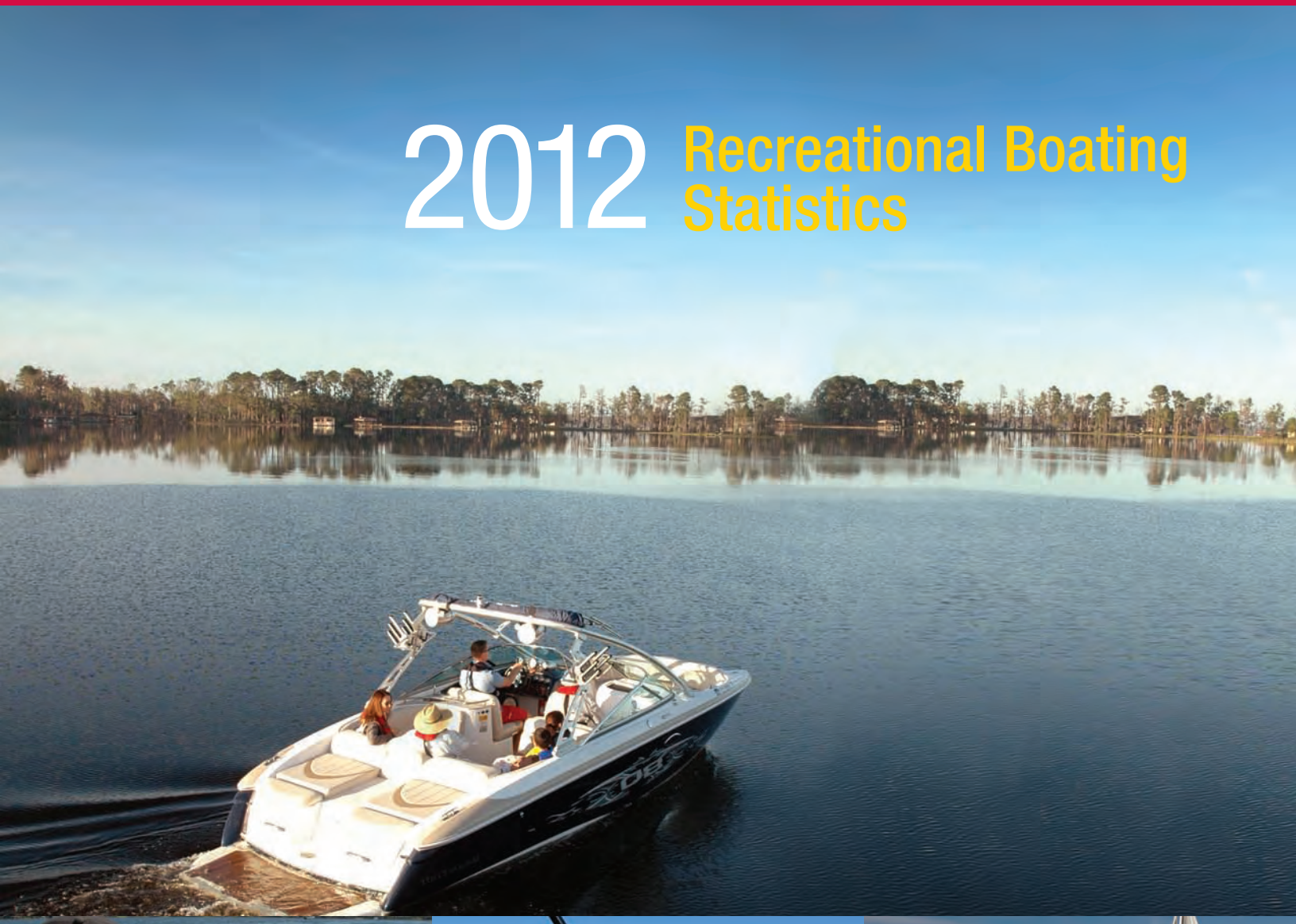
2012 Recreational Boating Statistics



COMDTPUB P16754.26
U.S. Department of Homeland Security
U.S. Coast Guard
Office of Auxiliary and Boating Safety

BOAT Responsibly

U.S. Department of Homeland Security

United States Coast Guard

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COMDTPUB P16754.26

MAY 13 2013

COMMANDANT PUBLICATION P16754.26

FOREWORD

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

Recreational Boating Statistics 2012, the 54th annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2012 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at www.uscgboating.org.

PAUL F. THOMAS
Captain, U.S. Coast Guard
Director of Inspections & Compliance

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2012 EXECUTIVE SUMMARY

- In 2012, the Coast Guard counted 4515 accidents that involved 651 deaths, 3000 injuries and approximately $38 million dollars of damage to property as a result of recreational boating accidents.
    - The fatality rate was 5.4 deaths per 100,000 registered recreational vessels. This rate represents a 12.9% decrease from last year's fatality rate of 6.2 deaths per 100,000 registered recreational vessels.
    - Compared to 2011, the number of accidents decreased 1.6%, the number of deaths decreased 14.1% and the number of injuries decreased 2.6%.
- Almost seventy-one (71) percent of all fatal boating accident victims drowned, and of those, almost eighty-five (85) percent were not reported as wearing a life jacket.
- Almost fourteen percent (14) of deaths occurred on boats where the operator had received boating safety instruction. Only nine (9) percent of deaths occurred on vessels where the operator had received boating safety instruction from a NASBLA-approved course provider.
- Seven out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Operator inattention, operator inexperience, improper lookout, machinery failure, and excessive speed rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 17% of deaths.
- Twenty-four children under age thirteen lost their lives while boating in 2012. Ten children or approximately forty-two (42) percent of the children who died in 2012 died from drowning. Two children or twenty (20) percent of those who drowned were wearing a life jacket as required by state and federal law.
- The most common types of vessels involved in reported accidents were open motorboats (47%), personal watercraft (19%), and cabin motorboats (15%).
- The 12,101,936 recreational vessels registered by the states in 2012 represent a 0.59% decrease from last year when 12,173,935 recreational vessels were registered.

Table 1 ▪ 2012 EXECUTIVE SUMMARY

TOP FIVE PRIMARY ACCIDENT TYPES

Accident Rank	Accident Type	Number of Accidents	Number of Deaths	Number of Injuries
1	Collision with recreational vessel	1010	47	711
2	Flooding/swamping	509	68	193
3	Collision with fixed object	475	50	340
4	Grounding	422	10	244
5	Skier mishap	387	20	388

VESSEL TYPES WITH THE TOP CASUALTY NUMBERS

Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	211	75	286	1556	1842
2	Personal watercraft	23	35	58	721	779
3	Cabin motorboat	35	20	55	269	324
4	Canoe/kayak	83	19	102	134	236
5	Pontoon	30	14	44	114	158

LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH

Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket		
			Worn	Not Worn	Unknown if worn
1	Drowning	459	71	379	9
2	Trauma	103	35	66	2
3	Cardiac arrest	29	10	19	0
4	Hypothermia	11	5	6	0
5	Carbon monoxide poisoning	2	0	2	0

TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS

Accident Rank	Contributing Factor	Number of Accidents	Number of Deaths	Number of Injuries
1	Operator inattention	581	47	359
2	Operator inexperience	417	51	303
3	Improper lookout	391	13	278
4	Machinery failure	346	10	115
5	Excessive speed	310	31	288
6	Navigation rules violation	290	13	236
7	Alcohol use	280	109	227
8	Force of wave/wake	228	6	204
9	Weather	221	43	103
10	Hazardous waters	184	57	92

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

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

Overview of Statistics
This report contains statistics on registered recreational vessels and boating accidents during calendar year 2012. Data used to compile the recreational boating accident statistics come from three sources:

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

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

.

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

Table 2 ▪ NEWS MEDIA ACCIDENTS AND CASUALTIES

	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	88	40	59	21	$2,625,679

Changes to the Publication
Some of the tables in this edition of the Statistics have changed because of alterations to the content on the Coast Guard's Boating Accident Report (BAR) form. One of the most dramatic changes lies in the cause categories. "Passenger/skier behavior" and "careless/reckless operation" were removed from the latest BAR form because it was believed that the public would not report a negative behavior about themselves. Since these categories were removed from the Coast Guard form, they will not be reported in the national publication. For those jurisdictions that did not use the Coast Guard form to collect information and still used passenger/skier behavior and careless/reckless operation as a cause, the Coast Guard coded their cause according to the choices on the Coast Guard BAR form. An example of a case where the Coast Guard was able to code one of these causes to one available on the Coast Guard form is as follows: if a jurisdiction had selected "passenger/skier behavior" to describe an accident where an occupant stood up in a canoe which led to the capsizing of the vessel, the Coast Guard coded this cause as "improper loading" instead of "passenger/skier behavior". An example of a case where the Coast Guard was not able to code one of these causes to a cause available on the Coast Guard form is as follows: a passenger on a vessel became injured while jumping out of a vessel while it was in motion.

In this case, the Coast Guard coded the accident as “other” and captured “passenger/skier behavior” in the “other accident cause” category. “Careless/reckless operation” was likewise coded such that when applicable, it was coded as “Rules of the Road”. In other cases, the cause was coded as “other”.

Other changes include a graph that was added on page 18 to reflect the percent of accidents that are fatal by time of day. A graph and table were added on page 48 to reflect the percent of deaths attributed to each vessel type for years 2002-2012. A graph was added on page 51 to reflect the number of injured victims under age 18 by age group and injury type on personal watercraft. A graph and table were modified on page 57 to reflect the motorized fatality rate by year. A table was modified on page 67 to provide fatality rates by state. The boating accident report form on pages (69-74) of this report was revised in September 2011 to reflect the addition of a privacy statement and instructions, as well as a field for the date of birth of the operator and injured victim.

Accident Reporting as Required by Federal Law

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

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

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

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

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

The minimum reporting requirements are set by Federal regulation, but states are allowed to have more stringent requirements. For example, some states have a lower threshold for reporting damage to vessels and other property.

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

The statistics in this publication cover boating accidents reported on waters of joint federal and state jurisdiction and exclusive state jurisdiction. Most states use BAR forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form used for this report is on pages 69-74.

Casualty and Accident Reporting Guidelines

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

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

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

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

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

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a

pier that spreads to a vessel or vessels.

- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled residential platform or other watercraft used primarily as a residence that is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel (unless the casualty was related to carbon monoxide exposure or stray electric current).
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve watercraft that have not been deemed a vessel.
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occur when the only vessel(s) involved are not required to be numbered and are being used exclusively for racing (exclusion in 33 CFR 173.13(a)).
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

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

Table 3 Non-Reportable Scenarios with their Casualty Count					
Does not meet Coast Guard policy	Accidents	Deaths	Injuries	Vessels Lost	Damages
A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.	3	2	1	1	$0
A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.	1	0	1	0	$0
A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.	16	13	3	0	$0
A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.	8	7	1	0	$0
Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.	9	4	5	0	$1,000
Commercial	120	16	89	10	$1,427,473
Criminal	2	2	1	0	$200
Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.	1	0	1	1	$27,000
Foreign vessel	3	0	0	1	$758,000
Government	17	1	11	0	$221,430
Maintenance	38	0	0	8	$461,200
Malicious intent	3	0	3	0	$16,770
Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.	1	0	0	1	$50,000
Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.	2	0	1	0	$2,105
Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it is moored.	4	0	0	2	$91,024
Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue person	59	0	1	8	$1,623,800
Suicide	1	1	0	0	$0
Unmodified innertube	2	2	0	0	$0
Vandalism	2	0	0	0	$13,200
Vessel not involved	1	1	0	0	$0
Vessel not upon the water	1	0	0	0	$3,500
Vessel used exclusively for racing	3	3	2	0	$10,000
Does not meet federal reporting requirements	573	0	47	0	$458,084
Total	870	52	167	32	$5,164,786

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

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

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

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

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

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

The statistics in this publication are based on accident data submitted by reporting states as of April 3, 2013 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

Accident Causes & Conditions

Explanation of Accident Causes and Conditions Section

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

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

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

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

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

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

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

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

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

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

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

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 2008-2012 (Table 8, Page 25)
This table reflects a tally of all four causes of accidents listed for all national accidents, deaths and injuries.

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

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

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

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

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

Each section examines the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2012. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

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

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

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

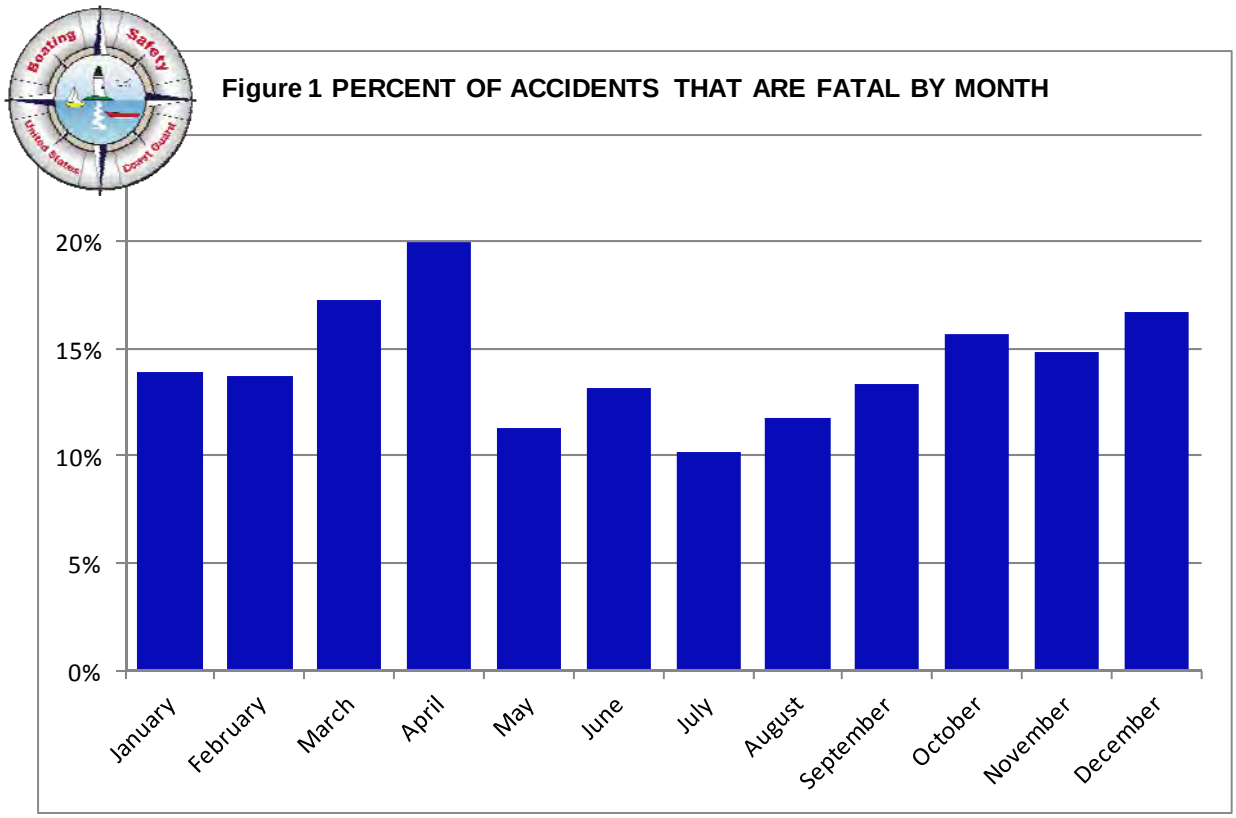


Table 4 ▪ PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	12	74	86	14%	13
February	11	69	80	14%	14
March	35	168	203	17%	41
April	49	196	245	20%	57
May	67	526	593	11%	73
June	99	654	753	13%	108
July	110	969	1079	10%	124
August	81	608	689	12%	88
September	53	345	398	13%	62
October	30	161	191	16%	34
November	16	92	108	15%	19
December	15	75	90	17%	18
Total	578	3937	4515	13%	651

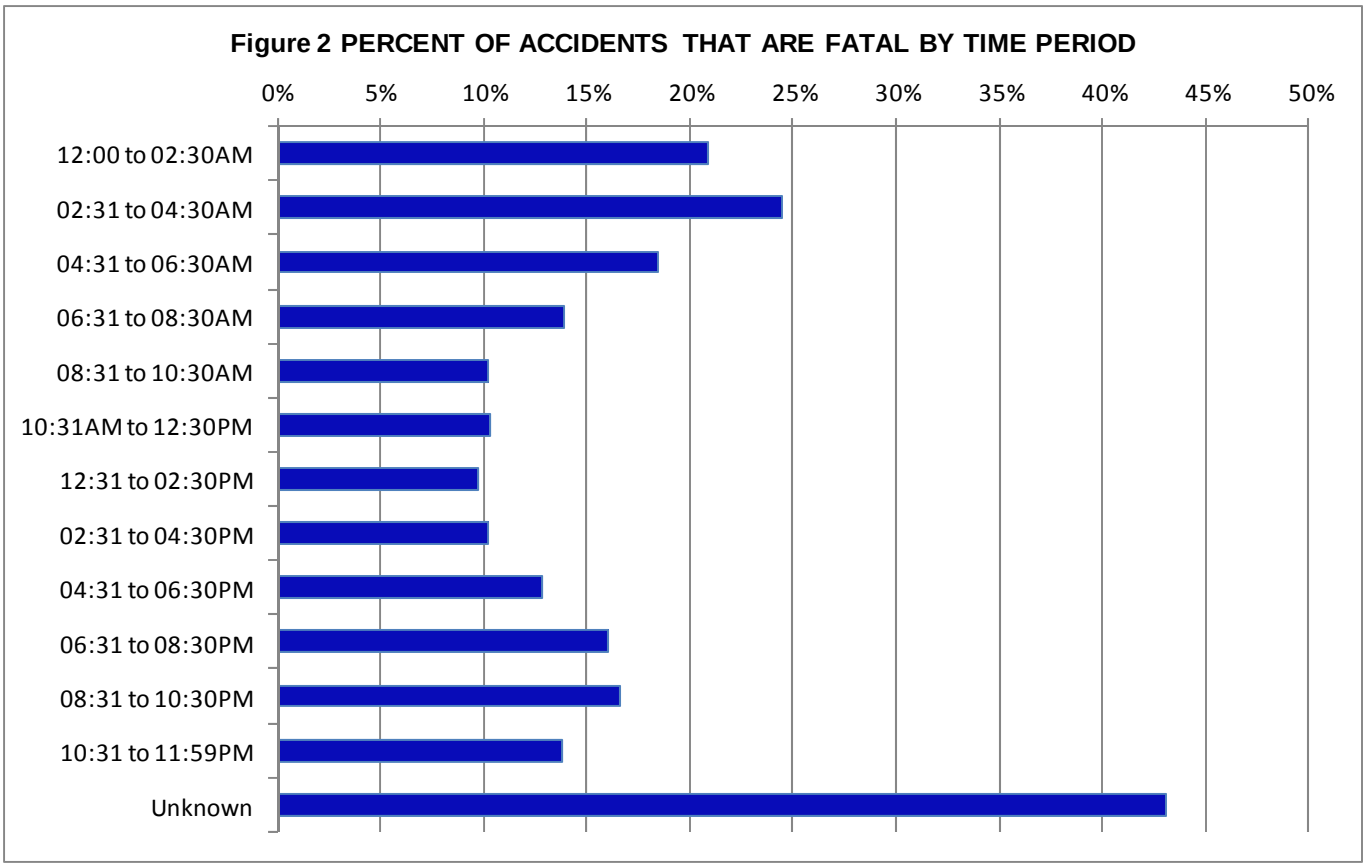


Figure 2 PERCENT OF ACCIDENTS THAT ARE FATAL BY TIME PERIOD
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%
50%
12:00 to 02:30AM
02:31 to 04:30AM
04:31 to 06:30AM
06:31 to 08:30AM
08:31 to 10:30AM
10:31AM to 12:30PM
12:31 to 02:30PM
02:31 to 04:30PM
04:31 to 06:30PM
06:31 to 08:30PM
08:31 to 10:30PM
10:31 to 11:59PM
Unknown

