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Office of Auxiliary and Boating Safety

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

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FOREWORD

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

Recreational Boating Statistics 2025, the 67th annual report, contains statistics on recreational boating incidents 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 2025 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, then navigate to *Statistics* on the menu bar and select *Accident Statistics*.

/Daniel H. Cost/
Captain, U.S. Coast Guard
Director of Inspections & Compliance

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INTRODUCTION

2025 Executive Summary

In calendar year 2025, the Coast Guard verified 3,890 incidents that involved 568 deaths, 2,119 injuries, and approximately $89 million in property damage as a result of recreational boating incidents. Over the most recent three years, boating fatalities reached their lowest cumulative level since the program began keeping records in 1962. The three-year average number of boating deaths, which is reported to the Department of Homeland Security as a measure of program effectiveness, was 563 deaths per year for calendar years 2023, 2024, and 2025.

- The fatality rate was 4.9 deaths per 100,000 registered recreational vessels. This rate represented an increase from the 2024 fatality rate of 4.8 deaths per 100,000 registered recreational vessels.
- Compared to 2024, the number of incidents increased 0.1%, the number of deaths increased 2.2%, and the number of injuries decreased 2.4%.
- Where cause of death was known, 78% of fatal boating incident victims drowned. Of those drowning victims with reported Personal Flotation Device usage, 86% were not wearing a Personal Flotation Device.
- Where length was known, 75% of boaters who drowned were aboard vessels less than 21 feet in length.
- Alcohol use is the leading known contributing factor in fatal boating incidents; where the primary cause was known, it was listed as the leading factor in 16% of deaths. When looked at across all known factors in fatal boating incidents, alcohol use was listed in 19% of fatal boating incidents.
- Where instruction was known, 72% of deaths occurred on boats where the operator did not receive boating safety instruction; 27% of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.
- There were 141 incidents in which at least one person was struck by a propeller. Collectively, these incidents resulted in 25 deaths and 125 injuries.
- Operator inattention, operator inexperience, improper lookout, machinery failure, and excessive speed ranked as the top five primary contributing factors in incidents.
- Where data was known, navigation rules violations were a contributing factor in 7% of incidents, 6% of deaths and 4% of injuries.
- Collisions (with vessels, objects, groundings) were the most frequent first event in incidents, attributing to 43% of incidents, 16% of deaths, and 40% of injuries.
- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (43%), paddlecraft (25%) and pontoons (11%).
    - Paddlecraft deaths include canoes (5%), kayaks (16%) and standup paddleboards (4%) or SUPs.
- The 11,625,827 recreational vessels registered by the states in 2025 represent a 0.4% decrease from last year when 11,674,073 recreational vessels were registered.

Table 1 – 2025 Executive Summary

Table 1a – Top Five Primary Incident Types

Incident Rank	Incident Type	Number of Incidents	Number of Deaths	Number of Injuries
1	Collision with vessel	846	43	462
2	Collision with fixed object	830	49	386
3	Grounding	228	14	137
4	Capsizing	222	97	107
5	Swamping	217	41	98

Table 1b – Vessel Types with the Top Casualty Numbers

Casualty Rank	Vessel Type	Total Drownings	Other Deaths	Total Fatalities	Total Injuries	Total Casualties
1	Open motorboat	177	92	269	1,199	1,468
2	Personal watercraft	22	23	45	533	578
3	Pontoon boat	52	14	66	192	258
4	Cabin motorboat	20	15	35	211	246
5	Paddlecraft	123	8	131	85	216

Table 1c – Personal Flotation Device Wear by Top Five Known Causes of Death

Cause of Death Rank	Cause of Death	Fatalities	PFD Worn	PFD Not Worn	PFD Unknown
1	Drowning	410	62	337	11
2	Trauma	94	31	56	7
3	Cardiac arrest	9	4	4	1
4	Carbon Monoxide Poisoning	6	0	6	0
5	Hypothermia	5	1	4	0

Table 1d – Top Ten Known Primary Contributing Factors of Incidents

Incident Rank	Incident Cause	Total Incidents	Total Fatalities	Total Injuries
1	Operator inattention	788	44	423
2	Operator inexperience	413	49	179
3	Improper lookout	350	17	211
4	Machinery failure	299	13	80
5	Excessive speed	246	27	200
6	Force of wake/wave	212	7	153
7	Heavy weather	198	49	99
8	Alcohol use	187	70	145
9	Hazardous waters	161	45	53
10	Navigation rules violation	96	6	93

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 Coast Guard has released the Strategic Plan of the National Recreational Boating Safety Program for 2022-2026 to address the following initiatives: 1) Positively influence recreational boater behavior; 2) Positively influence recreational boat and accessory manufacturers; and 3) Leverage recreational boating data. To view the Strategic Plan of the Program, please visit the Division’s website at http://www.uscgboating.org/content/strategic-plan.php.

Overview of Statistics

This report contains statistics on registered recreational vessels and boating incidents during calendar year 2025. Data used to compile the recreational boating incident statistics come from four main sources: State marine agencies; Federal agencies, including the Coast Guard, National Park Service, Army Corps of Engineers, and Forest Service; the public, on a CG-3865 Recreational Boating Accident Report (BAR) form; and the news media. The Coast Guard collects data from multiple sources to document all incidents that meet reporting requirements.

The data in this publication reflect a collaboration between state and Coast Guard efforts. After reports are submitted, the Coast Guard reviews them and standardizes the data so that they can be used for national comparison. The data in this publication reflect Coast Guard-standardized values, which may differ from the state’s original submission.

The following Table 2 reflects the number of incidents, deaths, injuries, and losses of vessels that were captured from federal and news media sources that met reporting requirements and are included in this report.

Table 2 – News Media and Federally-Sourced Incidents and Casualties

State	Incidents	Deaths	Injuries	Vessel losses	Damages	Notes
AL	1	1	0		$0.00	1 incident documented by Coast Guard assets
AT	6	0	0	5	$1,055,000.00	4 incidents documented by Coast Guard assets
CA	1	0	1		$25,000.00	1 incident documented by Coast Guard assets
FL	10	5	7	1	$214,650.00	8 incidents documented by Coast Guard assets
GA	10	7	10	1	$49,000.00	2 incidents documented by Coast Guard assets
GL	2	2	1	0	$27,540.00	2 incidents documented by Coast Guard assets
GU	2	2	1	1	$0.00	1 incident documented by Coast Guard assets
MA	1	1	0	0	$0.00	1 incident documented by Coast Guard assets
MO	1	0	2	0	$0.00	
MT	4	3	3	0	$0.00	
NH	1	1	0	0	$0.00	
NY	2	4	2	2	$90,000.00	2 incidents documented by Coast Guard assets
PC	1	0	1		$40,000.00	1 incident documented by Coast Guard assets
PR	1	0	0	1	$0.00	1 incident documented by Coast Guard assets
SC	1	0	2	1	$90,000.00	1 incident documented by Coast Guard assets
VA	4	1	0	3	$73,000.00	4 incidents documented by Coast Guard assets
WA	2	0	2	1	$0.00	2 incidents documented by Coast Guard assets
Nation	50	27	32	16	$1,664,190.00	

Major Changes to the Publication and Specific Changes for This Report

Due to the retirement of Microsoft Publisher, which is how this report was produced for many years, the entirety of this report has been reformatted for use in Microsoft Word and Adobe Acrobat Professional, in addition to meeting Section 508 regulations.

This 2025 Report is the second that reflects new policy on incident reporting data collection. In September 2023, policy letter 23-01 CH-1 changed terminology and thresholds used in the data collection for any incident that occurred on or after January 1, 2024.

The policy letter may be viewed by visiting https://uscgboating.org/library/regulations/BSX-Policy-Letter-23-01-Recreational-Boating-Incident-Reporting-Ch-1.pdf

For Figure 2 and Table 4a, time periods were shifted to reflect two-hour increments rather than the half-hour increments used in previous reports.

For Tables 22 and 23, any recorded instances of American Red Cross operator education have been recoded as unknown.

This report has ceased production of the following figures:

(1) Figure 10 – Number of Injured Victims Under Age 18 by Age and Injury Type on Personal Watercraft.

(2) Figure 12b and 12c – Fatal Incidents by Location [map].

These data can be produced upon request by contacting rbsinfo@uscg.mil.

The definition of hazardous waters was amended to also add objects in the water that cause a hazardous environment for the boater.

Incident 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 of a vessel that was operated for recreational purposes is required to file a BAR when, as a result of an occurrence involving 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 incident to a state reporting authority, abbreviated in this publication as “state.” The reporting authority can be either the state where the incident 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 incident report must be submitted to the reporting authority. Boat operators or owners must submit:

1. Incident 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. Incident 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 incident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a state or its agent. The statistics in this publication cover boating incidents 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.

Casualty and Incident Reporting Guidelines

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

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

Reportable Boating Incidents The following is a list of occurrences that will always or nearly always be considered “reportable” to the Coast Guard and included in the main body of this report:

- Capsizing.
- Carbon monoxide exposure.
- Collision with a fixed object (allision).
- Collision with a floating object.
- Collision with vessel.
- Electrical shock.
- Fire or explosion (fuel and non-fuel materials related), when the vessel is underway, at anchor, or is properly moored or docked and or involved in fueling or starting or when attributed to the vessel’s equipment or electrical components.
- Flooding.
- Grounding.
- Interaction with natural phenomena, when the vessel is underway, and at least one federal regulatory reporting threshold in reference (b) was met, and another event occurred.

- Person departs vessel voluntarily, when: (a) the vessel is underway; or (b) the vessel was recently anchored for immediate repairs (e.g., unfouling an anchor or cleaning an intake).
- Person ejected from a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person falls overboard from a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person impacts a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person struck by propeller/propulsion unit/water jet.
- Person struck by vessel.
- Sinking.
- Swamping.
- Towed watersport mishap.
- Occurrences involving recreational vessels already underway, including during storms or unusual tides or sea conditions, that engage in Good Samaritan acts.
- Occurrences involving vessels engaged in sanctioned activity unless they are specifically exempt from the numbering requirements per 33 CFR § 173.13.
- Other occurrences where the vessel operation, construction, seaworthiness, machinery, equipment, loading, or environmental forces were involved.

"Not Reportable" Boating Incidents Coast Guard Policy Letter 23-01 CH-1 lists several occurrences that are not reportable under federal regulation and are also excluded from the overall calculation of these statistics. The following occurrences are either outside the scope of the references in 33 CFR 173, Subpart C, or not germane to these statistics. These occurrences usually are not related to recreational boating and typically do not require reporting under federal law. Please reference Table 3 for a representation of incident reports that were considered not reportable under policy and/or regulation. Please note that the number in the first column corresponds with the paragraph of the policy letter.

Use of the words "incident" and "accident" in this publication Coast Guard policy letter 23-01 CH-1 posed changes in terminology including adoption of the term "incident" to replace the word "accident." The term incident has been substituted where appropriate.

Use of the term "personal flotation device" in this publication "Personal flotation device" has been substituted for the term "lifejacket" or "life jacket" throughout this publication to align with the American National Standards Institute standards for personal flotation devices. These standards were incorporated by the Coast Guard in a rulemaking entitled *Lifejacket Approval Harmonization*, effective January 6, 2025. Visit https://www.federalregister.gov/d/2024-28264 to view the final rule.

Table 3 – “Not Reportable” Scenarios with their Casualty Count

Occurrences not within scope of 33 CFR 173 subpart c	Incidents	Deaths	Injuries	Vessel Losses	Damages
5.b.(1) — Private waters	3	3	1	0	$0
5.b.(2) — Self-inflicted injury unrelated to vessel/equipment; no other vessel involved	4	3	1	1	$78,000
5.b.(3) — Assault	1	0	3	0	$1,500
5.b.(4) — Voluntary entry into water from shore or other non-vessel place of safety	3	2	1	2	$8,000
5.b.(5) — Voluntary jumping, diving, or swimming for pleasure from anchored, docked, or moored vessel	2	0	2	0	$0
5.b.(6) — Medical emergency unrelated to vessel/equipment; no other vessel involved	9	3	6	0	$6,000
5.b.(7) — Person ejected from a properly docked or moored vessel, when no other recreational vessel was involved	0	0	0	0	$0
5.b.(8) — Person falls overboard from a properly docked or moored vessel, when no other recreational vessel was involved.	0	0	0	0	$0
5.b.(9) — Person impacts properly docked/moored vessel; no other recreational vessel involved	1	0	1	0	$500
5.b.(10) — Damage or loss to properly docked/moored vessel due to lack of or improper maintenance	5	0	0	3	$229,100
5.b.(11) — Launching or recovery occurrence	3	0	0	1	$29,000
5.b.(12) — Failure of the vehicle used for trailering					
5.b.(13)(a) — Storm/unusual conditions: properly docked/moored recreational vessel; not underway/anchored recreational vessel involved	1	0	0	0	$19,500
5.b.(14) — Occurrence solely involving listed non-vessel watercraft or contrivance	6	5	1	1	$7,300
5.b.(15) — Vessel-use exception	18	0	10	0	$187,700
5.b.(16) — Injury while boarding/departing docked, moored, or anchored vessel; no other occurrence or federal threshold	7	3	2	0	$24,000
5.b.(17) — Natural phenomena; no other event or federal reporting threshold	6	1	3	0	$33,992
5.b.(18) — Fire/explosion not tied to fueling, starting, vessel equipment, or electrical components	1	0	0	0	$6,000
Occurrences not within scope of 33 CFR 173 subpart c Subtotal	70	20	31	8	$630,592
Reportable Incidents but excluded for statistical purposes from this publication	**Incidents**	**Deaths**	**Injuries**	**Vessel Losses**	**Damages**
5.c.(1) — Foreign-flag recreational vessel in U.S. waters; no recreational U.S.-flag vessel involved	1	0	0	0	$30,000
5.c.(2) — Occurrence solely involving state-numbered uninspected commercial vessel	21	2	7	2	$305,606
Incidents Reported in BARD that did not meet federal reporting requirements (33 CFR 173.55)	222	1	40	11	$360,549
Total	**314**	**23**	**78**	**21**	**$1,326,747**

Use of Statistics

The following are notes on using data on recreational boating incidents.

Normalizing data

When analyzing recreational boating incident data, it is recommended that any researcher normalize it with a denominator.

The Coast Guard frequently uses recreational vessel registration as a denominator because of the availability of the data. The Coast Guard calculates a fatality rate expressed as the number of deaths per 100,000 registered recreational vessels. This measure is representative of the entire program (motorized and non-motorized activity) but necessitates a caveat that not all states register the same types of vessels (many do not register non-motorized vessels, which are represented in fatal incident data) and some states have longer boating seasons than others. Further, when examining a state fatality rate, it is important to note that the state fatality rate may include deaths from vessels that were registered by another state.

The Coast Guard also calculates a motorized fatality rate expressed as the number of deaths on motorized vessels per 100,000 registered motorized recreational vessels. While this measure is sound, it does not reflect all of recreational boating because it does not represent non-motorized activity.

The 2018 National Recreational Boating Safety Survey (NRBSS) estimated, by state, recreational boating exposure. These are expressed as number of outings, boat days, boat hours, person boat days and person boat hours. Risk ratios were calculated by state in the NRBSS Exposure report and were expressed as the number of deaths per 100,000,000 person boat hours. The reports can be found on the Coast Guard's Boating Safety website at https://uscgboating.org/ statistics/national-recreational-boating-safety-survey.php.

The Coast Guard is conducting the 2026 National Recreational Boating Safety Survey in 2026 to update these estimates. For more information and to sign-up, please visit: https://uscgboating.org/statistics/national-recreational-boating-safety-survey.php.

Limitations on Collection

It is recommended that any researcher focus on fatal data since the confidence of this data is very high. The Coast Guard works with state marine agencies, other federal agencies, and news media aggregating services to identify boating incidents. Despite best efforts to document incidents, the Coast Guard is only confident in its capture of deceased victims since fatal incidents undoubtedly involve state or government oversight and garner more attention in the news media.

Data on nonfatal incidents have a much lower confidence level. Nonfatal incidents are severely underreported because boaters are unaware of reporting requirements or are unwilling to report. A 2006 study, "Recent Research on Recreational Boating Accidents and the Contribution of Boating Under the Influence," suggests that 20% of hospital-admitted injuries were not captured and that upward of 93% of nonfatal, non-hospital-admitted injuries were not captured in the data collection on

boating incidents. The study is posted on the Coast Guard's website at http://www.uscgboating.org/library/bui-study/BUI_Study_Final.pdf.

There has been discussion about adjusting numbers to account for non-reporting, but results have not been published. The Coast Guard has studied alternate data sources including insurance claims to better gauge the gap between reported and unreported incidents. A May 2023 analysis of two states using data for years 2015-2018 suggested a significant degree of underreported damages and damage incidents. For every $1 of damage in the Coast Guard's database, the data suggested that $7.27-$21.77 actually occurred. For every property damage incident in the Coast Guard's database, the data suggested that 12-21 incidents actually occurred. The data indicated a degree of variability among the two states investigated, which suggests that a wider study would be necessary to understand the full extent of underreporting in the nation. The authors also examined the degree of injury underreporting in one state. They found that for every moderate injury reported, there were likely 30.4 that actually occurred; for every more severe injury, likely 1.65 actually occurred.

The Coast Guard has also worked with the Centers for Disease Control National Syndromic Surveillance Program and nonprofit organization partners to create a query that identifies visits that likely reflected recreational boating incidents that should have been reported via federal regulation (33 CFR 174.121) to the United States Coast Guard as part of the National Recreational Boating Safety Program. More information can be found at https://knowledgerepository.syndromicsurveillance.org/recreational-boating-incidents-v1.

In 2025, a cross-sectoral partnership was created between the Washington State Department of Health Rapid Health Information Network, Washington State Parks & Recreation, the U.S. Coast Guard, the National Association of State Boating Law Administrators, and the Safe States Alliance. The partnership aimed to pilot recommendations and frameworks to improve non-fatal boating injury surveillance through the use of public health data. The results can be viewed here: https://www.cdc.gov/nssp/php/story/washington-data-confirms-underreporting-boating-injuries.html

The State of Montana Department of Public Health & Human Services Montana Syndromic Surveillance program reported 124 injuries utilizing the above definition.

INCIDENT CAUSES & CONDITIONS

Explanation of Incident Causes and Conditions Section

The following nineteen tables and figures focus on the causes of incidents, with special emphasis on alcohol use, the operation and activity at the time of an incident, weather and water conditions, vessel information, and the timing of incidents.

Percent of Incidents that are Fatal by Month (Figure 1 & Table 4, Page 21)
This table provides information about total incidents, fatal incidents, non-fatal incidents, and deaths. The figure focuses on the percent of fatal incidents by month.

Percent of Incidents that are Fatal by Time Period (Figure 2 & Table 4a, Page 22)
This figure reflects the percent of incidents that are fatal by time period. The accompanying table reflects the total number of fatal and non-fatal incidents, along with percentages and a tally of total deaths. Time periods for this report were shifted to reflect two-hour increments rather than half-hour increments used in previous reports.

