



BOATING STATISTICS - 2002



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INTRODUCTION

SCOPE

This report contains statistics on numbered boats and recreational boating accidents, and information on boating safety activities for calendar year 2002. States and jurisdictions with Federally approved boat numbering systems file official reports which the Coast Guard uses to provide the boat numbering statistics. 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 investigations, 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. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. The statistics in this publication are based on accident data submitted by the reporting jurisdictions as of September 30, 2003 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 eleven through thirteen.

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 more accidents are not reported because boaters are not aware of the accident reporting regulations as well as the difficulty law enforcement agencies encounter in enforcing those 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.

To ensure 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 successfully implemented a process to notify and provide information to State Boating Law Administrators of fatal accidents that occurred in their jurisdiction. After evaluating the effectiveness of this process improvement in 2002, we estimate a fatal accident under-reporting factor of one percent. As a result, the Coast Guard is required to report an additional one percent [758 fatalities (.01 * 750)] on top of the 750 fatalities captured by the Boating Accident Report Database (BARD) system, for an estimated total of 758 boating fatalities in calendar year 2002. Fatal accident statistics compiled for use in this publication reflect the 750 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 2002, the Federal threshold of property damage for reports of accidents involving recreational vessels was \$2,000 or more per accident. Prior to July 2, 2001, the property damage reporting threshold was \$500 per accident. The impact of the \$2,000 property damage reporting threshold was the exclusion of approximately 1,116 accidents from this report. These 1,116 accidents resulted in \$ 1,145,433 in property damage; an average of just over \$1,025 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 thirty-three (33) 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	26
(includes commercial fishing, commercial parasailing, carrying passengers for hire, scuba diving, and guided whitewater rafting trips)	
Fatalities which were not caused by a vessel, its equipment, or its appendages.....	5
A fatality where a person died from natural causes while aboard the vessel	1
A fatality where the vessel was being used to conduct government business	1

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 poisoning;
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.

Accident reports for forty-three (43) fatalities were entered into the BARD System that satisfy the reporting requirements above for inclusion in this report. The following shows the number of fatalities involving a swimmer, a recreational vessel and its operation:

A person departed a vessel that was underway to swim	26
Fatalities where the cause of death involved carbon monoxide poisoning	8
A person departed a vessel that was underway for other reasons	7
Fatalities that resulted from stray electrical current	2

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. For instance, using RBDM we estimate that increasing the proficiency of boat operators alone could potentially save 100 lives a year, as well as prevent 1,500 reported collision accidents and 1,100 injuries resulting from those collisions. 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.

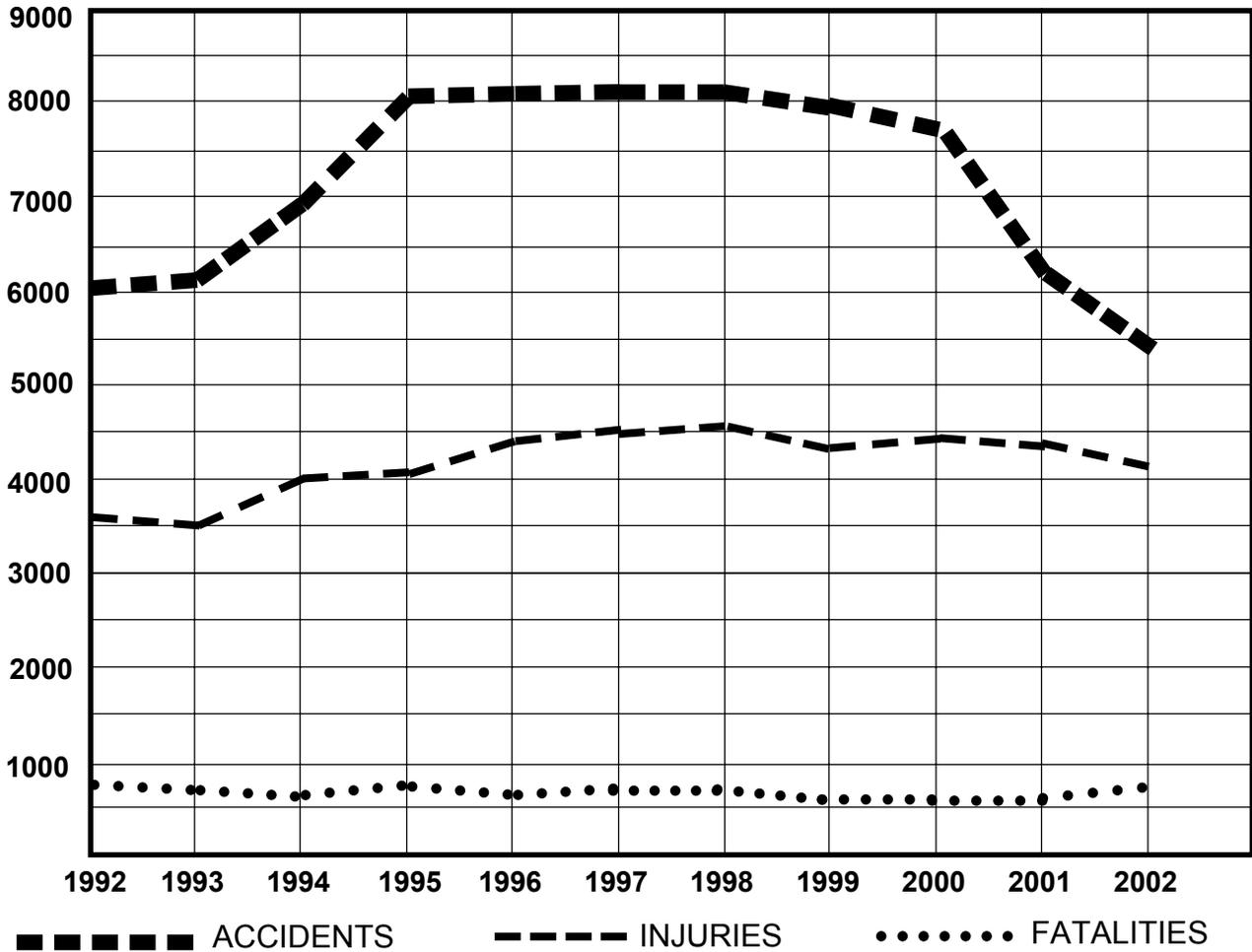
FATALITY RATE

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 numbered recreational boats. The numbered 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 numbered boats by length, hull material, and type of propulsion.

While a comparison between the 750 fatalities and the 12,854,054 numbered boats in 2002 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 numbering system (see page 22). Another limitation is that fatalities occur on boats which are not numbered, and therefore not included in the boat numbering 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 numbered boats.

YEAR	FATALITIES	NUMBER OF NUMBERED BOATS	FATALITIES PER 100,000 NUMBERED BOATS
..... 1990	865	10,996,253	7.8
..... 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

BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
1992	816	3,683	6,048
1993	800	3,559	6,335
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

EXECUTIVE SUMMARY BOATING STATISTICS - 2002

- In 2002, States and jurisdictions reported a total of 12,854,054 numbered recreational boats compared to 12,876,346 in 2001. The 5,705 boating accidents reported in 2002 resulted in 750 fatalities, 4,062 injuries, and \$39,185,172 in property damage (Pages 24 and 25).
- The 750 fatalities reverse a downward trend and are at their highest level since 1998 when 815 fatalities were reported (Page 5).
- Seventy percent of all fatal boating accident victims drowned (524 out of 750). Nearly 85% of the victims who drowned were not wearing their personal flotation device (PFD or lifejacket). Overall, fatal accident data show approximately 440 lives could have been saved last year if boaters had worn their lifejackets (Page 7).
- The most reported types of accidents are collisions with other vessels. However, capsizing and falls overboard are the most reported types of fatal accidents and account for over half (56%) of all boating fatalities (Page 29). Boat operators need to pay attention to the capacity label on their boat and be careful not to overload small boats (less than 20 feet) with passengers and/or gear.
- Overall, operator inattention, carelessness/reckless operation, operator inexperience, and excessive speed are the leading contributing factors of all reported accidents (Pages 7, 17, 33).
- The most common types of boats involved in reported accidents were open motorboats (41%), personal watercraft (PWC) (28%) and cabin motorboats (15%). Increases were seen in the number of reported fatalities involving open motorboats (423) and PWC (71) from 2001. However, the number of reported injuries involving PWC continued along a downward trend line and have decreased every year since 1996. Accident data also show a decrease in the number of fatalities involving canoes/kayaks (78) from the 101 fatalities reported in 2001 (Page 29).
- Twenty-eight (28) children age 12 and under lost their lives while boating in 2002 compared to 26 children in 2001. Moreover, nearly 40% of the children who perished in 2002 were not wearing lifejackets (Page 14).
- Consistent with previous years, approximately 80% of all reported fatalities occurred on boats where the operator had not received boating safety instruction (Page 16).
- Alcohol was involved in 39% of all boating fatalities in 2002; up 5% from 2001 (Pages 31 & 32).

EXECUTIVE SUMMARY BOATING STATISTICS - 2002

TOP TEN CONTRIBUTING FACTORS

ACCIDENT RANK	CONTRIBUTING FACTOR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	OPERATOR INATTENTION	718	41
2	CARELESS/RECKLESS OPERATION	636	53
3	OPERATOR INEXPERIENCE	533	46
4	EXCESSIVE SPEED	455	29
5	HAZARDOUS WATERS	418	99
6	PASSENGER/SKIER BEHAVIOR	341	32
7	NO PROPER LOOKOUT	331	22
8	MACHINERY SYSTEM FAILURE	276	23
9	ALCOHOL USE	267	95
10	WEATHER	228	66

TOP FIVE TYPES OF ACCIDENTS

ACCIDENT RANK	ACCIDENT TYPE	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	COLLISION WITH VESSEL	1,704	93
2	COLLISION WITH FIXED OBJECT	605	53
3	FALLS OVERBOARD	542	189
4	SKIER MISHAP	469	10
5	CAPSIZING	458	228

FATALITIES AND LIFEJACKET WEAR

CAUSE OF DEATH	TOTAL NUMBER OF FATALITIES	LIFEJACKET	
		WORN	NOT WORN
DROWNING	524	82	442
TRAUMA	164	63	101
OTHER	29	5	24
HYPOTHERMIA	19	9	10
CARBON MONOXIDE POISONING	8	0	8
UNKNOWN	6	0	6

BOATING CASUALTIES

TYPE OF BOAT	NUMBER OF DROWNINGS	OTHER DEATHS	TOTAL DEATHS	TOTAL INJURIES	TOTAL CASUALTIES
Open Motorboat	307	116	423	1,925	2,348
Personal Watercraft	21	50	71	1,362	1,433
Cabin Motorboat	30	23	53	331	384
Canoe/Kayak	67	11	78	57	135
Pontoon Boat	13	8	21	90	111
Rowboat	34	1	35	28	63

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 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.

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 which 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.

STATE ASSIGNED CASE NO. _____

THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE FROM A VESSEL; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR PROPERTY DAMAGE IN EXCESS OF \$2000 OR COMPLETE LOSS OF THE VESSEL. REPORTS IN DEATH AND INJURY CASES MUST BE SUBMITTED WITHIN 48 HOURS. REPORTS IN OTHER CASES MUST BE SUBMITTED WITHIN 10 DAYS. REPORTS MUST BE SUBMITTED TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED. THIS FORM IS PROVIDED TO ASSIST THE OPERATOR IN FILING THE REQUIRED WRITTEN REPORT.