Table 5 ▪ PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2012

		Accidents	Deaths	Injuries
Operation of Vessel **2454 Accidents** **288 Deaths** **1839 Injuries**	Alcohol use	280	109	227
	Drug use	9	6	4
	Excessive speed	310	31	288
	Failure to ventilate	21	0	16
	Improper lookout	391	13	278
	Inadequate onboard navigation lights	19	4	19
	Operator inattention	581	47	359
	Operator inexperience	417	51	303
	Restricted vision	62	5	38
	Navigation rules violation	290	13	236
	Sharp turn	72	8	71
	Starting in gear	2	1	0
Loading of Passengers or Gear **194 Accidents** **65 Deaths** **119 Injuries**	Improper anchoring	44	2	14
	Improper loading	54	23	33
	Overloading	43	21	31
	People on gunwale, bow or transom	53	19	41
Failure of Boat or Boat Equipment **468 Accidents** **20 Deaths** **147 Injuries**	Equipment failure	58	4	16
	Hull failure	64	6	16
	Machinery failure	346	10	115
Environment **705 Accidents** **110 Deaths** **432 Injuries**	Congested waters	41	0	23
	Dam/lock	4	3	2
	Force of wave/wake	228	6	204
	Hazardous waters	184	57	92
	Missing/inadequate navigation aids	27	1	8
	Weather	221	43	103
Miscellaneous **694 Accidents** **168 Deaths** **463 Injuries**	Ignition of fuel or vapor	66	1	50
	Carbon monoxide exposure	7	3	19
	Sudden medical condition	32	28	5
	Other	445	58	347
	Unknown	144	78	42
All Categories Combined		**4515**	**651**	**3000**

Table 6 ▪ MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2012

		Accidents	Deaths	Injuries
Machinery Failure	Electrical system failure	64	0	6
	Engine failure	171	5	49
	Exhaust system failure	2	0	1
	Fuel system failure	12	0	2
	Shift failure	19	1	2
	Steering system failure	41	4	37
	Throttle failure	29	0	11
	Ventilation system failure	6	0	7
	Not specified	2	0	0
Equipment Failure	Auxiliary equipment failure	40	1	10
	Fire extinguisher failure	0	0	0
	Sail dismasting	3	0	3
	Seat broke loose	3	3	1
	Other	8	0	2
	Not specified	4	0	0

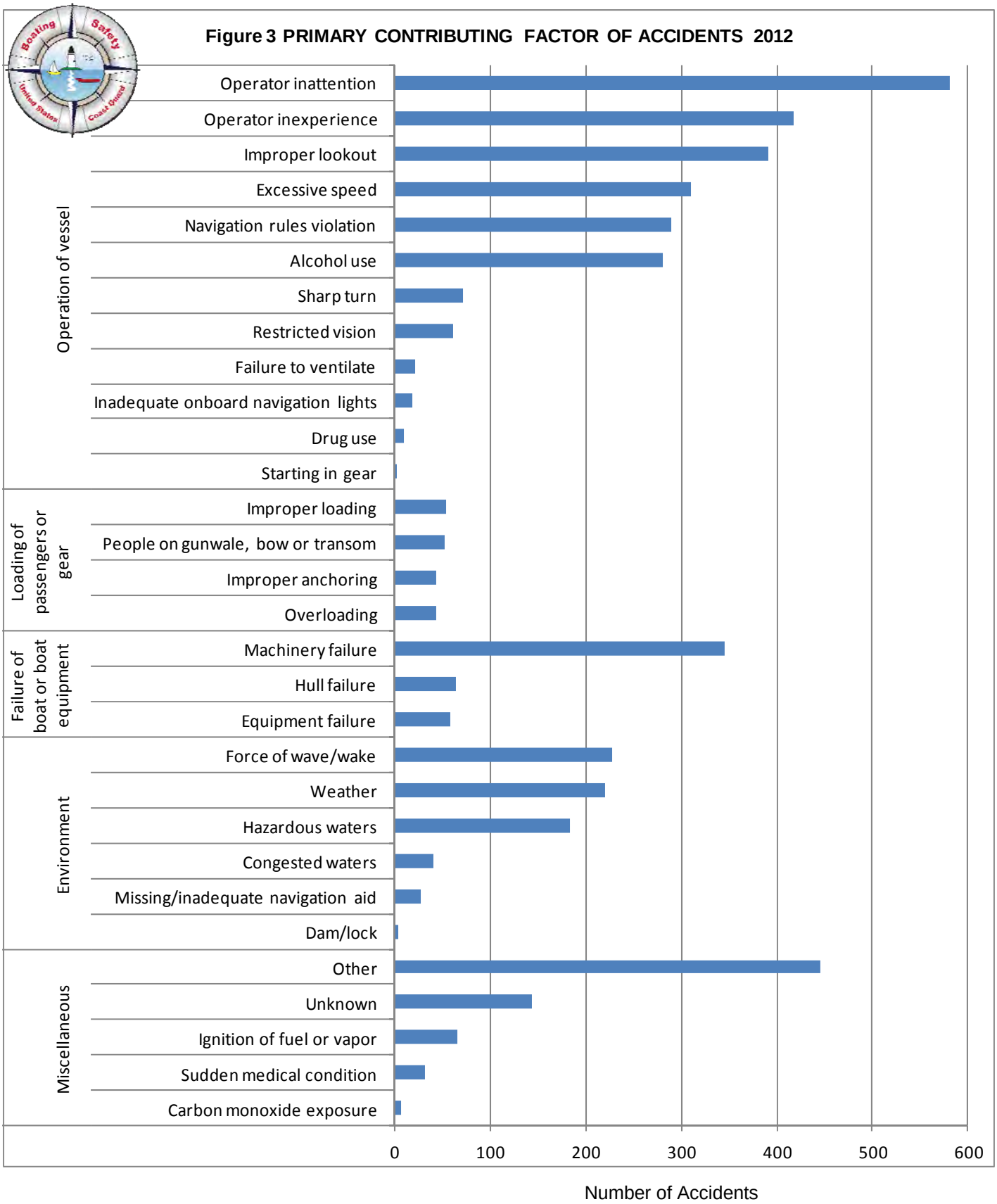


Figure 3 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2012
Operation of vessel
Operator inattention
Operator inexperience
Improper lookout
Excessive speed
Navigation rules violation
Alcohol use
Sharp turn
Restricted vision
Failure to ventilate
Inadequate onboard navigation lights
Drug use
Starting in gear
Loading of passengers or gear
Improper loading
People on gunwale, bow or transom
Improper anchoring
Overloading
Failure of boat or boat equipment
Machinery failure
Hull failure
Equipment failure
Environment
Force of wave/wake
Weather
Hazardous waters
Congested waters
Missing/inadequate navigation aid
Dam/lock
Miscellaneous
Other
Unknown
Ignition of fuel or vapor
Sudden medical condition
Carbon monoxide exposure
0
100
200
300
400
500
600
Number of Accidents

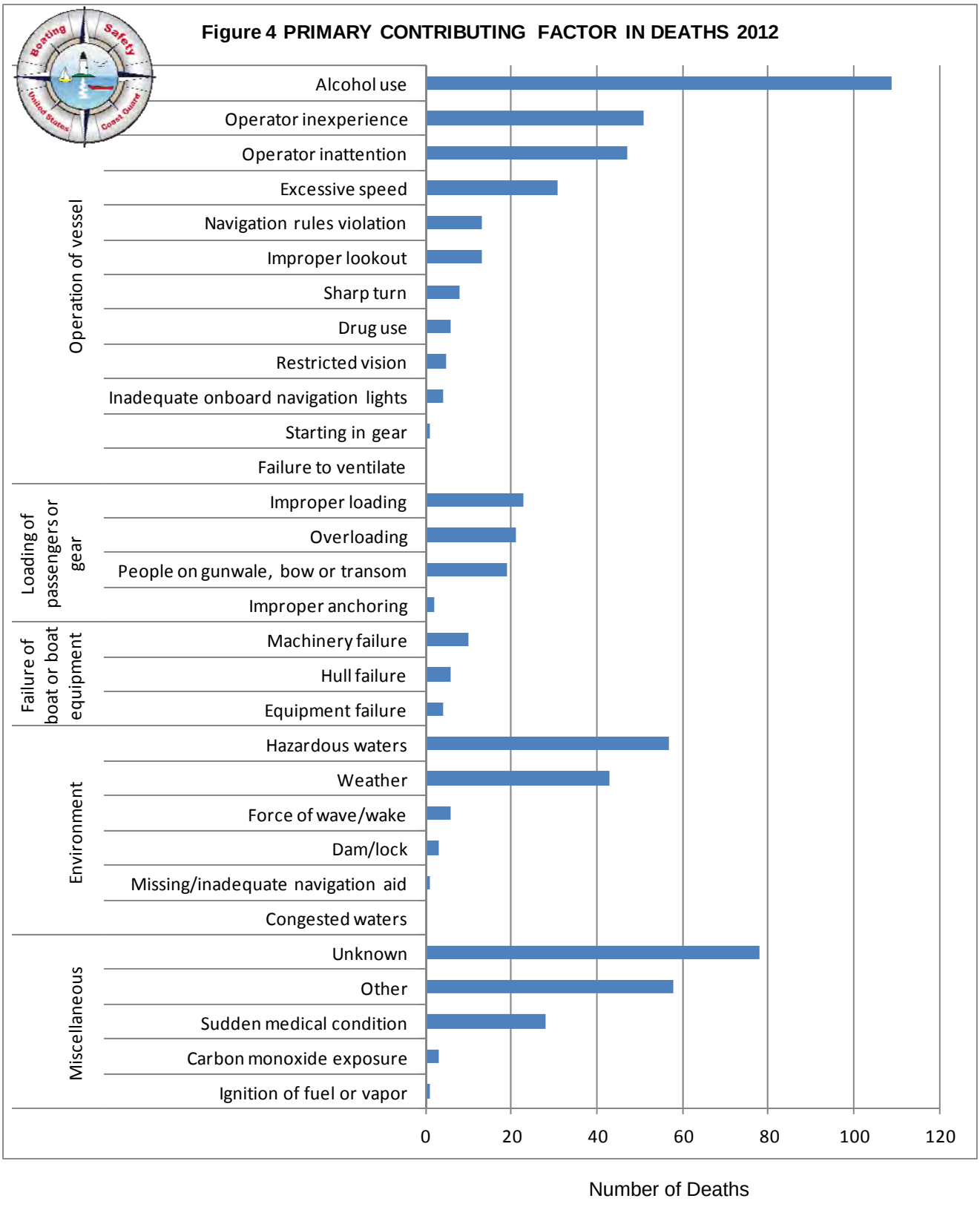


Figure 4 PRIMARY CONTRIBUTING FACTOR IN DEATHS 2012
Alcohol use
Operator inexperience
Operator inattention
Excessive speed
Navigation rules violation
Improper lookout
Sharp turn
Drug use
Restricted vision
Inadequate onboard navigation lights
Starting in gear
Failure to ventilate
Operation of vessel
Improper loading
Overloading
People on gunwale, bow or transom
Improper anchoring
Loading of passengers or gear
Machinery failure
Hull failure
Equipment failure
Failure of boat or boat equipment
Hazardous waters
Weather
Force of wave/wake
Dam/lock
Missing/inadequate navigation aid
Congested waters
Environment
Unknown
Other
Sudden medical condition
Carbon monoxide exposure
Ignition of fuel or vapor
Miscellaneous
0
20
40
60
80
100
120
Number of Deaths

Figure 5 CONTRIBUTING FACTOR OF INJURIES 2012

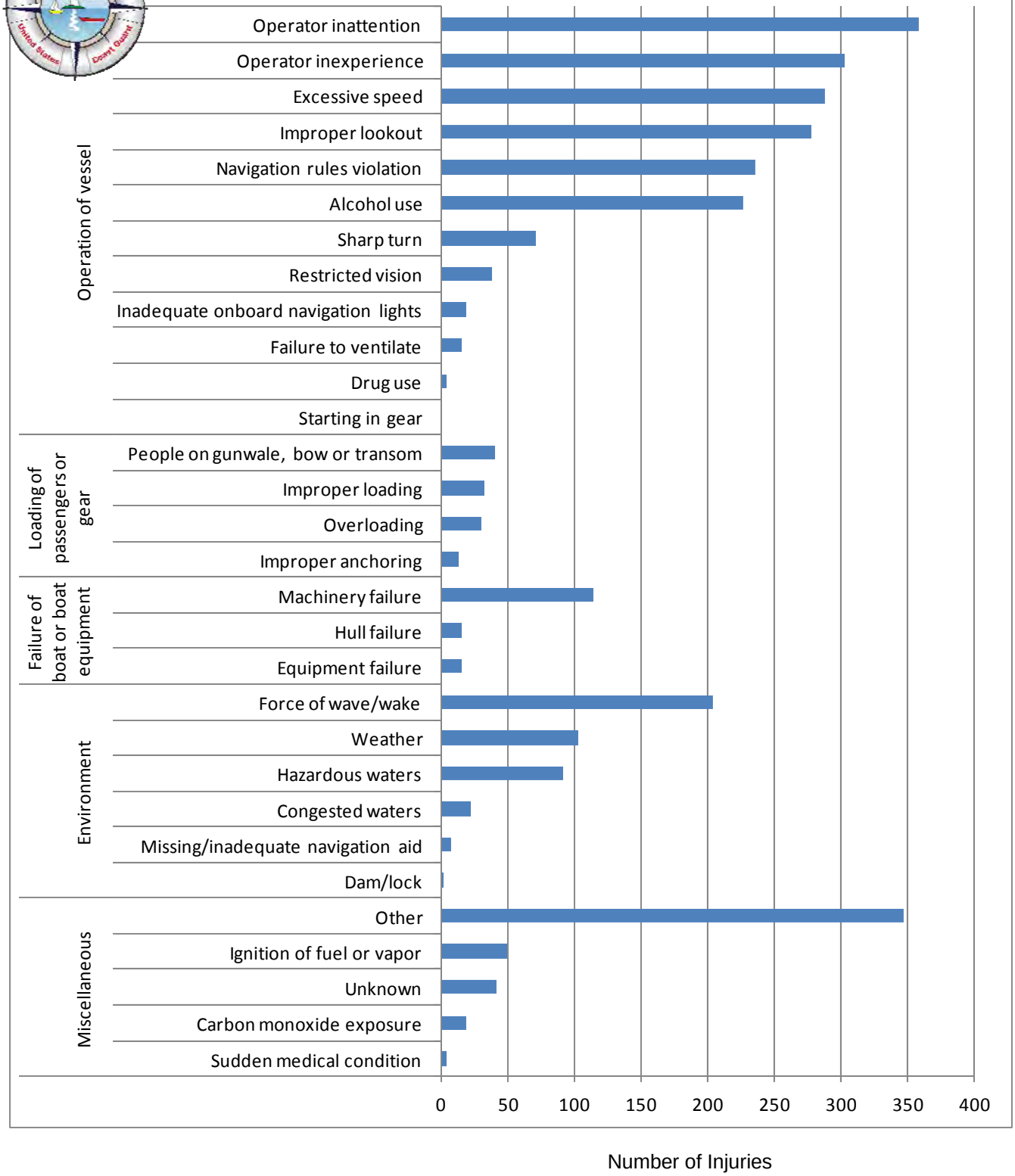


Table 7 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2012

	All contributing factors	Alcohol use	Carbon monoxide exposure	Congested waters	Dam/lock	Drug use	Equipment failure	Excessive speed	Failure to ventilate	Force of wave/wake	Hazardous waters	Hull failure	Ignition of fuel or vapor	Improper anchoring	Improper loading	Improper lookout	Inadequate onboard navigation lights	Machinery failure	Missing or inadequate navigation aids	Operator inattention	Navigation rules violation	Operator inexperience	Overloading	People on gunwale, bow or transom	Restricted vision	Sharp turn	Starting in gear	Sudden medical condition	Weather	Other	Unknown
All vessels	5900	355	7	61	4	10	65	437	21	252	194	65	86	57	60	615	39	443	29	491	790	587	45	53	89	79	4	34	259	455	214
Airboat	36	1	0	1	0	0	0	7	0	0	0	1	0	0	1	3	0	2	0	7	7	3	0	0	1	0	0	0	0	2	0
Auxiliary sailboat	242	9	0	5	0	0	3	6	0	0	9	1	1	6	2	39	2	23	0	23	45	14	0	3	9	0	0	0	25	41	11
Cabin motorboat	865	40	3	13	0	0	16	61	6	25	12	12	34	16	2	80	1	155	7	57	134	61	1	4	10	5	0	2	30	41	37
Canoe	100	11	0	0	0	1	0	0	0	2	20	0	0	0	7	1	0	0	0	2	8	18	2	2	0	0	0	4	9	5	8
Houseboat	84	4	2	1	0	1	0	0	1	0	1	0	0	3	0	1	0	23	0	5	9	6	0	0	0	0	0	0	17	6	4
Inflatable	47	6	0	0	0	1	0	0	0	0	17	2	0	0	0	1	0	1	0	0	2	10	0	1	0	0	0	0	2	2	2
Kayak	100	7	0	0	1	1	0	0	0	3	26	0	0	1	3	1	0	0	0	0	8	24	2	0	0	0	0	2	5	2	14
Open motorboat	2771	200	2	31	1	4	38	189	12	170	84	39	31	26	36	302	26	164	18	126	392	166	35	34	56	43	4	16	128	325	73
Personal watercraft	1111	38	0	5	1	1	2	154	1	37	11	1	11	0	2	144	1	29	2	212	124	248	1	0	6	30	0	4	13	27	6
Pontoon	276	31	0	1	0	0	0	11	1	7	4	6	3	2	1	19	5	27	1	25	35	20	2	8	4	1	0	1	9	31	21
Rowboat	42	1	0	0	0	1	0	0	0	1	5	1	0	0	5	7	1	0	0	0	4	2	2	1	0	0	0	3	1	2	5
Sailboat (only)	78	4	0	3	0	0	4	6	0	1	0	1	0	3	0	7	2	4	0	5	8	7	0	0	0	0	0	2	13	4	4
Sailboat (unknown)	10	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3
Stand up paddleboard	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Other	30	1	0	0	0	0	0	2	0	0	1	1	0	0	1	2	1	5	1	3	4	2	0	0	2	0	0	0	2	1	1
Unknown	104	1	0	1	0	0	2	1	0	6	1	0	6	0	0	6	0	10	0	26	10	5	0	0	1	0	0	0	3	0	25

