



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 13, 1994

CG 01-94
Contact: James O'Dell
Tel.: (202) 267-6491

COAST GUARD ANNOUNCES PROPOSED NEW REGULATIONS FOR SMALL PASSENGER VESSELS

The Coast Guard has announced publication of a Supplemental Notice of Proposed Rulemaking (SNPRM) in today's Federal Register that proposes to completely update the existing construction and equipment standards for small passenger vessels.

The SNPRM proposes additional changes based on numerous comments the Coast Guard received in response to a Notice of Proposed Rulemaking published in the Jan. 30, 1989 Federal Register (54 FR 4412).

The proposed regulations would apply to over 5,200 small passenger vessels. They include ferries, sight-seeing, excursion and dinner cruise boats, charter and party fishing boats, dive boats, and offshore oil industry crew boats. Collectively, they represent the largest category of commercial vessels subject to U.S. inspection.

The proposed requirements are tiered by size of vessel and propose separate more comprehensive standards for small passenger vessels that carry more than 150 passengers or have overnight accommodations for more than 49 passengers. The proposal also would provide alternative requirements to certain lifesaving equipment; promote increased use of commercially available fire retardant materials without prior evaluation and approval by the Coast Guard; and establish new upper thresholds for vessel length and passenger capacity above which certain construction and equipment requirements for a passenger vessel of more than 100 gross tons would apply. In general, existing vessels would have a phase-in period to meet certain new equipment requirements.

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The proposed changes would simplify the small passenger vessel requirements and update them to accommodate the advanced technology, larger size and increased passenger capacity of the small passenger vessels that are now being built.

The Coast Guard will accept written comments for 150 days from date of publication in the Federal Register. Comments may be sent to Commandant (G-LRA/3406) (CGD 85-080), U.S. Coast Guard Headquarters, Washington, D.C. 20593-0001.

A schedule of public hearings will be announced at a later date. For more information or copies of this notice, contact Lt. Cmdr. Marc C. Cruder, Project Manager, Merchant Vessel Inspection and Documentation Division (G-MVI), at (202) 267-1181.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 13, 1994

CG 02-94
Contact: James O'Dell
Tel.: (202) 267-6491

PASSENGER VESSEL SAFETY ACT WILL IMPROVE SAFETY OF PASSENGER AND CHARTER VESSELS

The Passenger Vessel Safety Act of 1993, signed into law by President Clinton on Dec. 20, 1993, will increase the level of safety on vessels that offer passenger and charter services, the U.S. Coast Guard said today.

The Act, which is already in effect, ensures that vessels offered for charter meet safety standards that are appropriate for commercial operation and requires that many charter vessels be brought under Coast Guard inspection for the first time.

The Coast Guard noted that the Act eliminates inconsistencies in the previous law concerning the description of passenger vessels and the definitions of passengers by providing clearer definitions for all passenger carrying vessels. This will make it easier for Coast Guard boarding officers, the public and charter boat operators to identify whether or not a charter boat is operating legally.

Previously, there were six definitions for the term "passenger" that applied to six different types of vessels. This created confusion within the passenger vessel industry and frequently frustrated Coast Guard enforcement activities.

The new law also closes loopholes used to circumvent safety standards. In the past, some vessel operators were known to use recreational boating standards when, in fact, they were engaged in commercial passenger business.

The Passenger Vessel Safety Act of 1993 represents the cooperative effort of many passenger and charter vessel associations and the Coast Guard to clarify the limits of legal charter operations.

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For further information, contact Commandant, U.S. Coast Guard Headquarters (G-MVI-1), Merchant Vessel Inspection and Documentation Division, 2100 Second St., S.W., Washington, D.C. 20593-0001 or telephone 202/267-1464.

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CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Wednesday, January 26, 1994

CG 03-94
Contact: Laura Burchard
Hotline Manager
Tel.: (202) 267-1005

COAST GUARD PUBLISHES NEW BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced two boating safety recall campaigns currently being conducted by Outboard Marine Corporation.

Consumers who own the boats 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 poor ventilation in fuel storage compartments, which could possibly contribute to a fire or explosion, and in certain jon and bass boats, not enough foam was installed to provide the required 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.

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 these recall campaigns 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.

- more -

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930074T

MANUFACTURER'S NAME: Stratos Boats Division of Outboard Marine Corporation

HOME OFFICE ADDRESS: 100 Sea-Horse Dr., Waukegan, IL 60085-2195

HOME OFFICE TELEPHONE NUMBER: 708-689-6200

MODEL YEAR: 1993

MODEL: Stratos Model 250V

HULL NO.: Not available

SAFETY DEFECT: Some Stratos 250V models equipped with a 6 gallon portable tank do not have the required amount of natural ventilation in compartments used to store fuel tanks. Under certain conditions, gasoline fumes could accumulate in the compartment and contribute to a fire or explosion. Model 250V boats equipped with a permanent built-in fuel tank are not affected.

CORRECTIVE ACTION: The fuel compartment access cover needs to be replaced with a new style cover providing the proper amount of ventilation. Boaters owning one of these boats should take it to the Stratos dealer for access cover replacement at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 211

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 90
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 114

REMARKS: Manufacturer discovered the defect and voluntarily initiated a recall campaign. Campaign began May 11, 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 11015S

MANUFACTURER'S NAME: Grumman Boats Division of Outboard Marine Corporation

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

HOME OFFICE TELEPHONE NUMBER: 708-689-6200

MODEL YEAR: 1990 and 1991

MODEL and HIN NUMBERS: See following page for list of Grumman brand boats involved

SAFETY DEFECT: Boats may have insufficient foam installed to provide required level flotation. Boats could sink if swamped.

CORRECTIVE ACTION: Owners of any of these boats should contact the dealer for correction at no cost. Jon boats will have factory assembled foam pods installed. Bass boats will have a two-part expanding foam installed.

NUMBER OF BOATS THAT HAVE THE DEFECT: 4,098

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 1,299
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 2974

REMARKS: This campaign was started voluntarily by the manufacturer.

<u>MODEL</u>	<u>LENGTH</u>	<u>TYPE POWER</u>	<u>HINS</u>
1990 Jon Boats			
Ranger II	15'10"	O/B	All W/HINS ending in D090 thru G090
1449MV w/livewell	13'11"	O/B	" "
1649MV w/livewell	15'10"	O/B	" "
4215	15'	O/B	" "
4215S	15'	O/B	" "
4914S	14'	O/B	" "
4916S	16'	O/B	" "
4918S	18'	O/B	" "
1990 & 1991 Jon Boats			
1229	12'	O/B	All W/HINS ending in D090 thru F191
1429	14'	O/B	" "
1437VB	13'11"	O/B	" "
1437LWT	13'11"	O/B	" "
1849	17'9"	O/B	" "
4916	16'	O/B	" "
4918	18'	O/B	" "
Scrambler	14'9"	O/B	" "
1990 Bass Boats			
Panfish I Tiller	14'11"	O/B	All W/HINS ending in D090 thru G090
Panfish I Stick Steer	14'11"	O/B	" "
1990 & 1991 Bass Boats			
Rogue Bass	14'11"	O/B	All W/HINS ending in E090 thru F191
Renegade Bass	16'4"	O/B	" "
Renegade Bass Welded	16'4"	O/B	" "
Outlaw Bass	17'6"	O/B	" "
Outlaw Bass Welded	17'6"	O/B	" "
1991 Bass Boats			
Rogue Tiller	14'11"	O/B	All W/HINS ending in E091 thru F191
Rogue Front Steer	14'11"	O/B	" "
Rogue Side Console	14'11"	O/B	" "
Renegade Tiller	16'4"	O/B	" "
Renegade Front Steer	16'4"	O/B	" "
Renegade Side Console	16'4"	O/B	" "



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FOR IMMEDIATE RELEASE

Friday, February 4, 1994

CG 04-94

Contact: James O'Dell

Tel.: (202) 267-6491

COAST GUARD SEEKS NEW MEMBERS FOR
TOWING SAFETY ADVISORY COMMITTEE

The U.S. Coast Guard is seeking applications for membership on the Towing Safety Advisory Committee (TSAC).

TSAC is sponsored by the Coast Guard and provides advice and consultation to the Coast Guard on matters relating to the safe operation of towing vessels and barges. The advice and recommendations of TSAC also assist the Coast Guard in formulating U.S. positions at meetings of the International Maritime Organization and in implementing regulatory programs.

Applications are being considered for expiring terms and for other existing vacancies on the committee. Each member serves a two-year term and may be reappointed. The committee meets at least twice a year at Coast Guard Headquarters in Washington, D.C. Special meetings may be called and subcommittee meetings are held to consider specific problems as required. Members serve without salary, per diem or compensation for travel.

To be eligible, applicants should have experience in either marine transportation, occupational safety and health, environmental protection, or in business operations associated with the towing industry. In support of 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-4), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 or by calling Capt. Gordon D. Marsh or Lt.j.g. Robert P. Gillan at (202) 267-2997.

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FOR IMMEDIATE RELEASE
Thursday, February 17, 1994

CG 05-94
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD PROPOSES RULES FOR SHIPBOARD OIL POLLUTION EMERGENCY PLANS

The U.S. Coast Guard today proposed regulations that would require certain U.S.-flag ships to carry approved shipboard oil pollution emergency plans on-board to improve their response capabilities and minimize the environmental impact of oil spills.

A notice of proposed rulemaking (NPRM) would apply to U.S.-flag oil tankers of 150 gross tons or more as well as all other U.S.-flag ships (not tankers) of 400 gross tons or more. The proposal would implement international requirements which became effective for new U.S. ships on April 4, 1993, and will become effective for existing U.S. ships on April 4, 1995.

The plans would have to cover contingencies from suspected spills to discharges of the complete cargo.

The proposed regulation also would require foreign oil tankers of 150 gross tons or more and other foreign ships of 400 gross tons or more to carry evidence of compliance with the regulation when in the navigable waters of the United States.

The proposal is mandated by the U.S. Act to Prevent Pollution from Ships, which was enacted to implement the international anti-pollution agreement known as MARPOL, and is separate from the Oil Pollution Act of 1990.