Primary Contributing Factor of Incidents & Casualties (Table 5, Page 23)
The contributing factors of an incident are the causes of the incident. In the Coast Guard's national accident reporting database, there are allowances for up to three causes. This table reflects the first cause listed for all incidents, 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: environment, failure of boat or boat equipment, loading of passengers or gear, miscellaneous and operation of boat. These five categories are situated in the leftmost column of the table and have the total number of incidents, deaths, and injuries associated with each category under the category name.

Equipment & Machinery Primary Contributing Factor of Incidents & Casualties (Table 6, Page 24)
This table reflects the number of incidents, deaths, and injuries in which equipment or machinery failure was listed as the first cause of the incident. The table also delineates the different types of failure that were listed.

Primary Contributing Factor of Incidents (Figure 3, Page 25)
This figure reflects the first cause of incidents for all incidents nationwide.

Primary Contributing Factor of Deaths (Figure 4, Page 26)
This figure reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 5, Page 27)
This figure reflects the first cause listed for all injuries.

Number of Vessels in Incidents by Vessel Type & Primary Contributing Factor (Table 7, Page 28)
This table looks at the number of vessels involved in incidents by vessel type and the primary cause of the incident.

Alcohol Use as a Contributing Factor in Incidents & Casualties by State 2021-2025 (Table 8, Page 29-30)

This table reflects a tally of all three causes of incidents listed for all national incidents, deaths, and injuries.

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

Vessel Operation at the Time of Incident (Table 9, Page 31)

This table focuses on the vessel operation at the time of the incident. 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 Incident (Table 10, Page 32)

This table examines the vessel and victim activity at the time of the incident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries.

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

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

Weather & Water Conditions (Table 11, Page 33)

This table documents some of the environmental characteristics of incidents. It focuses on incidents, deaths, and injuries by type of body of water, water conditions, wind level, visibility, and water temperature.

Time Related Data (Table 12, Page 34)

These three sections independently examine time-related information for incidents, deaths, and injuries.

The top section documents the number of incidents, deaths, and injuries that occurred during a timeframe. The middle section documents the number of incidents, deaths, and injuries that occurred during a given month. Finally, the bottom section documents the number of incidents, 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 most incidents occur from 4:00 AM - 5:59 AM in July on the weekends. However, you could deduce that 4:00 AM - 5:59 AM was the timeframe during which the highest number of incidents occurred in calendar year 2025. Furthermore, the month with the highest number of incidents was July. Finally, the two days of the week with the greatest number of incidents were Saturday and Sunday.

Vessel Information (Table 13, Page 35)

This table documents some of the characteristics of vessels involved in incidents. Each section examines the national data separately and should not be combined to draw conclusions. It provides

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information about the number of incidents, deaths, and injuries by horsepower, year built, length, and hull material.

Rental Status of Vessels Involved in Incidents (Table 14, Page 36)
This table examines whether a vessel involved in an incident was rented. It also provides information on whether deaths and injuries occurred on rented vessels. Please note that some states only document whether a vessel was rented; they do not indicate whether a vessel was “not rented.” As a result, the rental status of many vessels is “unknown.” To ease comparison, vessels with “unknown” status was batched with the “not rented” category.

Number & Percent of Deaths by Vessel Length (Figure 6 & Table 15, Page 37)
This table and figure focus 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.

Figure 1 – Percent of Incidents that are Fatal by Month

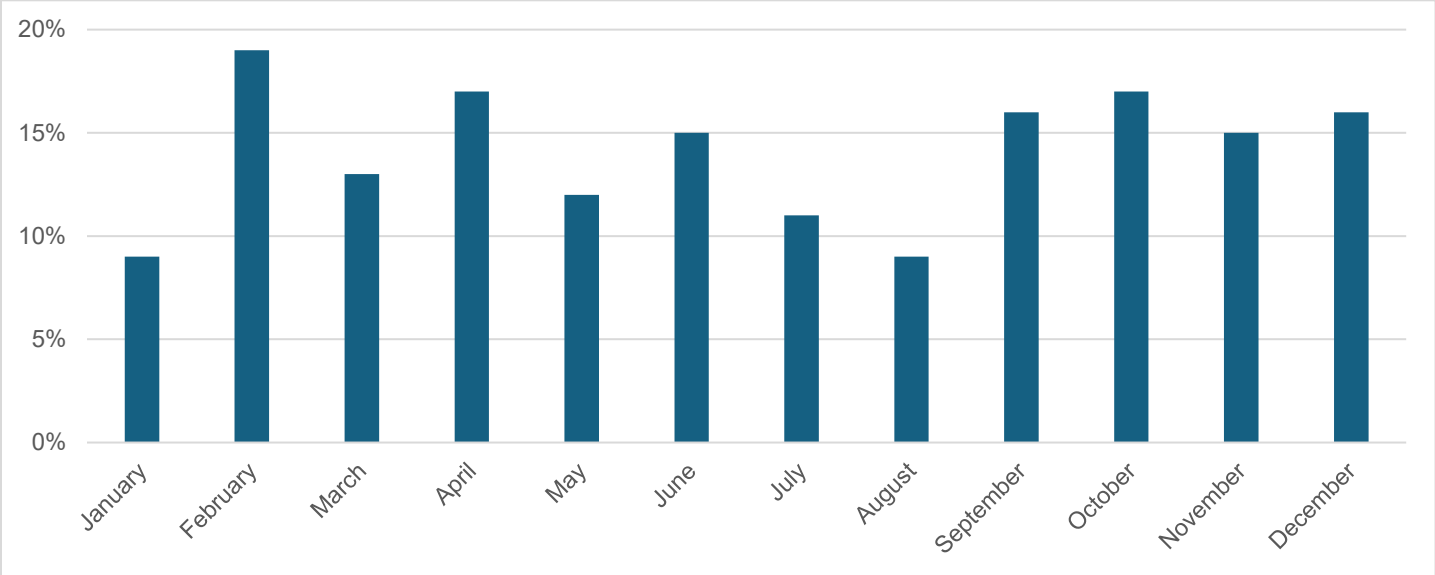


Table 4 – Percent of Incidents that are Fatal by Month

	Fatal Incidents	Non-Fatal Incidents	Total Incidents	% of Incidents Resulting in Deaths	Total Deaths
January	8	77	85	9%	11
February	17	73	90	19%	21
March	20	133	153	13%	24
April	41	199	240	17%	47
May	50	372	422	12%	55
June	94	552	646	15%	105
July	92	768	860	11%	102
August	64	611	675	9%	70
September	47	248	295	16%	50
October	32	151	183	17%	35
November	19	112	131	15%	25
December	18	92	110	16%	23
Total	**502**	**3388**	**3890**	**13%**	**568**

Figure 2 – Percent of Incidents that are Fatal by Time Period

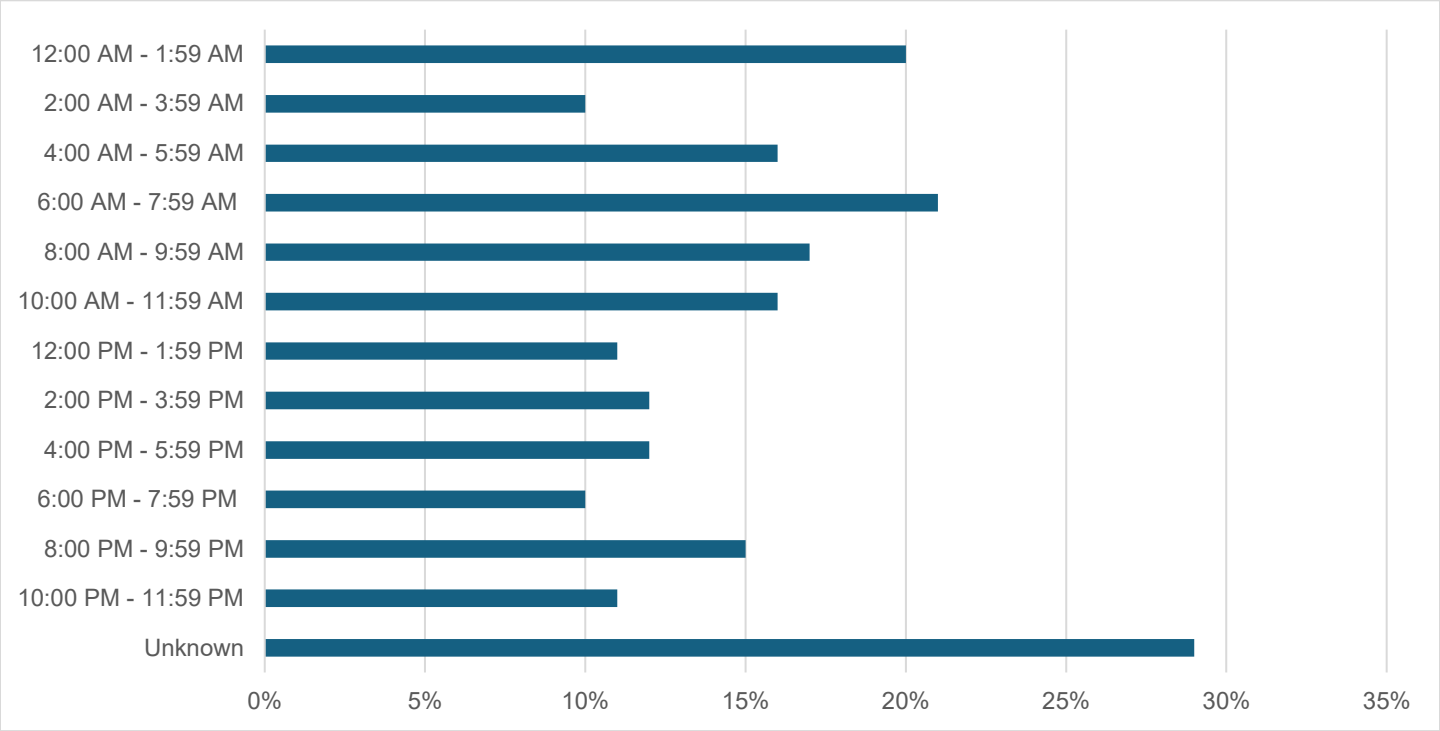


Table 4a – Percent of Incidents that are Fatal by Time Period

Time Period	Fatal Incidents	Non-Fatal Incidents	Total Incidents	% of Incidents Resulting in Deaths	Total Deaths
12:00 AM - 1:59 AM	22	86	108	20%	26
2:00 AM - 3:59 AM	3	28	31	10%	3
4:00 AM - 5:59 AM	7	37	44	16%	8
6:00 AM - 7:59 AM	17	65	82	21%	20
8:00 AM - 9:59 AM	31	148	179	17%	32
10:00 AM - 11:59 AM	52	282	334	16%	55
12:00 PM - 1:59 PM	62	517	579	11%	73
2:00 PM - 3:59 PM	88	650	738	12%	103
4:00 PM - 5:59 PM	94	664	758	12%	101
6:00 PM - 7:59 PM	54	508	562	10%	58
8:00 PM - 9:59 PM	45	252	297	15%	55
10:00 PM - 11:59 PM	15	121	136	11%	17
Unknown	12	30	42	29%	17
All Time Periods	**502**	**3388**	**3890**	**13%**	**568**

Table 5 – Primary Contributing Factor of Incidents and Casualties 2025

Category of Cause	Actual Incident Cause	Number of Incidents	Number of Deaths	Number of Injuries
Environment	Congested waters	26	1	0
	Dam / Lock	8	4	5
	Force of wake/ wave	212	7	153
	Hazardous waters	161	45	53
	Heavy weather	198	49	99
	Missing/ Inadequate Aids to Navigation (e.g., buoy, daymarker)	10	0	0
	Navigation aid not performing properly	6	0	2
	Subtotal — Environment	**621**	**106**	**312**
Failure of Boat or Boat Equipment	Equipment failure	60	9	16
	Hull failure	61	7	7
	Machinery failure	299	13	80
	Subtotal — Failure of Boat or Boat Equipment	**420**	**29**	**103**
Loading of Passengers or Gear	Improper anchoring	38	6	6
	Improper loading	17	4	8
	Overloading	27	8	19
	People on gunwale, bow or transom	34	9	25
	Subtotal — Loading of Passengers or Gear	**116**	**27**	**58**
Miscellaneous	Ignition of spilled fuel or vapor	65	1	75
	Other	142	30	88
	Sudden medical condition	19	14	4
	Unknown	261	123	72
	Subtotal — Miscellaneous	**487**	**168**	**239**
Operation of Boat	Alcohol use	187	70	145
	Drug use	8	7	5
	Excessive speed	246	27	200
	Failure to vent	30	2	35
	Improper lookout	350	17	211
	Inadequate on-board navigation lights	10	2	10
	Navigation rules violation	96	6	93
	Operator inattention	788	44	423
	Operator inexperience	413	49	179
	Restricted Vision (e.g., fog)	42	7	38
	Sharp turn	75	6	68
	Starting in gear	1	1	0
	Subtotal — Operation of Vessel	**2246**	**238**	**1407**
All Categories	**Grand Total**	**3890**	**568**	**2119**

Table 6 – Equipment & Machinery Primary Contributing Factor of Incidents & Casualties 2025

	Type of Failure	Incidents	Deaths	Injuries
Equipment Failure	Auxiliary	19	0	4
	Electrical System	1	0	0
	Engine	2	0	0
	Not Specified	27	6	10
	Other	4	2	0
	Sail Dismasting	2	0	1
	Seat Broke Loose	2	1	1
	Steering	1	0	0
	Unknown	2	0	0
	Grand Total	**60**	**9**	**16**
Machinery Failure	Electrical	6	0	2
	Engine	44	2	5
	Fuel	6	0	3
	Shift	2	0	0
	Starter	1	0	7
	Steering	17	1	13
	Throttle	4	0	5
	Unknown	4	0	2
	Not Specified	215	10	43
	Grand Total	**299**	**13**	**80**