Table 8 ▪ ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2008-2012

	Accidents					Deaths					Injuries				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
USA	387	397	395	361	368	153	165	154	149	140	346	422	344	306	313
AL	9	10	12	8	11	5	4	5	6	1	13	9	8	11	13
AK	7	4	1	8	2	6	3	1	8	2	3	2	0	0	0
AZ	11	9	9	7	7	1	1	3	0	3	8	10	10	8	7
AR	7	9	2	7	8	3	4	0	4	2	2	5	2	3	10
CA	36	22	15	13	14	15	11	4	3	6	38	28	17	13	13
CO	2	9	1	3	10	1	3	0	0	4	1	11	0	3	8
CT	6	9	4	1	6	4	5	2	0	4	9	11	1	7	4
DE	2	0	2	0	2	1	0	2	0	1	1	0	0	0	1
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	34	33	39	25	30	14	17	15	7	9	34	43	27	24	30
GA	15	12	11	16	8	4	3	5	0	4	13	11	6	18	8
HI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ID	9	9	14	7	10	5	4	6	4	2	3	13	11	4	12
IL	6	11	18	18	13	2	3	6	9	5	5	15	18	13	10
IN	1	2	2	7	4	0	0	0	4	0	3	2	0	3	3
IA	4	5	10	2	7	0	2	2	1	7	1	2	6	0	7
KS	0	0	1	3	3	0	0	0	0	1	0	0	0	0	0
KY	2	10	10	4	6	1	3	5	2	2	2	8	10	6	2
LA	18	23	9	6	16	13	17	5	2	6	23	36	13	12	11
ME	3	5	4	6	3	3	2	1	4	1	0	4	7	2	3
MD	11	13	11	12	11	1	6	1	3	4	22	14	10	14	16
MA	2	5	11	5	10	1	4	6	4	5	1	3	3	3	8
MI	7	12	16	11	8	3	9	8	4	1	2	10	11	9	4
MN	13	12	6	8	9	5	4	3	6	3	7	13	2	7	7
MS	3	2	4	4	4	0	2	4	2	1	2	2	1	1	5
MO	18	11	14	9	12	1	3	2	2	2	22	12	11	13	8
MT	9	3	0	1	0	4	1	0	1	0	5	6	0	2	0
NE	3	6	4	4	4	1	2	2	2	1	2	4	4	5	14
NV	11	6	3	4	3	4	1	1	2	0	2	7	2	2	7
NH	1	3	0	2	3	1	1	0	1	2	2	4	0	1	0
NJ	6	4	2	9	6	0	1	2	3	2	3	4	0	2	6
NM	1	2	5	1	3	0	1	6	0	1	1	1	0	0	1
NY	11	11	22	17	16	6	7	4	7	11	8	13	21	19	9
NC	19	13	15	11	11	5	5	6	2	3	19	11	18	8	10
ND	1	2	1	1	2	0	0	1	0	1	2	0	0	0	0
OH	9	9	17	18	10	3	2	8	5	4	7	9	9	21	12
OK	1	3	11	12	8	1	3	5	6	3	0	3	5	6	8
OR	4	5	6	4	1	2	1	1	2	1	3	4	8	1	0
PA	10	6	2	8	9	1	2	1	4	5	11	10	2	2	4
RI	1	2	2	1	1	0	0	2	0	1	0	2	3	0	0
SC	9	5	7	7	14	4	0	4	5	5	9	5	5	3	12
SD	2	5	1	2	1	0	0	0	0	1	3	6	2	1	0
TN	17	15	16	5	6	7	4	8	2	1	16	11	17	6	3
TX	16	17	31	15	21	11	9	8	5	6	11	14	46	8	16
UT	0	1	4	6	1	0	0	1	2	0	0	0	8	5	0
VT	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
VA	4	7	2	5	3	1	2	1	2	1	4	5	5	10	0
WA	9	11	3	14	14	6	6	1	7	7	10	13	6	11	7
WV	1	3	5	4	1	0	1	3	4	0	2	3	1	2	1
WI	16	18	6	19	14	7	5	3	11	8	11	15	4	17	9
WY	0	2	3	1	2	0	1	0	1	0	0	7	3	0	4
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 9 ▪ VESSEL OPERATION AT THE TIME OF ACCIDENT 2012			
	Vessels Involved	**Deaths**	**Injuries**
Totals	5900	651	3000
At anchor	279	36	101
Being towed	36	2	10
Changing direction	588	29	403
Changing speed	547	40	319
Cruising	2535	185	1551
Docking/undocking	205	6	55
Drifting	585	158	231
Idling	60	6	31
Launching/loading	34	2	7
Rowing/paddling	182	95	118
Sailing	100	22	37
Tied to dock/moored	537	12	58
Towing	33	0	8
Trolling	28	10	11
Other	29	4	5
Unknown	122	44	55

Table 10 ▪ VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2012			
	Vessels Involved	**Deaths**	**Injuries**
Totals	5900	651	3000
Boating/relaxation	3556	300	1894
Commercial	43	1	1
Fishing	754	199	343
Fueling	28	1	17
Government	1	0	0
Hunting	46	16	40
Racing	39	10	20
Repairs	59	11	35
Starting engine	62	1	40
Swimming/snorkeling	82	39	39
Towed watersports	580	28	527
Towing	55	1	12
Whitewater	49	32	19
Other	28	8	7
None; not in operation	466	0	2
Unknown	52	4	4

Table 11 ▪ WEATHER AND WATER CONDITIONS 2012

		Accidents	Deaths	Injuries
		4515	651	3000
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	2151	349	1491
	Rivers, Streams, Creeks, Swamps, Bayous	1188	178	826
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	729	75	424
	Ocean/Gulf	336	43	198
	Great Lakes (not tributaries)	111	6	61
	Unknown	0	0	0
WATER CONDITIONS	Calm (waves less than 6")	2484	315	1737
	Choppy (waves 6" to 2')	1224	150	829
	Rough (waves 2' to 6')	448	61	230
	Very Rough (waves larger than 6')	93	29	59
	Unknown	266	96	145
WIND	None	409	66	260
	Light (0 - 6 mph)	2459	291	1771
	Moderate (7 - 14 mph)	1042	146	674
	Strong (15 - 25 mph)	73	19	19
	Storm (over 25 mph)	340	65	170
	Unknown	192	64	106
VISIBILITY	Poor - Day	59	16	30
	Poor - Night	112	28	69
	Poor - Unknown if day or night	0	0	0
	Fair - Day	152	18	95
	Fair - Night	130	29	86
	Fair– Unknown if day or night	0	0	0
	Good - Day	3341	411	2258
	Good - Night	399	70	296
	Good- Unknown if day or night	5	1	0
	Unknown - Day	239	52	127
	Unknown - Night	57	16	31
	Unknown - Unknown if day or night	21	10	8
WATER TEMPERATURE	39 degrees F and below	38	16	24
	40 - 49 degrees F	118	54	81
	50 - 59 degrees F	307	60	196
	60 - 69 degrees F	639	89	426
	70 - 79 degrees F	1499	170	994
	80 - 89 degrees F	1130	113	782
	90 degrees F and above	47	9	47
	Unknown	737	140	450

Table 12 ▪ TIME RELATED DATA 2012				
		Accidents	**Deaths**	**Injuries**
		4515	**651**	**3000**
Time of Day	12:00 am to 2:30 am	134	35	104
	2:31 am to 4:30 am	49	12	20
	4:31 am to 6:30 am	65	16	49
	6:31 am to 8:30 am	108	16	61
	8:31 am to 10:30 am	285	32	143
	10:31 am 12:30 pm	522	60	342
	12:31 pm to 2:30 pm	710	78	496
	2:31 pm to 4:30 pm	890	102	592
	4:31 pm to 6:30 pm	858	115	627
	6:31 pm to 8:30 pm	473	87	302
	8:31 pm to 10:30 pm	247	52	171
	10:31 pm to 11:59 pm	116	16	79
	Unknown	58	30	14
Month of Year	January	86	13	49
	February	80	14	48
	March	203	41	143
	April	245	57	166
	May	593	73	402
	June	753	108	469
	July	1079	124	757
	August	689	88	455
	September	398	62	268
	October	191	34	118
	November	108	19	73
	December	90	18	52
Day of Week	Sunday	1156	147	767
	Monday	405	52	282
	Tuesday	351	59	211
	Wednesday	386	56	254
	Thursday	379	64	224
	Friday	529	87	331
	Saturday	1309	186	931

Table 13 ▪ VESSEL INFORMATION 2012				
		Vessels Involved	**Deaths**	**Injuries**
		5900	651	3000
Hull Material	Aluminum	861	197	439
	Fiberglass	4529	332	2357
	Plastic	107	45	65
	Rubber/Vinyl/Canvas	65	37	25
	Steel	47	1	6
	Wood	81	4	26
	Other	10	3	2
	Unknown	200	32	80
Horsepower	No Engine	359	167	206
	10 hp or less	113	38	54
	11 - 25 hp	171	36	92
	26 - 75 hp	515	66	234
	76 - 150 hp	1295	101	737
	151 - 250 hp	894	46	490
	Over 250 hp	1127	38	498
	Unknown	1426	159	689
Year Built	2012	207	25	120
	2011	218	11	125
	2009 - 2010	266	19	151
	2007 - 2008	506	37	293
	2005 - 2006	732	61	387
	1999 - 2003	910	74	513
	Prior to 1999	2472	242	1136
	Unknown	589	182	275
Length	Less than 16 feet	1654	278	1056
	16 feet to <26 feet	2788	262	1519
	26 feet to<40 feet	763	47	251
	40 feet to 65 feet	337	11	54
	More than 65 feet	67	0	4
	Unknown	291	53	116

Table 14 ▪ RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS

	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
All Vessels	5900	553	3949	1398	651	56	423	172	3000	307	2021	672
Airboat	36	0	35	1	3	0	3	0	31	0	31	0
Auxiliary sailboat	242	5	188	49	12	1	5	6	44	1	29	14
Cabin motorboat	865	11	688	166	55	0	43	12	269	3	210	56
Canoe	100	11	68	21	52	8	32	12	89	6	66	17
Houseboat	84	10	45	29	5	3	0	2	22	0	14	8
Inflatable	47	10	26	11	30	4	17	9	16	6	6	4
Kayak	100	8	58	34	50	6	29	15	45	1	28	16
Open motorboat	2771	140	1999	632	286	15	205	66	1556	87	1121	348
Personal watercraft	1111	305	568	238	58	5	42	11	721	180	390	151
Pontoon	276	48	164	64	44	11	21	12	114	22	73	19
Rowboat	42	2	27	13	23	2	15	6	22	0	15	7
Sailboat (only)	78	1	55	22	10	0	6	4	36	1	26	9
Sailboat (unknown)	10	0	0	10	5	0	0	5	4	0	0	4
Stand up paddleboard	4	0	3	1	3	0	2	1	1	0	1	0
Other	30	1	17	12	5	0	3	2	4	0	4	0
Unknown	104	1	8	95	10	1	0	9	26	0	7	19

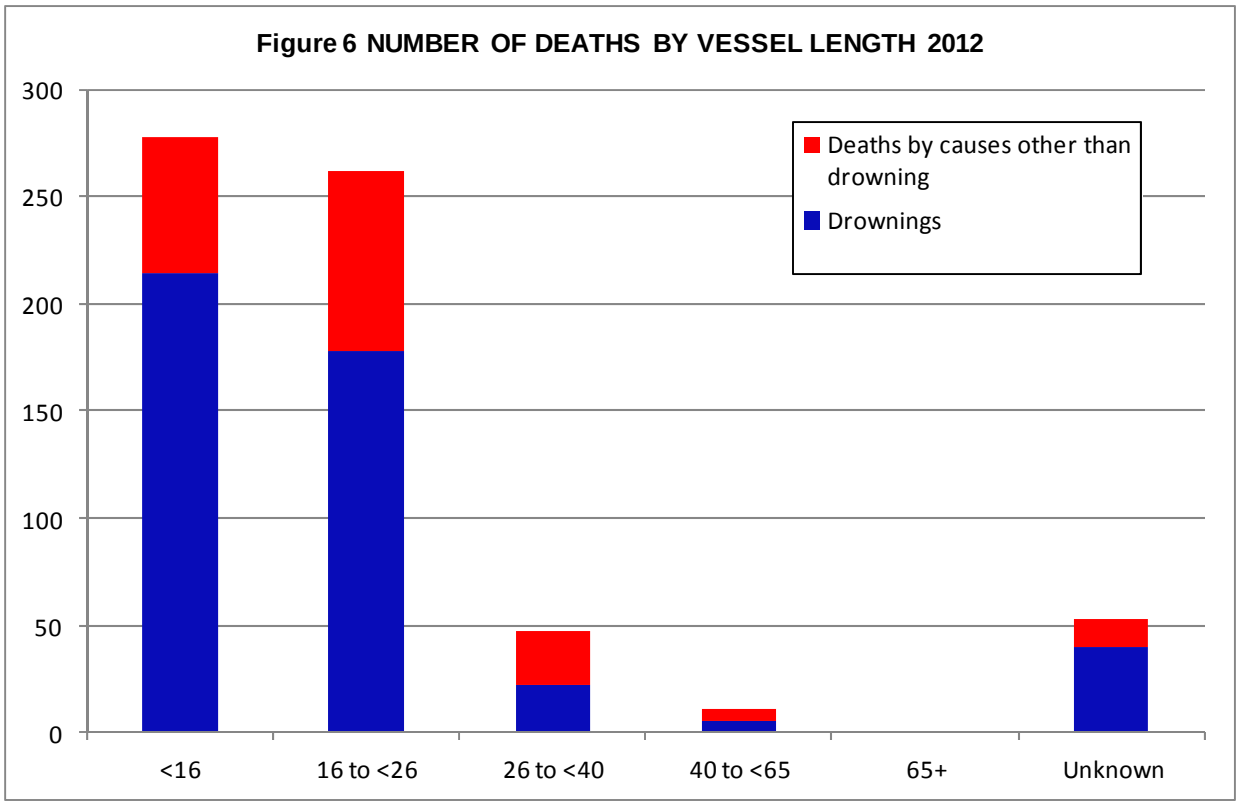


Table 15 ▪ NUMBER & PERCENT OF DEATHS BY VESSEL LENGTH

Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	214	64	278	77%
16-<26'	178	84	262	68%
26-<40'	22	25	47	47%
40-<65'	5	6	11	45%
>65'	0	0	0	0%
Unknown	40	13	53	75%
Total	459	192	651	71%

Accident Types

BOAT Responsibly

Explanation of Accident Types Section

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

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

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

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

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

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

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on deaths as a result of flooding/swamping, we see that there were 509 accidents where flooding/swamping was the first event in the boating accident. There were 68 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 220 accidents and 17 deaths associated with flooding/swamping as a second event and 50 accidents and 16 deaths associated with flooding/swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. Please note that in this table deaths are not separated by first, second and third event. In the example, there were 779 accidents and 101 deaths associated with flooding/swamping as a first, second or third event.

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

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

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

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

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

Table 16 ▪ ACCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY ACCIDENT TYPE 2012

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
All Accident Types	**4515**	**5900**	**459**	**192**	**651**	**3000**	**$38,011,601**
Capsizing	289	297	109	24	133	203	$1,792,990
Carbon monoxide poisoning	13	13	1	2	3	25	$0
Collision with fixed object	475	541	24	26	50	340	$3,535,253
Collision with floating object	33	35	2	0	2	19	$182,267
Collision with commercial vessel	20	40	0	1	1	14	$238,968
Collision with governmental vessel	7	14	0	0	0	7	$21,400
Collision with recreational vessel	1010	2085	6	41	47	711	$6,381,684
Collision with submerged object	161	162	10	2	12	54	$1,014,715
Departed vessel	104	107	58	7	65	51	$300
Ejected from vessel	151	155	15	6	21	142	$271,640
Electrocution	1	1	0	2	2	6	$0
Fall in vessel	190	196	3	4	7	207	$92,985
Falls overboard	331	343	153	44	197	157	$79,885
Fire/explosion (fuel)	157	182	1	2	3	92	$2,041,024
Fire/explosion (non-fuel)	96	171	0	0	0	7	$9,891,020
Fire/explosion (unknown origin)	11	26	0	2	2	0	$940,500
Flooding/swamping	509	542	58	10	68	193	$4,999,688
Grounding	422	430	5	5	10	244	$6,438,459
Person struck by propeller	37	42	0	1	1	40	$4,650
Person struck by vessel	55	58	0	2	2	56	$10,000
Sinking	0	0	0	0	0	0	$0
Skier mishap	387	397	11	9	20	388	$3,273
Sudden medical condition	2	2	1	0	1	1	$0
Other	53	60	2	1	3	43	$70,900
Unknown	1	1	0	1	1	0	$0

Table 17 ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE

2012	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	289	295	38	622	194	385	$3,587,942
Carbon monoxide poisoning	13	0	0	13	3	25	$0
Collision with fixed object	475	53	3	531	51	367	$4,110,405
Collision with floating object	33	0	0	33	2	19	$182,267
Collision with commercial vessel	20	2	0	22	1	16	$296,968
Collision with governmental vessel	7	1	0	8	0	7	$26,900
Collision with recreational vessel	1010	33	5	1048	47	727	$6,787,720
Collision with submerged object	161	1	1	163	12	56	$1,019,215
Departed vessel	104	40	5	149	96	77	$113,749
Ejected from vessel	151	618	316	1085	269	1018	$5,120,544
Electrocution	1	0	0	1	2	6	$0
Fall in vessel	190	295	61	546	34	776	$2,588,780
Falls overboard	331	28	1	360	210	183	$201,491
Fire/explosion (fuel)	157	9	1	167	5	99	$2,979,827
Fire/explosion (non-fuel)	96	3	0	99	0	7	$9,929,520
Fire/explosion (unknown origin)	11	0	0	11	2	0	$940,500
Flooding/swamping	509	220	50	779	101	301	$11,888,553
Grounding	422	58	16	496	26	286	$7,811,552
Person struck by boat	37	215	18	270	30	319	$741,967
Person struck by propeller	55	99	27	181	19	187	$125,099
Sinking	0	130	61	191	28	64	$5,622,918
Skier mishap	387	19	0	406	20	414	$6,773
Sudden medical condition	2	0	0	2	1	1	$0
Other	53	4	0	57	4	48	$71,775
Unknown	1	0	0	1	1	0	$0
2011							
Capsizing	316	271	41	628	249	381	$3,131,990
Carbon Monoxide Poisoning	7	0	0	7	3	14	$0
Collision with Fixed Object	460	47	6	513	59	406	$4,928,304
Collision with Floating Object	42	0	1	43	4	15	$579,330
Collision with Commercial Vessel	25	1	0	26	1	23	$575,665
Collision with Governmental Vessel	4	1	0	5	1	3	$13,000
Collision with Recreational Vessel	1002	48	4	1054	41	691	$6,575,400
Collision with Submerged Object	196	2	0	198	19	71	$2,134,076

