing revealed the defect. The Campaign has been open since December 16, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920405S

MANUFACTURER'S NAME: Talon Marine Company

HOME OFFICE ADDRESS: 2253 Industrial Blvd, Sarasota, FL 34234

HOME OFFICE TELEPHONE NUMBER: (813) 355-0710

MODEL: Talon 18 O/B sportboat

MODEL YEAR: 1992

HIN/SERIAL NO.: TMO 18 101A686 - TMO 18 170D292

SAFETY DEFECT: The manufacturer failed to calculate level flotation requirements correctly. The boat may not float level if swamped.

CORRECTIVE ACTION: Manufacturer has sent out letters to all Talon 18 owners asking them to visually inspect the back of the boat for "foam boxes." If missing, manufacturer will install foam at no cost to customer. Anyone owning one of these boats should make this inspection or take the boat to the dealer for inspection and correction, if necessary, at no charge.

NUMBER OF BOATS THAT HAVE DEFECT: 44

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 44
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT TO BE CORRECTED: 37

REMARKS: Coast Guard testing discovered the defect. The campaign has been open since July 30, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920339T

MANUFACTURER'S NAME: Tracker Marine

HOME OFFICE ADDRESS: Springfield, MO 65801

HOME OFFICE TELEPHONE NUMBER: Information not available from the manufacturer.

MODEL: Magna Fish 17' O/B, Magna Convertible 17' O/B, Magna 19 Bow Rider O/B, Magna SC 19' O/B, Pro DV16 Console SE 16' O/B, Pro DV17 Console SE 17' O/B, Super 17 Console 17' O/B, Super 17 Tiller 17' O/B, Sweet 16 Console 16' O/B, Sweet 16 Tiller 16' O/B

MODEL YEAR: 1992

HIN/SERIAL NO.: Information not available from manufacturer.

SAFETY DEFECT: Defective welding in the passenger seat pedestal base. If boat gives a lurch, hits rough water, or something bangs against seat, the pedestal spider may crack or the seat fall. This could cause serious injury.

CORRECTIVE ACTION: Manufacturer will replace the pedestal spider or send spider to boater to replace if preferred. Anyone owning one of these boats should take the precaution to have the pedestal checked by the Tracker Marine dealer and, if necessary, replaced. There is no charge to the boat owner.

NUMBER OF BOATS THAT HAVE DEFECT: 655

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from manufacturer.

REMARKS:

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD Recall No. 920499S

MANUFACTURER'S NAME: Tri-State Custom Fiberglass, Inc.

HOME OFFICE ADDRESS: P.O. Box 369, Bailey, NC 27807

HOME OFFICE TELEPHONE NUMBER: (919) 235-2461

MODEL: 16 foot C. Hawk

MODEL YEAR: 1993

HIN/SERIAL NOS: KME04586H293

SAFETY DEFECT: The manufacturer failed to calculate safe horsepower capacity correctly, thus Capacity Label is misleading and may cause overpowering.

CORRECTIVE ACTION: The manufacturer is sending a correct label to all first purchasers. Anyone owning one of these boats who has not received a new label should take it to the dealer to have the new label mounted at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Information not available from the manufacturer.

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from the manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from the manufacturer.

REMARKS: Coast Guard testing discovered the defect and initiated the recall. The Campaign has been open since December 16, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 11131T

MANUFACTURER'S NAME: Wellcraft Marine

HOME OFFICE ADDRESS: 1651 Whitfield Avenue, Sarasota, FL 34243

HOME OFFICE TELEPHONE NUMBER: (813) 753-7811, ext 815

MODEL: Gas Inboard 2800 Coastal

MODEL YEAR: 1986-1989

HIN/SERIAL NO.: WELK23C686-WELK0178J687; WELG0011F787-
WELG0627F990; WELA0015F787-WELA0018F787; WELC1259F586-
WELC5455C989.

SAFETY DEFECT: Possibility of aluminum fuel tank corroding and developing a leak. Could cause fire or explosion.