Figure 3 – Primary Contributing Factor of Incidents 2025

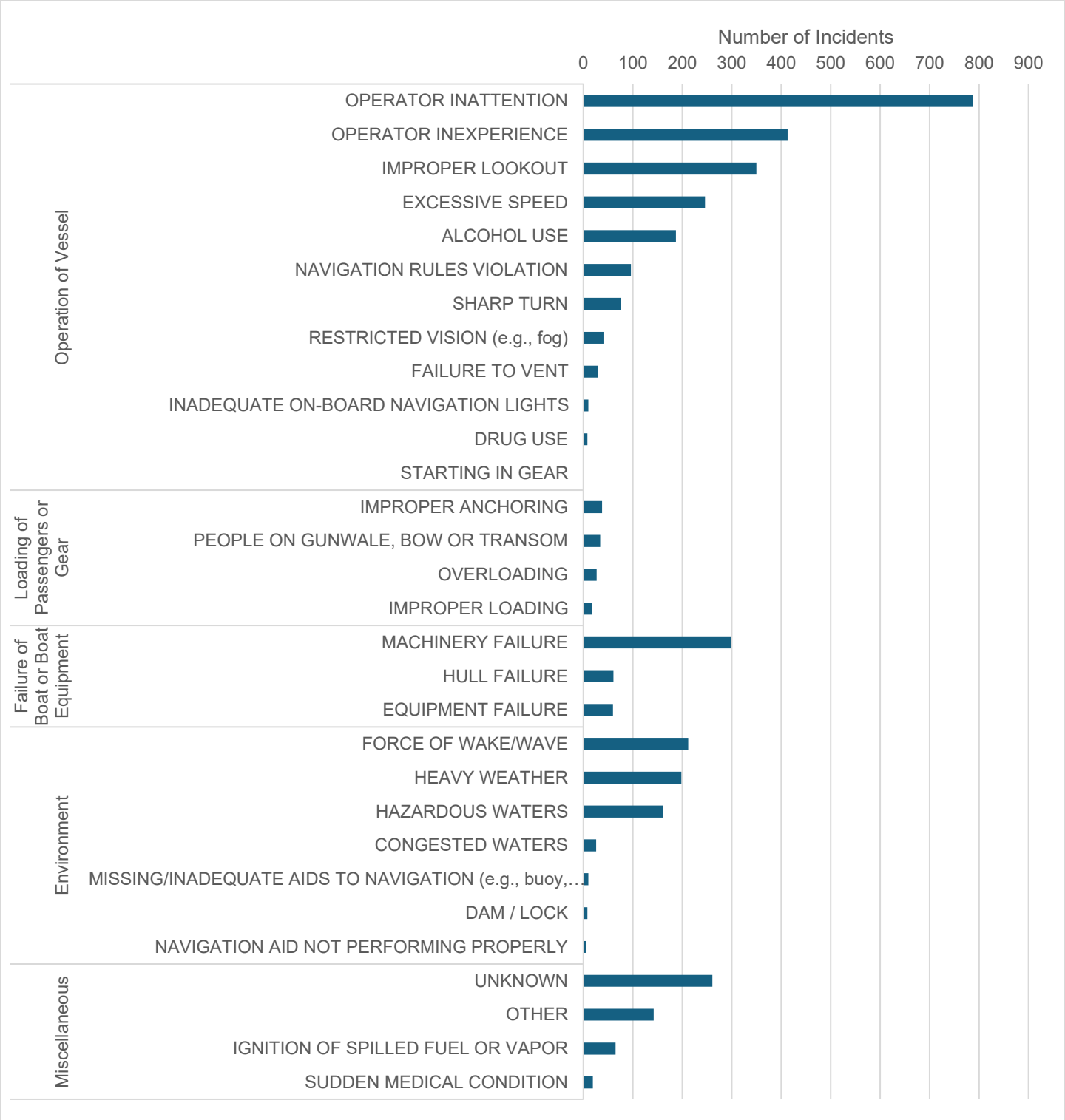


Figure 4 – Primary Contributing Factor for Deaths 2025

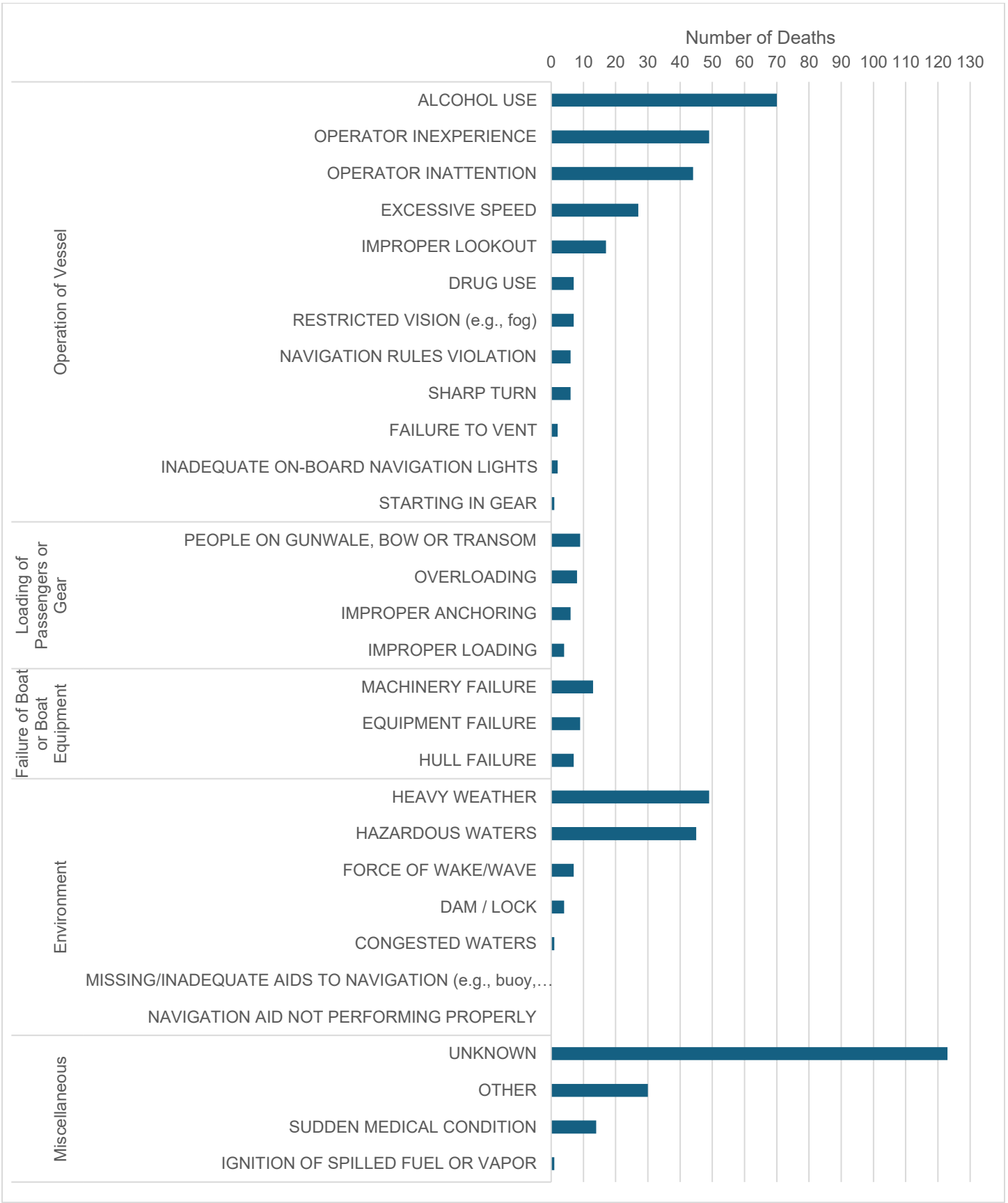


Figure 5 – Primary Contributing Factors for Injuries 2025

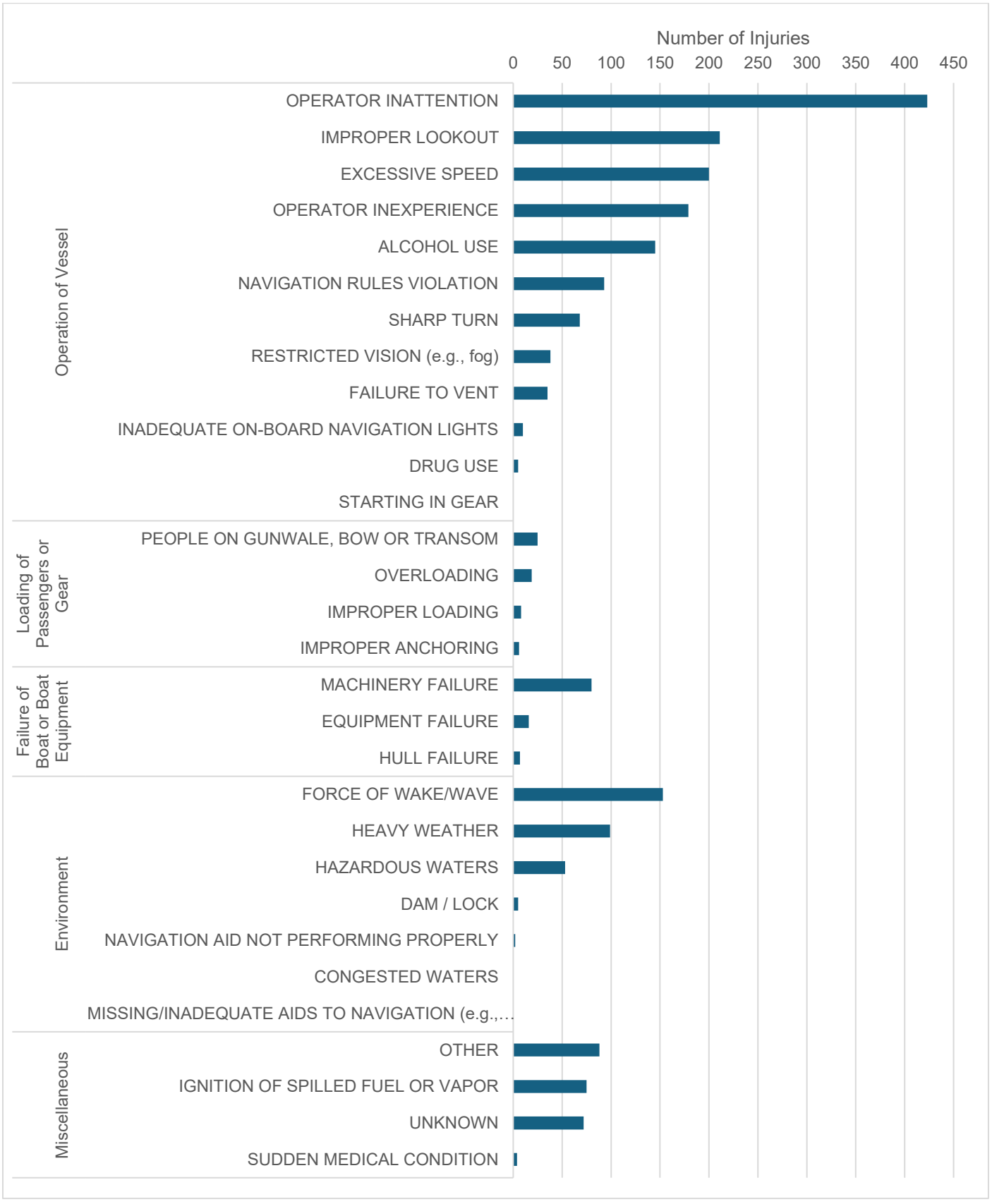


Table 7 – Number of Vessels in Incidents by Vessel Type & Primary Contributing Factor 2025

	Air boat	Auxiliary sail	Cabin Motorboat	Canoe	Houseboat	Inflatable Boat	Kayak	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sail (Unknown)	Sail only	Standup Paddleboard	Unknown	All Vessels
Alcohol Use	0	2	18	6	0	0	7	105	0	27	27	0	0	0	4	0	196
Congested Waters	0	3	5	1	1	0	0	20	2	9	6	0	0	0	0	0	47
Dam / Lock	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	10
Drug Use	0	0	1	0	0	0	1	5	0	1	1	0	0	0	0	0	9
Equipment Failure	0	8	7	0	1	0	1	35	0	2	3	0	0	1	0	0	58
Excessive Speed	3	2	21	0	0	0	0	138	2	114	9	0	0	0	0	5	294
Failure to Vent	0	0	8	0	1	0	0	18	0	2	0	0	0	0	0	0	29
Force of Wake/Wave	1	3	24	1	0	0	4	142	2	51	21	0	0	1	0	2	252
Hazardous Waters	2	8	12	7	1	7	28	87	0	3	7	1	0	1	2	0	166
Heavy Weather	0	19	28	3	3	0	12	102	1	10	13	4	0	11	4	2	212
Hull Failure	0	2	7	0	0	0	3	39	0	6	4	0	0	0	0	0	61
Ignition of Spilled Fuel or Vapor	0	0	29	0	1	0	0	24	0	7	3	0	0	0	0	0	64
Improper Anchoring	0	5	9	1	0	0	0	13	1	4	6	1	0	2	0	0	42
Improper Loading	0	0	1	1	0	0	1	10	0	1	0	2	0	1	0	0	17
Improper Lookout	0	17	46	0	0	3	1	209	1	111	26	2	0	1	0	5	422
Inadequate Onboard Navigation Lights	0	0	2	2	0	0	2	6	0	0	2	0	0	0	0	1	15
Machinery Failure	2	20	89	0	3	0	0	154	1	23	13	0	1	0	0	0	306
Missing/Inadequate Aids to Navigation	0	1	3	0	0	0	0	7	0	0	0	0	0	0	0	0	11
Navigation Aid Not Performing Properly	0	0	4	0	0	0	0	2	0	1	0	0	0	0	0	0	7
Navigation Rules Violation	0	3	10	0	0	0	0	55	6	55	10	0	0	2	0	0	141
None; Boat Not at Fault	0	72	234	3	9	0	7	386	13	114	133	1	0	9	2	18	1001
Operator Inattention	1	30	128	3	3	0	13	415	6	176	100	5	0	5	1	6	892
Operator Inexperience	0	9	40	7	1	3	36	138	0	169	44	1	0	4	10	2	464
Overloading	0	0	2	0	0	0	5	18	1	1	2	0	0	0	0	0	29
People on Gunwale, Bow or Transom	0	0	3	0	0	0	0	21	0	2	7	1	0	0	0	0	34
Person Departs Vessel Voluntarily	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Restricted Vision	0	4	5	0	0	0	0	41	0	5	3	0	0	0	0	0	58
Sharp Turn	2	1	2	0	0	0	0	34	1	36	5	0	0	2	0	0	83
Starting in Gear	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Sudden Medical Condition	0	0	0	2	0	0	1	11	0	2	2	0	0	0	1	0	19
Other	1	2	9	0	1	0	3	81	1	9	23	1	0	0	1	4	136
Unknown	0	7	44	9	2	1	26	110	3	21	18	2	2	6	3	29	283
Total	**12**	**218**	**791**	**46**	**27**	**14**	**157**	**2431**	**41**	**962**	**489**	**21**	**3**	**46**	**28**	**74**	**5360**

Table 8 – Alcohol Use as a Contributing Factor in Incidents & Casualties by State 2021-2025

	Incidents					Deaths					Injuries				
State	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**
USA	330	270	262	293	187	110	108	97	112	70	280	204	242	234	145
AK	2	2	5	0	1	2	3	5	0	1	0	0	2	0	0
AL	7	9	7	9	4	1	1	3	2	0	6	4	6	2	5
AR	8	6	5	6	3	6	3	4	2	4	0	1	6	4	5
AZ	7	3	4	3	4	0	1	1	0	1	7	0	0	3	7
CA	18	13	16	22	6	3	2	2	6	2	15	11	11	16	2
CO	5	4	3	4	1	4	1	0	2	1	1	2	3	5	0
CT	1	2	2	3	1	1	2	1	5	1	0	1	0	7	0
DE	0	4	1	0	0	0	2	1	0	0	0	3	0	0	0
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	39	29	30	44	25	13	9	11	24	3	17	18	31	33	24
GA	9	7	4	5	4	4	6	2	2	2	16	12	3	3	1
HI	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
IA	5	4	8	3	1	0	1	3	1	1	2	1	5	1	0
ID	8	10	8	3	4	3	10	0	1	2	6	4	7	2	3
IL	6	2	7	12	6	4	0	2	7	3	1	4	11	7	2
IN	5	8	3	4	6	3	1	0	0	2	4	11	3	2	3
KS	1	1	2	1	0	0	0	0	0	0	1	2	7	1	0
KY	6	5	8	8	5	2	1	3	5	4	5	5	4	7	3
LA	16	9	5	10	10	8	5	2	5	3	20	7	4	16	17
MA	4	3	4	3	5	2	1	3	2	2	7	4	7	0	3
MD	13	10	2	9	3	1	2	1	2	2	14	13	7	14	1
ME	1	5	4	3	3	1	3	1	2	1	0	1	2	1	1
MI	10	8	12	5	6	3	2	6	3	4	4	3	5	4	4
MN	14	10	11	6	2	6	5	1	2	1	9	5	9	2	0
MO	10	6	5	11	4	2	4	1	1	1	9	4	17	4	3
MS	4	2	3	3	2	0	1	2	0	1	7	1	2	2	2
MT	2	3	2	0	0	2	2	1	0	0	0	2	2	0	0
NC	11	12	5	9	4	1	4	2	1	1	7	3	7	4	4
ND	2	0	2	2	1	0	0	0	1	0	3	0	2	4	0
NE	3	1	1	1	1	0	0	0	0	0	3	1	2	1	1
NH	2	2	0	3	4	2	0	0	1	2	0	0	0	2	0
NJ	5	4	5	2	2	1	1	1	0	0	15	7	4	1	3
NM	3	1	3	1	0	1	1	2	0	0	0	0	1	0	0
NV	1	2	2	3	1	0	1	2	0	0	1	1	2	1	1
NY	13	10	5	7	7	4	3	1	3	3	17	7	3	6	9
OH	12	10	4	13	10	4	2	1	6	0	9	7	2	6	10
OK	2	3	9	9	1	1	2	3	5	1	1	2	6	12	0
OR	3	3	2	4	4	1	1	1	3	2	2	2	1	3	0
PA	3	5	3	4	1	2	3	1	2	1	0	2	11	2	0

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	Incidents					Deaths					Injuries				
State	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**
RI	2	2	1	3	0	0	1	0	2	0	4	1	1	1	0
SC	14	6	11	13	9	3	4	6	3	2	15	4	4	17	16
SD	0	2	1	0	1	0	0	0	0	1	0	0	0	0	0
TN	12	8	9	9	6	6	3	3	1	1	10	6	10	3	2
TX	18	14	11	15	13	7	2	4	4	8	21	18	20	17	6
UT	0	2	6	5	3	0	1	0	3	2	0	0	3	1	1
VA	1	4	3	3	3	0	3	0	0	0	1	1	2	1	1
VT	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
WA	8	5	3	1	2	2	3	2	1	2	5	4	1	0	0
WI	14	9	12	7	6	4	5	12	1	1	15	19	3	16	4
WV	0	0	1	1	2	0	0	0	0	1	0	0	0	0	1
WY	0	0	1	0	0	0	0	0	0	0	0	0	2	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
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 9 – Vessel Operation at the Time of the Incident 2025

	Vessels Involved	Deaths	Injuries
Total	**5360**	**568**	**2119**
At anchor	200	22	48
Being towed	39	2	22
Changing direction	343	25	190
Changing speed	318	25	153
Cruising	2312	165	1206
Docking / Undocking	383	11	60
Drifting	453	131	175
Idling	41	4	20
Launching	66	3	19
Rowing / Paddling	180	94	96
Sailing	58	7	22
Tied to dock / Mooring	714	7	58
Towing another vessel	41	1	3
Trolling	26	11	2
Other	55	11	14
Unknown	131	49	31

Table 10 – Vessel Activity at the Time of the Incident 2025

	Vessels Involved	Deaths				Injuries			
	Total	**Total**	**Operator**	**Occupant**	**Other / Unknown**	**Total**	**Operator**	**Occupant**	**Other/Unknown**
Total	**5360**	**568**	**356**	**164**	**48**	**2119**	**821**	**1011**	**287**
Commercial activity	61	5	3	1	1	25	2	23	0
Fishing	576	159	109	40	10	205	94	106	5
Fishing tournament	29	7	3	4	0	14	6	8	0
Fueling	33	1	1	0	0	18	5	13	0
Governmental	3	0	0	0	0	1	1	0	0
Hunting	52	9	7	2	0	33	19	14	0
Making repairs	41	9	6	3	0	19	7	8	4
Racing	23	1	1	0	0	34	6	28	0
Relaxing	2930	239	149	82	8	1245	587	625	33
Starting engine	47	5	4	1	0	55	16	37	2
Swimming/snorkeling	65	34	13	8	13	32	2	15	15
Towed watersports	156	4	1	0	3	139	5	18	116
Towing	31	2	1	1	0	5	0	3	2
Tubing	106	8	0	1	7	107	2	21	84
Whitewater boating	35	15	13	2	0	11	7	4	0
None; not in use	796	15	6	9	0	70	16	43	11
Other	195	13	5	5	3	25	12	11	2
Unknown	181	42	34	5	3	81	34	34	13

Table 11 – Weather and Water Conditions 2025

		Incidents	Deaths	Injuries
		3890	**568**	**2119**
Type of body of water	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	1667	297	945
	Rivers, Streams, Creeks, Swamps, Bayous	929	150	517
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	1002	85	509
	Ocean/Gulf	213	31	123
	Great Lakes (not tributaries)	79	5	25
Water conditions	Calm (waves less than 6")	2353	290	1343
	Choppy (waves >6" to 2')	1030	145	558
	Rough (waves >2' to 6')	334	72	115
	Very Rough (waves larger than 6')	50	25	25
	Unknown	9	1	6
	None	114	35	72
Wind	None	310	38	190
	Light (1 - 6 mph)	2228	305	1287
	Moderate (7 - 14 mph)	955	127	484
	Strong (15 - 25 mph)	237	45	68
	Storm (over 25 mph)	35	15	15
	Unknown	125	38	75
Visibility	None - Day	2	0	1
	None - Night	602	40	363
	None - Unknown if Day or Night	1	0	1
	Poor - Day	43	16	32
	Poor - Night	118	22	87
	Poor - Unknown if Day or Night	4	1	0
	Fair - Day	141	33	66
	Fair - Night	163	22	104
	Fair - Unknown if Day or Night	3	0	2
	Good - Day	2222	322	1120
	Good - Night	328	52	195
	Good - Unknown if Day or Night	83	11	47
	Unknown - Day	76	13	29
	Unknown - Night	24	8	17
	Unknown - Unknown if Day or Night	80	28	55
Water temperature	39 degrees F and below	33	21	19
	40 - 49 degrees F	95	30	68
	50 - 59 degrees F	269	66	117
	60 - 69 degrees F	720	98	301
	70 - 79 degrees F	1233	136	679
	80 - 89 degrees F	987	130	618
	90 degrees F and above	50	5	39
	Unknown	503	82	278

Table 12 – Time Related Data 2025

		Incidents	Deaths	Injuries
		3890	**568**	**2119**
Time of Day	12:00 AM - 1:59 AM	108	26	60
	2:00 AM - 3:59 AM	31	3	16
	4:00 AM - 5:59 AM	44	8	20
	6:00 AM - 7:59 AM	82	20	34
	8:00 AM - 9:59 AM	179	32	79
	10:00 AM - 11:59 AM	334	55	182
	12:00 PM - 1:59 PM	579	73	276
	2:00 PM - 3:59 PM	738	103	384
	4:00 PM - 5:59 PM	758	101	371
	6:00 PM - 7:59 PM	562	58	341
	8:00 PM - 9:59 PM	297	55	224
	10:00 PM - 11:59 PM	136	17	101
	Unknown	42	17	31
Month of Year	January	85	11	49
	February	91	21	49
	March	152	24	107
	April	240	47	135
	May	422	55	215
	June	646	105	334
	July	861	102	525
	August	675	70	360
	September	294	50	151
	October	183	35	69
	November	131	25	68
	December	110	23	57
Day of Week	Sunday	857	114	547
	Monday	321	34	181
	Tuesday	302	56	138
	Wednesday	357	58	172
	Thursday	333	49	143
	Friday	585	89	300
	Saturday	1135	168	638

