

U.S. Department of  
Homeland Security  
**United States**  
**Coast Guard**



## **BOATING STATISTICS - 2004**



**COMDTPUB P16754.18**



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## **INTRODUCTION**

### **SCOPE**

This report contains statistics on registered boats and recreational boating accidents, and information on boating safety activities for calendar year 2004. States and jurisdictions with Federally approved boat registration systems file official reports that the Coast Guard uses to provide the boat registration information. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; and (2) 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.

### **ACCIDENT REPORTING**

Current regulations (33 CFR 173.55) require the operator of any vessel, numbered or used for recreational purposes, to file a Boating Accident Report (BAR) when, as a result of an occurrence that involves the vessel or its equipment:

1. A person dies; or
2. A person is injured and requires medical treatment beyond first aid, i.e. treatment at a medical facility or by a medical professional other than at the accident scene; or
3. Damage to vessels and other property totals \$2,000 or more or there is a complete loss of any vessel; or
4. A person disappears from the vessel under circumstances that indicate death or injury.

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. Reports are required to be made within 48 hours of an occurrence if:

1. A person dies within 24 hours of the occurrence; or
2. A person requires medical treatment beyond first aid; or
3. A person disappears from the vessel.

Boat operators are required to report accidents involving only damage to the vessel and/or property within ten (10) days of the occurrence. The owner is required to submit the report when the operator cannot. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. Current 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 political subdivision (e.g., county sheriff's office). The statistics in this publication are based on accident data submitted by the reporting jurisdictions as of August 9, 2005 and cover only accidents meeting the Federal minimum reporting requirements listed above.

The statistics in this publication cover boating accidents reported on waters of joint Federal and State jurisdiction and exclusive State jurisdiction. Most States use Boating Accident Report forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form is on pages 10 -15.

## USE OF THE STATISTICS

Users of the statistics in this report need to be aware of the following facts that may affect results of analyses of accident report data:

1. The Recreational Vessel Casualty Reporting System does not include every accident involving a recreational vessel. 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. We believe that only a small fraction of all non-fatal boating accidents occurring in the United States are reported to the Coast Guard, State or local law enforcement agencies. However, we believe that nearly all fatal recreational boating accidents are included in this report. Overall, the more serious the accident, the more frequent the reporting.

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 Management Information for Safety and Law Enforcement (MISLE) System to State Boating Law Administrators of fatal accidents that occurred in their jurisdiction. Fatal accident statistics compiled for use in this publication reflect the 676 fatalities captured by the BARD System.

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. The reporting rates of subgroups of accidents, such as those involving personal watercraft, propeller strikes, collisions, or whitewater, probably differ greatly depending upon unspecified variables.

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

## CASES EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than \$2,000. In calendar year 2004, the Federal threshold of property damage for reports of accidents involving recreational vessels was \$2,000 or more per accident.

2. Accidents involving only slight injury which did not require medical treatment beyond first aid;

3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;

4. Accidents where a person died or was injured from natural causes while aboard a vessel;

5. Accidents where a person died or was injured while swimming to retrieve an object or a vessel that was adrift from its mooring or dock, having departed from the shore or pier;

6. Accidents involving damage, injury or death on a docked or moored vessel that resulted from storms, unusual tidal, sea or swell conditions; or when a vessel got underway in those conditions in an attempt to rescue persons put in peril;

7. Accidents where a person died or was injured while swimming for pleasure from a vessel that WAS NOT underway (i.e., the vessel was anchored, moored, or docked). In those cases, the vessel was being used as a platform for other activities, such as swimming or diving, and was not involved in any event that contributed to the casualty.

Accident reports for twenty-eight (28) fatalities were entered into the BARD system that did not satisfy Federal reporting requirements for inclusion in this report. The following shows the number of fatalities for each “non-reportable” category:

Commercial activity .....	11
(includes commercial fishing, carrying passengers for hire, scuba diving, and guided whitewater rafting trips)	
A person dies while the vessel was being used to conduct government business .....	4
A person dies from natural causes while <u>aboard</u> a vessel .....	3
A person dies in swimming to retrieve an object or a vessel that is adrift from its mooring .....	2
or dock, <u>having departed from the shore or pier</u>	
A person dies from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled .....	2
substances or poison; or from gunshot wounds	
A person dies while swimming for pleasure from a <u>vessel</u> that <u>IS NOT underway</u> (the vessel .....	2
is anchored, moored or docked)	
A fatality that was not caused by a vessel, its equipment or its appendages .....	2
A person dies from assault by another person while aboard a vessel .....	2

## CASES THAT ARE INCLUDED IN THIS REPORT

This report includes the following boating accidents involving a swimmer, a recreational vessel and its operation:

1. A person dies or is injured while swimming because of carbon monoxide exposure;
2. A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;
3. A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel;
4. A person is struck by a vessel or its associated equipment where the vessel serves as the instrument striking the person.

## RISK BASED DECISION-MAKING (RBDM)

The Coast Guard is using boating accident report data to assess the risks associated with recreational boating activity, determined by (1) type of possible losses; (2) frequencies at which the losses are expected to occur; and (3) probable effects. Our vision is to use RBDM as a tool to guide the Recreational Boating Safety (RBS) Program in efforts to reduce the number of accidents, fatalities, injuries, property damage, and healthcare costs associated with boating casualties. RBDM may also prove helpful in defining performance measures that evaluate the effectiveness of RBS program activities (i.e., education, law enforcement, outreach and awareness campaigns, boat manufacturing inspection programs) in mitigating the risks associated with the use of recreational boats.

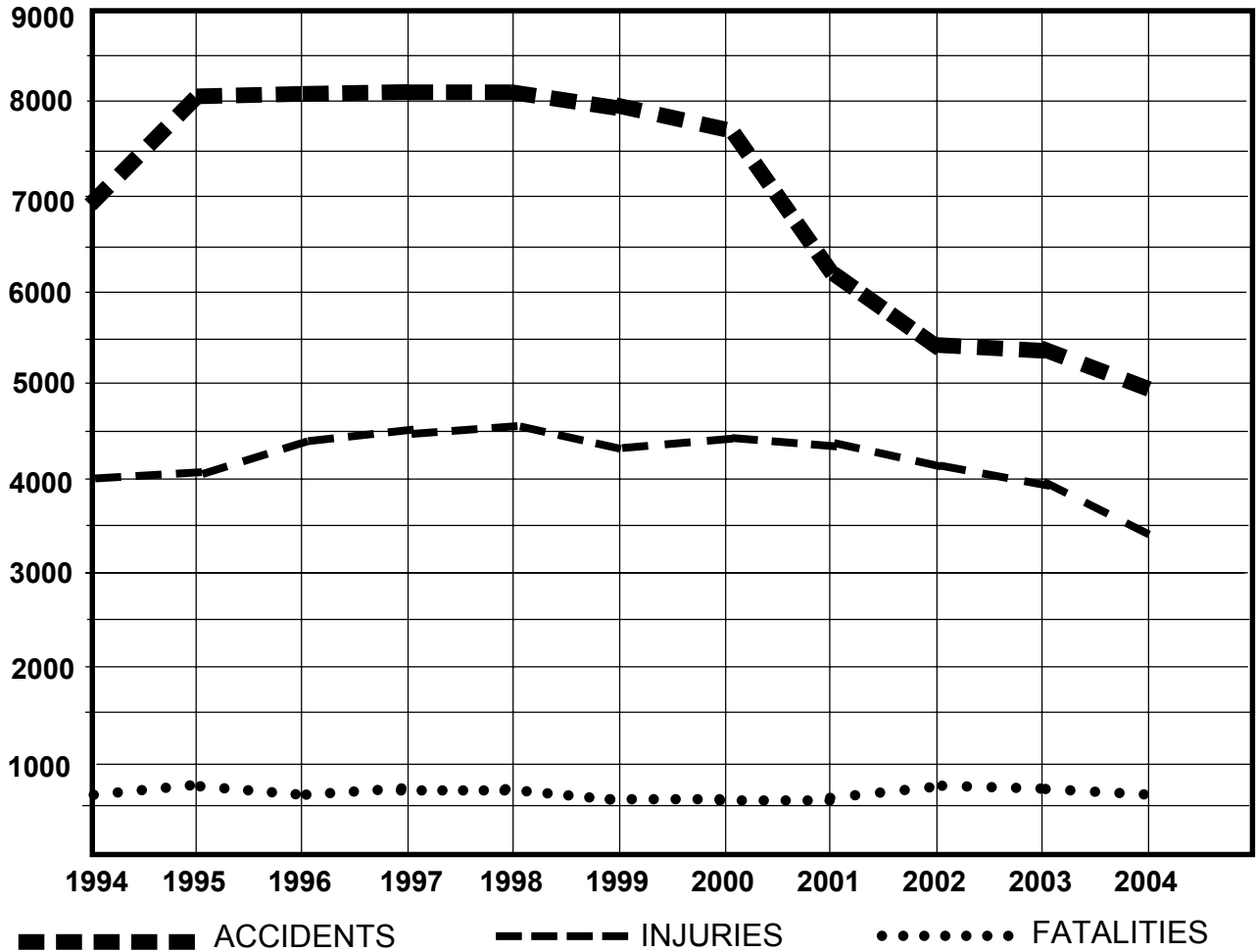
## FATALITY RATE

Historically, one indicator of safety in recreational boating is the fatality rate, e.g., the number of reported fatalities as compared to the number of registered recreational boats. The registered boat population is based on the annual Report of Certificates of Number Issued to Boats, each State and jurisdiction forwards to the Coast Guard. The report also provides statistics on registered boats by length, hull material, and type of propulsion.

While a comparison between the 676 fatalities and the 12,781,476 registered boats in 2004 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat registration system. Another limitation is that fatalities occur on boats which are not registered, and therefore not included in the boat registration statistics. Users should be aware of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of registered boats.

<b>YEAR</b>	<b>FATALITIES</b>	<b>NUMBER OF REGISTERED BOATS</b>	<b>FATALITIES PER 100,000 REGISTERED BOATS</b>
..... 1991 .....	924 .....	11,068,440 .....	8.3
..... 1992 .....	816 .....	11,132,386 .....	7.3
..... 1993 .....	800 .....	11,282,736 .....	7.1
..... 1994 .....	784 .....	11,429,585 .....	6.9
..... 1995 .....	829 .....	11,734,710 .....	7.1
..... 1996 .....	709 .....	11,877,938 .....	5.9
..... 1997 .....	821 .....	12,312,982 .....	6.7
..... 1998 .....	815 .....	12,565,930 .....	6.5
..... 1999 .....	734 .....	12,738,271 .....	5.8
..... 2000 .....	701 .....	12,782,143 .....	5.5
..... 2001 .....	681 .....	12,876,346 .....	5.3
..... 2002 .....	750 .....	12,854,054 .....	5.8
..... 2003 .....	703 .....	12,794,616 .....	5.5
..... 2004 .....	676 .....	12,781,476 .....	5.3

## BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
1994	784	4,084	6,906
1995	829	4,141	8,019
1996	709	4,442	8,026
1997	821	4,555	8,047
1998	815	4,612	8,061
1999	734	4,315	7,931
2000	701	4,355	7,740
2001	681	4,274	6,419
2002	750	4,062	5,705
2003	703	3,888	5,438
2004	676	3,363	4,904

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## EXECUTIVE SUMMARY BOATING STATISTICS - 2004

- In 2004, States and jurisdictions reported a total of 12,781,476 registered recreational boats compared to 12,794,616 in 2003. The 4,904 boating accidents reported in 2004 resulted in 676 fatalities, 3,363 injuries, and \$35,038,306 in property damage.
- Approximately seventy percent of all fatal boating accident victims drowned (484 out of 676). Approximately 90 percent of the victims who drowned were not wearing their personal flotation device (PFD or lifejacket). Overall, fatal accident data show approximately 431 lives could have been saved last year if boaters had worn their lifejackets.
- The most reported type of accident was a collision with another vessel. However, capsizing and falls overboard are the most reported types of fatal accidents and accounted for over half (57%) of all boating fatalities. Boat operators need to pay attention to the capacity label on their boat and be careful not to overload small boats (less than 16 feet) with passengers and/or gear.
- Overall, carelessness/reckless operation, operator inattention, operator inexperience, and excessive speed are the leading contributing factors of all reported accidents.
- The most common types of boats involved in reported accidents were open motorboats (42%), personal watercraft (PWC) (25%) and cabin motorboats (15%). Increases were observed in the number of reported fatalities involving pontoon boats (27) and canoes and kayaks (98) from 2003. A decrease was observed in the number of fatalities involving cabin motorboats (42) from the number of fatalities reported in 2003.
- The number of reported injuries involving PWC use continued along a downward trend and has decreased every year since 1996.
- Fourteen (14) children age 12 and under lost their lives while boating in 2004 compared to 27 children in 2003.
- Approximately 70% of all reported fatalities occurred on boats where the operator had not received boating safety instruction.
- Alcohol was involved in approximately one-third of all boating fatalities in 2004.

## EXECUTIVE SUMMARY BOATING STATISTICS - 2004

### TOP TEN CONTRIBUTING FACTORS

ACCIDENT RANK	CONTRIBUTING FACTOR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	CARELESS/RECKLESS OPERATION	570	43
2	OPERATOR INATTENTION	562	55
3	OPERATOR INEXPERIENCE	406	42
4	EXCESSIVE SPEED	401	39
5	HAZARDOUS WATERS	312	57
6	ALCOHOL USE	296	109
7	PASSENGER/SKIER BEHAVIOR	291	26
8	MACHINERY SYSTEM FAILURE	285	21
9	NO PROPER LOOKOUT	271	11
10	RULES OF THE ROAD INFRACTION	188	13

### TOP FIVE TYPES OF ACCIDENTS

ACCIDENT RANK	ACCIDENT TYPE	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	COLLISION WITH VESSEL	1,479	68
2	COLLISION WITH FIXED OBJECT	525	46
3	FALLS OVERBOARD	488	199
4	CAPSIZING	393	184
5	SKIER MISHAP	380	7

### FATALITIES AND LIFEJACKET WEAR

CAUSE OF DEATH	TOTAL NUMBER OF FATALITIES	LIFEJACKET	
		WORN	NOT WORN
DROWNING	484	53	431
TRAUMA	114	50	64
OTHER	32	11	21
HYPOTHERMIA	10	3	7
CARBON MONOXIDE POISONING	2	0	2
UNKNOWN	34	6	28

### BOATING CASUALTIES

TYPE OF BOAT	NUMBER OF DROWNINGS	OTHER DEATHS	TOTAL DEATHS	TOTAL INJURIES	TOTAL CASUALTIES
1. Open Motorboat	244	107	351	1,703	2,054
2. Personal Watercraft	14	42	56	952	1,008
3. Cabin Motorboat	30	12	42	297	339
4. Canoe/Kayak	93	5	98	54	152
5. Pontoon Boat	21	6	27	92	119
6. Rowboat	47	8	55	27	82

## **REPORTING CRITERIA AND GUIDELINES FOR RECREATIONAL VESSEL ACCIDENTS**

Title 33 Code of Federal Regulations, Subchapter S – Boating Safety, Part 173 – Vessel Numbering and Casualty and Accident Reporting, Subpart C – Casualty and Accident Reporting, applies to vessels that are used by their operators for recreational purposes, or that are required to be numbered, except for those vessels required by Federal law to have a Certificate of Inspection.

Recreational vessel means any vessel manufactured or operated for pleasure; or leased, rented, or chartered to another for the latter's pleasure that is propelled or controlled by machinery, sails, oars, paddles, poles, or another vessel.

A recreational boating accident means a recreational vessel, a numbered vessel, or a documented vessel is being used by its operator for recreational purposes **AND** one or more of the following events occur involving the vessel or its equipment:

- Grounding;
- Capsizing;
- Flooding / Swamping;
- Falls within or overboard a vessel;
- Person(s) ejected from a vessel;
- Person leaves a vessel that is underway to swim for pleasure;
- Person leaves a vessel in an attempt to retrieve a lost item, another person, or another vessel;
- Sinking;
- Fire or Explosion;
- Skier Mishap;
- Collision with another vessel or object;
- Striking a submerged object;
- The vessel, propeller, propulsion unit, or steering machinery strikes a person;
- Carbon Monoxide asphyxiation;
- Electrocutation.

As a general guideline, if any of the above events occur and there is a reasonable likelihood that as a result of the event(s) – an injury, death, or property damage occurs – the incident is a recreational boating accident. More than likely, the boating trip would have been successfully completed without incident had any of the above event(s) not occurred.

The guidelines on the following page list occurrences directly or indirectly involving a vessel where vessel activities or operation DID NOT contribute to a boating accident. The occurrences alone are considered to be outside the scope of a boating safety program. While these occurrences may be reported in a jurisdiction and subsequently captured by the Boating Accident Report Database

(BARD) system, they will be classified as “non-reportable recreational boating accidents” in the National BARD system at Coast Guard Headquarters.

