2014
Recreational Boating Statistics

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U.S. Department of Homeland Security
U.S. Coast Guard
Office of Auxiliary and Boating Safety

BOAT Responsibly

U.S. Department of Homeland Security

United States Coast Guard

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FOREWORD

Under the authority of Title 46, United States Code, the Inspections & Compliance Directorate has been delegated the responsibility to collect, analyze, and annually publish statistical information obtained from recreational boat numbering and casualty reporting systems. Within the Directorate, the Office of Auxiliary and Boating Safety, Boating Safety Division has National Recreational Boating Safety Program responsibility.

Recreational Boating Statistics 2014, the 56th annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2014 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at www.uscgboating.org.

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Director of Inspections & Compliance

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2014 EXECUTIVE SUMMARY

- In 2014, the Coast Guard counted 4,064 accidents that involved 610 deaths, 2,678 injuries and approximately $39 million dollars of damage to property as a result of recreational boating accidents.
    - The fatality rate was 5.2 deaths per 100,000 registered recreational vessels. This rate represents a 10.6% increase from last year's fatality rate of 4.7 deaths per 100,000 registered recreational vessels.
    - Compared to 2013, the number of accidents increased 0.05%, the number of deaths increased 8.9%, and the number of injuries increased 2.2%.
- Where cause of death was known, 78% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 84% were not wearing a life jacket.
- Where instruction was known, 23% of deaths occurred on boats where the operator had received boating safety instruction. Only 12% percent of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.
- Eight out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Operator inattention, improper lookout, operator inexperience, excessive speed, and alcohol use rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 21% of deaths.
- Twelve children under age thirteen lost their lives while boating in 2014. Seven children or approximately 58% died from drowning. Four children or 57% of those who drowned were wearing a life jacket; two were not required to by state law.
- Where data was known, the most common types of vessels involved in reported accidents were open motorboats (47%), personal watercraft (17%), and cabin motorboats (15%).
- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (47%), canoes (13%), and kayaks (10%).
- The 11,804,002 recreational vessels registered by the states in 2014 represent a 1.7% decrease from last year when 12,013,496 recreational vessels were registered.

Table 1 ▪ 2014 EXECUTIVE SUMMARY

TOP FIVE PRIMARY ACCIDENT TYPES

Accident Rank	Accident Type	Number of Accidents	Number of Deaths	Number of Injuries
1	Collision with recreational vessel	937	40	652
2	Flooding/swamping	463	70	139
3	Collision with fixed object	452	51	355
4	Grounding	359	13	235
5	Skier mishap	292	8	305

VESSEL TYPES WITH THE TOP CASUALTY NUMBERS

Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	178	104	282	1390	1672
2	Personal watercraft	12	22	34	592	626
3	Cabin motorboat	23	16	39	255	294
4	Canoe/kayak	118	15	133	123	256
5	Pontoon	17	0	17	97	114

LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH

Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket		
			Worn	Not Worn	Unknown if worn
1	Drowning	418	64	337	17
2	Trauma	94	32	60	2
3	Cardiac arrest	15	5	10	0
4	Hypothermia	5	2	3	0
4	Other	3	2	1	0

TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS

Accident Rank	Contributing Factor	Number of Accidents	Number of Deaths	Number of Injuries
1	Operator inattention	563	38	370
2	Improper lookout	431	26	321
3	Operator inexperience	391	44	256
4	Excessive speed	282	23	267
5	Alcohol use	277	108	248
6	Machinery failure	255	14	82
7	Navigation rules violation	186	14	147
8	Hazardous waters	185	55	90
9	Weather	174	45	78
10	Force of wave/wake	153	3	142

Mission and Strategic Plan of the National Recreational Boating Safety Program
The mission of the National Recreational Boating Safety (RBS) Program is "to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts".

The Strategic Plan of the National Recreational Boating Safety Program delineates the Program's eleven objectives to reduce casualties which include 1) tracking and increasing the number of educated boaters; 2) delivering effective boating safety messages to target audiences; 3) increasing the number of on-the-water boating instruction recipients; 4) studying and increasing life jacket wear rates; 5) increasing boater knowledge of and compliance with navigation rules; 6) decreasing boating under the influence; 7) decreasing the number of defective vessels; 8) increasing boater compliance with vessel carriage requirements; 9) increasing the accuracy and reporting rates of reportable accidents; 10) conducting research and development of boating safety initiatives; and 11) measuring the effectiveness of non-profit organization grants.

To that end, the data in this report is used in many Strategic Plan measurements. Data is used to measure performance against annual and 5-year casualty goals. Contributing factor data is used to measure navigation rules compliance outlined in Objective 5. Alcohol use as a contributing factor is used to measure boating under the influence in Objective 6. Data collection as a whole is focused upon in Objective 9, Accident Reporting. Further, data is used for research endeavors outlined in Objective 10. To view the Strategic Plan of the Program, please visit the Office's website at http://www.uscgboating.org/content/strategic-plan.php.

Overview of Statistics
This report contains statistics on registered recreational vessels and boating accidents during calendar year 2014. Data used to compile the recreational boating accident statistics come from three sources:

- Boating Accident Report (BAR) data forwarded to the Coast Guard by states with an approved casualty reporting system; and

- Reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational boating accident investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigation data, information is collected from the accident reports filed by boat operators; and

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- Reports received from news media sources for which the Coast Guard did not receive investigative data. The following table reflects the number of accidents, deaths, injuries, and losses of vessels that were captured in news media sources that met reporting requirements for which the Coast Guard did not receive a report.

Table 2 ▪ NEWS MEDIA ACCIDENTS AND CASUALTIES

	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	67	32	35	15	$3,811,445

Major Changes to the Publication
Some of the tables in this edition of the Statistics have changed because of alterations to the content on the Coast Guard's Boating Accident Report (BAR) form. One of the most dramatic changes lies in the cause categories. "Passenger/skier behavior" and "careless/reckless operation" were removed from the latest BAR form because it was believed that the public would not report a negative behavior about themselves. Since these categories were removed from the Coast Guard form, they will not be reported in the national publication. For those jurisdictions that did not use the Coast Guard form to collect information and still used passenger/skier behavior and careless/reckless operation as a cause, the Coast Guard coded their cause according to the choices on the Coast Guard BAR form. An example of

a case where the Coast Guard was able to code one of these causes to one available on the Coast Guard form is as follows: if a jurisdiction had selected "passenger/skier behavior" to describe an accident where an occupant stood up in a canoe which led to the capsizing of the vessel, the Coast Guard coded this cause as "improper loading" instead of "passenger/skier behavior". An example of a case where the Coast Guard was not able to code one of these causes to a cause available on the Coast Guard form is as follows: a passenger on a vessel became injured while jumping out of a vessel while it was in motion. In this case, the Coast Guard coded the accident as "other" and captured "passenger/skier behavior" in the "other accident cause" category. "Careless/reckless operation" was likewise coded such that when applicable, it was coded as "Rules of the Road". In other cases, the cause was coded as "other".

Other changes include a graph that was added on page 18 to reflect the percent of accidents that are fatal by time of day. A graph and table were added on page 48 to reflect the percent of deaths attributed to each vessel type for years 2004-2014. A graph was added on page 51 to reflect the number of injured victims under age 18 by age group and injury type on personal watercraft. A graph and table were modified on page 60 to reflect the motorized fatality rate by year. A table was modified on page 70 to provide fatality rates by state. The boating accident report form on pages (72-77) of this report was revised in September 2011 to reflect the addition of a privacy statement and instructions, as well as a field for the date of birth of the operator and injured victim.

Four of the statistics in the Executive Summary were changed to remove the records where values were unknown. This new calculation method affects the fourth, fifth, eighth, and tenth bullet points. To find information on the number of "unknown" cases excluded, please reference Tables 35 (on page 65), 22 (on page 45), 5 (on page 19), and 7 (on page 24) respectively.

Finally, a series of maps were added to reflect the location of fatal accidents. Figures 12a-e on pages 57-59 plot the location of fatal accidents in the continental United States, Alaska, Hawaii, Puerto Rico and Guam.

Accident Reporting as Required by Federal Law

Under federal regulations (33 CFR Part 173; Subpart C – Casualty and Accident Reporting) the operator of any numbered vessel that was not required to be inspected or a vessel that was operated for recreational purposes is required to file a BAR when, as a result of an occurrence that involves the vessel or its equipment:

1. A person dies; or
2. A person disappears from the vessel under circumstances that indicate death or injury; or
3. A person is injured and requires medical treatment beyond first aid; or
4. Damage to vessels and other property totals $2,000 or more; or
5. There is a complete loss of any vessel.

If the above conditions are met, the federal regulations state that the operator or owner must report their accident to a state reporting authority, abbreviated in this publication as "state". The reporting authority can be either the state where the accident occurred, the state in which the vessel was numbered, or, if the vessel does not have a number, the state where the vessel was principally used. The owner must submit the report if the operator is deceased or unable to make the report.

The regulations also state the acceptable length of time in which the accident report must be submitted to the reporting authority. Boat operators or owners must submit:

1. Accident reports within 48 hours of an occurrence if:
    a. A person dies within 24 hours of the occurrence; or
    b. A person requires medical treatment beyond first aid; or
    c. A person disappears from the vessel.
2. Accident reports within 10 days of an occurrence if there is damage to the vessel/property only.

The minimum reporting requirements are set by Federal regulation, but states are allowed to have more

stringent requirements. For example, some states have a lower threshold for reporting damage to vessels and other property.

Federal Regulations (33 CFR 174.121) require accident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a state or its agent.

The statistics in this publication cover boating accidents reported on waters of joint federal and state jurisdiction and exclusive state jurisdiction. Most states use BAR forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form used for this report is on pages 72-77.

Casualty and Accident Reporting Guidelines
Casualty and accident reporting applies to each "vessel" used by its operator for recreational purposes or vessels that are required to be numbered and are not subject to inspection.

This publication reflects watercraft that have been deemed a "vessel." Terms used to describe the various types of watercraft are: airboat, auxiliary sailboat, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon, raft, rowboat, sailboat, and standup paddleboard. Reports received involving watercraft that have not been determined to be "vessels" to date, such as single unmodified innertubes, have not been included in the statistics in the main body of this report.

"Reportable" Boating Accidents
A vessel is considered to be involved in a "boating accident" whenever a death, missing person, personal injury, property damage, or total vessel loss results from the vessel's operation, construction, seaworthiness, equipment, or machinery.

The following are examples of accident types that are used in this report:

- Grounding, capsizing, sinking, or flooding/swamping.
- Falls in or overboard a vessel.
- Persons ejected from a vessel.
- Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- Water-skiing or other mishap involving a towable device.
- Collision with another vessel or object.
- Striking a submerged object.
- A person struck by a vessel, propeller, propulsion unit, or steering machinery.
- Carbon monoxide exposure.
- Electrocution due to stray current related to a vessel.
- Casualties while swimming from a vessel that is not anchored, moored or docked.
- Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning.
- Casualties from natural phenomena such as interaction with marine life (i.e. carp causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties).
- Casualties where a person falls off an anchored vessel.
- Casualties that result when a person departs an anchored, disabled vessel to make repairs, such as unfouling an anchor or cleaning out the intake of a jet-propelled vessel.

"Non-Reportable" Boating Accidents
Not every occurrence involving a vessel is considered within the scope of the National Recreational Boating Safety Program. The following occurrences involving a vessel may be required to be reported to the state, but for statistical purposes are excluded from this report and are considered "non-reportable" boating accidents:

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.

- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled residential platform or other watercraft used primarily as a residence that is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel (unless the casualty was related to carbon monoxide exposure or stray electric current).
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve watercraft that have not been deemed a vessel.
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occur when the only vessel(s) involved are not required to be numbered and are being used exclusively for racing (exclusion in 33 CFR 173.13(a)).
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

A list of “non-reportable” scenarios and their associated casualty counts can be found in Table 3.

Table 3 Non-Reportable Scenarios with their Casualty Count					
Does not meet Coast Guard policy	Accidents	Deaths	Injuries	Vessels Lost	Damages
A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.	3	3	0	0	$8,000
A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.	2	0	4	0	$3,189
A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.	5	1	4	0	$0
A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.	2	2	0	0	$0
A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.	2	2	0	0	$0
Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.	164	15	128	10	$1,464,528
Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.	1	0	0	0	$10,000
Casualties or damage that occur when the only vessel(s) involved are not numbered and are being used exclusively for racing.	1	0	0	0	$750,000
Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.	3	1	2	0	$0
Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.	10	4	6	0	$0
Casualty or damage that results when the vehicle used for trailering the vessel fails.	2	0	0	0	$22,800
Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.	1	0	0	0	$8,330
Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.	1	0	0	0	$20,000
Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored.	23	0	1	9	$364,901
Property damage occurs to a docked or moored vessel due to theft or vandalism.	2	0	1	1	$5,200
Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.	26	1	1	10	$624,726
Property damage occurs while preparing a vessel for launching or retrieving and the vessel is not on the water and capable/ready for its intended use.	6	0	0	1	$36,562
Does not meet federal reporting requirements	525	0	54	0	$417,229
Total	779	29	201	31	$3,735,465

Use of Statistics
Following are some important points that users of these statistics need to be aware of:

1. An approved casualty reporting system does not include every accident involving a vessel that is being used for recreational purposes. Some accidents are not in the system because they are not required to be reported. Many accidents are not reported because boaters are not aware of the accident reporting regulations or fail to comply with such regulations.

In an attempt to make sure all fatal boating accidents are captured by the casualty reporting system and required data are input into the Boating Accident Report Database (BARD) System, the Coast Guard notifies and provides information from its Marine Information for Safety and Law Enforcement (MISLE) system to state Boating Law Administrators (BLAs) of fatal accidents that occurred in their state. The Coast Guard also sends news media stories to state BLAs on fatal and non-fatal boating accidents that occur in their state to capture accidents that may have been missed.

2. Federal regulations do not require the reporting of accidents on private waters where states have no jurisdiction. Reports of accidents on such waters are included in this report when received by the Coast Guard if they satisfy the other requirements for inclusion.

3. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a report.

4. The fluctuations in non-fatal accident statistics from year to year may be caused by factors other than the change in the total number of recreational boating accidents. A small change in the low reporting rate may cause a relatively large change in the statistics.

The statistics in this publication are based on accident data submitted by reporting states as of March 25, 2015 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

Accident Causes & Conditions

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Explanation of Accident Causes and Conditions Section

The following eighteen tables and figures focus on the causes of accidents with a special focus on alcohol use, the operation and activity at the time of accident, weather and water conditions, vessel information, and the time of accidents.

Percent of Accidents that are Fatal by Month (Figure 1 & Table 4, Page 17)
This table provides information about total accidents, fatal accidents, non-fatal accidents, and deaths. The figure focuses on the percent of fatal accidents by month.

As a background note, fatal accidents are accidents that involve at least one death. For example, a fatal accident could be a capsizing that resulted in three deaths. It was an accident that had at least one death.

Percent of Accidents that are Fatal by Time Period (Figure 2, Page 18)
This table reflects the percentage of accidents that are fatal by time period. The two categories in which accidents are more frequently fatal span the hours between midnight and 4:30am.

Primary Contributing Factor of Accidents & Casualties (Table 5, Page 19)
The "contributing factors" of an accident are the causes of the accident. In the Coast Guard's national accident reporting database, there are allowances for up to four causes. This table reflects the first cause listed for all accidents, deaths and injuries nationwide.

For the purposes of displaying information in a simplified manner, the Coast Guard divided the contributing factor categories into five larger categories: operation of vessel, loading of passengers or gear, failure of vessel or vessel equipment, environment, and miscellaneous. These five categories are situated in the leftmost column of the table and have the total number of accidents, deaths, and injuries associated with each category under the category name.

Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 20)
This table reflects the number of accidents, deaths, and injuries where machinery or equipment failure was listed as a first cause of the accident. The table also delineates the different types of failure that were listed.

Primary Contributing Factor of Accidents (Figure 3, Page 21)
This figure reflects the first cause of accidents for all accidents nationwide.

Primary Contributing Factor of Deaths (Figure 4, Page 22)
This figure reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 5, Page 23)
This figure reflects the first cause listed for all injuries.

Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 24)
This table looks at the number of vessels involved in accidents by vessel type and the primary cause of the accident.

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 2010-2014 (Table 8, Page 25)
This table reflects a tally of all four causes of accidents listed for all national accidents, deaths and injuries.

This table lists accidents where alcohol use by the vessel’s occupants was listed as a direct or indirect cause of the accident. There are other cases in the national database where alcohol use is listed as being involved in the accident but it was not determined to be a cause of the accident.

Vessel Operation at the Time of Accident (Table 9, Page 26)
This table focuses on the vessel operation at the time of the accident. The table lists information about the number of vessels involved, the resulting number of deaths and the resulting number of injuries.

Vessel Activity at the Time of Accident (Table 10, Page 26)
This table examines the vessel and victim activity at the time of the accident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries.

Please note that vessels used for commercial or government activity were included in this recreational boating statistics publication if they were involved in a multi-vessel accident that involved at least one recreational vessel.

Also note that racing was included as an activity because either the vessels involved in racing were not exempted from reporting requirements, or the vessels were involved in a multi-vessel accident that involved at least one recreational vessel.

Weather & Water Conditions (Table 11, Page 27)
This table documents some of the environmental characteristics of accidents. It focuses on accidents, deaths and injuries by type of body of water, water conditions, wind level, visibility, and water temperature.

Time Related Data (Table 12, Page 28)
These three sections independently examine time-related information for accidents, deaths, and injuries. The top section documents the number of accidents, deaths and injuries that occurred during a time frame. The middle section documents the number of accidents, deaths, and injuries that occurred during a given month. Finally, the bottom section documents the number of accidents, deaths, and injuries that occurred during a given day of the week.

Each section examines the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2014. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

Vessel Information (Table 13, Page 29)
This table documents some of the characteristics of vessels involved in accidents. It provides information about the number of accidents, deaths, and injuries by horsepower, year built, length, and hull material.

Rental Status of Vessels Involved in Accidents (Table 14, Page 30)
This table examines whether a vessel involved in an accident was rented. It also provides information on whether deaths and injuries occurred on rented vessels.

Number & Percent of Deaths by Vessel Length (Figure 6 & Table 15, Page 31)
This table focuses on the number of deaths by vessel length. Deaths are categorized into drownings and non-drownings. The table also provides a percentage of all deaths that were caused by drowning.

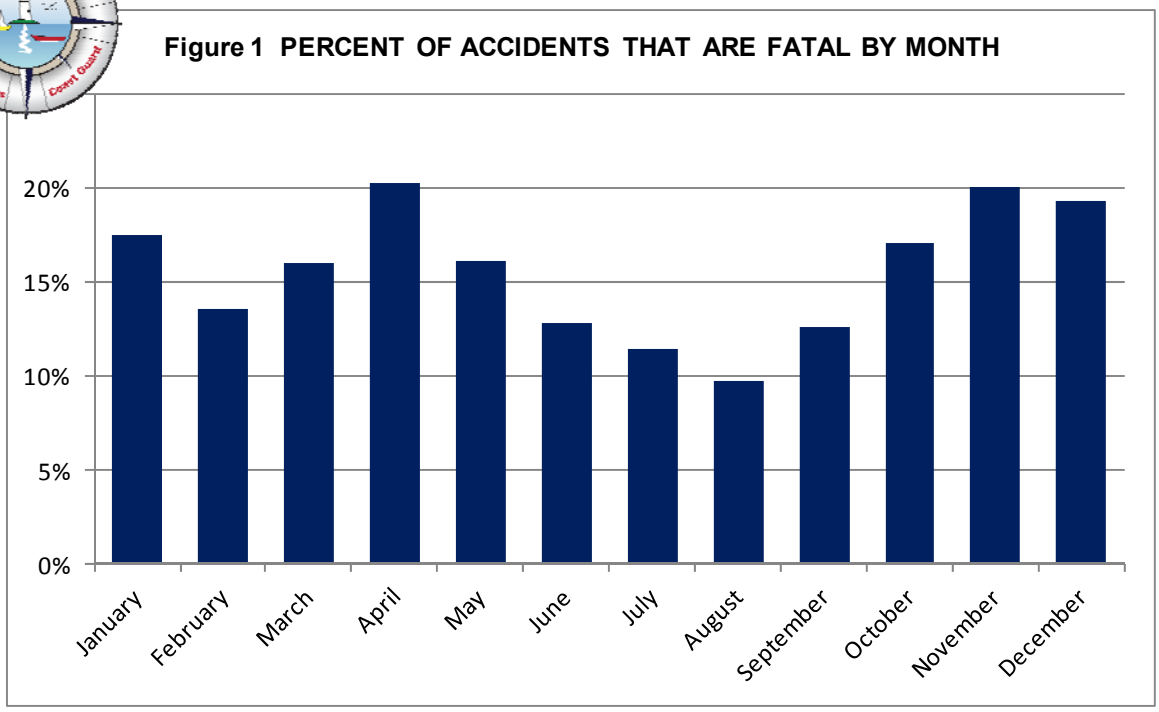


Table 4 ▪ PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH					
Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	11	52	63	17%	12
February	10	64	74	14%	14
March	22	116	138	16%	25
April	47	185	232	20%	52
May	84	439	523	16%	95
June	78	531	609	13%	87
July	110	851	961	11%	121
August	70	653	723	10%	76
September	44	305	349	13%	46
October	34	165	199	17%	34
November	21	84	105	20%	28
December	17	71	88	19%	20
Total	548	3516	4064	13%	610

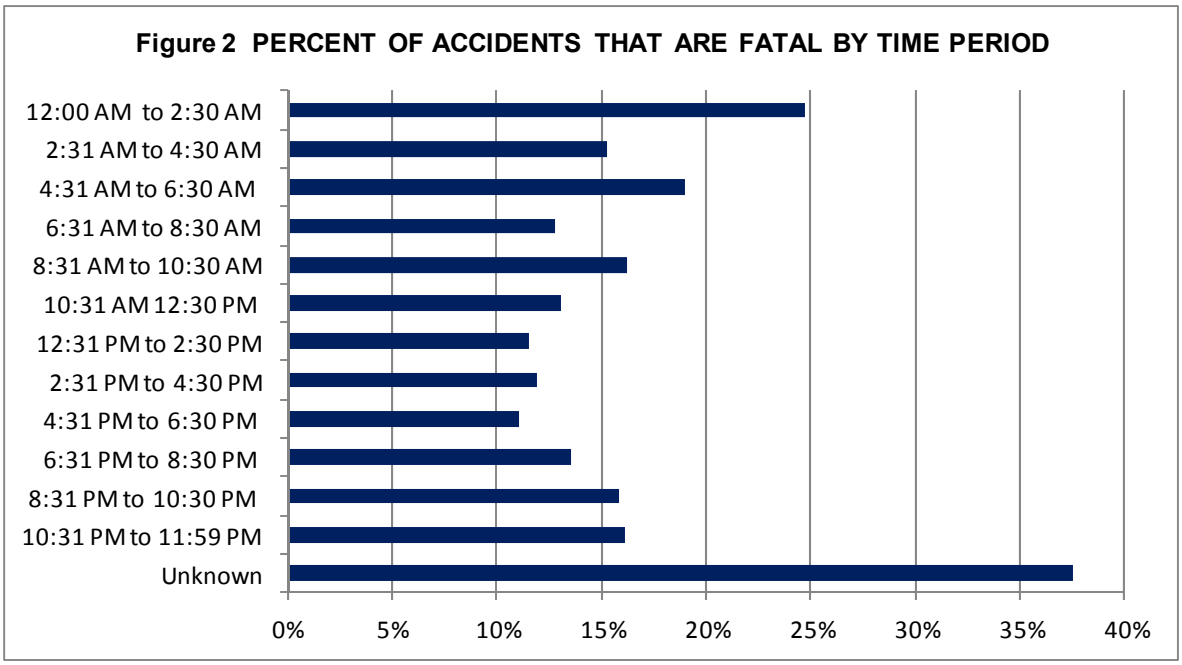


Figure 2 PERCENT OF ACCIDENTS THAT ARE FATAL BY TIME PERIOD
12:00 AM to 2:30 AM
2:31 AM to 4:30 AM
4:31 AM to 6:30 AM
6:31 AM to 8:30 AM
8:31 AM to 10:30 AM
10:31 AM 12:30 PM
12:31 PM to 2:30 PM
2:31 PM to 4:30 PM
4:31 PM to 6:30 PM
6:31 PM to 8:30 PM
8:31 PM to 10:30 PM
10:31 PM to 11:59 PM
Unknown
0%
5%
10%
15%
20%
25%
30%
35%
40%