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
2011 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Departure from Vessel	115	38	4	157	97	69	$71,515
Ejected from Vessel	222	597	308	1127	354	1072	$4,593,528
Electrocution	2	0	0	2	0	2	$0
Fall in Vessel	196	274	51	521	40	735	$3,164,234
Falls Overboard	359	30	1	390	213	182	$147,764
Fire/Explosion (fuel)	135	2	0	137	5	99	$3,349,516
Fire/Explosion (non-fuel)	72	1	0	73	1	8	$24,142,289
Fire/Explosion (unknown origin)	11	0	0	11	1	2	$1,059,368
Flooding/Swamping	501	185	29	715	111	246	$11,118,756
Grounding	338	36	16	390	24	224	$5,301,218
Person Struck by Propeller	57	124	16	197	35	192	$91,412
Person Struck by Vessel	36	226	21	283	35	342	$545,642
Sinking	0	122	46	168	34	51	$4,079,266
Skier Mishap	436	4	0	440	14	461	$8,700
Sudden Medical Condition	2	0	0	2	1	1	0
Other	53	4	0	57	1	52	$64,350
Unknown	1	0	0	1	0	1	$0
2010							
Capsizing	335	225	27	587	238	346	$3,125,976
Carbon Monoxide Poisoning	12	2	0	14	6	24	$15,750
Collision with Fixed Object	456	42	3	501	40	346	$4,275,598
Collision with Floating Object	52	0	0	52	8	27	$438,259
Collision with Commercial Vessel	29	2	0	31	8	22	$653,226
Collision with Governmental Vessel	8	1	0	9	0	4	$46,567
Collision with Recreational Vessel	1088	43	1	1132	68	769	$7,550,040
Collision with Submerged Object	169	1	0	170	8	43	$2,179,935
Departure from Vessel	100	39	3	142	85	65	$483,635
Ejected from Vessel	240	594	270	1104	310	1018	$6,046,912
Electrocution	4	0	1	5	2	8	$0
Fall in Vessel	207	341	45	593	29	866	$3,203,432
Falls Overboard	291	13	1	305	165	154	$139,335
Fire/Explosion (fuel)	159	2	0	161	2	92	$4,587,022
Fire/Explosion (non-fuel)	81	2	1	84	0	12	$6,428,251
Fire/Explosion (unknown origin)	6	0	0	6	0	0	$749,079

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
2010 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Flooding	448	155	31	634	94	236	$9,961,999
Grounding	309	47	15	371	20	236	$4,184,050
Person Struck by Propeller	49	114	16	179	27	178	$109,985
Person Struck by Vessel	31	221	19	271	32	325	$700,418
Sinking	2	108	40	150	28	45	$4,563,582
Skier Mishap	447	4	0	451	16	476	$42,045
Other	80	7	1	88	8	79	$90,125
Unknown	1	0	0	1	0	0	$0
2009							
Capsizing	369	246	27	642	280	373	$2,694,728.00
Carbon Monoxide Poisoning	17	0	0	17	1	39	$0
Collision with Fixed Object	446	45	7	498	41	358	$5,331,520.99
Collision with Floating Object	73	2	0	75	3	38	$579,379.00
Collision with Commercial Vessel	29	1	1	31	13	29	$315,343.00
Collision with Governmental Vessel	2	0	0	2	0	0	$7,250.00
Collision with Recreational Vessel	1100	50	7	1157	54	858	$7,490,097.82
Collision with Submerged Object	165	5	0	170	13	58	$1,573,118.72
Departed Vessel	100	60	22	182	85	100	$843,575.00
Ejected from Vessel	176	636	225	1037	335	976	$3,717,657.00
Electrocution	0	0	1	1	0	1	$40,450.00
Fall in Boat	207	233	26	466	30	643	$1,692,143.08
Falls Overboard	349	32	3	384	201	204	$144,100.00
Fire/Explosion (fuel)	174	4	0	178	3	113	$5,692,477.00
Fire/Explosion (non-fuel)	74	12	1	87	4	19	$6,917,936.00
Fire/Explosion (unknown origin)	12	0	0	12	0	4	$1,646,100.00
Flooding/Swamping	436	151	30	617	122	207	$7,493,097.26
Grounding	308	52	17	377	19	244	$4,533,175.12
Sinking	8	129	85	222	49	45	$7,221,576.00
Skier mishap	464	1	0	465	13	491	$5,960.00
Person Struck by Vessel	49	205	27	281	26	355	$619,535.10
Person Struck by Propeller	67	97	20	184	25	182	$58,950.00
Other	101	18	0	119	1	120	$120,360.00
Unknown	4	0	0	4	4	4	$1,648,100.00

Table 17 Continued ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
2008	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	348	239	33	620	268	425	$3,215,281.00
Carbon Monoxide Poisoning	18	0	0	18	11	40	$0
Collision with Fixed Object	446	47	9	502	56	368	$5,394,454.00
Collision with Floating Object	59	1	0	60	5	30	$801,231.00
Collision with Vessel	1237	63	7	1307	63	882	$9,000,016.00
Departure from vessel	87	54	8	169	74	99	$914,581.00
Ejected from vessel	123	586	208	917	275	932	$4,029,205.00
Electrocution	0	0	0	0	0	0	$0
Falls in Vessel	140	175	16	331	10	427	$1,280,590.00
Falls on Vessel	62	14	1	77	1	84	$45,700.00
Falls Overboard	431	69	8	508	215	318	$583,565.00
Fire/Explosion (fuel)	136	3	0	139	1	91	$4,548,917.00
Fire/Explosion (non-fuel)	78	5	2	85	2	14	$3,800,710.00
Fire/Explosion (unknown origin)	25	0	0	25	2	10	$15,980,500.00
Flooding/Swamping	475	149	20	644	109	264	$10,378,269.00
Grounding	322	63	19	404	29	279	$5,323,070.00
Sinking	16	189	80	285	51	89	$6,725,029.00
Skier mishap	383	0	1	384	10	397	$121,226.00
Struck by Vessel	37	188	32	257	26	315	$800,750.00
Struck by Motor/Propeller	83	80	18	181	21	176	$89,100.00
Struck Submerged Object	154	2	1	157	5	71	$4,094,382.00
Other	123	28	3	154	10	144	$350,570.00
Unknown	6	0	0	6	6	0	$500.00

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

	Total vessels involved	Capsizing	Carbon monoxide poisoning	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown)	Flooding/ swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	5900	297	13	541	35	40	14	2085	162	107	155	1	196	343	182	171	26	542	430	42	58	0	397	2	60	1	459	192	651	3000
4 feet	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
5 feet	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6 feet	22	6	0	1	0	0	0	6	1	1	0	0	0	4	0	0	0	1	0	0	0	0	1	0	1	0	10	0	10	9
7 feet	29	3	0	3	0	0	0	8	1	0	1	0	0	3	0	0	0	4	2	2	0	0	1	0	1	0	3	1	4	16
8 feet	104	9	0	6	1	0	0	52	0	1	3	0	2	14	3	3	0	4	3	1	0	0	1	0	1	0	17	6	23	54
9 feet	155	12	0	6	0	0	1	93	0	0	10	0	4	8	3	0	0	4	6	2	0	0	4	0	2	0	12	6	18	100
10 feet	657	25	0	49	2	1	0	372	5	3	51	0	34	49	10	1	0	8	16	8	1	0	19	0	3	0	28	19	47	431
11 feet	203	15	0	13	1	0	0	110	2	1	12	0	8	20	0	0	0	3	8	3	0	0	5	1	1	0	14	12	26	121
12 feet	124	29	0	9	0	1	0	23	2	2	3	0	3	21	1	0	0	24	2	2	0	0	0	0	2	0	48	6	54	83
13 feet	56	9	1	6	0	1	0	8	1	0	2	0	0	4	2	0	0	13	4	0	1	0	1	0	3	0	13	2	15	34
14 feet	173	31	0	15	2	0	0	20	10	2	11	0	5	24	1	0	0	42	5	0	1	0	2	0	2	0	43	7	50	139
15 feet	129	13	0	18	2	1	0	17	9	2	4	0	2	10	0	1	0	34	11	0	0	0	4	0	1	0	25	4	29	69
Under 16 ft	1654	153	1	126	8	4	1	709	31	12	97	0	58	158	20	5	0	137	57	18	3	0	38	1	17	0	214	64	278	1056
16 feet	266	23	0	21	3	1	0	79	13	5	6	0	5	26	5	1	0	48	10	2	5	0	11	0	2	0	40	6	46	124
17 feet	293	24	0	19	6	0	0	65	13	4	10	0	8	18	7	3	0	62	26	1	3	0	23	0	1	0	32	17	49	171
18 feet	399	13	0	37	3	1	0	136	13	9	7	0	11	22	12	5	1	49	27	2	8	0	40	0	3	0	27	15	42	216
19 feet	290	4	2	26	1	1	2	84	18	6	7	0	13	3	15	9	0	22	28	1	3	0	45	0	0	0	9	6	15	148
20 feet	440	8	2	36	4	1	2	128	7	16	9	0	20	18	18	12	0	40	26	4	7	0	77	0	5	0	20	12	32	297
21 feet	317	6	1	35	0	4	1	98	14	4	5	0	11	8	12	9	0	24	29	1	5	0	48	0	2	0	11	7	18	158
22 feet	242	2	0	23	1	1	2	56	9	8	1	0	11	9	13	5	1	20	28	2	4	0	43	0	3	0	15	8	23	123
23 feet	189	3	0	21	1	0	0	49	7	4	1	0	13	11	7	5	1	11	23	3	1	0	26	0	2	0	9	4	13	113
24 feet	235	4	0	29	0	0	3	76	10	8	2	0	5	14	6	12	0	13	20	1	5	0	23	0	4	0	12	4	16	118
25 feet	117	3	0	16	0	0	1	44	2	3	0	0	4	5	7	6	0	8	11	1	0	0	6	0	0	0	3	5	8	51
16 ft to less than 26 ft	2788	90	5	263	19	9	11	815	106	67	48	0	101	134	102	67	3	297	228	18	41	0	342	0	22	0	178	84	262	1519
26 feet	92	1	0	12	0	1	0	28	1	3	1	0	7	3	3	3	0	14	7	0	1	0	5	0	2	0	1	1	2	44
27 feet	75	1	1	9	3	1	0	22	1	1	0	0	2	2	8	1	0	6	8	0	5	0	3	0	1	0	3	2	5	32
28 feet	79	3	0	9	0	0	1	23	4	0	0	0	4	3	5	6	1	11	6	0	0	0	2	0	1	0	0	4	4	26
29 feet	63	2	1	9	0	1	0	18	1	2	1	0	1	3	1	2	2	4	11	0	0	0	2	0	2	0	4	1	5	23
30 feet	66	1	0	3	1	1	0	24	1	2	0	0	2	2	5	6	0	6	11	0	0	0	1	0	0	0	3	3	6	13
31 feet	39	0	0	1	2	0	0	22	0	0	0	0	2	2	3	4	0	2	1	0	0	0	0	0	0	0	1	2	3	8
32 feet	64	3	1	4	1	1	0	26	0	0	2	0	2	1	5	5	0	4	8	0	0	0	0	0	1	0	2	0	2	22
33 feet	37	0	0	6	0	1	0	16	0	0	0	0	3	0	2	2	0	1	5	0	0	0	0	0	1	0	0	0	0	13
34 feet	63	2	0	6	0	0	0	31	4	1	0	0	0	0	1	2	1	4	11	0	0	0	0	0	0	0	3	1	4	17
35 feet	38	0	0	4	0	1	0	22	0	0	1	0	1	0	1	1	0	2	3	1	0	0	0	0	1	0	0	0	0	15
36 feet	39	0	0	3	0	2	1	11	0	1	1	1	0	0	2	5	3	1	7	0	0	0	0	0	1	0	1	4	5	8
37 feet	43	1	0	2	0	1	0	20	1	0	0	0	0	2	4	1	1	2	8	0	0	0	0	0	0	0	2	1	3	3
38 feet	43	0	0	4	0	0	0	17	0	0	1	0	3	0	5	2	1	3	7	0	0	0	0	0	0	0	2	6	8	25
39 feet	22	0	0	0	0	1	0	9	0	0	0	0	0	0	2	4	1	1	3	0	0	0	0	0	1	0	0	0	0	2
26 ft to less than 40 ft	763	14	3	72	7	11	2	289	13	10	7	1	27	18	47	44	10	61	96	1	6	0	13	0	11	0	22	25	47	251
40 ft to 65 ft	337	2	3	47	1	10	0	138	8	5	0	0	4	3	8	41	7	15	37	1	3	0	0	1	3	0	5	6	11	54
Over 65 ft	67	0	0	11	0	6	0	39	2	1	0	0	0	0	0	3	0	1	2	0	0	0	0	0	2	0	0	0	0	4
Unknown	291	38	1	22	0	0	0	95	2	12	3	0	6	30	5	11	6	31	10	4	5	0	4	0	5	1	40	13	53	116

Table 19 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2012

Accident Types	All accident types	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Unknown	Drownings	Deaths by causes other than drowning	Total deaths	Injuries
All vessels	5900	297	13	541	35	40	14	2085	162	107	155	1	196	343	182	171	26	542	430	42	58	0	397	2	60	1	459	192	651	3000
Airboat	36	3	0	9	0	2	0	5	1	0	0	0	1	1	0	0	0	6	5	1	2	0	0	0	0	0	1	2	3	31
Auxiliary sailboat	242	7	0	22	3	5	0	120	1	1	0	0	3	7	4	10	2	12	38	2	0	0	0	0	5	0	22	6	12	44
Cabin motorboat	865	14	5	110	6	9	4	306	21	13	5	0	19	18	62	56	16	63	111	0	7	0	14	1	5	0	35	20	55	269
Canoe	100	60	0	6	0	1	0	2	3	4	0	0	2	11	0	0	0	10	0	1	0	0	0	0	0	0	43	9	52	89
Houseboat	84	0	2	7	0	0	0	32	3	4	0	1	0	1	1	22	0	5	3	0	0	0	1	0	2	0	3	2	5	22
Inflatable	47	8	0	8	0	0	0	3	4	1	2	0	3	12	0	0	0	2	2	0	0	0	0	0	2	0	28	2	30	16
Kayak	100	53	0	9	0	0	0	3	2	2	2	0	0	16	0	0	0	12	0	0	1	0	0	0	0	0	40	10	50	45
Open motorboat	2771	95	6	253	20	9	7	762	111	48	61	0	106	147	81	50	2	382	220	14	38	0	335	0	24	0	211	75	286	1556
Personal watercraft	1111	13	0	73	4	2	1	669	7	4	80	0	49	80	17	4	0	11	35	17	0	0	35	1	8	1	23	35	58	721
Pontoon	276	6	0	25	1	1	2	99	4	25	4	0	6	25	11	18	0	15	6	5	6	0	12	0	5	0	30	14	44	114
Rowboat	42	12	0	1	1	2	0	5	3	0	0	0	2	10	0	5	0	5	1	0	0	0	0	0	0	0	19	4	23	22
Sailboat (only)	78	17	0	5	0	1	0	31	1	1	0	0	2	5	0	4	0	2	4	0	0	0	0	0	5	0	4	6	10	36
Sailboat (unknown)	10	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	4	1	5	4
Stand up paddleboard	4	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	1
Other	30	1	0	4	0	8	0	9	1	1	1	0	0	6	0	0	0	3	0	0	0	0	0	0	1	0	4	1	5	4
Unknown	104	6	0	9	0	0	0	38	0	1	0	0	1	6	6	7	6	12	3	2	4	0	0	0	3	0	6	4	10	26

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

	All Types	Air Thrust	Manual	Propeller	Sail	Water Jet	Unknown
Injuries	3000	31	171	1934	52	776	36
Total deaths	651	4	156	399	15	63	14
Other deaths	192	3	26	111	7	39	6
Drownings	459	1	130	288	8	24	8
Unknown	1	0	0	0	0	1	0
Other	60	0	2	38	7	9	4
Sudden medical condition	2	0	0	1	0	1	0
Skier mishap	397	0	0	346	0	51	0
Sinking	0	0	0	0	0	0	0
Person struck by vessel	58	2	0	55	0	0	1
Person struck by propeller	42	1	1	20	0	17	3
Grounding	430	5	2	358	10	48	7
Flooding/swamping	542	6	27	459	6	21	23
Fire/explosion (unknown origin)	26	0	0	17	2	1	6
Fire/explosion (non-fuel)	171	0	0	150	10	4	7
Fire/explosion (fuel)	182	0	0	154	0	23	5
Falls overboard	343	1	51	200	5	80	6
Fall in vessel	196	1	7	128	3	55	2
Electrocution	1	0	0	1	0	0	0
Ejected from vessel	155	0	4	70	0	81	0
Departed vessel	107	0	7	88	3	4	5
Collision with submerged object	162	1	12	137	1	10	1
Collision with recreational vessel	2085	7	13	1251	56	711	47
Collision with governmental vessel	14	0	0	13	0	1	0
Collision with commercial vessel	40	2	3	30	2	2	1
Collision with floating object	35	0	1	30	0	4	0
Collision with fixed object	541	10	24	404	6	84	13
Carbon monoxide	13	0	0	13	0	0	0
Capsizing	297	3	130	119	22	15	8
Total vessels involved	5900	39	284	4082	133	1223	139

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

	Inboard	Outboard	Sterndrive	Other	Unknown
Injuries	379	996	541	1	17
Total deaths	48	286	56	5	4
Other deaths	22	68	17	2	2
Drownings	26	218	39	3	2
Unknown	0	0	0	0	0
Other	10	17	11	0	0
Sudden medical condition	1	0	0	0	0
Skier mishap	106	80	159	0	1
Sinking	0	0	0	0	0
Person struck by vessel	9	19	24	0	3
Person struck by propeller	4	10	6	0	0
Grounding	137	111	110	0	0
Flooding/swamping	52	351	49	0	7
Fire/explosion (unknown origin)	14	2	1	0	0
Fire/explosion (non-fuel)	44	65	41	0	0
Fire/explosion (fuel)	66	32	56	0	0
Falls overboard	25	141	29	1	4
Fall in vessel	20	64	43	0	1
Electrocution	1	0	0	0	0
Ejected from vessel	3	62	4	0	1
Departed vessel	10	49	27	1	1
Collision with submerged object	34	68	35	0	0
Collision with recreational vessel	367	581	289	1	13
Collision with governmental vessel	1	11	1	0	0
Collision with commercial vessel	20	8	0	0	2
Collision with floating object	7	18	5	0	0
Collision with fixed object	109	216	78	0	1
Carbon monoxide	9	2	2	0	0
Capsizing	9	97	10	3	0
Total vessels involved	1058	2004	980	6	34

Operator & Passenger Information

Explanation of Operator/Passenger Information Section

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

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

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

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

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

Percentage of Deaths by Vessel Type, 2002-2012 (Figure 9 & Table 25, Page 48)
This table and accompanying figure focus on the percentage of deaths that occurred on each vessel type for the past ten years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year.