### **NON-REPORTABLE GUIDELINES**

- a. A person dies or is injured from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled substances or poison; or from gunshot wounds.
- b. A person dies or is injured from assault by another person or persons while aboard a vessel.
- c. A person dies or is injured from natural causes while aboard a vessel.
- d. A person dies or is injured while swimming for pleasure from a vessel that IS NOT underway (the vessel is anchored, moored, or docked). CAUTION needs to be exercised to confirm that the vessel was used as a swimming platform only. The following are REPORTABLE boating accidents involving a swimmer, a recreational vessel and its operation:
  - A person dies or is injured while swimming because of Carbon Monoxide asphyxiation;
  - A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;
  - A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel.
- e. A person dies or is injured in swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from the shore or pier.
- f. A person dies, or is injured after falling or jumping from a swim raft that is moored or anchored for use as a swimming platform or other purpose.
- g. A person dies, is injured, or property damage occurs while preparing a vessel for launching or retrieving a vessel AND the vessel is not in or upon the water.
- h. Damage, injury or death results from a fire on shore or a pier that spreads to a vessel or vessels.
- i. A person dies, is injured, or property damage results from an “ice boat” accident. An ice boat is a sail-powered device that rides on runners/blades over the ice on frozen lakes and rivers and carries at least the operator. It cannot be used as a conventional sailboat on open water.
- j. Damage, injury or death on a docked or moored vessel resulting from storms, unusual tidal, sea or swell conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons put in peril.
- k. Damage to a docked or moored vessel due to theft or any vandalism.
- l. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.
- m. A person dies or is injured while using underwater breathing apparatus (i.e., snorkeling or scuba diving) and the vessel did not contribute to the casualty.

<b>DEPARTMENT OF HOMELAND SECURITY</b>		<b>BOATING ACCIDENT REPORT</b>		<b>FORM APPROVED OMB NO. 1625-0003</b>	
<b>U.S. COAST GUARD CG-3865</b>		<b>CASE NUMBER</b>			
THE OPERATOR OF A VESSEL THAT IS BEING USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE THIS REPORT IMMEDIATELY TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE OF A PERSON; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; PROPERTY DAMAGE OF \$2,000 OR MORE; OR COMPLETE LOSS OF THE VESSEL. STATE AUTHORITIES MAY REQUIRE REPORTS OF PROPERTY DAMAGE LESS THAN 2,000. THE OWNER OF THE VESSEL SHALL FILE THE REPORT IF THE OPERATOR CANNOT.					
<b>COMPLETE ALL BLOCKS (INDICATE THOSE NOT APPLICABLE BY "NA")</b>					
<b>ACCIDENT DATA</b>					
<b>NUMBER OF PERSONS DECEASED</b>		<b>NUMBER INJURED BEYOND FIRST AID</b>		<b>NUMBER DISAPPEARED</b>	
<b>NUMBER OF VESSELS INVOLVED</b>		<b>TOTAL PROPERTY DAMAGE AMOUNT \$</b>		<b>WAS VESSEL A TOTAL LOSS</b> <input type="checkbox"/> YES <input type="checkbox"/> NO	
<b>DATE OF ACCIDENT</b>		<b>TIME</b> <input type="checkbox"/> AM <input type="checkbox"/> PM		<b>LATITUDE</b>	
<b>LOCATION NAME</b>		<b>STATE</b>		<b>COUNTY</b>	
<b>NAME OF BODY OF WATER</b>		<b>NEAREST CITY OR TOWN</b>		<b>ALCOHOL INVOLVED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO	
<b>NUMBER OF MILES OFF-SHORE</b> _____		<b>REPORT STATUS</b>		<b>STATE REPORTABLE</b> <input type="checkbox"/> <b>USCG REPORTABLE</b> <input type="checkbox"/>	
<input type="checkbox"/> ATLANTIC OCEAN <input type="checkbox"/> GULF OF MEXICO <input type="checkbox"/> PACIFIC OCEAN		<input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL		<input type="checkbox"/> USCG NON-REPORTABLE	
<b>WEATHER (CHECK ALL APPLICABLE)</b>		<b>WATER CONDITIONS</b>		<b>WIND</b>	
<input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN		<input type="checkbox"/> CALM (WAVES LESS THAN 6")		<input type="checkbox"/> NONE	
<input type="checkbox"/> CLOUDY <input type="checkbox"/> SNOW		<input type="checkbox"/> CHOPPY (WAVES 6" TO 2')		<input type="checkbox"/> LIGHT (0 - 12 MPH)	
<input type="checkbox"/> FOG <input type="checkbox"/> HAZY		<input type="checkbox"/> ROUGH (WAVES 2' TO 6')		<input type="checkbox"/> MODERATE (13 - 24 MPH)	
		<input type="checkbox"/> VERY ROUGH (GREATER THAN 6')		<input type="checkbox"/> STRONG (25 - 54 MPH)	
		<input type="checkbox"/> STRONG / SWIFT CURRENT		<input type="checkbox"/> STORM (55 MPH AND OVER)	
				<b>TEMPERATURE</b>	
				AIR (____) °F	
				WATER (____) °F	
				<b>VISIBILITY</b>	
				<b>DAY</b> <input type="checkbox"/> <b>NIGHT</b> <input type="checkbox"/>	
				<input type="checkbox"/> GOOD <input type="checkbox"/>	
				<input type="checkbox"/> FAIR <input type="checkbox"/>	
				<input type="checkbox"/> POOR <input type="checkbox"/>	
<b>OPERATOR / OWNER INFORMATION</b>					
<b>OPERATOR NAME</b>		<b>LAST</b>		<b>FIRST</b>	
<b>ADDRESS</b>		<b>STREET</b>		<b>MIDDLE INITIAL</b>	
<b>TELEPHONE NUMBER</b> (____) _____		<b>CITY</b>		<b>STATE</b>	
<b>DATE OF BIRTH (MO/DAY/YR)</b>		<b>ZIP</b>		<b>AGE IN YEARS</b>	
<input type="checkbox"/> MALE		<b>OPERATOR EXPERIENCE WITH THIS VESSEL</b>		<b>OPERATOR INSTRUCTION IN BOATING SAFETY</b>	
<input type="checkbox"/> FEMALE		<input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> OVER 500 HOURS		<input type="checkbox"/> STATE COURSE <input type="checkbox"/> INTERNET COURSE <input type="checkbox"/> NONE	
		<input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> OTHER		<input type="checkbox"/> USCG AUXILIARY (SPECIFY) <input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> 100 TO 500 HOURS		<input type="checkbox"/> US POWER SQUADRONS	
<b>OWNER NAME</b>		<b>LAST</b>		<b>FIRST</b>	
<b>ADDRESS</b>		<b>STREET</b>		<b>MIDDLE INITIAL</b>	
<b>TELEPHONE NUMBER</b> (____) _____		<b>CITY</b>		<b>STATE</b>	
<b>DATE OF BIRTH (MO/DAY/YR)</b>		<b>ZIP</b>		<b>AGE IN YEARS</b>	
<b>VESSEL A (THIS VESSEL)</b>					
<b>NUMBER DECEASED FOR THIS VESSEL</b> _____		<b>OPERATOR DECEASED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>NUMBER INJURED BEYOND FIRST AID FOR THIS VESSEL</b> _____	
<b>AMOUNT OF DAMAGE FOR THIS VESSEL</b> \$ _____		<b>DESCRIBE VESSEL DAMAGE</b>			
<b>AMOUNT OF DAMAGE TO OTHER PROPERTY</b> \$ _____		<b>DESCRIBE OTHER PROPERTY DAMAGE</b>			
<b>VESSEL REGISTRATION NUMBER</b>			<b>STATE</b>		<b>VESSEL NAME</b>
<b>HULL IDENTIFICATION NUMBER (HIN)</b>				<b>VESSEL MODEL</b>	
<b>VESSEL DOCUMENTATION NUMBER</b>			<b>YEAR BUILT</b>		<b>VESSEL LENGTH IN FEET AND INCHES</b>
<b>NAME OF VESSEL MANUFACTURER</b>			<b>VESSEL SAFETY CHECK (VSC) NUMBER</b>		
<b>RENTED VESSEL</b>		<b>OPERATOR LIVED AT VESSEL OWNER'S RESIDENCE</b> <input type="checkbox"/> YES <input type="checkbox"/> NO			<b>BUI ARREST</b> <input type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/> YES <input type="checkbox"/> NO		<b>VESSEL OWNER WAS</b> <input type="checkbox"/> OCCUPANT <input type="checkbox"/> OPERATOR <input type="checkbox"/> NOT PRESENT			<b>OPERATOR BAC</b> _____
<b>COAST GUARD (USCG) APPROVED PERSONAL FLOTATION DEVICES (PFDS)</b>			<b>OPERATOR</b>		<b>FIRE EXTINGUISHERS</b>
VESSEL EQUIPPED WITH USCG APPROVED PFDS <input type="checkbox"/> YES <input type="checkbox"/> NO			WEARING USCG PFD <input type="checkbox"/> YES <input type="checkbox"/> NO		ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO
USCG APPROVED PFDS ACCESSIBLE <input type="checkbox"/> YES <input type="checkbox"/> NO			USED SAFETY LANYARD <input type="checkbox"/> YES <input type="checkbox"/> NO		USED <input type="checkbox"/> YES <input type="checkbox"/> NO

**VESSEL A (CONTINUED)**

TYPE OF VESSEL	VESSEL HULL MATERIAL	ENGINE	PROPULSION
<input type="checkbox"/> AIR BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> AUXILIARY SAIL <input type="checkbox"/> PERSONAL <input type="checkbox"/> CABIN MOTORBOAT    WATERCRAFT (PWC) <input type="checkbox"/> CANOE <input type="checkbox"/> PONTOON BOAT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> ROWBOAT <input type="checkbox"/> KAYAK <input type="checkbox"/> SAIL (ONLY) <input type="checkbox"/> JET BOAT <input type="checkbox"/> OTHER (SPECIFY)	<input type="checkbox"/> FIBERGLASS <input type="checkbox"/> ALUMINUM <input type="checkbox"/> RUBBER/VINYL/CANVAS <input type="checkbox"/> RIGID HULL INFLATABLE <input type="checkbox"/> KEVLAR <input type="checkbox"/> PLASTIC (ROYALEX, POLYETHYLENE) <input type="checkbox"/> WOOD <input type="checkbox"/> STEEL <input type="checkbox"/> OTHER (SPECIFY)	<input type="checkbox"/> OUTBOARD <input type="checkbox"/> NONE <input type="checkbox"/> STERNDRIVE - INBOARD (I/O) <input type="checkbox"/> INBOARD <hr/> <b>NUMBER OF ENGINES</b> _____ <hr/> <b>ENGINE MAKE</b> _____ <hr/> <b>FUEL</b> <input type="checkbox"/> GASOLINE <input type="checkbox"/> DIESEL <input type="checkbox"/> ELECTRIC <hr/> <b>TOTAL HORSEPOWER FOR PRIMARY ENGINE (S)</b> _____ <b>ENGINE SERIAL NUMBER (S)</b> _____	<input type="checkbox"/> PROPELLER <input type="checkbox"/> WATER JET <input type="checkbox"/> MANUAL <input type="checkbox"/> SAIL <input type="checkbox"/> AIR THRUST

**ACCIDENT EVENTS AND CONTRIBUTING FACTORS**

OPERATION AT TIME OF ACCIDENT	ACTIVITY AT TIME OF ACCIDENT	TYPE OF ACCIDENT (NUMBER BY ORDER OF OCCURRENCE)	
<input type="checkbox"/> AT ANCHOR <input type="checkbox"/> BEING TOWED <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> CRUISING <input type="checkbox"/> DOCKING/UNDOCKING <input type="checkbox"/> DRIFTING <input type="checkbox"/> LAUNCHING <input type="checkbox"/> ROWING/PADDLING <input type="checkbox"/> SAILING <input type="checkbox"/> TIED TO DOCK/MOORING <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> OTHER (SPECIFY)	<input type="checkbox"/> COMMERCIAL ACTIVITY <input type="checkbox"/> FISHING <input type="checkbox"/> FUELING <input type="checkbox"/> HUNTING <input type="checkbox"/> MAKING REPAIRS <input type="checkbox"/> RACING <input type="checkbox"/> STARTING ENGINE <input type="checkbox"/> SWIMMING <input type="checkbox"/> SCUBA DIVING / SNORKLING <input type="checkbox"/> FISHING TOURNAMENT <input type="checkbox"/> TUBING <input type="checkbox"/> WATER SKIING <input type="checkbox"/> WHITEWATER BOATING	_____ CAPSIZING _____ CARBON MONOXIDE EXPOSURE _____ COLLISION WITH FIXED OBJECT _____ COLLISION WITH FLOATING OBJECT _____ COLLISION WITH VESSEL _____ ELECTROCUTION _____ FALL WITHIN A VESSEL _____ FALL ON A VESSEL _____ FALLS OVERBOARD _____ FIRE OR EXPLOSION (OTHER) _____ FIRE/EXPLOSION (FUEL) _____ FLOODING/SWAMPING	_____ GROUNDING _____ PERSON LEAVES A VESSEL _____ PERSON EJECTED FROM A VESSEL _____ SINKING _____ SKIER MISHAP _____ STRUCK BY VESSEL _____ STRUCK BY PROPELLER OR PROPULSION UNIT _____ STRUCK SUBMERGED OBJECT _____ OTHER

<b>BOATING CITATIONS ISSUED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO	<b>OPERATOR REPORT STATUS</b> <input type="checkbox"/> NO OPERATOR <input type="checkbox"/> COMPLETE <input type="checkbox"/> INCOMPLETE
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<b>DID THE ACCIDENT RESULT IN A HIT AND RUN?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO	<b>NUMBER OF PEOPLE ON BOARD</b> _____	<b>NUMBER OF PEOPLE BEING TOWED</b> _____
-----------------------------------------------------------------------------------------------------------	----------------------------------------	-------------------------------------------

<b>ESTIMATED SPEED AT TIME OF ACCIDENT</b>	<input type="checkbox"/> NOT MOVING <input type="checkbox"/> UNDER 10 MPH <input type="checkbox"/> 10-20 MPH <input type="checkbox"/> 21-40 MPH <input type="checkbox"/> OVER 40 MPH <input type="checkbox"/> IDLING <input type="checkbox"/> PLOWING <input type="checkbox"/> ACCELERATING <input type="checkbox"/> PLANING (ON PLANE) <input type="checkbox"/> DECELERATING
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

CONTRIBUTING FACTORS (CHECK ALL THAT APPLY)	SPECIFY "EQUIPMENT FAILURE"
<input type="checkbox"/> ALCOHOL USE <input type="checkbox"/> CARELESS/RECKLESS OPERATION <input type="checkbox"/> CONGESTED WATERS <input type="checkbox"/> DAM / LOCK <input type="checkbox"/> DRUG USE <input type="checkbox"/> EQUIPMENT FAILURE <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> HAZARDOUS WATERS <input type="checkbox"/> VESSEL HULL FAILURE <input type="checkbox"/> IGNITION OF SPILLED FUEL OR VAPOR <input type="checkbox"/> MACHINERY FAILURE <input type="checkbox"/> OPERATOR INATTENTION <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> IMPROPER LOADING	<input type="checkbox"/> AUXILIARY EQUIPMENT FAILUIRE <input type="checkbox"/> COMMUNICATION EQUIPMENT FAILURE <input type="checkbox"/> FIRE EXTINGUISHER NOT SERVICEABLE <input type="checkbox"/> SAIL DISMASTING <input type="checkbox"/> SEAT BROKE LOOSE <input type="checkbox"/> SOUND PRODUCING EQUIPMENT FAILURE <input type="checkbox"/> VISUAL DISTRESS SIGNALS FAILED
<input type="checkbox"/> LACK OF / IMPROPER BOAT LIGHTS <input type="checkbox"/> OPERATOR INEXPERIENCE <input type="checkbox"/> OVERLOADING <input type="checkbox"/> PASSENGER / SKIER BEHAVIOR <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> RULES OF THE ROAD VIOLATION <input type="checkbox"/> SHARP TURN <input type="checkbox"/> STANDING / SITTING ON GUNWHALE, BOWS, AND TRANSOM <input type="checkbox"/> STARTING IN GEAR <input type="checkbox"/> WAKE <input type="checkbox"/> WEATHER (HEAVY) <input type="checkbox"/> NO PROPER LOOKOUT <input type="checkbox"/> OFF-THROTTLE STEERING <input type="checkbox"/> NAVIGATION AID MISSING <input type="checkbox"/> NAVIGATION AID NOT PERFORMING PROPERLY	<b>SPECIFY "MACHINERY FAILURE"</b> <input type="checkbox"/> ELECTRIC SYSTEM FAILURE <input type="checkbox"/> ENGINE FAILURE <input type="checkbox"/> FUEL SYSTEM FAILURE <input type="checkbox"/> SHIFT FAILURE <input type="checkbox"/> STEERING SYSTEM FAILURE <input type="checkbox"/> THROTTLE FAILURE <input type="checkbox"/> VENTILATION SYSTEM FAILURE