The proposal requires owners or operators of all U.S. ships covered by the regulation to prepare and submit shipboard oil pollution emergency plans, prepared according to guidelines developed by the International Maritime Organization, to the Coast Guard for review and approval. Approved plans would be good for five years. After that time, plans would have to be resubmitted for approval.

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The NPRM, published in today's Federal Register, provides a 60-day period for public comments. Comments must be received before April 18, 1994, and be addressed to the Executive Secretary, Marine Safety Council (G-LRA-2/3406), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

Additional information may be obtained by calling Jacqueline Sullivan of the Oil Pollution Act staff at (202) 267-6404. Copies may be obtained by calling (202) 267-1937, by faxing requests to (202) 267-4624 or by writing to Commandant (G-MS-1) at Coast Guard Headquarters.

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FOR IMMEDIATE RELEASE

Friday, March 4, 1994

CG 06-94

Media Contact: Nick Sandifer

Tel.: (202) 267-0930

COAST GUARD SEEKS COMMENT ON
MERCHANT MARINER DRUG TESTING

The U.S. Coast Guard is seeking public comment on a proposed rule that would require all merchant mariners applying for new or renewed licenses or other credentials to be tested for illegal drug use, whether or not a physical examination is required.

Chemical tests (urine) to detect illegal drug use are currently required during merchant mariners' physical examinations. However, there are some mariners who do not get tested because physicals are not required for certain types of document transactions, i.e., when certificates of registry are issued for physicians, nurses and pursors and when documents are issued for entry-level ratings (ordinary seaman, wiper and stewards).

Merchant mariners will still be exempt from testing if they are covered by a random drug testing program or can show negative test results from a U.S. Coast Guard mandated drug test conducted within the previous six months.

The proposal, which would amend existing regulations, will be published in today's Federal Register. It is mandated by the Oil Pollution Act of 1990 and is part of an ongoing effort to promote a drug- and alcohol-free work place in the maritime industry.

Written comments should be submitted on or before May 3, 1994, 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.

For copies of the current merchant marine drug testing rule, call (202) 267-6740 or fax requests to (202) 267-4624.

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FOR IMMEDIATE RELEASE
Wednesday, March 23, 1994

CONSUMER ADVISORY

CG 07-94
Contact: R. Rounseville
Tel.: (202) 267-0988

COAST GUARD PUBLISHES BOATING
SAFETY RECALL CAMPAIGNS INVOLVING
OUT-OF-BUSINESS MANUFACTURERS

The U.S. Coast Guard today announced seven boating safety recall campaigns that involve manufacturers who have already gone out of business.

The recalls include boats that were found to have too little foam, which could keep a boat from floating level if swamped, and incorrect labels regarding maximum weight and horsepower. Incorrect labeling could result in a boat being overloaded or overpowered, either of which could cause the boat to capsize.

The Coast Guard has tested at least one boat from each of the seven manufacturers listed, and on each boat found a defect which required a recall campaign.

Because the manufacturers involved in these campaigns went out of business before the recalls were complete, the Coast Guard has no way of knowing how many boats have the specific defect.

Persons who own any of the models identified in the recall campaigns may call the toll-free Coast Guard Boating Safety Hotline -- 1-800-368-5647 (in the Washington D.C. area, 202-267-0780) -- for advice on how to proceed in checking for a defect or on how to correct a defect.

Attached are the boating safety recall campaign profiles.

- more -

M & B MARINE, Cape Canaveral, FL

COAST GUARD RECALL NO. 930077S

MODEL: 1993 Puma 14

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped. Boat capacity label also incorrect regarding maximum persons and maximum weight. With incorrect capacity information, boater might overload the boat, which could cause the boat to capsize.

MIRAGE BOATS, Palmetto, FL

COAST GUARD RECALL NO: 920398S

MODEL: 1991 Flat Fishing Boat (15')

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause boat to fail to float level if swamped. The boat has no capacity label. With no capacity information, boater might overload or overpower the boat, which could cause the boat to capsize.

SOS EXPRESS, Tampa, FL

COAST GUARD RECALL NUMBER: 001205S

MODEL: 1990 and 1991 Express Outboard Mini Boat (13')

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped. Boat capacity label also incorrect regarding maximum horsepower. With incorrect capacity information, boater might overpower the boat, which could cause the boat to capsize.

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS
(Manufacturers Out Of Business)

ALASKA BOAT COMPANY, Pasco, Wash.

COAST GUARD RECALL NO. 920347S

MODEL: 1992 17' Wolverine Fishing Boat

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped. Boat capacity label also incorrect regarding horsepower, and maximum persons and maximum weight. With incorrect capacity information, boater might overload or overpower the boat, which could cause the boat to capsize.

ANA CAPRI BOAT MANUFACTURING, Miami, Fla.

COAST GUARD RECALL NUMBER: 920362S

MODEL: 1992 V172 Open Fisherman Boat

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.

B & W PLASTICS, Brooklet, Ga.

COAST GUARD RECALL NUMBER: 920529S

MODEL: 1992 1500 Waterbug Fishing Boat

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped. Boat capacity label also incorrect regarding maximum persons and maximum weight. With incorrect capacity information, boater might overload the boat, which could cause the boat to capsize.

FIBERKING, Smyrna, Tenn.

COAST GUARD RECALL NO: 920528S

MODEL: 1992 Bomber 140 14' Fishing Boat

SAFETY DEFECT: Boat failed compliance testing for level flotation. This could cause the boat to fail to float level if swamped.



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FOR IMMEDIATE RELEASE
Friday, March 25, 1994

CG 09-94
Contact: James O'Dell
Tel.: (202) 267-6491

COAST GUARD SCHEDULES HEARINGS FOR PROPOSED SMALL PASSENGER VESSEL REGULATIONS

The U.S. Coast Guard today announced it has scheduled seven public hearings on a proposed rulemaking to completely update the existing construction and equipment standards for small passenger vessels.

The standards would apply to over 5,200 vessels including ferries, sight-seeing, excursion and dinner cruise boats, charter and party fishing boats, dive boats, and offshore oil industry crew boats.

The proposed changes would simplify the small passenger vessel requirements and update them to accommodate the advanced technology, larger size and increased passenger capacity of the small passenger vessels that are now being built.

The proposal would cover certain lifesaving equipment; promote increased use of fire retardant materials; and establish new upper thresholds for vessel length and passenger capacity above which certain construction and equipment requirements would apply.

Public hearings have been scheduled at the following locations on the dates indicated:

- New London, Conn. Monday, April 11 -- U.S. Coast Guard Academy, Dimick Hall, 15 Monegan Ave.
- Seattle Monday, April 18 -- Stouffer Madison Hotel, East Room, 515 Madison St.,
Tel.: (800) 468-3571
- Chicago Saturday, April 23 -- Executive House Hotel, Picasso Room, 71 East Wacker Dr.,
Tel.: (312) 346-7100

- more -

- Annapolis, Md. Wednesday, April 27 -- U.S. Naval Station, Recreational Bldg. 89, Bennion Road
- Tampa Monday, May 2 -- U.S. Naval Reserve Center, Auditorium Bldg., 1325 York St.
- Cincinnati Monday, May 9 -- Radisson Inn Airport, Greater Cincinnati International Airport, Concord Room A & B, Tel.: (606) 371-6166
- Long Beach, Calif. Friday, May 27 -- Renaissance Hotel, Sicilian Ballroom, 111 East Ocean Blvd., Tel.: (310) 437-5900

The hearings are scheduled for 10:00 a.m. until 5:00 p.m. Individuals interested in making oral statements should register with the Coast Guard at least two days prior to the date of the hearing.

To register, write 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 or telephone (202) 267-1477.

Specifics related to the public hearings may be found in today's Federal Register. For more information or copies of this rulemaking, contact Lt. Cmdr. Marc C. Cruder, Project Manager, Merchant Vessel Inspection and Documentation Division (G-MVI), or call (202) 267-1181.

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FOR IMMEDIATE RELEASE
Friday, March 25, 1994

CG 08-94
Contact: James O'Dell
Tel.: (202) 267-6491

COAST GUARD PROPOSES RULES TO IMPLEMENT SECURITY PRACTICES FOR CRUISE SHIPS

The U.S. Coast Guard today proposed rules that would require cruise lines and the terminals they use to implement recommended security practices for cruise ships.

In 1986, the International Maritime Organization published security practices for such ships, and since 1987, compliance with them has been voluntary. Under the proposed regulations, compliance would become mandatory.

The Notice of Proposed Rulemaking (NPRM) provides for mandatory equipment and performance standards, and establishes procedures to protect passenger security. The proposed rules would also require that security surveys and security plans be developed.

All passenger vessel and terminal plans will focus on security lighting, alarms and communication systems, the screening of baggage, cargo and ship stores, the identification, training and implementation of security operating procedures, as well as other initiatives that affect the safety and welfare of passengers during all phases of their cruise.

The provisions of the proposal apply to passenger vessels over 100 gross tons that carry more than 12 passengers and are on the high seas for more than 24 hours, and to the terminals that serve them.

Comments on the NPRM, published in today's Federal Register, should be sent 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 or by telephone at 202/267-1477. The comment period ends June 23, 1994.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 30, 1994

CG 10-94
Contact: Jack O'Dell
Tel.: (202) 267-6491

COAST GUARD TO CONTINUE OPERATING
ICEBREAKER MACKINAW ON THE GREAT LAKES

The U.S. Coast Guard today announced that after extensive dialog with members of Congress, shippers and the Department of Transportation, it will continue to operate the icebreaker USCGC MACKINAW on the Great Lakes.

Last year, Congress suspended funding of the MACKINAW after June 30, 1994. In order to continue operating the icebreaker, the Coast Guard intends to reprogram current fiscal year funds to meet operational and maintenance costs for the icebreaker through the end of this fiscal year. Congressional leaders have announced their intention to restore funding for an additional year ending Oct. 1, 1995.

The MACKINAW was designed and constructed by the Toledo (Ohio) Shipping Company of Toledo, Ohio in 1944 for service on the Great Lakes. The Coast Guard had considered decommissioning the vessel due to its advanced age and the high cost of its maintenance and operation.

During the next year, the Coast Guard will work with Great Lakes' officials and Congress to study and determine reasonable alternatives for keeping Great Lakes shipping open during the winter months.