COMPLETE ALL BLOCKS (INDICATE THOSE NOT APPLICABLE BY "NA")

ACCIDENT DATA

DATE OF ACCIDENT	TIME AM PM	NAME OF BODY OF WATER		LOCATION (GIVE LOCATION PRECISELY)	
NUMBER OF VESSELS INVOLVED	NEAREST CITY OR TOWN		COUNTY	STATE	ZIP CODE
WEATHER (CHECK ALL APPLICABLE) [] CLEAR [] RAIN [] CLOUDY [] SNOW [] FOG [] HAZY	WATER CONDITIONS [] CALM (WAVES LESS THAN 6") [] CHOPPY (WAVES 6" TO 2') [] ROUGH (WAVES 2' TO 6') [] VERY ROUGH (GREATER THAN 6') [] STRONG CURRENT		TEMPERATURE (ESTIMATE) AIR _____°F WATER _____°F	WIND [] NONE [] LIGHT (0-6 MPH) [] MODERATE (7-14 MPH) [] STRONG (15-25 MPH) [] STORM (OVER 25 MPH)	
NAME OF OPERATOR			OPERATOR ADDRESS		
OPERATOR TELEPHONE NUMBER ()	DATE OF BIRTH MO DAY YR	OPERATOR'S EXPERIENCE [] NONE [] UNDER 100 HOURS [] ≥ 100 HOURS	INSTRUCTION IN BOATING SAFETY [] STATE COURSE [] U.S. POWER SQUADRON [] USCG AUXILIARY [] AMERICAN RED CROSS [] NONE		
[] MALE [] FEMALE					
NAME OF OWNER			OWNER ADDRESS		
OWNER TELEPHONE NUMBER ()	NUMBER OF PEOPLE ON BOARD	NUMBER OF PEOPLE BEING TOWED	RENTED BOAT? [] YES [] NO		

BOAT NO. 1 (THIS VESSEL)

BOAT REGISTRATION OR DOCUMENTATION NUMBER		STATE	HULL IDENTIFICATION NUMBER		BOAT NAME
BOAT MANUFACTURER		LENGTH	MODEL		YEAR BUILT
TYPE OF BOAT [] OPEN MOTORBOAT [] CABIN MOTORBOAT [] AUXILIARY SAIL [] SAIL (ONLY) [] ROWBOAT [] CANOE/KAYAK [] PERSONAL WATERCRAFT [] PONTOON BOAT [] HOUSEBOAT [] OTHER (SPECIFY)		HULL MATERIAL [] WOOD [] ALUMINUM [] STEEL [] FIBERGLASS [] RUBBER/VINYL/CANVAS [] RIGID HULL INFLATABLE [] OTHER (SPECIFY)		ENGINE [] OUTBOARD [] INBOARD [] INBOARD-STERNDRIVE (I/O) [] AIRBOAT	PROPULSION [] PROPELLER [] WATER JET [] AIR THRUST [] MANUAL [] SAIL
PERSONAL FLOTATION DEVICES (PFDS): WAS BOAT ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED PFDS? [] YES [] NO WERE PFDS ACCESSIBLE? [] YES [] NO		FUEL [] GASOLINE [] DIESEL [] ELECTRIC		NUMBER OF ENGINES TOTAL HORSEPOWER	FIRE EXTINGUISHERS ON BOARD? [] YES [] NO USED? [] YES [] NO
OPERATION AT TIME OF ACCIDENT (CHECK ALL APPLICABLE) [] CRUISING [] CHANGING DIRECTION [] CHANGING SPEED [] DRIFTING [] TOWING [] BEING TOWED [] ROWING/PADDLING [] SAILING [] LAUNCHING [] DOCKING/UNDocking [] AT ANCHOR [] TIED TO DOCK/MOORED [] OTHER (SPECIFY)		ACTIVITY AT TIME OF ACCIDENT (CHECK ANY IF APPLICABLE) [] FISHING [] TOURNAMENT [] HUNTING [] SWIMMING/DIVING [] MAKING REPAIRS [] WATERSKIING/TUBING/ETC. [] RACING [] WHITEWATER SPORTS [] FUELING [] STARTING ENGINE [] NON-RECREATIONAL [] OTHER (SPECIFY)		TYPE OF ACCIDENT [] GROUNDING [] CAPSIZING [] FLOODING/SWAMPING [] SINKING [] FIRE OR EXPLOSION (FUEL) [] FIRE OR EXPLOSION (OTHER) [] SKIER MISHAP [] COLLISION WITH VESSEL [] COLLISION WITH FIXED OBJECT [] COLLISION WITH FLOATING OBJ. [] FALLS OVERBOARD [] FALLS IN BOAT [] STRUCK BY BOAT [] STRUCK BY MOTOR/PROPELLER [] STRUCK SUBMERGED OBJECT [] OTHER (SPECIFY)	
ESTIMATED SPEED [] NONE [] UNDER 10 MPH [] 10 - 20 MPH [] 21 - 40 MPH [] OVER 40 MPH		[] HIT AND RUN		WHAT CONTRIBUTED TO ACCIDENT? (CHECK ALL APPLICABLE) [] WEATHER [] EXCESSIVE SPEED [] IMPROPER LOOKOUT [] RESTRICTED VISION [] OVERLOADING [] IMPROPER LOADING [] HAZARDOUS WATERS [] ALCOHOL USE [] DRUG USE [] HULL FAILURE [] MACHINERY FAILURE [] EQUIPMENT FAILURE [] OPERATOR INEXPERIENCE [] OPERATOR INATTENTION [] CONGESTED WATERS [] PASSENGER/SKIER BEHAVIOR [] DAM/LOCK [] OTHER (SPECIFY)	

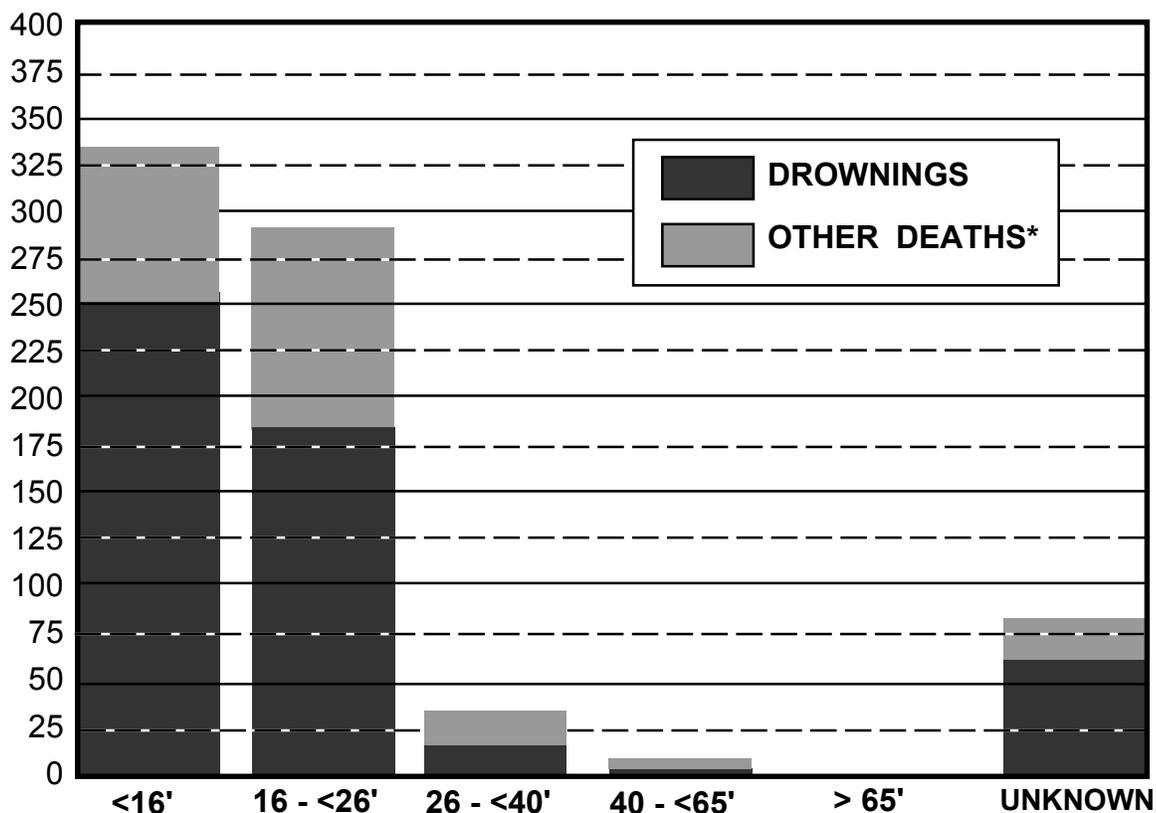
DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		DEATH CAUSED BY	
<input type="checkbox"/> MALE	<input type="checkbox"/> FEMALE	<input type="checkbox"/> DROWNING	<input type="checkbox"/> OTHER
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		DEATH CAUSED BY	
<input type="checkbox"/> MALE	<input type="checkbox"/> FEMALE	<input type="checkbox"/> DROWNING	<input type="checkbox"/> OTHER
INJURED (IF MORE THAN 2 INJURIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? ADMITTED TO HOSPITAL?	<input type="checkbox"/> YES <input type="checkbox"/> NO	DESCRIBE INJURY
WAS PFD WORN?	<input type="checkbox"/> YES <input type="checkbox"/> NO	PRIOR TO ACCIDENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO
WAS IT INFLATABLE?	<input type="checkbox"/> YES <input type="checkbox"/> NO	AS A RESULT OF ACCIDENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? ADMITTED TO HOSPITAL?	<input type="checkbox"/> YES <input type="checkbox"/> NO	DESCRIBE INJURY
WAS PFD WORN?	<input type="checkbox"/> YES <input type="checkbox"/> NO	PRIOR TO ACCIDENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO
WAS IT INFLATABLE?	<input type="checkbox"/> YES <input type="checkbox"/> NO	AS A RESULT OF ACCIDENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO
OTHER PEOPLE ABOARD THIS BOAT (IF MORE THAN 2 PEOPLE, ATTACH ADDITIONAL FORMS)			
NAME		ADDRESS	
DATE OF BIRTH	WAS PFD WORN? AS A RESULT OF ACCIDENT	<input type="checkbox"/> YES <input type="checkbox"/> NO	PRIOR TO ACCIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO
NAME	ADDRESS		
DATE OF BIRTH	WAS PFD WORN? AS A RESULT OF ACCIDENT	<input type="checkbox"/> YES <input type="checkbox"/> NO	PRIOR TO ACCIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO
BOAT NO. 2 (IF MORE THAN 2 VESSELS, ATTACH ADDITIONAL IDENTIFYING INFORMATION)			
NAME OF OPERATOR		OPERATOR ADDRESS	
OPERATOR TELEPHONE NUMBER ()		BOAT REGISTRATION OR DOCUMENTATION NUMBER	
NAME OF OWNER		OWNER ADDRESS	
OWNER TELEPHONE NUMBER ()		STATE	
PROPERTY DAMAGE			
ESTIMATED AMOUNT: THIS BOAT AND CONTENTS:		OTHER BOAT(S) AND CONTENTS:	
\$		\$	
DESCRIBE PROPERTY DAMAGED			
WITNESSES NOT ON THIS VESSEL			
NAME	ADDRESS	TELEPHONE NUMBER ()	
NAME	ADDRESS	TELEPHONE NUMBER ()	
PERSON COMPLETING REPORT			
NAME	ADDRESS	TELEPHONE NUMBER ()	
SIGNATURE	QUALIFICATION	<input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER <input type="checkbox"/> INVESTIGATOR <input type="checkbox"/> OTHER	DATE SUBMITTED
FOR AGENCY USE ONLY			
CAUSES BASED ON (CHECK ONE): <input type="checkbox"/> THIS REPORT <input type="checkbox"/> INVESTIGATION <input type="checkbox"/> INVESTIGATION AND THIS REPORT <input type="checkbox"/> OTHER			
NAME OF REVIEWING OFFICE	DATE RECEIVED	RECREATIONAL <input type="checkbox"/>	NON-REPORTABLE <input type="checkbox"/>
PRIMARY CAUSE	COMMERCIAL <input type="checkbox"/>		
	SECONDARY CAUSE		

ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (SEQUENCE OF EVENTS. INCLUDE FAILURE OF EQUIPMENT. INCLUDE A DIAGRAM IF NEEDED. CONTINUE ON ADDITIONAL SHEETS IF NECESSARY. INCLUDE ANY INFORMATION REGARDING THE INVOLVEMENT OF ALCOHOL AN/OR DRUGS IN CAUSING OR CONTRIBUTING TO THE ACCIDENT. INCLUDE ANY DESCRIPTIVE INFORMATION ABOUT THE USE OF PFD'S.)

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 or Office of Management and Budget, Paperwork Reduction Project (2115-0010), Washington, DC 20503.