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

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

Nature of Primary Injury Type by Area of Injury 2012 (Table 28, Page 51)
This table focuses on the nature and area of the primary injury of injured victims.

Number of Injured Victims under Age 18 by Age Group and Injury Type on Personal Watercraft, 2012 (Figure 10, Page 51)
This table focuses on the number of injured victims from personal watercraft for specific age groups and by type of injury.

Table 22 ▪ OPERATOR INFORMATION 2012

		Vessels Involved	Deaths	Injuries
		5900	651	3000
Age of Operator	12 years and under	21	0	15
	13 to 18 years	315	18	237
	19 to 25 years	564	43	370
	26 to 35 years	851	118	494
	36 to 55 years	2069	231	1217
	Over 55 years	1064	171	474
	Unknown	1016	70	193
Operator's Experience	No Experience	63	10	28
	Under 10 hours	452	42	285
	10 to 100 hours	914	67	549
	101 to 500 hours	1437	112	817
	Over 500 Hours	639	66	344
	Unknown	1735	336	915
	No Operator	660	18	62
Number of Persons on Board	None	493	1	8
	One	1532	205	576
	Two	1589	204	889
	Three	689	94	468
	Four	540	46	342
	Five	311	35	219
	Six	247	13	182
	Seven	111	11	75
	Eight	99	11	86
	Nine	59	6	46
	Ten	29	2	21
	More than 10	54	17	48
	Unknown	147	6	40
Education of Operator	American Red Cross	9	0	4
	Informal	189	18	99
	Internet Course	55	3	36
	State Course	604	40	361
	US Power Squadrons	62	3	34
	USCG Auxiliary	232	17	116
	Other	153	8	76
	No Education	2515	243	1505
	Unknown	1421	301	707
	No Operator	660	18	62

BOATING SAFETY INSTRUCTION

Table 23 ▪ NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2012

Type of Boating Instruction	Deaths
American Red Cross	0
Informal	18
Internet Course	3
State	40
U.S. Coast Guard Auxiliary	17
U.S. Power Squadron	3
Other	8
No Education	243
Total Deaths - Known Operator Instruction	332
Total Deaths - Unknown Operator Instruction	301
Total Deaths - No Operator	18
Total Deaths - Known & Unknown Operator Instruction	651

Figure 7 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION, 2012

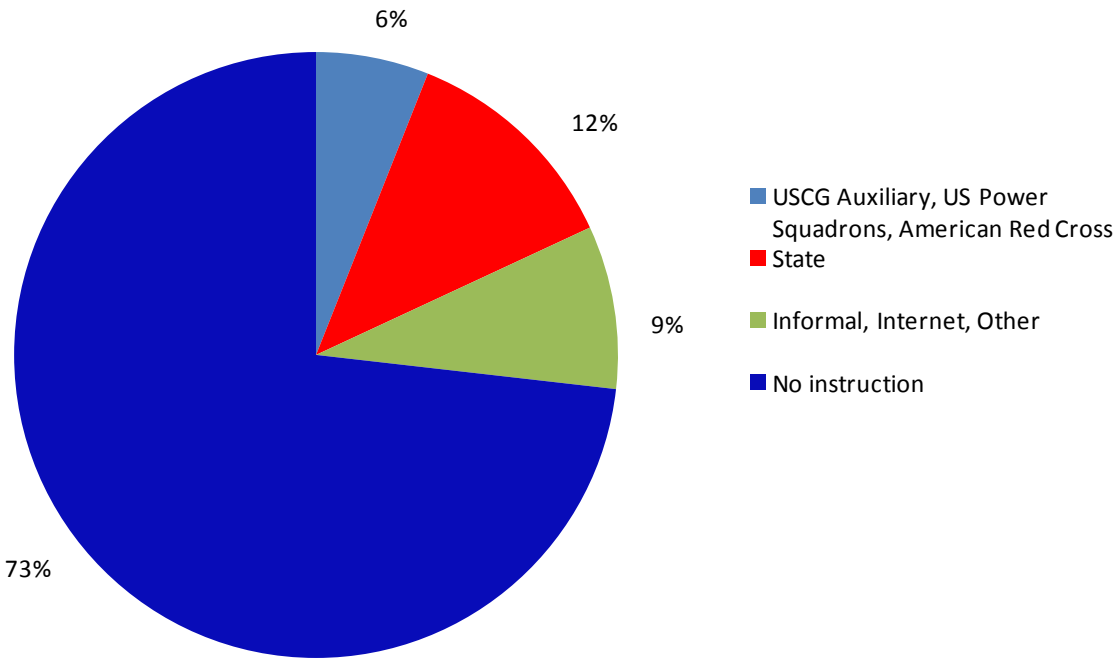


Table 24 ▪ NUMBER OF DEATHS BY VESSEL TYPE 2012

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	1	2	3	33%
Auxiliary Sailboat	6	6	12	50%
Cabin Motorboat	35	20	55	64%
Canoe	43	9	52	83%
Houseboat	3	2	5	60%
Inflatable	28	2	30	93%
Kayak	40	10	50	80%
Open Motorboat	211	75	286	74%
Personal Watercraft	23	35	58	40%
Pontoon	30	14	44	68%
Rowboat	19	4	23	83%
Sailboat (only)	4	6	10	40%
Sailboat (unknown)	4	1	5	80%
Stand up paddleboard	2	1	3	67%
Other	4	1	5	80%
Unknown	6	4	10	60%
Total	459	192	651	71%

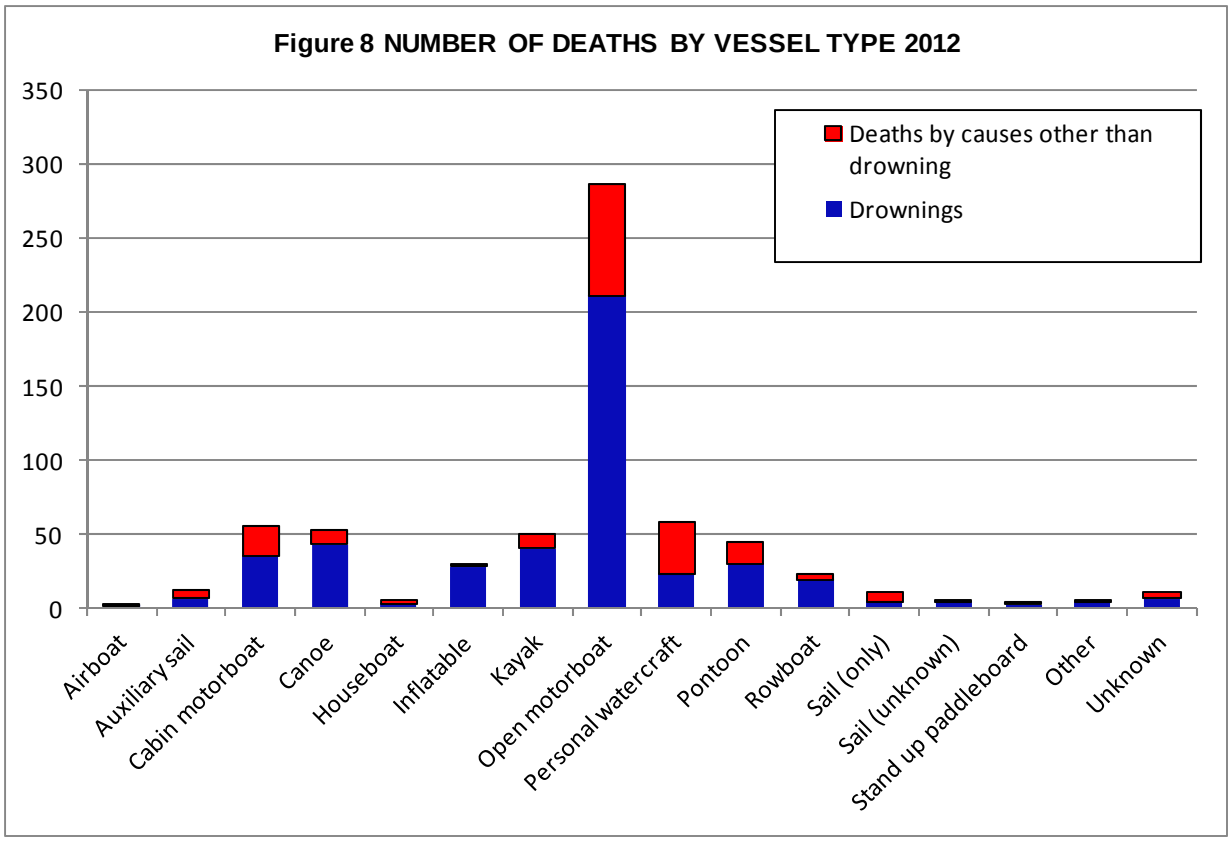


Figure 9 PERCENT OF DEATHS BY VESSEL TYPE, 2002-2012

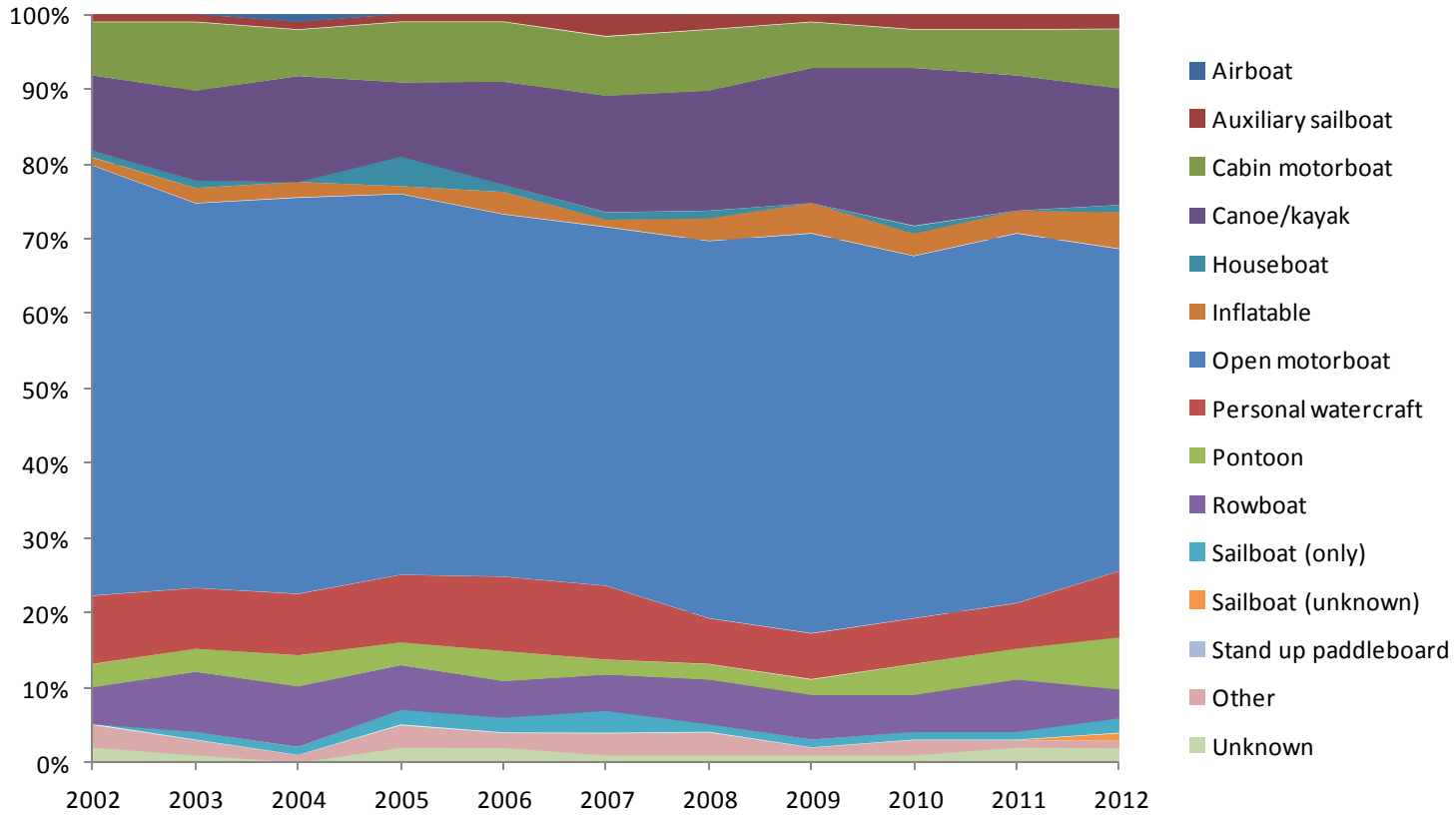


Table 25 ▪ PERCENT OF DEATHS BY VESSEL TYPE, 2002-2012

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Airboat	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Auxiliary sailboat	1%	1%	1%	1%	1%	3%	2%	1%	2%	2%	2%
Cabin motorboat	7%	9%	6%	8%	8%	8%	8%	6%	5%	6%	8%
Canoe/kayak	10%	12%	14%	10%	14%	16%	16%	18%	21%	18%	16%
Houseboat	1%	1%	0%	4%	1%	1%	1%	0%	1%	0%	1%
Inflatable	1%	2%	2%	1%	3%	1%	3%	4%	3%	3%	5%
Open motorboat	57%	51%	52%	51%	49%	49%	50%	53%	48%	49%	44%
Personal watercraft	9%	8%	8%	9%	10%	10%	6%	6%	6%	6%	9%
Pontoon	3%	3%	4%	3%	4%	2%	2%	2%	4%	4%	7%
Rowboat	5%	8%	8%	6%	5%	5%	6%	6%	5%	7%	4%
Sailboat (only)	0%	1%	1%	2%	2%	3%	1%	1%	1%	1%	2%
Sailboat (unknown)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Stand up paddleboard	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	3%	2%	1%	3%	2%	3%	3%	1%	2%	1%	1%
Unknown	2%	1%	0%	2%	2%	1%	1%	1%	1%	2%	2%

Table 26 ▪ NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2012

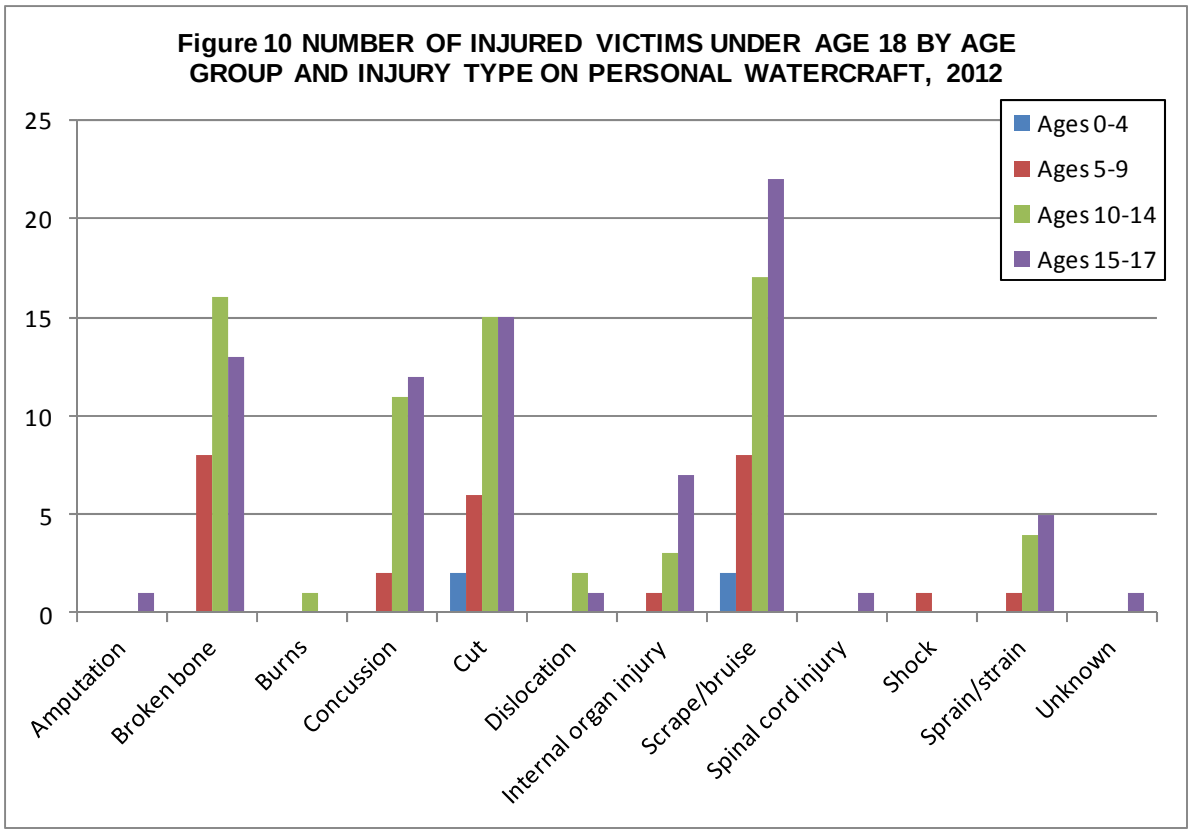
Age of Deceased Victim	Type of Vessel																Drownings	Other deaths	Total deaths
	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddelboard	Other	Unknown			
Total	3	12	55	52	5	30	50	286	58	44	23	10	5	3	5	10	459	192	651
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	2	1	3
3	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2	2	4
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	2
7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	3
9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
10	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	1	3	4
11	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	1	3	4
12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
0-12	0	0	3	1	2	2	0	6	2	6	0	2	0	0	0	0	10	14	24
13 - 19	0	0	0	3	0	2	2	13	8	3	2	0	0	0	3	0	23	13	36
20 - 29	0	3	5	15	2	4	12	48	8	6	2	1	2	0	1	0	92	17	109
30 - 39	1	2	9	7	1	9	12	47	12	8	2	0	1	1	0	3	84	31	115
40 - 49	0	3	8	5	0	3	5	41	16	5	5	2	1	0	0	0	68	26	94
50 - 59	1	2	13	7	0	6	13	57	11	9	3	1	1	2	0	1	91	36	127
60 - 69	1	2	14	8	0	2	5	49	1	6	5	2	0	0	0	4	66	33	99
70 - 79	0	0	3	3	0	0	1	22	0	1	1	1	0	0	1	1	17	17	34
80 and Over	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5	3	8
Unknown	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	1	3	2	5