Adm. J. William Kime, Commandant of the Coast Guard said, "The Coast Guard is always receptive to the established needs and welfare of the public it serves, and is especially sensitive to those needs that directly affect the economic conditions and safety of its constituency."

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News:

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

FOR IMMEDIATE RELEASE
Monday, April 18, 1994

CG 12-94
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD TO TEST POLLUTION TICKET PROGRAM FOR OIL SPILLS

The U.S. Coast Guard today announced that it has initiated a pilot program to issue "tickets" for oil spills of less than 100 gallons and for other violations of pollution prevention regulations.

The six month program will be conducted in the port areas of Charleston, S.C., Galveston, Texas, and Long Beach, Calif.

The Coast Guard developed the pollution "ticket" -- notice of violation (NOV) -- program to enhance the effectiveness of its environmental enforcement policies. The Coast Guard said that these measures will help preserve and protect the marine environment and improve maritime safety.

The program does not change the Coast Guard's investigative procedures but the investigating officer will now have the authority to issue a NOV when there is an apparent violation and the responsible party is known.

The program allows the violator to be "ticketed" immediately and made aware of possible civil penalties associated with the citation. The violators will then have the option of paying a proposed penalty within 30 days to close the case or requesting a hearing. For cases where the violation is clear and the violator accepts the penalty, the process will be dramatically streamlined by the elimination of numerous additional steps.

Information on the pilot program was published in the April 7, 1994 Federal Register. Comments should be mailed to the Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 or phone (202) 267-1477. For additional information, call (202) 267-6714. At the end of the six-month comment period, all information, comments and recommendations will be evaluated.

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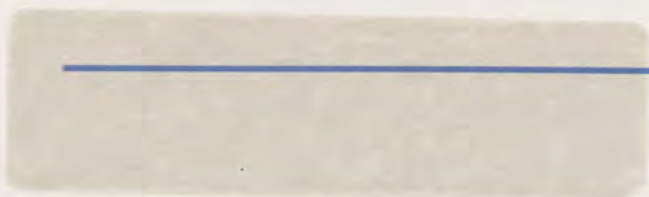


U.S. Department of
Transportation

News:

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

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FOR IMMEDIATE RELEASE
Wednesday, May 11, 1994

CG 13-94
Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD CITES 15 COUNTRIES IN MOVE TO CUT SUBSTANDARD SHIPS

The U.S. Coast Guard today released the names of 15 countries whose ships will be targeted for increased safety inspections when in U.S. waters. The list was developed at the direction of Congress.

The countries are Paraguay, Dominican Republic, Belize, Peru, St. Vincent and the Grenadines, Ecuador, Venezuela, Honduras, Argentina, United Arab Emirates, Malta, Vanuatu, Cyprus, India and the Bahamas.

The action, part of a U.S. initiative which formally began on May 1, is designed to eliminate substandard foreign-flag ships from U.S. waters. The initiative grew out of concern over the threat posed to U.S. ports and the environment by substandard foreign-flag shipping.

The initiative sets boarding priorities based on the performance records of ship owners, classification societies and flag states. The countries listed were found to have higher than average rates of substandard ships.

The increased attention directed at substandard ships has resulted in more foreign-flag ships being detained in the U.S. under the authority of various international conventions. In the first six months of fiscal year 1994, the U.S. exceeded the number of interventions carried out in all of fiscal year 1993.

The initiative is expected to encourage those responsible for substandard ships to either cease operations in U.S. waters or adopt management practices that ensure compliance with accepted standards.

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U.S. Department of
Transportation

News:

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

CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Wednesday, May 25, 1994

CG 14-94
Contact: Richard Rounsevelle
Tel.: (202) 267-0984

COAST GUARD PUBLISHES BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced nine boating safety recall campaigns now being conducted by boat manufacturers.

The recalls involve possible fuel tank leaks, fuel tanks improperly supported and problem circuit breakers that could cause fires or explosions. The recalls also include boats found to have insufficient foam for level flotation and incorrect weight capacity plates, which could cause the boats to fail to float level if overloaded or if swamped.

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

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.

Richard Rounsevelle, chief of the Coast Guard's boating standards 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 campaigns, and who have not received a recall notification, should contact the dealer to have the problem corrected. Anyone who wants to know if their vessel is involved in a recall should telephone the toll-free Coast Guard Hotline -- 1-800-368-5647 (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. 940015T

MANUFACTURER'S NAME: Blue Water Boats, Inc.

HOME OFFICE ADDRESS: P.O. Box 70091, Eugene, Ore. 97401

HOME OFFICE TELEPHONE NUMBER: (503) 741-1111

MODEL YEAR: 1993

MODEL: 17 and 19 foot I/O aluminum boats

HULL NO.: Not available

SAFETY DEFECT: Fuel tank mounting has no bottom support. If a tank should break loose there is a possibility of fire or explosion. The tank manufacturer's position is that 23 and 29 gallon fuel tanks installed in aluminum boats must be supported, not just by welded tabs, but by support on the bottom. To provide this additional safety, Blue Water will change the installation on these fuel tanks to include bottom support, at no cost to the owners.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer for correction at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 76

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 76

REMARKS: The manufacturer discovered the defect and voluntarily initiated a recall campaign. The campaign began February 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930181S

MANUFACTURER'S NAME: Diamond Craft Boats Co.

HOME OFFICE ADDRESS: 3203 Arendell St.
Morehead City, N.C. 28557

HOME OFFICE TELEPHONE NUMBER: (919) 726-9863

MODEL YEAR: 1989 thru 1993

MODEL: 17' Diamond Craft OB Fishing Boat

HINS NO.: 1989 -- 007/11 to 013
1990 -- 016/19 to 021/27
1991 -- 028/031 to 033/038
1992 -- 039 to 050
1993 -- 051 to 053

SAFETY DEFECT: Boats may have insufficient foam installed to provide required level flotation. Boats could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have sufficient foam added and to get a new capacity plate.

NUMBER OF BOATS THAT HAVE THE DEFECT: 53

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 52

REMARKS: The defect was discovered in Coast Guard testing and the manufacturer initiated a recall campaign. The campaign began March 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920374T

MANUFACTURER'S NAME: Nissan Marine and Power Products

HOME OFFICE ADDRESS: c/o Nissan Industrial Equipment Co.
240 N. Prospect St., Marengo, Ill. 60152

HOME OFFICE TELEPHONE NUMBER: (815) 568-0061

MODEL YEAR: 1990, 1991

MODEL: 5 HP Outboard Engines

NO.: All manufactured between September 1990 and November 1991.

SAFETY DEFECT: A small percentage of the engines sold in Japan developed a tiny leak in the gas tank. No problems are reported with those engines sold in the United States, but the company wishes to eliminate the possibility of fires or explosions, so it is replacing all the metal tanks with plastic tanks.

CORRECTIVE ACTION: Anyone owning one of these outboard engines should take it to the dealer to have the metal tank replaced with a plastic tank. There is no charge to the boat owner.

NUMBER OF BOATS THAT HAVE THE DEFECT: 829

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 687

REMARKS: Manufacturer discovered the defect and voluntarily initiated a recall campaign. The campaign began June 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930182S

MANUFACTURER'S NAME: Northport, Inc.

HOME OFFICE ADDRESS: 39 N. Harding, Gillett, Wis. 54124

HOME OFFICE TELEPHONE NUMBER: (414) 855-2168

MODEL YEAR: 1993

MODEL: MV542, MirroCraft OB 15 foot aluminum jon boat

HULL NO.: See next page

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped. Boater should not use the boat until the correction is made by the dealer.

CORRECTIVE ACTION: Owner should take boat to dealer to have an added pod of foam installed at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 47

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 47

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began October 1993.

Northport, Inc. MV542 Jon Boat

MRR39312G394	MRR35444C292
MRR39555H394	MRR39589H394
MRR37356L293	MRR35592D292
MRR36588H293	MRR36032E292
MRR39418H394	MRR36020E292
MRR39803J394	MRR38021E292
MRR39819J394	MRR36034E292
MRR36436G293	MRR36019E292
MRR37912B393	MRR36474G293
MRR38485D393	MRR36589H293
MRR36970J293	MRR36590H293
MRR36958J293	MRR36971J293
MRR35966E292	MRR37793B393
MRR36003E292	MRR38474D393
MRR35958E292	MRR38473D393
MRR36004E292	MRR39385H394
MRR36005E292	MRR39377H394
MRR35585D292	MRR39382H394
MRR35584D292	MRR39383H394
MRR35527D292	MRR39384H394
MRR35379C292	MRR39420H394
MRR35344C292	MRR39465H394
MRR35378C292	MRR39744I394
MRR35586D292	

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920002S

MANUFACTURER'S NAME: Outboard Marine Corp. (OMC Chris Craft)

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

HOME OFFICE TELEPHONE NUMBER: (708) 689-5567

MODEL YEAR: 1991 AND 1992

MODEL: 232 Crowne I/O

HIN NOS.: CCVGJ121A191 to CCVGJ189E191 and CCVGJ101E192 to CCVGJ108G192

SAFETY DEFECT: Certain of these models, when equipped with optional shorepower, may also have been fitted with a non-ignition protected circuit breaker. This circuit breaker is in the engine compartment. If fuel vapors are present in the engine compartment and the circuit breaker were to trip, a fire or explosion could occur.

CORRECTIVE ACTION: Anyone owning one of these models should take it to the dealer to have the circuit breaker checked. If the circuit breaker is not ignition-protected, the dealer will replace it with a correct circuit breaker at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 42

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 35
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 20

REMARKS: The manufacturer discovered the defect and voluntarily initiated a recall campaign. The campaign began January 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930082S

MANUFACTURER'S NAME: Outboard Marine Corporation

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

HOME OFFICE TELEPHONE NUMBER: (708) 689-5636

MODEL YEAR: 1992, 1993

MODEL: Sea Nymph FM161 OB Fishing Boat

HULL NO.: OMCS0500A292 to OMCS9922F393

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam blocks added under sideliner tops at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 1882

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 696
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1601

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer has initiated a safety recall campaign. The campaign began June 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930153S

MANUFACTURER'S NAME: Outboard Marine Corporation

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

HOME OFFICE TELEPHONE NUMBER: (708) 689-5636

MODEL YEAR: 1992, 1993, 1994

MODEL: Hydra Sports X-260 Bass Boat

HULL NO.: HXS6A1010G192 to HSX6A138I394

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 113

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 68
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 112

REMARKS: Coast Guard testing revealed the safety defect. The company initiated a safety recall campaign. The campaign began February 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 920366S

MANUFACTURER'S NAME: Pro-Line Boats, Inc.