Table 5 ▪ PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2014

		Accidents	Deaths	Injuries
Operation of Vessel **2289 Accidents** **267 Deaths** **1758 Injuries**	Alcohol use	277	108	248
	Drug use	8	7	6
	Excessive speed	282	23	267
	Failure to vent	35	0	41
	Improper lookout	431	26	321
	Inadequate onboard navigation lights	20	1	11
	Navigation rules violation	186	14	147
	Operator inattention	563	38	370
	Operator inexperience	391	44	256
	Restricted vision	43	1	33
	Sharp turn	49	3	54
	Starting in gear	4	2	4
Loading of Passengers or Gear **158 Accidents** **63 Deaths** **75 Injuries**	Improper anchoring	28	4	7
	Improper loading	50	27	19
	Overloading	51	25	26
	People on gunwale, bow or transom	29	7	23
Failure of Boat or Boat Equipment **383 Accidents** **27 Deaths** **107 Injuries**	Equipment failure	54	7	17
	Hull failure	74	6	8
	Machinery failure	255	14	82
Environment **572 Accidents** **112 Deaths** **338 Injuries**	Congested waters	19	0	8
	Dam/lock	8	8	3
	Force of wave/wake	153	3	142
	Hazardous waters	185	55	90
	Missing/inadequate navigation aid	33	1	17
	Weather	174	45	78
Miscellaneous **662 Accidents** **141 Deaths** **400 Injuries**	Carbon monoxide exposure	1	0	1
	Ignition of fuel or vapor	47	0	37
	Sudden medical condition	15	12	3
	Other	377	27	293
	Unknown	222	102	66
All categories combined		**4064**	**610**	**2678**

Table 6 ▪ MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2014

		Accidents	Deaths	Injuries
Machinery Failure	Electrical system failure	50	0	3
	Engine failure	107	9	29
	Exhaust system failure	2	0	0
	Fuel system failure	27	2	17
	Shift failure	20	0	10
	Steering system failure	17	2	10
	Throttle failure	24	1	6
	Ventilation system failure	2	0	0
	Not specified	6	0	7
Equipment Failure	Auxiliary equipment failure	21	2	10
	Sail dismasting	3	0	0
	Seat broke loose	6	4	1
	Other	20	1	6
	Not specified	4	0	0

Figure 3 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2014

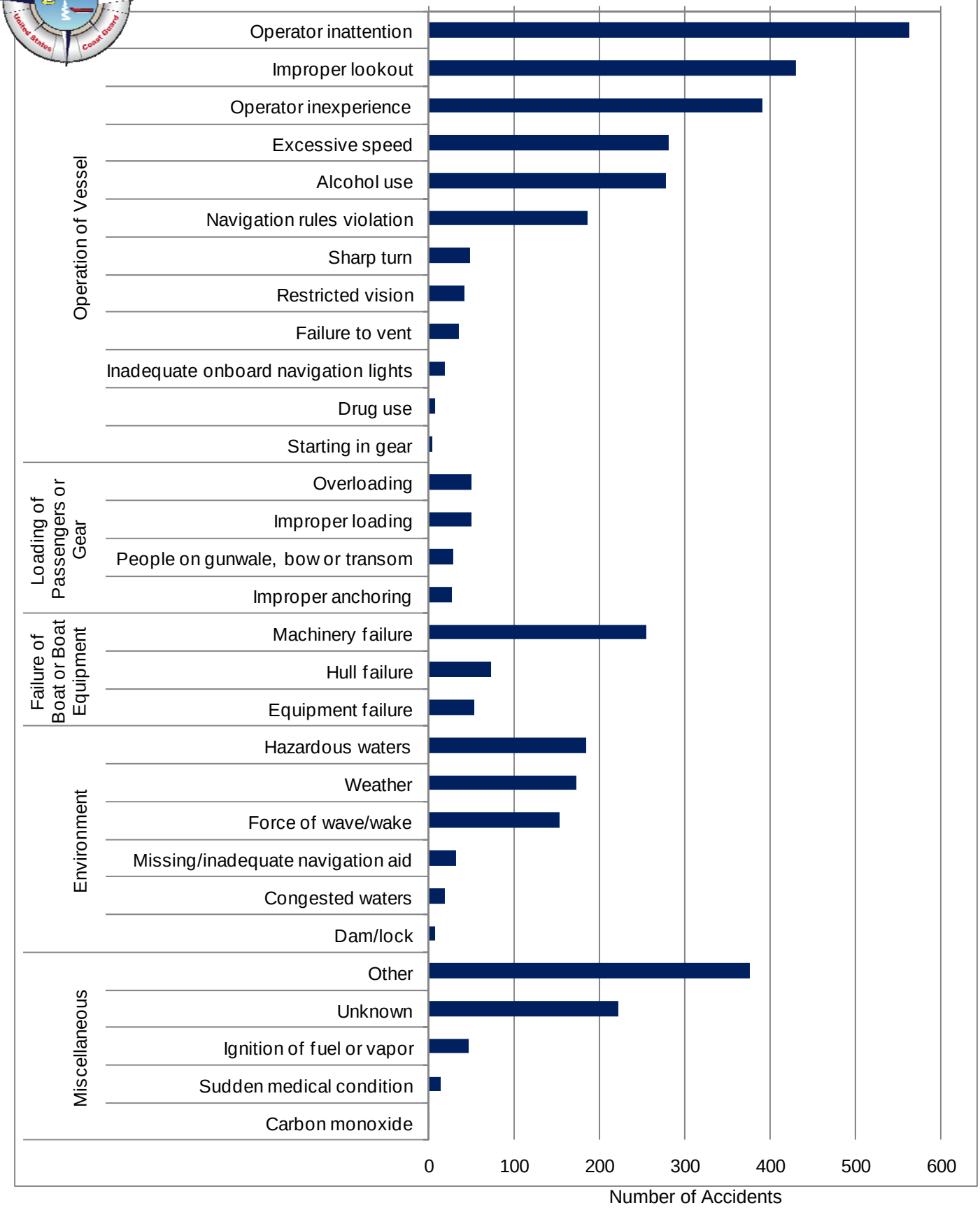


Figure 4 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2014

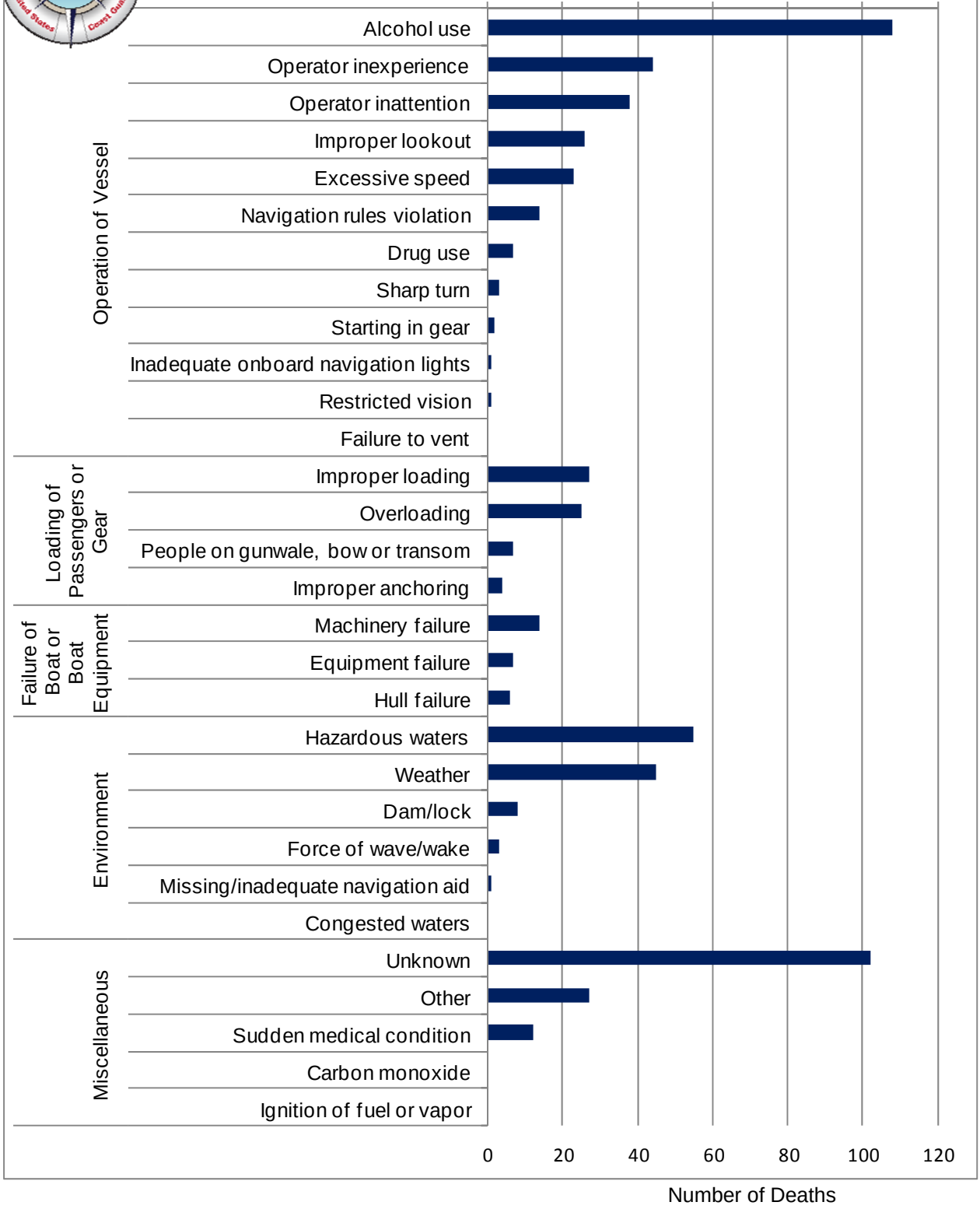


Figure 5 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2014

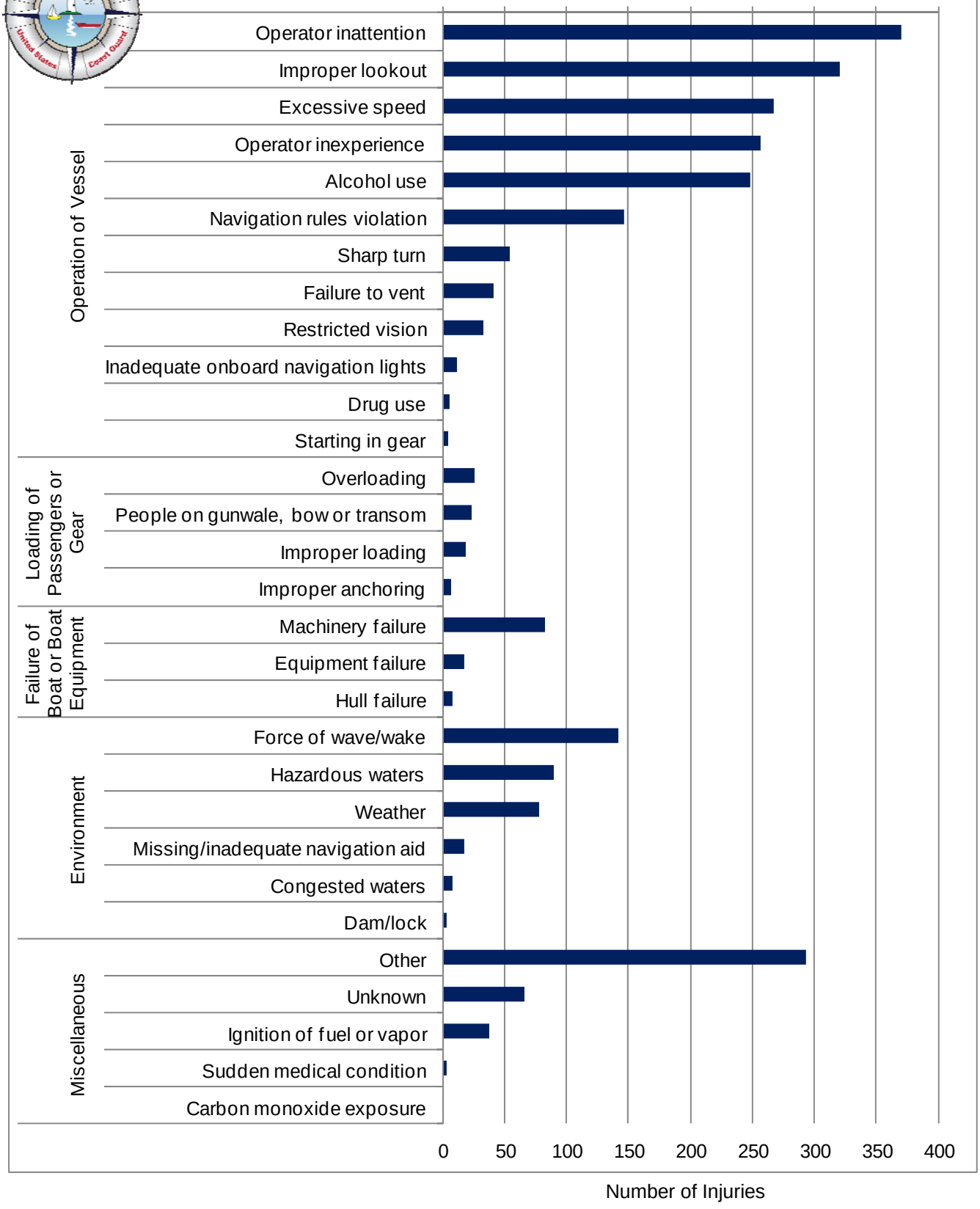


Table 7 • NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2014

All contributing factors	Alcohol use	Carbon monoxide exposure	Congested waters	Dam/lock	Drug use	Equipment failure	Excessive speed	Failure to vent	Force of wave/wake	Hazardous waters	Hull failure	Ignition of fuel or vapor	Improper anchoring	Improper loading	Improper lookout	Inadequate onboard navigation lights	Machinery failure	Missing/inadequate navigation aid	Navigation rules violation	Operator inattention	Operator inexperience	Overloading	People on gunwale, bow or transom	Restricted vision	Sharp turn	Starting in gear	Sudden medical condition	Weather	Other	Unknown
All vessels	342	2	28	9	10	60	447	36	178	198	77	54	37	52	734	40	318	33	325	761	551	52	29	61	51	6	15	204	387	236
Airboat	1	0	2	0	0	0	11	0	0	1	0	0	0	0	3	0	2	0	2	4	5	0	0	3	0	0	0	2	5	1
Auxiliary sailboat	6	0	3	0	0	6	3	1	6	8	2	0	10	0	35	0	19	1	20	60	30	0	0	4	0	1	0	27	5	12
Cabin motorboat	42	0	5	1	0	9	55	12	21	15	15	10	9	2	109	5	113	11	23	128	65	0	1	13	0	1	0	34	38	52
Canoe	18	0	0	1	2	0	1	0	0	16	0	0	1	14	4	0	0	0	2	8	22	6	1	0	0	0	1	3	0	11
Houseboat	1	1	0	0	0	2	7	0	0	3	2	3	1	0	4	0	6	0	1	6	7	0	0	2	0	0	0	14	5	1
Inflatable	4	0	0	0	0	1	0	0	0	13	1	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	1	1	2	2
Kayak	12	0	0	4	1	0	1	0	1	28	1	0	1	5	8	0	0	0	2	3	29	3	0	2	0	0	2	4	5	19
Open motorboat	167	14	4	0	5	38	186	21	105	90	51	31	11	17	320	33	132	18	124	375	162	38	14	31	22	4	10	91	265	77
Personal watercraft	40	0	4	0	0	0	129	2	32	6	1	5	0	4	186	0	27	1	109	107	167	0	0	1	24	0	0	10	24	12
Pontoon	36	0	0	0	2	2	11	0	0	3	3	2	1	1	33	0	9	2	21	36	33	0	11	2	3	0	0	2	30	4
Rowboat	6	0	0	0	0	2	0	0	1	8	0	0	2	8	7	1	0	0	0	8	6	2	2	0	0	0	1	2	2	5
Sail (only)	62	0	0	0	0	0	1	0	1	3	0	0	0	0	7	0	3	0	3	10	15	1	1	1	1	0	0	11	0	5
Sail (unknown)	6	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
Standup paddleboard	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Other	33	6	0	0	0	0	6	0	1	0	1	0	1	0	5	0	3	0	1	3	2	1	0	1	0	0	0	0	1	1
Unknown	139	3	0	0	0	0	35	0	10	2	0	3	0	1	10	1	4	0	14	10	7	0	0	2	1	0	0	1	4	31

Table 8 ▪ ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2010-2014

	Accidents					Deaths					Injuries				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
USA	395	361	368	305	345	154	149	139	94	137	344	306	313	251	302
AL	12	8	11	7	7	5	6	1	4	5	8	11	13	5	9
AK	1	8	2	2	3	1	8	2	4	3	0	0	0	0	0
AZ	9	7	7	7	7	3	0	3	2	1	10	8	7	9	8
AR	2	7	8	5	7	0	4	2	2	2	2	3	10	3	6
CA	15	13	14	17	14	4	3	6	2	5	17	13	13	15	11
CO	1	3	10	4	2	0	0	4	0	0	0	3	8	5	2
CT	4	1	6	2	2	2	0	4	0	1	1	7	4	1	3
DE	2	0	2	1	2	2	0	1	0	0	0	0	1	2	2
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	39	25	30	32	30	15	7	9	10	12	27	24	30	22	29
GA	11	16	8	11	7	5	0	4	4	2	6	18	8	7	7
HI	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
ID	14	7	10	8	4	6	4	2	2	2	11	4	12	8	0
IL	18	18	13	6	17	6	9	5	1	8	18	13	10	3	15
IN	2	7	4	2	10	0	4	0	0	5	0	3	3	2	2
IA	10	2	7	4	6	2	1	7	2	2	6	0	7	0	3
KS	1	3	3	2	1	0	0	1	1	0	0	0	0	1	3
KY	10	4	6	5	11	5	2	2	0	5	10	6	2	6	16
LA	9	6	16	9	20	5	2	6	3	6	13	12	11	12	28
ME	4	6	3	3	5	1	4	1	0	2	7	2	3	2	1
MD	11	12	11	10	7	1	3	4	1	1	10	14	16	5	5
MA	11	5	10	8	5	6	4	5	3	0	3	3	8	6	9
MI	16	11	8	6	8	8	4	1	1	4	11	9	4	4	4
MN	6	8	9	8	8	3	6	3	3	4	2	7	7	5	11
MS	4	4	4	7	2	4	2	1	3	2	1	1	5	5	1
MO	14	9	12	15	16	2	2	2	6	5	11	13	8	20	16
MT	0	1	0	1	3	0	1	0	0	2	0	2	0	0	1
NE	4	4	4	1	1	2	2	1	0	0	4	5	14	2	1
NV	3	4	3	2	6	1	2	0	1	2	2	2	7	1	6
NH	0	2	3	1	2	0	1	2	0	0	0	1	0	4	4
NJ	2	9	6	6	2	2	3	2	0	0	0	2	6	3	3
NM	5	1	3	2	1	6	0	1	0	0	0	0	1	3	1
NY	22	17	16	14	13	4	7	11	6	7	21	19	9	12	7
NC	15	11	11	12	13	6	2	3	4	5	18	8	10	8	11
ND	1	1	2	2	5	1	0	1	1	3	0	0	0	1	3
OH	17	18	10	7	7	8	5	4	1	6	9	21	12	3	0
OK	11	12	8	3	5	5	6	3	3	2	5	6	8	4	5
OR	6	4	1	3	4	1	2	1	3	1	8	1	0	2	5
PA	2	8	9	4	10	1	4	5	1	6	2	2	4	3	9
RI	2	1	1	1	2	2	0	1	0	1	3	0	0	6	0
SC	7	7	14	6	7	4	5	5	4	3	5	3	12	4	5
SD	1	2	1	3	3	0	0	1	0	1	2	1	0	3	1
TN	16	5	6	7	6	8	2	1	3	2	17	6	3	5	7
TX	31	15	21	19	17	8	5	6	5	5	46	8	16	17	12
UT	4	6	1	2	2	1	2	0	1	1	8	5	0	0	1
VT	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
VA	2	5	3	3	6	1	2	1	0	3	5	10	0	3	3
WA	3	14	14	14	9	1	7	6	5	4	6	11	7	8	7
WV	5	4	1	0	5	3	4	0	0	1	1	2	1	0	5
WI	6	19	14	9	12	3	11	8	2	3	4	17	9	9	12
WY	3	1	2	0	2	0	1	0	0	1	3	0	4	0	2
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 9 ▪ VESSEL OPERATION AT THE TIME OF ACCIDENT 2014			
	Vessels Involved	**Deaths**	**Injuries**
Totals	5333	610	2678
At anchor	189	26	60
Being towed	31	1	5
Changing direction	576	27	372
Changing speed	531	30	294
Cruising	2134	159	1312
Docking/undocking	170	7	43
Drifting	581	158	277
Idling	51	3	26
Launching/loading	34	2	12
Rowing/paddling	211	105	118
Sailing	85	15	34
Tied to dock/moored	498	3	58
Towing	25	0	0
Trolling	25	6	10
Other	44	2	10
Unknown	148	66	47

Table 10 ▪ VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2014			
	Vessels Involved	**Deaths**	**Injuries**
Totals	5333	610	2678
Boating/relaxation	3282	284	1789
Commercial	46	0	3
Fishing	684	214	269
Fueling	30	1	24
Government	13	0	3
Hunting	37	13	22
Racing	41	8	18
Repairs	42	3	19
Starting engine	60	1	49
Swimming/snorkeling	70	35	27
Towed watersports	428	12	411
Towing	52	0	3
Whitewater	48	26	28
Other	25	8	12
None; not in operation	409	0	0
Unknown	66	5	1