Table 13 – Vessel Information 2025

		Vessels Involved	Deaths	Injuries
		5360	**568**	**2119**
Hull Material	Aluminum	1015	159	380
	Fiberglass	3780	234	1516
	Plastic	209	97	82
	Rigid Hull Inflatable	3	0	1
	Rubber/Vinyl/Canvas	45	28	11
	Steel	40	1	4
	Wood	45	1	11
	Other	62	11	54
	Unknown	161	37	60
Horsepower	10 hp or less	110	42	47
	11 - 25 hp	127	30	42
	26 - 75 hp	1054	95	470
	76 - 150 hp	741	51	333
	151 - 250 hp	420	57	168
	Over 250 hp	1214	55	438
	Unknown	1694	238	621
Year Built	2026	3	0	3
	2025	238	15	102
	2022 - 2024	890	80	369
	2019 - 2021	523	48	254
	2016 - 2018	420	29	169
	2013 - 2015	285	26	113
	Prior to 2013	2495	221	932
	Unknown	506	149	177
Length	Less than 16 feet	1440	232	707
	16 feet to <26 feet	2391	249	1017
	26 feet to <40 feet	871	44	263
	40 feet to 65 feet	383	12	77
	More than 65 feet	79	1	2
	Unknown	196	30	53

Table 14 – Rental Status of Vessels involved in Incidents

	Vessels			Deaths			Injuries		
	# of Vessels	Rented	Not Rented	# of Deaths	Rented	Not Rented	# of Injuries	Rented	Not Rented
Total	**5360**	**609**	**4751**	**568**	**41**	**527**	**2119**	**262**	**1857**
Air boat	12	0	12	1	0	1	15	0	15
Auxiliary sail	218	6	212	9	0	9	24	0	24
Cabin motorboat	791	17	774	32	0	32	174	3	171
Canoe	46	4	42	28	2	26	24	2	22
Houseboat	27	5	22	1	0	1	3	0	3
Inflatable boat	14	2	12	8	2	6	5	0	5
Kayak	157	9	148	80	5	75	56	3	53
Open motorboat	2431	118	2313	262	9	253	1082	76	1006
Personal watercraft	962	307	655	44	8	36	509	134	375
Pontoon boat	489	138	351	61	14	47	158	43	115
Rowboat	21	0	21	9	0	9	35	0	35
Sail (unknown)	3	0	3	0	0	0	1	0	1
Sail only	46	1	45	4	0	4	16	0	16
Standup paddleboard	28	1	27	22	1	21	3	0	3
Other	41	1	40	3	0	3	4	1	3
Unknown	74	0	74	4	0	4	10	0	10

Figure 6 – Number of Deaths by Vessel Length

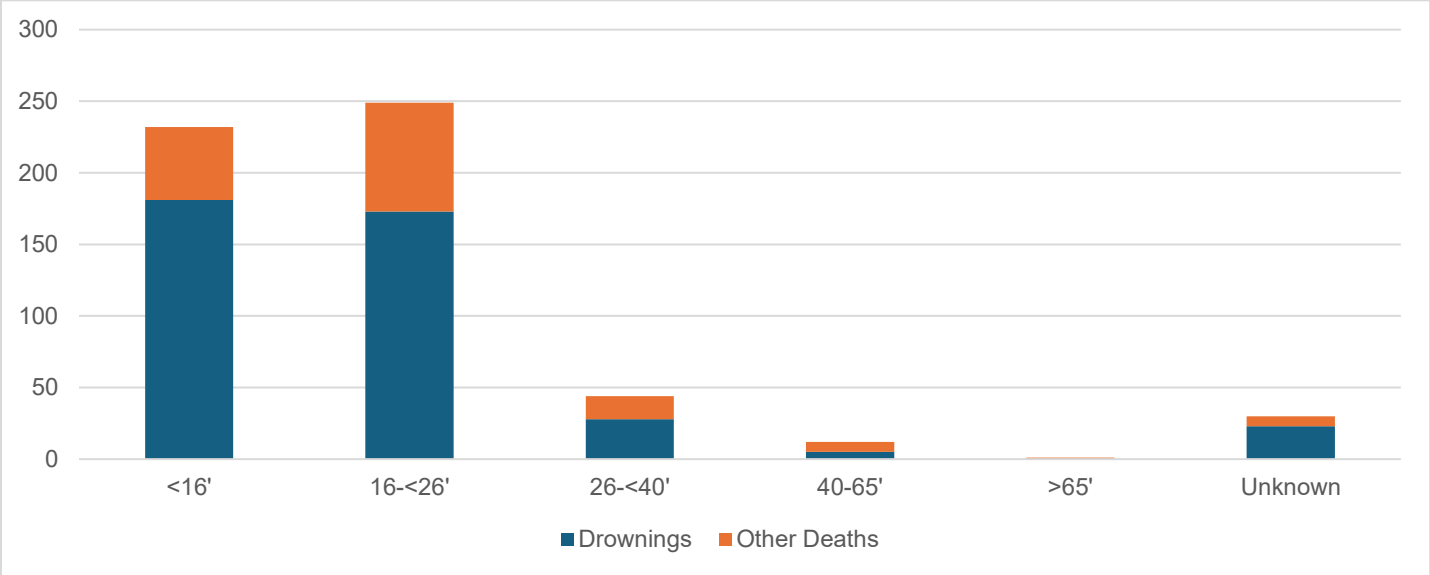


Table 15 – Number & Percent of Deaths by Vessel Length

Vessel Length Group	Drownings	Other Deaths	Total Deaths	Percent Drowning
<16'	181	51	232	78%
16 - <26'	173	76	249	69%
26 - <40'	28	16	44	64%
40 - 65'	5	7	12	42%
>65'	0	1	1	0%
Unknown	23	7	30	77%
Total	410	158	568	72%

INCIDENT TYPES

Explanation of Incident Types Section

In September 2023, the Coast Guard issued policy letter 23-01 CH-1, which changed terminology and thresholds used in the data collection for any incident that occurred on or after January 1, 2024. The policy letter can be found at https://uscgboating.org/library/regulations/BSX-Policy-Letter-23-01-Recreational-Boating-Incident-Reporting-Ch-1.pdf

The following section contains six tables that examine data related to the events in incidents (termed “Incident types”). 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 three fields that can be used to define the series of events in an incident. By events, we mean the series of occurrences during an incident. If a wave broke over a vessel causing it to take on water, capsize, and eject its occupant, the Coast Guard would categorize this into three events. First, there was a swamping. Second, there was a capsizing. Third, there was an ejection.

Except for 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 incident type is to keep the tables simple; if we added the second and third events in the boating sequence, our incident, casualty, and damage totals would not match up because they would be double-counting the incidents, casualties, and damages for cases that had more than one event.

Incident, Vessel & Casualty Numbers by Primary Incident Type (Table 16, Page 41)
This table focuses on the first event in a boating incident and provides information on the number of incidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the category's drownings and non-drownings.

Five-year Summary of Frequency of Events in Incidents & Casualties Nationwide (Table 17, Pages 42-46)
There are three fields that can be used to define the series of events in an incident. This table focuses on the first three events in an incident and the number of casualties associated with each event.

Using the example in the opening paragraphs, the swamping would fall under the intersection of the column "First Event in an Incident" and the row "Swamping”. The capsizing would be marked under the column "Second Event in an Incident " and the row "Capsizing". Finally, the ejection would be marked under the column "Third Event in an Incident" and the row "Person ejected from a vessel”.

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each incident type.

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 incidents and deaths.

Number of Vessels in Incidents by Vessel Length & Primary Incident Type (Table 18, Page 47-48)
This table displays the types of incidents 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 Incidents by Vessel Type & Primary Incident Type (Table 19, Page 49)
This table examines the first event of a boating incident for all vessels involved in an incident. It also provides information about the casualties associated with each vessel type.

Number of Vessels in Incidents by Primary Incident Type & Propulsion Type (Table 20, Page 50)
This table provides information about the number of vessels involved in incidents by primary incident type and propulsion type.

Number of Vessels with Propellers by Primary Incident Type & Engine Type (Table 21, Page 50)
This table provides information about the number of casualties and vessels associated by primary incident type and engine type. This table is a subset of information from Table 20 and represents all vessels propelled by a propeller or propulsion unit.

Table 16 – Incident, Vessel and Casualty Numbers by Primary Incident Type 2025

Incident Event	Incidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Total Damage
Total	**3890**	**5360**	**410**	**158**	**568**	**2119**	**$89,299,389**
Capsizing	222	233	86	11	97	107	$3,485,159
Carbon monoxide exposure	6	6	0	6	6	6	$0
Collision with fixed object	830	1170	20	29	49	386	$15,121,519
Collision with floating object	203	213	5	4	9	64	$2,803,635
Collision with vessel	846	1737	8	35	43	462	$23,773,308
Fire/Explosion (fuel)	156	190	0	1	1	121	$8,360,050
Fire/Explosion (fuel - not engine)	14	23	0	1	1	9	$4,238,000
Fire/Explosion (non-fuel)	32	42	0	0	0	9	$10,372,701
Fire/Explosion (unknown origin)	39	53	0	3	3	18	$2,080,424
Flooding	166	175	17	0	17	22	$8,014,517
Grounding	228	235	7	7	14	137	$5,167,406
Impacted by vessel	7	11	0	0	0	1	$38,966
Natural phenomena	4	4	0	0	0	6	$57,000
Person departs vessel voluntarily	124	136	64	9	73	51	$210,978
Person ejected from a vessel	168	198	28	11	39	133	$1,057,991
Person falls overboard	195	206	123	13	136	67	$198,017
Person impacts vessel	107	115	1	1	2	115	$98,615
Person struck by propeller	36	37	0	2	2	37	$769
Person struck by vessel	19	28	0	0	0	22	$54,200
Sinking	24	24	0	0	0	3	$235,141
Sudden medical condition	12	12	5	4	9	3	$5,000
Swamping	217	241	38	3	41	98	$3,588,768
Towed watersport mishap	190	206	3	8	11	220	$97,980
Other	28	47	2	0	2	17	$136,300
Unknown	17	18	3	10	13	5	$102,945

Table 17 – Frequency of Events in Incidents & Casualties Nationwide (2021 – 2025)

Key:
(A) First Event in an Incident
(B) Second Event in an Incident
(C)Third Event in an Incident
(D) Total Times Event Occurred in all Incidents
(E) Deaths Associated with Event in all Incidents
(F) Injuries Associated with Event in all Incidents
(G) Damages Associated with Event in all Incident

2025 Frequency of Events in Incidents & Casualties Nationwide	A	B	C	D	E	F	G
Capsizing	222	229	64	515	97	107	$3,485,159
Carbon monoxide exposure	6	0	0	6	6	6	$0
Collision with fixed object	830	51	6	887	49	386	$15,121,519
Collision with floating object	203	9	0	212	9	64	$2,803,635
Collision with vessel	846	40	5	891	43	462	$23,773,308
Fire/explosion (fuel - engine)	156	1	0	157	1	121	$8,360,050
Fire/explosion (fuel - not engine)	14	0	0	14	1	9	$4,238,000
Fire/explosion (non-fuel)	32	3	0	35	0	9	$10,372,701
Fire/explosion (unknown origin)	39	0	0	39	3	18	$2,080,424
Flooding	166	92	13	271	17	22	$8,014,517
Grounding	228	65	17	310	14	137	$5,167,406
Impacted by vessel	7	3	1	11	0	1	$38,966
Natural phenomena	4	0	0	4	0	6	$57,000
Person departs vessel voluntarily	124	87	50	261	73	51	$210,978
Person ejected from a vessel	168	422	129	719	39	133	$1,057,991
Person falls overboard	195	91	19	305	136	67	$198,017
Person impacts vessel	107	132	28	267	2	115	$98,615
Person struck by propeller/propulsion unit/water jet	36	75	30	141	2	37	$769
Person struck by vessel	19	82	10	111	0	22	$54,200
Sinking	24	162	98	284	0	3	$235,141
Sudden medical condition	12	6	0	18	9	3	$5,000
Swamping	217	46	10	273	41	98	$3,588,768
Towed watersport mishap	190	1	0	191	11	220	$97,980
Other	28	0	0	28	2	17	$136,300
Unknown	17	0	0	17	13	5	$102,945

Key:
(A) First Event in an Incident
(B) Second Event in an Incident
(C)Third Event in an Incident
(D) Total Times Event Occurred in all Incidents
(E) Deaths Associated with Event in all Incidents
(F) Injuries Associated with Event in all Incidents
(G) Damages Associated with Event in all Incident

2024 Frequency of Events in Incidents & Casualties Nationwide	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Capsizing	202	254	53	509	180	210	$12,786,275
Carbon monoxide exposure	5	0	0	5	2	26	$10,000
Collision with fixed object	929	68	14	1011	75	378	$16,258,261
Collision with floating object	109	3	1	113	9	44	$3,765,069
Collision with vessel	747	27	0	774	44	592	$9,868,990
Electric shock	1	0	0	1	0	1	$10,000
Fire/explosion (fuel - engine)	124	4	0	128	1	75	$6,376,580
Fire/explosion (fuel - not engine)	10	0	0	10	0	9	$681,600
Fire/explosion (non-fuel)	48	1	0	49	0	7	$6,384,583
Fire/explosion (unknown origin)	26	1	0	27	1	10	$6,860,521
Flooding	162	230	57	449	24	108	$40,197,016
Grounding	394	59	29	482	27	269	$23,738,060
Natural phenomena	2	0	0	2	1	2	$55,000
Person departs vessel	92	78	27	197	67	84	$1,644,106
Person ejected from a vessel	170	538	369	1077	306	880	$20,625,971
Person falls overboard	239	28	8	275	149	127	$738,985
Person impacts vessel	109	259	67	435	16	669	$17,967,033
Person struck by propeller	30	111	28	169	30	158	$436,589
Person struck by vessel	21	185	20	226	30	286	$1,342,758
Sinking	0	114	99	213	28	56	$14,677,695
Sudden medical condition	0	2	0	2	2	0	$0
Swamping	262	61	20	343	69	95	$4,779,235
Towed watersport mishap	185	6	3	194	17	199	$120,442
Other	20	9	1	30	2	25	$118,450
Unknown	0	0	0	0	0	0	$0

INCIDENT TYPES

Key:
(A) First Event in an Incident
(B) Second Event in an Incident
(C)Third Event in an Incident
(D) Total Times Event Occurred in all Incidents
(E) Deaths Associated with Event in all Incidents
(F) Injuries Associated with Event in all Incidents
(G) Damages Associated with Event in all Incident

2023 Frequency of Events in Incidents & Casualties Nationwide	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Capsizing	234	229	49	512	190	230	$6,048,938
Carbon monoxide poisoning	4	1	0	5	2	18	$0
Collision with fixed object	449	89	10	548	61	345	$12,921,092
Collision with floating object	51	2	1	54	5	19	$849,939
Collision with commercial vessel	31	0	0	31	8	39	$643,120
Collision with governmental vessel	6	1	0	7	0	0	$73,580
Collision with recreational vessel	1053	62	5	1120	43	562	$12,851,481
Collision with submerged object	187	1	1	189	12	53	$5,576,340
Departed vessel	113	47	27	187	69	84	$3,147,977
Ejected from vessel	150	533	249	932	286	786	$9,379,574
Electrocution	3	3	0	6	1	8	$5,350
Fall in vessel	134	221	34	389	21	531	$5,271,639
Falls overboard	227	36	12	275	149	124	$1,016,149
Fire/explosion (fuel)	117	3	0	120	3	114	$6,661,964
Fire/explosion (non-fuel)	73	4	1	78	0	8	$5,079,273
Fire/explosion (unknown origin)	33	1	0	34	0	7	$6,647,725
Flooding/swamping	386	255	60	701	67	186	$22,369,101
Grounding	359	55	13	427	21	248	$9,802,360
Person struck by propeller	35	83	27	145	23	133	$120,150
Person struck by vessel	18	167	31	216	32	263	$1,515,005
Sinking	0	120	85	205	9	55	$7,009,901
Skier mishap	157	10	3	170	16	183	$33,050
Sudden medical condition	0	3	0	3	2	2	$0
Other	24	8	1	33	2	33	$155,120
Unknown	0	0	0	0	0	0	$0

INCIDENT TYPES

Key:
(A) First Event in an Incident
(B) Second Event in an Incident
(C)Third Event in an Incident
(D) Total Times Event Occurred in all Incidents
(E) Deaths Associated with Event in all Incidents
(F) Injuries Associated with Event in all Incidents
(G) Damages Associated with Event in all Incident

2022 Frequency of Events in Incidents & Casualties Nationwide	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Capsizing	234	197	52	483	178	212	$4,369,238
Carbon monoxide poisoning	3	1	0	4	1	5	$0
Collision with fixed object	477	95	13	585	59	366	$11,531,389
Collision with floating object	57	1	1	59	9	29	$1,110,007
Collision with commercial vessel	22	0	2	24	7	37	$719,267
Collision with governmental vessel	10	5	0	15	1	4	$135,816
Collision with recreational vessel	1085	75	2	1162	42	531	$17,721,992
Collision with submerged object	203	2	0	205	10	74	$4,535,213
Departed vessel	116	78	18	212	97	96	$4,312,791
Ejected from vessel	172	580	232	984	294	883	$10,139,037
Electrocution	0	0	0	0	0	0	$0
Fall in vessel	126	217	53	396	25	566	$7,620,353
Falls overboard	260	33	5	298	187	125	$664,085
Fire/explosion (fuel)	130	2	1	133	3	113	$6,627,421
Fire/explosion (non-fuel)	66	2	1	69	0	11	$4,237,594
Fire/explosion (unknown origin)	36	0	0	36	2	10	$4,332,258
Flooding/swamping	422	184	43	649	98	182	$14,198,552
Grounding	350	77	22	449	24	270	$10,245,391
Person struck by propeller	33	110	30	173	41	182	$662,417
Person struck by vessel	24	181	23	228	30	264	$1,821,244
Sinking	0	117	55	172	27	30	$9,659,246
Skier mishap	183	3	0	186	17	199	$71,509
Sudden medical condition	0	0	0	0	0	0	$0
Other	31	9	1	41	4	38	$858,100
Unknown	0	0	0	0	0	0	$0

INCIDENT TYPES

Key:
(A) First Event in an Incident
(B) Second Event in an Incident
(C)Third Event in an Incident
(D) Total Times Event Occurred in all Incidents
(E) Deaths Associated with Event in all Incidents
(F) Injuries Associated with Event in all Incidents
(G) Damages Associated with Event in all Incident