NUMBER OF FATALITIES BY BOAT LENGTH - 2002



LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	254	77	331
16 feet to less than 26 feet	179	111	290
26 feet to less than 40 feet	19	18	37
40 feet to 65 feet	3	3	6
More than 65 feet	1	3	4
Unknown	68	14	82
Total	524	226	750

*Other deaths denotes types of fatalities other than drownings.

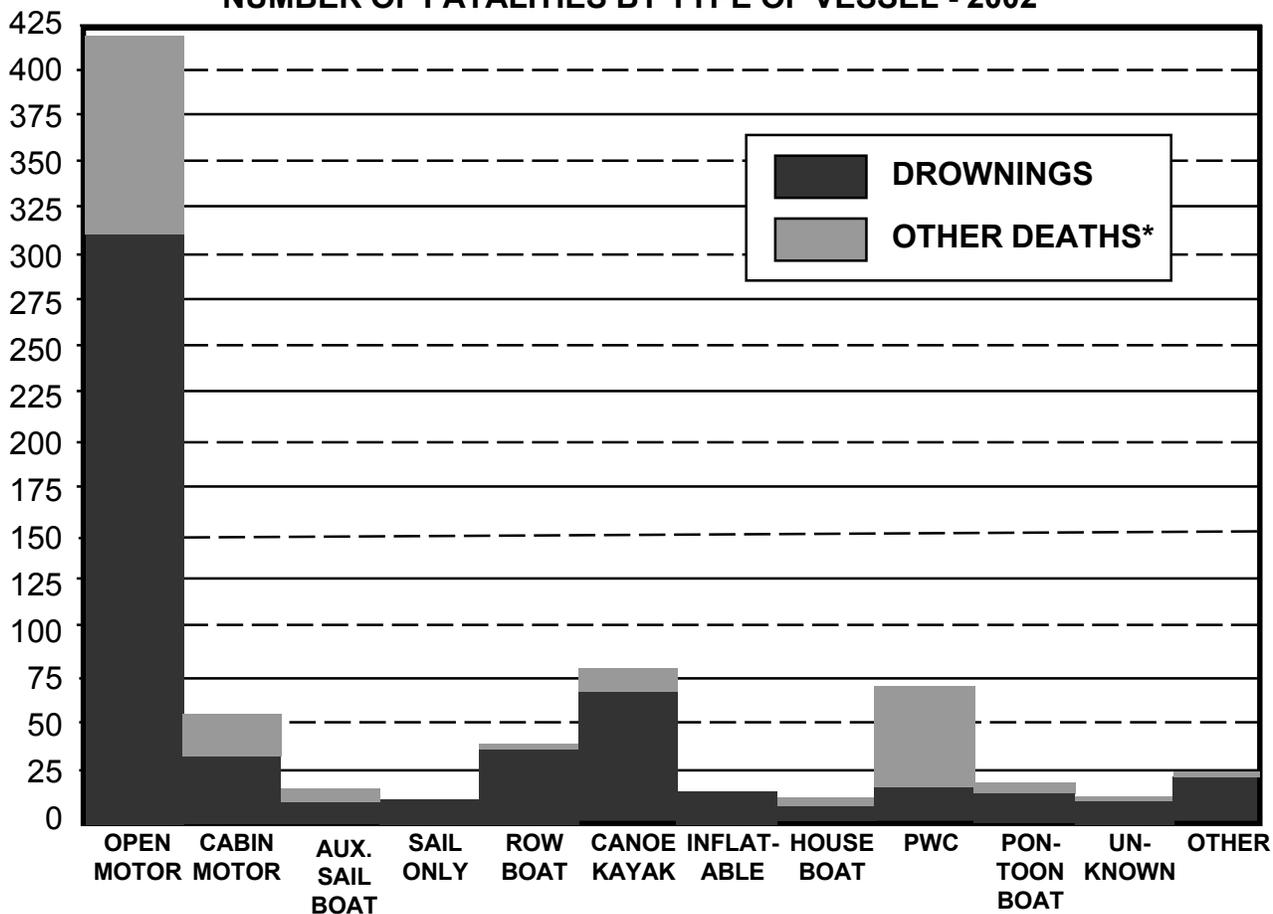
AGE OF FATALITY VICTIMS - 2002

Age of Victim	Number of Drownings	Number of Other Deaths	Total
1	2	0	2
2	0	0	0
3	2	1	3
4	3	2	5
5	0	1	1
6	1	1	2
7	2	0	2
8	0	1	1
9	1	2	3
10	0	2	2
11	0	3	3
12	2	2	4
0 - 12	13	15	28
13 - 19	42	29	71
20 - 29	79	43	122
30 - 39	108	49	157
40 - 49	93	29	122
50 - 59	83	23	106
60 - 69	55	19	74
70 - 79	34	9	43
80 and over	8	2	10
Unknown	9	8	17
TOTAL	524	226	750

AGE OF INJURED VICTIM BY TYPE OF VESSEL - 2002

	Total Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Unknown
Total	4,062	6	47	331	57	34	13	11	1,925	48	1,362	90	28	30	80
Age of Victim															
12 and Under	280	0	0	19	2	0	0	1	140	0	101	11	0	1	5
13 to 19	789	0	0	25	8	2	2	1	291	5	422	18	4	3	8
20 to 29	845	2	3	40	14	4	4	1	372	11	356	17	3	5	13
30 to 39	749	2	5	70	13	4	3	3	381	8	216	18	5	6	15
40 to 49	626	0	5	78	9	7	4	0	332	8	147	11	9	8	8
50 to 59	303	1	13	50	4	6	0	1	163	6	38	10	3	1	7
60 to 69	123	1	6	19	1	6	0	2	62	5	9	3	4	2	3
70 to 79	45	0	0	14	0	0	0	0	27	1	2	1	0	0	0
80 to 89	27	0	1	3	0	3	0	0	14	0	1	0	0	0	5
Unknown	275	0	14	13	6	2	0	2	143	4	70	1	0	4	16

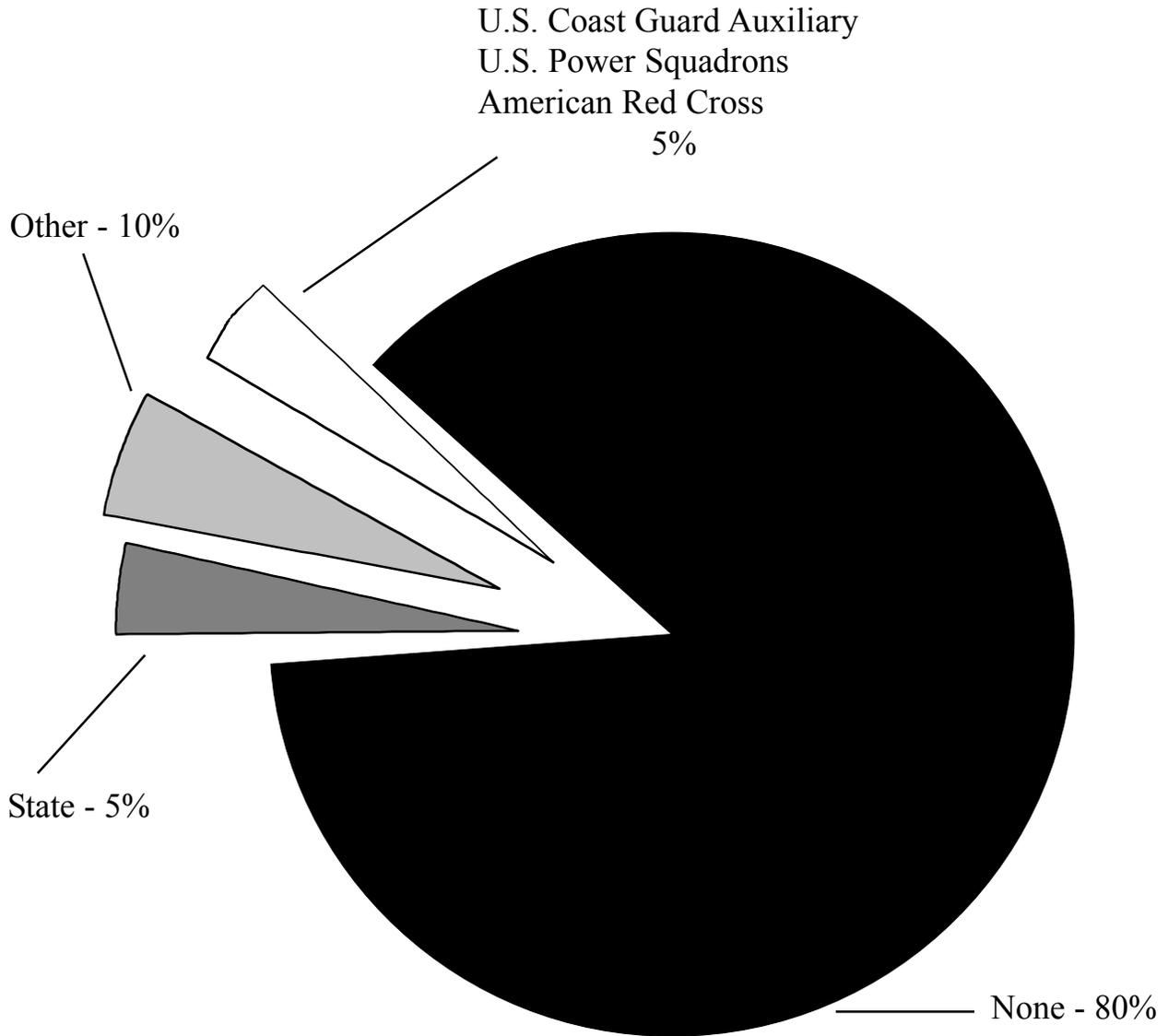
NUMBER OF FATALITIES BY TYPE OF VESSEL - 2002



BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	0	1	1
Auxiliary Sail	7	3	10
Cabin Motorboat	30	23	53
Canoe/Kayak	67	11	78
Houseboat	5	3	8
Inflatable	11	0	11
Jet Boat	0	1	1
Open Motorboat	307	116	423
Other*	18	6	24
Personal Watercraft	21	50	71
Pontoon Boat	13	8	21
Rowboat	34	1	35
Sail Only	1	0	1
Unknown	10	3	13

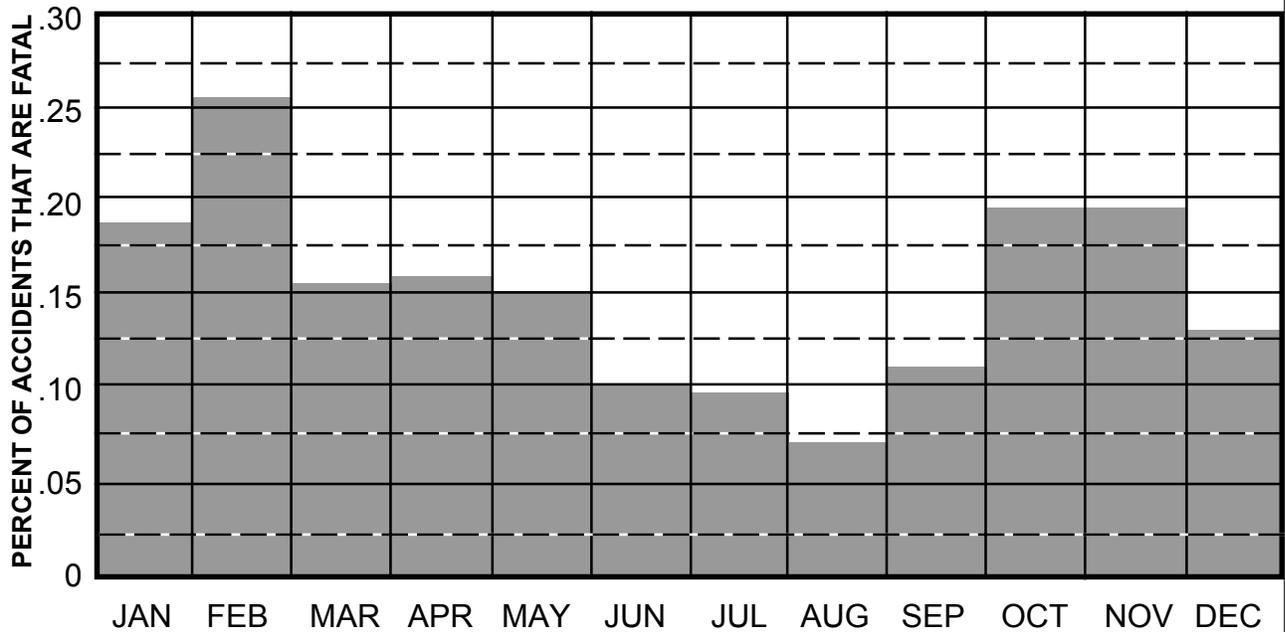
*Other includes 5 drownings and one other type of death involving paddle boats.