Table 11 ▪ WEATHER AND WATER CONDITIONS 2014				
		Accidents	**Deaths**	**Injuries**
		4064	610	2678
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	1793	290	1283
	Rivers, Streams, Creeks, Swamps, Bayous	906	182	604
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	955	84	586
	Ocean/Gulf	308	39	161
	Great Lakes (not tributaries)	97	14	43
	Unknown	5	1	1
WATER CONDITIONS	Calm (waves less than 6")	2317	308	1598
	Choppy (waves 6" to 2')	1079	130	723
	Rough (waves 2' to 6')	378	77	198
	Very Rough (waves larger than 6')	55	16	25
	Unknown	235	79	134
WIND	None	393	54	251
	Light (0 - 6 mph)	2235	289	1631
	Moderate (7 - 14 mph)	968	149	569
	Strong (15 - 25 mph)	246	43	118
	Storm (over 25 mph)	45	14	20
	Unknown	177	61	89
VISIBILITY	Poor - Day	55	12	24
	Poor - Night	104	24	80
	Poor - Unknown if day or night	0	0	0
	Fair - Day	149	25	58
	Fair - Night	134	25	94
	Fair– Unknown if day or night	0	0	0
	Good - Day	2982	381	1989
	Good - Night	412	83	316
	Good- Unknown if day or night	3	1	0
	Unknown - Day	152	31	86
	Unknown - Night	49	9	23
	Unknown - Unknown if day or night	24	19	8
WATER TEMPERATURE	39 degrees F and below	34	17	25
	40 - 49 degrees F	126	33	91
	50 - 59 degrees F	320	82	168
	60 - 69 degrees F	737	115	475
	70 - 79 degrees F	1316	140	878
	80 - 89 degrees F	803	102	580
	90 degrees F and above	19	3	8
	Unknown	709	118	453

Table 12 ▪ TIME RELATED DATA 2014				
		Accidents	**Deaths**	**Injuries**
		4064	**610**	**2678**
Time of Day	12:00 am to 2:30 am	105	33	69
	2:31 am to 4:30 am	46	8	26
	4:31 am to 6:30 am	58	11	26
	6:31 am to 8:30 am	125	18	54
	8:31 am to 10:30 am	234	42	123
	10:31 am 12:30 pm	459	64	293
	12:31 pm to 2:30 pm	666	83	436
	2:31 pm to 4:30 pm	806	103	537
	4:31 pm to 6:30 pm	735	84	527
	6:31 pm to 8:30 pm	420	65	303
	8:31 pm to 10:30 pm	247	47	180
	10:31 pm to 11:59 pm	99	19	85
	Unknown	64	33	19
Month of Year	January	63	12	44
	February	74	14	37
	March	138	25	93
	April	232	52	161
	May	523	95	308
	June	609	87	418
	July	961	121	688
	August	723	76	485
	September	349	46	219
	October	199	34	123
	November	105	28	51
	December	88	20	51
Day of Week	Sunday	1042	130	708
	Monday	383	63	238
	Tuesday	292	65	178
	Wednesday	280	54	172
	Thursday	315	61	214
	Friday	544	70	365
	Saturday	1208	167	803

Table 13 ▪ VESSEL INFORMATION 2014				
		Vessels Involved	**Deaths**	**Injuries**
		5333	610	2678
Hull Material	Aluminum	815	163	411
	Fiberglass	3946	299	2041
	Plastic	134	69	67
	Rubber/Vinyl/Canvas	60	27	32
	Steel	51	0	10
	Wood	71	8	17
	Other	10	0	4
	Unknown	246	44	96
Horsepower	No Engine	396	188	205
	10 hp or less	126	37	65
	11 - 25 hp	135	27	48
	26 - 75 hp	456	62	248
	76 - 150 hp	1111	77	649
	151 - 250 hp	736	45	411
	Over 250 hp	1036	52	469
	Unknown	1337	122	583
Year Built	2014	273	27	140
	2013	256	22	142
	2011 - 2012	320	30	170
	2009 - 2010	172	18	96
	2007 - 2008	372	20	198
	2001 - 2006	1023	74	532
	Prior to 2001	2296	252	1129
	Unknown	621	167	271
Length	Less than 16 feet	1408	263	869
	16 feet to <26 feet	2459	227	1366
	26 feet to<40 feet	766	49	257
	40 feet to 65 feet	304	14	62
	More than 65 feet	64	0	2
	Unknown	332	57	122

Table 14 ▪ RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS

	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
All Vessels	5333	498	4213	622	610	36	467	107	2678	280	2118	280
Airboat	42	0	41	1	3	0	3	0	33	0	32	1
Auxiliary sailboat	259	3	236	20	18	0	13	5	42	0	39	3
Cabin motorboat	788	5	697	86	39	0	35	4	255	3	223	29
Canoe	111	9	82	20	75	4	56	15	52	4	38	10
Houseboat	66	11	49	6	3	3	0	0	8	2	4	2
Inflatable	32	4	19	9	20	1	14	5	19	3	11	5
Kayak	131	15	92	24	58	6	45	7	71	11	49	11
Open motorboat	2456	133	2079	244	282	9	230	43	1390	80	1175	135
Personal watercraft	891	246	579	66	34	5	25	4	592	142	413	37
Pontoon	247	67	158	22	17	6	7	4	97	30	56	11
Rowboat	63	1	55	7	32	1	27	4	26	0	22	4
Sailboat (only)	62	2	55	5	9	0	8	1	34	4	26	4
Sailboat (unknown)	6	0	0	6	0	0	0	0	3	0	0	3
Standup paddleboard	7	0	6	1	2	0	1	1	5	0	5	0
Other	33	2	21	10	3	1	1	1	2	1	1	0
Unknown	139	0	44	95	15	0	2	13	49	0	24	25

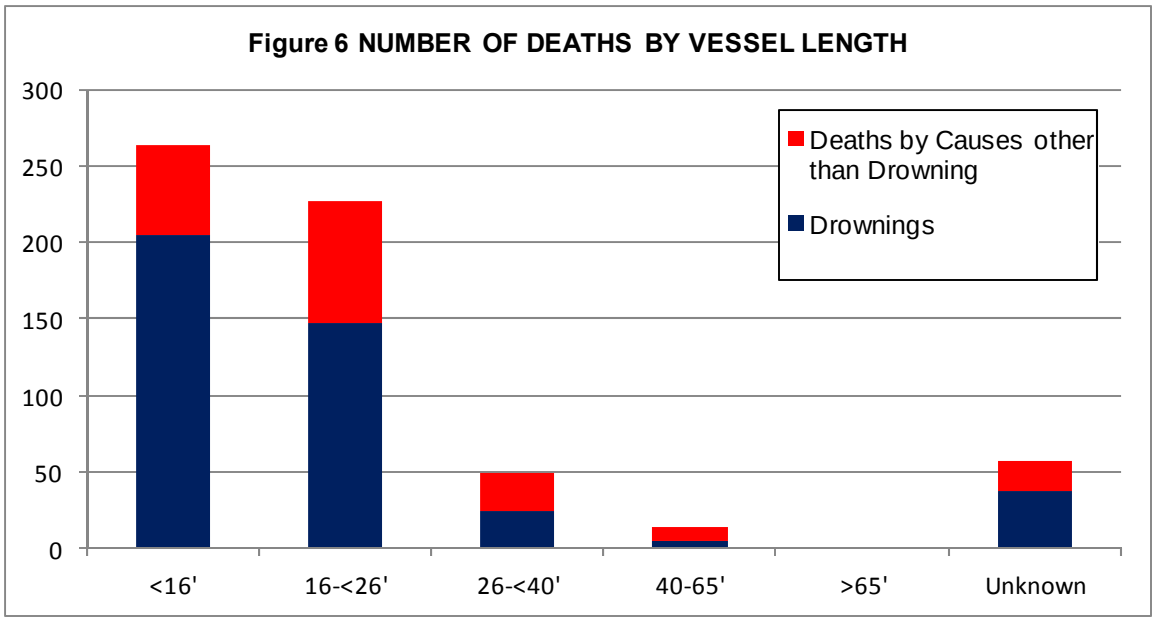


Table 15 ▪ NUMBER & PERCENT OF DEATHS BY VESSEL LENGTH

Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	205	58	263	78%
16-<26'	147	80	227	65%
26-<40'	24	25	49	49%
40-65'	5	9	14	36%
>65'	0	0	0	0%
Unknown	37	20	57	65%
Total	418	192	610	69%

Accident Types

Explanation of Accident Types Section

The following section contains six tables that examine data related to the events, called accident types, in accidents. The tables focus on these events and break down information by state, vessel type, vessel length, engine type, and propulsion.

In the Coast Guard's national database, there are four fields that can be used to define the series of events in an accident. By events, we mean the series of occurrences that passed during an accident. If a wave broke over a vessel causing it to take on water, capsize, and eject its occupant, the Coast Guard would categorize this accident by three events. First, there was a flooding/swamping. Second, there was a capsizing. Third, there was an ejection.

With the exception of one table, the tables and figures in this report focus only on the first event in the sequence. The rationale for providing only the first accident type is to keep the tables simplistic; if we added the second, third, and fourth events in the boating sequence, our accident, casualty, and damage totals would not match up because they would be double-counting the accidents, casualties, and damages for cases that had more than one event.

Accident, Vessel & Casualty Numbers by Primary Accident Type (Table 16, Page 35)
This table focuses on the first event in a boating accident and provides information on the number of accidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the categories drownings and non-drownings.

Five-year Summary of Frequency of Events in Accidents & Casualties Nationwide (Table 17, Pages 36-39)
As mentioned in the introductory paragraph, there are four fields that can be used to define the series of events in an accident. This table focuses on the first three events in an accident and the number of casualties associated with each event. The Coast Guard leaves out the fourth because it is not a standardized field.

Using the example in the opening paragraphs, the flooding/swamping would fall under the intersection of the column "First Event in an Accident" and the row "Flooding/swamping". The capsizing would be marked under the column "Second Event in an Accident" and the row "Capsizing". Finally, the ejection would be marked under the column "Third Event in an Accident" and the row "Ejected from Vessel".

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on deaths as a result of flooding/swamping, we see that there were 463 accidents where flooding/swamping was the first event in the boating accident. There were 70 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 223 accidents and 22 deaths associated with flooding/swamping as a second event and 56 accidents and 12 deaths associated with flooding/swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. Please note that in this table deaths are not separated by first, second and third event. In the example, there were 742 accidents and 104 deaths associated with flooding/swamping as a first, second or third event.

This table can be difficult to understand, especially when the reader is under the expectation that the tallies of the casualty columns will equal the numbers published at the front of this report that reference the number of reportable accidents and deaths.

Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 18, Page 40)
This table displays the types of accidents by the length of vessel. The table lists vessel length by foot for vessels of lengths 4 ft-39 ft. After 39 ft, information is categorized in ranges. This table also provides information about the number of casualties and vessels associated by length of vessel.

Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 19, Page 41)
This table examines the first event of a boating accident for all vessels involved in an accident. It also provides information about the casualties associated with each vessel type.

Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 20, Page 42)
This table provides information about the number of vessels involved in accidents by primary accident type, propulsion, and engine type.

Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 21, Page 42)
This table provides information about the number of casualties and vessels associated by propulsion, engine and primary accident type.

Table 16 ▪ ACCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY ACCIDENT TYPE 2014

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
All Accident Types	4064	5333	418	192	610	2678	$38,874,380
Capsizing	280	293	122	23	145	148	$1,820,603
Carbon monoxide poisoning	6	7	0	0	0	8	$0
Collision with fixed object	452	519	22	29	51	355	$3,441,880
Collision with floating object	54	59	3	0	3	35	$852,413
Collision with commercial vessel	18	35	4	3	7	9	$329,130
Collision with governmental vessel	5	11	0	0	0	0	$28,700
Collision with recreational vessel	937	1954	3	37	40	652	$7,191,605
Collision with submerged object	118	121	8	2	10	55	$1,549,583
Departed vessel	99	103	53	6	59	46	$10,500
Ejected from vessel	151	162	16	7	23	138	$298,050
Electrocution	1	1	0	0	0	1	$6,300
Fall in vessel	147	171	1	2	3	157	$828,146
Falls overboard	281	295	117	43	160	138	$85,440
Fire/explosion (fuel)	152	166	1	2	3	114	$3,240,356
Fire/explosion (non-fuel)	75	88	1	1	2	7	$4,919,886
Fire/explosion (unknown origin)	36	40	0	0	0	8	$3,277,185
Flooding/swamping	463	487	53	17	70	139	$4,273,333
Grounding	359	369	4	9	13	235	$5,597,919
Person struck by propeller	47	49	0	3	3	44	$950
Person struck by vessel	31	36	1	0	1	35	$3,600
Sinking	0	0	0	0	0	0	$0
Skier mishap	292	301	3	5	8	305	$8,530
Sudden medical condition	1	1	0	1	1	0	$0
Other	55	61	0	0	0	49	$1,092,771
Unknown	4	4	6	2	8	0	$17,500

Table 17 ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE

2014	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	280	223	47	550	209	287	$3,438,083
Carbon monoxide poisoning	6	0	0	6	0	8	$0
Collision with fixed object	452	59	10	521	53	402	$4,570,680
Collision with floating object	54	4	1	59	4	37	$882,413
Collision with commercial vessel	18	1	0	19	7	9	$357,130
Collision with governmental vessel	5	0	0	5	0	0	$28,700
Collision with recreational vessel	937	45	6	988	42	677	$7,779,435
Collision with submerged object	118	0	0	118	10	55	$1,549,583
Departed vessel	99	77	17	193	90	102	$893,380
Ejected from vessel	151	565	298	1014	279	936	$6,455,578
Electrocution	1	1	0	2	1	1	$6,300
Fall in vessel	147	251	63	461	25	668	$3,392,811
Falls overboard	281	29	1	311	168	159	$97,302
Fire/explosion (fuel)	152	6	2	160	3	117	$4,333,956
Fire/explosion (non-fuel)	75	5	1	81	2	10	$5,187,286
Fire/explosion (unknown origin)	36	0	0	36	0	8	$3,277,185
Flooding/swamping	463	223	56	742	104	259	$15,724,140
Grounding	359	57	20	436	20	292	$6,267,509
Person struck by propeller	47	83	23	153	22	148	$112,345
Person struck by vessel	31	192	22	245	23	313	$891,727
Sinking	0	100	59	159	25	32	$4,993,021
Skier mishap	292	21	0	313	8	337	$11,280
Sudden medical condition	1	3	0	4	3	1	$10,000
Other	55	14	4	73	2	69	$1,167,171
Unknown	4	0	0	4	8	0	$17,500
2013							
Capsizing	256	262	41	559	175	333	$4,568,312
Carbon monoxide poisoning	11	0	0	11	4	31	$0
Collision with fixed object	427	64	4	495	60	291	$4,778,809
Collision with floating object	43	2	0	45	2	17	$455,023
Collision with commercial vessel	19	1	0	20	5	6	$270,470
Collision with governmental vessel	9	1	0	10	0	10	$86,128
Collision with recreational vessel	947	52	3	1002	37	656	$6,495,709
Collision with submerged object	145	1	0	146	10	60	$3,022,991

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE

2013 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Departed vessel	85	34	11	130	66	61	$326,635
Ejected from vessel	167	541	319	1027	268	925	$6,463,758
Electrocution	4	0	0	4	2	2	$5,000
Fall in vessel	136	286	48	470	22	655	$4,069,745
Falls overboard	281	31	1	313	156	158	$89,135
Fire/explosion (fuel)	137	6	0	143	0	101	$6,309,934
Fire/explosion (non-fuel)	73	1	0	74	0	3	$5,905,767
Fire/explosion (unknown origin)	9	0	0	9	0	3	$370,900
Flooding/swamping	430	228	54	712	94	249	$12,762,290
Grounding	399	50	12	461	21	278	$5,771,281
Person struck by propeller	58	85	31	174	23	162	$160,560
Person struck by vessel	26	207	18	251	24	309	$653,828
Sinking	0	90	56	146	20	23	$5,077,352
Skier mishap	332	9	0	341	12	365	$1,110
Sudden medical condition	4	3	1	8	5	3	$0
Other	57	9	0	66	1	59	$436,500
Unknown	7	0	0	7	7	1	$3,000
2012							
Capsizing	289	295	38	622	194	385	$3,587,942
Carbon monoxide poisoning	13	0	0	13	3	25	$0
Collision with fixed object	475	53	3	531	51	367	$4,110,405
Collision with floating object	33	0	0	33	2	19	$182,267
Collision with commercial vessel	20	2	0	22	1	16	$296,968
Collision with governmental vessel	7	1	0	8	0	7	$26,900
Collision with recreational vessel	1010	33	5	1048	47	727	$6,787,720
Collision with submerged object	161	1	1	163	12	56	$1,019,215
Departed vessel	104	40	5	149	96	77	$113,749
Ejected from vessel	151	618	316	1085	269	1018	$5,120,544
Electrocution	1	0	0	1	2	6	$0
Fall in vessel	190	295	61	546	34	776	$2,588,780
Falls overboard	331	28	1	360	210	183	$201,491
Fire/explosion (fuel)	157	9	1	167	5	99	$2,979,827
Fire/explosion (non-fuel)	96	3	0	99	0	7	$9,929,520
Fire/explosion (unknown origin)	11	0	0	11	2	0	$940,500
Flooding/swamping	509	220	50	779	101	301	$11,888,553

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE

2012 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Grounding	422	58	16	496	26	286	$7,811,552
Person struck by propeller	55	99	27	181	19	187	$125,099
Person struck by vessel	37	215	18	270	30	319	$741,967
Sinking	0	130	61	191	28	64	$5,622,918
Skier mishap	387	19	0	406	20	414	$6,773
Sudden medical condition	2	0	0	2	1	1	$0
Other	53	4	0	57	4	48	$71,775
Unknown	1	0	0	1	1	0	$0
2011							
Capsizing	316	271	41	628	249	381	$3,131,990
Carbon monoxide poisoning	7	0	0	7	3	14	$0
Collision with fixed object	460	47	6	513	59	406	$4,928,304
Collision with floating object	42	0	1	43	4	15	$579,330
Collision with commercial vessel	25	1	0	26	1	23	$575,665
Collision with governmental vessel	4	1	0	5	1	3	$13,000
Collision with recreational vessel	1002	48	4	1054	41	691	$6,575,400
Collision with submerged object	196	2	0	198	19	71	$2,134,076
Departed vessel	115	38	4	157	97	69	$71,515
Ejected from vessel	222	597	308	1127	354	1072	$4,593,528
Electrocution	2	0	0	2	0	2	$0
Fall in vessel	196	274	51	521	40	735	$3,164,234
Falls overboard	359	30	1	390	213	182	$147,764
Fire/explosion (fuel)	135	2	0	137	5	99	$3,349,516
Fire/explosion (non-fuel)	72	1	0	73	1	8	$24,142,289
Fire/explosion (unknown origin)	11	0	0	11	1	2	$1,059,368
Flooding/swamping	501	185	29	715	111	246	$11,118,756
Grounding	338	36	16	390	24	224	$5,301,218
Person struck by propeller	57	124	16	197	35	192	$91,412
Person struck by vessel	36	226	21	283	35	342	$545,642
Sinking	0	122	46	168	34	51	$4,079,266
Skier mishap	436	4	0	440	14	461	$8,700
Sudden medical condition	2	0	0	2	1	1	0
Other	53	4	0	57	1	52	$64,350
Unknown	1	0	0	1	0	1	$0

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
2010	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	335	225	27	587	238	346	$3,125,976
Carbon monoxide poisoning	12	2	0	14	6	24	$15,750
Collision with fixed object	456	42	3	501	40	346	$4,275,598
Collision with floating object	52	0	0	52	8	27	$438,259
Collision with commercial vessel	29	2	0	31	8	22	$653,226
Collision with governmental vessel	8	1	0	9	0	4	$46,567
Collision with recreational vessel	1088	43	1	1132	68	769	$7,550,040
Collision with submerged object	169	1	0	170	8	43	$2,179,935
Departed vessel	100	39	3	142	85	65	$483,635
Ejected from vessel	240	594	270	1104	310	1018	$6,046,912
Electrocution	4	0	1	5	2	8	$0
Fall in vessel	207	341	45	593	29	866	$3,203,432
Falls overboard	291	13	1	305	165	154	$139,335
Fire/explosion (fuel)	159	2	0	161	2	92	$4,587,022
Fire/explosion (non-fuel)	81	2	1	84	0	12	$6,428,251
Fire/explosion (unknown origin)	6	0	0	6	0	0	$749,079
Flooding/swamping	448	155	31	634	94	236	$9,961,999
Grounding	309	47	15	371	20	236	$4,184,050
Person struck by propeller	49	114	16	179	27	178	$109,985
Person struck by vessel	31	221	19	271	32	325	$700,418
Sinking	2	108	40	150	28	45	$4,563,582
Skier mishap	447	4	0	451	16	476	$42,045
Other	80	7	1	88	8	79	$90,125
Unknown	1	0	0	1	0	0	$0