2021 Frequency of Events in Incidents & Casualties Nationwide	**A**	**B**	**C**	**D**	**E**	**F**	**G**
Capsizing	264	279	55	598	210	226	$5,264,097
Carbon monoxide poisoning	8	0	0	8	6	13	$15,000
Collision with fixed object	508	79	9	596	46	447	$9,087,710
Collision with floating object	49	4	0	53	7	26	$813,450
Collision with commercial vessel	18	0	0	18	9	21	$160,545
Collision with governmental vessel	10	3	0	13	0	4	$170,001
Collision with recreational vessel	1226	64	5	1295	33	768	$14,259,173
Collision with submerged object	209	3	0	212	11	80	$3,772,330
Departed vessel	158	114	47	319	130	134	$3,428,406
Ejected from vessel	189	568	229	986	280	927	$8,836,438
Electrocution	0	1	0	1	1	0	$1,000
Fall in vessel	149	226	47	422	16	597	$5,285,969
Falls overboard	273	47	11	331	188	137	$430,254
Fire/explosion (fuel)	138	2	0	140	1	117	$6,386,889
Fire/explosion (non-fuel)	93	1	1	95	5	18	$6,085,373
Fire/explosion (unknown origin)	38	1	0	39	2	4	$5,417,050
Flooding/swamping	461	222	84	767	81	235	$26,484,046
Grounding	308	72	26	406	23	242	$13,613,056
Person struck by propeller	45	112	31	188	24	191	$141,670
Person struck by vessel	30	201	30	261	20	328	$1,296,934
Sinking	0	132	114	246	16	41	$9,299,622
Skier mishap	213	13	1	227	11	257	$26,050
Sudden medical condition	3	2	1	6	1	5	$0
Other	49	11	0	60	2	51	$1,491,335
Unknown	0	0	0	0	0	0	$0

Table 18 – Number of Vessels in Incidents by Vessel Length & Primary Incident Type

	Total Vessels Involved	Capsizing	Carbon Monoxide	Collision With Fixed Object	Collision With Floating Object	Collision With Vessel	Fire/Explosion (Fuel - Engine)	Fire/Explosion (Fuel - Not Engine)	Fire/Explosion (Non-Fuel)	Fire/Explosion (Unknown Origin)	Flooding	Grounding	Impacted By Vessel	Natural	Person Departs Vessel Voluntarily	Person Ejected From A Vessel	Person Falls Overboard	Person Impacts Vessel	Person Struck By Propeller	Person Struck By Vessel	Sinking	Sudden Medical Condition	Swamping	Towed Watersport Mishap	Unknown/Other	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	**5360**	**233**	**6**	**1170**	**213**	**1737**	**190**	**23**	**42**	**53**	**175**	**235**	**11**	**4**	**136**	**198**	**206**	**115**	**37**	**28**	**24**	**12**	**241**	**206**	**65**	**410**	**158**	**568**	**2119**
3 feet	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 feet	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5 feet	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6 feet	6	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	1	0	1	5
7 feet	14	1	0	2	0	5	0	0	0	0	0	1	0	0	1	0	1	1	0	0	1	0	0	1	0	3	1	4	7
8 feet	47	12	0	5	1	14	1	0	0	0	0	1	0	0	0	3	6	0	0	1	1	0	2	0	0	12	1	13	17
9 feet	74	11	0	3	2	30	1	0	0	0	2	1	0	0	0	4	11	3	0	1	0	0	0	4	1	16	2	18	42
10 feet	347	41	0	27	9	161	4	0	0	0	6	4	0	1	4	34	25	8	0	1	1	2	10	8	1	54	4	58	195
11 feet	545	8	0	63	7	315	5	0	1	1	11	10	0	0	5	65	18	18	0	2	1	0	5	10	0	19	18	37	256
12 feet	130	16	0	11	2	41	2	0	0	1	4	2	0	0	4	5	14	5	0	1	0	2	13	4	3	24	10	34	64
13 feet	46	11	0	6	1	6	0	0	0	2	0	1	0	0	0	6	2	1	0	0	0	0	10	0	0	10	0	10	18
14 feet	103	17	0	12	2	12	0	0	0	0	8	3	0	0	1	9	9	5	0	0	0	1	20	0	4	22	9	31	39
15 feet	122	12	0	20	7	25	0	0	1	0	8	3	0	0	2	10	10	1	0	0	1	0	20	1	1	20	6	26	60
Under 16 ft	**1440**	**131**	**0**	**149**	**32**	**612**	**13**	**0**	**2**	**4**	**40**	**26**	**0**	**1**	**17**	**136**	**97**	**43**	**0**	**9**	**5**	**5**	**80**	**28**	**10**	**181**	**51**	**232**	**707**
16 feet	178	12	0	31	11	46	2	0	0	0	6	9	0	0	5	5	10	4	2	1	3	1	22	6	2	24	10	34	87
17 feet	200	8	0	39	15	61	7	0	2	0	13	11	0	0	1	4	13	5	1	0	0	0	11	8	1	28	7	35	97
18 feet	257	12	0	40	14	76	9	1	0	3	10	18	1	0	12	6	12	6	2	0	1	0	24	9	1	15	10	25	108
19 feet	206	4	0	37	16	62	8	0	1	3	10	8	0	0	5	3	8	4	5	1	2	0	10	17	2	20	10	30	71
20 feet	325	9	0	63	11	95	16	2	0	1	14	20	0	1	18	4	12	6	2	1	0	2	20	25	3	22	13	35	143
21 feet	279	4	1	64	17	83	9	0	1	1	10	13	0	1	6	8	9	5	2	2	0	0	14	26	3	9	4	13	129
22 feet	270	5	1	74	12	70	12	1	0	2	8	15	0	0	21	4	6	6	1	1	1	0	7	23	0	20	6	26	101
23 feet	249	2	0	64	10	60	19	0	1	2	11	15	2	0	9	4	4	6	1	1	1	1	6	26	4	7	11	18	116
24 feet	261	5	0	63	9	84	8	0	2	2	7	10	2	0	18	2	7	3	7	3	0	0	11	15	3	16	1	17	95
25 feet	166	6	0	49	8	44	6	1	0	1	6	9	0	0	6	5	2	4	4	0	1	1	1	9	3	12	4	16	70
16 ft to less than 26 ft	**2391**	**67**	**2**	**524**	**123**	**681**	**96**	**5**	**7**	**15**	**95**	**128**	**5**	**2**	**101**	**45**	**83**	**49**	**27**	**10**	**9**	**5**	**126**	**164**	**22**	**173**	**76**	**249**	**1017**
26 feet	125	1	0	30	9	37	6	0	2	0	5	6	1	1	5	3	3	3	3	0	0	0	5	3	2	6	2	8	43
27 feet	92	1	0	30	9	25	11	1	0	1	0	2	0	0	2	1	1	3	0	0	1	0	1	3	0	1	4	5	30
28 feet	79	1	0	20	7	26	6	1	1	1	1	4	1	0	2	1	0	1	0	0	1	0	2	1	2	10	0	10	31
29 feet	59	1	0	15	4	16	4	0	1	4	3	5	1	0	0	0	0	1	1	0	0	1	1	1	0	2	1	3	10
30 feet	65	0	0	19	3	16	2	1	1	5	3	10	0	0	0	0	1	0	2	0	1	0	0	0	1	1	1	2	24
31 feet	38	0	0	12	0	14	2	1	0	1	4	2	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	7
32 feet	66	2	0	28	1	17	4	0	1	0	4	4	0	0	0	0	0	1	1	0	0	0	1	0	2	0	0	0	25
33 feet	60	0	0	22	3	15	5	0	2	3	1	3	0	0	0	1	1	1	0	0	2	0	0	0	1	1	1	2	24
34 feet	44	0	1	17	2	12	1	2	2	2	1	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	12
35 feet	58	2	0	15	3	13	5	1	2	1	1	9	1	0	1	0	0	0	2	0	0	0	0	0	2	2	1	3	9
36 feet	52	0	0	18	1	14	2	3	3	2	2	2	0	0	1	0	0	0	0	1	0	0	2	0	1	2	1	3	14
37 feet	51	0	0	22	0	15	4	0	2	0	0	2	1	0	0	2	0	0	0	0	1	0	1	0	1	1	0	1	11
38 feet	46	0	1	21	0	13	1	1	1	3	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	11

INCIDENT TYPES

	Total Vessels Involved	Capsizing	Carbon Monoxide	Collision With Fixed Object	Collision With Floating Object	Collision With Vessel	Fire/Explosion (Fuel - Engine)	Fire/Explosion (Fuel - Not Engine)	Fire/Explosion (Non-Fuel)	Fire/Explosion (Unknown Origin)	Flooding	Grounding	Impacted By Vessel	Natural	Person Departs Vessel Voluntarily	Person Ejected From A Vessel	Person Falls Overboard	Person Impacts Vessel	Person Struck By Propeller	Person Struck By Vessel	Sinking	Sudden Medical Condition	Swamping	Towed Watersport Mishap	Unknown/Other	Drownings	Other Deaths	Total Deaths	Injuries
39 feet	36	0	0	17	0	10	1	0	0	1	1	3	0	0	0	1	0	1	0	0	0	0	0	0	1	1	3	4	12
26 ft to less than 40 ft	**871**	**8**	**2**	**286**	**42**	**243**	**54**	**11**	**18**	**24**	**29**	**55**	**5**	**1**	**11**	**9**	**7**	**13**	**9**	**2**	**7**	**1**	**13**	**8**	**13**	**28**	**16**	**44**	**263**
40 ft to 65 ft	**383**	**4**	**1**	**145**	**9**	**127**	**15**	**7**	**13**	**5**	**5**	**17**	**0**	**0**	**1**	**2**	**2**	**8**	**1**	**0**	**1**	**0**	**10**	**0**	**10**	**5**	**7**	**12**	**77**
Over 65 ft	**79**	**0**	**1**	**35**	**5**	**17**	**0**	**0**	**2**	**3**	**0**	**5**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**1**	**2**
Unknown	**196**	**23**	**0**	**31**	**2**	**57**	**12**	**0**	**0**	**2**	**6**	**4**	**1**	**0**	**4**	**5**	**15**	**2**	**0**	**7**	**2**	**1**	**12**	**6**	**4**	**23**	**7**	**30**	**53**

Table 19 – Number of Vessels in Incidents by Vessel Type & Primary Incident Type with Number of Casualties by Casualty Type & Vessel Type 2025

	All Incident Types	Capsizing	Carbon Monoxide Exposure	Collision With Fixed Object	Collision With Floating Object	Collision With Vessel	Fire/Explosion (Fuel - Engine)	Fire/Explosion (Fuel - Not Engine)	Fire/Explosion (Non-Fuel)	Fire/Explosion (Unknown Origin)	Flooding	Grounding	Impacted By Vessel	Natural Phenomena	Person Departs Vessel Voluntarily	Person Ejected From A Vessel	Person Falls Overboard	Person Impacts Vessel	Person Struck By Propeller	Person Struck By Vessel	Sinking	Sudden Medical Condition	Swamping	Towed Watersport Mishap	Unknown/Other	Drownings	Other Deaths	Total Deaths	Injuries
All Vessels	**5360**	**233**	**6**	**1170**	**213**	**1737**	**190**	**23**	**42**	**53**	**175**	**235**	**11**	**4**	**136**	**198**	**206**	**115**	**37**	**28**	**24**	**12**	**241**	**206**	**65**	**410**	**158**	**568**	**2119**
Air Boat	12	0	0	5	1	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	15
Auxiliary Sail	218	3	0	70	2	78	3	2	7	7	6	25	0	0	2	1	0	3	0	0	0	0	5	0	4	9	0	9	24
Cabin Motorboat	791	5	3	283	28	195	77	13	19	20	24	46	1	1	8	5	8	12	2	4	7	1	13	2	14	18	14	32	174
Canoe	46	24	0	2	2	7	0	0	0	0	0	0	0	0	1	1	4	1	0	0	0	1	2	0	1	25	3	28	24
Houseboat	27	0	1	15	0	4	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	1	3
Inflatable Boat	14	3	0	4	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0	2	0	0	8	0	8	5
Kayak	157	72	0	10	9	6	0	0	0	0	5	0	0	0	4	1	30	0	0	0	0	2	13	0	5	74	6	80	56
Open Motorboat	2431	79	2	520	138	684	81	4	13	17	109	127	2	2	47	63	89	50	26	6	12	4	177	146	33	174	88	262	1082
Personal Watercraft	962	10	0	97	12	571	13	0	1	1	16	18	0	1	7	106	27	35	0	9	3	1	5	27	2	19	25	44	509
Pontoon Boat	489	11	0	131	13	143	16	1	2	1	6	12	5	0	59	11	19	6	8	3	0	2	9	29	2	52	9	61	158
Rowboat	21	5	0	5	2	1	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	3	0	0	8	1	9	35
Sail (Unknown)	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Sail Only	46	13	0	6	0	7	0	2	0	3	2	2	2	0	0	0	3	5	0	0	0	0	1	0	0	1	3	4	16
Standup Paddleboard	28	3	0	0	0	1	0	0	0	0	0	0	0	0	2	3	17	0	0	0	0	1	0	1	0	19	3	22	3
Other	41	0	0	6	5	14	0	0	0	0	1	1	0	0	1	1	4	1	1	1	0	0	3	0	2	1	2	3	4
Unknown	74	4	0	15	1	24	0	0	0	2	6	1	1	0	3	3	2	0	0	3	1	0	5	1	2	1	3	4	10

INCIDENT TYPES

Table 20 – Number of Vessels in Incidents by Primary Incident Type and Propulsion Type

	Total Vessels Involved	Capsizing	Carbon Monoxide Exposure	Collision With Fixed Object	Collision With Floating Object	Collision With Vessel	Fire/Explosion (Fuel - Engine)	Fire/Explosion (Fuel - Not Engine)	Fire/Explosion (Non-Fuel)	Fire/Explosion (Unknown Origin)	Flooding	Grounding	Impacted By Vessel	Natural Phenomena	Other (Describe)	Person Departs Vessel Voluntarily	Person Ejected From A Vessel	Person Falls Overboard	Person Impacts Vessel	Person Struck By Propeller	Person Struck By Vessel	Sinking	Sudden Medical Condition	Swamping	Towed Watersport Mishap	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
All Types	**5360**	**233**	**6**	**1170**	**213**	**1737**	**190**	**23**	**42**	**53**	**175**	**235**	**11**	**4**	**47**	**136**	**198**	**206**	**115**	**37**	**28**	**24**	**12**	**241**	**206**	**18**	**410**	**158**	**568**	**2119**
Air Thrust	16	1	0	5	1	4	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	19
Manual	272	108	0	23	13	16	0	0	0	0	6	2	0	0	2	9	6	55	1	0	3	1	4	20	1	2	136	11	147	123
Propeller	3723	82	6	970	176	1052	164	21	34	35	133	189	8	3	41	112	77	110	68	36	13	15	7	198	165	8	230	99	329	1349
Sail	88	14	0	16	0	24	0	2	3	3	3	7	2	0	0	0	0	5	6	0	0	0	0	3	0	0	2	3	5	21
Water Jet	1066	14	0	118	20	596	22	0	0	1	21	27	0	1	1	8	107	30	36	0	9	4	1	11	38	1	26	30	56	547
Other	13	0	0	1	1	8	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2	2	0
Unknown	182	14	0	37	2	37	4	0	4	14	12	8	1	0	3	6	6	4	4	1	3	4	0	9	2	7	15	13	28	60

Table 21 – Number of Vessels with Propellers by Primary Incident Type and Engine Type

	Total Vessels Involved	Capsizing	Carbon Monoxide Exposure	Collision With Fixed Object	Collision With Floating Object	Collision With Vessel	Fire/Explosion (Fuel - Engine)	Fire/Explosion (Fuel - Not Engine)	Fire/Explosion (Non-Fuel)	Fire/Explosion (Unknown Origin)	Flooding	Grounding	Impacted By Vessel	Natural Phenomena	Person Departs Vessel	Person Ejected From A Vessel	Person Falls Overboard	Person Impacts Vessel	Person Struck By Propeller	Person Struck By Vessel	Sinking	Sudden Medical Condition	Swamping	Towed Watersport Mishap	Unknown/Other	Drownings	Other Deaths	Total Deaths	Injuries
Inboard	1062	4	4	301	45	277	76	15	19	20	33	76	1	0	15	8	12	15	7	3	4	0	41	74	12	34	13	47	300
No Engine	31	1	0	9	1	8	0	1	0	0	0	1	0	0	2	1	1	2	0	1	0	1	0	2	0	1	0	1	9
Outboard	2186	74	0	541	100	658	48	4	14	11	81	85	7	2	86	63	93	38	21	8	5	5	144	65	33	186	79	265	858
Pod Drive	2	0	0	1	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
Sterndrive	367	3	1	96	25	94	36	1	1	3	15	23	0	1	9	2	4	9	7	0	4	1	10	20	2	9	6	15	153
Other	15	0	0	3	3	2	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	7
Unknown	60	0	1	19	2	13	4	0	0	1	4	2	0	0	0	2	0	4	0	1	2	0	2	1	2	0	1	1	22

OPERATOR & PASSENGER INFORMATION

Explanation of Operator/Passenger Information Section

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

Operator Information (Table 22, Page 53)
This table provides information about the operator. Information covers a variety of topics including age, operator's 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 by the Coast Guard, military training, police academy training, rental operator training, commercially-available courses, and camp training. Informal training signifies that the operator did not receive formal instruction, but rather learned from experience.

Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 7, Page 54)
This table and 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 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 55)
This table and figure 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, 2010-2025 (Figure 9 & Table 25, Page 56-57)
This table and figure focus on the percentage of deaths that occurred on each vessel type over the years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year. Please note that the percentages in the table were rounded up and will not sum to 100%

Number of Deceased Victims by Age & Vessel Type (Figure 9a and Table 26, Pages 58-59)
This table documents the age of fatal incident victims by vessel type, and delineates the number of drownings, non-drownings, and total deaths by age. The figure charts the percent of deceased victims by age group and vessel type.

Percent of Injured Victims by Age & Vessel Type (Figure 9b and Table 27, Pages 60-61)
This figure charts the percent of injured victims by age group and vessel type. The table documents the age of injured victims by vessel type.

Nature of Primary Injury Type by Area of Injury 2025 (Table 28, Page 62)
This table focuses on the nature and area of the primary injury of injured victims.