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2002



TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary	20
U.S. Power Squadrons American Red Cross	
State	17
Other	37
None	296
Total Fatalities -- Known Operator Instruction	370
Total Fatalities -- Unknown Operator Instruction	380
Total Fatalities -- Known & Unknown Operator Instruction	750

THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2002



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	86	106	19%	24
February	26	75	101	26%	33
March	30	161	191	16%	34
April	53	265	318	17%	56
May	99	561	660	15%	117
June	106	926	1,032	10%	114
July	122	1,253	1,375	9%	135
August	75	936	1,011	7%	80
September	66	476	542	12%	75
October	35	148	183	19%	43
November	22	96	118	19%	25
December	9	59	68	13%	14
Total	663	5,042	5,705		750

EVENTS IN FATAL BOATING ACCIDENTS - 2002	Event No. 1	Event No. 2	Event No. 3	Total	Resulting Fatalities
Capsizing	189	23	2	214	260
Carbon Monoxide Poisoning	6	1	0	7	8
Collision with Fixed Object	45	2	0	47	55
Collision with Floating Object	6	2	0	8	8
Collision with Vessel	84	2	0	86	95
Departed Vessel (not specified)	2	2	0	4	4
Departed Vessel (Render assistance)	1	0	0	1	1
Departed Vessel (Repairs)	1	0	0	1	1
Departed Vessel (Retrieval)	3	0	0	3	3
Departed Vessel (Swimming)	23	0	0	23	26
Ejected from Vessel	7	14	1	22	22
Falls in Boat	2	2	0	4	4
Falls Overboard	184	49	10	243	252
Fire/Explosion (Fuel)	4	0	0	4	4
Fire/Explosion (Other than Fuel)	2	0	0	2	2
Flooding/Swamping	39	7	2	48	61
Grounding	8	4	3	15	17
Sinking	10	10	3	23	30
Skier Mishap	10	1	0	11	11
Struck by Boat	10	15	4	29	29
Struck by Motor/Propeller	5	28	12	45	47
Struck Submerged Object	3	0	0	3	4

Events in Fatal 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, forty-five (45) fatal 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 forty-seven (47) fatalities.

Further — in 2002 approximately 560 reported capsizings occurred across the country. Two-hundred and fourteen of the 560 were fatal and were the first, second or third event in the accident sequence. Thus, when a capsizing event was reported, there was a 38 percent likelihood that the accident was fatal.

EVENTS IN ALL REPORTED BOATING ACCIDENTS - 2002	Event No. 1	Event No. 2	Event No. 3	Total Events	Probability Event Fatal
Capsizing	458	94	7	559	38%
Carbon Monoxide Poisoning	13	1	0	14	50%
Collision with Fixed Object	605	52	4	661	7%
Collision with Floating Object	130	14	0	144	6%
Collision with Vessel	1,704	46	4	1,754	5%
Ejected from Vessel	16	17	1	34	65%
Falls in Boat	256	63	8	327	1%
Falls Overboard	542	189	36	767	32%
Fire/Explosion (Fuel)	160	1	1	162	2%
Fire/Explosion (Other than Fuel)	77	6	0	83	2%
Flooding/Swamping	284	55	9	348	14%
Grounding	340	54	10	404	4%
Sinking	128	166	41	335	7%
Skier Mishap	469	10	2	481	2%
Struck by Boat	101	108	17	226	13%
Struck by Motor/Propeller	90	120	29	239	19%
Struck Submerged Object	110	12	2	124	2%

TYPE OF INJURY BY TYPE OF VESSEL

	TYPE OF INJURY BY TYPE OF VESSEL														
	Number of Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Unknown
Total	4,062	6	47	331	57	34	13	11	1,925	48	1,362	90	28	30	80
Type of Injury															
Amputation	29	0	1	5	0	1	0	0	15	0	5	1	0	0	1
Back Injury	289	0	4	22	2	4	1	0	151	5	86	7	0	1	6
Broken Bones	737	1	9	43	2	3	0	2	282	8	358	20	1	2	6
Burns	94	0	2	27	0	1	0	0	42	1	15	4	0	0	2
Contusion	484	1	3	41	5	0	1	3	204	8	197	11	2	4	4
Dislocation	106	0	2	7	1	0	1	0	62	2	25	4	0	2	0
Head Injury	451	0	6	39	2	0	3	1	215	4	165	7	1	2	6
Hypothermia	174	2	4	6	32	2	1	0	88	1	3	2	19	10	4
Internal Injuries	129	0	1	9	0	1	0	0	45	2	67	2	2	0	0
Laceration	797	1	10	74	4	5	3	1	417	8	235	25	0	6	8
Neck Injury	99	0	1	6	0	0	1	1	64	0	21	0	1	1	3
Shock	21	1	0	4	0	0	0	0	8	2	2	2	1	0	1
Spinal Injury	33	0	0	0	0	0	0	0	20	0	12	1	0	0	0
Sprain/Strain	153	0	0	5	4	0	2	1	81	2	53	1	0	0	4
Teeth	27	0	0	2	0	0	0	0	11	0	13	1	0	0	0
Unknown	439	0	4	41	5	17	0	2	220	5	105	2	1	2	35

CAUSE OF DEATH BY LIFEJACKET WEAR AND VESSEL

	CAUSE OF DEATH BY LIFEJACKET WEAR AND VESSEL															
	Was PFD Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Unknown
CAUSE OF DEATH																
Totals		750	1	10	53	78	8	11	1	423	24	71	21	35	1	13
Carbon Monoxide	No	8	0	1	5	0	1	0	0	1	0	0	0	0	0	0
Drowning	Yes	82	0	2	2	23	1	4	0	40	2	7	0	1	0	0
Drowning	No	442	0	5	28	44	4	7	0	267	16	14	13	33	1	10
Hypothermia	Yes	9	0	0	0	4	0	0	0	4	0	1	0	0	0	0
Hypothermia	No	10	0	0	1	2	0	0	0	6	0	1	0	0	0	0
Other	Yes	5	0	0	1	0	0	0	0	4	0	0	0	0	0	0
Other	No	24	0	1	1	3	2	0	0	13	2	0	1	1	0	0
Trauma	Yes	63	1	0	1	0	0	0	1	17	0	40	2	0	0	1
Trauma	No	101	0	1	13	1	0	0	0	68	4	8	4	0	0	2
Unknown	No	6	0	0	1	1	0	0	0	3	0	0	1	0	0	0

BOAT NUMBERING

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. Many States require the numbering of non-powered boats, such as sailboats. A list of the numbering requirements of the States is found on page 22.

The statistics on pages 22 and 23 are derived from reports of the actual counts of valid boat numbers 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. The numbering requirements for each jurisdiction are given so that comparisons may be made. Estimates are provided for non-reporting jurisdictions based on the growth in numbering as reported in the past.

TOTAL NUMBER OF NUMBERED BOATS 1977- 2002

2002	12,854,054
2001	12,876,346
2000	12,782,143
1999	12,738,271
1998	12,565,930
1997	12,312,982
1996	11,877,938
1995	11,734,710
1994	11,429,585
1993	11,282,736
1992	11,132,386
1991	11,068,440
1990	10,996,253
1989	10,777,370
1988	10,362,613
1987	9,963,696
1986	9,876,197
1985	9,589,483
1984	9,420,011
1983	9,165,094
1982	9,073,972
1981	8,905,097
1980	8,577,857
1979	8,278,723
1978	8,035,905
1977	7,975,587

NUMBERING DATA BY STATE

		TOTAL BOATS NUMBERED		SCOPE OF CURRENT BOAT NUMBERING SYSTEM
		2002	2001	
TOTAL		12,854,054	12,876,346	
	RANK			
Alabama	17	264,191	262,016	All motorboats, sailboats and rental boats
Alaska	45	45,734	41,110	All undocumented powerboats and all nonpowered boats $\geq 10'$
Arizona	30	147,829	148,623	All watercraft, except inflatables 12 feet in length or less
Arkansas	24	199,293	199,713	All motorboats and sailboats
California	3	896,090	957,463	All motorboats; sailboats over 8 feet in length
Colorado	33	101,957	104,476	All watercraft powered by motor or sail - sailboards exempt
Connecticut	32	107,641	105,362	All motorboats; sailboats 19.5 feet or more in length
Delaware	44	49,563	47,486	All motorboats
Dist. of Col.	54	1,909	1,984	All watercraft
Florida	2	922,597	902,964	All motorboats
Georgia	15	325,135	327,026	All motorboats; sailboats 12 feet or more in length
Hawaii	51	15,445	13,903	All motorboats; sailboats over 8 feet in length
Idaho	36	81,844	81,932	All motorboats and sailboats
Illinois	9	398,431	369,626	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	22	218,363	218,255	All motorboats
Iowa	20	229,705	210,841	All watercraft with exceptions ¹
Kansas	34	101,858	102,755	All motorboats and sailboats
Kentucky	28	173,900	171,930	All motorboats, except electric motors 1 hp or less
Louisiana	13	327,272	322,779	All motorboats; sailboats more than 12 feet in length
Maine (from 2001 data)	31	119,243	119,243	All motorboats
Maryland	26	198,012	197,005	All motorboats
Massachusetts	29	151,998	146,475	All motorboats
Michigan	1	1,000,337	1,003,947	All watercraft with exceptions ²
Minnesota	4	834,974	826,048	All motorboats with exceptions ³
Mississippi	25	199,037	300,970	All motorboats and sailboats
Missouri	14	325,717	335,521	All motorboats; sailboats over 12 feet in length
Montana	43	51,269	50,808	All motorboats; sailboats 12 feet or more in length
Nebraska	38	75,927	74,653	All watercraft
Nevada	39	60,210	61,122	All motorboats
New Hampshire	35	101,638	99,520	All motorboats; sailboats 20 feet or more in length
New Jersey	23	209,419	206,562	All watercraft with exceptions ⁴
New Mexico	48	41,430	36,127	All motorboats and sailboats
New York	7	529,732	526,190	All motorboats
North Carolina	12	353,625	353,560	All motorboats; sailboats more than 14 feet in length
North Dakota	46	44,292	51,483	All motorboats
Ohio	8	413,276	414,658	All watercraft
Oklahoma	21	228,064	229,454	All watercraft
Oregon	27	194,691	195,636	All motorboats; sailboats 12 feet or more in length
Pennsylvania	11	357,729	359,525	All motorboats and certain non-powered craft ⁵
Rhode Island	47	42,474	41,224	All watercraft except canoes, kayaks & rowboats < 12 feet
South Carolina	10	383,971	382,072	All watercraft
South Dakota	42	52,066	51,226	All motorboats; all other boats over 12 feet in length
Tennessee	18	259,235	256,670	All motorboats and sailboats
Texas	5	624,390	621,244	All motorboats and sailboats 14 feet or more in length
Utah	37	78,887	79,586	All motorboats and sailboats
Vermont	49	33,931	33,988	All motorboats
Virginia	19	243,590	240,509	All motorboats
Washington	16	266,717	260,335	All motorboats with exceptions ⁶ ; sailboats ≥ 16 ft in length
West Virginia	41	54,358	63,061	All motorboats
Wisconsin	6	619,124	575,920	All motorboats; sailboats over 12 feet in length
Wyoming	50	28,322	27,221	All motorboats and sailboats
Guam	53	3,000	3,000	All watercraft (estimated)
Puerto Rico	40	59,034	56,972	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,152	3,222	All watercraft
Am. Samoa	56	140	183	All watercraft
N. Marianas	55	1,286	1,162	All motorboats