Table 18 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE

	Total vessels involved	Capsizing	Carbon monoxide poisoning	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown)	Flooding/ swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	5333	293	7	519	59	35	11	1954	121	103	162	1	171	295	166	88	40	487	369	49	36	0	301	1	61	4	418	192	610	2678
4 feet	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
5 feet	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6 feet	9	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	0	1	0	0	1	0	2	0	0	0	3	2	5	4
7 feet	16	1	0	5	0	0	0	6	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	4	10
8 feet	82	5	0	2	1	0	0	47	0	1	5	0	4	7	1	1	0	1	3	0	3	0	1	0	0	0	6	4	10	46
9 feet	124	12	0	9	0	0	0	53	1	0	6	0	4	15	7	0	0	6	5	0	6	0	0	0	0	0	11	3	14	89
10 feet	503	32	0	43	2	0	0	295	1	4	45	0	12	37	6	1	0	8	6	0	4	0	7	0	0	0	42	12	54	313
11 feet	197	8	0	16	2	2	0	113	1	1	29	0	1	11	1	1	0	2	3	0	2	0	2	0	2	0	5	6	11	134
12 feet	142	33	0	13	0	0	0	34	3	1	4	0	3	20	0	0	0	22	4	0	1	0	3	0	0	1	41	6	47	81
13 feet	50	13	0	4	1	0	0	6	1	1	3	0	1	8	0	0	1	8	1	0	0	0	0	0	2	0	17	3	20	20
14 feet	144	31	0	16	1	0	0	23	7	2	7	0	1	15	0	0	0	28	6	0	1	0	1	0	5	0	43	13	56	96
15 feet	139	15	0	12	2	0	0	23	11	1	5	0	0	13	1	2	0	35	11	0	3	0	3	0	2	0	33	8	41	75
Under 16 ft	1408	151	0	120	9	2	0	601	26	12	107	0	27	128	16	5	1	112	39	0	21	0	19	0	11	1	205	58	263	869
16 feet	217	19	0	20	7	1	0	54	9	1	4	0	7	20	6	1	0	41	10	2	0	0	13	0	2	0	30	14	44	138
17 feet	234	14	0	27	3	0	0	61	11	5	4	0	6	19	4	0	2	44	12	2	1	0	15	0	4	0	30	9	39	163
18 feet	370	19	0	41	1	4	0	126	13	8	7	0	12	11	12	1	0	47	19	5	1	0	40	0	2	1	23	20	43	202
19 feet	265	6	1	21	4	3	1	81	6	3	2	0	13	5	17	3	0	34	19	6	2	0	35	0	3	0	14	7	21	151
20 feet	369	3	2	32	10	0	0	133	15	11	6	0	10	20	15	3	0	28	28	1	1	0	43	0	7	1	17	10	27	172
21 feet	267	4	1	28	2	3	0	85	4	5	4	1	9	7	10	1	3	31	16	6	0	0	46	0	1	0	2	9	11	159
22 feet	237	6	0	18	3	1	1	71	3	9	4	0	8	11	8	5	2	26	21	6	0	0	31	0	3	0	8	5	13	125
23 feet	160	2	0	19	2	1	0	54	4	3	3	0	9	2	4	5	1	10	20	2	0	0	16	0	3	0	3	2	5	81
24 feet	209	6	1	23	2	2	1	56	5	11	2	0	14	17	10	4	0	17	10	7	0	0	19	0	2	0	11	4	15	115
25 feet	131	1	0	11	0	1	0	51	3	6	0	0	6	8	1	1	3	10	19	1	0	0	6	0	3	0	9	0	9	60
16 ft to less than 26 ft	2459	80	5	240	34	16	3	772	73	62	36	1	94	120	87	24	11	288	174	38	5	0	264	0	30	2	147	80	227	1366
26 feet	117	2	0	10	0	1	0	31	1	3	2	0	5	11	11	5	1	10	17	3	1	0	3	0	0	0	8	4	12	49
27 feet	80	0	1	8	3	1	0	35	1	1	0	0	3	1	2	1	1	5	13	1	0	0	2	0	1	0	3	1	4	42
28 feet	92	0	0	11	0	0	0	38	2	0	0	0	3	2	10	6	1	8	7	1	0	0	3	0	0	0	0	1	1	33
29 feet	47	2	0	6	1	0	0	19	1	0	0	0	4	2	5	2	0	1	3	0	0	0	0	0	1	0	2	1	3	21
30 feet	64	0	0	6	2	2	1	25	2	0	1	0	2	3	3	1	2	3	10	0	1	0	0	0	0	0	1	2	3	13
31 feet	36	0	0	3	0	0	0	14	3	1	1	0	0	0	0	5	0	3	3	0	1	0	1	0	1	0	0	1	1	5
32 feet	52	3	0	3	0	1	0	19	1	0	0	0	3	1	4	4	1	4	8	0	0	0	0	0	0	0	4	7	11	21
33 feet	51	0	0	4	0	0	2	23	1	0	0	0	0	0	6	3	0	3	5	1	0	0	1	1	1	0	2	5	7	11
34 feet	48	0	0	4	1	1	0	25	1	2	0	0	1	0	0	3	1	1	5	0	2	0	1	0	0	0	2	0	2	13
35 feet	38	0	0	3	1	0	0	19	0	1	0	0	1	0	2	2	0	1	6	0	1	0	0	0	1	0	0	0	0	8
36 feet	50	0	0	5	1	1	1	22	0	1	0	0	0	1	2	0	1	6	9	0	0	0	0	0	0	0	1	1	2	15
37 feet	29	0	0	2	0	1	0	12	0	1	0	0	0	1	2	2	2	1	4	0	0	0	0	0	1	0	0	1	1	12
38 feet	35	0	0	3	0	0	1	17	0	0	0	0	0	1	0	2	0	1	8	1	1	0	0	0	0	0	1	0	1	7
39 feet	27	1	0	4	0	0	0	11	1	0	1	0	1	1	0	2	1	2	2	0	0	0	0	0	0	0	0	1	1	7
26 ft to less than 40 ft	766	8	1	72	9	8	5	310	14	10	5	0	23	24	47	38	11	49	100	7	7	0	11	1	6	0	24	25	49	257
40 ft to 65 ft	304	4	1	40	6	1	0	138	7	5	2	0	7	2	11	18	11	5	38	2	0	0	0	0	6	0	5	9	14	62
Over 65 ft	64	3	17	0	0	8	0	20	0	0	0	0	1	0	1	0	1	5	8	0	0	0	0	0	0	0	0	0	0	2
Unknown	332	47	0	30	1	0	3	113	1	14	12	0	19	21	4	3	5	28	10	2	3	0	7	0	8	1	37	20	57	122

Table 19 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2014

All vessels	All accident types	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Unknown	Drownings	Deaths by causes other than drowning	Total deaths	Injuries
All vessels	5333	293	7	519	59	35	11	1954	121	103	162	1	171	295	166	88	40	487	369	49	36	0	301	1	61	4	418	192	610	2678
Airboat	42	5	0	9	1	0	0	12	4	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	3	3	33
Auxiliary sailboat	259	10	0	23	4	1	0	141	0	0	0	0	4	10	5	6	2	9	36	0	1	0	0	0	7	0	9	9	18	42
Cabin motorboat	788	6	2	96	8	7	2	271	26	10	2	0	26	12	52	45	24	54	117	9	4	0	9	0	6	0	23	16	39	255
Canoe	111	69	0	7	0	0	0	7	2	1	0	0	0	11	0	0	0	12	0	0	1	0	1	0	0	0	69	6	75	52
Houseboat	66	2	1	6	1	0	0	34	0	3	0	0	2	1	3	2	1	7	2	0	0	0	0	0	1	0	3	0	3	8
Inflatable	32	5	0	5	0	0	0	1	5	5	3	0	0	2	0	0	0	4	0	0	0	0	0	0	1	1	16	4	20	19
Kayak	131	75	0	12	0	0	0	10	1	2	5	0	0	14	0	0	0	6	0	0	0	0	0	0	5	1	49	9	58	71
Open motorboat	2456	68	4	236	38	16	6	729	77	45	57	1	91	128	84	29	9	341	161	34	13	0	261	1	26	1	178	104	282	1390
Personal watercraft	891	11	0	69	4	2	0	550	1	6	88	0	25	57	15	1	0	14	18	0	15	0	14	0	1	0	12	22	34	592
Pontoon	247	0	0	22	0	1	0	113	4	25	2	0	5	28	4	1	2	7	14	4	0	0	13	0	2	0	17	0	17	97
Rowboat	63	10	0	7	1	0	0	9	1	2	1	0	1	17	0	0	0	12	2	0	0	0	0	0	0	0	28	4	32	26
Sailboat (only)	62	17	0	1	0	1	0	19	0	1	0	0	4	5	0	0	0	4	2	0	1	0	0	0	7	0	4	5	9	34
Sailboat (unknown)	6	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
Standup paddleboard	7	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	5
Other	33	3	0	3	1	7	0	10	0	1	0	0	2	0	0	0	0	4	0	0	0	0	2	0	0	0	2	1	3	2
Unknown	139	11	0	23	0	0	3	43	0	2	4	0	10	7	3	4	2	7	12	2	1	0	1	0	3	1	7	8	15	49

Table 20 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & PROPULSION TYPE

Accident Types	All Types		Air Thrust		Manual		Propeller		Sail		Water Jet		Unknown	
Injuries	2678	33	173	1747	34	638	53							
Total deaths	610	3	178	362	9	40	18							
Other deaths	192	3	22	128	5	23	11							
Drownings	418	0	156	234	4	17	7							
Unknown	4	0	2	1	0	0	1							
Other	61	0	7	41	7	2	4							
Sudden medical condition	1	0	0	1	0	0	0							
Skier mishap	301	0	2	274	0	23	2							
Sinking	0	0	0	0	0	0	0							
Person struck by vessel	36	0	1	16	1	16	2							
Person struck by propeller	49	0	0	49	0	0	0							
Grounding	369	5	2	321	2	25	14							
Flooding/swamping	487	6	32	401	4	32	12							
Fire/explosion (unknown origin)	40	0	0	34	0	0	6							
Fire/explosion (non-fuel)	88	0	0	81	0	1	6							
Fire/explosion (fuel)	166	0	0	142	0	20	4							
Falls overboard	295	0	44	181	5	58	7							
Fall in vessel	171	0	1	123	4	28	15							
Electrocution	1	0	0	1	0	0	0							
Ejected from vessel	162	0	9	61	0	88	4							
Departed vessel	103	0	11	81	1	8	2							
Collision with submerged object	121	4	7	106	0	4	0							
Collision with recreational vessel	1954	12	32	1239	19	582	70							
Collision with governmental vessel	11	0	0	8	0	0	3							
Collision with commercial vessel	35	0	0	30	1	2	2							
Collision with floating object	59	1	1	51	0	5	1							
Collision with fixed object	519	9	30	377	1	80	22							
Carbon monoxide	7	0	0	7	0	0	0							
Capsizing	293	5	153	90	17	13	15							
Total vessels involved	5333	42	334	3716	62	987	192							

Table 21 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & ENGINE TYPE

Engine Type	Inboard		Outboard		Sterndrive		Other		Unknown	
Injuries	314	910	502	0	21					
Total deaths	33	271	47	1	10					
Other deaths	16	88	18	1	5					
Drownings	17	183	29	0	5					
Unknown	0	1	0	0	0					
Other	15	13	10	0	3					
Sudden medical condition	0	1	0	0	0					
Skier mishap	82	77	114	0	1					
Sinking	0	0	0	0	0					
Person struck by vessel	3	7	6	0	0					
Person struck by propeller	5	21	21	0	2					
Grounding	124	105	82	0	10					
Flooding/swamping	53	287	54	0	7					
Fire/explosion (unknown origin)	14	8	9	0	3					
Fire/explosion (non-fuel)	36	20	21	0	4					
Fire/explosion (fuel)	56	22	63	0	1					
Falls overboard	19	137	22	1	2					
Fall in vessel	28	50	40	0	5					
Electrocution	0	1	0	0	0					
Ejected from vessel	9	44	8	0	0					
Departed vessel	12	48	18	0	3					
Collision with submerged object	24	65	16	0	1					
Collision with recreational vessel	355	630	236	0	18					
Collision with governmental vessel	2	5	1	0	0					
Collision with commercial vessel	8	16	5	0	1					
Collision with floating object	9	25	14	0	3					
Collision with fixed object	104	205	66	1	1					
Carbon monoxide	3	0	4	0	0					
Capsizing	10	68	9	0	3					
Total vessels involved	971	1856	819	2	68					

Operator & Passenger Information

Explanation of Operator/Passenger Information Section

The following section contains eleven tables and figures that examine data relating to the operators and passengers in accidents. Information is displayed by age, boating safety instruction, type of injury, and cause of death.

Operator Information (Table 22, Page 45)
This table provides information about the operator. Information covers a variety of topics including age, boating operation hours experience, number of people onboard the vessel, and the boating safety instruction level of the operator.

Examples of "other" boating safety instruction include licenses issued from the Coast Guard, military training, police academy training, rental operator training, commercially-available courses, and camp training. Informal training signifies that the operator did not receive formal instruction, but rather learned from experience.

Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 7, Page 46)
This table and accompanying figure focus on boating safety instruction for those operators who had a person die on their vessel. The table and figure both focus on instruction provided by the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, American Red Cross, and State sources. The figure examines only deaths where the operator instruction was known.

Number of Deaths by Vessel Type (Table 24 & Figure 8, Page 47)
This table documents deaths by vessel type with a focus on drownings. It also provides the percentage of deaths by drowning by type of vessel.

Percentage of Deaths by Vessel Type, 2004-2014 (Figure 9 & Table 25, Page 48)
This table and accompanying figure focus on the percentage of deaths that occurred on each vessel type for the past ten years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year.

Please note that the percentages in the table have been rounded up.

Number of Deceased Victims by Age & Vessel Type (Table 26, Page 49)
This table documents the age of fatal accident victims by vessel type. It also delineates the number of drownings, non-drownings, and total deaths by age.

Number of Injured Victims by Age & Vessel Type (Table 27, Page 50)
This table documents the age of injured victims by vessel type.

Nature of Primary Injury Type by Area of Injury 2014 (Table 28, Page 51)
This table focuses on the nature and area of the primary injury of injured victims.

Number of Injured Victims under Age 18 by Age Group and Injury Type on Personal Watercraft, 2014 (Figure 10, Page 51)
This table focuses on the number of injured victims from personal watercraft for specific age groups and by type of injury.

Table 22 ▪ OPERATOR INFORMATION 2014

		Vessels Involved	Deaths	Injuries
		5333	610	2678
Age of Operator	12 years and under	14	0	13
	13 to 18 years	259	18	180
	19 to 25 years	530	67	340
	26 to 35 years	730	76	449
	36 to 55 years	1719	200	1010
	Over 55 years	1111	193	479
	Unknown	382	46	159
	No operator	588	10	48
Operator's Experience	No Experience	45	6	33
	Under 10 hours	520	63	277
	10 to 100 hours	951	93	614
	101 to 500 hours	1596	140	886
	Over 500 Hours	600	45	313
	Unknown	1032	253	507
	No Operator	589	10	48
Number of Persons on Board	None	382	0	4
	One	1414	208	516
	Two	1372	197	783
	Three	631	74	409
	Four	505	49	329
	Five	270	26	214
	Six	209	18	134
	Seven	128	8	116
	Eight	74	9	59
	Nine	61	7	49
	Ten	33	2	19
	More than 10	63	10	31
	Unknown	191	2	15
Education of Operator	American Red Cross	17	0	13
	Informal	163	13	98
	Internet Course	91	7	55
	State Course	655	26	412
	US Power Squadrons	54	3	32
	USCG Auxiliary	197	10	96
	Other	332	17	163
	No Education	2114	255	1220
	Unknown	1122	269	541
	No Operator	588	10	48

BOATING SAFETY INSTRUCTION

Table 23 ▪ NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2014

Type of Boating Instruction	Deaths
American Red Cross	0
Informal	13
Internet Course	7
State	26
USCG Auxiliary	10
US Power Squadron	3
Other	17
No Education	255
Total Deaths - Known Operator Instruction	331
Total Deaths - Unknown Operator Instruction	269
Total Deaths - No Operator	10
Total Deaths - Known & Unknown Operator Instruction	610

Figure 7 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION, 2014

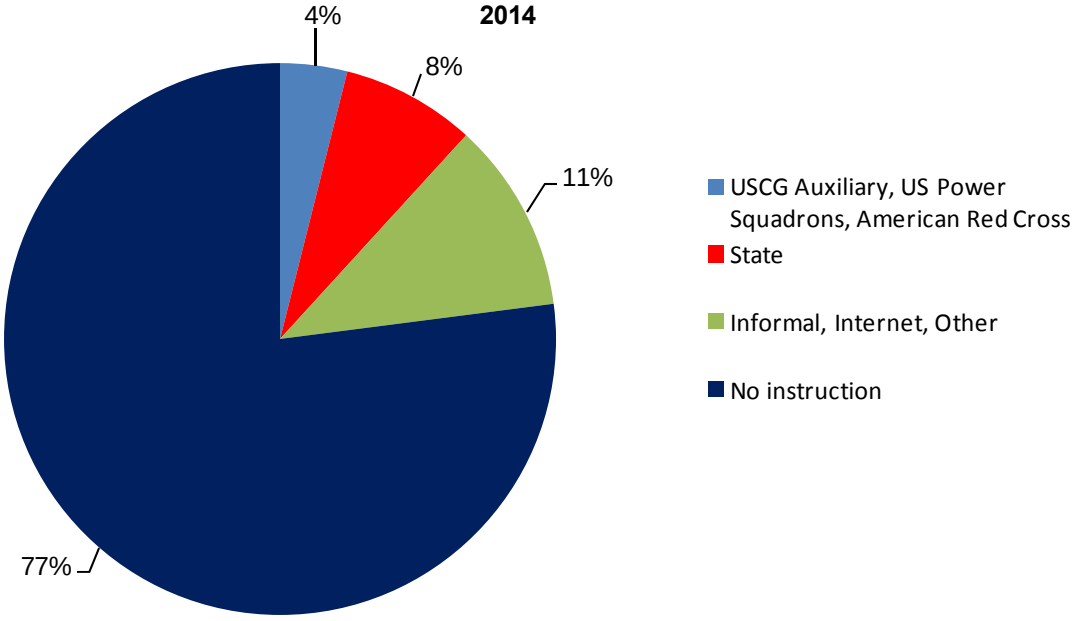


Table 24 ▪ NUMBER OF DEATHS BY VESSEL TYPE 2014

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	0	3	3	0%
Auxiliary Sailboat	9	9	18	50%
Cabin Motorboat	23	16	39	59%
Canoe	69	6	75	92%
Houseboat	3	0	3	100%
Inflatable	16	4	20	80%
Kayak	49	9	58	84%
Open Motorboat	178	104	282	63%
Personal Watercraft	12	22	34	35%
Pontoon	17	0	17	100%
Rowboat	28	4	32	88%
Sailboat (only)	4	5	9	44%
Sailboat (unknown)	0	0	0	0%
Standup paddleboard	1	1	2	50%
Other	2	1	3	67%
Unknown	7	8	15	47%
Total	418	192	610	69%

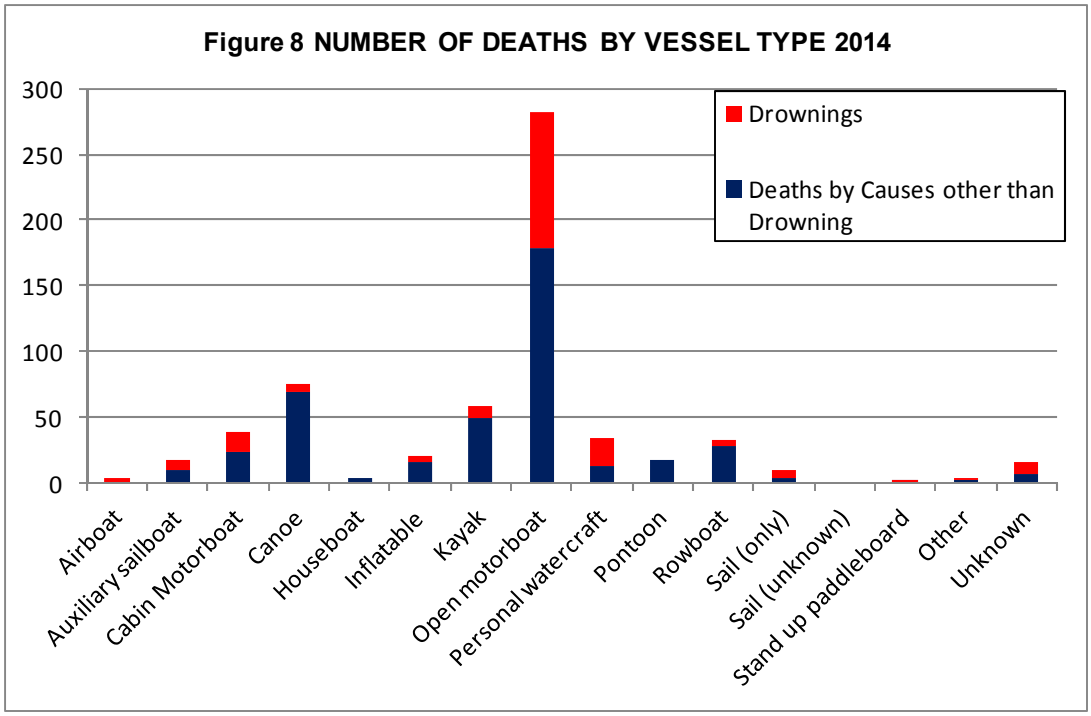


Figure 9 PERCENT OF DEATHS BY VESSEL TYPE, 2004-2014

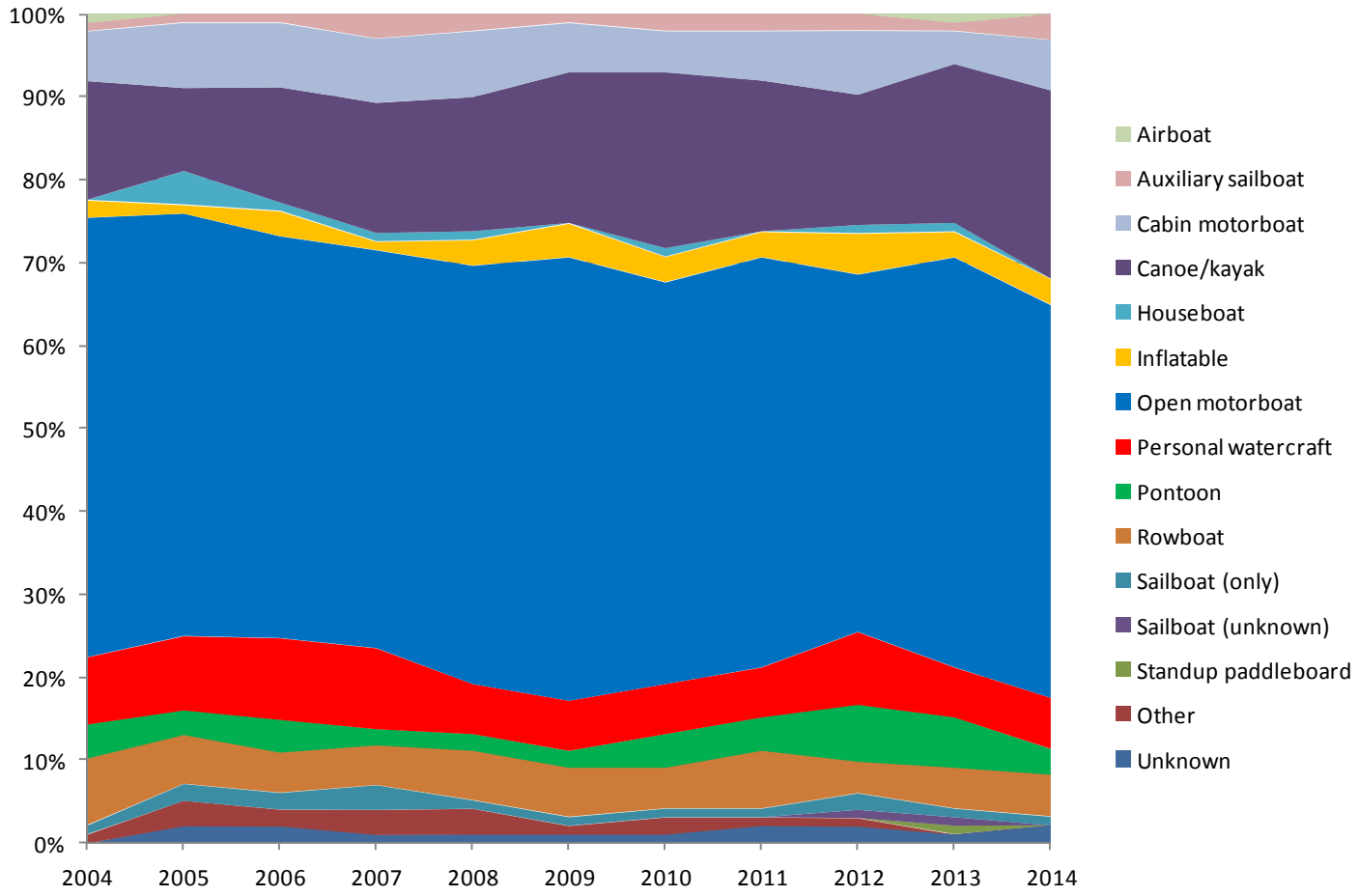


Table 25 ▪ PERCENT OF DEATHS BY VESSEL TYPE, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Airboat	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Auxiliary sailboat	1%	1%	1%	3%	2%	1%	2%	2%	2%	1%	3%
Cabin motorboat	6%	8%	8%	8%	8%	6%	5%	6%	8%	4%	6%
Canoe/kayak	14%	10%	14%	16%	16%	18%	21%	18%	16%	19%	22%
Houseboat	0%	4%	1%	1%	1%	0%	1%	0%	1%	1%	0%
Inflatable	2%	1%	3%	1%	3%	4%	3%	3%	5%	3%	3%
Open motorboat	52%	51%	49%	49%	50%	53%	48%	49%	44%	49%	46%
Personal watercraft	8%	9%	10%	10%	6%	6%	6%	6%	9%	6%	6%
Pontoon	4%	3%	4%	2%	2%	2%	4%	4%	7%	6%	3%
Rowboat	8%	6%	5%	5%	6%	6%	5%	7%	4%	5%	5%
Sailboat (only)	1%	2%	2%	3%	1%	1%	1%	1%	2%	1%	1%
Sailboat (unknown)	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%
Standup paddleboard	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Other	1%	3%	2%	3%	3%	1%	2%	1%	1%	0%	0%
Unknown	0%	2%	2%	1%	1%	1%	1%	2%	2%	1%	2%