Table 27 ▪ NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2012

Age of Injured Victim	Total injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
Total	3000	31	44	269	89	22	16	45	1556	721	114	22	36	4	1	4	26
0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	4	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
3	8	0	0	1	0	0	0	0	5	2	0	0	0	0	0	0	0
4	10	0	0	0	1	1	0	0	5	2	0	0	0	0	0	0	1
5	21	0	0	2	0	1	0	0	8	7	3	0	0	0	0	0	0
6	18	0	0	2	2	0	0	0	8	5	0	0	0	0	0	0	1
7	16	0	0	1	1	0	0	0	10	3	1	0	0	0	0	0	0
8	22	0	0	2	1	1	0	1	9	7	0	0	1	0	0	0	0
9	19	0	0	0	0	0	0	0	10	5	3	0	0	0	0	0	1
10	34	0	1	3	1	0	0	0	21	7	1	0	0	0	0	0	0
11	34	0	0	3	2	0	0	0	18	10	0	0	1	0	0	0	0
12	38	0	1	0	1	0	0	0	21	12	3	0	0	0	0	0	0
0 - 12	225	0	2	15	10	3	0	1	118	60	11	0	2	0	0	0	3
13 - 19	509	1	0	19	9	5	2	7	252	177	17	5	9	0	0	3	3
20 - 29	579	5	3	27	34	3	6	6	281	189	14	2	5	0	0	1	3
30 - 39	430	6	2	30	13	3	0	4	225	118	16	5	5	0	0	0	3
40 - 49	491	5	10	58	10	2	4	9	266	113	10	1	2	1	0	0	0
50 - 59	363	6	12	52	2	2	2	8	208	37	18	5	7	1	1	0	2
60 - 69	193	7	7	33	3	2	0	5	102	16	12	3	2	1	0	0	0
70 - 79	69	1	3	15	1	1	0	1	36	4	5	0	2	0	0	0	0
80 and Over	11	0	0	1	0	0	0	0	7	0	2	0	1	0	0	0	0
Unknown	130	0	5	19	7	1	2	4	61	7	9	1	1	1	0	0	12

Table 28 ▪ NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2012

	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Other	Unknown
All primary injury types	3000	290	391	122	132	670	585	89	543	0	178
Amputation	31	1	0	4	16	0	10	0	0	0	0
Broken bone	589	94	1	39	45	79	194	8	118	0	11
Burn	74	10	11	2	7	5	23	1	5	0	10
Carbon monoxide	25	0	25	0	0	0	0	0	0	0	0
Concussion	258	0	0	0	0	258	0	0	0	0	0
Dislocation	61	40	0	2	3	0	13	1	2	0	0
Electric shock	6	0	6	0	0	0	0	0	0	0	0
Hypothermia	291	0	291	0	0	0	0	0	0	0	0
Internal organ injury	118	2	7	0	0	2	6	0	99	0	2
Laceration	652	66	2	43	35	253	171	5	44	0	33
Scrape/bruise	495	57	18	16	13	72	126	15	129	0	49
Shock	25	0	25	0	0	0	0	0	0	0	0
Spinal cord Injury	53	0	0	0	0	0	0	4	49	0	0
Sprain/strain	250	20	2	16	13	0	41	55	95	0	8
Other	3	0	3	0	0	0	0	0	0	0	0
Unknown	69	0	0	0	0	1	1	0	2	0	65



Casualty Data

Explanation of Casualty Data Section

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

Deaths, Injuries & Accidents by Year, 1997-2012 (Figure 11 & Table 29, Page 54)
This figure and table document the number of accidents and casualties from 1997-2012.

Accident, Casualty & Damage Data by State (Table 30, Page 55)
This table provides accident, casualty, and damage information by state for the year 2012. Accidents are broken down into three levels of severity– fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 12, Page 56)
This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 16 deaths. Out of the total national death count of 651, Michigan contributed 2.5% ((16/651) * 100) of deaths to the national count.

Annual Recreational Boating Fatality Rates, 1997-2012 (Figure 13 & Table 31, Page 57)
This table and accompanying figure provide two fatality rates for years 1997-2012. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. One fatality rate takes into account all fatalities and all recreational registration data collected. The second fatality rate takes into account only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

States Coded by their 2012 Fatality Rate (Figure 14, Page 58)
This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2011-2012 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State, 2008-2012 (Table 32, Page 59)
This table examines the number of accidents, fatal accidents, and fatalities by state for years 2008-2012.

Number of Accidents by Primary Accident Type & State (Table 33, Page 60-61)
This table documents the first accident event by state. It also provides information about the total number of accidents and casualties by state.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 62)
This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 35, Page 62)
This table displays the number of fatal victims by vessel type and cause of death. The table also provides information on whether the deceased victim was wearing a life jacket.

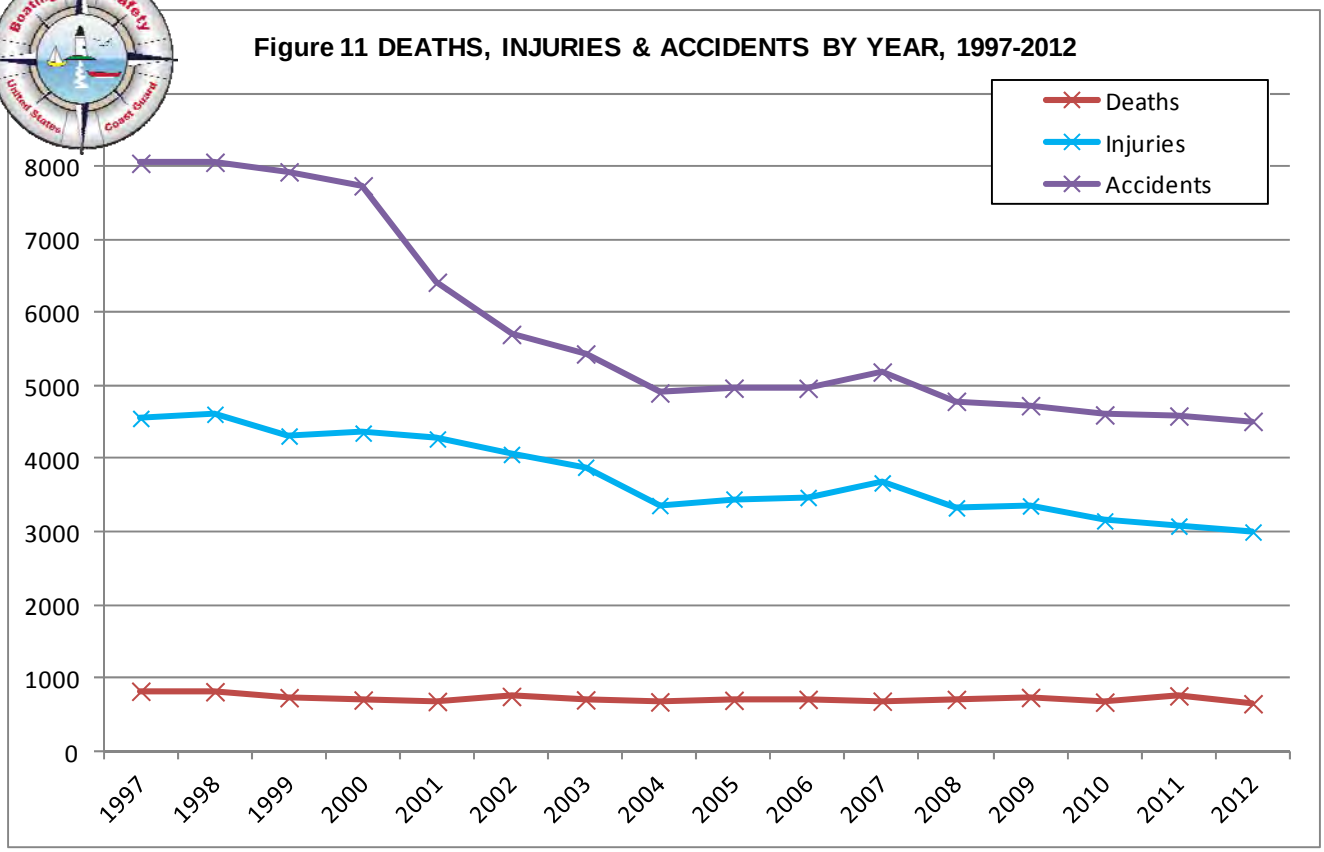


Table 29 ▪ DEATHS, INJURIES & ACCIDENTS BY YEAR, 1997-2012			
Year	Deaths	Injuries	Accidents
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191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

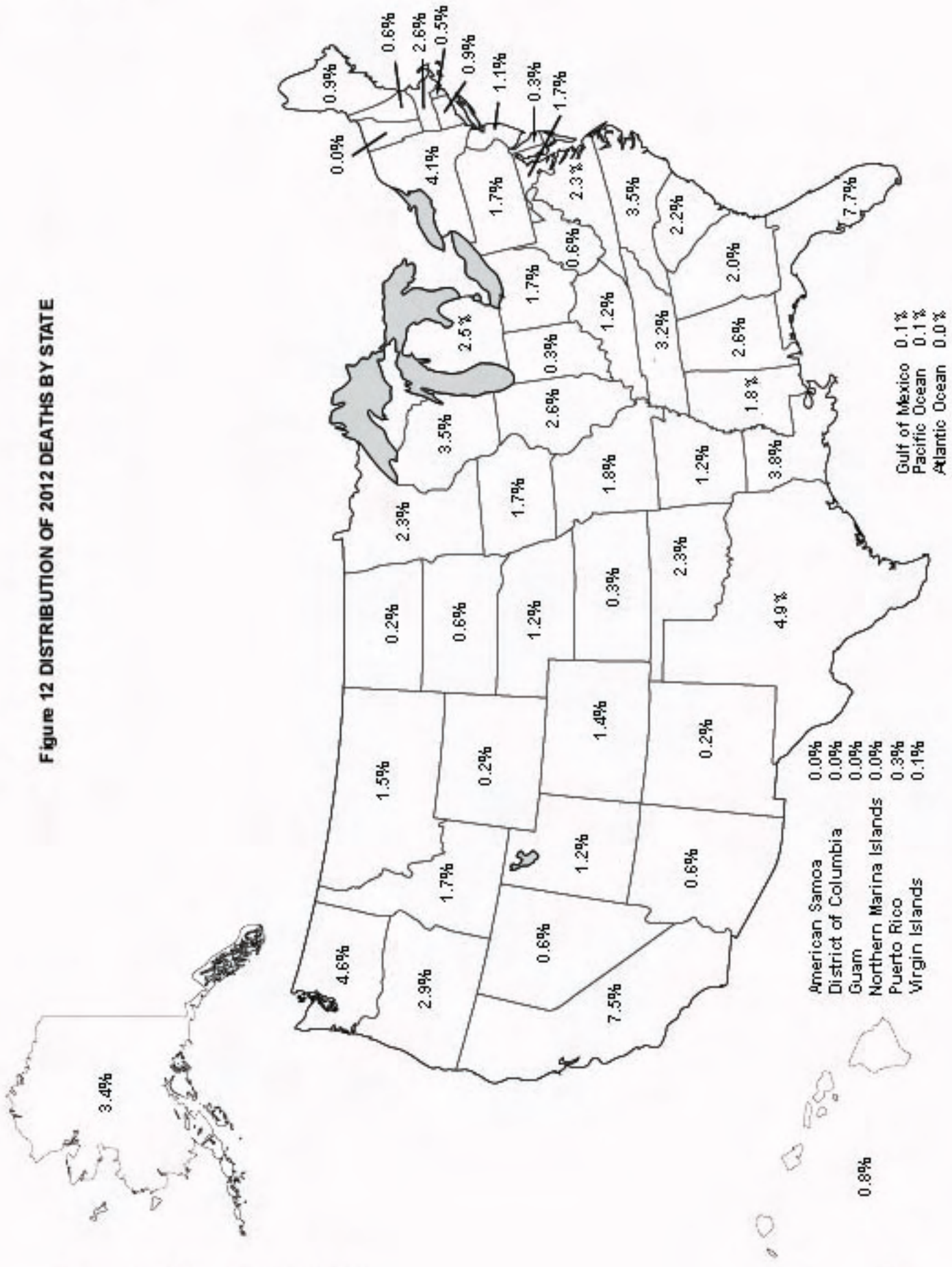
* On July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels changed from $500 to $2000.

Table 30 ▪ ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2012

	Number of Accidents				Persons Involved		
	Total	Fatal	Non-Fatal Injury	Property Damage	Deaths	Injured	Damages
Totals	4515	578	2074	1863	651	3000	$38,011,601
AK	23	15	3	5	22	5	$321,535
AL	71	16	32	23	17	47	$706,778
AR	68	8	26	34	8	50	$310,500
AZ	99	3	60	36	4	77	$682,008
CA	365	37	183	145	49	249	$3,453,588
CO	46	8	22	16	9	36	$61,755
CT	49	6	15	28	6	26	$984,189
DE	13	2	6	5	2	7	$34,700
DC	2	0	2	0	0	2	$4,200
FL	662	48	283	331	50	398	$6,801,730
GA	111	11	52	48	13	80	$410,488
HI	28	5	4	19	5	6	$211,700
IA	33	8	13	12	11	25	$72,335
ID	66	11	35	20	11	47	$341,905
IL	101	15	49	37	17	77	$545,292
IN	43	2	18	23	2	23	$247,379
KS	27	2	12	13	2	13	$112,321
KY	47	7	14	26	8	22	$643,005
LA	116	23	50	43	25	84	$739,461
MA	68	16	26	26	17	40	$925,767
MD	145	11	90	44	11	123	$949,202
ME	48	6	21	21	6	28	$233,931
MI	103	14	46	43	16	65	$410,525
MN	84	12	47	25	15	70	$273,270
MO	141	10	67	64	12	96	$795,479
MS	57	11	28	18	12	39	$586,335
MT	17	9	4	4	10	5	$42,510
NC	145	22	73	50	23	97	$724,555
ND	10	1	2	7	1	2	$29,250
NE	45	8	22	15	8	47	$206,164
NH	40	4	16	20	4	22	$405,144
NJ	115	7	52	56	7	80	$116,000
NM	18	1	12	5	1	13	$59,600
NV	57	3	30	24	4	46	$510,302
NY	197	21	89	87	27	127	$4,762,532
OH	136	11	60	65	11	83	$802,994
OK	71	12	36	23	15	56	$375,175
OR	70	17	21	32	19	30	$399,048
PA	59	9	36	14	11	45	$158,271
RI	31	3	10	18	3	15	$1,163,700
SC	108	13	56	39	14	85	$957,704
SD	18	3	8	7	4	12	$57,290
TN	147	16	69	62	21	99	$2,207,262
TX	162	32	73	57	32	104	$705,891
UT	99	6	50	43	8	66	$258,730
VA	89	13	42	34	15	63	$461,935
VT	3		1	2	0	1	$22,500
WA	105	28	34	43	30	63	$1,195,897
WI	110	23	53	34	23	69	$519,623
WV	19	4	8	7	4	9	$41,331
WY	9	1	5	3	1	13	$30,700
AS	0	0	0	0	0	0	$0
GU	1	0	1	0	0	1	$0
CNMI	1	0	1	0	0	1	$0
PR	1	1	0	0	2	0	$0
VI	2	1	1	0	1	1	$0
Atlantic Ocean*	4		1	3	0	1	$91,675
Gulf of Mexico*	6	1	2	3	1	7	$456,440
Pacific Ocean*	4	1	2	1	1	2	$390,000

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

Figure 12 DISTRIBUTION OF 2012 DEATHS BY STATE



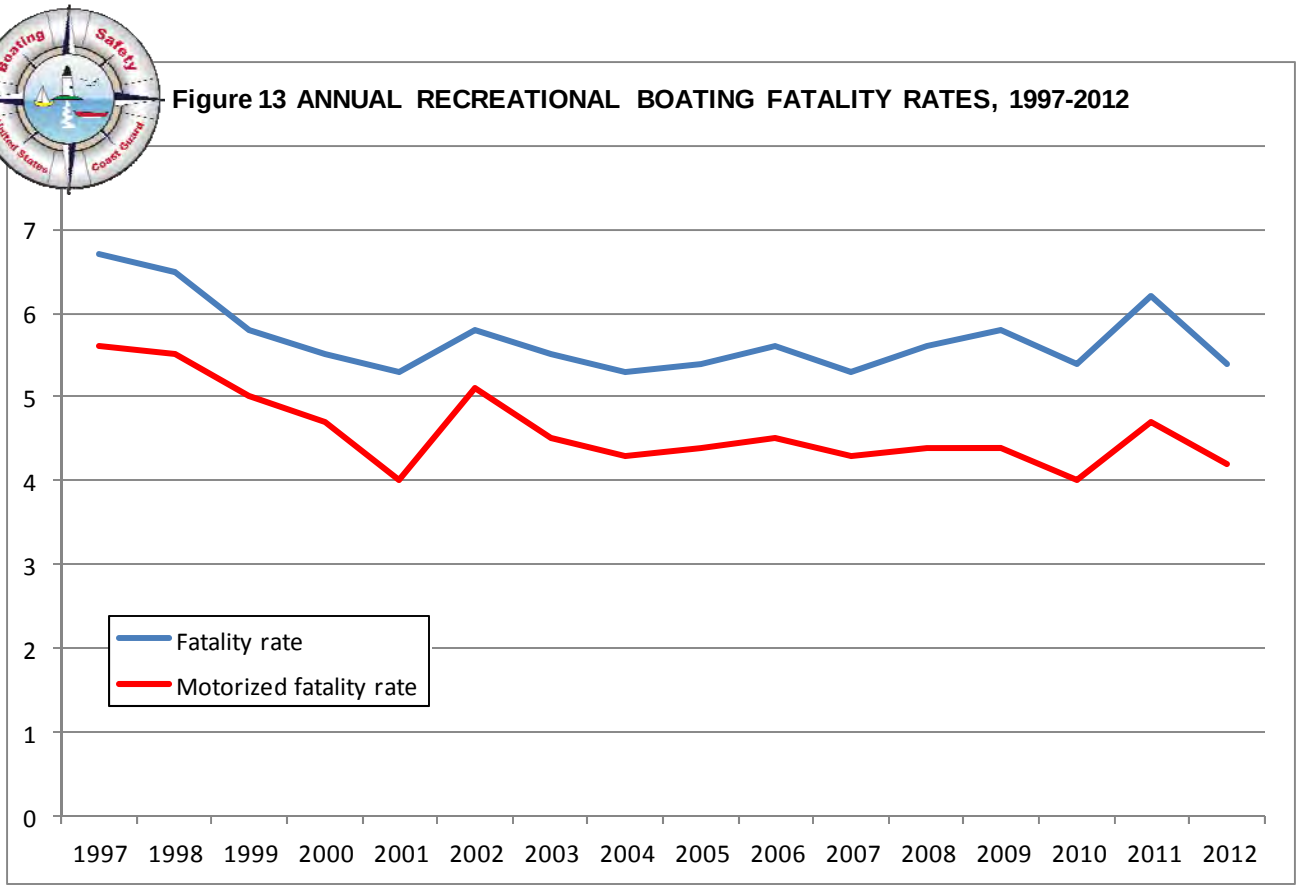
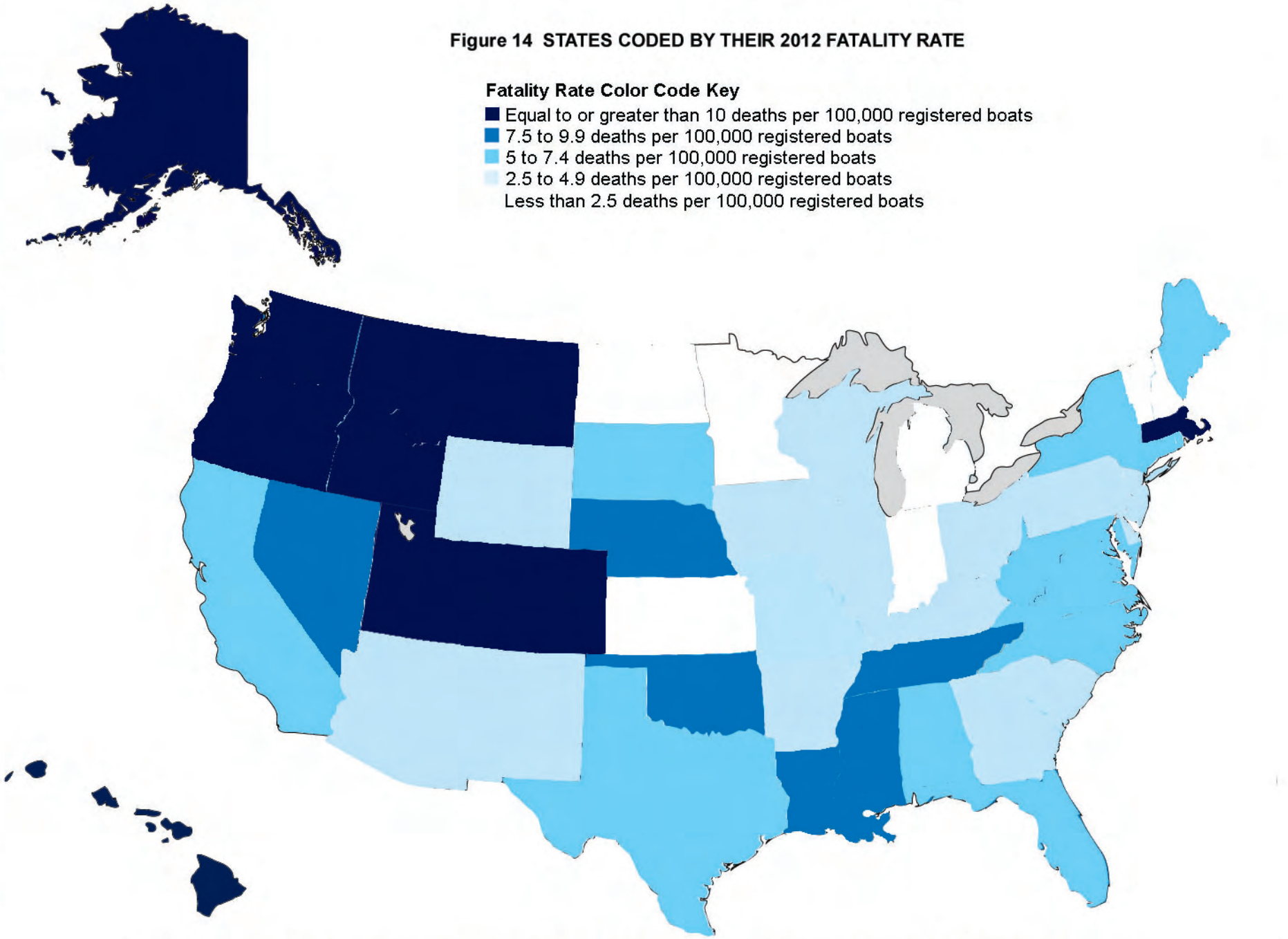