### ACCIDENT DESCRIPTORS

- |                                                           |                                                   |                                                                              |
|-----------------------------------------------------------|---------------------------------------------------|------------------------------------------------------------------------------|
| <input type="checkbox"/> BOAT FOUND CAPSIZED              | <input type="checkbox"/> BOAT STRUCK BY LIGHTNING | <input type="checkbox"/> BOAT FOUND UPRIGHT, DRIFTING, OCCUPANTS DISAPPEARED |
| <input type="checkbox"/> COLLISION WITH COMMERCIAL VESSEL | <input type="checkbox"/> VICTIM STRUCK BY BOOM    | <input type="checkbox"/> VICTIM ENTANGLED IN LINES                           |
| <input type="checkbox"/> PARASAILING ACCIDENT             | <input type="checkbox"/> RUNAWAY BOAT             |                                                                              |

ESTIMATED NUMBER OF DAYS VESSEL USED THIS YEAR	TYPICAL NUMBER OF HOURS VESSEL USED EACH DAY THIS YEAR
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TYPICAL NUMBER OF PERSONS (INCLUDING YOURSELF) ON BOARD VESSEL EACH DAY THIS YEAR

#### OTHER PEOPLE ON BOARD THIS VESSEL (IF MORE THAN 2 PEOPLE, ATTACH ADDITIONAL FORMS)

NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS	STREET		CITY
DATE OF BIRTH	<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	STATE	ZIP
WAS PFD WORN	PFD WORN PRIOR TO ACCIDENT	PFD WORN AS A RESULT OF ACCIDENT	WAS PFD WORN INFLATABLE
<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO
NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS	STREET		CITY
DATE OF BIRTH	<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	STATE	ZIP
WAS PFD WORN	PFD WORN PRIOR TO ACCIDENT	PFD WORN AS A RESULT OF ACCIDENT	WAS PFD WORN INFLATABLE
<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO

IF TWO (2) OR MORE VESSELS WERE INVOLVED – DID THE OPERATOR (S) OF THE VESSEL (S) FILE A REPORT  YES  NO

#### VESSEL B (SECOND VESSEL – EACH OPERATOR IS REQUIRED TO FILE A SEPARATE REPORT)

OPERATOR NAME	LAST	FIRST	MIDDLE INITIAL
VESEL REGISTRATION NUMBER			STATE
PROPERTY DAMAGE FOR THIS VESSEL (S) AND CONTENTS \$	DESCRIBE PROPERTY DAMAGE		

#### WITNESSES NOT ON THIS VESSEL (IF MORE THAN 2 LIST ON SEPARTATE SHEET)

NAME	LAST	FIRST	PHONE NO. (____)_____
ADDRESS	STREET	CITY	STATE ZIP
NAME	LAST	FIRST	PHONE NO. (____)_____
ADDRESS	STREET	CITY	STATE ZIP

#### PERSON COMPLETING REPORT

NAME	LAST	FIRST	PHONE NO. (____)_____
ADDRESS	STREET	CITY	STATE ZIP

STATUS OF PERSON COMPLETING REPORT  OPERATOR  OWNER  INVESTIGATOR  OTHER (SPECIFY)

SIGNATURE	DATE SUBMITTED
-----------	----------------

#### FOR AGENCY USE ONLY

CAUSES BASED ON (CHECK ONE)  THIS REPORT  INVESTIGATION  INVESTIGATION AND THIS REPORT  OTHER (SPECIFY)

NAME OF REVIEWING STATE REPORTING AUTHORITY	DATE RECEIVED
SIGNATURE OF REVIEWING OFFICIAL	DATE REVIEWED

INVESTIGATOR'S NAME	LAST	FIRST	PHONE NO. (____)_____
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PRIMARY CAUSE	SECONDARY CAUSE	TERTIARY CAUSE
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## ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (SEQUENCE OF EVENTS) AND CONTRIBUTING FACTORS. INCLUDE FAILURE OF MACHINERY OR EQUIPMENT. INCLUDE A DIAGRAM AND CONTINUE ON ADDITIONAL SHEETS IF NECESSARY. INCLUDE ANY INFORMATION REGARDING THE INVOLVEMENT OF ALCOHOL AND / OR DRUGS IN CAUSING OR CONTRIBUTING TO THE ACCIDENT. INCLUDE ANY DESCRIPTIVE INFORMATION ABOUT THE USE OF PERSONAL FLOATATION DEVICES (PFDS).

PLEASE DO NOT LIST ANY PERSONAL IDENTIFIERS IN THIS SECTION -- SUCH AS NAMES OF INDIVIDUALS, TELEPHONE NUMBERS, STREET ADDRESSES, ETC. REFER TO INDIVIDUALS AS OPERATOR A, OPERATOR B, VICTIM 1, VICTIM 2, ETC. AND TO THE VESSEL(S) INVOLVED AS VESSEL A, VESSEL B, ETC. FOR EXAMPLE: OPERATOR OF VESSEL (A) DID NOT HAVE A PROPER LOOKOUT AND RAN INTO VESSEL (B) INJURING VICTIMS (1) AND (2) ON VESSEL (B).

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 estimates 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 (G-OPB-1), U.S. Coast Guard, Washington, DC 20593-0001.

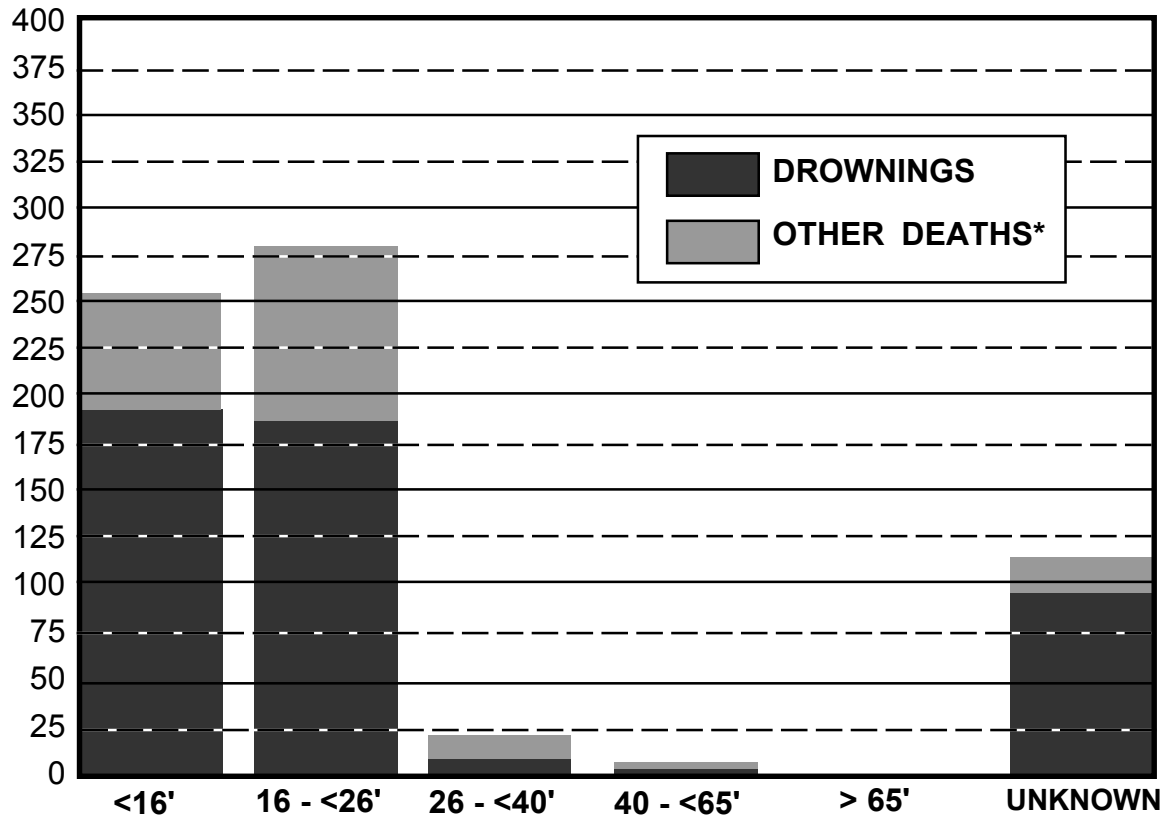


**INJURED VICTIMS (IF MORE THAN 2 INJURIES, ATTACH ADDITIONAL FORMS)**

<b>VICTIM 1 NAME</b>		LAST	FIRST	MIDDLE INITIAL																																																																								
<b>ADDRESS OF VICTIM 1</b>		STREET	CITY																																																																									
<b>AGE OF VICTIM</b>		DATE OF BIRTH	STATE	ZIP																																																																								
<b>MEDICAL TREATMENT BEYOND FIRST AID?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <b>ADMITTED TO HOSPITAL?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>TYPE OF INJURY (CHECK ALL THAT APPLY)</b>																																																																										
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<b>ALCOHOL USE APPARENT</b> <input type="checkbox"/> NO <input type="checkbox"/> YES    BAC _____																																																																												
<b>INJURY CAUSED BY (CHECK ALL THAT APPLY)</b>																																																																												
IMPACT WITH VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO IMPACT WITH WATER <input type="checkbox"/> YES <input type="checkbox"/> NO IMPACT WITH FIXED / FLOATING OBJECT <input type="checkbox"/> YES <input type="checkbox"/> NO STRUCK BY VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO STRUCK BY PROPULSION SYSTEM <input type="checkbox"/> YES <input type="checkbox"/> NO EXPOSURE TO ELEMENTS <input type="checkbox"/> YES <input type="checkbox"/> NO																																																																												
<b>INJURED STATUS</b>																																																																												
<input type="checkbox"/> OPERATOR <input type="checkbox"/> PASSENGER <input type="checkbox"/> SWIMMER <input type="checkbox"/> WATER SKIER																																																																												

DECEASED VICTIMS (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)						
<b>VICTIM 1 NAME</b>		LAST		FIRST		MIDDLE INITIAL
<b>ADDRESS OF VICTIM 1</b>		STREET		CITY		
<b>AGE OF VICTIM</b>		<b>DATE OF BIRTH</b>		STATE		ZIP
ALCOHOL USE APPARENT <input type="checkbox"/> NO <input type="checkbox"/> YES BAC				DRUG USE APPARENT <input type="checkbox"/> NO <input type="checkbox"/> YES TYPE		
<b>CAUSE OF DEATH</b> <input type="checkbox"/> CARBON MONOXIDE POISONING <input type="checkbox"/> DROWNING <input type="checkbox"/> HYPOTHERMIA <input type="checkbox"/> TRAUMA <input type="checkbox"/> ELECTROCUTION <input type="checkbox"/> OTHER (SPECIFY)		<b>VICTIM ACTIVITY</b> <input type="checkbox"/> FISHING <input type="checkbox"/> HUNTING <input type="checkbox"/> SCUBA DIVING / SNORKLING <input type="checkbox"/> SWIMMING <input type="checkbox"/> TUBING <input type="checkbox"/> WATER SKIING <input type="checkbox"/> OTHER (SPECIFY)		<b>PFD WORN</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <b>PFD WORN WAS</b> <input type="checkbox"/> INHERENTLY BUOYANT <input type="checkbox"/> INFLATABLE <b>PFD USED – BUT NOT WORN</b> <input type="checkbox"/> YES TYPE _____ <input type="checkbox"/> NO <b>PFD WAS NOT WORN AND NOT USED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN		<b>TYPE OF PFD WORN</b> <input type="checkbox"/> TYPE I <input type="checkbox"/> TYPE II <input type="checkbox"/> TYPE III <input type="checkbox"/> TYPE V <b>PFD PERFORMANCE</b> <input type="checkbox"/> SUCCESSFUL <input type="checkbox"/> FAILED <input type="checkbox"/> IMPROPER WEAR / USE COMMENTS
				<b>USCG PFD APPROVAL NUMBER</b> 160.		
<b>VICTIM STRUCK BY VESSEL</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>VICTIM STRUCK BY PROPULSION UNIT</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>PHYSICAL CONDITION</b> <input type="checkbox"/> UNKNOWN <input type="checkbox"/> NORMAL <input type="checkbox"/> ILL <input type="checkbox"/> HANDICAPPED <input type="checkbox"/> UNDER INFLUENCE OF ALCOHOL / DRUGS <input type="checkbox"/> OTHER (SPECIFY) –		<b>VICTIM SWIMMING ABILITY</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
DISAPPEARANCE <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>DECEASED STATUS</b> <input type="checkbox"/> OPERATOR <input type="checkbox"/> OTHER (SPECIFY)  <input type="checkbox"/> PASSENGER  <input type="checkbox"/> SWIMMER  <input type="checkbox"/> WATER SKIER				
<b>VICTIM 2 NAME</b>		LAST		FIRST		MIDDLE INITIAL
<b>ADDRESS OF VICTIM 2</b>		STREET		CITY		
<b>AGE OF VICTIM</b>		<b>DATE OF BIRTH</b>		STATE		ZIP
ALCOHOL USE APPARENT <input type="checkbox"/> NO <input type="checkbox"/> YES BAC				DRUG USE APPARENT <input type="checkbox"/> NO <input type="checkbox"/> YES TYPE		
<b>CAUSE OF DEATH</b> <input type="checkbox"/> CARBON MONOXIDE POISONING <input type="checkbox"/> DROWNING <input type="checkbox"/> HYPOTHERMIA <input type="checkbox"/> TRAUMA <input type="checkbox"/> ELECTROCUTION <input type="checkbox"/> OTHER (SPECIFY)		<b>VICTIM ACTIVITY</b> <input type="checkbox"/> FISHING <input type="checkbox"/> HUNTING <input type="checkbox"/> SCUBA DIVING / SNORKLING <input type="checkbox"/> SWIMMING <input type="checkbox"/> TUBING <input type="checkbox"/> WATER SKIING <input type="checkbox"/> OTHER (SPECIFY)		<b>PFD WORN</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <b>PFD WORN WAS</b> <input type="checkbox"/> INHERENTLY BUOYANT <input type="checkbox"/> INFLATABLE <b>PFD USED – BUT NOT WORN</b> <input type="checkbox"/> YES TYPE _____ <input type="checkbox"/> NO <b>PFD WAS NOT WORN AND NOT USED</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN		<b>TYPE OF PFD WORN</b> <input type="checkbox"/> TYPE I <input type="checkbox"/> TYPE II <input type="checkbox"/> TYPE III <input type="checkbox"/> TYPE V <b>PFD PERFORMANCE</b> <input type="checkbox"/> SUCCESSFUL <input type="checkbox"/> FAILED <input type="checkbox"/> IMPROPER WEAR / USE COMMENTS
				<b>USCG PFD APPROVAL NUMBER</b> 160.		
<b>VICTIM STRUCK BY VESSEL</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>VICTIM STRUCK BY PROPULSION UNIT</b> <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>PHYSICAL CONDITION</b> <input type="checkbox"/> UNKNOWN <input type="checkbox"/> NORMAL <input type="checkbox"/> ILL <input type="checkbox"/> HANDICAPPED <input type="checkbox"/> UNDER INFLUENCE OF ALCOHOL / DRUGS <input type="checkbox"/> OTHER (SPECIFY) –		<b>VICTIM SWIMMING ABILITY</b> <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
DISAPPEARANCE <input type="checkbox"/> YES <input type="checkbox"/> NO		<b>DECEASED STATUS</b> <input type="checkbox"/> OPERATOR <input type="checkbox"/> OTHER (SPECIFY)  <input type="checkbox"/> PASSENGER  <input type="checkbox"/> SWIMMER  <input type="checkbox"/> WATER SKIER				

### NUMBER OF FATALITIES BY BOAT LENGTH - 2004



LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	193	62	255
16 feet to less than 26 feet	186	93	279
26 feet to less than 40 feet	8	14	22
40 feet to 65 feet	2	3	5
More than 65 feet	1	0	1
Unknown	94	20	114
<b>Total</b>	<b>484</b>	<b>192</b>	<b>676</b>

\*Other deaths denotes types of fatalities other than drownings.