Table 22 – Operator Information 2025

		Vessels Involved	Deaths	Injuries
		5360	**568**	**2119**
Age of Operator	12 years and under	14	0	9
	13 to 18 years	295	20	183
	19 to 25 years	530	54	324
	26 to 35 years	616	62	323
	36 to 55 years	1447	167	648
	Over 55 years	1387	222	502
	Unknown	1071	43	130
Operator's Experience	No Experience	62	5	33
	Under 10 hours	491	59	240
	10 to 100 hours	973	89	479
	101 to 500 hours	1307	91	622
	Over 500 hours	498	30	215
	Other	118	9	53
	Unknown	1883	284	476
	No Operator	28	1	1
Number of Persons On Board	None	346	1	3
	One	1839	229	455
	Two	1331	166	621
	Three	463	46	263
	Four	352	37	216
	Five	222	16	141
	Six	149	20	93
	Seven	109	12	96
	Eight	82	8	57
	Nine	42	4	61
	Ten	42	11	28
	More than 10	59	5	64
	Unknown	324	13	21
Education of Operator	US Power Squadrons	21	0	3
	USCG Auxiliary	85	3	19
	Informal	99	9	46
	Internet Course	97	1	45
	State Course	1027	46	498
	Other	201	10	97
	No Education	1603	195	753
	Unknown	2200	303	658
	No Operator	27	1	0

Table 23 – Number of Deaths by Type of Operator Boating Instruction 2025

Type of Boating Instruction	Deaths	Percentage
Informal	9	2%
Internet Course	4	1%
No Education	196	35%
No Operator	2	0%
State Course	43	8%
USCG Auxiliary	3	1%
US Power Squadrons	0	0%
Other	15	3%
Unknown	296	52%
Total Deaths - Known Operator Instruction or No Operator	272	48%
Unknown	296	52%
Total Deaths - Known & Unknown Operator Instruction	568	

Figure 7 – Percent of Deaths by Known Operator Instruction 2025

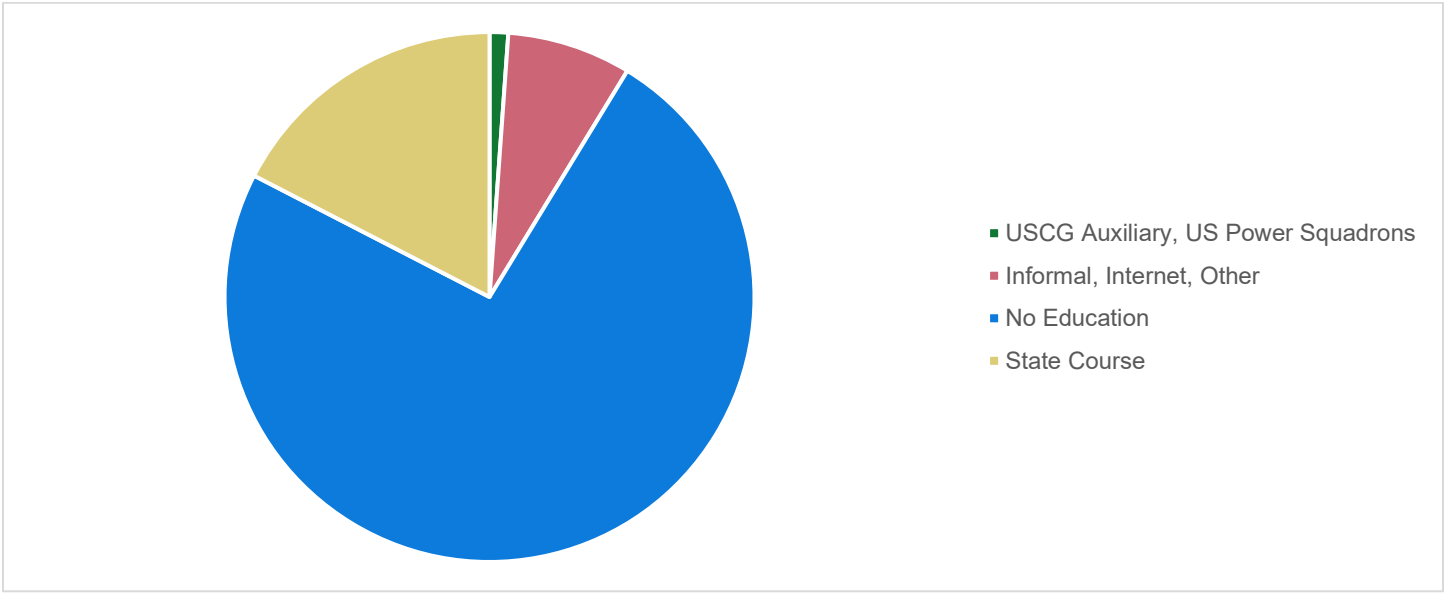


Table 24 – Number of Deaths by Vessel Type 2025

Vessel Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Air Boat	1	0	1	100%
Auxiliary Sail	9	0	9	100%
Cabin Motorboat	18	14	32	56%
Canoe	25	3	28	89%
Houseboat	0	1	1	0%
Inflatable Boat	8	0	8	100%
Kayak	74	6	80	93%
Open Motorboat	174	88	262	66%
Personal Watercraft	19	25	44	43%
Pontoon Boat	52	9	61	85%
Rowboat	8	1	9	89%
Sail (Unknown)	0	0	0	0%
Sail Only	1	3	4	25%
Standup Paddleboard	19	3	22	86%
Other	1	2	3	33%
Unknown	1	3	4	25%

Figure 8 – Number of Deaths by Vessel Type 2025

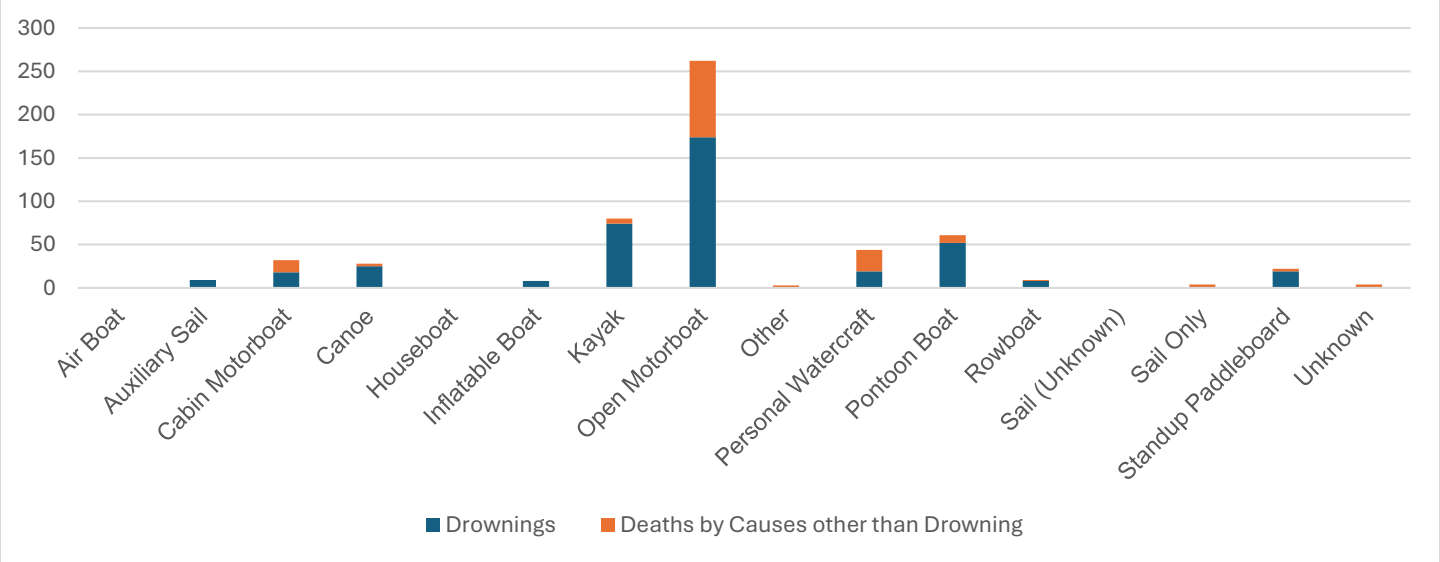


Figure 9 – Percent of Deaths by Vessel Type 2010-2025

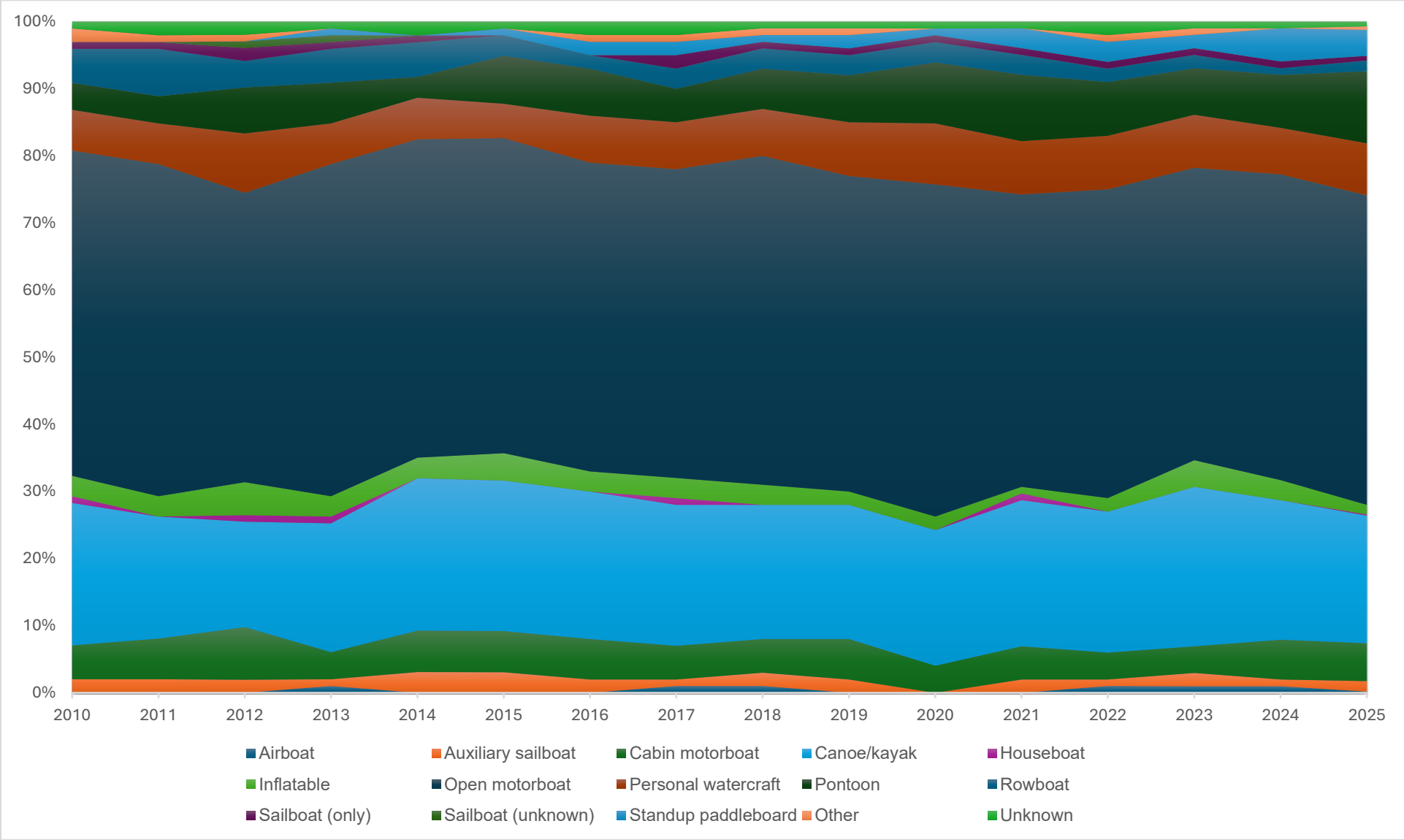


Table 25 – Percent of Deaths by Vessel Type 2010-2025

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Airboat	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	1%	1%	1%	0%
Auxiliary sailboat	2%	2%	2%	1%	3%	3%	2%	1%	2%	2%	0%	2%	1%	2%	1%	2%
Cabin motorboat	5%	6%	8%	4%	6%	6%	6%	5%	5%	6%	4%	5%	4%	4%	6%	6%
Canoe/kayak	21%	18%	16%	19%	22%	22%	22%	21%	20%	20%	20%	22%	21%	24%	21%	19%
Houseboat	1%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Inflatable	3%	3%	5%	3%	3%	4%	3%	3%	3%	2%	2%	1%	2%	4%	3%	1%
Open motorboat	48%	49%	44%	49%	46%	46%	46%	46%	49%	47%	49%	44%	46%	44%	46%	46%
Personal watercraft	6%	6%	9%	6%	6%	5%	7%	7%	7%	8%	9%	8%	8%	8%	7%	8%
Pontoon	4%	4%	7%	6%	3%	7%	7%	5%	6%	7%	9%	10%	8%	7%	8%	11%
Rowboat	5%	7%	4%	5%	5%	3%	2%	3%	3%	3%	3%	3%	2%	2%	1%	2%
Sailboat (only)	1%	1%	2%	1%	1%	0%	0%	2%	1%	1%	1%	1%	1%	1%	1%	1%
Sailboat (unknown)	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Standup paddleboard	0%	0%	0%	1%	0%	1%	2%	2%	1%	2%	1%	3%	3%	2%	5%	4%
Other	2%	1%	1%	0%	0%	0%	1%	1%	1%	1%	0%	0%	1%	1%	0%	1%
Unknown	1%	2%	2%	1%	2%	1%	2%	2%	1%	1%	1%	1%	2%	1%	1%	1%

Figure 9a – Percent of Deceased Victims by Age and Vessel Type 2025

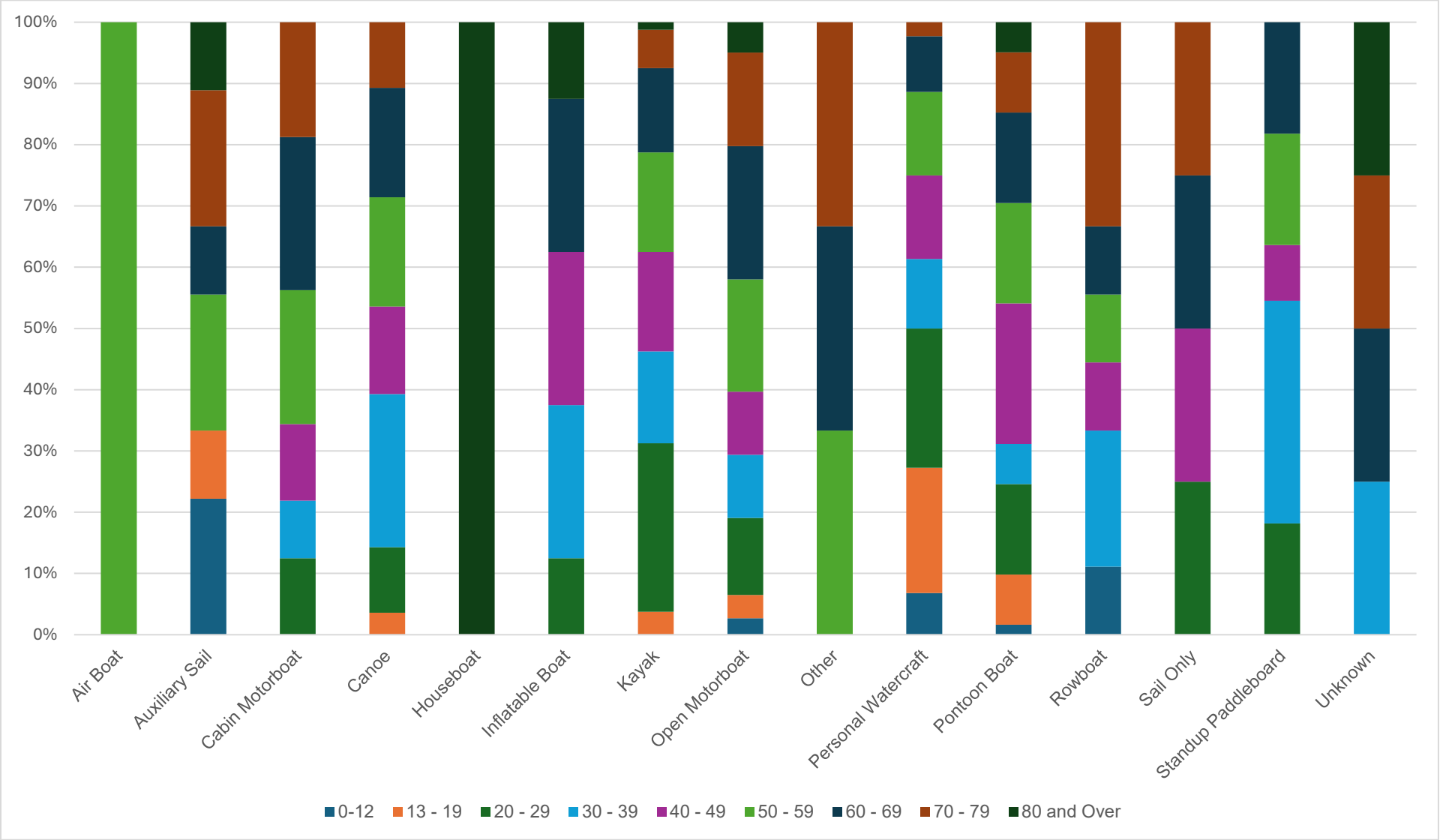


Table 26 – Number of Deceased Victims by Age and Vessel Type 2025

Age of Deceased Victim	Air Boat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable Boat	Kayak	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sail Only	Standup Paddleboard	Unknown	Drownings	Other deaths	Total deaths
Total	**1**	**9**	**32**	**28**	**1**	**8**	**80**	**262**	**3**	**44**	**61**	**9**	**4**	**22**	**4**	**410**	**158**	**568**
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	2
4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1
6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
10	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	2	3
11	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
12	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
0-12	0	2	0	0	0	0	0	7	0	3	1	1	0	0	0	8	6	14
13 - 19	0	1	0	1	0	0	3	10	0	9	5	0	0	0	0	18	11	29
20 - 29	0	0	4	3	0	1	22	33	0	10	9	0	1	4	0	67	20	87
30 - 39	0	0	3	7	0	2	12	27	0	5	4	2	0	8	1	54	17	71
40 - 49	0	0	4	4	0	2	13	27	0	6	14	1	1	2	0	60	14	74
50 - 59	1	2	7	5	0	0	13	48	1	6	10	1	0	4	0	61	37	98
60 - 69	0	1	8	5	0	2	11	57	1	4	9	1	1	4	1	73	32	105
70 - 79	0	2	6	3	0	0	5	40	1	1	6	3	1	0	1	51	18	69
80 and Over	0	1	0	0	1	1	1	13	0	0	3	0	0	0	1	18	3	21