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

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

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

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

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

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



BOAT NUMBERING DATA BY STATE¹

	POWERED					NON-POWERED			OTHER	TOTAL
	INBOARD	OUTBOARD	STERNDRIIVE	AUXILIARY SAIL	PWC	ROWBOAT	CANOE OR KAYAK	SAIL ONLY	OTHER BOATS	TOTAL
2002										
TOTALS	1,511,224	8,083,405	1,526,855	211,258	585,946	92,628	317,619	115,324	409,795	12,854,054
Alabama	17,894	207,287	20,737	1,036	13,130	625	162	2,808	512	264,191
Alaska	3,794	28,203	4,220	605	1,448	6,969	0	167	328	45,734
Arizona	44,430	66,791	0	1,299	28,190	0	0	0	7,119	147,829
Arkansas	29,976	150,883	0	0	0	0	0	445	17,989	199,293
California	71,077	335,557	193,923	19,382	0	8,296	6,550	33,779	227,526	896,090
Colorado	22,575	50,800	6,406	0	17,302	0	0	4,156	718	101,957
Connecticut	7,729	69,049	16,819	5,141	8,023	335	57	211	277	107,641
Delaware	5,729	32,150	11,175	0	0	0	0	0	509	49,563
Dist. of Col.	533	550	269	148	1	261	9	129	9	1,909
Florida	66,063	612,542	91,401	9,999	103,955	4,354	6,960	2,838	24,485	922,597
Georgia	17,440	219,887	35,903	0	35,505	0	0	4,482	11,918	325,135
Hawaii	5,862	3,735	2,161	1,167	1,406	0	0	664	450	15,445
Idaho	18,388	40,894	15,607	822	2,937	0	0	796	2,400	81,844
Illinois	29,171	229,086	52,936	3,060	14,462	16,028	32,833	8,393	12,462	398,431
Indiana	25,185	131,159	36,170	24,532	0	0	0	1,317	0	218,363
Iowa	22,044	141,733	26,009	518	0	1,028	25,283	4,682	8,408	229,705
Kansas	7,256	67,574	9,725	438	12,110	1,299	290	2,795	371	101,858
Kentucky	16,163	120,612	16,932	335	7,946	0	0	0	11,912	173,900
Louisiana	22,951	281,304	10,804	0	12,213	0	0	0	0	327,272
Maine ² (from 2001 data)	9,066	98,149	12,028	0	0	0	0	0	0	119,243
Maryland	15,321	111,408	35,775	10,283	16,183	0	0	485	8,557	198,012
Massachusetts	10,057	106,662	26,975	0	8,304	0	0	0	0	151,998
Michigan	280,573	611,428	38,334	70,002	0	0	0	0	0	1,000,337
Minnesota	22,606	506,312	54,967	2,976	38,009	13,203	168,293	16,098	12,510	834,974
Mississippi	28,397	165,559	3,187	1,642	0	0	0	0	252	199,037
Missouri	92,915	229,575	0	151	0	522	517	2,037	0	325,717
Montana	18,189	32,439	0	135	0	152	16	338	0	51,269
Nebraska	5,767	50,129	10,287	30	8,745	75	191	155	548	75,927
Nevada	3,467	22,227	19,085	509	13,870	254	0	168	630	60,210
New Hampshire	16,155	54,862	15,318	2,415	8,576	0	0	4,312	0	101,638
New Jersey	17,773	117,474	38,620	7,364	20,678	5,261	0	1,813	436	209,419
New Mexico	3,324	22,046	7,292	186	6,833	0	0	1,325	424	41,430
New York	98,853	283,516	131,317	6,662	0	0	0	0	9,384	529,732
North Carolina	17,189	241,188	44,640	3,609	38,224	0	0	1,773	7,002	353,625
North Dakota	2,664	33,061	3,914	119	3,746	0	452	59	277	44,292
Ohio	33,694	189,788	64,826	2,165	41,687	13,965	50,804	9,614	6,733	413,276
Oklahoma	39,636	164,249	22,470	1,709	0	0	0	0	0	228,064
Oregon	62,618	124,029	0	4,934	0	0	0	0	3,110	194,691
Pennsylvania	31,882	240,622	46,491	340	0	2,164	24,662	1,850	9,718	357,729
Rhode Island	4,748	24,217	7,717	3,472	2,320	0	0	0	0	42,474
South Carolina	13,477	282,413	36,409	5,718	24,120	17,707	187	1,726	2,214	383,971
South Dakota	1,505	35,225	6,356	253	4,200	0	0	0	4,527	52,066
Tennessee	40,668	188,070	28,241	519	0	0	0	1,737	0	259,235
Texas	115,947	411,437	87,220	0	0	0	0	2,265	7,521	624,390
Utah	11,131	29,944	20,826	0	15,631	0	0	1,355	0	78,887
Vermont	8,430	25,501	0	0	0	0	0	0	0	33,931
Virginia	6,243	158,810	43,412	4,664	24,922	0	0	257	5,282	243,590
Washington	0	158,498	97,226	10,993	0	0	0	0	0	266,717
West Virginia	5,818	34,994	11,444	0	2,102	0	0	0	0	54,358
Wisconsin	34,130	500,313	53,505	0	30,901	0	0	0	275	619,124
Wyoming	15,346	4,176	5,805	0	2,509	0	259	227	0	28,322
Guam	0	0	0	0	0	0	0	0	3,000	3,000
Puerto Rico	8,062	32,954	1,734	967	15,315	0	0	0	2	59,034
Virgin Islands	1,175	1,442	209	953	97	130	91	55	0	4,152
Amer. Samoa	29	86	0	6	3	0	3	13	0	140
No. Marianas	109	806	28	0	343	0	0	0	0	1,286

¹ The figures in this table are derived from reports from the States and jurisdictions. There are a total of 12,854,054 numbered recreational vessels. This table classifies numbered motorboats and numbered non-powered boats for each State and jurisdiction. Please note that the scope of the boat numbering system for each State and jurisdiction is not the same (page 22). This explains why some States report the number of non-powered vessels such as rowboats, canoes, and non-powered sailboats and others do not. Also notice that some States and jurisdictions report Personal Watercraft (PWC) as a separate vessel category and others report PWC as an inboard motorboat. An accurate figure on the number of PWC will be provided when all States and jurisdictions classify and report PWC as a separate vessel category. ²Estimate

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2002 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	5,705	750	4,062	\$39,185,172
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
2001 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	6,419	681	4,274	\$31,307,448
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
2000 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	7,740	701	4,355	\$34,699,989
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 BOATING ACCIDENTS

1999 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	7,931	734	4,315	\$28,890,185
Grounding	507	13	190	\$2,974,355
Capsizing	549	223	269	\$1,571,236
Swamping/Flooding	460	43	91	\$1,808,487
Sinking	220	29	53	\$1,631,420
Fire or Explosion of Fuel	222	2	125	\$2,804,796
Other Fire or Explosion	141	2	18	\$2,782,633
Collision with Another Vessel	2,729	93	1,406	\$8,411,006
Collision with Fixed Object	881	44	460	\$4,902,059
Collision with Floating Object	172	5	63	\$516,931
Falls Overboard	624	200	439	\$247,933
Falls Within Boat	352	3	362	\$35,181
Struck by Boat	132	5	112	\$115,699
Struck by Motor/Propeller	99	9	98	\$9,253
Struck Submerged Object	161	6	42	\$621,997
Skier Mishap	450	14	444	\$20,301
Other Casualty; Unknown	232	43	143	\$436,898
1998 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	8,061	815	4,612	\$31,027,432
Grounding	472	11	251	\$2,540,774
Capsizing	569	243	269	\$1,239,643
Swamping/Flooding	439	60	80	\$1,777,874
Sinking	243	20	22	\$2,524,419
Fire or Explosion of Fuel	202	4	90	\$3,878,520
Other Fire or Explosion	110	1	19	\$3,660,569
Collision with Another Vessel	2,837	112	1,540	\$8,207,209
Collision with Fixed Object	833	60	508	\$4,584,977
Collision with Floating Object	172	11	77	\$572,357
Falls Overboard	662	234	455	\$332,558
Falls Within Boat	343	7	345	\$69,776
Struck by Boat	142	7	123	\$114,728
Struck by Motor/Propeller	101	1	98	\$32,114
Struck Submerged Object	165	4	37	\$889,784
Skier Mishap	497	17	496	\$5,155
Other Casualty; Unknown	274	23	202	\$596,976
2002	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	5,705	750	4,062	\$39,185,172
2001	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,419	681	4,274	\$31,307,448
2000	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	7,740	701	4,355	\$34,699,989
1999	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	7,931	734	4,315	\$28,890,185
1998	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	8,061	815	4,612	\$31,027,432

**FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
1998 - 2002**

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002
TOTALS	8,061	7,931	7,740	6,419	5,705	709	639	616	588	663	815	734	701	681	750
Alabama	138	118	114	87	70	27	17	11	16	12	32	17	11	17	12
Alaska	99	77	68	64	42	24	21	16	20	14	38	26	18	21	16
Arizona	239	302	331	222	217	10	7	9	7	8	14	9	12	7	8
Arkansas	115	91	87	75	74	18	14	9	12	20	20	15	10	13	24
California	70	894	900	771	745	45	36	40	43	46	56	42	49	48	53
Colorado	91	85	98	74	61	9	9	10	7	6	9	11	11	10	6
Connecticut	63	72	64	39	56	6	5	4	4	5	8	5	4	4	6
Delaware	37	22	23	23	12	5	3	2	1	3	6	3	2	1	3
Dist. of Columbia	2	16	7	6	4	0	0	1	0	0	0	0	1	0	0
Florida	1,255	1,299	1,204	993	831	67	52	43	47	48	73	58	46	52	52
Georgia	155	195	194	113	131	15	16	9	7	4	16	16	9	8	5
Hawaii	39	15	17	21	14	4	0	0	1	0	4	0	0	1	0
Idaho	49	68	72	46	39	10	12	9	7	2	10	13	9	8	2
Illinois	159	159	155	108	134	16	13	13	6	21	19	13	14	8	24
Indiana	132	150	115	120	97	10	4	7	9	11	12	4	7	14	14
Iowa	82	86	67	36	38	3	6	5	1	2	4	6	5	1	2
Kansas	78	50	45	54	42	4	5	0	2	4	4	5	0	6	6
Kentucky	63	75	98	71	67	10	14	13	17	10	10	20	15	18	12
Louisiana	171	178	220	154	145	29	30	44	36	34	35	35	46	43	36
Maine	72	55	73	60	57	8	6	9	8	10	8	7	10	8	10
Maryland	215	182	198	186	161	9	6	11	14	14	11	6	13	15	15
Massachusetts	58	49	66	51	51	9	10	5	13	7	9	10	5	14	10
Michigan	451	343	227	299	226	21	27	26	25	36	25	28	31	28	37
Minnesota	165	160	143	125	122	13	17	16	15	23	13	22	19	16	30
Mississippi	74	87	82	64	43	11	17	11	13	13	11	24	15	15	16
Missouri	238	240	282	226	192	22	19	10	9	16	23	23	11	9	20
Montana	14	25	15	13	17	6	5	7	4	5	7	6	7	5	6
Nebraska	53	54	57	55	35	4	3	5	0	5	4	4	5	0	5
Nevada	118	129	123	109	69	7	2	3	4	7	7	2	3	5	8
New Hampshire	74	109	94	74	68	6	6	7	5	3	8	6	7	6	3
New Jersey	225	212	199	143	70	10	7	12	7	16	10	7	17	7	20
New Mexico	65	37	44	50	41	1	0	5	3	0	1	0	5	4	0
New York	326	314	287	223	212	26	22	17	17	23	28	25	17	25	26
North Carolina	223	187	172	179	138	30	20	19	15	11	34	29	20	17	11
North Dakota	25	15	23	10	16	2	1	3	0	4	4	1	3	0	6
Ohio	228	232	198	139	140	17	19	22	17	20	18	19	25	19	22
Oklahoma	105	92	104	86	72	11	12	10	5	10	12	16	13	5	10
Oregon	120	95	97	70	65	16	13	13	14	14	20	16	14	14	16
Pennsylvania	122	125	88	80	74	10	10	11	13	9	10	10	12	14	9
Rhode Island	33	38	57	27	31	3	3	1	3	3	5	3	1	4	3
South Carolina	165	120	134	123	105	25	16	15	16	13	28	18	15	18	14
South Dakota	18	8	20	23	18	1	1	0	1	4	1	1	0	1	4
Tennessee	166	130	196	132	129	9	16	16	11	20	11	19	19	11	21
Texas	228	210	219	206	204	39	42	45	36	52	46	51	55	41	60
Utah	156	156	143	83	76	10	4	6	7	4	10	4	7	8	4
Vermont	7	13	7	8	6	4	2	2	2	1	4	0	4	2	2
Virginia	182	184	175	152	121	17	19	15	16	17	20	21	17	19	19
Washington	144	114	131	117	111	20	28	19	24	22	22	31	22	33	27
West Virginia	18	25	20	15	17	6	3	3	4	4	8	3	5	5	4
Wisconsin	205	167	144	164	148	15	16	20	17	18	15	18	25	20	18
Wyoming	12	24	12	12	11	1	2	2	4	2	1	3	3	8	2
Guam ²	2	5	3	11	4	0	0	0	0	1	0	0	0	0	1
Puerto Rico	9	13	13	7	18	3	0	1	0	3	3	0	1	0	3
Virgin Islands	5	5	5	13	4	0	0	2	0	1	0	2	3	0	1
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Offshore*
Atlantic Ocean 2 12 7 2 5 2 1 0 0 1 3 1 0 0 2
Gulf of Mexico 1 0 0 4 5 1 0 0 3 1 3 0 0 5 4
Pacific Ocean 2 13 3 1 4 2 0 2 0 0 2 0 3 0 0

*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.