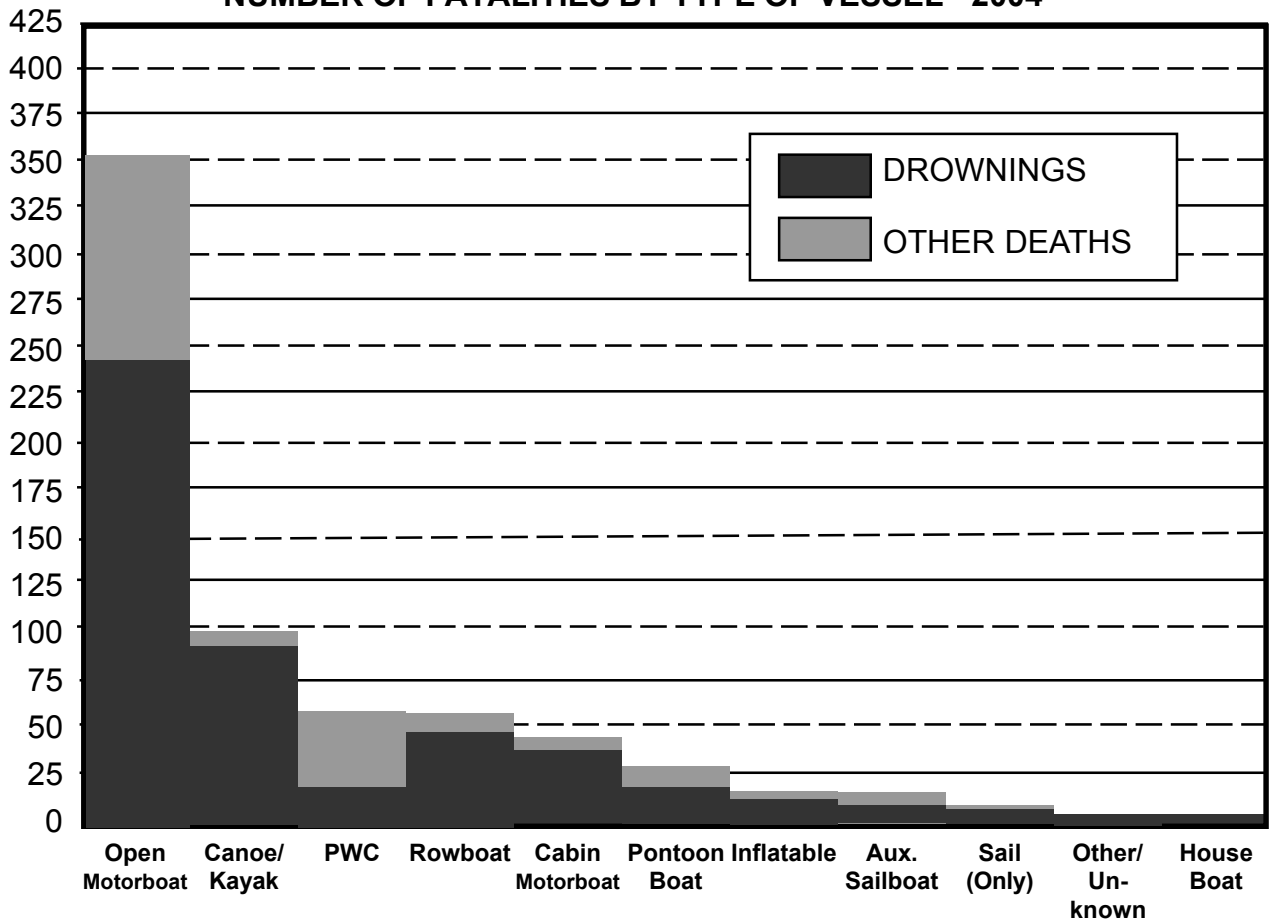
## AGE OF FATALITY VICTIMS - 2004

Age of Victim	Number of Drownings	Number of Other Deaths	Total
2	1	0	1
6	1	2	3
7	1	1	2
8	0	1	1
10	0	3	3
12	3	1	4
0 - 12	6	8	14
13 - 19	35	13	48
20 - 29	83	40	123
30 - 39	80	32	112
40 - 49	84	33	117
50 - 59	78	27	105
60 - 69	50	12	62
70 - 79	24	11	35
80 and over	12	6	18
Unknown	32	10	42
<b>TOTAL</b>	<b>484</b>	<b>192</b>	<b>676</b>

## AGE OF INJURED VICTIM BY TYPE OF VESSEL - 2004

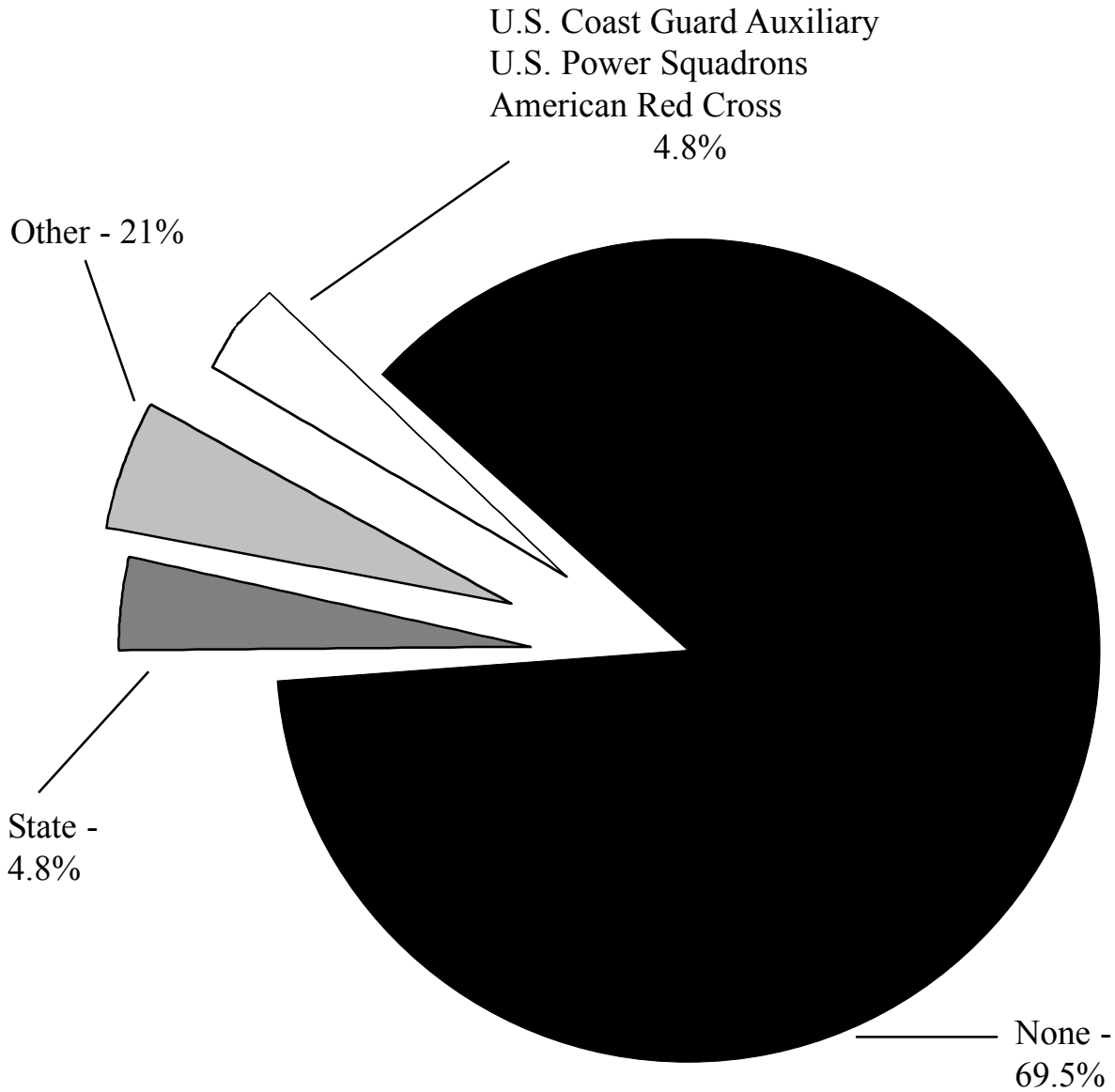
	Total Injuries	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Airboat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Not Reported
<b>Total</b>	<b>3,363</b>	<b>37</b>	<b>297</b>	<b>54</b>	<b>28</b>	<b>46</b>	<b>15</b>	<b>11</b>	<b>1,703</b>	<b>29</b>	<b>952</b>	<b>92</b>	<b>27</b>	<b>34</b>	<b>38</b>
<b>Age of Victim</b>															
12 and Under	208	1	18	2	1	0	1	0	122	1	49	8	2	1	2
13 to 19	591	1	21	11	2	6	5	1	236	5	282	8	0	6	7
20 to 29	647	2	25	12	2	11	2	1	326	4	230	21	2	5	4
30 to 39	491	3	49	3	1	9	3	1	250	5	143	12	5	2	5
40 to 49	461	8	57	3	5	2	1	1	243	4	110	9	1	10	7
50 to 59	301	8	61	6	1	1	2	5	166	3	26	15	2	2	3
60 to 69	134	6	19	2	0	1	1	2	81	2	8	6	2	3	1
70 to 79	47	2	10	4	0	1	0	0	21	1	2	0	4	2	0
80 and over	8	0	1	0	0	0	0	0	7	0	0	0	0	0	0
Unknown	475	6	36	11	16	15	0	0	251	4	102	13	9	3	9

### NUMBER OF FATALITIES BY TYPE OF VESSEL - 2004



BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	3	1	4
Auxiliary Sail	7	2	9
Cabin Motorboat	30	12	42
Canoe/Kayak	93	5	98
Houseboat	2	1	3
Inflatable	12	1	13
Jet Boat	0	3	3
Open Motorboat	244	107	351
Other	2	3	5
Personal Watercraft	14	42	56
Pontoon Boat	21	6	27
Rowboat	47	8	55
Sail Only	6	1	7
Unknown	3	0	3

**PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2004**

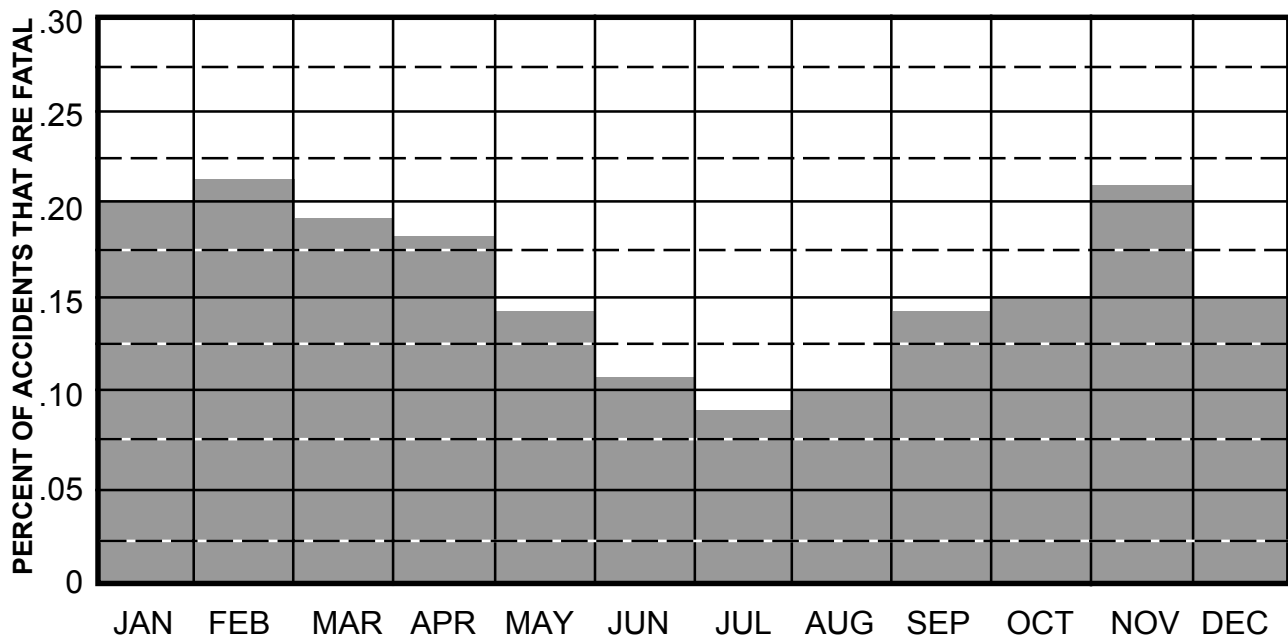


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary .....	16
U.S. Power Squadron	
American Red Cross	
State .....	16
Other .....	70
None .....	232
<b>Total Fatalities -- Known Operator Instruction .....</b>	<b>334</b>
<b>Total Fatalities -- Unknown Operator Instruction .....</b>	<b>342</b>
<b>Total Fatalities -- Known &amp; Unknown Operator Instruction .....</b>	<b>676</b>

**KNOWN ACCIDENT CONTRIBUTING FACTORS DIVIDED BY THOSE WHICH ARE  
OPERATOR CONTROLLABLE AND VESSEL/ENVIRONMENTAL - 2004**

	100	200	300	400	500	600	700	800	900	1000
<b>OPERATOR CONTROLLABLE</b>										
Careless/Reckless Operation .....						570				
Operator Inattention .....					562					
Operator Inexperience .....				406						
Excessive Speed .....				401						
Alcohol Use .....			296							
Passenger/Skier Behavior .....			291							
No Proper Lookout .....			271							
Rules of the Road Infraction .....		188								
Restricted Vision .....	69									
Improper Anchoring .....	49									
Sharp Turn .....	43									
Improper Loading/Weight Dist .....	36									
Overloading .....	36									
Lack of or Improper Lights .....	27									
Off-Throttle Steering Loss .....	26									
Standing/Sitting on Gunwales, Bow, Transom .....	20									
Failure to Ventilate .....	13									
Drug Use .....	5									
<b>ENVIRONMENTAL</b>										
Hazardous Waters .....				312						
Weather .....		178								
Force of Wave/Wake .....		105								
Congested Waters .....	40									
Dam/Lock .....	18									
<b>EQUIPMENT FAILURE .....</b>	<b>132</b>									
<b>MACHINERY FAILURE</b>										
Machinery Failure (not spec) .....		135								
Engine Failure .....	64									
Electrical System Failure .....	23									
Steering System Failure .....	18									
Shift Failure .....	15									
Throttle Failure .....	13									
Fuel System Failure .....	13									
Ventilation System Failure .....	4									
<b>HULL FAILURE .....</b>	<b>69</b>									
<b>IGNITION OF SPILLED FUEL OR VAPOR .....</b>	<b>64</b>									
<b>OTHER .....</b>	<b>167</b>									
<b>NOT REPORTED .....</b>	<b>225</b>									

### THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2004



**BOATERS ARE MORE LIKELY TO PERISH IF THEY ARE INVOLVED IN A REPORTED ACCIDENT DURING THE FALL & WINTER MONTHS**

MONTH	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENT RISK	TOTAL FATALITIES
January	20	81	101	20%	21
February	25	92	117	21%	30
March	39	177	216	18%	43
April	50	238	288	17%	54
May	87	551	638	14%	94
June	78	617	695	11%	87
July	113	1,157	1,270	9%	122
August	76	698	774	10%	85
September	62	373	435	14%	71
October	30	165	195	15%	32
November	22	85	107	21%	23
December	10	58	68	15%	14
<b>Total</b>	<b>612</b>	<b>4,292</b>	<b>4,904</b>		<b>676</b>



<b>EVENTS IN REPORTED BOATING ACCIDENTS - 2004</b>	<b>Event No. 1</b>	<b>Event No. 2</b>	<b>Event No. 3</b>	<b>Total</b>	<b>Resulting Fatalities</b>
Capsizing	393	42	3	438	203
Carbon Monoxide Exposure	12	0	0	12	3
Collision with Fixed Object	525	22	2	549	51
Collision with Floating Object	95	15	0	110	7
Collision with Vessel	1,479	34	1	1,514	70
Departed Vessel (not specified)	19	1	0	20	9
Departed Vessel (repairs)	2	0	0	2	2
Departed Vessel (retrieval)	5	0	0	5	5
Departed Vessel (swimming)	21	0	0	21	20
Ejected from Vessel	45	58	8	111	37
Electrocution	4	0	0	4	2
Falls in Boat	176	19	2	197	6
Falls on Vessel	50	0	0	50	2
Falls Overboard	488	153	15	656	271
Fire/Explosion (Fuel)	162	7	0	169	4
Fire/Explosion (Other than Fuel)	56	8	1	65	4
Flooding/Swamping	257	49	12	318	73
Grounding	215	59	11	285	8
Other	69	242	46	357	46
Sinking	131	147	29	307	35
Skier Mishap	380	26	2	408	10
Struck by Boat	108	102	23	233	21
Struck by Motor/Propeller	64	97	25	186	31
Struck Submerged Object	102	14	3	119	12


### **Events in Boating Accident Sequences**

Published statistics on the types of boating accidents refer only to the first event occurring in the accident sequence. However, many accidents involve more than one event. For example, one hundred eighty-six (186) accidents involve a person being struck by a motor/propeller either as the first, second or third event in the accident sequence. These events resulted in thirty-one (31) fatalities.


The term, "Carbon Monoxide Exposure," is categorized as a type of accident on the Coast Guard boating accident report (BAR) form. "Carbon Monoxide Poisoning" is categorized as a type of injury and as a cause of death on the BAR form. Carbon monoxide poisoning refers to an injury or death resulting from an odorless, colorless gas generated from auxiliary boat equipment (i.e., stoves, heaters, and generators), another boat's exhaust, or the exhaust of the boat on which victims were either aboard or in close proximity.

In 2004, twelve (12) accident reports indicated carbon monoxide exposure as the first event in the accident sequence resulting in twenty-eight (28) injuries and three (3) fatalities. The reported cause of death for two (2) of those fatalities was carbon monoxide poisoning. Drowning was the reported cause of death for the other victim (see page 33).