Figure 9b – Percent of Injured Victims by Age and Vessel Type 2025

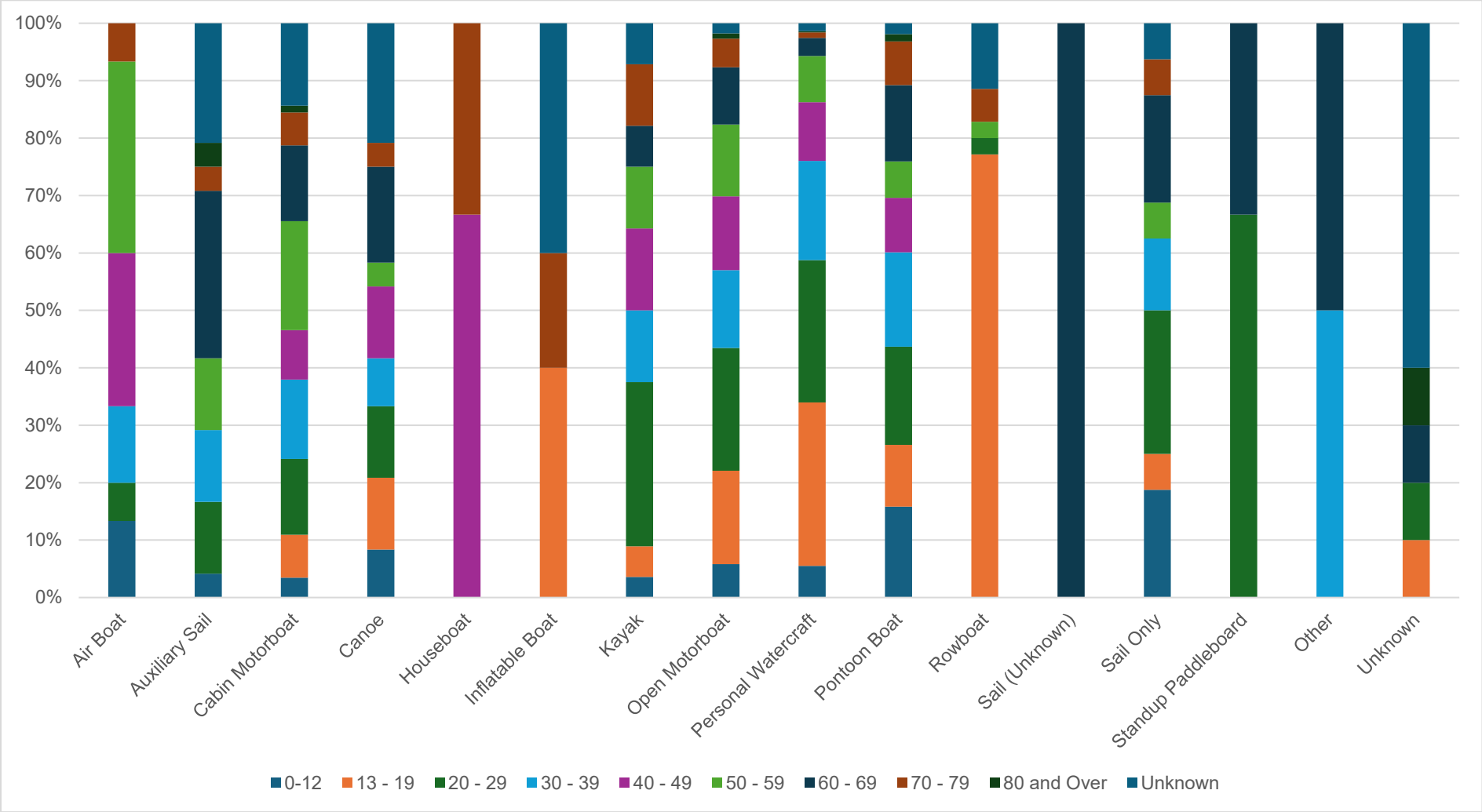


Table 27 – Number of Injured Victims by Age and Vessel Type 2025

Age of Injured Victim	Grand Total	Air Boat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable Boat	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sail (Unknown)	Sail Only	Standup Paddleboard	Other	Unknown
Total	**2119**	**15**	**24**	**174**	**24**	**3**	**5**	**56**	**1082**	**509**	**158**	**35**	**1**	**16**	**3**	**4**	**10**
0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
4	7	0	0	0	1	0	0	1	4	0	1	0	0	0	0	0	0
5	6	0	0	1	0	0	0	0	4	0	1	0	0	0	0	0	0
6	7	0	0	1	0	0	0	0	5	0	1	0	0	0	0	0	0
7	13	0	1	1	0	0	0	1	5	2	3	0	0	0	0	0	0
8	19	1	0	0	0	0	0	0	8	5	5	0	0	0	0	0	0
9	12	1	0	0	0	0	0	0	3	5	2	0	0	1	0	0	0
10	19	0	0	0	1	0	0	0	9	6	2	0	0	1	0	0	0
11	20	0	0	1	0	0	0	0	10	3	6	0	0	0	0	0	0
12	22	0	0	2	0	0	0	0	10	6	3	0	0	1	0	0	0
0-12	132	2	1	6	2	0	0	2	63	28	25	0	0	3	0	0	0
13 - 19	388	0	0	13	3	0	2	3	176	145	17	27	0	1	0	0	1
20 - 29	438	1	3	23	3	0	0	16	231	126	27	1	0	4	2	0	1
30 - 39	303	2	3	24	2	0	0	7	147	88	26	0	0	2	0	2	0
40 - 49	238	4	0	15	3	2	0	8	139	52	15	0	0	0	0	0	0
50 - 59	236	5	3	33	1	0	0	6	135	41	10	1	0	1	0	0	0
60 - 69	191	0	7	23	4	0	0	4	108	16	21	0	1	3	1	2	1
70 - 79	95	1	1	10	1	1	1	6	54	5	12	2	0	1	0	0	0
80 and Over	17	0	1	2	0	0	0	0	10	1	2	0	0	0	0	0	1
Unknown	81	0	5	25	5	0	2	4	19	7	3	4	0	1	0	0	6

Table 28 – Nature of Primary Injury Type by Area of Injury 2025

	All Areas	Arm(s)	Body	Foot	Hand	Head	Leg(s)	Neck	Trunk	Other	Unknown
All primary injury types	**2119**	**172**	**311**	**74**	**61**	**520**	**444**	**53**	**362**	**16**	**106**
Amputation	22	1	0	2	11	0	8	0	0	0	0
Broken Bone(s)	390	50	0	25	11	53	126	9	101	5	10
Burns	134	8	31	9	2	25	38	2	5	1	13
Carbon Monoxide Poisoning	6	0	6	0	0	0	0	0	0	0	0
Concussion/Brain Injury	220	0	0	0	0	220	0	0	0	0	0
Cut	443	38	16	25	28	153	153	3	17	2	8
Dislocation	35	19	0	0	0	0	14	0	2	0	0
Hypothermia	176	0	176	0	0	0	0	0	0	0	0
Internal Organ Injury	78	0	14	0	0	0	0	0	63	0	1
Scrape/Bruise	273	34	22	5	3	59	72	7	56	2	13
Shock	25	0	25	0	0	0	0	0	0	0	0
Spinal Cord Injury	46	0	0	0	0	0	0	7	39	0	0
Sprain / Strain	125	18	12	8	4	4	22	17	35	3	2
Other	73	1	6	0	2	5	5	5	41	3	5
Unknown	73	3	3	0	0	1	6	3	3	0	54

CASUALTY DATA

Explanation of Casualty Data Section

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

Deaths, Injuries & Incidents by Year, 2005-2025 (Figure 11 & Table 29, Page 66)
This figure and table document the number of incidents and casualties from 2005-2025.

Incident, Casualty & Damage Data by State (Table 30, Page 67-68)
This table provides incident, casualty, and damage information by state for the year 2025. Incidents are broken down into three categories of severity– fatal incidents, non-fatal injury incidents, and incidents with property damage. Please note that under this categorization, some incidents may have statistics that fall in two or more categories; as a result, this may result in the three categories adding up differently from the total incidents column. The death, injured victims, and damages would be represented in the totals under the “Persons Involved” and “Damages” headings.

Distribution of Recreational Boating Deaths by State (Figure 12, Page 69)
This figure provides the number that each state contributed to the national death count in a map.

Annual Recreational Boating Fatality Rates, 2005-2025 (Figure 13 & Table 31, Page 70)
This table and figure provide two fatality rates for years 2005-2025. 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. The fatality rate considers all fatalities and all recreational registration data collected. The motorized fatality rate considers only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

2025 State Fatality Rate (Figure 14, Page 71)
This figure displays state fatality rates, which is expressed as the number of deaths that occurred in that state per 100,000 vessels that the 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 2023-2025, to view the Scope of each state’s registration system. Further, when examining state fatality rate, it is important to note that rate may include deaths from vessels that were registered in another state.

Five-year Summary of Selected Incident Data by State, 2021-2025 (Table 32, Page 72-74)
This table examines the number of incidents, fatal incidents, and fatalities by state for years 2021-2025.

Number of Incidents by Primary Incident Type & State (Table 33, Page 75-77)
This table documents the first incident event by state. It also provides information about the total number of incidents and casualties by state.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 78)
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 79)
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.

Figure 11 - Deaths, Injuries & Incidents by Year 2005-2025

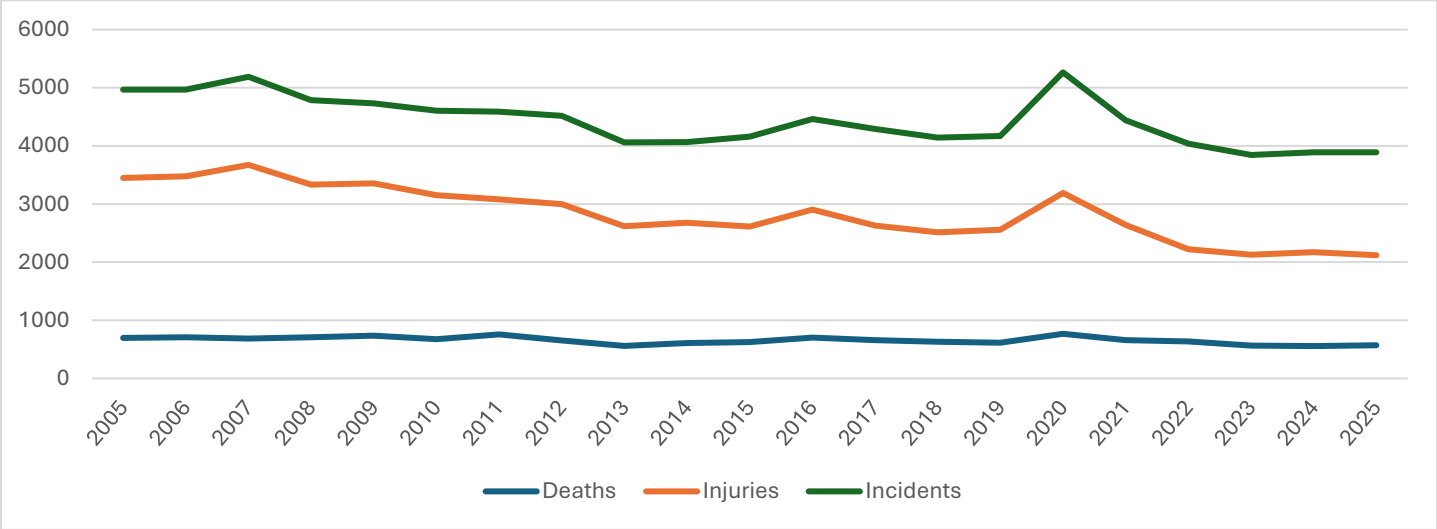


Table 29 – Deaths, Injuries, Incidents by Year 2005-2025

Year	Deaths	Injuries	Incidents
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3081	4588
2012	651	3000	4515
2013	560	2620	4062
2014	610	2678	4064
2015	626	2613	4158
2016	701	2903	4463
2017	658	2629	4291
2018	633	2511	4145
2019	613	2559	4168
2020	767	3191	5265
2021	658	2641	4439
2022	636	2222	4040
2023	564	2126	3844
2024	556	2170	3887
2025	568	2119	3890

Table 30 – Incident, Casualty & Damage Data by State 2025[1]

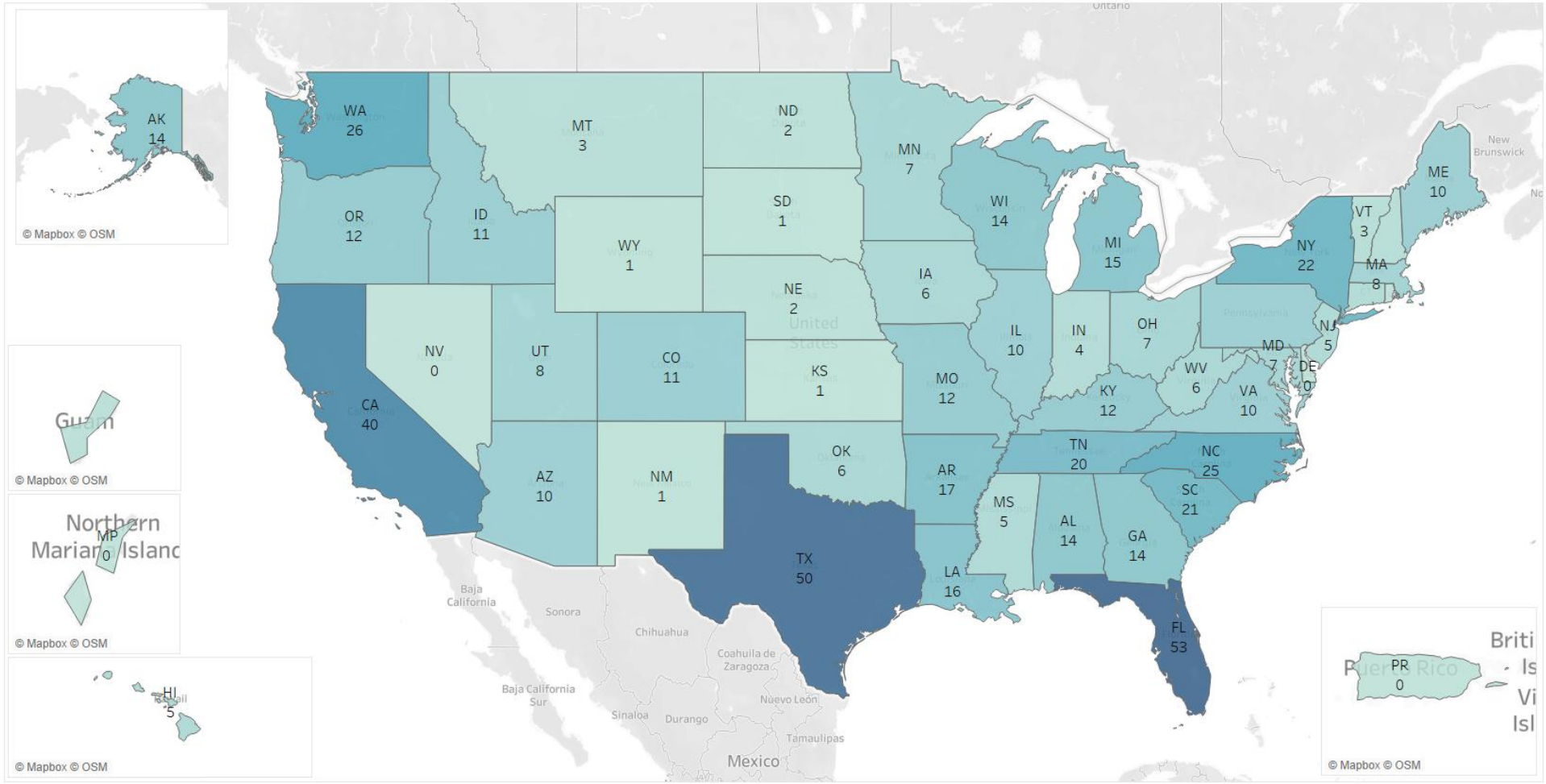
	Number of Incidents				Persons Involved		
State	Total	Fatal	Non-Fatal Injury	Property Damage	Deaths	Injured	Damages
Totals	3890	503	913	2327	568	2119	$89,299,389
AK	16	12	4	1	14	9	$43,000
AL	95	11	18	69	14	63	$2,455,611
AR	73	14	20	44	17	40	$716,917
AS	0	0	0	0	0	0	$0
AZ	90	8	21	57	10	43	$1,625,482
CA	345	31	85	212	40	180	$16,377,428
CO	36	11	12	13	11	12	$230,286
CT	43	3	13	28	4	27	$1,179,489
DC	0	0	0	0	0	0	$0
DE	9	0	2	7	0	2	$324,155
FL	678	43	152	456	53	430	$25,846,072
GA	86	12	27	44	14	84	$741,894
GU	2	2	1	1	2	1	$0
HI	12	5	1	4	5	3	$80,000
IA	30	6	10	15	6	18	$417,083
ID	54	10	15	28	11	22	$816,335
IL	74	10	15	41	10	35	$995,175
IN	47	4	16	25	4	25	$264,047
KS	10	1	2	4	1	5	$68,300
KY	41	11	15	20	12	24	$443,191
LA	109	16	21	56	16	72	$819,464
MA	62	8	19	34	8	58	$719,800
MD	98	7	25	64	7	54	$2,396,721
ME	32	7	5	20	10	12	$309,500
MI	75	13	17	40	15	37	$746,900
MN	39	7	16	17	7	29	$333,564
MO	103	11	34	55	12	65	$1,353,760
MP	1	0	0	1	0	0	$2,141
MS	24	5	6	14	5	12	$202,400
MT	4	3	2	0	3	3	$0
NC	133	24	26	82	25	54	$4,494,370
ND	9	2	0	7	2	0	$51,150
NE	11	2	7	1	2	9	$10,800
NH	51	3	15	28	3	18	$342,499
NJ	113	5	14	91	5	43	$1,705,023
NM	10	1	3	6	1	4	$49,000

[1] Some incidents have overlapping figures (e.g. an incident may have both fatalities and injuries). As a result, the counts may not add up cleanly.