CORRECTIVE ACTION: Manufacturer will replace tank with new rotocast, non-metallic 182 gallon tank. Anyone owning one of these boats should take it to an authorized Wellcraft repair center for inspection and, if necessary, replacement of the tank.

NUMBER OF BOATS THAT HAVE DEFECT: 343

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: Information not available from the manufacturer.
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Information not available from the manufacturer.

REMARKS: Coast Guard discovered the defect and initiated recall. The Campaign has been open since January 6, 1992.

PROFILE OF BOATING SAFETY RECALL CAMPAIGN

COAST GUARD RECALL NO.: 920531S

MANUFACTURER'S NAME: Willie Boats, Inc.

HOME OFFICE ADDRESS: 1440 Justice Road, Central Point, OR 97502

HOME OFFICE TELEPHONE NUMBER: (503) 779-4141

MODEL: F.H. PREDATOR, 17' OUTBOARD

MODEL YEAR: 1992

HIN/SERIAL NO.: WIL11677B091 to WIL12152L293

SAFETY DEFECT: The manufacturer failed to calculate the level flotation requirements correctly. Boat may not float level when swamped.

CORRECTIVE ACTION: Manufacturer will increase flotation capability. Anyone owning one of these boats should take it to the dealer and have the corrective flotation material added free of charge.

NUMBER OF BOATS THAT HAVE DEFECT: 32

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 0
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 31

REMARKS: Coast Guard testing discovered the defect. The recall campaign has been open since February 3, 1993.



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FOR IMMEDIATE RELEASE
Monday, September 13, 1993

CG 23-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD'S NEWEST CHEMICAL HAZARDS RESPONSE INFORMATION SYSTEM AVAILABLE

The latest edition of the U.S. Coast Guard's two-volume Chemical Hazards Response Information System (CHRIS) on hazardous chemicals is now available at the Government Printing Office (GPO).

"The system covers 1,250 of the most dangerous chemicals being shipped across the country today," Dr. Alan L. Schneider of the Coast Guard's Marine Technical and Hazardous Materials Division said. "It contains descriptive information and technical data that is vital for fire departments, hazardous materials technicians and cleanup crews when spills occur. Chemical and allied industries personnel also will find the data very useful."

Volume 2 of CHRIS contains some 2,800 pages and is intended for office use. The pages are designed to fit standard loose leaf binders so that supplements on new chemicals may be added. It is available through the GPO without a binder for \$50, and will soon be available on magnetic tape and floppy disc as well.

CHRIS also includes a 6-by-9-inch condensed version, Volume 1, intended for field use. It contains the descriptive information from Volume 2 but not the technical data and is available from the GPO with a binder for \$39.

Comments and corrections may be sent at any time to Dr. Schneider by fax at (202) 267-4816 or by mail to Commandant (G-MTH-1/12), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

To order CHRIS or inquire about Volume 2's magnetic tape or floppy disc, call (202) 783-3238 or write to Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402. Cite order number 050-012-00328-9 for Volume 1 or 050-012-00329-7 for Volume 2.

Coast Guard offices may request copies through G-TIS.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 16, 1993

CG 24-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES FIVE YEAR
RENEWAL FOR CERTIFICATES OF REGISTRY
AND MERCHANT MARINER DOCUMENTS

The U.S. Coast Guard today proposed that certificates of registry and merchant mariner's documents be renewed every five years.

Present procedures do not provide expiration dates for these merchant mariner credentials. The proposal brings procedures into line with the requirements of the Oil Pollution Act of 1990 and the Omnibus Budget Reconciliation Act of 1990.

The rulemaking, which calls for a schedule of five-year renewals, also proposes user fees for such renewals.

A Notice of Proposed Rulemaking was published in today's Federal Register. Copies may be obtained by calling (202) 267-6740 or by faxing a request to (202) 267-4624.