HOME OFFICE ADDRESS: P.O. Box 1348
Crystal River, Fla. 32623-1348

HOME OFFICE TELEPHONE NUMBER: (904) 795-4111

MODEL YEAR: 1991

MODEL: Medallion 16 foot fishing boat

HIN NO.: PLCCA001G091 to PLCCA056G191

SAFETY DEFECT: Capacity label on the boat is overrated. If the boat is overloaded it could capsize or sink if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the correct capacity label mounted.

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

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

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

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated a safety recall campaign. The campaign began August 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 920305S

MANUFACTURER'S NAME: Sea-N-Sport Boat Company

HOME OFFICE ADDRESS: 6065 17th St. East, Bradenton, Fla. 34203

HOME OFFICE TELEPHONE NUMBER: (813) 753-9429

MODEL YEAR: 1992

MODEL: 160 Gull Wing O/B

HULL NO.: XXN16238L120 to XXN16238L220

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

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

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

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

REMARKS: Coast Guard testing revealed the safety defect. The company initiated a safety recall campaign. The campaign began June 1992.



U.S. Department of
Transportation

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News:

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

FOR IMMEDIATE RELEASE
Thursday, May 26, 1994

CG 15-94
Contact: Bruce Schmidt
Tel.: (202) 267-0955

**COAST GUARD REPORTS BOATING
FATALITIES AT ALL-TIME LOW**

The number of people killed in recreational boating accidents declined last year to a record low of 800 but the number of reported accidents increased, according to data collected by the Coast Guard.

The Coast Guard's latest statistical report shows that the number of accidental deaths continued a downward trend in 1993 and the fatality rate fell to a record low of 3.9 deaths for every 100,000 recreational boats.

While the record low number of deaths is encouraging, boaters need to be aware that 287 more accidents were reported last year than in 1992. There were 6,335 accidents involving 8,688 vessels in 1993. These accidents resulted in 3,560 injuries and caused \$20.2 million in property damage.

Capsizing and/or falling overboard accounted for the majority of fatalities, and more than 80 percent of those killed were drowning victims. An overloaded boat often contributes to this accident category. Seven out of 10 fatalities occurred on boats 20 feet long or less. Boaters need to know the capacity limitations of their vessels and should wear their life jackets, the Coast Guard said.

Collisions with other vessels was the type of accident most reported in 1993. Such accidents involved 4,727 vessels resulting in 1,290 injuries and \$5.8 million in property damage. Sixty-five percent of all vessels involved in collisions were open motorboats and personal watercraft. Accidents can be avoided if boat operators pay attention, stay alert, follow the rules and are careful even when conditions are ideal. Most fatalities occur in calm waters with light winds and good visibility, according to the Coast Guard.

- more -

Almost half of the fatalities occurred in May, June and July. Many people enjoy boating during the summer months but foolishly consume alcohol during the outings. Alcohol affects the balance, movement and vision of boat operators and passengers. If you operate a boat while intoxicated, you are 10 times more likely to be killed in an accident than you would if sober.

The Coast Guard reports that more people between the ages of 20 and 29 lost their lives while boating last year than any other age group, and 43 victims were 12 or under. In mishaps where the formal instruction of the operator was known, 80 percent of all fatalities occurred on vessels involving those who had no boating instruction.

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 between 8 a.m. and 4 p.m., Eastern time, Monday through Friday.

The statistics for the last five years are:

	1989	1990	1991	1992	1993
Fatalities	896	865	924	816	800
Fatality rate (per 100,000 est. boats)	4.7	4.4	4.6	4.0	3.9
Reported Accidents	6063	6411	6573	6048	6335
Vessels Reported in Accidents	8020	8591	8821	8206	8688
Reported Injuries	3635	3822	3967	3683	3560
Reported Property Damage (millions)	25.2	23.8	24.8	34.8	20.2
Registered Boats (millions)	10.78	11.0	11.06	11.1	11.2
Total Boats (est.) (millions)	19.0	19.5	20.0	20.3	20.6

These and other statistics will be published in Boating Statistics 1993. Copies of the report may be obtained from Commandant (G-NAB-5), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001 or by calling 1-800-368-5647.

U S C G



U.S. Department of
Transportation

News:

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

CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Friday, May 27, 1994

CG 16-94
Contact: Richard Rounsevelle
Tel.: (202) 267-0984

COAST GUARD PUBLISHES INFORMATION ON BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today published information on seven more boating safety recall campaigns.

The recalls involve steering problems with Teleflex Marine boats, mast stability on certain Hunter Marine sailboats and faulty wiring, which could cause severe electric shock, on some vessels built by Duffield Electric boats.

Four of the campaigns involve manufacturers who have gone out of business and whose boats have since been found to have either too little foam, which could keep a boat from floating level if swamped, or incorrectly labeled, which could result in a boat being overloaded and possibly capsizing. Because the manufacturers went out of business before the recalls were complete, the Coast Guard has no way of knowing how many boats have the specific defect.

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

Persons who own any of the models identified in the recall campaigns may call the toll-free Coast Guard Boating Safety Hotline -- 1-800-368-5647 (in the Washington, D.C. area, 202-267-0780) -- for advice on how to proceed in checking for a defect or on how to have it corrected.

Attached are the boating safety recall campaign profiles

- more -

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930134T, 930135T, 930136T, 930137T, 930138T

MANUFACTURER'S NAME: Teleflex Marine, Inc.

HOME OFFICE ADDRESS: 640 N. Lewis Road, Limerick, Pa. 19468

HOME OFFICE TELEPHONE NUMBER: 215-495-7011

MODEL YEAR: 1993

MODEL: Teleflex No-Feedback Helms (SH 4910, SH 4920, SH 91526, SH91257, SS 147, SS 148), models manufactured between January 1, 1993 and June 8, 1993 and installed in various boats that were manufactured between January 1 and June 20 1993. Boat manufacturers involved are: Lund Boat, Crestliner Boat Company, Aquasport Marine Industries, Ranger Boats, and Mastercrafters Corporation.

SAFETY DEFECT: Improperly machined rollers in clutch mechanism of specified models cause a sudden increase in necessary steering effort to the point of giving the boater the impression that the steering is "locked-up." This creates a potential for collision or other hazards.

CORRECTIVE ACTION: Owners of boats with these specified Teleflex No-Feedback helms should check with their dealer and, if necessary, have new rollers installed at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: 719

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 479
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 681

REMARKS: Manufacturer became aware of the defect and voluntarily initiated a recall campaign. The campaign began June 28, 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930114T

MANUFACTURER'S NAME: Hunter Marine Corporation

HOME OFFICE ADDRESS: P.O. Box 1030, Hwy 441, Alachua, Fla. 32615

HOME OFFICE TELEPHONE NUMBER: 904-462-3077

MODEL YEAR: Not available

MODEL: NG11 5/8"

HULL NO.: Hull # 1 thru Hull # 127

SAFETY DEFECT: The Stemball eye fitting, which provides linking connection between the mast and the headstay and contributes to keeping the mast erect, has cracked and parted at the point where the stem connects to the ball. Failure of this part can result in the collapse of the headstay and loss of the mast creating the potential for damage to the boat, rigging and sails, and possible injury to anyone in the path if the mast collapses.

CORRECTIVE ACTION: The manufacturer has mailed a replacement part to each owner of every boat made with this part. The manufacturer also sent a description of the failure, and warning of potential danger, and instructions on how to follow-up on reimbursement expenses. Anyone owning this boat who has not received the replacement should contact the nearest Hunter Marine dealer for replacement of the stemball eye fitting at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 127

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 127
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Unknown

REMARKS: Manufacturer discovered the defect and voluntarily initiated a recall. The campaign began September 30, 1993.

PROFILES OF BOATING SAFETY RECALL CAMPAIGNS
(Manufacturers Out Of Business)

AQUATEC, INC., Grand Rapids, Mich.

COAST GUARD RECALL NO. 920545S

MODEL: 1992 Marvin II

SAFETY DEFECT: Boat failed compliance testing for level flotation and capacity rating. This could cause the boat to fail to float level if swamped.

CREEK CRAFT BOATS, Live Oak, Fla.

COAST GUARD RECALL NO. 920393S

MODEL: 1991 Thirteen Foot Outboard

SAFETY DEFECT: Boat failed compliance testing for maximum weight capacity and level flotation. This could cause the boat to fail to float level if swamped.

DIXIE FIBERGLASS PRODUCTS, Wintergarden, Fla.

COAST GUARD RECALL NO. 930265S

MODEL: 1993 SFT 14' Islander Fishing Boat

SAFETY DEFECT: Boat failed compliance testing for maximum weight capacity and level flotation. This could cause the boat to fail to float level if swamped.

SHELBY BOAT WORKS, Virgie, Ky.

COAST GUARD RECALL NO. 920500S

MODEL: 1992 Thundercraft 6000 TX

SAFETY DEFECT: Boat failed compliance testing for maximum weight capacity. This could cause the boat to capsize if overloaded.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 940016T

MANUFACTURER'S NAME: Duffield Electric Boat Co.

HOME OFFICE ADDRESS: 670 West 17th St. Costa Mesa, Calif. 92627

HOME OFFICE TELEPHONE NUMBER: (714) 645-6812

MODEL YEAR: 1993 and 1994

MODEL: Duffy 21, Duffy 18, Duffy 16 Electric Boats

HULL NO.: Duffy 21 DFFD1031A393 to DFFD1054I394
Duffy 18 DFFD8380A393 to DFFD8445H394
Duffy 16 DFFD6020E393 to DFFD6021G393

SAFETY DEFECT: Defect in wiring harness whereby small ground wire coming from the charger going to the green indicator light on the dash may be connected at the 12-volt grounding strip resulting in an introduction of AC power (AC/DC crossover) into the 12-volt grounding wires when the charger is "on." There is a possibility of an electric shock of 60 AC volts if the boater touches any bare metal in the 12-volt system, such as a wire or terminal, while the charger is on.