Table 26 ▪ NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2014

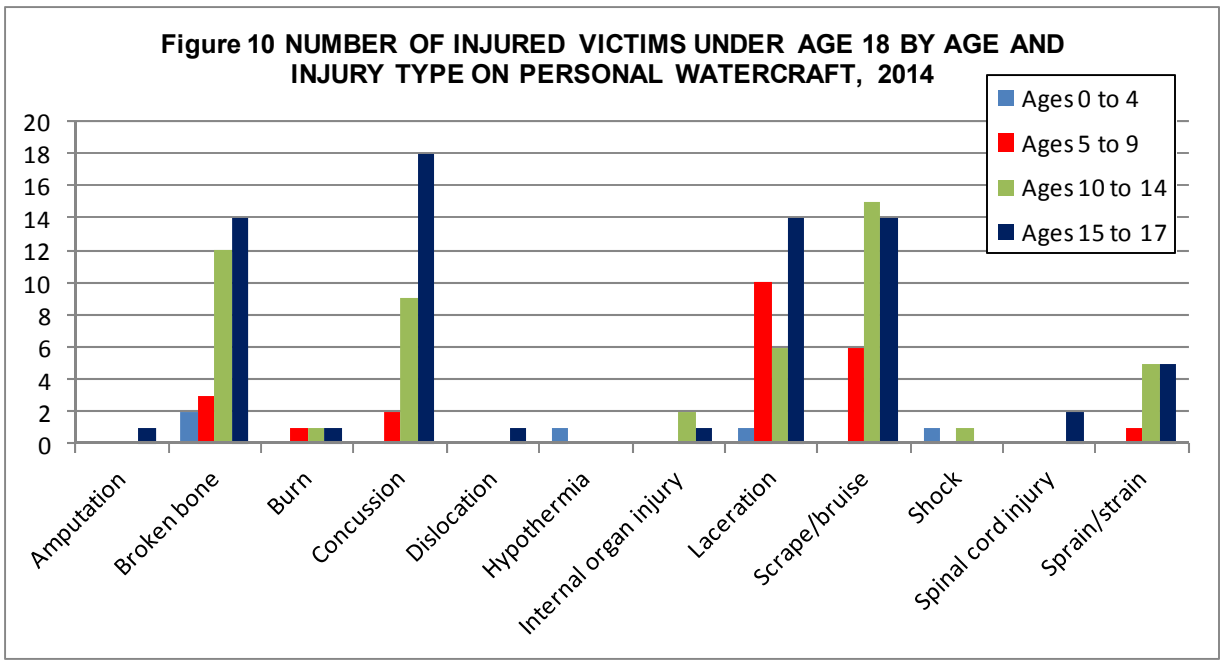
Age of Deceased Victim	Type of Vessel																Drownings	Other deaths	Total deaths
	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown			
Total	3	18	39	75	3	20	58	282	34	17	32	9	0	2	3	15	418	192	610
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	2
7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	2
10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
11	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-12	0	1	0	1	0	1	0	9	0	0	0	0	0	0	0	0	7	5	12
13 - 19	0	0	0	5	0	1	4	14	4	3	2	0	0	0	0	1	23	11	34
20 - 29	0	1	3	21	0	4	20	44	10	3	4	1	0	0	2	1	77	37	114
30 - 39	0	2	6	14	2	4	6	27	4	5	2	3	0	0	0	2	60	17	77
40 - 49	0	2	6	12	0	3	10	52	7	3	2	1	0	0	0	0	70	28	98
50 - 59	2	5	11	7	1	1	9	53	7	0	8	1	0	1	0	2	74	34	108
60 - 69	0	6	6	6	0	2	8	53	1	3	5	1	0	1	1	6	63	36	99
70 - 79	0	0	5	5	0	3	1	22	1	0	7	2	0	0	0	1	30	17	47
80 and Over	1	1	2	2	0	1	0	7	0	0	2	0	0	0	0	2	12	6	18
Unknown	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	2	1	3

Table 27 ▪ NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2014

Age of Injured Victim	Total injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
Total	2678	33	42	255	52	8	19	71	1390	592	97	26	34	3	5	2	49
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2	3	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0
3	9	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	1
4	8	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0
5	7	0	0	0	1	1	0	0	2	3	0	0	0	0	0	0	0
6	11	0	0	0	1	0	0	1	8	1	0	0	0	0	0	0	0
7	24	0	0	2	0	0	0	0	13	8	1	0	0	0	0	0	0
8	17	0	0	1	0	0	0	0	11	3	2	0	0	0	0	0	0
9	21	0	0	3	0	0	0	2	8	8	0	0	0	0	0	0	0
10	18	0	0	0	0	0	0	0	9	5	3	0	1	0	0	0	0
11	34	0	0	1	0	0	0	1	18	10	3	0	0	0	1	0	0
12	37	0	0	2	1	0	0	0	26	6	2	0	0	0	0	0	0
0 - 12	191	0	1	9	4	1	0	4	106	49	12	0	2	1	1	0	1
13 - 19	415	4	1	15	11	1	2	10	188	151	10	10	10	0	1	0	1
20 - 29	556	1	6	32	20	1	6	16	295	146	24	1	6	0	0	0	2
30 - 39	355	3	4	29	1	2	1	7	202	87	12	3	2	0	0	0	2
40 - 49	382	9	10	40	6	1	2	6	203	82	12	1	2	0	2	1	5
50 - 59	330	9	8	47	3	0	0	10	181	42	14	4	7	1	1	1	2
60 - 69	175	4	3	36	2	2	1	5	101	9	5	5	2	0	0	0	0
70 - 79	78	2	3	21	1	0	1	1	37	2	7	1	1	0	0	0	1
80 and Over	12	0	1	4	1	0	0	0	5	0	0	0	1	0	0	0	0
Unknown	184	1	5	22	3	0	6	12	72	24	1	1	1	1	0	0	35

Table 28 ▪ NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2014

	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Other	Unknown
All primary injury types	2678	237	363	117	102	662	544	65	472	0	116
Amputation	29	1	0	3	19	0	6	0	0	0	0
Broken bone	479	43	0	35	27	78	175	8	106	0	7
Burn	92	20	16	6	0	14	30	0	4	0	2
Carbon monoxide	8	0	8	0	0	0	0	0	0	0	0
Concussion	258	0	0	0	0	258	0	0	0	0	0
Dislocation	60	34	0	1	3	1	20	0	1	0	0
Electric shock	0	0	0	0	0	0	0	0	0	0	0
Hypothermia	245	0	245	0	0	0	0	0	0	0	0
Internal organ injury	126	1	7	0	0	7	8	0	97	0	4
Laceration	596	52	22	39	29	241	158	3	27	0	25
Scrape/bruise	415	56	39	14	12	58	105	5	93	0	33
Shock	19	0	19	0	0	0	0	0	0	0	0
Spinal cord Injury	52	0	0	0	0	0	0	11	41	0	0
Sprain/strain	237	28	5	17	11	1	35	38	99	0	3
Other	2	0	2	0	0	0	0	0	0	0	0
Unknown	60	2	0	2	1	4	7	0	2	0	42



Casualty Data

Explanation of Casualty Data Section

This section contains eleven tables and figures that examine data relating to the victims in boating accidents. The following pages focus on historical casualty information, casualty-vessel information, and state-specific casualty information.

Deaths, Injuries & Accidents by Year, 1997-2014 (Figure 11 & Table 29, Page 54)
This figure and table document the number of accidents and casualties from 1997-2014.

Accident, Casualty & Damage Data by State (Table 30, Page 55)
This table provides accident, casualty, and damage information by state for the year 2014. Accidents are broken down into three levels of severity– fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 12, Page 56)
This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 19 deaths. Out of the total national death count of 610, Michigan contributed 3.1% ((19/610) * 100) of deaths to the national count. Please note that percentages have been rounded.

Fatal Accidents by Location (Figures 12a-e, Pages 57-59)
These figures plot the location of fatal accidents in five different regions. 12a represents the continental United States. 12b represents Alaska. 12c represents Hawaii. 12d represents Puerto Rico. Finally, 12e represents Guam. In many cases, the location was plotted using coordinates. When coordinates were not available, other fields such as the name of body of water, nearest city or town, county, and the narrative were used to approximate the location. Plots are color-coded whereby red dots indicate a single-fatality accident and yellow dots indicate an accident in which more than one person died. One fatal accident that occurred on a U.S.-owned vessel on the high seas southwest of California is not displayed due to Figure 12a's scale.

Annual Recreational Boating Fatality Rates, 1997-2014 (Figure 13 & Table 31, Page 60)
This table and accompanying figure provide two fatality rates for years 1997-2014. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. One fatality rate takes into account all fatalities and all recreational registration data collected. The second fatality rate takes into account only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

States Coded by their 2014 Fatality Rate (Figure 14, Page 61)
This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2013-2014 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State, 2010-2014 (Table 32, Page 62)
This table examines the number of accidents, fatal accidents, and fatalities by state for years 2010-2014.

Number of Accidents by Primary Accident Type & State (Table 33, Page 63-64)
This table documents the first accident event by state. It also provides information about the total number of accidents and casualties by state.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 65)
This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 35, Page 65)
This table displays the number of fatal victims by vessel type and cause of death. The table also provides information on whether the deceased victim was wearing a life jacket.

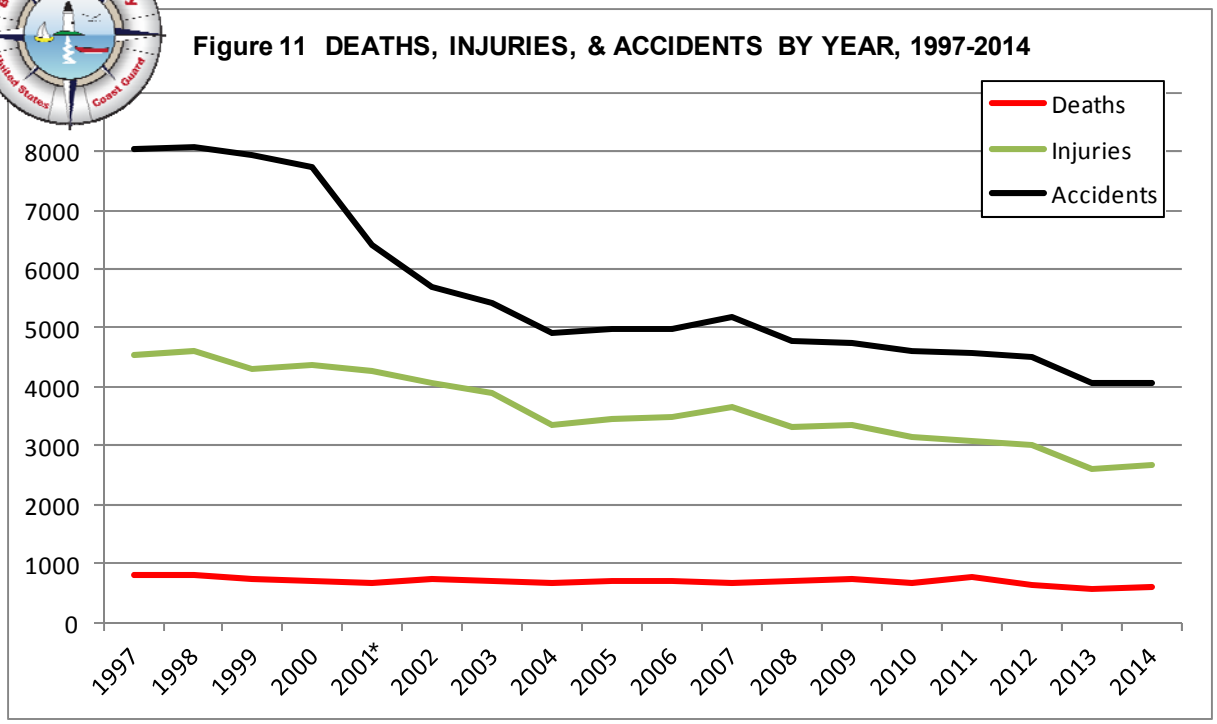


Table 29 ▪ DEATHS, INJURIES & ACCIDENTS BY YEAR, 1997-2014			
Year	Deaths	Injuries	Accidents
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3081	4588
2012	651	3000	4515
2013	560	2620	4062
2014	610	2678	4064

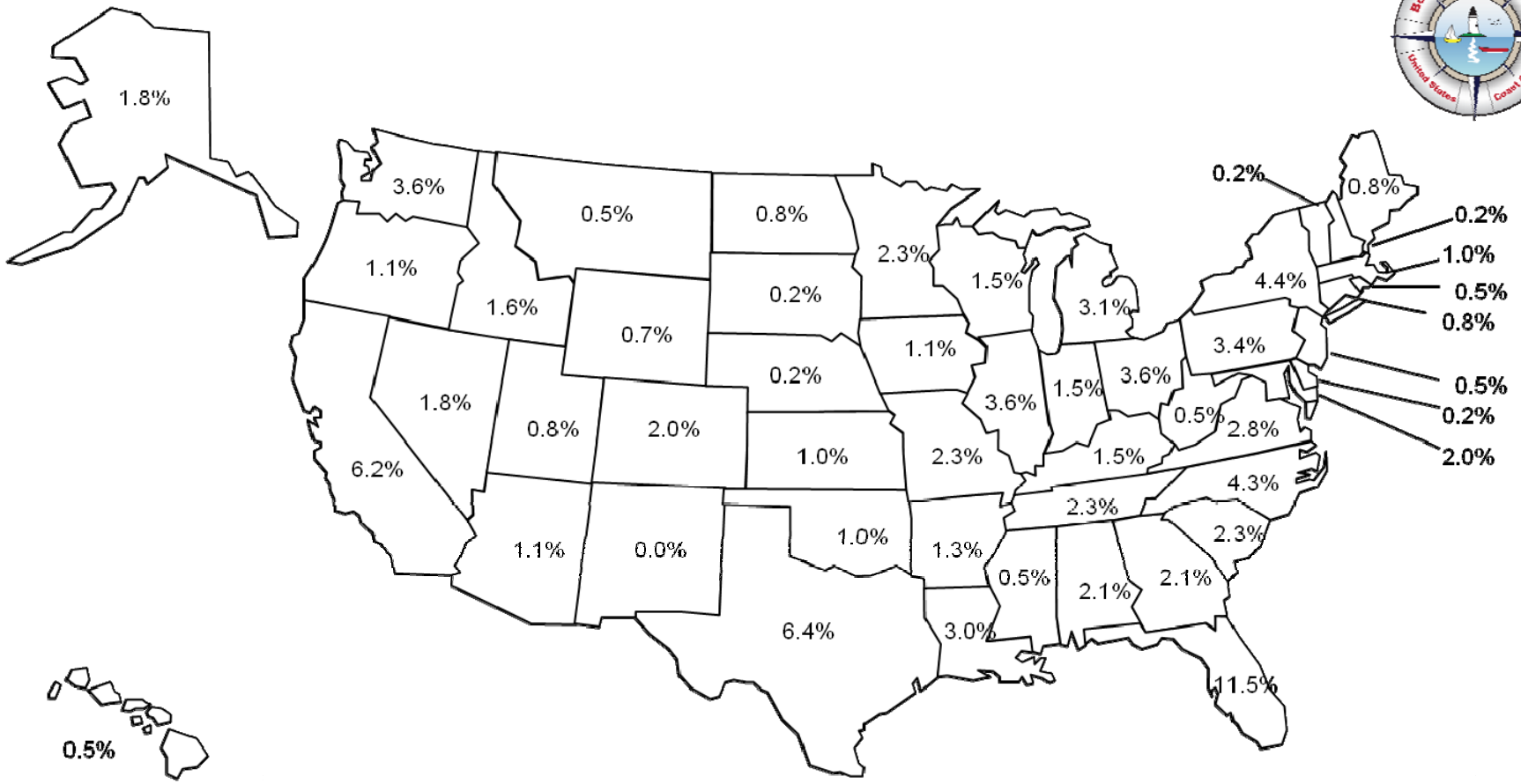
* On July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels changed from $500 to $2000.

Table 30 ▪ ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2014

	Number of Accidents				Persons Involved		
	Total	Fatal	Non-Fatal Injury	Property Damage	Deaths	Injured	Damages
Totals	4064	548	1785	1731	610	2678	$38,874,380
AK	18	10	3	5	11	4	$44,085
AL	71	12	35	24	13	53	$672,100
AR	54	7	22	25	8	33	$419,747
AZ	87	7	42	38	7	66	$380,103
CA	379	29	175	175	38	256	$2,352,017
CO	57	12	30	15	12	37	$97,776
CT	40	5	17	18	5	27	$827,444
DC	2	0	1	1	0	1	$5,700
DE	15	1	5	9	1	7	$812,234
FL	581	62	202	317	70	327	$7,386,874
GA	92	12	47	33	13	81	$396,363
HI	9	3	3	3	3	3	$0
IA	33	6	14	13	7	15	$212,350
ID	43	10	15	18	10	17	$378,850
IL	84	17	38	29	22	63	$519,137
IN	40	9	14	17	9	25	$342,102
KS	17	6	7	4	6	12	$82,750
KY	46	8	24	14	9	38	$621,450
LA	113	18	60	35	18	114	$626,018
MA	82	5	31	46	6	56	$2,029,951
MD	130	10	83	37	12	96	$584,318
ME	35	5	14	16	5	14	$194,773
MI	97	18	42	37	19	51	$331,184
MN	50	14	29	7	14	38	$117,394
MO	142	13	79	50	14	101	$1,682,605
MS	25	2	11	12	3	16	$431,400
MT	14	3	9	2	3	15	$18,200
NC	124	22	68	34	26	92	$844,515
ND	11	4	2	5	5	4	$44,752
NE	26	1	18	7	1	20	$164,950
NH	44	1	19	24	1	27	$321,144
NJ	111	3	41	67	3	77	$217,200
NM	13	0	11	2	0	13	$7,000
NV	47	7	22	18	11	32	$238,880
NY	175	27	67	81	27	105	$1,576,467
OH	100	15	33	52	22	43	$1,512,034
OK	50	6	35	9	6	51	$163,450
OR	61	7	17	37	7	27	$610,722
PA	66	20	23	23	21	39	$215,637
RI	40	3	8	29	3	21	$956,733
SC	124	13	59	52	14	92	$979,065
SD	8	1	2	5	1	3	$124,420
TN	111	13	50	48	14	69	$1,093,229
TX	167	34	74	59	39	119	$1,526,906
UT	80	5	35	40	5	44	$290,136
VA	60	15	27	18	17	40	$562,916
VT	5	1	4	0	1	9	$4,000
WA	122	22	44	56	22	67	$2,070,050
WI	102	9	56	37	9	85	$775,484
WV	24	3	8	13	3	13	$123,200
WY	11	4	4	3	4	8	$19,900
AS	0	0	0	0	0	0	$0
CNMI	0	0	0	0	0	0	$0
GU	2	2	0	0	3	1	$1,000
PR	3	2	0	1	2	0	$10,000
VI	2	0	0	2	0	1	$363,285
Atlantic Ocean*	10	1	4	5	1	6	$1,423,940
Gulf of Mexico*	4	0	1	3	0	3	$465,440
Pacific Ocean*	5	3	1	1	4	1	$601,000

*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of Mexico. NJ did not submit property damage estimates to boats. However, NJ noted that accidents submitted to the Coast Guard that did not have an injury or death were considered to have $2000 or more in damages. The Coast Guard adjusted NJ's property damages to boats such that each accident without an injury or death had $2000 damages.

Figure 12 DISTRIBUTION OF 2014 DEATHS BY STATE



Atlantic Ocean	0.2%
Pacific Ocean	0.7%
Guam	0.5%
Puerto Rico	0.3%

American Samoa, the Northern Mariana Islands, U.S. Virgin Islands, and District of Columbia did not have deaths.

Figure 12a ▪ FATAL ACCIDENTS BY LOCATION– CONTINENTAL U.S.