Comments on the proposal must be received before Nov. 15, 1993, and addressed to the Executive Secretary, Marine Safety Council (G-LRA-2), U.S. Coast Guard Headquarters, 2100 Second St. S.W., Washington, D.C. 20593-0001. For additional information, call James Cratty, Oil Pollution Act Staff, at (202) 267-6742 or write to Commandant (G-MS-1), U.S. Coast Guard Headquarters.

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FOR IMMEDIATE RELEASE
Monday, September 20, 1993

CG 25-93
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD PUBLISHES FINAL RULE ON LIGHTERING ANTIPOLLUTION REGS

The U.S. Coast Guard has published a final rule that clarifies federal safety and pollution prevention regulations as they apply to vessels transporting and unloading oil or hazardous substances offshore.

The rule clarifies Federal Water Pollution Control Act requirements for vessels conducting such operations, known as lightering, up to 200 miles offshore. In a normal lightering operation, a large tank vessel's cargo is transferred to a number of smaller tank vessels. The requirements apply when the cargo is destined for a location subject to U.S. jurisdiction.

The rule also contains procedures to assure that both delivering and receiving vessels carry certificates of financial responsibility as well as appropriate inspection examination or compliance documents. These procedures are required by the omnibus antipollution legislation Oil Pollution Act of 1990.

The rule was published in the Sept. 15 Federal Register. Copies of the rule may be obtained by calling (202) 267-6740 or by faxing requests to (202) 267-4624. For more information, call Lt. Jon Burton at (202) 267-0426 or write to Commandant (G-MS-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, October 29, 1993

CONSUMER ADVISORY

CG 28-93

Contact: Laura Burchard
Hotline Manager

Tel: (202) 267-1005

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGNS

The U. S. Coast Guard today announced three new boating safety recall campaigns currently being conducted by Bombardier, Inc. and Yamaha Motor Corporation, U.S.A.

The Coast Guard said these particular campaigns involve steering cables that may break, jet venturi fasteners which can come loose and affect steering, and fuel tanks which may leak gasoline fumes into the hull and cause an explosion.

Consumers who own boats involved in these recalls are urged to have the problem fixed promptly. The law requires the manufacturer to correct safety defects at no cost to the consumer.

A boat is subject to a safety defect recall if it fails to comply with Coast Guard safety standards, or contains a defect that creates a substantial risk of personal injury to the public.

Dick Bergen, Chief of the Coast Guard's Consumer Affairs and Analysis Branch, said, "While manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known, sometimes they are unable to maintain complete and up-to-date mailing lists of all owners."

Persons who own any of the models identified in the recall campaign, and who have not received a recall notification, or those who want to know if their vessel is involved in a recall, should telephone the toll-free Coast Guard Hotline -- 800-368-5647 (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

- more -

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930186T

MANUFACTURER'S NAME: Bombardier Inc.

HOME OFFICE ADDRESS: 7575 Packer Drive, P.O. Box 8035,
Wausau, WI 54401

HOME OFFICE TELEPHONE NUMBER: (715) 842-8886

MODEL YEAR: 1992 and 1993

MODEL: Sea-Doo Watercraft, XP models

MODEL NO. 5851 and 5852

SAFETY DEFECT: Fasteners on the jet venturi arm of the watercraft may come loose and affect jet steering capabilities which could lead to an accident and injury.

CORRECTIVE ACTION: Anyone owning one of these boats, in consideration of steering safety, should take it to the dealer to have the jet venturi assembly replaced at no cost. If a boat owner has already had this replacement done, he should check again with the dealer. The manufacturer has discovered that certain replacement components were not assembled to requirements and that the original problem could persist. The dealer will install the properly assembled components (those identified with an "X") at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available from the manufacturer.

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL:
(retail owners whose whereabouts are known to manufacturer)
Not available from the manufacturer.

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available from the manufacturer.

REMARKS: Manufacturer discovered the defect and initiated the safety recall campaign. Campaign for recheck of replacement parts began August 23, 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930191T

MANUFACTURER'S NAME: Bombardier, Inc.