ACCIDENT DATA BY STATE - 2002

	NUMBER OF ACCIDENTS			NO. OF PERSONS		PROP. DAMAGE	
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE
TOTALS	5,705	663	3,060	1,982	750	4,062	\$39,185,172
Alabama	70	12	29	29	12	44	\$587,432
Alaska	42	14	13	15	16	25	\$208,200
Arizona	217	8	139	70	8	174	\$662,225
Arkansas	74	20	28	26	24	46	\$117,250
California	745	46	373	326	53	459	\$3,312,300
Colorado	61	6	44	11	6	54	\$82,525
Connecticut	56	5	26	25	6	37	\$398,784
Delaware	12	3	5	4	3	7	\$64,000
District of Columbia	4	0	3	1	0	3	\$2,000
Florida	831	48	368	415	52	466	\$8,221,119
Georgia	131	4	105	22	5	131	\$289,557
Hawaii	14	0	5	9	0	5	\$220,800
Idaho	39	2	21	16	2	28	\$175,130
Illinois	134	21	69	44	24	89	\$414,079
Indiana	97	11	58	28	14	67	\$277,842
Iowa	38	2	26	10	2	33	\$64,162
Kansas	42	4	28	10	6	40	\$80,262
Kentucky	67	10	42	15	12	62	\$425,300
Louisiana	145	34	80	31	36	121	\$414,881
Maine	57	10	19	28	10	27	\$325,191
Maryland	161	14	89	58	15	111	\$3,186,946
Massachusetts	51	7	25	19	10	37	\$183,551
Michigan	226	36	123	67	37	152	\$601,747
Minnesota	122	23	72	27	30	89	\$339,349
Mississippi	43	13	24	6	16	43	\$115,660
Missouri	192	16	108	68	20	158	\$1,555,266
Montana	17	5	9	3	6	18	\$57,281
Nebraska	35	5	23	7	5	28	\$76,230
Nevada	69	7	39	23	8	51	\$308,279
New Hampshire	68	3	41	24	3	46	\$124,499
New Jersey	70	16	48	6	20	66	\$75,450
New Mexico	41	0	28	13	0	32	\$71,730
New York	212	23	112	77	26	152	\$971,995
North Carolina	138	11	78	49	11	105	\$943,382
North Dakota	16	4	8	4	6	8	\$36,397
Ohio	140	20	71	49	22	82	\$392,972
Oklahoma	72	10	44	18	10	62	\$210,790
Oregon	65	14	24	27	16	30	\$459,885
Pennsylvania	74	9	54	11	9	63	\$97,255
Rhode Island	31	3	7	21	3	8	\$745,935
South Carolina	105	13	59	33	14	76	\$296,305
South Dakota	18	4	12	2	4	18	\$37,300
Tennessee	129	20	69	40	21	97	\$896,733
Texas	204	52	103	49	60	147	\$942,116
Utah	76	4	62	10	4	148	\$163,500
Vermont	6	1	1	4	2	1	\$19,800
Virginia	121	17	69	35	19	88	\$5,156,549
Washington	111	22	57	32	27	71	\$3,128,823
West Virginia	17	4	9	4	4	11	\$93,200
Wisconsin	148	18	91	39	18	120	\$530,101
Wyoming	11	2	6	3	2	12	\$50,407
Guam	4	1	3	0	1	3	\$800
Puerto Rico	18	3	8	7	3	8	\$539,900
N. Marianas	0	0	0	0	0	0	\$0
Virgin Islands	4	1	0	3	1	0	\$154,500
American Samoa	0	0	0	0	0	0	0
Offshore*							
Atlantic Ocean	5	1	0	4	2	0	\$60,000
Gulf of Mexico	5	1	0	4	4	0	\$62,500
Pacific Ocean	4	0	3	1	0	4	\$155,000

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



TYPES OF ACCIDENTS BY STATE

	NUMBER OF ACCIDENTS																	VICTIMS				
	TOTAL ACCIDENTS	CAPSIZING	FIXED OBJECT COLLISION WITH	FLOATING OBJECT COLLISION WITH ANOTHER VESSEL	FALLS WITHIN BOAT	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING ¹	GROUNDING	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR AND/OR PROPELLER	MERGED OBJECT	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES	
	2002																					
TOTALS	5,705	458	605	130	1,704	256	542	160	77	284	340	183	128	469	101	90	110	68	524	226	750	4,062
Alabama	70	1	10	5	21	0	7	6	1	4	2	0	5	3	2	1	2	0	11	1	12	44
Alaska	42	14	1	1	9	1	3	2	1	4	4	0	0	0	0	0	2	0	12	4	16	25
Arizona	217	8	12	6	97	2	20	3	0	7	18	7	7	20	7	3	2	0	2	6	8	174
Arkansas	74	15	7	1	15	0	6	5	0	3	1	3	9	5	1	1	0	2	20	4	24	46
California	745	50	19	7	234	29	57	21	24	80	79	19	2	77	10	15	17	5	36	17	53	459
Colorado	61	6	1	1	20	3	9	1	0	3	4	4	0	6	2	0	1	0	4	2	6	54
Connecticut	56	4	12	3	15	2	4	0	1	2	7	1	1	2	0	1	0	1	6	0	6	37
Delaware	12	0	1	0	2	0	4	0	2	2	1	0	0	0	0	0	0	0	2	1	3	7
District of Columbia	4	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
Florida	831	34	173	23	218	71	43	35	3	60	49	30	29	18	4	9	19	13	25	27	52	466
Georgia	131	5	15	6	44	6	11	7	0	4	7	6	1	14	4	1	0	0	4	1	5	131
Hawaii	14	0	0	1	3	0	2	0	0	1	2	2	1	0	2	0	0	0	0	0	0	5
Idaho	39	4	6	0	12	1	1	3	1	1	2	1	0	7	0	0	0	0	2	0	2	28
Illinois	134	6	18	2	39	8	21	5	1	5	4	1	3	9	6	2	4	0	17	7	24	89
Indiana	97	6	9	0	36	1	15	3	0	2	0	2	2	17	1	2	1	0	9	5	14	67
Iowa	38	0	4	0	16	2	0	0	0	2	0	1	1	9	1	0	1	1	2	0	2	33
Kansas	42	3	4	0	13	0	4	2	1	3	1	4	0	4	1	1	1	0	4	2	6	40
Kentucky	67	8	2	4	23	1	8	2	1	3	4	4	1	5	0	1	0	0	10	2	12	62
Louisiana	145	17	34	5	30	2	22	0	1	3	4	6	10	2	1	1	4	3	24	12	36	121
Maine	57	8	3	1	20	1	5	2	0	3	8	2	1	2	0	0	1	0	6	4	10	27
Maryland	161	13	22	4	36	16	18	7	5	2	3	6	2	18	2	4	2	1	14	1	15	111
Massachusetts	51	4	4	2	26	1	3	0	0	1	1	0	3	3	1	1	1	0	7	3	10	37
Michigan	226	24	9	7	85	12	26	5	2	1	2	10	7	26	2	7	0	1	29	8	37	152
Minnesota	122	12	10	0	33	4	15	3	1	5	2	4	1	26	1	3	2	0	23	7	30	89
Mississippi	43	5	10	2	16	0	3	1	0	1	1	3	0	1	0	0	0	0	14	2	16	43
Missouri	192	9	18	4	52	14	24	4	5	16	5	11	0	15	3	5	5	2	13	7	20	158
Montana	17	8	2	0	3	0	1	0	0	0	2	0	0	1	0	0	0	0	5	1	6	18
Nebraska	35	2	2	0	13	0	6	0	0	0	0	1	2	8	1	0	0	0	3	2	5	28
Nevada	69	1	8	1	19	2	5	1	0	4	7	8	1	6	3	2	1	0	4	4	8	51
New Hampshire	68	6	11	3	17	4	3	0	0	2	0	1	0	18	2	1	0	0	1	2	3	46
New Jersey	70	11	5	1	17	6	14	3	2	1	5	0	1	4	0	0	0	0	9	11	20	66
New Mexico	41	4	1	0	7	3	9	2	0	0	4	4	1	4	2	0	0	0	0	0	0	32
New York	212	26	17	6	63	12	21	4	3	3	20	2	3	13	3	3	10	3	17	9	26	152
North Carolina	138	16	16	3	39	8	15	1	4	2	3	4	3	9	6	6	3	0	9	2	11	105
North Dakota	16	3	1	0	5	0	1	0	0	1	2	0	1	0	2	0	0	0	5	1	6	8
Ohio	140	7	12	3	31	8	18	1	5	12	12	6	2	14	1	1	7	0	19	3	22	82
Oklahoma	72	2	4	1	36	2	12	0	0	0	4	0	4	4	3	0	0	0	5	5	10	62
Oregon	65	18	11	4	13	2	3	0	0	2	2	2	3	2	1	2	0	0	14	2	16	30
Pennsylvania	74	14	6	0	19	4	5	0	0	2	3	2	0	16	1	0	0	2	9	0	9	63
Rhode Island	31	3	1	0	16	1	2	1	1	0	4	0	1	0	0	0	1	0	2	1	3	8
South Carolina	105	9	17	2	35	5	11	0	1	3	9	1	0	8	1	0	2	1	8	6	14	76
South Dakota	18	0	1	0	5	0	7	0	0	0	3	0	0	1	0	1	0	0	4	0	4	18
Tennessee	129	12	13	4	29	3	9	10	1	9	6	6	1	14	5	2	5	0	14	7	21	97
Texas	204	13	28	3	74	4	15	4	1	2	17	9	9	10	1	3	1	10	40	20	60	147
Utah	76	7	7	2	10	0	5	1	2	6	8	4	2	4	1	1	0	16	0	4	4	148
Vermont	6	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	2	1
Virginia	121	13	16	2	25	8	13	6	1	10	0	1	7	4	2	5	7	16	3	19	88	
Washington	111	9	8	3	50	1	14	3	1	0	1	2	2	8	4	3	2	0	21	6	27	71
West Virginia	17	1	1	2	3	0	4	1	0	0	0	0	0	3	1	1	0	0	4	0	4	11
Wisconsin	148	7	9	4	41	2	15	2	4	9	5	3	3	26	6	2	10	0	12	6	18	120
Wyoming	11	3	1	0	2	0	1	0	0	0	1	1	0	0	1	1	0	0	2	0	2	12
Guam	4	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Puerto Rico	18	3	2	0	7	0	2	1	0	0	1	0	1	0	1	0	0	0	2	1	3	8
Virgin Islands	4	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Atlantic Ocean	5	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	2	2	0
Pacific Ocean	4	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
Gulf of Mexico	5	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	4	0

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. ¹ Includes swamping.