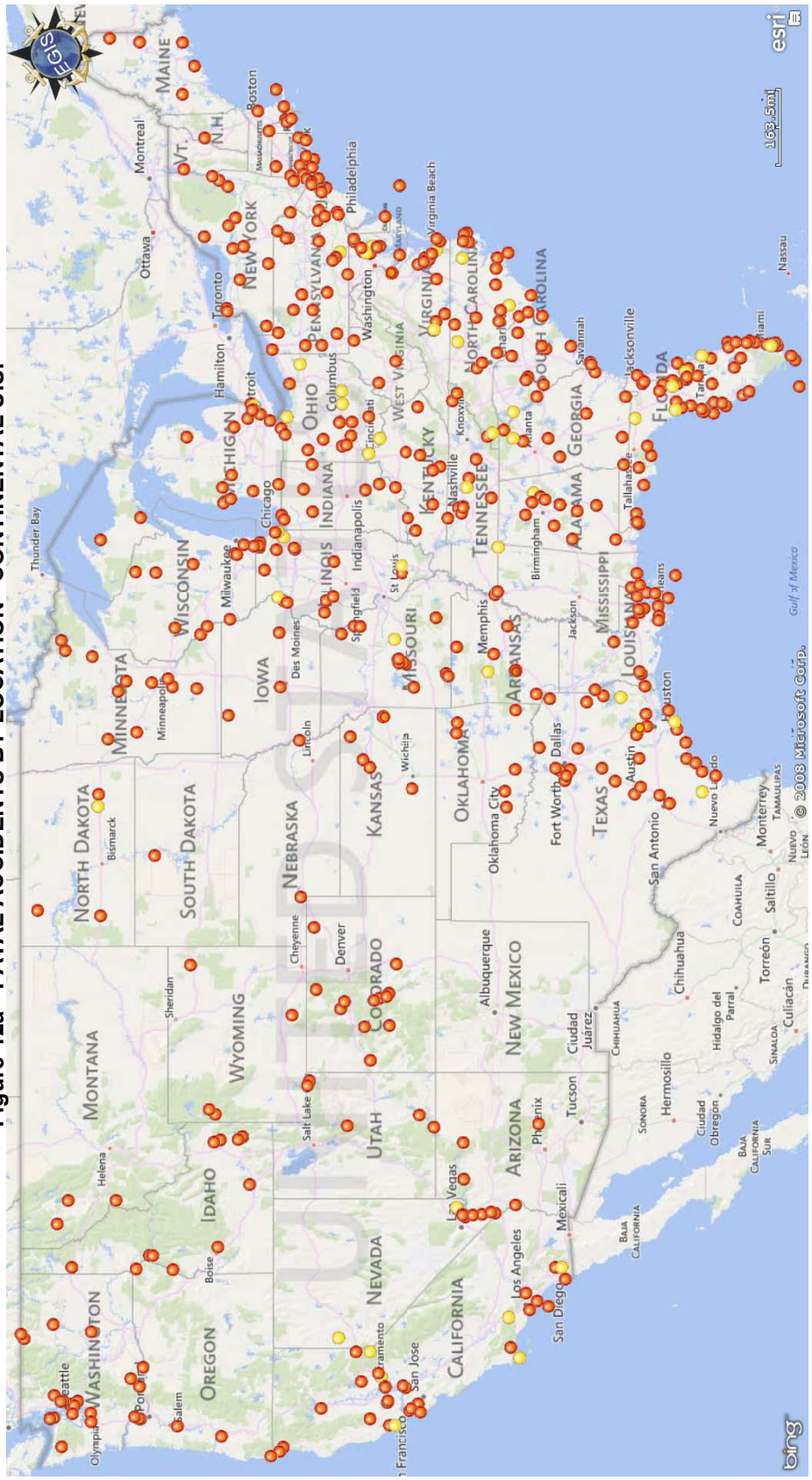


Figure 12b ▪ FATAL ACCIDENTS BY LOCATION– ALASKA

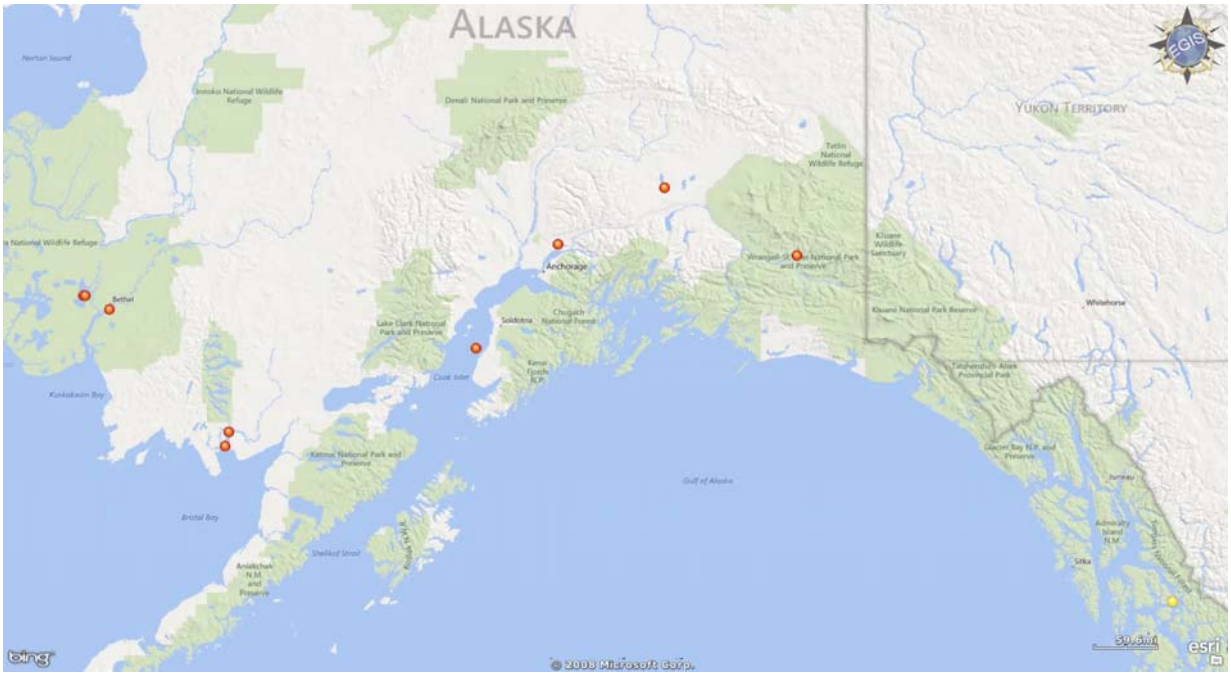


Figure 12c ▪ FATAL ACCIDENTS BY LOCATION– HAWAII

Figure 12d ▪ FATAL ACCIDENTS BY LOCATION– PUERTO RICO

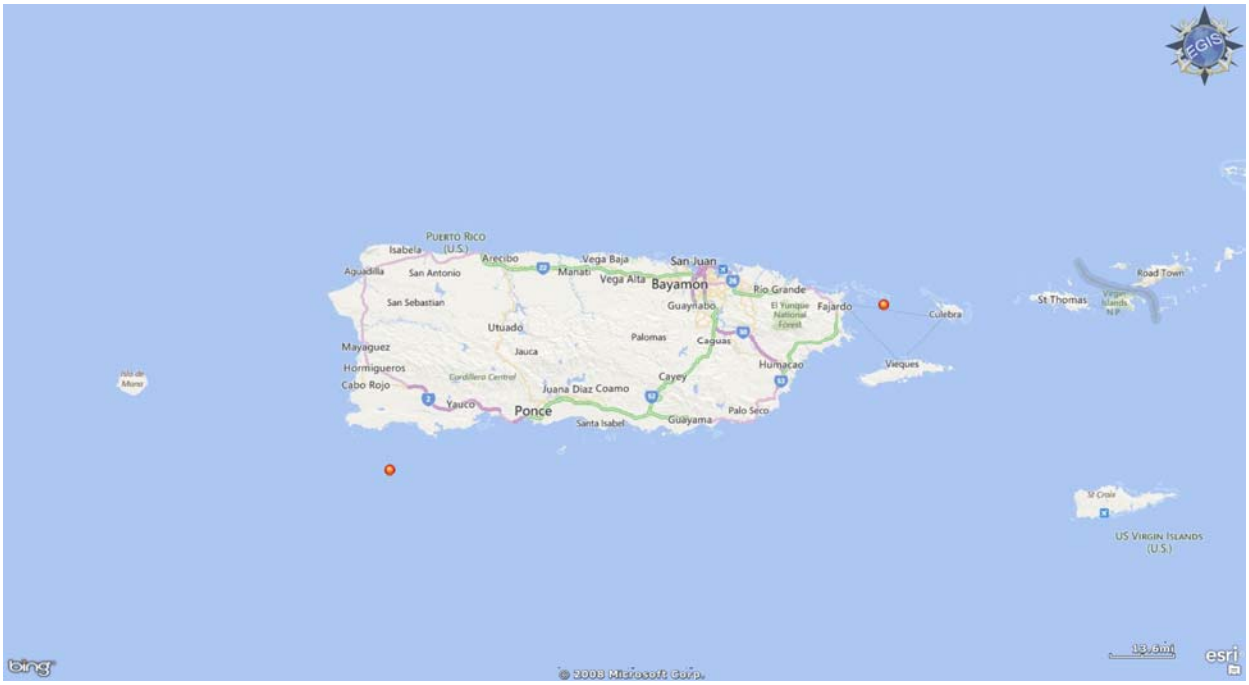


Figure 12e ▪ FATAL ACCIDENTS BY LOCATION– GUAM

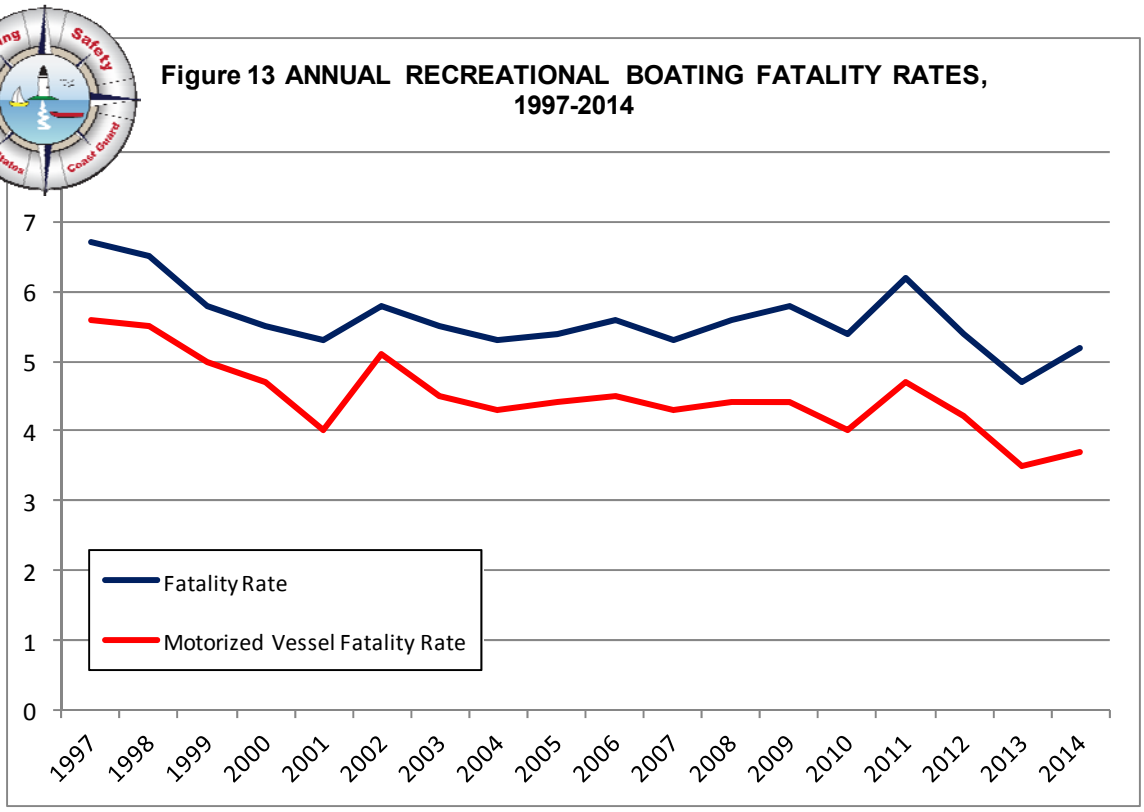
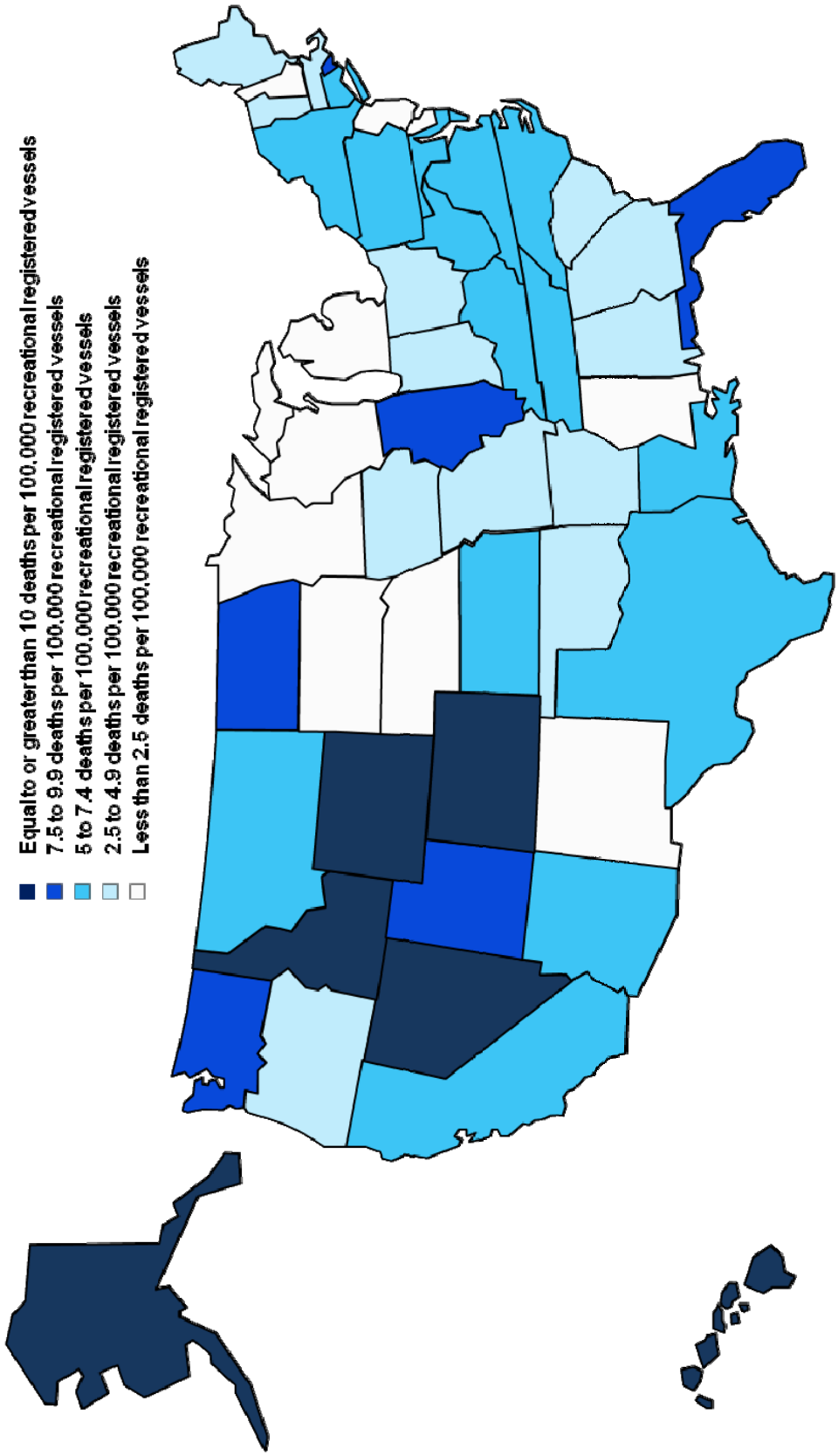


Table 31 ▪ ANNUAL RECREATIONAL BOATING FATALITY RATES 1997-2014						
	All Deaths	All Registered Vessels	Fatality Rate	Motorized Vessel Deaths	Registered Motorized Vessels	Motorized Vessel Fatality Rate
1997	821	12,312,982	6.7	645	11,591,194	5.6
1998	815	12,565,930	6.5	637	11,637,361	5.5
1999	734	12,738,271	5.8	586	11,811,562	5.0
2000	701	12,782,143	5.5	543	11,648,769	4.7
2001	681	12,876,346	5.3	484	12,100,439	4.0
2002	750	12,854,054	5.8	612	11,918,688	5.1
2003	703	12,794,616	5.5	536	11,946,576	4.5
2004	676	12,781,476	5.3	515	11,878,783	4.3
2005	697	12,942,414	5.4	528	11,998,728	4.4
2006	710	12,746,126	5.6	535	11,802,419	4.5
2007	685	12,875,568	5.3	515	11,966,627	4.3
2008	709	12,692,892	5.6	518	11,841,281	4.4
2009	736	12,721,541	5.8	522	11,834,872	4.4
2010	672	12,438,926	5.4	469	11,597,326	4.0
2011	758	12,173,935	6.2	527	11,326,848	4.7
2012	651	12,101,936	5.4	476	11,226,268	4.2
2013	560	12,013,496	4.7	391	11,128,052	3.5
2014	610	11,804,002	5.2	411	10,960,861	3.7

Figure 14 STATES CODED BY THEIR 2014 FATALITY RATE



Note: The fatality rate is calculated using the number of deaths in each State and the number of recreational registered vessels in each State. Please be aware that, for some States, the fatality rate includes deaths that occurred on vessels that were not registered. Further, only the contiguous jurisdictions, Hawaii, and Alaska are represented on this map.

Table 32 ▪ FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2010-2014															
	Total Number of Accidents					Fatal Accidents					Deaths				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Totals	4604	4588	4515	4062	4064	605	686	578	510	548	672	758	651	560	610
Alabama	90	73	71	62	71	20	14	16	10	12	20	19	17	10	13
Alaska	24	20	23	18	18	8	13	15	7	10	11	15	22	10	11
Arizona	113	158	99	95	87	3	10	3	9	7	6	11	4	9	7
Arkansas	60	55	68	56	54	12	13	8	13	7	14	15	8	15	8
California	412	399	365	426	379	44	47	37	34	29	48	52	49	37	38
Colorado	53	58	46	32	57	6	9	8	2	12	7	10	9	2	12
Connecticut	52	42	49	35	40	6	8	6	1	5	7	8	6	1	5
Delaware	21	10	13	8	15	1	3	2	0	1	2	3	2	0	1
DC	1	4	2	5	2	0	1	0	0	0	0	1	0	0	0
Florida	608	685	662	685	581	65	56	48	51	62	69	61	50	58	70
Georgia	135	96	111	92	92	18	14	11	15	12	19	14	13	16	13
Hawaii	15	17	28	14	9	4	6	5	4	3	4	6	5	4	3
Idaho	67	57	66	42	43	9	11	11	5	10	13	12	11	5	10
Illinois	97	106	101	59	84	14	20	15	8	17	15	23	17	9	22
Indiana	43	50	43	44	40	6	10	2	4	9	8	10	2	5	9
Iowa	54	38	33	24	33	6	4	8	3	6	6	4	11	3	7
Kansas	30	40	27	24	17	4	7	2	5	6	6	7	2	5	6
Kentucky	75	46	47	31	46	14	9	7	4	8	14	10	8	5	9
Louisiana	105	112	116	96	113	16	30	23	15	18	21	36	25	15	18
Maine	34	48	48	54	35	6	11	6	3	5	8	12	6	4	5
Maryland	196	184	145	110	130	9	17	11	13	10	9	19	11	14	12
Massachusetts	60	46	68	83	82	16	9	16	12	5	16	9	17	12	6
Michigan	132	129	103	92	97	25	24	14	19	18	27	26	16	21	19
Minnesota	82	75	84	75	50	11	14	12	10	14	12	16	15	12	14
Mississippi	17	34	57	41	25	7	11	11	12	2	8	11	12	13	3
Missouri	161	128	141	111	142	13	17	10	16	13	14	20	12	16	14
Montana	11	19	17	16	14	2	9	9	6	3	2	10	10	6	3
Nebraska	24	22	45	25	26	5	4	8	0	1	5	5	8	0	1
Nevada	59	42	57	48	47	2	7	3	5	7	2	7	4	5	11
New Hampshire	46	36	40	40	44	3	2	4	1	1	3	2	4	1	1
New Jersey	116	119	115	123	111	8	8	7	8	3	8	8	7	8	3
New Mexico	37	24	18	16	13	7	1	1	2	0	8	2	1	2	0
New York	211	173	197	180	175	24	25	21	15	27	27	28	27	18	27
North Carolina	148	144	145	139	124	23	27	22	14	22	24	28	23	16	26
North Dakota	11	10	10	5	11	3	3	1	2	4	3	5	1	2	5
Ohio	127	135	136	108	100	15	13	11	13	15	16	15	11	13	22
Oklahoma	51	57	71	42	50	12	10	12	8	6	13	11	15	9	6
Oregon	60	66	70	59	61	10	10	17	12	7	11	10	19	12	7
Pennsylvania	70	87	59	71	66	6	22	9	16	20	7	22	11	17	21
Rhode Island	34	26	31	42	40	1	2	3	1	3	2	2	3	1	3
South Carolina	102	93	108	104	124	25	17	13	26	13	27	19	14	27	14
South Dakota	18	13	18	10	8	2	2	3	1	1	4	2	4	1	1
Tennessee	116	117	147	119	111	17	21	16	17	13	19	22	21	20	14
Texas	163	197	162	146	167	27	34	32	28	34	28	37	32	31	39
Utah	103	109	99	76	80	10	8	6	10	5	10	8	8	12	5
Vermont	2	7	3	2	5	0	3	0	1	1	0	3	0	1	1
Virginia	102	121	89	64	60	14	19	13	10	15	14	21	15	11	17
Washington	72	93	105	94	122	14	14	28	17	22	18	15	30	17	22
West Virginia	23	17	19	16	24	7	6	4	3	3	8	8	4	3	3
Wisconsin	104	110	110	79	102	17	19	23	12	9	18	22	23	12	9
Wyoming	15	16	9	6	11	1	5	1	0	4	1	6	1	0	4
Guam	1	2	1	1	2	0	2	0	1	2	0	2	0	1	3
Puerto Rico	12	3	1	2	3	2	1	1	2	2	3	1	2	2	2
Virgin Islands	2	0	2	0	2	2	0	1	0	0	3	0	1	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0
*AT	18	9	4	10	10	2	2	0	3	1	3	4	0	4	1
*GL	2	4	6	3	4	0	1	1	0	0	0	2	1	0	0
*PC	6	1	4	2	5	1	0	1	1	3	1	0	1	7	4

*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of Mexico.