HOME OFFICE ADDRESS: 7575 Packer Drive, P.O. Box 8035,
Wausau, WI 54401

HOME OFFICE TELEPHONE NUMBER: (514) 532-2211

MODEL YEAR: 1993

MODEL: Explorer (5820) Sea-Doo Watercraft

SERIAL NUMBERS: ZZN05007J293 to ZZN05333A393

SAFETY DEFECT: Possible fuel tank expansion might cause tank to contact other components within the hull. This contact may wear a hole into the fuel tank, through which gasoline fumes could leak into the hull. Gasoline fumes coupled with a spark or open flame could ignite and cause explosion and injury.

CORRECTIVE ACTION: Owner should take watercraft to authorized Sea-Doo dealer for modification at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 126

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL:
(retail owners whose whereabouts are known to manufacturer)
Not available from manufacturer.

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 126

REMARKS: Manufacturer discovered defect and initiated recall campaign. Campaign began late July 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930187T

MANUFACTURER'S NAME: Yamaha Motor Corporation, U.S.A.

HOME OFFICE ADDRESS: 6555 Katella Avenue, Cypress, CA 90630

HOME OFFICE TELEPHONE NUMBER: (714) 761-7710

MODEL: WRA650R/RA Wave Runner III water vehicle

HULL/MODEL NO.:	WRA 650R	FJO-811401-812300
	WRA650RA	FJO-812301-813600
		FJO-813701-814-700
		FJO-814803-819-210

SAFETY DEFECT: The steering cable may break, causing damage to the steering system and possible loss of steering control which could cause an accident.

CORRECTIVE ACTION: Owner should not operate this Waverunner until it has been serviced by the dealer. Owner should take the vehicle to any authorized Yamaha Water Vehicle Dealer to have the steering cable replaced at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 7,604

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL:
(retail owners whose whereabouts are known to manufacturer)
Not available from the manufacturer.

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available from the manufacturer.

REMARKS: Manufacturer discovered the defect and initiated the recall campaign. The campaign has been open since September 22, 1993.



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FOR IMMEDIATE RELEASE

Tuesday, November 2, 1993

CG 29-93
Contact: James O'Dell
Tel. (202) 267-0932

COAST GUARD ESTABLISHES COMPUTERIZED VESSEL INFORMATION EXCHANGE

The U.S. Coast Guard today announced the establishment of the Port State Information eXchange (PSIX), a computer data base system that provides specific information on vessel performance.

The PSIX information on specific vessels is organized into three sections. The first contains data on service, tonnage, stability and alternate vessel identification numbers. The second part provides a summary of the vessel's contact with the Coast Guard since Jan. 1, 1989. The last section contains information about the vessel's documents.

The data base information is available to anyone who has the proper equipment. The PSIX communications parameters are 2400 baud, 8 data bits, one stop bit and no parity. The exchange is designed to work with VT 100 emulation. With a computer and a modem and communication software, the system may be accessed by dialing (202) 267-4333. The log-in and the password are **psix**, both in lower case.

The PSIX on-line system is maintained by the Information Management Division of the Office of Marine Safety, Security and Environmental Protection at Coast Guard Headquarters. The data comes from the Coast Guard's Marine Safety Information System.

Further information may be obtained from the U.S. Coast Guard, G-MIM, 2100 Second St. S.W., Washington, D.C. 20593, or by telephone, (202) 267-0452.

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FOR IMMEDIATE RELEASE
Thursday, November 18, 1993

CG 30-93
Contact: Nancy Campbell-Jones
Tel.: (202) 267-6717

COAST GUARD ALERTS RECREATIONAL VESSEL OWNERS TO FINAL YEAR OF RVF

This fiscal year will be the last time that owners of recreational vessels will be required to purchase Recreational Vessel Fee (RVF) decals for certain boats, U.S. Coast Guard officials in Washington said today.

The RVF program is being phased out over two fiscal years that began on Oct. 1, 1992, and will end on Sept. 30, 1994.