**TYPE OF INJURY BY TYPE OF VESSEL**

 2004	Number of Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoel/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Not Reported
		<b>Total</b>	<b>3,363</b>	<b>11</b>	<b>37</b>	<b>297</b>	<b>54</b>	<b>28</b>	<b>46</b>	<b>15</b>	<b>1,703</b>	<b>29</b>	<b>952</b>	<b>92</b>	<b>27</b>
<b>Type of Injury</b>															
Abrasion	10	0	0	0	0	0	0	0	6	0	3	0	0	0	1
Amputation	33	0	1	4	0	0	0	0	20	0	2	5	0	0	1
Back Injury	217	0	0	23	0	0	1	3	131	3	51	2	0	1	2
Broken Bones	567	2	9	43	0	2	2	2	242	3	242	10	1	3	6
Burns	92	0	2	26	1	5	0	1	43	1	10	1	0	0	2
Carbon Monoxide	28	0	0	5	0	15	0	0	8	0	0	0	0	0	0
Contusion	440	0	4	30	1	2	1	1	200	3	172	17	1	6	2
Dislocation	71	0	0	9	1	0	1	0	40	1	16	2	1	0	0
Head Injury	305	1	3	30	1	0	6	2	151	2	97	6	0	0	6
Hypothermia	187	0	5	12	34	0	15	0	82	7	2	3	13	14	0
Internal Injuries	87	1	0	7	3	1	1	0	40	0	33	1	0	0	0
Laceration	564	4	7	51	2	1	2	2	326	5	133	24	1	2	4
Neck Injury	61	0	0	6	0	0	0	0	40	0	12	2	0	0	1
Other	157	0	0	21	7	1	1	0	75	3	33	4	2	4	6
Spinal Injury	34	0	0	5	1	0	0	1	14	1	11	0	0	1	0
Sprain/Strain	93	1	1	9	1	0	1	1	49	0	29	1	0	0	0
Teeth and Jaw	11	1	0	0	0	0	0	0	6	0	3	0	0	0	1
Unknown	406	1	5	16	2	1	15	2	230	0	103	14	8	3	6

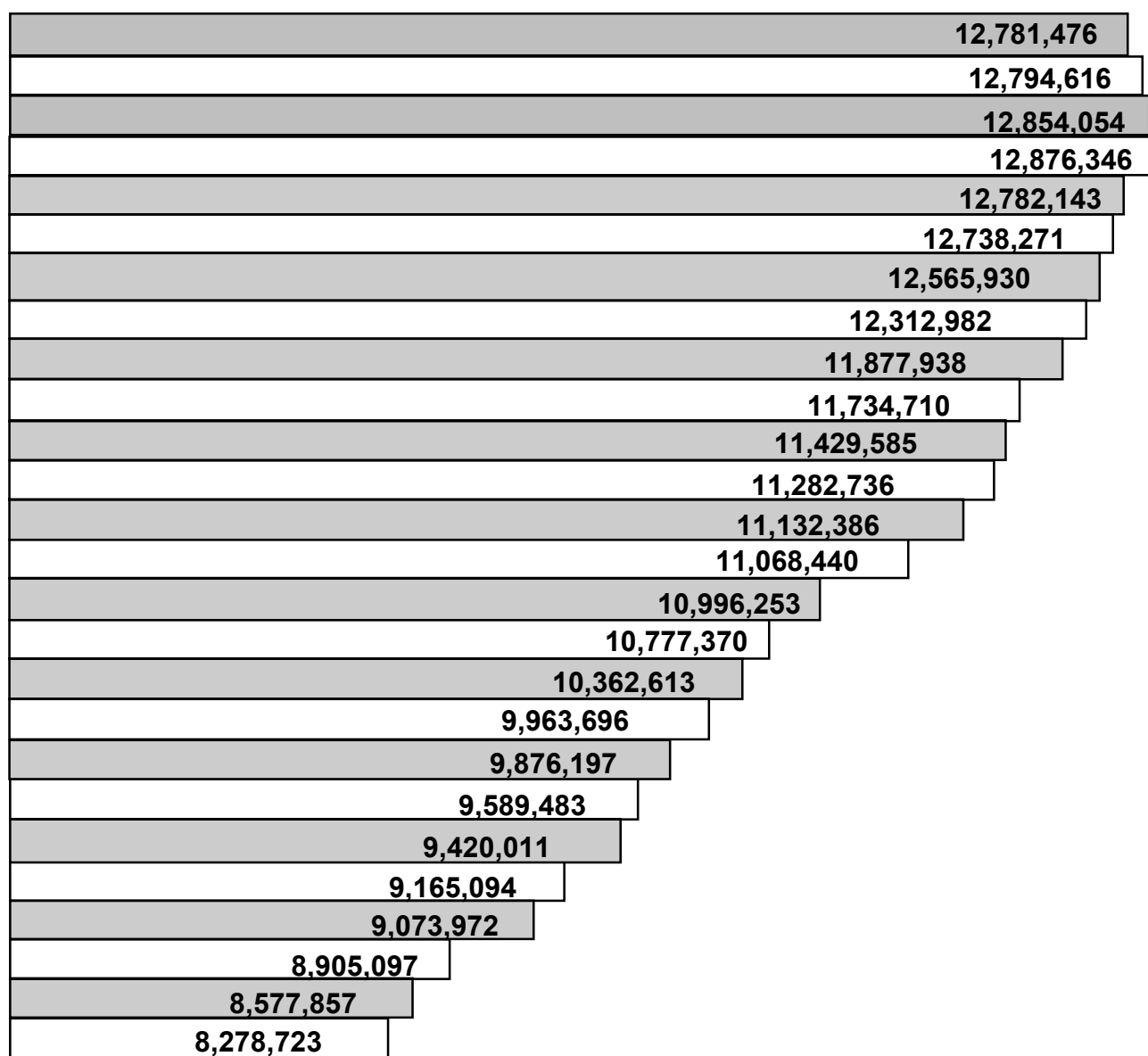
**CAUSE OF DEATH BY LIFEJACKET WEAR AND VESSEL**

 2004	Was PFD Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin Motorboat	Canoel/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Not Reported
			<b>CAUSE OF DEATH</b>													
<b>Totals</b>		<b>676</b>	<b>4</b>	<b>9</b>	<b>42</b>	<b>98</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>351</b>	<b>5</b>	<b>56</b>	<b>27</b>	<b>55</b>	<b>7</b>	<b>3</b>
Carbon Monoxide	No	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Drowning	Yes	53	0	1	9	19	0	0	0	18	0	4	0	1	1	0
Drowning	No	431	3	6	21	74	2	12	0	226	2	10	21	46	5	3
Hypothermia	Yes	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0
Hypothermia	No	7	0	0	1	0	0	0	0	6	0	0	0	0	0	0
Other	Yes	11	0	0	0	1	0	0	0	5	0	4	0	1	0	0
Other	No	21	0	1	1	1	0	1	0	13	1	0	1	2	0	0
Trauma	Yes	50	0	0	0	0	0	0	0	15	1	33	1	0	0	0
Trauma	No	64	1	1	7	0	1	0	1	45	0	2	4	1	1	0
Unknown	Yes	6	0	0	0	1	0	0	0	3	0	2	0	0	0	0
Unknown	No	28	0	0	2	1	0	0	2	17	1	1	0	4	0	0

## REGISTERED BOATS

Chapter 123 of Title 46, United States Code requires each undocumented vessel equipped with propulsion machinery to be numbered in the State in which it is principally operated. The law allows the States and other jurisdictions to create their own numbering systems as long as they meet or exceed Federal requirements. Some jurisdictions may register vessels that are not required to be numbered under a federally approved numbering system. These registered vessels may be included in a jurisdiction's annual Report of Certificates of Number Issued to Boats that each jurisdiction submits to the Coast Guard. As a result, the statistics in this publication reflect the registered and numbered boat population based on the information submitted by the reporting jurisdictions. For clarity, the statistics will be referred to as boat registration statistics. The statistics on pages 24 – 26 are derived from reports of the actual counts of valid boat numbers and registrations that have been issued by States and other jurisdictions. Their accuracy is affected by several factors, including compliance of the boat owners with numbering and registration laws.

### TOTAL NUMBER OF REGISTERED BOATS 1979- 2004



## REGISTRATION DATA BY STATE

		TOTAL REGISTERED BOATS		SCOPE OF CURRENT BOAT REGISTRATION SYSTEM
		2004	2003	
TOTAL		12,781,476	12,794,616	
	RANK			
Alabama	17	264,006	262,249	All motorboats, sailboats and rental boats
Alaska	46	49,225	51,416	All undocumented powerboats and all nonpowered boats $\geq 10'$
Arizona	30	147,294	147,213	All watercraft, except inflatables 12 feet in length or less
Arkansas	26	205,745	196,215	All motorboats and sailboats
California	3	894,884	963,379	All motorboats; sailboats over 8 feet in length
Colorado	34	98,079	100,575	All watercraft powered by motor or sail - sailboards exempt
Connecticut	31	111,992	107,907	All motorboats; sailboats 19.5 feet or more in length
Delaware	44	51,797	49,935	All motorboats
Dist. of Col.	53	2,908	2,152	All watercraft
Florida	1	946,072	939,968	All motorboats
Georgia	14	322,252	326,718	All motorboats; sailboats 12 feet or more in length
Hawaii	51	13,205	15,600	All motorboats; sailboats over 8 feet in length
Idaho	36	83,639	82,676	All motorboats and sailboats
Illinois	10	393,856	360,252	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	21	213,309	216,145	All motorboats
Iowa	20	228,140	210,836	All watercraft with exceptions <sup>1</sup>
Kansas	33	98,512	100,463	All motorboats and sailboats
Kentucky	28	174,463	173,418	All motorboats, except electric motors 1 hp or less
Louisiana	15	309,950	307,051	All motorboats; sailboats more than 12 feet in length
Maine	35	94,582	90,604	All motorboats
Maryland	24	206,681	198,395	All motorboats
Massachusetts	29	150,683	156,121	All motorboats
Michigan	2	944,800	953,554	All watercraft with exceptions <sup>2</sup>
Minnesota	4	853,448	845,379	All motorboats with exceptions <sup>3</sup>
Mississippi	23	209,216	201,457	All motorboats and sailboats
Missouri	13	326,210	326,153	All motorboats; sailboats over 12 feet in length
Montana	41	59,271	53,384	All motorboats; sailboats 12 feet or more in length
Nebraska	37	77,636	75,763	All watercraft
Nevada	42	57,612	58,580	All motorboats
New Hampshire	32	101,626	100,835	All motorboats; sailboats 20 feet or more in length
New Jersey	22	209,678	207,588	All watercraft with exceptions <sup>4</sup>
New Mexico	48	38,439	40,294	All motorboats and sailboats
New York	7	519,066	528,094	All motorboats
North Carolina	11	356,946	359,857	All motorboats; sailboats more than 14 feet in length
North Dakota	43	52,961	49,249	All motorboats
Ohio	8	414,938	413,048	All watercraft
Oklahoma	25	206,049	229,778	All watercraft
Oregon	27	190,119	197,591	All motorboats; sailboats 12 feet or more in length
Pennsylvania	12	354,079	355,235	All motorboats and certain non-powered craft <sup>5</sup>
Rhode Island	47	43,671	43,007	All watercraft except canoes, kayaks & rowboats < 12 feet
South Carolina	9	397,458	380,314	All watercraft
South Dakota	45	51,604	53,469	All motorboats; all other boats over 12 feet in length
Tennessee	18	261,465	261,636	All motorboats and sailboats
Texas	5	616,779	619,088	All motorboats and sailboats 14 feet or more in length
Utah	38	74,293	76,178	All motorboats and sailboats
Vermont	49	32,498	33,260	All motorboats
Virginia	19	242,642	241,993	All motorboats
Washington	16	266,056	265,773	All motorboats with exceptions <sup>6</sup> ; sailboats $\geq 16$ ft in length
West Virginia	39	63,504	58,717	All motorboats
Wisconsin	6	605,467	610,800	All motorboats; sailboats over 12 feet in length
Wyoming	50	25,897	25,725	All motorboats and sailboats
Guam	54	1,627	4,000	All watercraft (estimated)
Puerto Rico	40	60,609	60,911	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,061	4,061	All watercraft
Am. Samoa	56	53	102	All watercraft
N. Marianas	55	424	455	All motorboats

<sup>1</sup> Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length.

<sup>2</sup> Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks.

<sup>3</sup> Minnesota excludes nonmotorized boats nine feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes.

<sup>4</sup> New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls.

<sup>5</sup> Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission.

<sup>6</sup> Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive State waters.

<b>BOAT REGISTRATION DATA BY LENGTH AND MEANS OF PROPULSION</b>						
<b>2004</b>	<b>MEANS OF MECHANICAL PROPULSION</b>			<b>AUXILIARY SAIL</b>		<b>TOTAL</b>
	<b>INBOARD</b>	<b>OUTBOARD</b>	<b>STERNDRIVE</b>	<b>INBOARD</b>	<b>OUTBOARD</b>	
<b>Total</b>	<b>2,244,424</b>	<b>7,828,236</b>	<b>1,664,394</b>	<b>69,455</b>	<b>72,274</b>	<b>11,878,783</b>
Under 16 feet	1,299,551	3,785,447	169,403	7,151	18,070	5,279,622
16 to less than 26 feet	721,887	3,936,851	1,338,430	17,123	40,477	6,054,768
26 to less than 40 feet	177,597	96,933	141,827	39,931	12,871	469,159
40 to 65 feet	40,179	6,928	11,887	5,140	827	64,961
Over 65 feet	5,210	2,077	2,847	110	29	10,273
<b>STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED</b>						
<b>ROWBOATS</b>	<b>SAILBOATS</b>	<b>CANOE/KAYAKS</b>	<b>OTHER BOATS</b>	<b>TOTAL</b>		
<b>116,863</b>	<b>153,387</b>	<b>316,950</b>	<b>315,493</b>	<b>902,693</b>		
<b>STATE REGISTERED BOATS</b>						
<b>MECHANICALLY PROPELLED</b>	<b>NOT MECHANICALLY PROPELLED</b>		<b>TOTAL</b>			
<b>11,878,783</b>	<b>902,693</b>		<b>12,781,476</b>			

## FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2004 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
<b>TOTAL</b>	<b>4,904</b>	<b>676</b>	<b>3,363</b>	<b>\$35,038,306</b>
Capsizing	393	184	229	\$2,267,043
Carbon Monoxide Exposure	12	3	28	\$0
Collision with Fixed Object	525	46	382	\$4,271,785
Collision with Floating Object	95	6	62	\$499,692
Collision with Vessel	1,479	68	999	\$8,037,552
Departed Vessel	19	9	10	\$85
Departed Vessel - Making Repairs	2	2	0	\$0
Departed Vessel - Retrieval	5	5	0	\$0
Departed Vessel - Swimming	21	20	3	\$1,000
Ejected from Vessel	45	16	32	\$244,500
Electrocution	4	2	5	\$12,000
Falls In Boat	176	3	189	\$106,496
Falls On Vessel	50	2	49	\$27,443
Falls Overboard	488	199	339	\$288,205
Fire or Explosion of Fuel	162	4	89	\$8,297,780
Fire or Explosion (Other than Fuel)	56	1	14	\$2,462,181
Flooding/Swamping	257	52	81	\$1,853,848
Grounding	215	5	159	\$2,488,744
Other Casualty	69	3	56	\$93,200
Sinking	131	10	30	\$2,507,989
Skier Mishap	380	7	388	\$25,050
Struck by Boat	108	6	96	\$158,719
Struck by Motor/Propeller	64	5	61	\$500
Struck Submerged Object	102	8	32	\$974,112
Unknown	46	10	30	\$420,378

2003 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
<b>TOTAL</b>	<b>5,438</b>	<b>703</b>	<b>3,888</b>	<b>\$40,422,374</b>
Capsizing	514	206	330	\$3,167,989
Carbon Monoxide Exposure	20	7	30	\$0
Collision with Fixed Object	558	50	491	\$4,751,034
Collision with Floating Object	152	3	104	\$1,123,884
Collision with Another Vessel	1,469	70	1,063	\$7,474,678
Departed Vessel	45	39	6	\$0
Ejected from Vessel	7	5	4	\$0
Falls Within Boat	233	6	253	\$183,400
Falls on PWC	15	1	14	\$0
Falls Overboard	509	201	354	\$141,018
Fire or Explosion of Fuel	142	7	68	\$2,921,295
Fire or Explosion (Other than Fuel)	68	2	10	\$9,189,282
Flooding/Swamping	274	41	61	\$2,383,566
Grounding	291	8	193	\$4,282,148
Other Casualty	80	4	58	\$177,900
Sinking	128	8	23	\$2,021,308
Skier Mishap	451	6	466	\$13,001
Struck by Boat	89	9	82	\$116,350
Struck by Motor/Propeller	107	6	103	\$350
Struck Submerged Object	128	4	49	\$1,446,179
Unknown	158	20	126	\$1,028,992