CORRECTIVE ACTION: Owners should contact the dealer and make an appointment to have dealer come to the boat and install a replacement part. Or owner could take boat to the dealer for replacement part.

NUMBER OF BOATS THAT HAVE THE DEFECT: 89

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 64
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 52

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began February 17, 1994.



U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, June 1, 1994

CG 17-94
Contact: Nick Sandifer
Tel.: (202) 267-0930

ADMIRAL KRAMEK SWORN IN AS
NEW COAST GUARD COMMANDANT

Secretary of Transportation Federico Peña today swore in Vice Adm. Robert E. Kramek as the 20th commandant of the U.S. Coast Guard in ceremonies at Ft. McNair. Kramek relieves Adm. J. William Kime.

"Admiral Kramek's distinguished service well qualifies him to lend his own interpretation to the words 'Semper Paratus'," Secretary Peña said.

At the time Kramek was nominated for the position, he was serving as Coast Guard Chief of Staff in Washington, D.C. In the selection of a commandant, the Secretary of Transportation recommends a flag-officer to the President. The President then sends the nomination to the Senate for approval.

Kramek has held a variety of shore and at-sea commands since graduating with honors from the Coast Guard Academy in 1961. He was coordinator of the war on drugs in the Caribbean and, as commander of the Haitian Migration Task Force, led the interdiction and rescue of 37,000 Haitians.

Kramek earned advanced degrees from the University of Michigan, Johns Hopkins University and the University of Alaska and graduated with highest distinction from the Naval War College. He was selected for flag rank in 1986.

A native of New York City and a resident of California, Kramek is married to the former Patricia Havard and they have four children.

- more -

Kime became commandant on May 31, 1990 and will retire with 37 years of service immediately following the change of command ceremonies.

"The things I will remember most about Bill Kime are his humanity, his sense of fairness and his love of the organization and the country he has served," Secretary Peña said.

With more than 40,000 military and civilian men and women, the Coast Guard is responsible for safety of navigation on the nation's 25,000 miles of navigable waterways, search and rescue operations, protection of the marine environment, drug interdiction and enforcement of other maritime laws.

The title of commandant dates from 1923. The rank and title of the head of the Coast Guard before that time was captain-commandant, a term that originated in 1790 with the Coast Guard's predecessor service, the Revenue Cutter Service.

U S C G

U.S. Department
of Transportation

**United States
Coast Guard**

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

Official Business
Penalty for Private Use \$300



U.S. Department of
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News:

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

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FOR IMMEDIATE RELEASE
Thursday, June 9, 1994

CG 18-94
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD SCRAPS JOB COMMITMENT LETTER REQUIREMENT FOR NEW MERCHANT MARINERS

The U.S. Coast Guard today said it is cancelling an obsolete regulation that requires a first-time applicant for a merchant mariner's document to get a letter from a prospective employer.

The cancellation is effective July 5, 1994.

The intent of the regulation, written in 1937, was to ensure that merchant mariners' documents were obtained only for the purpose of pursuing a career at sea. Since all applicants must now present evidence of a drug test and pay an application and issuance fee, the Coast Guard feels that only those interested in a maritime career would apply.

Details are contained in the June 3, 1994 Federal Register. For more information or for copies of the article, call Justine Bunnell at (202) 267-0234 or fax a request to (202) 267-4570.

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U.S. Department of
Transportation

News:

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

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FOR IMMEDIATE RELEASE
Tuesday, June 28, 1994

CONSUMER ADVISORY

CG 19-94
Contact: R. Rounsevelle
Tel.: (202) 267-0984

COAST GUARD PUBLISHES 16 BOATING SAFETY RECALL CAMPAIGNS

The Coast Guard today announced that boat manufacturers are conducting 16 boating safety recall campaigns.

The recalls, according to the Coast Guard, involve faulty control cables, possible fuel tank leaks and missing insulator caps on battery cables, which could cause an explosion or fire. Recalls also include boats with insufficient foam for level flotation and incorrect weight capacity plates, which could cause the boats to fail to float level if swamped or overloaded.

Consumers who own any of the boats involved in these recalls are urged to have the problem fixed promptly by a dealer. The law requires that manufacturers correct the safety defects at no cost to the consumer.

Chief of the Coast Guard's Boating Standards Branch Richard Rounsevelle 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 campaigns, and who have not received a recall notification, should contact the dealer to have the problem corrected. Anyone who wants to know if his/her vessel is involved in a recall should telephone the toll-free Coast Guard Hotline -- 1-800-368-5647 (in the Washington, D.C. area, call 202-267-0780).

Attached are the boating safety recall campaign profiles.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 920391S

MANUFACTURER'S NAME: Carolina Boat Company

HOME OFFICE ADDRESS: 2008B E. Fifth St., Lumberton, N.C. 28358

HOME OFFICE TELEPHONE NUMBER: (919) 739-6408

MODEL YEAR: 1992

MODEL: 1448 Fourteen Foot Plywood Fishing Boat

HULL NO.: CNE00040A292 to CNE00155F292

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat may also have no weight and horsepower capacity label, no certification label or properly displayed HIN number. If the boat is swamped or overloaded, it could capsize or fail to float level.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added and the other corrections made. There is no cost to the boat owner.

NUMBER OF BOATS THAT HAVE THE DEFECT: 31

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 3
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 14

REMARKS: Coast Guard testing revealed the safety defect. The company initiated a safety recall campaign. The campaign began July 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930256S

MANUFACTURER'S NAME: Corrosion Resistant Mfg.

HOME OFFICE ADDRESS: P.O. Box 66163, St. Petersburg, Fla. 33736

HOME OFFICE TELEPHONE NUMBER: (813) 521-1442

MODEL YEAR: 1994

MODEL: Piranha 1400 Flats Skiff

HULL NO.: 011 to 015

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation and in addition the number of maximum persons may be incorrect on the capacity label. Boat could fail to float level if swamped or boat could capsize.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added and the capacity plate corrected at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 5

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 3
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 3

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began March 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930113S

MANUFACTURER'S NAME: Fantasy Boats Inc.

HOME OFFICE ADDRESS: 1 Allegheny Square, Glassport, Pa. 15045

HOME OFFICE TELEPHONE NUMBER: (412) 672-4550

MODEL YEAR: 1993

MODEL: F-13 Outboard

HULL NO.: FBNA0002F292 to FBNA0001E393

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 138

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 99

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began June 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 940120T

MANUFACTURER'S NAME: Four Winns Boats (Outboard Marine Corp.)

HOME OFFICE ADDRESS: 4 Winn Way, Cadillac, Mich. 49601

HOME OFFICE TELEPHONE NUMBER: (616) 775-1351

MODEL YEAR: 1991 and 1992

MODEL: 180 Freedom/190 Horizon

HULL NO.: Not available at time of publication

SAFETY DEFECT: Some of these models were built with installed INCA brand fuel tanks which may leak. Fittings may loosen at the jam nut and cause the fuel pick-up at the gas tank to leak. Gas fumes could build up and cause an explosion or fire.

CORRECTIVE ACTION: The boat owner should not try to repair the problem or operate the boat until the problem is corrected. The boat owner should make an appointment with the dealer to have the repairs done at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began June 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 940121T

MANUFACTURER'S NAME: Four Winns Boats (Outboard Marine Corp.)

HOME OFFICE ADDRESS: 4 Winn Way, Cadillac, Mich. 49601

HOME OFFICE TELEPHONE NUMBER: (616) 775-1351

MODEL YEAR: 1994

MODEL: Fling, Seaswirl Squirt, and Sunbird Sizzler

HULL NO.: Not available at time of publication

SAFETY DEFECT: The fuel primer bulb installed under the helm seat backrest does not meet Coast Guard safety standards and must be removed. As installed, it could cause fuel leakage and possible fire or explosion.

CORRECTIVE ACTION: The manufacturer does not recommend that the boat owner try to remove the fuel primer bulb. Anyone owning one of these boats should take it to the dealer to have the primer bulb removed from the system and a plastic trim board installed over the holes to seal the engine. There is no cost to the boat owner.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began March 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 940122T

MANUFACTURER'S NAME: Four Winns Boats (Outboard Marine Corp.)

HOME OFFICE ADDRESS: 4 Winn Way, Cadillac, Mich. 49601

HOME OFFICE TELEPHONE NUMBER: (616) 775-1351

MODEL YEAR: 1994

MODEL: Four Winns Fling

HULL NO.: Not available at time of publication

SAFETY DEFECT: Boat may have been shipped without an insulator cap for the positive battery cable. If a build-up of gas fumes were to occur in the bilge or engine compartment, a spark from an unprotected battery terminal could cause an explosion or fire.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have an insulator cap installed on the positive battery cable at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began March 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920504S

MANUFACTURER'S NAME: Hirn Craft Products

HOME OFFICE ADDRESS: 901 N.E. Lombard , Portland, Ore. 97211

HOME OFFICE TELEPHONE NUMBER: (503) 289-2732

MODEL YEAR: 1991

MODEL: Hirn Craft 10' Fishing Boat (Dinghy)

HULL NO.: 0002 to 00005

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level or sink if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 4

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 3

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began August 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920350S

MANUFACTURER'S NAME: Key West Boats, Inc.

HOME OFFICE ADDRESS: P.O. Box 399, Route 1, Highway 27
Ridgeville, S.C. 29472

HOME OFFICE TELEPHONE NUMBER: (803) 781-3756

MODEL YEAR: 1992

MODEL: 1750 Sportsman

HULL NO.: Not available at time of publication

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began May 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 930075S

MANUFACTURER'S NAME: Outboard Marine Corp.

HOME OFFICE ADDRESS: 100 Sea-Horse Drive
Waukegan. Ill. 60085-2195

HOME OFFICE TELEPHONE NUMBER: (312) 689-5700

MODEL YEAR: 1993

MODEL: Grumman GV1784TC Aluminum Fish

HULL NO.: OMCS0144C393 to OMCS9732I293

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 74

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 20
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 65

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began July 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920407S

MANUFACTURER'S NAME: Permit Marine, Inc.