Table 33 ▪ NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2014

	Total accidents	Capsizing	Carbon monoxide	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other deaths	Total deaths	Injuries
Totals	4064	280	6	452	54	18	5	937	118	99	151	1	147	281	152	75	36	463	359	47	31		292	1	55	4	418	192	610	2678
AK	18	4	0	0	0	0	0	1	0	1	1	0	0	2	1	1	0	1	5	0	0	0	0	0	1	0	6	5	11	4
AL	71	4	0	7	4	0	0	17	2	2	6	0	0	6	2	2	0	7	3	1	2	0	5	0	1	0	10	3	13	53
AR	54	2	0	5	0	0	0	13	2	1	0	0	4	4	5	0	0	6	5	0	0	0	7	0	0	0	8	0	8	33
AZ	87	4	0	3	0	0	1	29	1	2	5	0	1	4	5	1	0	8	10	0	1	0	10	0	2	0	5	2	7	66
CA	379	29	2	21	1	1	0	109	7	7	10	0	8	18	10	6	8	45	47	2	7	0	36	0	5	0	20	18	38	256
CO	57	11	1	3	1	1	0	10	1	3	1	0	3	1	1	0	0	11	0	0	1	0	6	0	1	1	11	1	12	37
CT	40	2	0	0	0	0	0	8	2	0	1	0	3	4	1	2	2	7	5	0	0	0	2	0	1	0	3	2	5	27
DC	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
DE	15	0	0	1	0	0	1	2	0	0	2	0	0	0	1	0	0	3	5	0	0	0	0	0	0	0	0	1	1	7
FL	581	27	0	105	6	3	1	146	15	4	24	0	24	28	22	16	2	89	43	5	4	0	11	0	6	0	43	27	70	327
GA	92	3	0	15	1	0	0	20	1	4	4	0	3	7	3	0	0	7	5	2	2	0	14	0	0	1	11	2	13	81
HI	9	3	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	3	3	3
IA	33	2	0	6	2	0	0	6	0	1	2	0	1	2	1	1	0	7	0	0	0	0	1	0	1	0	7	0	7	15
ID	43	2	0	6	0	0	0	11	1	3	4	0	0	3	2	0	0	5	2	1	0	0	3	0	0	0	6	4	10	17
IL	84	7	0	8	0	1	0	18	9	4	3	0	4	6	0	2	1	6	6	1	0	0	5	0	3	0	21	1	22	63
IN	40	2	0	6	2	0	0	12	0	2	0	0	1	4	0	1	0	6	1	1	0	0	2	0	0	0	5	4	9	25
KS	17	0	0	3	0	0	0	1	1	1	1	0	0	3	3	0	0	2	1	0	0	0	1	0	0	0	6	0	6	12
KY	46	4	0	1	0	1	0	10	1	0	4	0	3	4	2	2	0	4	4	0	0	0	5	0	1	0	6	3	9	38
LA	113	5	0	26	7	0	0	20	15	0	3	0	1	12	2	0	0	9	6	1	0	0	6	0	0	0	11	7	18	114
MA	82	11	0	12	1	0	0	22	0	2	3	0	0	5	4	3	0	4	12	0	0	0	3	0	0	0	5	1	6	56
MD	130	4	0	16	3	1	0	21	5	4	7	0	10	9	3	1	1	5	6	0	3	0	22	1	8	0	7	5	12	96
ME	35	4	0	4	1	0	1	7	0	2	1	0	4	2	1	0	0	1	2	0	0	0	4	0	1	0	4	1	5	14
MI	97	13	0	9	1	0	0	31	1	5	5	0	3	6	2	2	0	6	3	1	0	0	9	0	0	0	16	3	19	51
MN	50	6	0	3	0	0	0	9	0	5	1	0	1	4	0	0	0	8	3	0	0	0	8	0	2	0	12	2	14	38
MO	142	4	0	17	1	0	0	34	2	4	5	0	13	14	8	1	0	10	9	1	1	0	16	0	2	0	9	5	14	101
MS	25	0	0	2	0	1	1	1	1	0	0	0	1	2	4	2	1	3	2	1	0	0	3	0	0	0	1	2	3	16
MT	14	1	0	3	0	0	0	3	0	0	1	0	1	1	0	0	0	1	2	0	0	0	1	0	0	0	3	0	3	15
NC	124	10	0	14	1	2	0	22	3	5	4	0	10	15	4	3	0	8	4	0	1	0	15	0	3	0	21	5	26	92
ND	11	3	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	5	0	5	4

Table 33 Continued ▪ NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2014

	Total accidents	Capsizing	Carbon monoxide	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other deaths	Total deaths	Injuries
NE	26	2	0	1	0	0	0	9	2	1	1	0	0	2	0	0	0	2	2	1	0	0	3	0	0	0	1	0	1	20
NH	44	3	0	2	0	0	0	11	1	0	0	0	2	3	1	0	1	4	11	2	0	0	3	0	0	0	0	1	1	27
NJ	111	3	0	17	3	2	0	24	3	0	5	0	5	6	6	5	1	14	12	1	1	0	3	0	0	0	2	1	3	77
NM	13	4	0	1	0	0	0	1	0	0	2	0	1	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	13
NV	47	1	0	1	0	0	0	12	0	3	2	0	2	4	2	0	0	5	9	0	0	0	5	0	1	0	5	6	11	32
NY	175	11	1	19	1	0	0	36	5	5	3	0	6	10	7	3	3	25	28	5	1	0	4	0	2	0	19	8	27	105
OH	100	9	0	11	1	0	0	22	5	2	1	0	1	11	3	2	2	17	6	0	0	0	5	0	1	1	19	3	22	43
OK	50	3	0	6	0	0	0	10	1	3	4	0	1	1	4	0	0	9	1	3	0	0	4	0	0	0	5	1	6	51
OR	61	4	0	9	2	2	0	10	2	0	0	0	1	3	3	2	0	7	11	1	0	0	4	0	0	0	7	0	7	27
PA	66	16	0	7	0	0	0	9	1	3	3	0	0	5	3	1	0	6	3	2	2	0	4	0	1	0	18	3	21	39
RI	40	3	0	3	0	0	0	13	0	1	0	0	1	2	1	1	0	6	9	0	0	0	0	0	0	0	3	0	3	21
SC	124	2	1	19	2	0	0	39	6	0	5	0	8	6	4	3	1	14	11	1	0	0	2	0	0	0	7	7	14	92
SD	8	0	0	2	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	1	3
TN	111	3	0	11	1	0	0	25	4	3	4	1	3	13	4	4	2	8	11	2	0	0	10	0	2	0	10	4	14	69
TX	167	11	0	16	2	1	0	40	4	4	14	0	3	17	2	0	1	20	13	7	3	0	8	0	0	1	13	26	39	119
UT	80	4	1	5	1	0	0	11	0	4	3	0	3	0	4	1	0	12	10	0	0	0	20	0	1	0	4	1	5	44
VA	60	9	0	6	2	0	0	7	1	1	1	0	4	4	5	3	0	5	3	1	0	0	8	0	0	0	11	6	17	40
VT	5	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	9
WA	122	14	0	8	0	1	0	29	4	2	1	0	3	14	8	2	4	19	11	0	0	0	1	0	1	0	14	8	22	67
WI	102	5	0	11	2	0	0	30	4	1	3	0	4	8	4	1	0	10	5	1	1	0	8	0	4	0	7	2	9	85
WV	24	1	0	0	1	1	0	8	1	2	0	0	0	1	1	0	0	2	5	0	0	0	1	0	0	0	3	0	3	13
WY	11	1	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	2	2	4	8
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GU	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3	1
PR	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	0
VI	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
AT	10	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	1	0	0	0	0	0	3	0	0	1	1	6
GL	4	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
PC	5	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4	4	1

Table 34 ▪ NUMBER OF INJURED VICTIMS BY PRIMARY INJURY & VESSEL TYPE

Primary Injury	Number of injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
Amputation	29	0	1	1	0	0	0	0	19	3	4	0	0	0	0	0	1
Broken bone	479	13	5	35	2	1	3	4	241	158	13	1	1	1	0	0	1
Burns	92	0	2	44	0	1	0	0	38	5	0	0	0	0	0	0	2
Carbon monoxide	8	0	0	4	0	1	0	0	3	0	0	0	0	0	0	0	0
Concussion	258	4	4	15	0	0	2	4	136	72	7	1	9	1	0	1	2
Dislocation	60	0	0	4	1	1	0	2	36	14	1	0	0	0	0	0	1
Electric shock	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hypothermia	245	0	6	11	39	0	8	34	91	11	0	17	10	0	1	0	17
Internal organ injury	126	2	4	13	0	0	1	4	64	27	7	1	1	1	0	0	1
Laceration	596	4	4	53	5	1	1	6	374	103	34	2	2	0	0	0	7
Scrape/bruise	415	9	6	32	1	1	2	7	193	134	11	3	10	0	2	0	4
Shock	19	0	0	1	0	0	1	1	13	3	0	0	0	0	0	0	0
Spinal cord injury	52	0	1	4	1	0	1	1	29	8	5	0	0	0	0	0	2
Sprain/strain	237	1	5	34	2	2	0	4	124	45	15	0	1	0	2	1	1
Other	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Unknown	60	0	4	4	1	0	0	4	27	9	0	1	0	0	0	0	10
All Injuries	2678	33	42	255	52	8	19	71	1390	592	97	26	34	3	5	2	49

Table 35 ▪ NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2014

Cause of Death	Life jacket worn?	Number of deaths	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
Carbon monoxide	No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	5	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0
Cardiac arrest	No	10	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0
	Yes	64	0	0	3	8	0	9	15	19	5	1	1	2	0	1	0	0
	No	337	0	9	17	61	2	7	34	151	7	15	26	2	0	0	2	4
Drowning	Unknown	17	0	0	3	0	1	0	0	8	0	1	1	0	0	0	0	3
	Yes	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hypothermia	No	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
	Yes	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Other	No	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	32	0	0	0	0	0	0	0	15	16	0	0	1	0	0	0	0
	No	60	3	2	11	0	0	0	0	42	2	0	0	0	0	0	0	0
Trauma	Unknown	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
	Yes	8	0	0	1	1	0	1	0	2	1	0	0	2	0	0	0	0
	No	40	0	2	2	3	0	3	5	19	0	0	2	1	0	0	1	2
Unknown	Unknown	27	0	4	1	2	0	0	2	10	0	0	0	1	0	1	0	6
All Causes		610	3	18	39	75	3	20	58	282	34	17	32	9	0	2	3	15

Registration Data

Explanation of Registration Data Section

The following section contains fives tables and figures that examine boat registration information. Registered vessels are those vessels that are required to be recorded by a state, which includes numbered vessels and other forms of registration. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

Recreational Vessel Registration by Year, 1980-2014 (Table 36 & Figure 15, Page 68)
This table provides information about recreational vessel registration for each year from 1980-2014. The accompanying figure displays a trend line from 1980-2014.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 69)
The top section of the table provides tallies for the number of mechanically-propelled vessels, the number of manually-propelled vessels, and a summation of these two categories. The middle section of the table documents mechanically-propelled vessel registration by length category and engine type. The bottom section of the table focuses on manually-propelled vessels.

Registration Data by State (Table 38, Page 70)
This table examines recreational vessel registration, deaths, and fatality rates by state for years 2013 and 2014. The fatality rate is calculated by dividing the number of fatalities by the total vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. This table also specifies the scope of the state's registration program.

Distribution of 2014 Recreational Vessel Registration by State (Figure 16, Page 71)
This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 728,679 vessels. Out of the total national registration of 11,804,002, California contributed 6.2% ((728,679/11,804,002) * 100) of registered vessels. Please note that percentages have been rounded.

Table 36 - RECREATIONAL VESSELS REGISTERED BY YEAR, 1980-2014	
Year	Registered Vessels
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,875,568
2008	12,692,892
2009	12,721,541
2010	12,438,926
2011	12,173,935
2012	12,101,936
2013	12,013,496
2014	11,804,002

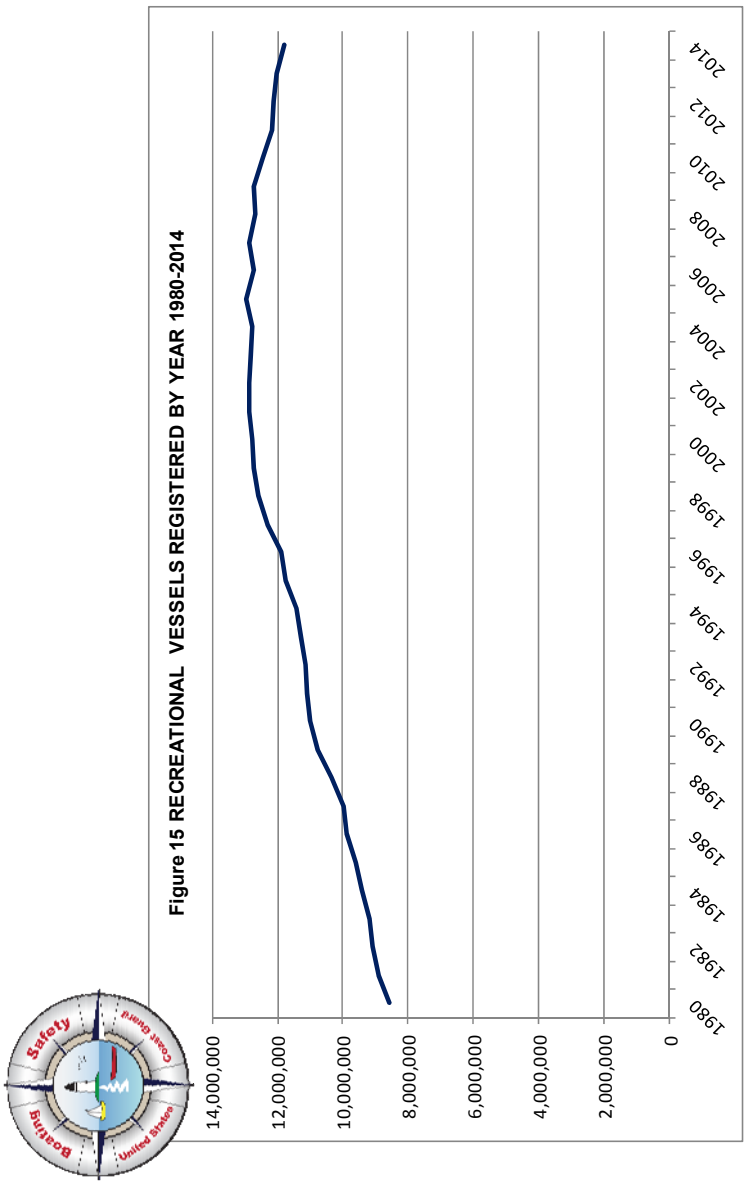


Table 37 ▪ RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2014

Mechanically Propelled	Not Mechanically Propelled	Total
10,960,861	843,141	11,804,002

STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED

	Means of Mechanical Propulsion			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Under 16 feet	1,262,280	2,856,077	114,699	8,639	31,253	4,272,948
16 to less than 26 feet	671,820	4,304,332	1,100,492	14,324	37,412	6,128,380
26 to less than 40 feet	156,534	125,428	150,652	37,138	8,994	478,746
40 to 65 feet	44,294	7,088	12,165	5,707	631	69,885
Over 65 feet	6,037	1,809	2,771	91	194	10,902
Total	2,140,965	7,294,734	1,380,779	65,899	78,484	10,960,861

STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED

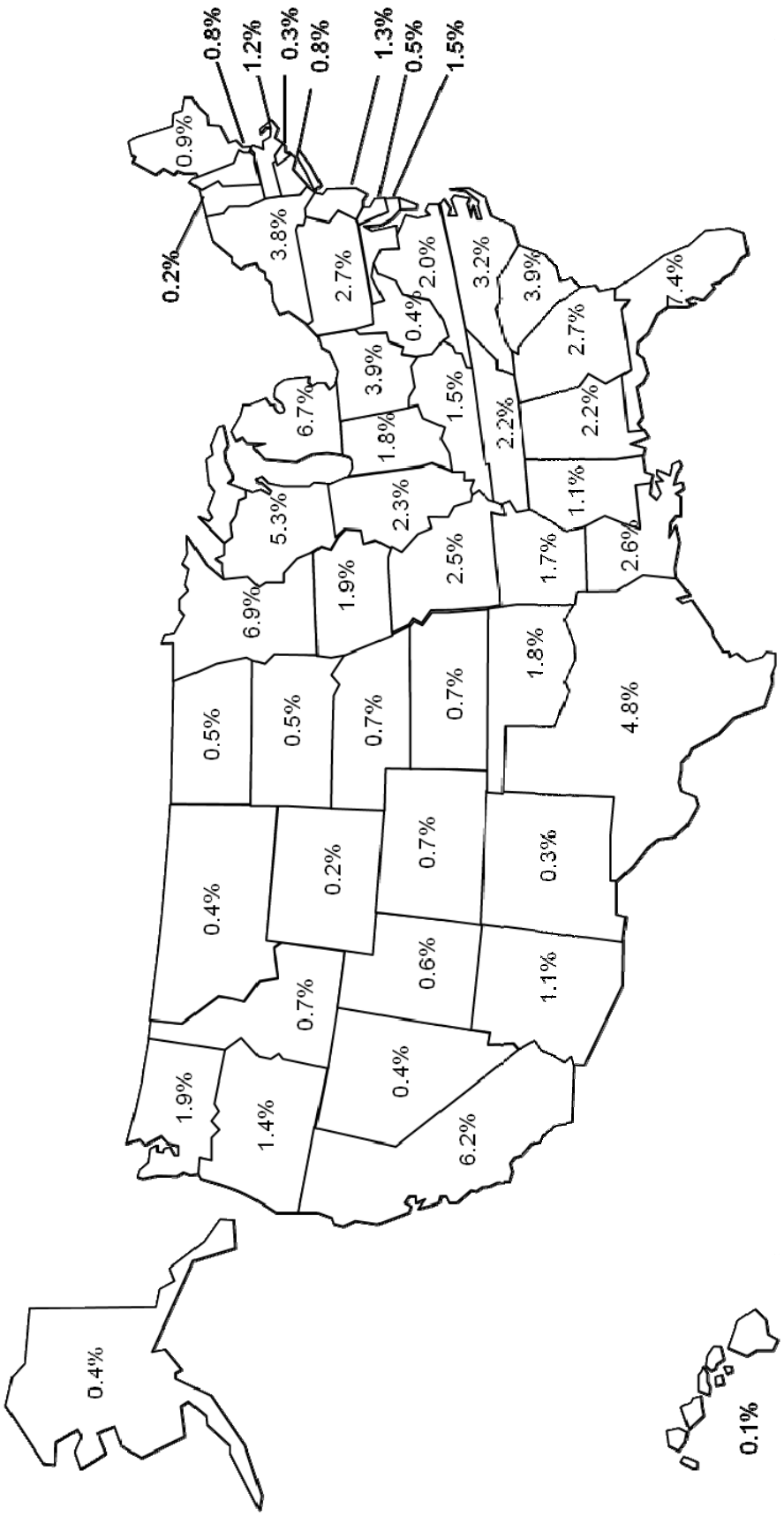
Rowboats	Sailboats	Canoes/Kayaks	Other Boats	Total
99,445	108,689	418,922	216,085	843,141

Table 38 ▪ RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2013-2014

	2014			2013			
	Registration	Deaths	Fatality Rate	Registration	Deaths	Fatality Rate	Scope of Current Boat Registration System
	11,804,002	**610**	**5.2**	**12,013,496**	**560**	**4.7**	
AK	50,123	11	21.9	49,939	10	20	All undocumented powerboats
AL	262,926	13	4.9	265,626	10	3.8	All motorboats, sailboats and rental boats
AR	206,283	8	3.9	237,466	15	6.3	All watercraft
AZ	124,425	7	5.6	125,646	9	7.2	All motorized watercraft
CA	728,679	38	5.2	820,490	37	4.5	All motorboats; sailboats over 8 feet in length
CO	83,683	12	14.3	83,549	2	2.4	All watercraft powered by motor or sail - sailboards exempt
CT	99,658	5	5.0	101,887	1	1	All motorboats; sailboats 19.5 feet or more in length
DC	1,963	0	0.0	2,622	0	0	All watercraft
DE	59,337	1	1.7	59,186	0	0	All motorboats
FL	873,507	70	8.0	870,749	58	6.7	All motorboats
GA	321,740	13	4.0	319,871	16	5	All motorboats; sailboats 12 feet or more in length
HI	12,033	3	24.9	13,367	4	29.9	All motorboats; sailboats over 8 feet in length
IA	221,939	7	3.2	202,886	3	1.5	All watercraft with exceptions (a)
ID	86,270	10	11.6	85,780	5	5.8	All motorboats and sailboats
IL	274,906	22	8.0	310,853	9	2.9	All watercraft, except non-powered vessels on private waters
IN	212,466	9	4.2	214,889	5	2.3	All motorboats on public waterways
KS	82,016	6	7.3	83,422	5	6	All motorboats and sailboats
KY	174,358	9	5.2	174,218	5	2.9	All motorboats, except electric motors 1 hp or less
LA	307,059	18	5.9	307,464	15	4.9	All motorboats; sailboats more than 12 feet in length
MA	135,750	6	4.4	137,668	12	8.7	All motorboats
MD	178,573	12	6.7	181,544	14	7.7	All motorboats
ME	106,328	5	4.7	107,211	4	3.7	All motorboats
MI	789,458	19	2.4	795,875	21	2.6	All watercraft with exceptions (b)
MN	809,292	14	1.7	808,744	12	1.5	All watercraft with exceptions (c)
MO	294,009	14	4.8	297,562	16	5.4	All motorboats; sailboats over 12 feet in length
MS	133,406	3	2.2	130,959	13	9.9	All motorboats and sailboats
MT	47,427	3	6.3	63,438	6	9.5	All motorboats; sailboats 12 feet or more in length
NC	380,670	26	6.8	386,884	16	4.1	All motorboats; sailboats more than 14 feet in length
ND	53,560	5	9.3	69,381	2	2.9	All watercraft
NE	86,778	1	1.2	87,078	0	0	All motorboats
NH	92,258	1	1.1	92,046	1	1.1	All motorboats; sailboats 12 feet or more in length
NJ	152,889	3	2.0	154,178	8	5.2	All watercraft with exceptions (d)
NM	34,647	0	0.0	34,862	2	5.7	All motorboats and sailboats
NV	44,196	11	24.9	46,327	5	10.8	All motorboats
NY	451,862	27	6.0	456,909	18	3.9	All motorboats
OH	459,778	22	4.8	449,541	13	2.9	All watercraft
OK	214,468	6	2.8	194,801	9	4.6	All watercraft
OR	163,358	7	4.3	166,664	12	7.2	All motorboats; sailboats 12 feet or more in length
PA	322,195	21	6.5	329,578	17	5.2	All motorboats and certain non-powered craft (e)
RI	36,291	3	8.3	39,602	1	2.5	All motorboats and rowboats over 12 feet
SC	462,680	14	3.0	466,589	27	5.8	All watercraft
SD	57,209	1	1.7	57,209	1	1.7	All motorboats; all other boats over 12 feet in length
TN	256,862	14	5.5	258,167	20	7.7	All motorboats and sailboats
TX	566,897	39	6.9	575,402	31	5.4	All motorboats and sailboats 14 feet or more in length
UT	66,804	5	7.5	66,012	12	18.2	All motorboats and sailboats
VA	236,521	17	7.2	237,551	11	4.6	All motorboats
VT	27,861	1	3.6	30,008	1	3.2	All motorboats
WA	226,662	22	9.7	229,403	17	7.4	All motorboats with exceptions (f); sailboats >16 ft in length
WI	627,352	9	1.4	613,516	12	2	All motorboats; sailboats over 12 feet in length
WV	48,139	3	6.2	61,961	3	4.8	All motorboats
WY	27,117	4	14.8	28,081	0	0	All motorboats and sailboats
AS	86	0	0.0	88	0	0	All watercraft
CNMI	289	0	0.0	389	0	0	All motorboats
GU	889	3	337.5	996	1	100.4	All motorboats 7 feet or more, personal watercraft, and sailboats
PR	24,019	2	8.3	23,882	2	8.4	All motorboats; vessels adapted to hold a motor
VI	4,051	0	0.0	3,480	0	0	All watercraft
Offshore		5			11		

(a) Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length. (b) Michigan excludes manually propelled boats 16 feet or less in length, and privately-owned non-motorized rafts, canoes, and kayaks. (c) Minnesota excludes non-motorized boats ten feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes. (d) New Jersey excludes non-motorized boats less than 12 feet in length and canoes, kayaks, racing shells and rowing sculls. (e) Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission. (f) Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive state waters.