## FIVE YEAR SUMMARY OF BOATING ACCIDENTS

<b>2002 TYPE OF ACCIDENT</b>	<b>TOTAL</b>	<b>FATALITIES</b>	<b>INJURIES</b>	<b>PROPERTY DAMAGE</b>
<b>TOTAL</b>	<b>5,705</b>	<b>750</b>	<b>4,062</b>	<b>\$39,185,172</b>
Grounding	340	10	204	\$2,739,601
Ejected from Vessel	16	7	13	\$26,100
Capsizing	458	228	249	\$2,344,033
Swamping/Flooding	284	50	63	\$2,091,962
Sinking	128	16	31	\$1,681,948
Fire or Explosion of Fuel	160	4	82	\$11,164,927
Other Fire or Explosion	77	2	14	\$3,552,150
Collision with Another Vessel	1,704	93	1,323	\$8,295,659
Collision with Fixed Object	605	53	467	\$4,370,191
Collision with Floating Object	130	6	78	\$734,694
Departed Vessel	39	33	11	\$0
Falls Overboard	542	189	389	\$627,960
Falls Within Boat	256	2	272	\$35,620
Struck by Boat	101	10	95	\$96,125
Struck by Motor or Propeller	90	5	91	\$10,800
Struck Submerged Object	110	4	27	\$954,582
Skier Mishap	469	10	480	\$9,200
Other Casualty; Unknown	196	28	173	\$449,620
<b>2001 TYPE OF ACCIDENT</b>	<b>TOTAL</b>	<b>FATALITIES</b>	<b>INJURIES</b>	<b>PROPERTY DAMAGE</b>
<b>TOTAL</b>	<b>6,419</b>	<b>681</b>	<b>4,274</b>	<b>\$31,307,448</b>
Grounding	412	10	255	\$3,792,817
Capsizing	466	210	280	\$1,554,496
Swamping/Flooding	339	47	74	\$2,138,094
Sinking	150	15	25	\$1,855,357
Fire or Explosion of Fuel	153	2	73	\$3,179,323
Other Fire or Explosion	112	1	18	\$3,001,106
Collision with Another Vessel	2,062	68	1,366	\$8,997,570
Collision with Fixed Object	644	49	468	\$3,762,104
Collision with Floating Object	109	2	52	\$322,023
Falls Overboard	514	176	367	\$313,789
Falls Within Boat	284	7	307	\$48,685
Struck by Boat	166	6	153	\$827,502
Struck by Motor/Propeller	100	5	100	\$15,701
Struck Submerged Object	128	10	36	\$801,966
Skier Mishap	439	9	454	\$2,200
Other Casualty; Unknown	341	64	246	\$694,715
<b>2000 TYPE OF ACCIDENT</b>	<b>TOTAL</b>	<b>FATALITIES</b>	<b>INJURIES</b>	<b>PROPERTY DAMAGE</b>
<b>TOTAL</b>	<b>7,740</b>	<b>701</b>	<b>4,355</b>	<b>\$34,699,989</b>
Grounding	494	8	257	\$3,377,481
Capsizing	502	205	207	\$1,615,898
Swamping/Flooding	419	47	61	\$3,713,370
Sinking	187	22	40	\$2,407,431
Fire or Explosion of Fuel	183	2	93	\$2,580,764
Other Fire or Explosion	116	7	25	\$5,459,739
Collision with Another Vessel	2,706	67	1,413	\$8,757,705
Collision with Fixed Object	851	42	484	\$3,765,616
Collision with Floating Object	151	9	73	\$626,078
Falls Overboard	610	213	434	\$300,918
Falls Within Boat	316	5	327	\$134,423
Struck by Boat	157	5	131	\$186,405
Struck by Motor/Propeller	88	7	86	\$12,751
Skier Mishap	442	4	459	\$13,470
Struck Submerged Object	199	3	41	\$1,354,440
Other Casualty; Unknown	260	41	180	\$253,199


**FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE  
2000- 2004**

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
<b>TOTALS</b>	<b>7,740</b>	<b>6,419</b>	<b>5,705</b>	<b>5,438</b>	<b>4,904</b>	<b>616</b>	<b>588</b>	<b>663</b>	<b>621</b>	<b>612</b>	<b>701</b>	<b>681</b>	<b>750</b>	<b>703</b>	<b>676</b>
Alabama	114	87	70	83	70	11	16	12	15	17	11	17	12	15	20
Alaska	68	64	42	48	52	16	20	14	16	14	18	21	16	21	16
Arizona	331	222	217	188	174	9	7	8	5	10	12	7	8	7	11
Arkansas	87	75	74	50	55	9	12	20	6	5	10	13	24	6	8
California	900	771	745	797	603	40	43	46	56	35	49	48	53	61	43
Colorado	98	74	61	54	38	10	7	6	6	6	11	10	6	7	6
Connecticut	64	39	56	55	58	4	4	5	2	3	4	4	6	3	3
Delaware	23	23	12	5	16	2	1	3	1	1	2	1	3	1	1
Dist. of Columbia	7	6	4	3	3	1	0	0	3	2	1	0	0	3	2
Florida	1,204	993	831	752	713	43	47	48	58	60	46	52	52	64	66
Georgia	194	113	131	141	118	9	7	4	13	21	9	8	5	13	24
Hawaii	17	21	14	3	8	0	1	0	0	1	0	1	0	0	2
Idaho	72	46	39	54	70	9	7	2	7	9	9	8	2	7	10
Illinois	155	108	134	82	72	13	6	21	10	17	14	8	24	13	18
Indiana	115	120	97	56	51	7	9	11	6	7	7	14	14	7	7
Iowa	67	36	38	25	32	5	1	2	0	2	5	1	2	0	2
Kansas	45	54	42	35	36	0	2	4	3	2	0	6	6	3	2
Kentucky	98	71	67	55	46	13	17	10	8	9	15	18	12	9	9
Louisiana	220	154	145	130	156	44	36	34	34	35	46	43	36	40	44
Maine	73	60	57	55	41	9	8	10	7	6	10	8	10	7	6
Maryland	198	186	161	146	178	11	14	14	10	12	13	15	15	13	16
Massachusetts	66	51	51	43	55	5	13	7	7	9	5	14	10	8	9
Michigan	227	299	226	218	143	26	25	36	25	26	31	28	37	29	27
Minnesota	143	125	122	106	88	16	15	23	14	15	19	16	30	17	15
Mississippi	82	64	43	41	35	11	13	13	7	11	15	15	16	8	11
Missouri	282	226	192	201	172	10	9	16	15	15	11	9	20	17	15
Montana	15	13	17	11	12	7	4	5	3	5	7	5	6	4	5
Nebraska	57	55	35	39	36	5	0	5	4	6	5	0	5	5	6
Nevada	123	109	69	89	65	3	4	7	8	6	3	5	8	9	6
New Hampshire	94	74	68	49	35	7	5	3	5	2	7	6	3	6	2
New Jersey	199	143	70	85	124	12	7	16	17	8	17	7	20	17	8
New Mexico	44	50	41	31	21	5	3	0	2	0	5	4	0	2	0
New York	287	223	212	224	178	17	17	23	23	17	17	25	26	34	18
North Carolina	172	179	138	144	140	19	15	11	17	19	20	17	11	18	20
North Dakota	23	10	16	10	7	3	0	4	2	3	3	0	6	3	4
Ohio	198	139	140	122	105	22	17	20	17	7	25	19	22	19	7
Oklahoma	104	86	72	72	55	10	5	10	13	13	13	5	10	14	13
Oregon	97	70	65	73	50	13	14	14	15	9	14	14	16	18	9
Pennsylvania	88	80	74	79	58	11	13	9	9	11	12	14	9	11	11
Rhode Island	57	27	31	30	41	1	3	3	4	4	1	4	3	4	7
South Carolina	134	123	105	108	83	15	16	13	27	12	15	18	14	30	13
South Dakota	20	23	18	24	8	0	1	4	3	1	0	1	4	4	2
Tennessee	196	132	129	155	173	16	11	20	16	28	19	11	21	17	32
Texas	219	206	204	198	159	45	36	52	34	30	55	41	60	36	32
Utah	143	83	76	58	56	6	7	4	6	3	7	8	4	6	3
Vermont	7	8	6	2	5	2	2	1	1	1	4	2	2	1	1
Virginia	175	152	121	115	136	15	16	17	18	20	17	19	19	20	20
Washington	131	117	111	126	134	19	24	22	14	20	22	33	27	16	22
West Virginia	20	15	17	14	9	3	4	4	3	2	5	5	4	3	3
Wisconsin	144	164	148	126	107	20	17	18	19	24	25	20	18	20	24
Wyoming	12	12	11	10	3	2	4	2	2	1	3	8	2	2	1
Guam	3	11	4	2	2	0	0	1	1	2	0	0	1	1	6
Puerto Rico	13	7	18	11	8	1	0	3	1	3	1	0	3	1	3
Virgin Islands	5	13	4	3	5	2	0	1	1	1	3	0	1	1	1
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	0	0	0	0	3	0	0	0	0	1	0	0	0	0	1

Offshore  
Atlantic Ocean 7 2 5 2 1 0 0 1 2 1 0 0 2 2 1  
Gulf of Mexico 0 4 5 0 1 0 3 1 0 1 0 5 4 0 1  
Pacific Ocean 3 1 4 0 1 2 0 0 0 1 3 0 0 0 1  
\*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean as well as in the Gulf of Mexico.



## TYPES OF ACCIDENTS BY STATE

		NUMBER OF ACCIDENTS																VICTIMS										
		TOTAL ACCIDENTS	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VSL	FALLS WITHIN BOAT	FALL ON VESSEL	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING/SWAMPING	GROUNDING	UNKNOWN	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCKBYMOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJECT	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES	
2004																												
																												
<b>TOTALS</b>		<b>4,904</b>	<b>393</b>	<b>12</b>	<b>525</b>	<b>95</b>	<b>1,479</b>	<b>47</b>	<b>45</b>	<b>176</b>	<b>50</b>	<b>488</b>	<b>162</b>	<b>56</b>	<b>257</b>	<b>215</b>	<b>46</b>	<b>73</b>	<b>131</b>	<b>380</b>	<b>108</b>	<b>64</b>	<b>102</b>	<b>484</b>	<b>192</b>	<b>676</b>	<b>3,363</b>	
Alabama		70	4	0	10	4	14	1	0	0	0	14	2	4	1	2	0	0	6	3	0	2	2	14	6	20	41	
Alaska		52	17	0	5	1	2	0	0	0	0	7	3	0	6	5	0	2	4	0	0	0	0	11	5	16	33	
Arizona		174	7	1	13	3	77	1	1	4	1	8	4	1	14	3	0	5	9	16	3	3	0	6	5	11	109	
Arkansas		55	4	0	6	0	16	0	0	0	0	2	0	3	3	4	0	2	7	8	0	0	0	7	1	8	51	
California		603	33	2	31	4	206	4	1	21	0	36	21	14	69	41	0	7	2	76	9	11	15	28	15	43	439	
Colorado		38	7	1	3	0	11	0	0	0	0	4	0	0	4	0	1	0	0	7	0	0	0	6	0	6	29	
Connecticut		58	4	0	7	1	24	0	0	3	0	3	0	3	2	2	1	1	0	4	1	1	3	3	0	3	5	
Delaware		16	1	0	2	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	2	
District of Columbia		3	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	14	0	0	2	0	
Florida		713	37	1	97	0	246	4	28	9	24	47	40	2	34	33	0	8	32	28	23	6	0	41	25	66	425	
Georgia		118	13	0	11	2	36	2	1	5	0	16	3	0	4	0	3	0	2	13	0	1	0	21	3	24	82	
Hawaii		8	1	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	
Idaho		70	5	0	4	2	24	0	0	1	0	5	1	1	4	7	0	0	0	0	5	0	1	8	2	10	52	
Illinois		72	7	0	6	2	20	1	0	1	0	12	6	0	5	2	1	0	0	3	1	1	1	15	3	18	45	
Indiana		51	4	0	9	2	17	0	0	1	0	8	1	0	1	1	1	0	3	1	0	0	0	1	6	7	30	
Iowa		32	0	0	2	0	11	0	0	0	0	4	1	0	5	1	0	1	1	6	0	0	0	0	2	2	32	
Kansas		36	5	0	1	1	10	0	0	2	0	1	1	0	3	1	1	0	2	2	3	1	0	2	0	2	19	
Kentucky		46	3	0	5	4	12	0	0	2	0	6	1	3	1	1	4	0	2	1	1	0	0	9	0	9	36	
Louisiana		156	15	0	37	9	39	0	1	2	0	20	1	2	4	8	1	0	8	3	3	1	5	32	12	44	105	
Maine		41	10	0	4	0	9	0	0	1	0	6	0	1	1	1	0	0	1	6	0	1	0	5	1	6	29	
Maryland		178	10	0	20	3	42	0	0	10	0	31	4	0	2	7	5	0	3	32	1	1	2	11	5	16	143	
Massachusetts		55	8	0	10	2	19	0	0	2	0	4	2	0	2	1	0	0	7	0	0	0	2	6	3	9	35	
Michigan		143	5	0	23	3	37	4	0	8	3	19	4	2	2	3	2	8	7	6	2	0	0	17	10	27	77	
Minnesota		88	11	0	8	2	21	1	1	7	0	17	5	1	1	0	0	2	0	11	0	0	2	10	5	15	78	
Mississippi		35	3	0	5	1	7	1	0	0	0	9	0	1	1	1	0	0	1	3	0	0	1	11	0	11	20	
Missouri		172	7	2	13	3	54	5	1	19	0	18	4	3	15	3	0	3	0	17	0	4	1	10	5	15	117	
Montana		12	4	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	1	3	2	5	8	
Nebraska		36	5	0	3	2	17	0	0	0	0	2	1	0	0	1	0	1	0	3	1	0	0	6	0	6	22	

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality.

# TYPES OF ACCIDENTS BY STATE

## NUMBER OF ACCIDENTS

## VICTIMS

2004	TOTALS	TOTAL ACCIDENTS	OTHER DEATHS	TOTAL DEATHS	INJURIES
		4,904	393	676	3,363
	65	4	2	6	47
Nevada	35	4	1	2	15
New Hampshire	124	13	3	8	54
New Jersey	21	0	0	0	14
New Mexico	178	16	5	18	95
New York	140	14	7	20	109
North Carolina	7	1	0	4	5
North Dakota	105	5	1	7	59
Ohio	55	2	4	13	61
Oklahoma	50	8	3	9	21
Oregon	58	9	1	11	51
Pennsylvania	41	5	1	7	24
Rhode Island	83	6	4	13	54
South Carolina	8	4	0	2	5
South Dakota	173	9	23	32	169
Tennessee	159	20	24	32	142
Texas	56	1	1	3	41
Utah	5	1	0	1	1
Vermont	136	11	18	20	101
Virginia	134	14	13	22	97
Washington	9	2	1	3	9
West Virginia	107	11	19	24	83
Wisconsin	3	1	0	1	3
Wyoming	2	1	0	0	0
Guam	3	0	0	0	0
Northern Marianas	8	1	1	3	7
Puerto Rico	5	0	1	1	3
Virgin Islands	1	0	0	0	1
Atlantic Ocean	1	0	0	0	0
Pacific Ocean	1	0	0	0	0
Gulf of Mexico	1	0	0	0	0



## ACCIDENT DATA BY STATE - 2004

	NUMBER OF ACCIDENTS			NO. OF PERSONS		PROP. DAMAGE	
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE
<b>TOTALS</b>	<b>4,904</b>	<b>612</b>	<b>2,442</b>	<b>1,850</b>	<b>676</b>	<b>3,363</b>	<b>\$35,038,306</b>
Alabama	70	17	26	27	20	41	\$881,510
Alaska	52	14	14	24	16	33	\$935,100
Arizona	174	10	88	76	11	109	\$880,038
Arkansas	55	5	34	16	8	51	\$257,263
California	603	35	315	253	43	439	\$4,005,301
Colorado	38	6	24	8	6	29	\$53,402
Connecticut	58	3	24	31	3	29	\$394,247
Delaware	16	1	5	10	1	5	\$233,300
District of Columbia	3	2	0	1	2	0	\$6,000
Florida	713	60	314	339	66	425	\$10,069,934
Georgia	118	21	68	29	24	82	\$271,485
Hawaii	8	1	0	7	2	0	\$94,200
Idaho	70	9	37	24	10	52	\$285,413
Illinois	72	17	29	26	18	45	\$243,950
Indiana	51	7	23	21	7	30	\$219,645
Iowa	32	2	16	14	2	32	\$261,400
Kansas	36	2	16	18	2	19	\$263,715
Kentucky	46	9	25	12	9	36	\$537,477
Louisiana	156	35	70	51	44	105	\$737,161
Maine	41	6	20	15	6	29	\$184,255
Maryland	178	12	110	56	16	143	\$1,391,539
Massachusetts	55	9	20	26	9	35	\$360,516
Michigan	143	26	59	58	27	77	\$1,014,434
Minnesota	88	15	59	14	15	78	\$297,691
Mississippi	35	11	16	8	11	20	\$159,290
Missouri	172	15	99	58	15	117	\$807,381
Montana	12	5	5	2	5	8	\$14,200
Nebraska	36	6	16	14	6	22	\$93,980
Nevada	65	6	33	26	6	47	\$207,010
New Hampshire	35	2	15	18	2	15	\$311,705
New Jersey	124	8	43	73	8	54	\$216,000
New Mexico	21	0	13	8	0	14	\$33,511
New York	178	17	73	88	18	95	\$1,284,219
North Carolina	140	19	75	46	20	109	\$486,805
North Dakota	7	3	3	1	4	5	\$20,000
Ohio	105	7	49	49	7	59	\$391,093
Oklahoma	55	13	28	14	13	61	\$318,410
Oregon	50	9	19	22	9	21	\$586,487
Pennsylvania	58	11	36	11	11	51	\$86,591
Rhode Island	41	4	14	23	7	24	\$830,953
South Carolina	83	12	41	30	13	54	\$768,404
South Dakota	8	1	3	4	2	5	\$100,600
Tennessee	173	28	117	28	32	169	\$745,610
Texas	159	30	93	36	32	142	\$901,673
Utah	56	3	31	22	3	41	\$195,700
Vermont	5	1	1	3	1	1	\$29,600
Virginia	136	20	84	32	20	101	\$1,160,640
Washington	134	20	62	52	22	97	\$1,051,705
West Virginia	9	2	5	2	3	9	\$4,530
Wisconsin	107	24	63	20	24	83	\$320,284
Wyoming	3	1	2	0	1	3	\$1,750
Guam	2	2	0	0	6	0	\$7,000
Puerto Rico	8	3	3	2	3	7	\$19,700
N. Marianas	3	1	1	1	1	1	\$2,500
Virgin Islands	5	1	3	1	1	3	\$2,000
American Samoa	0	0	0	0	0	0	0
Offshore*							
Atlantic Ocean	1	1	0	0	1	1	\$0
Gulf of Mexico	1	1	0	0	1	0	\$0
Pacific Ocean	1	1	0	0	1	0	\$0

\*These accidents fall into one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels. If two vessels are in an accident resulting in a non-fatal injury and property damage, the accident is counted as a non-fatal injury accident involving two vessels.