HOME OFFICE ADDRESS: 18251 Owl Creek Drive, Alva, Fla. 33920

HOME OFFICE TELEPHONE NUMBER: (813) 995-2281

MODEL YEAR: 1992

MODEL: Back Bay Sportsfisher Bass Boat

HULL NO.: Not available at time of publication

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Capacity plate incorrect. Boat could fail to float level or capsize if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began August 1992.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 920444S

MANUFACTURER'S NAME: Sea Mark Boats

HOME OFFICE ADDRESS: 6585 Towles Road, Wilmington, N.C. 28409

HOME OFFICE TELEPHONE NUMBER: (919) 350-0039

MODEL YEAR: 1992

MODEL: 1604 Fishing Power Boat

HULL NO.: ADLT3901 to ADLT3929

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Incorrect HIN number. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added and HIN number corrected.

NUMBER OF BOATS THAT HAVE THE DEFECT: 29

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 28

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began April 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 920544S

MANUFACTURER'S NAME: Sea-N-Sport Boat Company

HOME OFFICE ADDRESS: 6065 17th St. East, Bradenton, Fla. 34203

HOME OFFICE TELEPHONE NUMBER: (813) 753-9429

MODEL YEAR: 1992

MODEL: 16' Skinny Water

HULL NO.: 247 to 270

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation and capacity label may have overrated horsepower. Boat could fail to float level if swamped or boat could capsize.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began March 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930162S

MANUFACTURER'S NAME: Seasquirt

HOME OFFICE ADDRESS: 950 N.W. 72nd St., Miami, Fla. 33150

HOME OFFICE TELEPHONE NUMBER: (305) 696-3232

MODEL YEAR: 1993

MODEL: 17 CC Sea Strike Fishing Boat

HULL NO.: 101 to 107; 110 to 112; 114 to 123; 125 to 128

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation and in addition the number of maximum persons may be incorrect on the capacity label. Boat could fail to float level if swamped or boat could capsize.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added and the capacity label corrected at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 21

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 21
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 1

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began September 1993.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 11160T

MANUFACTURER'S NAME: Team Warlock Inc.

HOME OFFICE ADDRESS: 1801 W. Railroad St., Corona, Calif. 91720

HOME OFFICE TELEPHONE NUMBER: (714) 279-7850

MODEL YEAR: 1989-1990

MODEL: High Performance Offshore Powerboats

HULL NOS: 20' Ski boat TPI20110E989 to TPI20226F990
23' Watercraft TPI23034C888 to TPI23141K990
24' Euro TPI24031K788 to TPI24128H990
28' Watercraft TPI28039C888 to TPI28131I990

SAFETY DEFECT: Welds fail on the baffles of the fuel tank, made by Williams Model and Machine Company. This allows baffles to flex and crack adjoining tank surface. The tank could begin leaking into the bilge of the boat. Fumes and fuel could possibly ignite and cause fire or explosion.

CORRECTIVE ACTION: The fuel tank should be replaced. Anyone owning one of these boats should take it to the dealer to have the fuel tank replaced at no cost.

NUMBER OF BOATS THAT MAY HAVE THE DEFECT: 78

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

NUMBER OF BOATS POSSIBLY WITH DEFECT STILL UNCORRECTED: 38

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began October 1991.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930258S

MANUFACTURER'S NAME: T. D. Penny Company

HOME OFFICE ADDRESS: 599 Valley Drive, Perry, Ga. 31069

HOME OFFICE TELEPHONE NUMBER: (912) 987-7027

MODEL YEAR: 1993

MODEL: 170 - Sport III Fishing Boat

HULL NO.: 7048, 7069, 7078, 7081, 7085, 7089

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat could fail to float level if swamped.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Coast Guard testing revealed the safety defect. The manufacturer initiated the recall campaign. The campaign began March 1994.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO.: 930202S

MANUFACTURER'S NAME: Ultra Boats

HOME OFFICE ADDRESS: 805 Towne Center Drive, Pomona, Calif. 91767

HOME OFFICE TELEPHONE NUMBER: (714) 482-1250

MODEL YEAR: 1990

MODEL: 18' Jet Ski Boat

HULL NO.: Not available at time of publication.

SAFETY DEFECT: Boat may have insufficient foam installed to provide required level flotation. Boat may not have capacity label. Boat could fail to float level if swamped or capsize if overloaded.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have additional foam added and a capacity plate installed at no charge.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Coast Guard testing revealed the safety defect. The company initiated a safety recall campaign. The campaign began November 1993.



U.S. Department of
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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
Monday, July 11, 1994

CG 20-94
Contact: Lt. j.g. Chuck Diorio
Tel.: (202) 267-0932

COAST GUARD AUTHORIZES CONSTRUCTION OF SECOND JUNIPER CLASS SEAGOING BUOY TENDER

Marinette Marine Corporation of Marinette, Wis. has been authorized by the U.S. Coast Guard to construct a second 225-foot Juniper Class seagoing buoy tender for an estimated \$27 million.

The second buoy tender will be named WILLOW in honor of an earlier Lighthouse Tender that had the same name. Construction of the WILLOW is scheduled to begin before the end of the year with a projected delivery date sometime in 1997.

The first Juniper Class buoy tender, which was awarded on Jan. 28, 1993, is currently under construction at Marinette Marine.

WILLOW will be part of a new fleet of multi-mission seagoing buoy tenders that will replace the aging 180-foot fleet currently in service. The primary mission of the buoy tenders is to maintain and repair more than 50,000 buoys, day markers and lights. These aids to navigation are essential to the safety and welfare of maritime vessels and recreation boats that ply U.S. waters.

Other missions include search and rescue, law enforcement, defense missions and icebreaking. The Juniper Class buoy tenders will also be outfitted with spilled oil recovery systems which provide an additional marine environmental protection capability that does not exist in the current buoy tender fleet.

Where the new ship will make its home port has not yet been determined.

For additional information, contact Coast Guard Public Affairs, 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 of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Thursday, August 18, 1994

CG 21-94
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES TANKER ESCORT RULES TO PREVENT OIL SPILLS

In a move designed to help prevent oil spills, the U.S. Coast Guard has issued a rule requiring all laden, single-hulled oil tankers in Prince William Sound, Alaska and Puget Sound, Wash., to be accompanied by two escort vessels.

Escort vessels reduce the possibility of a grounding or collision if a tanker loses its propulsion or steering system.

The rule was mandated by the Oil Pollution Act of 1990 and applies to single-hulled tankers more than 5,000 gross tons in size. In addition to Puget Sound, the rule applies to the U.S. waters of Rosario Strait, Haro Strait, Boundary Pass, the Strait of Georgia and the Strait of Juan de Fuca east of New Dungeness Point, all in Washington.

The Coast Guard also is evaluating other U.S. waters where single-hulled tankers should be escorted and will be issuing a notice of proposed rulemaking concerning those waters in the near future.

Under the Act, single-hulled tankers and tank barges must eventually be phased out of service from all U.S. waters by the year 2015. The exact phase-out date for a tank vessel is based upon its size and age. Older, larger tankers must be phased out beginning in January 1995.

The rule becomes effective 90 days after publication. For additional information, contact the project manager, Tom Jordan, at 202/267-6751. The notice will be published in the Federal Register. Copies of the notice may be obtained by calling 202/267-6740 or by faxing requests to 202/267-4624. Please include the title "Escort Vessels for Certain Tankers" when requesting copies.

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

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D GRINDER DOT HISTORIAN

FOR IMMEDIATE RELEASE
Thursday, August 25, 1994

CG 22-94
Contact: R. Rounseville
Tel.: (202) 267-0984

COAST GUARD PUBLISHES THREE BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced that Mercury Marine and Tracker Marine are conducting voluntary boating safety recall campaigns.

The Coast Guard said the Mercury Marine recall involves two problems with the Sport Jet 90's jet propulsion drive. One recall campaign concerns the jet unit, which may have loose cable clamp screws. In the second campaign, the jet unit may have loose reverse gate pivot bolts. Either of these problems could cause loss of shift control.

The Tracker Marine recall involves the Pro 18 Sport Jet. This boat may lack the protective boot at the starter solenoid terminal, a condition which could cause a fire or explosion.

Persons who own any of the models identified in the recall campaigns, and who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that manufacturers correct safety defects at no cost to the customer.

Manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known. Sometimes, however, they are unable to maintain a complete and up-to-date mailing list of all owners.

Anyone who wants to know if his/her vessel is involved in a recall or how to get in touch with a manufacturer may phone the toll-free Coast Guard Hotline 1-800-368-5647 (in the Washington, D.C. area, call (202) 267-0780).

The boating safety recall campaign profiles include:

-more-

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940135T

MANUFACTURER'S NAME: Mercury Marine

HOME OFFICE ADDRESS: W6250 Pioneer Road, P.O. Box 1939
Fond du Lac, Wis. 54936-1939

HOME OFFICE TELEPHONE NUMBER: (414) 929-5000

MODEL YEAR: 1990

MODEL: Sport Jet 90 Propulsion Drive Unit

SERIAL NUMBERS: QE021000 through QE038385

SAFETY DEFECT: Shift Cable Clamp Screws Loosen. If screws loosen sufficiently, it could cause a loss of shift control.

CORRECTIVE ACTION: Anyone owning one of these particular Jet Propulsion systems should take it to the Sport Jet dealer to have the problem remedied at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began May 17, 1994. Any boat owner who cannot find a Mercury Marine Sport Jet dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Hotline -- 1-800-368-5647.

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PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940136T

MANUFACTURER'S NAME: Mercury Marine

HOME OFFICE ADDRESS: W 6250 Pioneer Road, P.O. Box 1939,
Fond du Lac, Wis. 54936-1939

HOME OFFICE TELEPHONE NUMBER: (414) 929-5000

MODEL YEAR: 1990

MODEL: Sport Jet 90 Propulsion Drive Unit

SERIAL NUMBERS: QE057883 through QE079055

SAFETY DEFECT: Unit may have loose reverse gate pivot bolts. If a bolt vibrates completely off the unit, it could cause a loss of shift control.

CORRECTIVE ACTION: Anyone owning one of these particular Jet Propulsion systems should take it to the Sport Jet dealer to have the problem remedied at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: Not available at time of publication.