 2002	TYPES OF BOATING ACCIDENTS				
	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
TOTALS	5,705	7,907	524	226	750
Capsizing	458	481	200	28	228
Collision with Fixed Object	605	684	16	37	53
Collision with Floating Object	130	182	5	1	6
Collision with Another Vessel	1,704	3,443	18	75	93
Falls Within Boat	256	268	1	1	2
Falls Overboard	542	565	167	22	189
Fire/Explosion (fuel)	160	252	1	3	4
Fire/Explosion (other than fuel)	77	85	0	2	2
Flooding/Swamping	284	296	40	10	50
Grounding	340	356	4	6	10
Sinking	128	130	15	1	16
Skier Mishap	469	488	4	6	10
Struck by Boat	101	154	1	9	10
Struck by Motor or Propeller	90	101	0	5	5
Struck Submerged Object	110	115	1	3	4
Other (Not Specified)	115	156	4	4	8
Carbon Monoxide Poisoning	13	13	0	7	7
Departed Vessel (not specified)	4	4	2	0	2
- Rendered Assistance	2	2	1	0	1
- Making Repairs	2	2	1	0	1
- Retrieval	4	4	3	0	3
- Swimming	27	28	24	2	26
- Ejected from Vessel	16	16	5	2	7
Unknown	68	82	11	2	13

 2002	TYPES OF ACCIDENTS BY TYPE OF VESSEL																					
	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK BY SUBMERGED OBJECT	UNKNOWN	DROWNING	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	7,907	481	684	182	3,443	268	565	252	85	296	356	225	130	488	154	101	115	82	524	226	750	4,062
Airboat	9	2	2	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	1	6
Auxiliary Sail	307	14	27	2	169	8	9	6	13	6	30	11	4	0	2	0	1	5	7	3	10	47
Cabin Motorboat	1,151	23	130	50	392	34	38	126	35	38	109	61	36	16	10	11	26	16	30	23	53	331
Canoe/Kayak	119	84	4	0	8	0	6	1	0	6	0	3	0	0	0	1	3	3	67	11	78	57
Houseboat	107	6	10	1	48	1	5	7	2	6	4	11	1	0	0	1	1	3	5	3	8	34
Inflatable	21	7	2	0	0	1	7	0	0	1	0	1	1	0	0	1	0	0	11	0	11	13
Jet Boat	15	0	3	0	4	1	0	1	0	1	1	0	0	3	1	0	0	0	0	1	1	11
Open Motorboat	3,260	234	326	70	1,050	107	218	71	25	213	160	82	79	405	46	73	70	31	307	116	423	1,925
Other	142	16	13	5	59	6	13	2	1	9	4	5	2	0	2	2	1	2	18	6	24	48
PWC	2,225	36	123	38	1,471	95	216	23	1	6	32	29	2	44	80	4	11	14	21	50	71	1,362
Pontoon Boat	180	8	12	1	84	6	21	8	1	3	4	11	1	12	3	4	1	0	13	8	21	90
Rowboat	55	21	2	1	6	1	20	0	0	2	0	1	1	0	0	0	0	0	34	1	35	28
Sail (only)	57	17	1	0	30	1	2	0	0	2	0	2	0	0	2	0	0	0	1	0	1	30
Unknown	259	13	29	14	120	7	10	7	7	3	12	8	2	8	8	3	1	7	10	3	13	80

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.

¹ Includes swamping. ² Personal watercraft



TYPES OF ACCIDENTS BY LENGTH OF VESSEL

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK SUBMERGED OBJECT	UNKNOWN	DROWNING	OTHER DEATHS	TOTAL DEATHS	INJURIES
2002																						
TOTALS	7,907	481	684	182	3,443	268	565	252	85	296	356	225	130	488	154	101	115	82	524	226	750	4,062
5 feet	5	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6 feet	31	1	4	0	16	1	5	0	0	0	0	0	0	0	1	3	0	0	3	0	3	22
7 feet	54	1	3	0	34	3	6	0	0	0	2	0	0	0	4	0	1	1	0	1	0	38
8 feet	458	23	13	5	282	20	60	8	0	6	6	8	1	4	15	0	5	2	21	14	35	280
9 feet	477	13	29	10	295	24	54	6	0	2	6	5	0	9	13	0	3	8	17	8	25	288
10 feet	1,143	32	72	19	758	38	98	11	0	3	14	20	2	24	41	3	3	5	23	28	51	676
11 feet	84	5	3	1	45	2	14	1	0	3	1	3	0	2	2	0	1	1	7	2	9	39
12 feet	165	51	9	2	52	8	23	1	0	7	2	1	0	4	1	1	3	0	65	4	69	77
13 feet	31	3	7	5	7	1	1	1	0	1	1	0	0	2	2	0	0	0	3	2	5	17
14 feet	210	50	13	3	45	6	39	1	0	18	1	7	7	2	4	1	6	7	77	10	87	124
15 feet	219	36	29	3	52	3	15	2	2	31	6	2	15	17	2	3	1	0	37	9	46	119
Less than 16 ft	2,877	215	182	48	1,590	106	316	31	2	71	39	46	25	64	85	11	22	24	254	77	331	1683
16 feet	352	49	33	7	117	9	29	3	1	28	12	6	10	30	6	7	4	1	50	12	62	225
17 feet	396	33	45	14	117	11	29	10	0	26	17	6	8	45	5	16	13	1	28	25	53	265
18 feet	520	26	46	14	191	12	30	11	7	30	28	9	12	73	9	11	9	2	29	15	44	298
19 feet	392	12	37	6	136	9	19	14	1	25	22	14	5	69	5	6	9	3	15	22	37	224
20 feet	463	22	28	5	186	14	20	10	3	19	32	14	8	74	6	12	7	3	12	8	20	297
21 feet	336	15	42	9	102	14	8	17	2	18	17	10	7	51	6	9	7	2	6	7	13	207
22 feet	175	2	17	4	59	11	7	12	6	5	10	10	3	20	3	1	3	2	12	7	19	117
23 feet	165	4	22	5	57	10	7	3	5	2	17	3	5	10	2	6	4	3	6	6	12	111
24 feet	167	6	13	3	58	7	13	10	3	4	12	8	3	12	5	3	5	2	12	3	15	63
25 feet	145	6	13	5	55	7	11	2	5	4	12	5	4	2	2	3	6	3	9	6	15	62
16 ft to less than 26 ft	3,111	175	296	72	1,078	104	173	92	33	161	179	85	65	386	49	74	67	22	179	111	290	1869
26 feet	115	9	12	3	49	5	4	6	4	2	7	2	1	6	1	2	1	1	1	1	2	40
27 feet	89	3	7	2	33	4	6	5	1	7	8	5	0	2	1	1	3	1	2	2	4	35
28 feet	127	2	15	6	47	8	7	11	2	5	10	2	4	3	1	1	2	1	4	3	7	36
29 feet	53	1	13	0	20	2	0	4	2	3	4	2	2	0	0	0	0	0	0	0	0	12
30 feet	91	1	11	2	43	0	5	7	2	2	6	5	1	1	0	3	1	1	2	2	4	29
31 feet	65	1	5	2	22	4	2	6	1	2	6	5	5	0	0	1	2	1	3	1	4	16
32 feet	71	0	10	2	25	1	4	8	2	2	7	2	3	0	1	0	1	3	2	3	5	18
33 feet	55	0	7	0	25	2	2	7	1	1	6	1	2	0	0	0	1	0	1	1	2	19
34 feet	50	0	5	1	22	2	1	4	2	2	6	2	2	0	0	1	0	0	1	1	2	13
35 feet	53	1	4	1	18	1	2	9	3	1	7	2	2	1	0	0	1	0	1	0	1	15
36 feet	61	2	5	2	23	2	0	14	2	2	7	1	0	0	0	0	0	1	0	0	0	12
37 feet	47	5	7	0	27	0	0	4	1	0	1	1	0	0	0	0	0	1	0	4	4	0
38 feet	45	2	8	1	19	0	1	4	3	1	3	2	1	0	0	0	0	0	1	0	1	3
39 feet	22	0	4	1	11	0	0	2	1	0	1	0	2	0	0	0	0	0	1	0	1	2
26 ft to less than 40 ft	944	27	113	23	384	31	34	91	27	30	79	32	25	13	4	9	12	10	19	18	37	250
40 ft to 65 ft	410	5	41	18	174	10	10	33	15	15	33	30	6	0	1	2	8	9	3	3	6	63
More than 65 ft	68	0	9	5	28	2	1	1	0	0	2	1	1	0	1	0	0	3	1	3	4	23
Unknown	497	59	43	16	189	15	31	4	8	19	24	17	8	25	14	5	6	14	68	14	82	174

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. ¹ Includes swamping.

 2002	TYPES OF ACCIDENTS BY TYPE OF PROPULSION																						
	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	OR PROPELLER	STRUCK SUBMERGED OBJECT	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES	
TOTALS	7,907	481	684	182	3,443	268	565	252	85	296	356	225	130	488	154	101	115	82	524	226	750	4,062	
Air Thrust	56	3	11	3	21	6	3	0	0	1	3	2	1	0	0	1	0	1	0	1	1	35	
Manual	176	100	9	0	19	3	28	0	0	8	0	3	1	0	0	2	1	2	98	9	107	83	
Propeller	4,754	287	483	119	1,631	150	293	208	70	243	278	164	107	423	61	90	97	50	353	153	506	2,351	
Sail	117	18	8	1	61	0	5	2	2	3	7	5	1	0	1	0	0	3	3	0	3	36	
Water Jet	2,169	35	121	36	1,401	95	202	29	2	26	35	29	7	52	75	4	14	6	24	51	75	1,312	
Unknown	635	38	52	23	310	14	34	13	11	15	33	22	13	13	17	4	3	20	46	12	58	245	
	TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																						
Inboard	1,438	34	143	34	540	39	39	88	40	45	122	71	34	124	14	19	32	20	27	33	60	503	
Inboard/Stern Drive	1,150	18	97	31	371	56	49	98	19	26	77	34	17	161	14	46	28	8	26	21	47	632	
Outboard	1,993	216	225	49	666	49	196	18	8	160	69	52	51	126	29	24	35	20	278	94	372	1,142	
Unknown	173	19	18	5	54	6	9	4	3	12	10	7	5	12	4	1	2	2	22	5	27	74	

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. ¹ Includes swamping.

REPORTING OF ALCOHOL INVOLVEMENT

Alcohol involvement in a boating accident includes any accident in which alcoholic beverages are consumed in the boat and the investigating official has determined that the operator was impaired or affected while operating the boat. 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.

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.

The table on page 33 shows alcohol involvement reporting for the last five years. These statistics include all victims in reported alcohol-related accidents, where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.



ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 1998 - 2002

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				
	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002
TOTAL	217	191	215	232	284	535	476	542	530	462	704	633	696	594	602
Alabama	7	2	2	1	5	4	16	4	0	2	12	12	4	2	5
Alaska	9	3	4	8	8	2	3	0	3	9	10	8	5	7	12
Arizona	6	2	5	4	3	14	5	14	30	22	11	15	18	25	17
Arkansas	2	2	3	5	8	7	11	13	3	7	8	11	17	8	9
California	12	12	15	17	24	21	24	24	40	26	33	40	30	40	36
Colorado	3	3	1	6	1	4	1	5	3	9	8	5	8	4	10
Connecticut	5	1	2	2	2	10	4	14	11	6	9	5	8	6	5
Delaware	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
Dist. of Columbia	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Florida	26	28	19	18	19	58	57	40	39	37	94	85	51	48	54
Georgia	3	2	3	2	1	8	14	12	11	15	14	16	19	12	12
Hawaii	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
Idaho	4	4	2	1	0	1	4	6	7	3	11	8	8	9	5
Illinois	11	8	2	5	14	55	13	9	13	17	36	21	12	13	27
Indiana	6	0	2	3	7	21	10	8	3	6	14	12	12	9	13
Iowa	4	5	3	0	2	1	11	5	8	4	4	13	11	7	5
Kansas	3	0	0	6	5	4	0	3	2	5	7	2	5	4	6
Kentucky	4	12	6	5	4	11	3	14	1	2	9	6	15	8	6
Louisiana	4	7	16	18	22	13	8	45	16	16	8	13	33	21	30
Maine	0	1	1	1	0	1	0	2	6	0	2	1	4	4	0
Maryland	1	3	8	10	7	6	6	15	26	19	4	14	20	25	18
Massachusetts	2	3	2	8	5	0	5	5	8	4	2	4	8	9	5
Michigan	7	6	7	15	13	33	32	22	27	21	48	3	25	40	34
Minnesota	6	7	10	6	15	32	23	18	17	17	43	26	27	25	23
Mississippi	4	2	0	5	9	3	2	12	8	21	8	4	10	10	15
Missouri	10	13	6	3	14	48	63	39	37	34	67	64	58	44	46
Montana	2	2	1	0	2	1	5	2	3	0	2	3	2	1	0
Nebraska	1	0	1	0	2	13	0	2	10	1	3	1	4	3	3
Nevada	3	1	1	2	5	6	3	8	31	4	10	6	11	20	6
New Hampshire	2	1	2	0	2	0	1	4	2	5	1	3	11	2	7
New Jersey	2	2	5	1	5	11	7	10	13	5	11	7	14	11	9
New Mexico	0	0	2	3	0	4	5	7	1	0	5	3	7	4	0
New York	5	5	4	9	6	31	22	18	9	17	27	30	17	12	20
North Carolina	11	6	9	4	4	20	15	20	16	16	35	22	28	14	17
North Dakota	0	0	1	0	1	0	0	0	0	0	1	0	2	0	1
Ohio	8	6	8	11	8	21	12	12	8	9	19	16	23	16	16
Oklahoma	8	2	2	1	2	7	14	22	24	13	9	10	24	22	15
Oregon	1	2	4	1	3	5	1	7	2	1	6	3	9	1	6
Pennsylvania	3	3	3	4	3	1	6	13	4	8	4	8	8	6	8
Rhode Island	0	2	0	1	2	2	4	5	2	0	2	4	4	2	5
South Carolina	7	5	5	5	6	6	4	4	7	10	15	12	6	10	11
South Dakota	0	0	0	0	3	0	1	0	2	0	1	1	0	2	3
Tennessee	0	1	8	2	7	3	5	18	6	15	6	8	27	11	15
Texas	8	11	10	7	14	8	12	7	13	16	17	18	17	11	21
Utah	2	0	2	4	0	3	5	10	26	6	7	3	11	10	3
Vermont	2	0	0	0	2	1	0	1	0	0	2	1	2	0	1
Virginia	1	3	0	4	1	14	1	13	8	5	8	5	9	10	4
Washington	8	7	11	6	11	13	6	18	11	13	23	14	28	15	22
West Virginia	5	1	0	1	2	1	11	1	0	3	3	4	2	3	3
Wisconsin	5	5	11	11	8	16	20	11	11	11	23	26	18	25	14
Wyoming	0	0	1	4	1	0	0	0	2	3	0	0	1	2	2
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
Virgin Islands	0	0	2	0	0	0	0	0	0	0	0	0	1	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
Gulf of Mexico	-	-	-	2	0	-	-	-	0	0	-	-	-	1	0



CAUSES OF BOATING ACCIDENTS - 2002

	ACCIDENTS	FATALITIES
TOTALS	5,705	750
LOADING OF PASSENGERS OR GEAR	480	95
Passenger/Skier behavior	341	32
Improper loading	46	23
Overloading	34	22
Improper anchoring	29	1
Standing/Sitting on gunwale, transom, bow or seat back	30	17
HULL FAILURE	69	4
MACHINERY/MACHINERY SYSTEM FAILURE	276	23
Machinery Failure	111	5
Electrical System Failure	30	2
Engine Failure	66	11
Fuel System Failure	16	2
Shift Failure	10	0
Steering System Failure	30	1
Throttle Failure	7	0
Ventilation System Failure	6	2
EQUIPMENT/EQUIPMENT SYSTEM FAILURE	159	12
Equipment Failure	137	7
Auxiliary Equipment Failure	17	4
Seat Broke Loose	5	1
OPERATION OF VESSEL	3,278	319
Alcohol use	267	95
Careless/Reckless Operation	636	53
Drug Use	4	2
Excessive Speed	455	29
Failure to ventilate	15	2
Lack of or improper lights	21	3
No proper Lookout	331	22
Off-Throttle Steering - Jet	13	0
Operator inattention	718	41
Operator inexperience	533	46
Restricted Vision	74	9
Rules of the Road Infraction	143	8
Sharp Turn	66	9
Starting in Gear	2	0
ENVIRONMENT	714	170
Congested Waters	61	1
Dam or Lock	7	4
Hazardous Waters	418	99
Weather	228	66
IGNITION OF SPILLED FUEL OR VAPOR	53	1
OTHER	468	49
UNKNOWN	208	77



OPERATION AT TIME OF ACCIDENTS - 2002

	VESSELS INVOLVED	FATALITIES
TOTALS	7,907	750
At anchor	313	37
Being towed	61	4
Changing direction	892	47
Changing speed	307	11
Cruising	3,636	267
Docking/Leaving dock	278	11
Drifting	647	127
Launching	39	1
Other	207	29
Rowing/paddling	230	93
Sailing	102	2
Tied to Dock/Moored	522	8
Towing another boat	29	3
Unknown	644	110



ACTIVITY AT TIME OF ACCIDENTS - 2002

	VESSELS INVOLVED	FATALITIES
TOTALS	7,907	750
Commercial Activity	140	0
Diving/Swimming	74	25
Fishing	598	224
Fueling	23	0
Hunting	31	21
Making Repairs	47	4
Not Reported	4,667	326
Other	1,462	98
Racing	57	7
Skiing/Tubing	696	20
Starting Engine	63	3
Whitewater Sports	49	22



OPERATOR INFORMATION - 2002

		VESSELS INVOLVED	FATALITIES
TOTALS		7,907	750
AGE OF OPERATOR	12 years and under	48	2
	13 to 18 years	752	32
	19 to 25 years	962	86
	26 to 35 years	1,426	127
	36 to 55 years	2,654	280
	Over 55 years	885	161
	Unknown	1,180	62
OPERATOR'S EXPERIENCE	Under 10 hours	839	70
	10 to 100 hours	1,641	117
	100 to 500 hours	3,355	254
	Over 500 hours	45	8
	Unknown	2,027	301
NUMBER OF PERSONS ON BOARD	None	553	1
	One	2,231	211
	Two	1,974	221
	Three	821	116
	Four	673	54
	Five	362	42
	Six	256	26
	Seven	133	7
	Eight	76	7
	Nine	26	1
	Ten	25	7
	More than 10	59	6
Unknown	718	51	
EDUCATION OF OPERATOR ¹	American Red Cross	46	1
	Informal	390	29
	None	3,130	296
	Other	145	8
	State Course	513	17
	USCG Auxiliary	432	12
	US Power Squadrons	203	7
	Unknown	3,048	380
LIFE JACKETS	Approved, accessible	4,580	267
	Approved, not accessible	1,802	243
	Not approved, accessible	75	11
	Not approved, not accessible	1,450	229
TYPE OF DEATH AND LIFE JACKET STATUS	Carbon Monoxide Worn		0
	Carbon Monoxide Not Worn		8
	Drowning Worn		82
	Drowning Not Worn		442
	Hypothermia Worn		9
	Hypothermia Not Worn		10
	Other Worn		5
	Other Not Worn		24
	Trauma Worn		63
	Trauma Not Worn		101
	Unknown Worn		0
Unknown Not Worn		6	

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



WEATHER AND WATER CONDITIONS - 2002

		ACCIDENTS	FATALITIES
TOTALS		5,705	750
TYPE OF BODY OF WATER	Ocean/Gulf	401	47
	Great Lakes (not tributaries)	112	24
	Bays, inlets, sounds, harbors,	803	81
	Rivers, streams, creeks	1,464	251
	Lakes, ponds, reservoirs, dams, gravel pits	2,817	328
	Other	99	19
	Not Reported	9	0
WATER CONDITIONS¹	Calm (waves less than 6")	2,969	349
	Choppy (waves 6" to 2')	1,762	183
	Rough (waves 2' to 6')	535	104
	Very Rough (waves larger than 6')	149	47
	Strong current	3,133	389
	Unknown	286	64
WIND	None	680	78
	Light (0 - 6 mph)	2,970	337
	Moderate (7 - 14 mph)	1,273	155
	Strong (15 - 25 mph)	405	96
	Storm (over 25 mph)	116	25
	Unknown	261	59
VISIBILITY²	Fair - Day	188	38
	Fair - Night	136	23
	Good - Day	4,232	450
	Good - Night	503	99
	Poor - Day	67	18
	Poor - Night	158	48
	Unknown - Day	321	56
	Unknown - Night	100	18
WATER TEMPERATURE	30 - 39 degrees F	25	9
	40 - 49 degrees F	132	55
	50 - 59 degrees F	360	94
	60 - 69 degrees F	843	124
	70 - 79 degrees F	1,707	164
	80 - 89 degrees F	1,199	104
	90 degrees F and above	21	2
	Unknown	1,418	198

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

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



VESSEL INFORMATION - 2002

		VESSELS INVOLVED	FATALITIES				
TOTALS		7,907	750				
HULL MATERIAL	Aluminum	847	252				
	Fiberglass	6,275	396				
	Other	18	6				
	Plastic	48	16				
	Rubber, vinyl, canvas	44	18				
	Steel	85	4				
	Wood	128	9				
	Not Reported	462	49				
SPEED	Not moving	936	78				
	Under 10 mph	1,173	118				
	10 to 20 mph	1,152	43				
	21 to 40 mph	1,094	52				
	Over 40 mph	175	19				
	Not Reported	3,377	440				
HORSEPOWER	Unknown	2,634	243				
	No engine	219	102				
	10 hp or less	144	61				
	11-25 hp	186	52				
	26-75 hp	782	91				
	76-150 hp	1,776	110				
	151-250 hp	896	55				
	Over 250 hp	1,270	36				
YEAR BUILT	2002	518	29				
	2001	713	39				
	1999 - 2000	982	57				
	1997 -1998	785	52				
	1994 - 1996	1,080	71				
	1989 - 1993	771	62				
	Prior to 1989	2,058	246				
	Unknown	1,000	194				
LENGTH	Less than 16 feet	2,877	331				
	16 feet to less than 26 feet	3,111	290				
	26 feet to less than 40 feet	944	37				
	40 feet to not more than 65 feet	410	6				
	More than 65 feet	68	4				
	Unknown	497	82				
RENTAL STATUS							
		Vessels in Accidents	Rented	Not Rented	Fatalities	Rented	Not Rented
Totals		7,907	908	6,999	750	88	662
Airboat	9	1	8	1	0	1	
Auxiliary Sail	307	13	294	10	0	10	
Cabin Motorboat	1,151	31	1,120	53	3	50	
Canoe/Kayak	119	19	100	78	11	67	
Houseboat	107	33	74	8	4	4	
Inflatable	21	10	11	11	4	7	
Jet Boat	15	2	13	1	0	1	
Open Motorboat	3,260	214	3,046	423	42	381	
Other	142	13	129	24	1	23	
Personal Watercraft	2,225	433	1,792	71	11	60	
Pontoon Boat	180	41	139	21	5	16	
Rowboat	55	9	46	35	5	30	
Sail (only)	57	5	52	1	0	1	
Unknown	259	84	175	13	2	11	



MISCELLANEOUS DATA - 2002

		ACCIDENTS	FATALITIES
TOTALS		5,705	750
TIME OF DAY	Midnight to 2:30 am	135	37
	2:31 am to 4:30 am	54	14
	4:31 am to 6:30 am	61	10
	6:31 am to 8:30 am	146	22
	8:31 am to 10:30 am	278	49
	10:31 am to 12:30 pm	602	84
	12:31 pm to 2:30 pm	959	86
	2:31 pm to 4:30 pm	1,191	99
	4:31 pm to 6:30 pm	1,031	127
	6:31 pm to 8:30 pm	586	91
	8:31 pm to 10:30 pm	281	57
	10:31 pm to midnight	137	20
Unknown	244	54	
MONTH OF YEAR	January	106	24
	February	101	33
	March	191	34
	April	318	56
	May	660	117
	June	1,032	114
	July	1,375	135
	August	1,011	80
	September	542	75
	October	183	43
	November	118	25
	December	68	14
DAY OF WEEK	Monday	479	73
	Tuesday	340	59
	Wednesday	440	67
	Thursday	556	85
	Friday	692	96
	Saturday	1,687	229
	Sunday	1,511	141

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 or by the Coast Guard 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.