\*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 miles offshore in the Gulf of Mexico.



### TYPES OF BOATING ACCIDENTS

2004	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
<b>TOTALS</b>	<b>4,904</b>	<b>6,725</b>	<b>484</b>	<b>192</b>	<b>676</b>
Capsizing	393	419	162	22	184
Carbon Monoxide Exposure	12	12	1	2	3
Collision with Fixed Object	525	575	23	23	46
Collision with Floating Object	95	115	4	2	6
Collision with Another Vessel	1,479	3,003	8	60	68
Departed Vessel	19	19	9	0	9
Departed Vessel - Repairs	2	2	2	0	2
Departed Vessel - Retrieval	5	5	5	0	5
Departed Vessel - Swimming	21	21	19	1	20
Ejected from Vessel	45	48	12	4	16
Electrocution	4	4	0	2	2
Falls Within Boat	176	191	2	1	3
Falls on Vessel	50	58	0	2	2
Falls Overboard	488	509	163	36	199
Fire/Explosion (fuel)	162	179	1	3	4
Fire/Explosion (other than fuel)	56	67	0	1	1
Flooding/Swamping	257	278	45	7	52
Grounding	215	219	1	4	5
Other	69	82	2	1	3
Sinking	131	137	8	2	10
Skier Mishap	380	396	2	5	7
Struck by Boat	108	161	0	6	6
Struck by Motor or Propeller	64	65	1	4	5
Struck Submerged Object	102	106	6	2	8
Unknown	46	54	8	2	10



### TYPES OF ACCIDENTS BY TYPE OF VESSEL

2004	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																				VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS IN BOAT	FALLS ON BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING <sup>1</sup>	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
<b>TOTALS</b>	6,725	419	12	575	115	3,003	47	48	191	58	509	179	67	278	219	86	137	396	161	65	106	54	484	192	676	3,363
Airboat	20	3	0	4	0	5	0	0	0	0	1	0	0	2	3	0	1	0	0	1	0	0	3	1	4	11
Auxiliary Sail	270	5	0	26	1	170	2	1	5	0	6	6	8	7	17	9	0	0	2	0	2	3	7	2	9	37
Cabin Motorboat	1,003	28	3	137	15	400	7	3	38	1	24	78	25	55	68	15	30	20	6	8	28	14	30	12	42	297
Canoe/Kayak	136	94	0	4	0	7	1	0	1	0	20	0	0	2	0	1	2	0	0	0	3	1	93	5	98	54
Houseboat	102	3	1	10	0	42	1	0	1	0	4	7	8	10	2	2	6	0	1	0	2	2	2	1	3	28
Inflatable	41	8	0	9	1	3	1	0	1	0	16	0	0	2	0	0	0	0	0	0	0	0	12	1	13	46
Jet Boat	20	0	0	3	0	7	0	0	1	0	2	2	0	2	1	0	2	0	0	0	0	0	0	3	3	15
Open Motorboat	2,843	192	8	266	69	940	23	29	86	2	230	68	20	171	102	35	86	328	60	50	60	18	244	107	351	1,703
Other	102	9	0	5	3	59	0	1	0	0	3	3	0	6	1	2	3	4	1	0	2	0	2	3	5	29
PWC <sup>2</sup>	1,664	17	0	68	19	1,145	0	13	44	55	137	10	1	5	16	14	1	30	78	0	4	7	14	42	56	952
Pontoon Boat	183	6	0	15	0	77	12	0	7	0	30	3	1	5	4	2	1	7	6	5	1	1	21	6	27	92
Rowboat	65	21	0	2	3	4	0	1	0	0	19	1	0	6	0	0	3	0	1	0	2	2	47	8	55	27
Sail (only)	70	21	0	6	0	32	0	0	0	0	4	0	0	1	2	1	0	0	1	0	1	1	6	1	7	34
Unknown	206	12	0	20	4	112	0	0	7	0	13	1	4	4	3	5	2	7	5	1	1	5	3	0	3	38

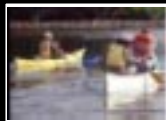
Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A collision followed by a sinking is counted only as a collision even though the sinking may have directly led to a fatality. <sup>1</sup> Includes swamping. <sup>2</sup> Personal watercraft



## TYPES OF ACCIDENTS BY LENGTH OF VESSEL

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																		VICTIMS							
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS IN BOAT	FALLS ON BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING <sup>1</sup>	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNING	OTHER DEATHS	TOTAL DEATHS	INJURIES
<b>TOTALS</b>	6,725	419	12	575	115	3,003	47	48	191	58	509	179	67	278	219	86	137	396	161	65	106	54	484	192	676	3,363
3 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
5 feet	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6 feet	14	1	0	3	1	6	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	2	0	2	7	32
7 feet	48	4	0	3	0	28	0	1	2	2	6	1	0	0	0	0	0	0	1	0	0	4	2	6	15	126
8 feet	224	7	0	6	3	134	0	3	12	4	29	2	0	1	3	1	1	2	15	0	1	10	5	15	126	
9 feet	302	5	0	14	2	191	0	4	6	17	31	3	1	1	3	3	1	5	11	0	2	2	6	12	187	
10 feet	775	18	0	36	6	520	1	6	17	28	63	4	0	7	4	8	2	14	39	0	2	0	24	22	46	430
11 feet	78	9	0	2	0	45	0	0	3	1	9	0	0	0	3	2	0	0	4	0	0	0	8	4	12	51
12 feet	107	34	0	3	0	33	0	1	0	3	18	0	0	4	4	1	0	0	2	1	2	1	40	7	47	53
13 feet	33	8	0	2	0	14	1	0	1	0	3	1	0	1	0	0	0	1	0	0	1	0	13	0	13	7
14 feet	159	34	0	17	6	29	0	2	4	0	34	3	0	17	0	1	5	0	3	1	1	2	57	8	65	101
15 feet	149	27	0	19	2	42	1	1	4	0	18	2	1	15	0	1	6	3	3	2	1	1	28	8	36	99
<b>Less than 16 ft</b>	<b>1,892</b>	<b>148</b>	<b>0</b>	<b>105</b>	<b>20</b>	<b>1,043</b>	<b>4</b>	<b>18</b>	<b>50</b>	<b>55</b>	<b>211</b>	<b>17</b>	<b>2</b>	<b>46</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>25</b>	<b>78</b>	<b>4</b>	<b>10</b>	<b>7</b>	<b>193</b>	<b>62</b>	<b>255</b>	<b>1,093</b>
16 feet	264	40	0	33	4	69	3	6	7	1	28	5	1	18	5	2	6	21	5	5	4	1	50	13	63	164
17 feet	323	32	0	32	9	104	3	5	5	0	22	9	1	21	14	4	9	31	5	5	9	3	32	17	49	193
18 feet	412	23	0	47	6	145	4	2	9	0	31	9	1	26	8	9	12	50	8	11	7	4	30	15	45	225
19 feet	316	11	3	24	9	105	1	3	7	0	23	10	4	19	9	5	5	53	5	8	11	1	14	9	23	183
20 feet	343	9	1	29	5	120	5	3	18	0	19	5	0	20	18	2	10	54	12	4	8	1	9	10	19	199
21 feet	266	14	2	23	2	85	4	2	10	0	13	8	1	11	16	0	12	46	7	3	6	1	7	9	16	151
22 feet	191	6	0	19	3	74	3	1	5	0	8	6	3	13	10	3	1	26	3	1	4	2	9	8	17	93
23 feet	113	5	0	6	1	38	1	0	3	1	13	4	2	5	3	2	5	10	4	3	4	3	10	2	12	71
24 feet	168	6	1	12	1	59	5	1	6	0	14	11	4	9	9	6	2	8	5	2	6	1	14	6	20	82
25 feet	116	2	0	13	1	51	4	2	3	0	8	9	5	3	3	1	4	2	1	3	1	0	11	4	15	48
<b>16 ft to less than 26 ft</b>	<b>2,512</b>	<b>148</b>	<b>7</b>	<b>238</b>	<b>41</b>	<b>850</b>	<b>33</b>	<b>25</b>	<b>73</b>	<b>2</b>	<b>179</b>	<b>76</b>	<b>22</b>	<b>145</b>	<b>95</b>	<b>34</b>	<b>66</b>	<b>301</b>	<b>55</b>	<b>45</b>	<b>60</b>	<b>17</b>	<b>186</b>	<b>93</b>	<b>279</b>	<b>1,409</b>
26 feet	96	1	0	15	2	35	3	0	6	0	2	5	5	4	0	2	6	6	0	2	0	2	1	4	5	45
27 feet	65	2	0	11	1	29	1	0	4	0	0	4	2	3	4	1	0	0	1	0	2	0	1	3	4	29
28 feet	110	3	1	9	2	48	0	1	3	0	4	9	0	1	10	2	3	4	3	3	3	1	0	0	0	53
29 feet	45	0	1	6	2	25	0	0	2	0	1	0	0	2	2	1	2	0	0	0	1	0	0	0	0	8
30 feet	65	4	0	5	0	34	0	0	2	0	3	2	2	6	2	0	4	0	1	0	0	0	1	3	4	15
31 feet	40	1	0	2	0	17	0	0	2	0	0	3	0	2	5	0	1	0	2	0	3	2	0	1	1	12
32 feet	60	2	0	6	2	28	0	1	2	0	3	3	3	2	4	2	2	0	0	0	0	0	2	0	2	8
33 feet	45	0	0	7	1	19	0	0	2	0	3	2	1	2	4	1	1	0	0	1	1	0	0	1	1	14
34 feet	52	0	0	4	1	24	0	0	3	0	1	7	0	2	5	1	1	0	0	0	2	1	0	0	0	15
35 feet	51	1	0	6	0	21	0	0	2	0	2	5	3	3	5	0	1	0	1	0	1	0	2	1	3	11
36 feet	53	1	0	6	0	24	0	1	4	0	0	3	2	3	7	1	0	0	0	0	1	0	1	0	1	19
37 feet	37	1	0	1	2	15	0	0	0	0	0	0	4	1	5	0	3	0	0	0	4	1	0	0	0	11
38 feet	40	2	0	6	0	20	0	1	1	0	1	1	0	3	2	2	0	0	0	0	0	1	1	0	1	9
39 feet	26	0	0	6	1	10	0	0	2	0	1	2	1	0	2	0	1	0	0	0	0	0	0	0	0	9
<b>26 ft to less than 40 ft</b>	<b>785</b>	<b>18</b>	<b>2</b>	<b>90</b>	<b>14</b>	<b>349</b>	<b>4</b>	<b>4</b>	<b>35</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>23</b>	<b>34</b>	<b>57</b>	<b>13</b>	<b>25</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>14</b>	<b>22</b>	<b>258</b>
<b>40 ft to 65 ft</b>	<b>353</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>1</b>	<b>200</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>8</b>	<b>16</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>31</b>
<b>More than 65 ft</b>	<b>56</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>
<b>Unknown</b>	<b>1,127</b>	<b>99</b>	<b>1</b>	<b>89</b>	<b>39</b>	<b>531</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>95</b>	<b>18</b>	<b>12</b>	<b>34</b>	<b>32</b>	<b>11</b>	<b>21</b>	<b>57</b>	<b>17</b>	<b>10</b>	<b>19</b>	<b>94</b>	<b>20</b>	<b>114</b>	<b>556</b>	

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A collision followed by a sinking is counted only as a collision even though the sinking may have directly led to a fatality. <sup>1</sup> Includes swamping.



## TYPES OF ACCIDENTS BY TYPE OF PROPULSION

2004	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																				VICTIMS						
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	FIXED OBJECT COLLISION WITH	FLOATING OBJECT COLLISION WITH	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS IN BOAT	FALLS ON BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING <sup>1</sup>	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES	
<b>TOTALS</b>	6,725	419	12	575	115	3,003	47	48	191	58	509	179	67	278	219	86	137	396	161	65	106	54	484	192	676	3,363	
Air Thrust	23	3	0	4	0	5	0	0	1	0	1	0	0	4	3	0	1	0	0	1	0	0	3	1	4	12	
Manual	203	103	0	14	4	15	2	1	2	0	46	0	0	5	0	1	5	0	1	0	4	0	115	15	130	108	
Propeller	4,309	245	11	439	83	1,588	43	33	134	3	294	159	58	233	186	60	124	353	72	62	93	36	309	124	433	2,124	
Sail	158	23	0	18	1	88	0	1	0	0	7	1	2	3	6	4	0	0	2	0	1	1	9	2	11	44	
Water Jet	1,767	19	1	79	23	1,173	0	13	48	55	143	16	1	23	20	16	6	38	80	1	5	7	18	47	65	1,029	
Other	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	
Unknown	260	25	0	21	4	133	2	0	6	0	18	3	6	10	4	5	1	3	6	1	3	9	30	3	33	42	
<b>TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE</b>																											
Inboard	1,200	20	6	120	14	497	3	4	38	1	32	68	21	59	74	26	28	122	17	13	29	8	14	25	39	451	
Inbd/Sterndrive	999	15	4	105	25	308	6	4	45	0	48	53	18	39	49	14	24	144	24	29	29	16	22	21	43	603	
Other	10	1	0	0	0	2	0	0	0	0	3	0	0	1	0	0	1	1	0	0	0	1	7	0	7	3	
Outboard	1,911	194	1	198	41	687	31	25	48	2	202	31	17	128	59	18	68	73	28	18	32	10	248	74	322	1,014	
Unknown	189	15	0	16	3	94	3	0	3	0	9	7	2	6	4	2	3	13	3	2	3	1	18	4	22	53	

## REPORTING OF ALCOHOL INVOLVEMENT

Alcohol involvement (see page 36) in a boating accident includes any accident where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants (i.e., operators and/or passengers). Further, alcohol involvement does not imply that alcohol use was a direct or indirect cause of the accident; only that there was evidence that alcohol was being consumed by a boat's occupants at the time of the accident.

Alcohol use (see page 37) reported as the cause of an accident implies that the use of alcohol by a boat's occupants was a primary cause of the accident.

Historically, the reporting of alcohol involvement in recreational boating accidents has been lower than expected. Beginning in 1987 the recommended Boating Accident Report (BAR) form contained a block for indicating the involvement of alcohol. Obviously operators are not motivated to report themselves as having had alcohol before a boating accident occurred. Many BARs are filed by law enforcement officials, who should not have failed to report the involvement of alcohol. In most cases, there is not enough data available to provide the level of impairment. Higher accident figures for some States may be an indication of better reporting in those States than a more serious problem of alcohol involvement in boating accidents.



## ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 2000 - 2004

Accidents where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.