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began May 18, 1994. Any boat owner who cannot find a Mercury Marine Sport Jet dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Hotline -- 1-800-368-5647.

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PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940141T

MANUFACTURER'S NAME: Tracker Marine

HOME OFFICE ADDRESS: 1915-C S. Campbell, Springfield, Mo. 65807

HOME OFFICE TELEPHONE NUMBER: (417) 882-4444

MODEL YEAR: 1994

MODEL: Pro 18 Sports Jet

HULL NO.: OE021000 thru OE038385 and OE057883 thru OE079055 and OE009675 thru OE090228.

SAFETY DEFECT: May have been produced without a protective boot covering the positive battery cable connection at the starter solenoid terminal. Could cause fire or explosion.

CORRECTIVE ACTION: Boater should not operate the boat until the dealer has examined and repaired the problem. The dealer will make the correction at no cost to the boater.

NUMBER OF BOATS THAT HAVE THE DEFECT: 223

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began May 13, 1994. Any boat owner who cannot find a Tracker Marine dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Hotline -- 1-800-368-5447.

U.S. Department
of Transportation

United States
Coast Guard

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

Official Business
Penalty for Private Use \$300



U.S. Department of
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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Monday, August 29, 1994

CG 23-94
Contact: R. Rounsevelle
Tel.: (202) 267-0984

COAST GUARD PUBLISHES TWO BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced that Bombardier Inc. and Mastercraft Boat Company are conducting voluntary boating safety recall campaigns.

The Coast Guard said the Bombardier recall involves starter and battery cables that may become exposed. The exposed cables could make contact with metal and possibly cause sparking or an explosion.

The Mastercraft recall involves a possible damaged gasket seal which may result in a fuel leak which could cause a fire or explosion.

Persons who own any of the models identified in the recall campaigns, and who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that manufacturers correct safety defects at no cost to the customer.

Manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known. Sometimes, however, they are unable to maintain a complete and up-to-date mailing list of all owners.

Anyone who wants to know if his/her vessel is involved in a recall or how to get in touch with a manufacturer may phone the toll-free Coast Guard Hotline 1-800-368-5647 (in the Washington, D.C. area, call (202) 267-0780).

The boating safety recall campaign profiles include:

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PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940157T

MANUFACTURER'S NAME: Mastercraft Boat Company.

HOME OFFICE ADDRESS: 100 Cherokee Cove Drive, Vonore, TN 37885

HOME OFFICE TELEPHONE NUMBER: (615) 884-6375

MODEL YEAR: 1994

MODEL: WetJet Duo 200

HULL NO.: WETUSAA5G394 THRU WETUSLB6E494

SAFETY DEFECT: A gasket seal may have been damaged by overtightening during assembly. If damaged, the gasket may allow fuel to leak into the engine compartment, which is a fire and explosion hazard.

CORRECTIVE ACTION: Boater should not use the WetJet until it has been examined and the problem corrected if necessary. Anyone owning one of these boats should take it to the dealer to have the gasket replaced at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 2,081

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

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began June 16, 1994. Any boat owner who cannot find a WetJet Duo boat dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Hotline -- 1-800-368-5647.

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940158T

MANUFACTURER'S NAME: Bombardier Inc.

HOME OFFICE ADDRESS: 180 Dufferin, Granby Quebec, Canada J2G 4X3

HOME OFFICE TELEPHONE NUMBER: (514) 532-2211

MODEL YEAR: 1994

MODEL: Speedster Sea-Doo Jet Boat

SERIAL NUMBERS: ZZN07007A94 TO ZZN07446F494

SAFETY DEFECT: Starter and battery cables may rub against the fuel filter bracket and chafe the cable insulation. An exposed cable in contact with a metal part could result in sparking which, when coupled with gasoline or battery fumes, may cause an explosion.

CORRECTIVE ACTION: Anyone owning one of these boats should take it to the dealer to have the cables re-routed and tie-wrapped at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 273

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 54
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: Manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began July 7, 1994. Any boat owner who cannot find a Bombardier Sea-Doo Jet boat dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Hotline -- 1-800-368-5647.



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FOR IMMEDIATE RELEASE
Thursday, September 1, 1994

CG 24-94
Contact: Nancy Campbell-Jones
Tel.: (202) 267-6717

COAST GUARD ALERTS RECREATIONAL VESSEL OWNERS OF RVF CHANGES

The U.S. Coast Guard today announced changes that will occur on Oct. 1, due to the repeal by Congress of the Recreational Vessel Fee (RVF) program.

When the program is terminated:

- o RVF decals will no longer be required;
- o Telephone calls to the 1-800-848-2100 and 1-800-678-2715 teleservicing numbers, used for ordering decals and receiving customer service, will be automatically forwarded to U.S. Coast Guard Headquarters;
- o Written decal orders will be returned to the sender by the U.S. Postal Service marked, "RETURN TO SENDER - RVF LAW REPEALED."

The U.S. Coast Guard Hotline, 1-800-368-5647, is available to answer questions and provide general information to consumers and all Coast Guard units.

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FOR IMMEDIATE RELEASE
Wednesday, September 7, 1994

CG 25-94
Media Contact: Rick Meidt
Tel.: (202) 267-2109

NEW COMMENT PERIOD, HEARINGS SET FOR PASSENGER SHIP SECURITY RULE

The U.S. Coast Guard today scheduled public hearings and extended the comment period on a proposed rule dealing with security for passenger vessels, including cruise ships, and the passenger terminals they use.

The public hearings will be held on Friday, Sept. 16, in Seattle, Monday, Sept. 19, in Juneau, Alaska and on Wednesday, Sept. 21, in Fort Lauderdale, Fla. The hearings will begin at 9:00 a.m. and end at 4:00 p.m.

The hearing in Seattle will be held at the Headquarters of the Port of Seattle, Commissioners Chambers, Pier 69, 2711 Alaskan Way. In Juneau, it will be held at Centennial Hall, 101 Egan Drive and in Fort Lauderdale at the Port Everglades Port Authority, Cruise Terminal 26, 2026 Eller Drive.

On March 25, the Coast Guard proposed to require mandatory equipment standards, performance standards and procedures for security against possible acts of terrorism on certain passenger vessels and the passenger terminals they use.

Passenger vessels of over 100 gross tons carrying more than 12 passengers on voyages of more than 24 hours on the high seas and the associated passenger terminals would be affected by the rule.

Since 1987, compliance with security practices has been voluntary but under the new rule would become mandatory.

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The extended comment period will end Nov. 30. Comments must be mailed before that date to the Executive Secretary, Marine Safety Council (G-LRA, 3406) [CGD 91-012], U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001, or call (202) 267-1477.

For additional information, contact Lt. Cmdr. Mark O'Malley, Office of Marine Safety, Security and Environmental Protection (G-MPS-3), Room 1108, (202) 267-0491.

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**United States
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FOR IMMEDIATE RELEASE
Monday, September 26, 1994

CG 26-94
Media Contact: Frank Jennings
Tel.: (202) 267-0931

**COAST GUARD RULE REQUIRES FIVE-YEAR
RENEWAL OF MERCHANT MARINER DOCUMENTS**

The U.S. Coast Guard has issued a final rule that requires certificates of registry and merchant mariner's documents to be renewed every five years and establishes user fees for acquiring such credentials and renewing them.

The rule, mandated by the Oil Pollution Act of 1990 and the Omnibus Budget Reconciliation Act of 1990, helps the Coast Guard ensure that the personnel serving on vessels continue to be qualified for the positions they fill.

The rule will be published in the Sept. 27 Federal Register. Copies may be obtained by calling (202) 267-0238 or by faxing requests to (202) 267-4570. For additional information, call Justine Bunnell at (202) 267-0238 or write to Commandant (G-MVP-1), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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FOR IMMEDIATE RELEASE
Friday, October 7, 1994

CG 27-94
Media Contact: Nick Sandifer
Tel.: (202) 267-0930

COAST GUARD ISSUES RULES FOR SHIPBOARD OIL POLLUTION-EMERGENCY PLANS

The U.S. Coast Guard today issued regulations requiring that certain U.S.-flag ships carry approved shipboard oil pollution emergency plans on-board to improve their response capabilities and minimize the environmental impact of oil spills.

The regulations apply to U.S.-flag oil tankers of 150 gross tons or more as well as all other U.S.-flag ships (not tankers) of 400 gross tons or more. The plans must cover contingencies from suspected spills to discharges of the complete cargo.

The rule implements international requirements of Regulation 26, Annex I of MARPOL 73/78 which became effective for new U.S. ships on April 4, 1993, and will become effective for existing U.S. ships on April 4, 1995.

The rule also requires foreign oil tankers of 150 gross tons or more and other foreign ships of 400 gross tons or more to carry evidence of compliance with the regulation when in the navigable waters of the United States.

The Coast Guard said Regulation 26 requires that plans be prepared according to guidelines developed by the International Maritime Organization (IMO) and consist of an outline of procedures for reporting pollution incidents; a list of authorities or persons to be contacted in the event of an incident; a detailed description of the actions to be taken immediately by persons on board to reduce or control the discharge of oil following an incident, and; a procedure for coordinating response efforts with national and local authorities.

- more -

Some of the provisions in this rule are similar to those of the vessel response plan (VRP) interim final rule (IFR) published Feb. 5, 1993, under the Oil Pollution Act of 1990. However, Regulation 26 requirements are not as demanding as those established by the VRP IFR and will not require formalized arrangements such as pre-executed contracts at each port a ship enters.

The OPA 90 VRP IFR allows for the submission of a vessel response plan which complies with OPA 90 and Regulation 26 response plan requirements. Tank vessel owners or operators interested in developing a combined shipboard oil pollution emergency plan and vessel response plan should refer to the OPA 90 VRP IFR for guidance.

The final rule was published in today's Federal Register. For copies of the rule, call (202) 267-6740 or fax requests to (202) 267-4085. For more information, call Lcdr. Mike Smith at (202) 267-2611 or write Commandant (G-MEP-2), U.S. Coast Guard Headquarters, 2100 Second St., S.W., Washington, D.C. 20593-0001.