Table 31 ▪ ANNUAL RECREATIONAL BOATING FATALITY RATES 1997-2012

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

Figure 14 STATES CODED BY THEIR 2012 FATALITY RATE



Note: This fatality rate is calculated using the number deaths in each state and the number of registered boats in each state. Please be aware that, for some states, the fatality rate includes deaths that occurred on vessels that were not registered. Further, only the continguous jurisdictions and Hawaii and Alaska are represented.

Table 32 ▪ FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2008-2012															
	Total Number of Accidents					Fatal Accidents					Deaths				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
Totals	4789	4730	4604	4588	4515	619	646	605	686	578	709	736	672	758	651
Alabama	76	75	90	73	71	11	11	20	14	16	16	14	20	19	17
Alaska	44	19	24	20	23	11	13	8	13	15	14	14	11	15	22
Arizona	158	151	113	55	99	5	3	3	10	3	6	3	6	15	4
Arkansas	66	78	60	158	68	13	16	12	13	8	14	17	14	11	8
California	520	478	412	399	365	39	42	44	47	37	45	47	48	52	49
Colorado	39	60	53	58	46	7	12	6	9	8	7	13	7	10	9
Connecticut	53	56	52	42	49	9	8	6	8	6	11	8	7	8	6
Delaware	11	16	21	10	13	3	1	1	3	2	3	1	2	3	2
DC	2	0	1	4	2	0	0	0	1	0	0	0	0	1	0
Florida	616	610	608	685	662	50	53	65	56	48	55	67	69	61	50
Georgia	150	145	135	96	111	16	11	18	14	11	18	12	19	14	13
Hawaii	21	19	15	17	28	5	7	4	6	5	5	7	4	6	5
Idaho	65	74	67	57	66	15	13	9	11	11	15	15	13	12	11
Illinois	119	96	97	106	101	14	15	14	20	15	19	16	15	23	17
Indiana	55	42	43	50	43	7	13	6	10	2	8	13	8	10	2
Iowa	38	37	54	38	33	0	3	6	4	8	0	3	6	4	11
Kansas	38	27	30	40	27	4	5	4	7	2	5	6	6	7	2
Kentucky	46	62	75	46	47	5	17	14	9	7	6	21	14	10	8
Louisiana	110	120	105	112	116	31	26	16	30	23	38	33	21	36	25
Maine	32	44	34	48	48	8	8	6	11	6	9	8	8	12	6
Maryland	159	174	196	184	145	8	16	9	17	11	9	17	9	19	11
Massachusetts	64	51	60	46	68	11	10	16	9	16	11	10	16	9	17
Michigan	187	131	132	129	103	30	32	25	24	14	34	36	27	26	16
Minnesota	86	82	82	75	84	12	14	11	14	12	12	15	12	16	15
Mississippi	24	39	17	34	57	4	15	7	11	11	5	16	8	11	12
Missouri	135	150	161	128	141	19	16	13	17	10	20	17	14	20	12
Montana	31	20	11	19	17	12	6	2	9	9	14	6	2	10	10
Nebraska	20	31	24	22	45	2	5	5	4	8	2	6	5	5	8
Nevada	80	67	59	42	57	6	6	2	7	3	6	7	2	7	4
New Hampshire	28	60	46	36	40	2	6	3	2	4	2	7	3	2	4
New Jersey	140	126	116	119	115	7	6	8	8	7	10	6	8	8	7
New Mexico	30	34	37	24	18	2	3	7	1	1	3	3	8	2	1
New York	160	148	211	173	197	17	19	24	25	21	24	23	27	28	27
North Carolina	148	144	148	144	145	16	19	23	27	22	18	19	24	28	23
North Dakota	15	7	11	10	10	0	0	3	3	1	0	0	3	5	1
Ohio	125	105	127	135	136	12	9	15	13	11	15	9	16	15	11
Oklahoma	54	55	51	57	71	10	10	12	10	12	11	14	13	11	15
Oregon	53	67	60	66	70	11	11	10	10	17	13	13	11	10	19
Pennsylvania	59	58	70	87	59	8	11	6	22	9	8	11	7	22	11
Rhode Island	35	50	34	26	31	4	1	1	2	3	4	1	2	2	3
South Carolina	107	95	102	93	108	25	7	25	17	13	29	11	27	19	14
South Dakota	16	21	18	13	18	3	3	2	2	3	3	3	4	2	4
Tennessee	130	117	116	117	147	18	19	17	21	16	20	22	19	22	21
Texas	218	168	163	197	162	55	34	27	34	32	61	38	28	37	32
Utah	80	87	103	109	99	5	8	10	8	6	5	11	10	8	8
Vermont	8	4	2	7	3	5	2	0	3	0	5	2	0	3	0
Virginia	95	137	102	121	89	15	23	14	19	13	17	27	14	21	15
Washington	98	111	72	93	105	18	17	14	14	28	22	22	18	15	30
West Virginia	11	32	23	17	19	1	13	7	6	4	1	15	8	8	4
Wisconsin	110	102	104	110	110	19	15	17	19	23	20	16	18	22	23
Wyoming	11	18	15	16	9	2	4	1	5	1	2	4	1	6	1
Guam	1	1	1	2	1	1	0	0	2	0	1	0	0	2	0
Puerto Rico	1	9	12	3	1	0	3	2	1	1	0	4	3	1	2
Virgin Islands	0	1	2	0	2	0	1	2	0	1	0	1	3	0	1
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	1	2	1	5	1	0	0	0	0	0	0	0	0	0	0
*AT	6	4	18	9	4	3	1	2	2	0	3	1	3	4	0
*GL	1	4	2	4	6	1	2	0	1	1	1	2	0	2	1
*PC	3	8	6	1	4	2	1	1	0	1	4	1	1	0	1
Federal	0	1	0	1	0	0	1	0	1	0	0	2	0	1	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 and nine or more miles in the Gulf of Mexico.

Table 33 ▪ NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2012

	Total accidents	Capsizing	Carbon monoxide	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other deaths	Total deaths	Injuries
Totals	4515	289	13	475	33	20	7	1010	161	104	151	1	190	331	157	96	11	509	422	37	55	0	387	2	53	1	459	192	651	3000
AL	71	3	0	13	3	0	0	12	0	3	2	0	3	10	4	3	0	6	4	0	0	0	5	0	0	0	13	4	17	47
AK	23	4	0	3	1	0	0	3	1	0	1	0	0	3	0	0	0	6	0	0	0	0	0	0	1	0	19	3	22	5
AZ	99	1	0	6	1	0	0	29	0	1	2	0	5	3	8	2	0	5	6	3	4	0	20	0	3	0	3	1	4	77
AR	68	2	0	7	0	0	0	19	7	1	3	0	1	3	6	0	0	5	10	1	0	0	3	0	0	0	4	4	8	50
CA	365	26	2	13	1	3	1	92	8	8	6	0	8	31	7	13	3	50	36	1	5	0	45	0	6	0	32	17	49	249
CO	46	7	1	0	0	0	0	6	0	1	2	0	1	4	1	0	0	9	6	1	0	0	7	0	0	0	9	0	9	36
CT	49	3	0	6	0	0	0	10	3	0	0	0	2	3	1	1	0	4	13	0	2	0	1	0	0	0	3	3	6	26
DE	13	1	0	2	0	0	0	3	0	1	0	0	0	1	0	1	0	2	1	1	0	0	0	0	0	0	2	0	2	7
DC	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
FL	662	30	1	128	2	2	0	165	11	5	35	0	42	33	15	13	0	101	48	5	6	0	15	0	5	0	30	20	50	398
GA	111	2	1	13	1	0	0	30	3	1	4	0	5	8	3	2	0	5	12	0	0	0	20	0	1	0	4	9	13	80
HI	28	5	0	0	0	1	0	2	0	1	1	0	2	2	0	0	0	2	12	0	0	0	0	0	0	0	0	5	5	6
ID	66	4	0	11	0	0	0	10	5	0	3	0	1	4	2	0	0	8	6	0	0	0	12	0	0	0	8	3	11	47
IL	101	5	1	10	1	0	1	25	2	2	1	0	3	8	4	3	0	13	9	1	2	0	10	0	0	0	15	2	17	77
IN	43	4	0	4	2	0	0	12	1	1	1	0	2	5	0	1	0	3	2	0	0	0	4	0	1	0	1	1	2	23
IA	33	3	0	1	0	0	0	8	0	3	4	0	2	2	0	0	0	3	4	0	0	0	3	0	0	0	7	4	11	25
KS	27	0	0	1	0	0	0	5	3	2	1	0	0	3	2	0	0	3	3	0	0	0	3	0	1	0	1	1	2	13
KY	47	2	0	1	0	0	0	15	4	0	2	0	1	4	3	4	0	3	4	0	0	0	2	0	2	0	7	1	8	22
LA	116	5	0	26	6	3	1	8	12	3	3	0	3	15	2	1	0	16	9	0	0	0	3	0	0	0	17	8	25	84
ME	48	7	0	2	1	0	0	7	3	1	1	0	1	2	3	0	0	3	11	0	1	0	4	0	1	0	4	2	6	28
MD	145	11	1	18	0	1	0	19	6	5	5	0	11	7	4	1	3	8	7	2	3	0	29	0	4	0	7	4	11	123
MA	68	12	1	1	0	2	0	16	0	3	4	0	2	4	4	2	0	8	5	1	0	0	3	0	0	0	10	7	17	40
MI	103	7	0	16	0	0	0	27	0	3	4	0	3	6	3	1	0	7	7	0	4	0	14	0	1	0	12	4	16	65
MN	84	8	0	6	0	0	0	25	0	4	2	0	0	8	4	0	0	9	2	2	3	0	9	0	2	0	12	3	15	70
MS	57	3	0	5	1	1	0	12	9	1	3	0	4	3	1	1	1	8	3	0	0	0	1	0	0	0	10	2	12	39
MO	141	4	1	18	0	0	0	27	6	5	2	0	16	9	8	6	0	11	9	0	1	0	16	0	2	0	6	6	12	96
MT	17	7	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	9	1	10	5
NE	45	8	0	4	0	0	0	7	4	2	0	0	0	4	1	0	0	6	0	2	0	0	7	0	0	0	5	3	8	47
NV	57	1	0	3	0	1	0	16	1	4	0	0	3	1	1	0	0	9	10	0	0	0	7	0	0	0	3	1	4	46

Table 33 Continued ▪ NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2012

	Total accidents	Capsizing	Carbon monoxide	Collision with fixed object	Collision with floating object	Collision with commercial vessel	Collision with governmental vessel	Collision with recreational vessel	Collision with submerged object	Departed vessel	Ejected from vessel	Electrocution	Fall in vessel	Falls overboard	Fire/explosion (fuel)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding/swamping	Grounding	Person struck by propeller	Person struck by vessel	Sinking	Skier mishap	Sudden medical condition	Other	Unknown	Drownings	Other deaths	Total deaths	Injuries
NH	40	4	0	0	2	0	0	5	0	0	1	0	1	3	2	2	0	5	10	1	0	0	4	0	0	0	3	1	4	22
NJ	115	3	0	0	18	0	2	29	4	1	4	0	10	8	5	2	0	12	13	0	0	0	3	0	1	0	5	2	7	80
NM	18	1	0	0	0	0	0	3	2	1	1	0	0	3	0	0	0	1	3	0	0	0	3	0	0	0	0	1	1	13
NY	197	12	1	1	18	1	0	46	11	6	11	0	12	7	9	7	0	12	24	2	1	0	13	0	3	0	20	7	27	127
NC	145	9	0	0	9	0	1	35	7	3	6	0	4	18	5	3	0	16	9	2	6	0	11	0	1	0	16	7	23	97
ND	10	1	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2
OH	136	4	0	0	8	1	0	24	14	7	4	0	2	7	5	0	0	17	28	0	0	0	9	0	6	0	8	3	11	83
OK	71	4	0	0	2	1	0	23	1	6	4	0	3	5	4	0	0	5	3	2	0	0	6	0	2	0	14	1	15	56
OR	70	6	0	1	10	0	0	12	6	0	0	0	4	6	2	1	0	7	8	1	0	0	4	2	0	0	14	5	19	30
PA	59	8	1	0	4	0	0	13	0	1	3	0	4	8	2	1	0	4	3	0	1	0	6	0	0	0	11	0	11	45
RI	31	5	0	2	3	0	0	7	0	0	0	0	1	3	2	1	0	3	4	0	0	0	0	0	0	0	2	1	3	15
SC	108	5	0	1	17	1	0	29	2	0	4	0	5	8	5	3	1	9	7	1	3	0	7	0	0	0	12	2	14	85
SD	18	1	1	0	0	0	0	5	0	0	0	0	1	0	0	0	0	4	4	0	0	0	2	0	0	0	2	2	4	12
TN	147	4	1	0	15	2	0	33	6	2	6	1	4	10	3	8	0	16	15	2	1	0	16	0	2	0	14	7	21	99
TX	162	9	0	1	22	1	1	41	7	3	10	0	3	18	5	1	0	11	11	2	6	0	9	0	1	0	23	9	32	104
UT	99	7	0	0	4	0	0	15	4	4	1	0	4	3	2	1	0	18	9	0	2	0	23	0	2	0	6	2	8	66
VT	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
VA	89	6	0	0	8	0	0	11	1	2	1	0	2	9	7	1	0	17	10	1	0	0	12	0	1	0	11	4	15	63
WA	105	12	0	0	3	5	0	22	4	3	1	0	1	8	4	4	2	13	15	1	1	0	4	0	2	0	20	10	30	63
WV	19	5	0	0	1	0	0	4	1	0	0	0	2	0	1	1	0	2	0	0	0	0	2	0	0	0	3	1	4	9
WI	110	7	0	0	8	1	0	27	1	4	2	0	4	21	5	2	0	13	5	0	2	0	6	0	2	0	18	5	23	69
WY	9	1	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1	13
GU	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0
VI	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
AT	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
GL	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0	0	0	0	1	0	1	7
PC	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	1	2

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

Primary Injury	Number of injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
Amputation	31	0	0	3	0	1	1	0	13	5	8	0	0	0	0	0	0
Broken bone	589	8	8	37	3	1	1	2	289	227	9	1	1	0	0	0	2
Burns	74	0	1	25	0	0	0	0	38	6	2	0	0	0	0	0	2
Carbon monoxide	25	0	0	11	0	9	0	0	5	0	0	0	0	0	0	0	0
Concussion	258	1	1	23	0	0	4	0	140	79	4	0	5	0	0	0	1
Dislocation	61	0	0	1	0	0	2	0	37	21	0	0	0	0	0	0	0
Electric shock	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
Hypothermia	291	3	8	8	59	0	1	30	129	2	4	16	15	2	0	3	11
Internal organ injury	118	0	0	4	7	0	2	3	59	35	7	0	0	0	0	0	1
Laceration	652	8	6	74	3	1	2	5	368	132	36	3	6	1	1	1	5
Scrape/bruise	495	8	14	52	8	2	1	1	240	139	21	1	5	1	0	0	2
Shock	25	0	0	5	3	0	0	1	12	2	1	0	1	0	0	0	0
Spinal cord injury	53	3	1	4	0	0	0	0	32	11	2	0	0	0	0	0	0
Sprain/strain	250	0	3	14	5	0	2	3	149	58	12	1	3	0	0	0	0
Other	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
Unknown	69	0	2	8	0	2	0	0	43	4	8	0	0	0	0	0	2
All Injuries	3000	31	44	269	89	22	16	45	1556	721	114	22	36	4	1	4	26

Table 35 ▪ NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2012

Cause of Death	Life jacket worn?	Number of deaths	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
Carbon monoxide	No	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cardiac arrest	Yes	10	0	0	0	1	0	0	1	3	3	0	0	2	0	0	0	0
Cardiac arrest	No	19	1	0	1	2	0	0	1	7	2	2	2	1	0	0	0	0
Drowning	Yes	71	0	2	3	6	0	10	18	23	7	1	0	1	0	0	0	0
Drowning	No	379	1	4	32	36	3	18	20	186	16	29	19	3	2	2	4	4
Drowning	Unknown	9	0	0	0	1	0	0	2	2	0	0	0	0	2	0	0	2
Hypothermia	Yes	5	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0
Hypothermia	No	6	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0
Other	Yes	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Other	No	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Trauma	Yes	35	0	0	0	0	1	1	0	7	22	3	0	0	0	0	1	0
Trauma	No	66	1	1	7	1	1	0	0	45	5	5	0	0	0	0	0	0
Trauma	Unknown	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Unknown	Yes	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Unknown	No	26	0	2	5	4	0	0	3	6	1	2	0	1	0	1	0	1
Unknown	Unknown	13	0	0	2	0	0	1	1	1	1	2	1	0	1	0	0	3
All Causes		651	3	12	55	52	5	30	50	286	58	44	23	10	5	3	5	10

Registration Data

Explanation of Registration Data Section

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

Recreational Vessel Registration by Year, 1980-2012 (Table 36 & Figure 15, Page 65)
This table provides information about recreational vessel registration for each year from 1980-2012. The accompanying figure displays a trend line from 1980-2012.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 66)
The top section of the table provides tallies for the number of mechanically-propelled vessels, the number of manually-propelled vessels, and a summation of these two categories. The middle section of the table documents mechanically-propelled vessel registration by length category and engine type. The bottom section of the table focuses on manually-propelled vessels.