	FATALITIES					INJURIES					BOATING ACCIDENTS WITH ALCOHOL INVOLVED				
	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
<b>TOTAL</b>	<b>215</b>	<b>232</b>	<b>284</b>	<b>224</b>	<b>223</b>	<b>542</b>	<b>530</b>	<b>462</b>	<b>548</b>	<b>510</b>	<b>696</b>	<b>594</b>	<b>602</b>	<b>630</b>	<b>582</b>
Alabama	2	1	5	5	9	4	0	2	15	9	4	2	5	10	10
Alaska	4	8	8	8	5	0	3	9	3	4	5	7	12	9	6
Arizona	5	4	3	2	5	14	30	22	11	33	18	25	17	13	43
Arkansas	3	5	8	2	1	13	3	7	6	6	17	8	9	4	5
California	15	17	24	25	27	24	40	26	25	53	30	40	36	44	37
Colorado	1	6	1	2	2	5	3	9	5	1	8	4	10	6	4
Connecticut	2	2	2	0	0	14	11	6	3	5	8	6	5	1	5
Delaware	0	0	1	0	0	0	0	1	0	1	0	0	2	0	2
Dist. of Columbia	1	0	0	0	1	0	0	0	0	0	1	0	0	0	2
Florida	19	18	19	21	14	40	39	37	42	34	51	48	54	53	37
Georgia	3	2	1	5	6	12	11	15	17	9	19	12	12	20	12
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	2	1	0	6	6	6	7	3	9	25	8	9	5	16	26
Illinois	2	5	14	10	12	9	13	17	18	15	12	13	27	20	20
Indiana	2	3	7	1	3	8	3	6	12	4	12	9	13	7	10
Iowa	3	0	2	0	2	5	8	4	8	16	11	7	5	5	10
Kansas	0	6	5	2	0	3	2	5	5	6	5	4	6	6	7
Kentucky	6	5	4	2	1	14	1	2	4	2	15	8	6	5	3
Louisiana	16	18	22	18	8	45	16	16	30	11	33	21	30	26	18
Maine	1	1	0	2	3	2	6	0	10	8	4	4	0	6	7
Maryland	8	10	7	3	8	15	26	19	18	8	20	25	18	19	12
Massachusetts	2	8	5	2	1	5	8	4	3	7	8	9	5	4	4
Michigan	7	15	13	12	14	22	27	21	19	18	25	40	34	28	31
Minnesota	10	6	15	6	5	18	17	17	13	17	27	25	23	14	17
Mississippi	0	5	9	1	1	12	8	21	5	3	10	10	15	4	3
Missouri	6	3	14	10	4	39	37	34	64	34	58	44	46	65	41
Montana	1	0	2	2	3	2	3	0	1	1	2	1	0	2	3
Nebraska	1	0	2	3	4	2	10	1	8	5	4	3	3	5	8
Nevada	1	2	5	3	3	8	31	4	19	13	11	20	6	16	12
New Hampshire	2	0	2	0	0	4	2	5	2	2	11	2	7	1	2
New Jersey	5	1	5	0	2	10	13	5	0	1	14	11	9	0	4
New Mexico	2	3	0	2	0	7	1	0	1	1	7	4	0	5	2
New York	4	9	6	9	5	18	9	17	16	13	17	12	20	24	16
North Carolina	9	4	4	6	7	20	16	16	26	21	28	14	17	24	20
North Dakota	1	0	1	2	0	0	0	0	3	0	2	0	1	3	0
Ohio	8	11	8	7	3	12	8	9	3	5	23	16	16	12	9
Oklahoma	2	1	2	4	8	22	24	13	23	27	24	22	15	19	16
Oregon	4	1	3	1	1	7	2	1	5	2	9	1	6	7	3
Pennsylvania	3	4	3	2	2	13	4	8	3	3	8	6	8	6	3
Rhode Island	0	1	2	3	1	5	2	0	4	1	4	2	5	6	2
South Carolina	5	5	6	3	2	4	7	10	10	3	6	10	11	11	5
South Dakota	0	0	3	1	2	0	2	0	0	1	0	2	3	2	3
Tennessee	8	2	7	5	12	18	6	15	12	12	27	11	15	14	19
Texas	10	7	14	6	4	7	13	16	5	17	17	11	21	10	13
Utah	2	4	0	0	1	10	26	6	4	1	11	10	3	1	2
Vermont	0	0	2	0	0	1	0	0	0	0	2	0	1	1	2
Virginia	0	4	1	4	6	13	8	5	13	11	9	10	4	20	19
Washington	11	6	11	7	8	18	11	13	17	24	28	15	22	25	26
West Virginia	0	1	2	0	0	1	0	3	2	0	2	3	3	1	0
Wisconsin	11	11	8	9	9	11	11	11	25	15	18	25	14	29	19
Wyoming	1	4	1	0	0	0	2	3	1	2	1	2	2	1	1
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virgin Islands	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No.Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pacific Ocean	0	2	0	0	1	0	0	0	0	0	0	1	0	0	1



## CAUSES OF BOATING ACCIDENTS - 2004

	ACCIDENTS	FATALITIES
<b>TOTALS</b>	<b>4,904</b>	<b>676</b>
<b>LOADING OF PASSENGERS OR GEAR</b>	<b>432</b>	<b>73</b>
Passenger/Skier behavior	291	26
Improper Anchoring	49	11
Improper Loading	36	13
Overloading	36	18
Standing/Sitting on gunwale, transom, bow or seat back	20	5
<b>HULL FAILURE</b>	<b>69</b>	<b>8</b>
<b>MACHINERY/MACHINERY SYSTEM FAILURE</b>	<b>285</b>	<b>21</b>
Not Specified	135	7
Engine Failure	64	8
Electrical System Failure	23	0
Steering System Failure	18	5
Shift Failure	15	0
Throttle Failure	13	0
Fuel System Failure	13	1
Ventilation System Failure	4	0
<b>EQUIPMENT/EQUIPMENT SYSTEM FAILURE</b>	<b>132</b>	<b>9</b>
<b>OPERATION OF VESSEL</b>	<b>2,877</b>	<b>331</b>
Alcohol use	296	109
Careless/Reckless Operation	570	43
Drug Use	5	3
Excessive Speed	401	39
Failure to ventilate	13	0
Lack of or improper lights	27	2
No proper Lookout	271	11
Off-Throttle Steering Loss	26	1
Operator inattention	562	55
Operator inexperience	406	42
Restricted Vision	69	9
Rules of the Road Infraction	188	13
Sharp Turn	43	4
<b>ENVIRONMENT</b>	<b>653</b>	<b>109</b>
Congested Waters	40	1
Dam or Lock	18	5
Force of Wake /Wave	105	3
Hazardous Waters	312	57
Weather	178	43
<b>IGNITION OF SPILLED FUEL OR VAPOR</b>	<b>64</b>	<b>1</b>
<b>OTHER</b>	<b>167</b>	<b>41</b>
<b>UNKNOWN</b>	<b>225</b>	<b>83</b>





**OPERATION AT TIME OF ACCIDENTS - 2004**

	<b>VESSELS INVOLVED</b>	<b>FATALITIES</b>
<b>TOTALS</b>	<b>6,725</b>	<b>676</b>
At anchor	288	32
Being towed	34	1
Changing direction	708	44
Changing speed	340	18
Cruising	2,945	220
Docking/Leaving dock	302	7
Drifting	510	126
Launching/Loading	28	2
Other	330	25
Rowing/paddling	132	79
Sailing	84	8
Tied to Dock/Mooring	513	6
Towing another boat	14	0
Unknown	497	108



**ACTIVITY AT TIME OF ACCIDENTS - 2004**

	<b>VESSELS INVOLVED</b>	<b>FATALITIES</b>
<b>TOTALS</b>	<b>6,725</b>	<b>676</b>
<b>Fishing</b>	<b>592</b>	<b>236</b>
<b>Fueling</b>	<b>26</b>	<b>1</b>
<b>Hunting</b>	<b>23</b>	<b>4</b>
<b>Making Repairs</b>	<b>46</b>	<b>1</b>
<b>Other</b>	<b>98</b>	<b>8</b>
<b>Racing</b>	<b>79</b>	<b>7</b>
<b>Swimming/Snorkeling</b>	<b>37</b>	<b>14</b>
<b>Waterskiing/Tubing</b>	<b>581</b>	<b>21</b>
<b>Whitewater Sports</b>	<b>53</b>	<b>24</b>
<b>Unknown</b>	<b>5,190</b>	<b>360</b>



## OPERATOR INFORMATION - 2004

		VESSELS INVOLVED	FATALITIES
<b>TOTALS</b>		<b>6,725</b>	<b>676</b>
<b>AGE OF OPERATOR</b>	12 years and under	33	0
	13 to 18 years	558	25
	19 to 25 years	779	69
	26 to 35 years	1,052	110
	36 to 55 years	2,214	221
	Over 55 years	834	133
	Unknown	1,255	118
<b>OPERATOR'S EXPERIENCE</b>	Under 10 hours	494	20
	10 to 100 hours	1,270	109
	100 to 500 hours	2,328	155
	Over 500 hours	369	40
	None	55	10
	Other	12	3
	Unknown	2,197	339
<b>NUMBER OF PERSONS ON BOARD</b>	None	426	1
	One	1,844	199
	Two	1,718	219
	Three	725	99
	Four	560	56
	Five	314	33
	Six	201	8
	Seven	137	5
	Eight	97	7
	Nine	36	2
	Ten	33	1
	More than 10	45	3
Unknown	589	43	
<b>EDUCATION OF OPERATOR <sup>1</sup></b>	American Red Cross	52	1
	Informal	396	25
	None	2,442	232
	Other	376	46
	State Course	477	16
	USCG Auxiliary	338	12
	US Power Squadrons	167	2
	Unknown	2,477	342
<b>LIFE JACKETS</b>	Approved, accessible	3,540	309
	Approved, not accessible	1,173	95
	Not approved, not accessible	2,012	272
<b>TYPE OF DEATH AND LIFE JACKET STATUS</b>	Carbon Monoxide	Worn	0
	Carbon Monoxide	Not Worn	2
	Drowning	Worn	53
	Drowning	Not Worn	431
	Hypothermia	Worn	3
	Hypothermia	Not Worn	7
	Other	Worn	11
	Other	Not Worn	21
	Trauma	Worn	50
	Trauma	Not Worn	64
	Unknown	Worn	6
	Unknown	Not Worn	28

<sup>1</sup> Education of operator implies that some safety instruction has been received, but not necessarily that a course was successfully completed.



## WEATHER AND WATER CONDITIONS - 2004

		ACCIDENTS	FATALITIES
<b>TOTALS</b>		<b>4,904</b>	<b>676</b>
<b>TYPE OF BODY OF WATER</b>	Ocean/Gulf	408	54
	Great Lakes (not tributaries)	95	9
	Bays, inlets, sounds, harbors	791	74
	Rivers, streams, creeks	1,217	218
	Lakes, ponds, reservoirs, dams, gravel pits	2,334	307
	Other/Not Reported	59	14
	<b>WATER CONDITIONS<sup>1</sup></b>	Calm (waves less than 6")	2,578
Choppy (waves 6" to 2')		1,493	160
Rough (waves 2' to 6')		421	73
Strong current		1,062	144
Very Rough (waves larger than 6')		120	26
Whitewater (river)		14	0
Unknown		216	69
<b>WIND</b>	None	565	77
	Light (0 - 6 mph)	2,435	260
	Moderate (7 - 14 mph)	1,159	174
	Strong (15 - 25 mph)	376	76
	Storm (over 25 mph)	113	20
	Unknown	256	69
<b>VISIBILITY<sup>2</sup></b>	Fair - Day	186	34
	Fair - Night	153	33
	Good - Day	3,452	378
	Good - Night	515	95
	Poor - Day	80	11
	Poor - Night	119	30
	Unknown - Day	302	56
	Unknown - Night	97	39
<b>WATER TEMPERATURE</b>	30 - 39 degrees F	18	9
	40 - 49 degrees F	109	40
	50 - 59 degrees F	344	100
	60 - 69 degrees F	949	103
	70 - 79 degrees F	1,638	165
	80 - 89 degrees F	790	96
	90 degrees F and above	31	3
	Unknown	1,025	160

<sup>1</sup> A Boating Accident Report may indicate strong current and any one of the other types of water conditions.

<sup>2</sup> Accidents are reported as "dark" when they occur at night even if the visibility is reported "good," "fair," or "poor."



## VESSEL INFORMATION - 2004

		VESSELS INVOLVED	FATALITIES			
<b>TOTALS</b>		<b>6,725</b>	<b>676</b>			
<b>HULL MATERIAL</b>	Aluminum	810	224			
	Fiberglass	5,260	358			
	Other	30	7			
	Plastic	41	15			
	Rubber, vinyl, canvas	58	15			
	Steel	62	3			
	Wood	117	12			
	Unknown	347	42			
<b>SPEED</b>	Not moving	810	66			
	Under 10 mph	1,242	163			
	10 to 20 mph	1,020	40			
	21 to 40 mph	933	49			
	Over 40 mph	137	14			
	Unknown	2,583	344			
<b>HORSEPOWER</b>	Unknown	2,137	181			
	No engine	269	138			
	10 hp or less	110	39			
	11-25 hp	178	44			
	26-75 hp	664	82			
	76-150 hp	1,503	104			
	151-250 hp	793	39			
	Over 250 hp	1,071	49			
<b>YEAR BUILT</b>	2004	553	27			
	2003	481	29			
	2001 - 2002	725	45			
	1999 - 2000	587	42			
	1996 - 1998	857	55			
	1991 - 1995	771	57			
	Prior to 1991	1,914	228			
	Unknown	837	193			
<b>LENGTH</b>	Less than 16 feet	1,892	255			
	16 feet to less than 26 feet	2,512	279			
	26 feet to less than 40 feet	785	22			
	40 feet to not more than 65 feet	353	5			
	More than 65 feet	56	1			
	Unknown	1,127	114			
<b>RENTAL STATUS</b>						
	Vessels in Accidents	Rented	Not Rented	Fatalities	Rented	Not Rented
<b>Totals</b> .....	6,725	1,013	5,712	676	92	584
Airboat .....	20	1	19	4	0	4
Auxiliary Sail .....	270	37	233	9	0	9
Cabin Motorboat .....	1,003	90	913	42	11	31
Canoe/Kayak .....	136	25	111	98	18	80
Houseboat .....	102	25	77	3	1	2
Inflatable .....	41	16	25	13	2	11
Jet Boat .....	20	0	20	3	0	3
Open Motorboat .....	2,843	275	2,568	351	37	314
Other .....	102	35	67	5	1	4
Personal Watercraft .....	1,664	444	1,220	56	11	45
Pontoon Boat .....	183	42	141	27	7	20
Rowboat .....	65	4	61	55	4	51
Sail (only) .....	70	7	63	7	0	7
Unknown .....	206	12	194	3	0	3



## MISCELLANEOUS DATA - 2004

		ACCIDENTS	FATALITIES
<b>TOTALS</b>		<b>4,904</b>	<b>676</b>
<b>TIME OF DAY</b>	Midnight to 2:30 am	205	61
	2:31 am to 4:30 am	73	22
	4:31 am to 6:30 am	76	11
	6:31 am to 8:30 am	111	22
	8:31 am to 10:30 am	278	31
	10:31 am to 12:30 pm	584	62
	12:31 pm to 2:30 pm	811	98
	2:31 pm to 4:30 pm	1,036	113
	4:31 pm to 6:30 pm	866	105
	6:31 pm to 8:30 pm	488	70
	8:31 pm to 10:30 pm	215	35
	10:31 pm to midnight	116	32
	Unknown	45	14
<b>MONTH OF YEAR</b>	January	101	21
	February	117	30
	March	216	43
	April	288	54
	May	638	94
	June	695	87
	July	1,270	122
	August	774	85
	September	435	71
	October	195	32
	November	107	23
	December	68	14
<b>DAY OF WEEK</b>	Monday	497	84
	Tuesday	349	68
	Wednesday	329	62
	Thursday	377	52
	Friday	557	72
	Saturday	1,469	176
	Sunday	1,326	162

## GLOSSARY

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

**Cabin motorboat** - Motorboats with a cabin which can be completely closed by means of doors or hatches. Large motorboats with cabins, even though referred to as yachts, are considered to be cabin motorboats.

**Capsizing** - Overturning of a vessel. The bottom must become uppermost, except in the case of a sailboat, which lies on its side.

**Collision with another vessel** - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision. (Also includes colliding with the tow of another vessel, regardless of the nature of the tow, i.e., surfboard, ski ropes, skier, tow line, etc.)

**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.

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

**Documented yacht** - 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.

**Fallen Skier** - A person who has fallen off their waterskis.

**Fault of operator** - Speeding; overloading; improper loading, not properly seating occupants of boat; no proper lookout; carelessness; failure to heed weather warnings; operating in a congested area; not observing the Rules of the Road; unsafe fueling practices; lack of experience; ignorance of aids to navigation; lack of caution in an unfamiliar area of operation; improper installation or maintenance of hull, machinery or equipment; poor judgment; recklessness; overpowering the boat; panic; proceeding in an unseaworthy craft; operating a motorboat near persons in the water; starting engine with clutch engaged or throttle advanced; irresponsible boat handling such as quick, sharp turns.

**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 or coal.

**Fire/explosion (other)** - Accidental burning or explosion of any material on board except vessel fuels or their vapors.

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

**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.

**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.

**Inboard-outboard** - Also referred to as inboard/outdrive. Regarded as inboard because the power unit is located inside the boat.

**Maneuvering** - Changing of course, speed, or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, i.e. docking, mooring, undocking, etc.

**Motorboat** - Any vessel equipped with propulsion machinery, not more than sixty-five feet in length.

**Motor vessel** - Any vessel equipped with propulsion machinery (other than steam) more than 65 feet long.

**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.

**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.

**Personal Watercraft** - Craft less than 13 feet in length designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within the confines of a hull.

**Rules of the Road** - Statutory and regulatory rules governing navigation of vessels.

**Sailboat or auxiliary sailboat** - Craft intended to be propelled primarily by sail, regardless of size or type.

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

**Speeding** - Operating at a speed, possibly below the posted limit, above that which a reasonable and prudent person would operate under the circumstances.

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

**Struck by boat or propeller** - Striking of a victim who is outside of the boat, but not necessarily a swimmer.

**Swamping** - Filling with water, particularly over the side, but retaining sufficient buoyancy to remain on the surface.

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

**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.