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FOR IMMEDIATE RELEASE

Tuesday, October 11, 1994

CG 28-94

Contact: Frank Jennings

Tel.; (202) 267-0930

**COAST GUARD ANNOUNCES VESSEL
DOCUMENTATION CENTRALIZATION SITE**

The U.S. Coast Guard today announced that its centralized Federal Vessel Documentation Program will be located in Martinsburg, W.Va., at the agency's Operations Systems Center. The Coast Guard expects to complete the consolidation during the last quarter of Fiscal Year 1995.

The centralization will culminate a process begun in 1983 when the Coast Guard reduced the number of vessel documentation offices nationwide from more than 100 to 15. It increases efficiency, reduces overhead costs and allows the implementation of new technology that improves commercial and recreational customer service.

Vessel documentation is a form of national registration for vessels which serves to establish a vessel's nationality and qualification to be employed in specified trades, such as fisheries or coastwise service.

The federal program has existed from the days of the First Congress of the United States and was developed to ensure unencumbered interstate and international commerce. Today the Vessel Documentation Program also operates a document recording function which provides evidence of vessel ownership, mortgages and liens. Annually, some 130 vessel document personnel conduct 240,000 transactions for approximately 180,000 U.S.-flag vessels.

On Jan. 1, 1994, the Coast Guard modified applicable federal regulations relating to vessel documentation in order to simplify the application process. Applicants are no longer required to appear at a documentation office to take an oath or fill out paperwork. Instead, the application and renewal process can be completed by mail and the number of forms required to document a vessel have been reduced significantly.

- more -

The centralized Vessel Documentation Office will permit the Coast Guard to develop the capability to accept electronic application filings and implement file tracking systems using computer generated bar codes.

In the near future, members of the maritime community and the public will deal with one office only. This will reduce the inefficiency caused when vessel files are mailed from one location to another.

For more information, contact Coast Guard Public Affairs, U.S. Coast Guard Headquarters, Commandant (G-CP-2), 2100 Second St., S.W., Washington, D.C. 20593-0001 or call 202/267-0931.

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FOR IMMEDIATE RELEASE
Monday, October 17, 1994

CG 29-94
Contact: PAC Frank Jennings
Tel.: (202) 267-0931

U.S. COAST GUARD BEGINS ISSUING REVAMPED MERCHANT MARINER DOCUMENT

The U.S. Coast Guard, taking advantage of today's technology, started issuing a credit card-style Merchant Mariner Document (MMD).

The first MMDs were issued at Coast Guard Regional Examination Centers in Boston, New York, Baltimore, Miami, New Orleans, Houston, San Francisco, Seattle, Charleston, S.C. and Portland, Maine.

The new cards are similar in appearance to the current document but are made of plastic and have a magnetic stripe similar to that found on the back of a credit card. The stripe contains such information as the mariner's name and social security number.

To ensure security and accuracy, only designated Coast Guard personnel at the issuing exam centers are able to change the information contained on the stripe. It will not be possible for shipping companies and unions to alter the information.

Software that will enable the shipping industry and unions to automate shipping articles and certificates of discharge also will be made available by the Coast Guard. The software will permit the electronic transmission of this information to the Coast Guard, shipping companies and unions and allow them to maintain additional company/union related data such as training received and vacation time accrued. The Coast Guard will publish additional information on this software at a later date.

The remaining regional centers will begin issuing MMDs as the system is installed on or before Dec. 1. The monitoring unit at San Juan, P.R., will begin issuing the new MMDs on or about Jan. 3, 1995.

For more information, contact Mrs. Justine Bunnell, Project Officer at (202) 267-0238.

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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, December 13, 1994

CG 32-94
Contact: R. Rounseville
Tel.: (202) 267-0984
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COAST GUARD PUBLISHES THREE BOATING SAFETY RECALL CAMPAIGNS

The U.S. Coast Guard today announced that Mercury Marine and Majek Boatworks are conducting boating safety recall campaigns.

The Coast Guard said that Mercury Marine recalls involve problems with the 1993 and 1994 Sport Jet 90's jet propulsion drive. The jet unit may have loose cable clamp screws or loose reverse gate pivot bolts. Both problems could cause loss of shift control.

The Majek Boatworks campaign involves load capacity plates with missing information that could lead to overloading a boat and possible capsizing.

Persons who own any of the models identified in the recall campaigns, and who have not received a recall notification, should contact the manufacturer to have the problem corrected. The law requires that manufacturers correct safety defects at no cost to the customer.

Manufacturers are required, when a defect is found, to mail a recall notice to all purchasers or owners whose addresses are known. Sometimes, however, they are unable to maintain a complete and up-to-date mailing list of all owners.

Any boater who wants to know if his/her vessel is involved in a recall or how to get in touch with a manufacturer may phone the toll-free Coast Guard Hotline 1-800-368-5647 (in the Washington, D.C. area, call (202) 267-0780). Hearing impaired boaters may call the Infoline TDD (telephone device for the deaf) at 1-800-689-0816 (in the Washington, D.C. area, call 202-267-6707).

Anyone who has a personal computer with a modem may also access and download information on these safety recalls by calling the Coast Guard's new Navigation Information Computer Bulletin Board Service (BBS). The modem number is 703-313-5910. After logging on, enter the Recreational Boating menu.

The boating safety recall campaign profiles include:

-more-

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940135T

MANUFACTURER'S NAME: Mercury Marine

HOME OFFICE ADDRESS: W6250 Pioneer Road, P.O. Box 1939
Fond du Lac, Wis. 54936-1939

HOME OFFICE TELEPHONE NUMBER: (414) 929-5000

MODEL YEAR: 1993 and 1994

MODEL: Sport Jet 90 Propulsion Drive Unit

SERIAL NUMBERS: OE021000 through OE038385

SAFETY DEFECT: Shift Cable Clamp Screws Loosen. If screws loosen sufficiently, it could cause a loss of shift control.

CORRECTIVE ACTION: Anyone owning one of these particular Jet Propulsion systems should take it to the Sport Jet dealer to have the problem remedied at no cost.

NUMBER OF BOATS THAT MIGHT HAVE THE DEFECT: 3603

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 1911
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 3463

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began May 17, 1994. Any boat owner who cannot find a Mercury Marine Sport Jet dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Customer Infoline -- 1-800-368-5647 (in Washington, D.C. area call 202-267-0780). The TDD (telephone device for the deaf) number is 1-800-689-0816 (in Washington, D.C. area call 202-267-6707).

-more-

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940136T

MANUFACTURER'S NAME: Mercury Marine

HOME OFFICE ADDRESS: W 6250 Pioneer Road, P.O. Box 1939,
Fond du Lac, Wisc. 54936-1939

HOME OFFICE TELEPHONE NUMBER: (414) 929-5000

MODEL YEAR: 1993 and 1994

MODEL: Sport Jet 90 Propulsion Drive Unit

SERIAL NUMBERS: OE057883 through OE079055

SAFETY DEFECT: Unit may have loose reverse gate pivot bolts. If a bolt vibrates completely off the unit, it could cause a loss of shift control.

CORRECTIVE ACTION: Anyone owning one of these particular Jet Propulsion systems should take it to the Sport Jet dealer to have the problem remedied at no cost.

NUMBER OF BOATS THAT MIGHT HAVE DEFECT: 4153

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 398
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: 2939

REMARKS: The manufacturer discovered the defect and voluntarily initiated the recall campaign. Campaign began May 18, 1994. Any boat owner who cannot find a Mercury Marine Sport Jet dealer, or who wants information on how to get in touch with the manufacturer, may call the Coast Guard Customer Infoline -- 1-800-368-5647. (In Washington, D.C. area call 202-267-0780). The TDD (telephone device for the deaf) number is 1-800-689-0816 (In Washington, D.C. area call 202-267-6707).

-more-

PROFILE OF BOATING SAFETY CAMPAIGN

COAST GUARD RECALL NO. 940250S

MANUFACTURER'S NAME: Majek Boatworks Inc.

HOME OFFICE ADDRESS: 7001 Avenue E, Rodd Field Village, Corpus Christi, Texas 78414.

HOME OFFICE TELEPHONE NUMBER: (512) 991-3102

MODEL YEAR: 1993 and 1994

MODEL: 16 foot Texas Skiff and 18 foot Red Fish Line

HULL NO.: MJK18T11I393, MJK18T12I393, MJK18T01K394, MJK18T01A494, MJK18T02A494, MJK18T03C494, MJK18T04C494, MJK18T05D494, MJK18T06E494, MJK18T07E494, MJK18T08G494, MJK18T09G494, MJK18T10H494, MJK18T11H494, MJK16T01K394, MJK16T02K394, MJK16T01A494, MJK16T02B494, MJK16T03C494, MJK16T05I393, MJK15003I393, MJK15004I393, MJK15001B494, MJK15002C494, MJK18V05J393

SAFETY DEFECT: The capacity plate does not have the "number of persons" displayed.

CORRECTIVE ACTION: Anyone owning one of these boats who has not been given a new plate by the manufacturer should contact the dealer to have a corrected capacity plate mounted at no cost.

NUMBER OF BOATS THAT HAVE THE DEFECT: 25

NUMBER OF FIRST PURCHASERS NOTIFIED BY MAIL: 25
(retail owners whose whereabouts are known to manufacturer)

NUMBER OF BOATS WITH DEFECT UNCORRECTED: Not available at time of publication.

REMARKS: At a scheduled factory inspection, Coast Guard personnel noted the defect and notified the manufacturer. The campaign began October 26, 1994. Any boat owner who cannot find a Majek dealer, or who wants information on how to get in touch with the manufacturer, may call the toll free Coast Guard Customer Infoline -- 1-800-368-5647. (In the Washington area call 202-267-0780). The TDD (telephone device for the deaf) number is 1-800-689-0816 (in Washington D.C. area call 202-267-6707).

-END-

Commandant
United States Coast Guard

2100 Second St. S.W.
Washington, DC 20593-0001
Staff Symbol: G-NAB-5
Phone: (202) 267-6245

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Dear Boater:

We are required to periodically update our Government mailing lists. If you wish to remain on this boating safety news releases mailing list, please complete the form below with your current name, or company name, and address.

If we do not hear from you within two months, your name will automatically be removed from the news release mailing list.

Fold on line with Coast Guard address out, and seal with tape

NAME _____

COMPANY NAME _____

STREET _____

CITY _____ STATE _____ ZIP CODE _____