Since Oct. 1, 1993, vessels that are less than 37 feet do not require decals and the RVF requirements no longer apply on Lake Roosevelt in Washington state.

Presently, only two kinds of vessels are required to have decals. Vessels that are at least 37 feet long but less than 40 feet in length must display "C" decals that cost \$50.00, and vessels that are 40 feet and over require "D" decals that cost \$100.00.

Decals may be ordered by calling toll-free 1-800-848-2100. The status of some vessels (public, commercial, foreign, passenger, etc.) previously exempt from RVF requirements remains the same.

For additional information on the modifications to the RVF law, call the Coast Guard hotline 1-800-368-5647.

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FOR IMMEDIATE RELEASE
Monday, November 29, 1993

CG 32-93
Contact: James O'Dell
Tel.: (202) 267-0932

U.S. COAST GUARD SIMPLIFIES VESSEL DOCUMENTATION PROCEDURES

The U.S. Coast Guard has announced the implementation of new vessel documentation rules that streamline procedures and remove needless regulations. The new rules that become effective Jan. 1, 1994, are more user friendly and substantially eliminate unnecessary paperwork.

The new procedures will:

- o reduce required vessel procurement forms from more than seven to only two -- the application itself and evidence of title;
- o eliminate the 60,000 plus submissions of the MarAd citizenship declaration form presently required for certain owners;
- o eliminate the currently required marking certificates that total more than 45,000 submissions, and;
- o require only two copies of the preferred mortgage compared with the previously required four.

In addition to simplifying the vessel documentation procedures, certain regulations are eliminated. Now, it will be possible to renew endorsements at any port of documentation and not just in the home port. For example, instead of being restricted to marking the vessel with the Coast Guard port of documentation or the owner's residence, the owner may choose from more than 190,000 places.

The Coast Guard's new regulations result in a simpler application process. Therefore, inadvertent omissions will no longer automatically void the application; this will result in fewer rejections.

In order to meet the expenses associated with providing these enhanced services, the Coast Guard is applying a reasonable user fee that more accurately reflects the cost of the service. The fee, required by statute, will be determined by the type of endorsement requested and no fee will be charged for the renewal of an endorsement.

For further information, contact Commandant, U.S. Coast Guard Headquarters, Office of Marine Safety, Security and Environmental Protection (G-MVI-5), 2100 Second St., S.W., Washington, D.C., 20593-0001 or telephone (202) 267-1492.

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U.S. Department
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**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
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FOR IMMEDIATE RELEASE
Wednesday, December 1, 1993

CG 31-93
Contact: James O'Dell
Tel.: (202) 267-6491

COAST GUARD SEEKS NEW MEMBERS
FOR CHEMICAL TRANSPORTATION
ADVISORY COMMITTEE

The U.S. Coast Guard is seeking applications for membership on the Chemical Transportation Advisory Committee (CTAC).

CTAC is a committee sponsored by the Coast Guard that makes recommendations on the safe transportation and handling of hazardous materials in bulk on U.S.-flag vessels and barges and in all U.S. ports and waterways. The advice and recommendations of CTAC also assist the Coast Guard in formulating U.S. positions at meetings of the International Maritime Organization (IMO).

Applications are being considered for eight expiring terms and for other existing vacancies on the committee. Each member serves a three-year term and may be reappointed. The committee meets at least once a year in Washington, D.C., and members serve without salary, per diem or compensation for travel.

To be eligible, applicants should have experience in chemical manufacturing, marine transportation of chemicals, occupational safety and health, or environmental protection issues associated with chemical transportation. To achieve gender and ethnic diversity among the committee membership, the Coast Guard is encouraging qualified women and minorities to apply.

Application forms may be obtained by writing to Commandant (G-MTH-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001, or by calling Cdr. Kevin Eldridge or Frank Thompson at (202) 267-1217. Completed applications and resumes should be submitted before Jan. 15, 1994.

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