Figure 16 DISTRIBUTION OF 2014 RECREATIONAL VESSEL REGISTRATION BY STATE



DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
RECREATIONAL BOATING ACCIDENT REPORT

OMB Control Number: 1625-0003
Expires: 12/31/2015

INSTRUCTIONS: Use "Report required because" section below to determine if a report is required for your accident. If required, please have each vessel owner or operator involved in the accident submit a report to their state reporting authority. Each boat operator/owner involved in an accident should submit a separate report. For each question below, please provide answers if applicable and if known; otherwise leave blank. Privacy Act Notice: Authority- 46 U.S.C. 6102 and 33 CFR 173 & 174 authorize the collection of information on boating accidents. Purpose-The Coast Guard uses this information for statistical purposes, chiefly to inform the public, to measure the Program's efforts, and to regulate issues relating to boating safety. Routine Uses-The Coast Guard shares this information within the agency, and if state and federal law permit it, to the public.

REPORT SUBMISSION

Report required because *(select all that apply)*:

- ☐ At least one person in this accident *died*: If so, how many? _____
- ☐ At least one injured person in this accident *required or was in need of treatment beyond first aid*: If so, how many? _____
- ☐ At least one person in this accident *disappeared* and has not yet been recovered: If so, how many? _____
- ☐ *All* boat and other property *damage (e.g., fishing/hunting gear)* caused by this accident *totaled (or likely totaled)* $2,000 or more:
  - Approximate value of damage to *your* boat: $_____
  - Approximate value of damage to *your* other property: $_____
- ☐ Your or another *boat* in this accident was *(or likely was) a total loss*

Report submitted by *(select all that apply)*:

- ☐ Boat Operator *(required if possible)*
- ☐ Boat Owner *(if operator unable, or same as operator)*
- ☐ Other *(describe)*: _____

To be submitted within:

48 hours *(if injury, disappearance or death)*
10 days *(if boat/property damage only)*

To be submitted to: *(Local State Reporting Authority)*

Phone:

You may submit any comments concerning the accuracy of the burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503. Questions relating to the collection of this data should be sent to the Coast Guard.

For State Agency Use Only	
First Name	*Last Name*
Phone:	

First Name	Last Name	Phone	*Primary Cause of Accident*

ACCIDENT SUMMARY

WHEN

Date: *(mm/dd/yyyy)* Time: am ☐ pm ☐ *(select one)*

WHERE

Body of Water Name

Location *(on water)* description

Nearest city/town

County: State:

ACCIDENT DESCRIPTION: *Briefly* describe this accident *(attach extra pages if necessary)*

DAMAGE TO *YOUR* BOAT: *Briefly* summarize any damage to your boat

***YOUR* BOAT – PEOPLE**	
# people *on board (including operator)*:	
# people *being towed (e.g., on tubes, skis)*:	
# people *wearing lifejackets (on board or towed)*:	
***OTHER* BOATS INVOLVED IN ACCIDENT**	
# of *other* boats involved:	

DAMAGE TO *YOUR* OTHER PROPERTY: *(NOT BOAT)*
Briefly summarize any damage to your other property *(not boat)*

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

YOUR BOAT

BOAT IDENTIFICATION

Your Boat Name:	Manufacturer:
Model Name:	Model Year:
Registration #:	Documentation #:
Hull Identification # *(HIN)*	Rented: ☐ Yes ☐ No

SIZE ESTIMATES

Length: ft.	Depth from transom *(stem)* to keel *(bottommost point)*: ft. in.	Beam width at widest point: ft.

HULL MATERIAL

Type of Hull Material *(select one)*

☐	Fiberglass	☐	Wood	☐	Rubber/vinyl/canvas	☐	Other *(describe):*
☐	Aluminum	☐	Steel	☐	Plastic		

BOAT TYPE

Boat Type *(select one)*

☐	Cabin motorboat	☐	Inflatable	☐	Canoe	☐	Personal watercraft *(PWC) (e.g., Wave Runner™, Jet Ski™, Sea-Doo™)*
☐	Open motorboat	☐	Houseboat	☐	Rowboat		
☐	Auxiliary sail	☐	Sail *(only)*	☐	Air boat	☐	Other *(describe)*
☐	Pontoon boat	☐	Kayak				

Available Propulsion *(select all that apply)*

☐	Propeller	☐	Air thrust
☐	Sail	☐	Other *(describe):*
☐	Manual		
☐	Water jet		

ENGINE

# Engines	**Engine type and horsepower** *(select one)*								**Fuel type** *(select all that apply)*					
Manufacturer	☐	Outboard	☐	Sterndrive *(I/O)*	☐	Inboard	☐	None	☐	Gasoline	☐	Diesel	☐	Electric
	Total horsepower: **hp**													

SAFETY MEASURES

Organizations that have conducted a vessel safety check *(VSC)* on board your boat within the past year *(including carriage of safety equipment, e.g., lifejackets, anchor and line, fire extinguishers):*

US Coast Guard Auxiliary:	VSC Decal? ☐ Yes ☐ No	☐	Federal Agency *(Name)*		
US Power Squadrons:	VSC Decal? ☐ Yes ☐ No	☐	State Agency (*Name)*		
		☐	Other Agency *(Name)*		

# Life jackets on board:		# Fire extinguishers on board:		Type of fire extinguishers *(e.g., ABC)*:	
		# Fire extinguishers used:		Amount of fire extinguishers used:	

ACCIDENT DETAILS – EXTERNAL CONDITIONS

WEATHER

Overall weather was *(select one)*				**It was** *(select one)*		**Visibility was** *(select one)*		**Wind was** *(select one)*	
☐	Clear	☐	Raining	☐	Day	☐	Good	☐	0 mph *(none)*
☐	Cloudy	☐	Snowing	☐	Night	☐	Fair	☐	Over 0, up to 12 mph *(light)*
☐	Foggy	☐	Hazy			☐	Poor	☐	Over 12, up to 25 mph *(moderate)*
☐	Other *(describe):*			Approximate air temperature:	**ºF**			☐	Over 25, up to 55 mph *(strong)*
								☐	Over 55 mph (stormy)

WATER

Overall water conditions *(select one)*:		**Other water conditions:**				
☐	Up to 6 in. waves *(calm)*	Approximate water temperature:	**ºF**			
☐	Over 6 in., up to 2 ft. waves *(choppy)*	Strong current?	☐	Yes	☐	No
☐	Over 2 ft., up to 6 ft. waves *(rough)*	Hazardous waters? *(e.g., rapid tidal flow, currents)*	☐	Yes	☐	No
☐	Over 6 ft. waves *(very rough)*	Congested waters?	☐	Yes	☐	No

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON *YOUR* BOAT

OPERATOR/PASSENGER ACTIVITIES

Operator/passenger activities on *your* boat at time of accident:

Activities were *(select one)*

☐	Recreational	☐	Commercial

Operator/Passenger activities *(select all that apply)*

☐	Fishing	☐	Hunting	☐	White water activity *(e.g., rafting)*		
☐	Tubing	☐	Water Skiing	☐	Relaxing		
☐	Starting engine	☐	Making repairs	☐	Other *(list):*		

BOAT OPERATIONS

***Your* boat operations at time of accident** *(select all that apply)*

☐	Cruising *(underway under power)*	☐	Drifting	☐	Racing	☐	Towing another vessel
☐	Changing direction	☐	At anchor	☐	Rowing/paddling	☐	Launching
☐	Changing speed	☐	Being towed	☐	Docking/undocking	☐	Tied to dock/mooring
☐	Sailing	☐	Other *(list)*				

ACCIDENT DETAILS – CONTRIBUTING FACTORS ON *YOUR* BOAT

CONTRIBUTING FACTORS

Indicate factors on *your* boat which may have contributed to this accident *(select all that apply)*

☐	Alcohol use	☐	Improper lookout	☐	Dam/lock	☐	Starting in gear
☐	Drug use	☐	Operator inattention	☐	Force of wake/wave	☐	Sharp turn
☐	Excessive speed	☐	Operator inexperience	☐	Hazardous waters	☐	Restricted vision *(e.g., fog)*
☐	Improper anchoring	☐	Language barrier	☐	Heavy weather	☐	Mission/inadequate aids to navigation *(e.g., buoy, daymarker)*
☐	Improper loading	☐	Navigation rules violation	☐	Ignition of fuel or vapor	☐	Inadequate on-board navigation lights
☐	Overloading	☐	Failure to vent	☐	Hull failure	☐	People on gunwale, bow or transom
☐	Other *(describe)*:						

ACCIDENT DETAILS –*YOUR* BOAT

MACHINERY/EQUIPMENT FAILURE

Failure of the following machinery/equipment on *your* boat contributed to this accident *(select all that apply)*

☐	Engine	☐	Onboard lights	☐	Shift	☐	Sound equipment *(e.g., horn, whistle)*
☐	Electrical system	☐	Seats	☐	Radio	☐	Auxiliary equipment
☐	Fuel system	☐	Steering	☐	Fire extinguisher	☐	Other (*list*):
☐	Sail/mast	☐	Throttle	☐	Ventilation		
☐	Onboard navigation aids *(e.g., GPS)*						

ACCIDENT DETAILS – EVENTS ON *YOUR* BOAT

ACCIDENT EVENTS

Types of events occurring to/on *your* boat during accident *(select all that apply)*

☐	Collision with recreational boat	☐	Flooding/swamping	☐	Person fell overboard
☐	Collision with commercial boat *(e.g., tug, barge)*	☐	Fire/explosion – fuel	☐	Person fell on/within boat
☐	Collision with fixed object *(e.g., dock, bridge)*	☐	Fire/explosion – non-fuel	☐	Sudden medical condition
☐	Collision with submerged object *(e.g., stump, cable)*	☐	Carbon monoxide exposure	☐	Person struck by boat
☐	Collision with floating object *(e.g., log, buoy)*	☐	Mishap of skier, tuber, wake boarder, etc.	☐	Person struck by propeller or propulsion unit
☐	Capsizing	☐	Person left boat voluntarily	☐	Person electrocuted
☐	Grounding	☐	Person ejected from boat *(caused by collision or maneuver)*		
☐	Sinking	☐	Other *(describe)*		

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS –*YOUR* BOAT- INJURED PEOPLE RECEIVING *OR IN NEED OF* TREATMENT BEYOND FIRST AID

Report only injured people on, struck by, or being towed by *your boat*, receiving *or in need of* treatment beyond first aid. *Do not report* injured people on, struck by, or being towed by *another boat or no boat* (e.g., swimmers, people on a dock). *If more than one* injured person to report, attach additional copies of this page. *If none*, SKIP INJURED PEOPLE section.

INJURED PERSON

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth *(mm/dd/yyyy)*	Age

INJURY DETAILS

Injury caused when person *(select all that apply)*

- ☐ Struck the *(e.g., boat, water):*
- ☐ Was struck by a *(e.g., boat, propeller):*
- ☐ Was exposed to carbon monoxide poisoning
- ☐ Received an electric shock
- ☐ Other *(describe):*

Person was wearing lifejacket? ☐ Yes ☐ No

Person received treatment beyond first aid? ☐ Yes ☐ No

Person was admitted to a hospital? ☐ Yes ☐ No

Nature of most serious injury *(select one)*

- ☐ Scrape/bruise
- ☐ Cut
- ☐ Sprain/strain
- ☐ Concussion/brain injury
- ☐ Spinal cord injury
- ☐ Broken/fractured bone
- ☐ Dislocation
- ☐ Internal organ injury
- ☐ Amputation
- ☐ Burn
- ☐ Other *(describe):*

Body part of *most serious* injury *(e.g., head, trunk, leg):*

ACCIDENT DETAILS – *YOUR* BOAT – DEATHS/DISAPPEARANCES

Only report deaths/disappearances of people on, struck by, or being towed by *your boat*.
If more than one death/disappearance to report, attach additional copies of this page.
If none, SKIP DEATHS/DISAPPEARANCES section.

PERSON WHO DIED/DISAPPEARED

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth *(mm/dd/yyyy)*	Age

DETAILS OF DEATH/DISAPPEARANCE

Injury caused when person *(select all that apply)*

- ☐ Struck the *(e.g., boat, water):*
- ☐ Was struck by a *(e.g., boat, propeller):*
- ☐ Was exposed to carbon monoxide poisoning
- ☐ Received an electric shock
- ☐ Other *(describe):*

Nature of death/disappearance *(select one)*

- ☐ Death – by drowning
- ☐ Death – other likely cause *(describe)*
- ☐ Disappeared and not yet recovered

Person was wearing lifejacket? ☐ Yes ☐ No

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS – *YOUR* BOAT OPERATOR

OPERATOR INSTRUCTION

Boating safety instruction completed *(select all that apply)*

- ☐ None
- ☐ State course
- ☐ USCG Auxiliary course
- ☐ US Power Squadrons course
- ☐ Internet *(name of sponsoring organization)*
- ☐ Other *(describe)*

OPERATOR SAFETY MEASURES

On board, prior to accident, was operator wearing:

A lifejacket?	☐	Yes	☐	No
An engine cut-off switch *(Lanyard or wireless device)* if equipped?	☐	Yes	☐	No
On board, prior to accident, was operator using: Alcohol?	☐	Yes	☐	No
Drugs?	☐	Yes	☐	No
Operator arrested for Boating Under the Influence?	☐	Yes	☐	No
Weather reports consulted prior to accident?	☐	Yes	☐	No

OPERATOR EXPERIENCE

Experience operating this type of boat *(select one)*

☐ 0 to 10 hours ☐ Over 10, up to 100 hours ☐ Over 100, up to 500 hours ☐ Over 500 hours

ACCIDENT DETAILS – OTHER KEY PEOPLE

Only report other key people *not already documented* as injured, died, disappeared or operator/owner of *your* boat.
If more than two other key people to report, attach additional copies of this page.

NAME/ADDRESS

This other key person was a(n) *(select all that apply)*

☐ *Other* boat operator ☐ *Other* boat owner ☐ Owner of *other* damaged property ☐ Passenger on *your* boat ☐ Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name *(if any)*		*Other* boat registration # *(if any)*	

NAME/ADDRESS

This other key person was a(n) *(select all that apply)*

☐ *Other* boat operator ☐ *Other* boat owner ☐ Owner of *other* damaged property ☐ Passenger on *your* boat ☐ Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name *(if any)*		*Other* boat registration # *(if any)*	

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

YOUR BOAT OPERATOR

NAME/ADDRESS

First Name	MI	Last Name
Street		
City	State	Zip

AGE/GENDER/PHONE

Date of Birth *(mm/dd/yyyy)*	Age	Gender		Male		Female	Phone

YOUR BOAT OWNER

If same as *your* boat *operator* SKIP rest of YOUR BOAT OWNER section.

NAME/ADDRESS/PHONE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

PERSON SUBMITTING THIS REPORT

If same as *your* boat *operator* OR *owner*, SKIP rest of PERSON SUBMITTING THIS REPORT section.

NAME/ADDRESS/PHONE/ROLE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

I was a(n) *(select one)*

	Other person on board *this* boat
	Accident witness *not* on board *this* boat
	Other *(describe):*

SIGNATURE OF PERSON SUBMITTING THIS REPORT

Your signature	**Date** *(mm/dd/yyyy)*

An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number.

The Coast Guard estimated that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-BSX-21), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

Glossary

Airboat - A boat propelled by an engine producing air thrust. This type of boat does not include ground effect vessels or air cushion vehicles (hovercraft).

At Anchor - Held in place in the water by an anchor; includes “moored” to a buoy or anchored vessel and “dragging anchor”.

Auxiliary Sailboat - A sailboat also equipped with an engine.

Cabin Motorboat - A motorboat equipped with accommodation spaces, i.e., bunks or berths.

Canoe - A small narrow boat, propelled by paddles. Canoes usually are pointed at both bow and stern and are normally open on top, but can be covered.

Capsizing - Overturning of a vessel.

Carbon Monoxide Poisoning - Death or injury resulting from an odorless, colorless gas generated from auxiliary boat equipment (stoves, heaters, refrigerators, generators, hot water heaters, etc.), another boat’s exhaust, or the exhaust of the vessel on which persons were either aboard or in close proximity.

Collision with Fixed Object - The striking of any fixed object, above or below the surface of the water.

Collision with Floating Object - Collision with any waterborne object above or below the surface that is free to move with the tide, current, or wind, except another vessel.

Collision with Commercial/Governmental/Recreational Vessel - Any striking together of two or more vessels, regardless of operation at the time of the accident, is a collision.

Collision with Submerged Object - A boat’s collision with any waterborne or fixed object that is below the surface of the water.

Congested Waters - Where the body of water is either too small or narrow to safely accommodate the number of boats on it.

Cruising - Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes.

Documented Vessel - A vessel of five or more net tons owned by a citizen of the United States and used exclusively for pleasure with a valid marine document issued by the Coast Guard. Documented vessels are not numbered.

Drifting - Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current, or wind.

Electrocution - Death or injury resulting from an electrical current that comes in contact with water causing electrocution of the victim.

Excessive Speed - Speed above that which a reasonable and prudent person would have operated under the conditions that existed. It is not necessarily a speed in excess of a posted limit.

Failure to Vent - Prior to starting the engine, failure to turn on the powered ventilation system that brings in “fresh air” and expels gasoline vapors from the engine compartment.

Fall in Vessel - Any operator or passenger who slips, trips, or falls on board or within the vessel.

Falls Overboard - Any operator or passenger who falls off of the vessel.

Fiberglass (plastic) hull - Hulls of fiber-reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded.

Fire/Explosion (fuel) - Accidental combustion of vessel fuel, liquids, including their vapors, or other substances such as wood.

Fire/Explosion (other) - Accidental burning or explosion of any material onboard except vessel fuels or their vapors.

Flooding/Swamping - Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface.

Force of Wave/Wake - The track in the water of a moving boat; commonly used for the disturbance of the water (waves) resulting from the passage of the boat's hull.

Fueling - Any stage of the fueling operation; primarily concerned with introduction of explosive or combustible vapors or liquids on board.

Grounding - Running aground of a vessel, striking or pounding on rocks, reefs, or shoals; stranding.

Hazardous Waters - Rapid tidal flows (the vertical movement of water) and/or currents (the horizontal flow of water) resulting in hazardous conditions in which to operate a boat.

Houseboat - A motorized vessel designed primarily with accommodation spaces with little or no foredeck or cockpit, with low freeboard and with a low length to beam ratio.

Hull Failure - Defect or failure of the structural body of a vessel (i.e., hull material, design, or construction) not including superstructure, masts, or rigging.

Ignition of Spilled Fuel or Vapor - Accidental combustion of vessel fuel, liquids, and/or their vapors.

Improper Anchoring - Where a boat is either in the process of being anchored incorrectly or incorrectly held in place in the water by an anchor.

Improper Loading - Loading, including weight shifting, of the vessel causing instability, limited maneuverability, or dangerously reduced freeboard.

Improper Lookout - No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard. Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Inflatable - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible.

Kayak - A small boat with a cockpit that is propelled by a double-bladed paddle by a sitting paddler.

Inadequate On-board Navigation Lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

Machinery Failure - Defect and/or failure in the machinery or material, design or construction, or components installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

Missing or Inadequate Navigation Aids - The absence of or ineffective presence of navigation aids.

Motorboat - Any vessel equipped with propulsion machinery.

Numbered vessel - An undocumented vessel numbered by a state with an approved numbering system under Chapter 123 of title 46, U.S.C.

Open Motorboat - Craft of open construction specifically built for operating with a motor, including boats canopied or fitted with temporary partial shelters.

Operator Inattention - Failure on the part of the operator to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.

Operator Inexperience - Lack of practical experience or knowledge in operating a vessel or, more particularly, the vessel involved in the accident.

Outboard - An engine not permanently affixed to the structure of the craft, regardless of the method or location used to mount the engine, e.g., motor wells, “kicker pits”, motor pockets, etc.

Overloading - Excessive loading of the vessel causing instability, limited maneuverability, dangerously reduced freeboard, etc.

People on Gunwale, Bow or Transom - Standing/Sitting on the upper edge of the side of a boat, usually on a small projection above the deck; and/or standing/sitting on the most forward part of the boat; and/or standing/sitting on the back of the boat.

Person Struck by Vessel - A person is struck by a boat.

Person Struck by Propeller - A person is struck by the propeller, propulsion unit, or steering machinery.

Personal Watercraft - Craft designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within the confines of a hull.

Pontoon Boat - A boat consisting of a rigid structure connecting at least two parallel fore (front) and aft (back) rigid sealed buoyancy chambers.

Restricted Vision - A vessel operator's vision is said to be restricted when it is limited by a vessel's bow high trim, or by glare, sunlight, bright lights, a dirty windshield, spray, a canopy top, etc.

Rowboat - A open boat propelled by one or more persons using oars.

Rules of the Road Infraction - Violation of the statutory and regulatory rules governing the navigation of vessels.

Sailboat (only) - Any boat whose sole source of propulsion is the natural element (i.e., wind) or a boat designed or intended to be propelled primarily by sail, regardless of size or type.

Sharp Turn - An immediate or abrupt change in the boat’s course of direction.

Sinking - Losing enough buoyancy to settle below the surface of the water.

Skier Mishap - Skier mishap is defined by persons (1) falling off their water-skis, (2) striking a fixed or submerged object, or by (3) becoming entangled or struck by the tow line. Also includes mishaps involving inner-tubes and other devices on which a person can be towed behind a boat.

Standup Paddelboard - A vessel, typically 7' – 15' in length with enough width and flotation to stay afloat without momentum while boarded, that is propelled by a standing operator with the use of a single or double-bladed paddle.

Starting in Gear - The boat's engine is started with the transmission in forward or reverse.

Steel hull - Hulls of sheet steel or steel alloy, not those with steel ribs and wood, canvas, or plastic hull coverings.

Sterndrive - An inboard/outboard engine system, with the engine inside the hull connected to an external lower unit containing a propeller. Steering is achieved by turning the lower unit.

Sudden Medical Condition - An incident where a person on a vessel experiences an unexpected medical condition.

Towing - Engaged in towing any vessel or object, other than a person.

Weather - As a contributing factor of an accident, "Weather" is supposed to signify a stormy or windy condition, usually connoting rough or high seas and dangerous operating conditions.

Wood Hull - Hulls of plywood, molded plywood, wood planking, or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.

Glossary of State Codes

AL	Alabama	NJ	New Jersey
AK	Alaska	NM	New Mexico
AZ	Arizona	NY	New York
AR	Arkansas	NC	North Carolina
CA	California	ND	North Dakota
CO	Colorado	OH	Ohio
CT	Connecticut	OK	Oklahoma
DE	Delaware	OR	Oregon
DC	District of Columbia	PA	Pennsylvania
FL	Florida	RI	Rhode Island
GA	Georgia	SC	South Carolina
HI	Hawaii	SD	South Dakota
ID	Idaho	TN	Tennessee
IL	Illinois	TX	Texas
IN	Indiana	UT	Utah
IA	Iowa	VT	Vermont
KS	Kansas	VA	Virginia
KY	Kentucky	WA	Washington
LA	Louisiana	WV	West Virginia
ME	Maine	WI	Wisconsin
MD	Maryland	WY	Wyoming
MA	Massachusetts	GU	Guam
MI	Michigan	PR	Puerto Rico
MN	Minnesota	VI	Virgin Islands
MS	Mississippi	AS	American Samoa
MO	Missouri	CNMI	Northern Mariana Islands
MT	Montana	AT	Atlantic Ocean
NE	Nebraska	GL	Gulf of Mexico
NV	Nevada	PC	Pacific Ocean
NH	New Hampshire		