Registration Data by State (Table 38, Page 67)
This table examines recreational vessel registration, deaths, and fatality rates by state for years 2012 and 2011. The fatality rate is calculated by dividing the number of fatalities by the total vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. This table also specifies the scope of the state's registration program.

Distribution of 2012 Recreational Vessel Registration by State (Figure 16, Page 68)
This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 776,584 vessels. Out of the total national registration of 12,101,936, California contributed 6.4% ((776,584/12,101,936) * 100) of registered vessels.

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

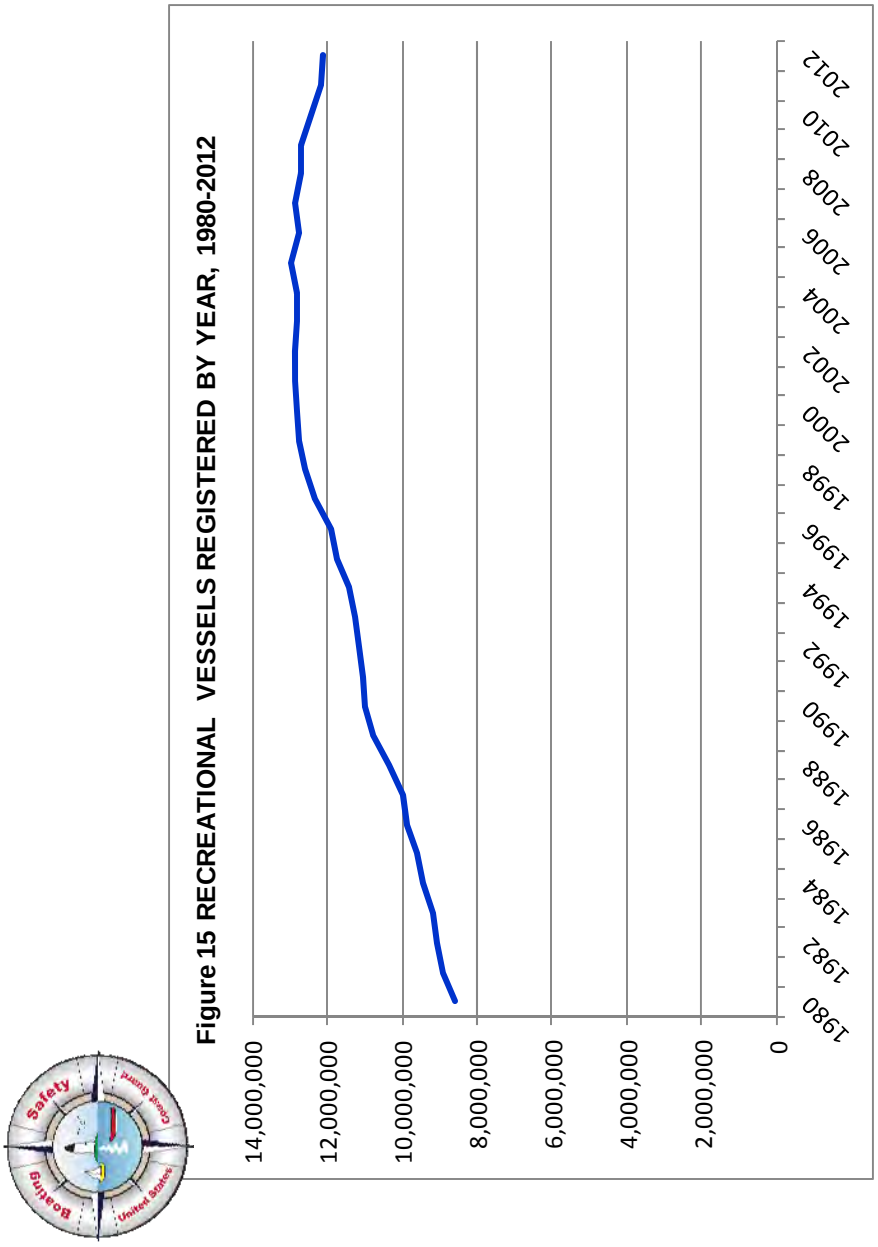


Table 37 ▪ RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2012

Mechanically Propelled	Not Mechanically Propelled	Total
11,226,268	875,668	12,101,936

STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED

	Means of Mechanical Propulsion			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Under 16 feet	1,301,892	3,094,820	142,612	8,309	16,687	4,564,320
16 to less than 26 feet	693,496	4,174,635	1,134,433	10,664	37,167	6,050,395
26 to less than 40 feet	162,769	134,147	185,447	39,397	10,393	532,153
40 to 65 feet	43,671	6,870	12,303	5,433	709	68,986
Over 65 feet	5,481	2,080	2,748	84	21	10,414
Total	2,207,309	7,412,552	1,477,543	63,887	64,977	11,226,268

STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED

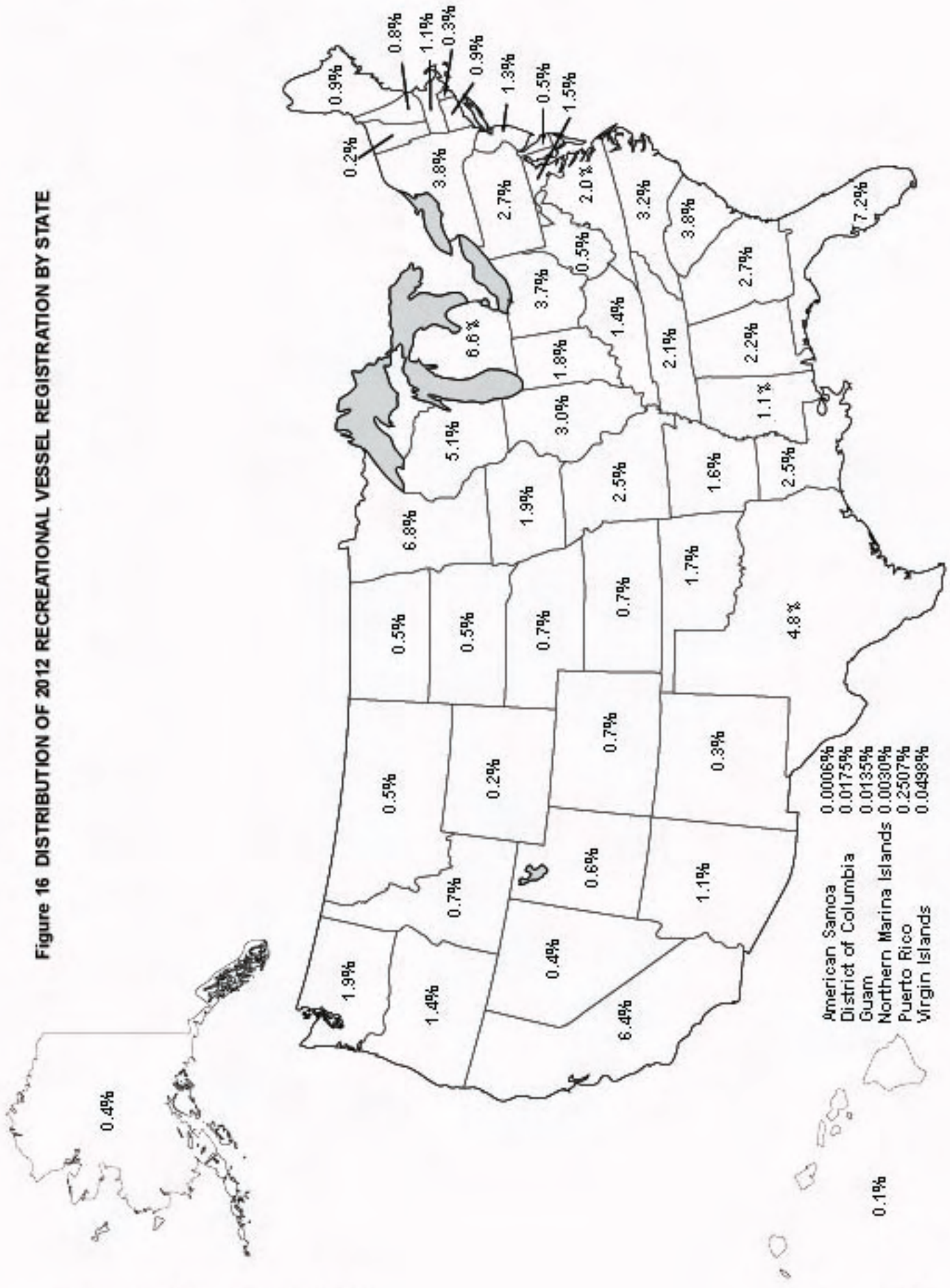
Rowboats	Sailboats	Canoes/Kayaks	Other Boats	Total
105,104	115,400	437,164	218,000	875,668

Table 38 ▪ RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2011-2012

	2012			2011			
	Registration	Deaths	Fatality Rate	Registration	Deaths	Fatality Rate	Scope of Current Boat Registration System
Totals	**12,101,936**	**651**	**5.4**	**12,173,935**	**758**	**6.2**	
AL	268,374	17	6.3	265,526	19	7.2	All motorboats, sailboats and rental boats
AK	50,142	22	43.9	50,219	15	29.9	All undocumented powerboats
AS	74	0	0.0	52	0	0.0	All watercraft
AZ	129,221	4	3.1	131,665	11	8.4	All watercraft, except inflatables 12 feet in length or less
AR	199,546	8	4.0	200,915	15	7.5	All motorboats and sailboats
CA	776,584	49	6.3	855,243	52	6.1	All motorboats; sailboats over 8 feet in length
CO	87,225	9	10.3	89,321	10	11.2	All watercraft powered by motor or sail - sailboards exempt
CT	103,992	6	5.8	105,499	8	7.6	All motorboats; sailboats 19.5 feet or more in length
DE	58,541	2	3.4	57,687	3	5.2	All motorboats
DC	2,118	0	0.0	2,889	1	34.6	All watercraft
FL	870,031	50	5.7	889,895	61	6.9	All motorboats
GA	323,116	13	4.0	322,346	14	4.3	All motorboats; sailboats 12 feet or more in length
GU	1,631	0	0.0	2,834	2	70.6	All watercraft (estimated)
HI	14,098	5	35.5	13,375	6	44.9	All motorboats; sailboats over 8 feet in length
ID	85,749	11	12.8	84,290	12	14.2	All motorboats and sailboats
IL	368,224	17	4.6	371,365	23	6.2	All watercraft, except non-profit org. owned canoes and kayaks
IN	214,487	2	0.9	217,297	10	4.6	All motorboats
IA	235,095	11	4.7	228,743	4	1.7	All watercraft with exceptions (a)
KS	85,840	2	2.3	88,041	7	8.0	All motorboats and sailboats
KY	175,286	8	4.6	171,936	10	5.8	All motorboats, except electric motors 1 hp or less
LA	305,081	25	8.2	302,974	36	11.9	All motorboats; sailboats more than 12 feet in length
ME	108,502	6	5.5	106,679	12	11.2	All motorboats
MD	185,626	11	5.9	188,623	19	10.1	All motorboats
MA	139,123	17	12.2	139,991	9	6.4	All motorboats
MI	804,088	16	2.0	803,391	26	3.2	All watercraft with exceptions (b)
MN	817,996	15	1.8	808,783	16	2.0	All watercraft with exceptions (c)
MS	133,556	12	9.0	156,743	11	7.0	All motorboats and sailboats
MO	300,714	12	4.0	302,271	20	6.6	All motorboats; sailboats over 12 feet in length
MT	54,642	10	18.3	42,985	10	23.3	All motorboats; sailboats 12 feet or more in length
NE	86,248	8	9.3	84,471	5	5.9	All motorboats
NV	50,499	4	7.9	50,864	7	13.8	All motorboats, sailboats, rowboats
NH	92,976	4	4.3	91,950	2	2.2	All motorboats; sailboats 20 feet or more in length
NJ	160,345	7	4.4	166,037	8	4.8	All watercraft with exceptions (d)
NM	36,846	1	2.7	37,469	2	5.3	All motorboats and sailboats
NY	463,539	27	5.8	467,828	28	6.0	All motorboats
NC	391,711	23	5.9	392,566	28	7.1	All motorboats; sailboats more than 14 feet in length
ND	62,799	1	1.6	47,537	5	10.5	All watercraft
CNMI	365	0	0.0	250	0	0.0	All motorboats
OH	441,732	11	2.5	432,696	15	3.5	All watercraft
OK	201,069	15	7.5	199,337	11	5.5	All watercraft
OR	169,188	19	11.2	171,983	10	5.8	All motorboats; sailboats 12 feet or more in length
PA	332,431	11	3.3	331,590	22	6.6	All motorboats and certain non-powered craft (e)
PR	30,342	2	6.6	24,391	1	4.1	All motorboats; vessels adapted to hold a motor
RI	40,451	3	7.4	40,989	2	4.9	All watercraft except canoes, kayaks & rowboats < 12 feet
SC	460,564	14	3.0	447,745	19	4.2	All watercraft
SD	58,449	4	6.8	56,615	2	3.5	All motorboats; all other boats over 12 feet in length
TN	259,632	21	8.1	259,904	22	8.5	All motorboats and sailboats
TX	580,064	32	5.5	577,174	37	6.4	All motorboats and sailboats 14 feet or more in length
UT	70,144	8	11.4	68,427	8	11.7	All motorboats and sailboats
VT	28,987	0	0.0	28,807	3	10.4	All motorboats
VI	6,023	1	16.6	8,052	0	0.0	All watercraft
VA	239,878	15	6.3	242,473	21	8.7	All motorboats
WA	230,684	30	13.0	234,543	15	6.4	All motorboats with exceptions (f); sailboats >16 ft in length
WV	57,085	4	7.0	51,752	8	15.5	All motorboats
WI	622,563	23	3.7	628,743	22	3.5	All motorboats; sailboats over 12 feet in length
WY	28,620	1	3.5	28,164	6	21.3	All motorboats and sailboats
Offshore/Fed		2			8		

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

Figure 16 DISTRIBUTION OF 2012 RECREATIONAL VESSEL REGISTRATION BY STATE



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

OMB Control Number: 1625-0003
Expires: 9/30/2014

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

REPORT SUBMISSION

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

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

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

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

To be submitted within:

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

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

Phone:

You may submit any comments concerning the accuracy of the burden estimate or any suggestions for reducing the burden to: Commandant (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503. Questions relating to the collection of this data should be sent to the Coast Guard.

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

First Name	Last Name	Phone	*Primary Cause of Accident*

ACCIDENT SUMMARY

WHEN

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

WHERE

Body of Water Name

Location *(on water)* description

Nearest city/town

County: State:

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

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

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

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

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

YOUR BOAT

BOAT IDENTIFICATION

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

SIZE ESTIMATES

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

HULL MATERIAL

Type of Hull Material *(select one)*

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

BOAT TYPE

Boat Type *(select one)*

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

Available Propulsion *(select all that apply)*

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

ENGINE

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

SAFETY MEASURES

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

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

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

ACCIDENT DETAILS – EXTERNAL CONDITIONS

WEATHER

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

WATER

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

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

ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON *YOUR* BOAT

OPERATOR/PASSENGER ACTIVITIES

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

Activities were *(select one)*

☐ Recreational	☐ Commercial		

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

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

BOAT OPERATIONS

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

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

ACCIDENT DETAILS – CONTRIBUTING FACTORS ON *YOUR* BOAT

CONTRIBUTING FACTORS

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

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

ACCIDENT DETAILS –*YOUR* BOAT

MACHINERY/EQUIPMENT FAILURE

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

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

ACCIDENT DETAILS – EVENTS ON *YOUR* BOAT

ACCIDENT EVENTS

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

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

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

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

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

INJURED PERSON

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

INJURY DETAILS

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

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

Person was wearing lifejacket? ☐ Yes ☐ No

Person received treatment beyond first aid? ☐ Yes ☐ No

Person was admitted to a hospital? ☐ Yes ☐ No

Nature of most serious injury *(select one)*

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

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

ACCIDENT DETAILS – *YOUR* BOAT – DEATHS/DISAPPEARANCES

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

PERSON WHO DIED/DISAPPEARED

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

DETAILS OF DEATH/DISAPPEARANCE

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

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

Nature of death/disappearance *(select one)*

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

Person was wearing lifejacket? ☐ Yes ☐ No

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

ACCIDENT DETAILS – *YOUR* BOAT OPERATOR

OPERATOR INSTRUCTION

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

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

OPERATOR SAFETY MEASURES

On board, prior to accident, was operator wearing:

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

OPERATOR EXPERIENCE

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

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

ACCIDENT DETAILS – OTHER KEY PEOPLE

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

NAME/ADDRESS

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

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

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

NAME/ADDRESS

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

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

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

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

YOUR BOAT OPERATOR

NAME/ADDRESS

First Name	MI	Last Name
Street		
City	State	Zip

AGE/GENDER/PHONE

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

YOUR BOAT OWNER

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

NAME/ADDRESS/PHONE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

PERSON SUBMITTING THIS REPORT

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

NAME/ADDRESS/PHONE/ROLE

First Name	MI	Last Name	
Street			
City	State	Zip	Phone

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

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

SIGNATURE OF PERSON SUBMITTING THIS REPORT

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

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

The Coast Guard 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 (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

Glossary

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

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

Auxiliary Sailboat - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Machinery Failure - Defect and/or failure in the machinery or material, design or construction, or com-

ponents installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

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

Motorboat - Any vessel equipped with propulsion machinery.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of State Codes

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