CASUALTY DATA

	Number of Incidents				Persons Involved		
State	**Total**	**Fatal**	**Non-Fatal Injury**	**Property Damage**	**Deaths**	**Injured**	**Damages**
NV	49	0	6	40	0	26	$552,468
NY	152	16	31	104	22	86	$2,760,051
OH	124	7	24	80	7	49	$2,589,626
OK	30	6	10	14	6	28	$177,900
OR	51	12	8	30	12	10	$537,448
PA	37	9	19	7	10	22	$52,820
PR	2	0	1	1	0	1	$0
RI	31	0	0	30	0	0	$3,998,407
SC	136	19	16	96	21	76	$2,323,607
SD	14	1	4	9	1	10	$126,600
TN	132	19	29	65	20	49	$1,611,785
TX	177	45	39	94	50	96	$3,771,350
UT	81	7	25	37	8	40	$676,223
VA	77	10	24	36	10	48	$548,534
VI	0	0	0	0	0	0	$0
VT	7	3	1	1	3	1	$14,501
WA	60	19	10	26	26	16	$620,012
WI	89	13	22	57	14	58	$1,522,920
WV	12	6	4	4	6	8	$91,400
WY	6	1	0	4	1	1	$79,640
Atlantic Ocean	6	0	0	6	0	0	$1,055,000
Gulf of America	2	2	1	1	2	1	$27,540
Pacific Ocean	0	0	0	0	0	0	$0

Figure 12 – Distribution of 2025 Deaths by State



*Note: US Virgin Islands had zero fatalities in 2025

Figure 13 - Annual Recreational Boating Fatality Rates 2005-2025

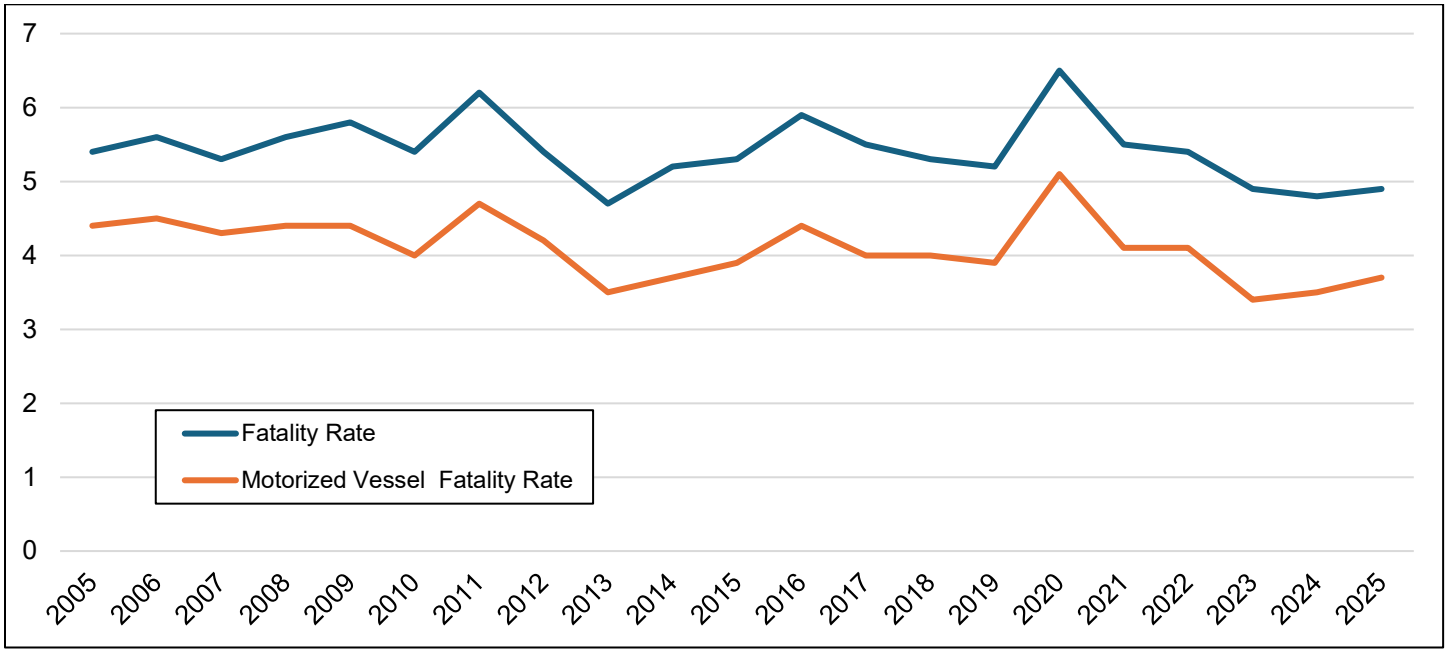


Table 31 – Annual Recreational Boating Fatality Rates 2005-2025

	All Deaths	All Registered Vessels	Fatality Rate	Motorized Vessel Deaths	Registered Motorized Vessels	Motorized Vessel Fatality Rate
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
2011	758	12,173,935	6.2	527	11,326,848	4.7
2012	651	12,101,936	5.4	476	11,226,268	4.2
2013	560	12,013,496	4.7	391	11,128,052	3.5
2014	610	11,804,002	5.2	411	10,960,861	3.7
2015	626	11,867,049	5.3	434	11,034,479	3.9
2016	701	11,861,811	5.9	481	11,005,841	4.4
2017	658	11,961,568	5.5	440	11,090,600	4
2018	633	11,852,969	5.3	441	10,994,900	4
2019	613	11,878,542	5.2	426	11,052,684	3.9
2020	767	11,838,188	6.5	556	10,987,619	5.1
2021	658	11,957,886	5.5	458	11,064,813	4.1
2022	636	11,770,383	5.4	442	10,889,031	4.1
2023	564	11,546,512	4.9	370	10,728,774	3.4
2024	556	11,674,073	4.8	382	10,852,992	3.5
2025	568	11,625,827	4.9	400	10,836,348	3.7

Figure 14 – 2025 State Fatality Rate

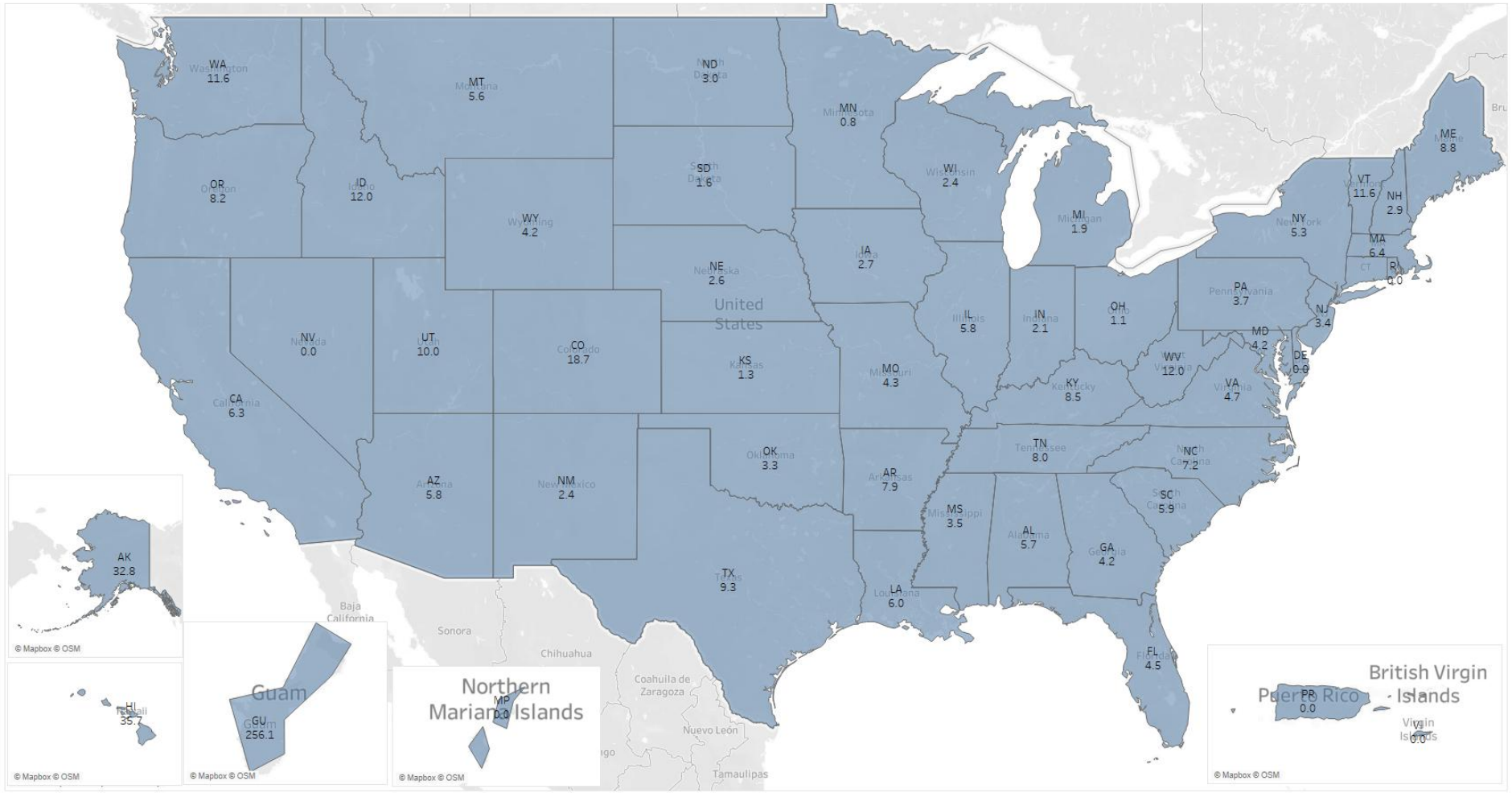


Table 32 – Five-Year Summary of Selected Incident Data by State 2021-2025

	Total Number of Incidents					Fatal Incidents					Deaths				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Totals	4439	4040	3844	3887	3890	602	589	529	495	503	658	636	564	556	568
AK	14	16	26	22	16	12	7	18	11	12	14	10	21	20	14
AL	69	72	58	81	95	10	11	11	8	11	10	11	12	8	14
AR	54	60	61	56	73	9	13	8	8	14	11	15	9	9	17
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AZ	118	124	95	97	90	12	12	7	9	8	13	13	9	11	10
CA	454	387	339	377	345	37	42	30	38	31	39	43	33	45	40
CO	30	31	35	44	36	8	13	15	20	11	8	14	15	21	11
CT	43	34	28	35	43	7	7	5	5	3	7	9	6	8	4
DE	17	23	19	18	9	2	2	1	0	0	2	2	1	0	0
DC	1	1	4	3	0	0	0	1	0	0	0	0	1	0	0
FL	723	712	619	632	678	60	65	54	70	43	61	66	56	75	53
GA	91	97	101	93	86	15	18	16	10	12	17	23	16	11	14
GU	2	2	2	0	2	1	1	0	0	2	1	1	0	0	2
HI	15	11	14	11	12	5	4	3	1	5	5	4	3	1	5
IA	33	28	37	22	30	2	4	6	4	6	3	4	7	6	6
ID	57	42	48	39	54	10	12	7	4	10	10	15	7	4	11
IL	88	53	70	68	74	14	5	11	13	10	15	5	13	15	10
IN	40	46	37	46	47	6	10	4	3	4	7	11	4	4	4
KS	25	16	27	15	10	2	1	2	0	1	4	1	2	0	1
KY	48	33	45	31	41	14	4	7	7	11	17	4	8	8	12
LA	111	103	94	92	109	23	24	7	8	16	27	29	7	9	16
MA	65	68	41	64	62	6	5	9	9	8	6	5	9	9	8
MD	138	126	116	112	98	6	11	10	6	7	6	11	10	6	7
ME	23	31	25	29	32	3	8	4	3	7	4	9	4	3	10
MI	110	88	82	120	75	18	17	20	27	13	21	17	21	28	15
MN	87	90	68	58	39	18	14	9	8	7	18	15	9	9	7
MO	159	114	122	102	103	28	16	6	10	11	28	17	6	12	12
MP	1	0	4	0	1	1	0	0	0	0	1	0	0	0	0

CASUALTY DATA

	Total Number of Incidents					Fatal Incidents					Deaths				
	2021	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**
MS	20	27	31	20	24	4	2	7	1	5	4	2	7	1	5
MT	16	21	10	15	4	4	8	3	7	3	5	8	3	7	3
NC	171	143	155	142	133	20	20	19	13	24	20	20	20	13	25
ND	13	10	16	9	9	2	1	2	2	2	2	1	2	3	2
NE	14	14	8	10	11	1	2	1	1	2	1	2	1	1	2
NH	34	38	40	49	51	3	4	5	3	3	3	4	5	3	3
NJ	100	110	131	113	113	7	4	7	4	5	8	4	7	4	5
NM	16	12	17	24	10	1	2	8	2	1	1	2	8	2	1
NV	32	21	34	39	49	3	5	6	4	0	3	5	8	4	0
NY	162	154	105	110	152	15	24	17	8	16	17	24	18	8	22
OH	140	119	92	106	124	16	17	10	14	7	19	17	10	16	7
OK	49	38	58	49	30	11	11	11	13	6	12	14	11	14	6
OR	42	52	60	58	51	15	16	11	17	12	18	16	13	19	12
PA	56	41	48	59	37	9	9	7	10	9	9	9	8	10	10
PR	0	2	4	1	2	0	2	1	0	0	0	4	1	0	0
RI	33	33	31	26	31	1	3	1	2	0	2	3	1	3	0
SC	184	152	156	154	136	16	22	23	10	19	18	22	24	10	21
SD	16	11	23	10	14	2	0	2	2	1	2	0	2	2	1
TN	123	116	117	129	132	20	24	21	15	19	21	27	22	15	20
TX	238	201	189	174	177	52	30	33	23	45	58	34	33	27	50
UT	43	43	51	50	81	9	4	3	9	7	11	4	3	10	8
VA	89	85	58	85	77	16	13	7	14	10	18	16	8	16	10
VI	3	0	0	1	0	1	0	0	1	0	1	0	0	1	0
VT	6	2	5	6	7	5	1	1	4	3	7	2	1	4	3
WA	81	53	52	36	60	13	15	23	13	19	14	18	23	13	26
WI	111	108	116	104	89	21	20	24	11	13	23	20	28	14	14
WV	4	11	8	15	12	1	3	2	5	6	1	3	2	6	6
WY	5	5	7	13	6	1	1	1	2	1	1	1	1	2	1

CASUALTY DATA

	Total Number of Incidents					Fatal Incidents					Deaths				
	2021	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**
Atlantic Ocean	13	7	4	8	6	2	0	2	1	0	2	0	5	4	0
Gulf of America	3	3	0	4	2	0	0	0	2	2	0	0	0	2	2
Pacific Ocean	6	0	1	1	0	2	0	0	0	0	2	0	0	0	0

Table 33 – Number of Incidents by Primary Incident Type & State 2025

	Total Incident	Alcohol Use	Congested Waters	Dam / Lock	Drug Use	Equipment Failure	Excessive Speed	Failure To Vent	Force Of Wake/Wave	Hazardous Waters	Heavy Weather	Hull Failure	Ignition Of Spilled Fuel Or Vapor	Improper Anchoring	Improper Loading	Improper Lookout	Inadequate On-Board Navigation Lights	Machinery Failure	Missing/Inadequate Aids To Navigation	Navigation Aid Not Performing Properly	Navigation Rules Violation	None; Boat Not At Fault	Operator Inattention	Operator Inexperience	Overloading	People On Gunwale, Bow Or Transom	Restricted Vision (E.G., Fog)	Sharp Turn	Starting In Gear	Sudden Medical Condition	Unknown/Other	Drownings	Other Deaths	Total Deaths
AK	16	1	0	0	0	0	0	0	0	3	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	7	10	4	14
AL	95	4	0	0	0	1	7	0	6	7	3	1	3	0	1	17	1	12	0	0	6	0	6	4	0	0	4	4	0	0	3	7	7	14
AR	73	3	0	1	0	2	8	0	2	2	1	1	2	0	0	9	0	7	0	0	3	1	12	6	2	1	2	0	0	0	3	8	9	17
AZ	90	4	3	0	2	0	14	2	5	0	2	0	0	1	0	5	0	8	0	0	3	0	17	6	1	1	1	3	0	0	4	6	4	10
CA	345	6	3	0	0	5	17	2	23	6	13	2	4	5	3	38	0	34	1	0	15	0	52	46	2	4	1	5	0	1	39	33	7	40
CO	36	1	0	0	0	1	0	0	1	2	8	0	0	1	0	1	0	4	0	0	0	0	4	7	0	0	0	2	0	1	2	8	3	11
CT	43	1	0	0	0	1	5	0	1	1	2	0	0	0	0	3	1	4	0	0	0	1	8	5	0	0	2	1	0	1	5	1	3	4
DE	9	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
FL	678	25	9	1	0	15	61	6	10	13	20	12	9	9	5	91	1	60	0	0	10	1	160	89	1	15	5	10	0	1	33	31	22	53
GA	86	4	1	0	0	1	7	0	4	2	4	0	3	0	0	2	0	9	0	0	3	0	18	4	1	0	1	7	0	0	9	9	5	14
GU	2	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	2	0	2	2
HI	12	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	2	1	4	5
IA	30	1	1	0	0	2	0	0	2	2	4	1	2	0	0	0	0	2	0	0	3	1	1	3	0	0	0	2	0	0	2	6	0	6
ID	54	4	0	0	0	0	1	0	3	8	0	0	1	0	0	7	0	1	0	0	1	0	8	12	0	1	0	0	0	0	1	9	2	11
IL	74	6	0	0	0	0	2	0	5	2	4	1	0	1	1	0	0	4	0	0	9	0	25	7	0	0	2	0	0	1	3	10	0	10
IN	47	6	0	0	0	0	10	0	3	1	5	3	0	0	1	3	0	4	0	0	1	1	4	4	0	0	0	1	0	0	0	4	0	4
KS	10	0	0	1	0	0	0	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0	1
KY	41	5	0	2	1	1	1	2	1	2	0	0	0	0	0	6	1	4	0	0	0	0	7	4	1	0	2	0	0	1	0	6	6	12
LA	109	10	0	0	1	2	6	1	6	4	4	4	1	0	3	7	0	3	0	0	11	0	26	4	1	2	2	2	0	0	7	11	5	16
MA	62	5	0	0	0	1	3	0	5	5	3	1	1	0	0	4	0	4	0	0	2	0	14	9	1	1	0	1	0	0	2	4	4	8
MD	98	3	0	0	0	2	11	2	21	5	3	2	6	0	0	11	0	9	3	0	1	0	5	3	0	1	0	2	0	0	8	6	1	7
ME	32	3	0	0	0	0	2	0	1	2	2	1	2	2	0	0	0	2	0	0	0	0	3	3	1	0	0	2	0	0	6	9	1	10

CASUALTY DATA

	Total Incident	Alcohol Use	Congested Waters	Dam / Lock	Drug Use	Equipment Failure	Excessive Speed	Failure To Vent	Force Of Wake/Wave	Hazardous Waters	Heavy Weather	Hull Failure	Ignition Of Spilled Fuel Or Vapor	Improper Anchoring	Improper Loading	Improper Lookout	Inadequate On-Board Navigation Lights	Machinery Failure	Missing/Inadequate Aids To Navigation	Navigation Aid Not Performing Properly	Navigation Rules Violation	None; Boat Not At Fault	Operator Inattention	Operator Inexperience	Overloading	People On Gunwale, Bow Or Transom	Restricted Vision (E.G., Fog)	Sharp Turn	Starting In Gear	Sudden Medical Condition	Unknown/Other	Drownings	Other Deaths	Total Deaths
MI	75	6	0	0	0	1	2	2	3	0	6	1	3	1	0	1	1	5	0	0	2	0	17	8	0	0	1	2	0	0	13	14	1	15
MN	39	2	0	0	0	0	1	0	5	3	2	1	0	0	0	7	0	1	0	0	0	0	8	5	0	0	0	0	0	0	4	5	2	7
MO	103	4	0	0	1	0	12	1	7	9	8	2	0	0	0	23	0	10	0	0	0	0	8	7	0	1	0	2	0	2	6	8	4	12
MS	24	2	0	0	0	1	1	0	2	1	1	0	0	0	0	0	0	4	0	0	0	0	7	1	0	1	0	1	0	0	2	4	1	5
MT	4	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	3	0	3	3
NC	133	4	1	1	0	2	10	1	10	9	5	2	1	0	1	14	0	6	1	0	10	1	24	12	1	1	1	1	0	1	13	19	6	25
ND	9	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	2	0	2
NE	11	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	0	0	1	0	0	1	2	0	2
NH	51	4	0	0	0	0	0	1	6	1	1	1	1	0	0	9	0	3	0	0	0	0	17	4	0	0	1	0	0	0	2	3	0	3
NJ	113	2	0	0	0	5	3	0	2	4	4	3	3	3	0	9	0	11	0	5	0	0	44	2	1	0	0	2	0	0	10	4	1	5
NM	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	0	0	1	0	1	2	0	0	0	0	0	0	1	1	0	1
NV	49	1	2	0	0	1	7	0	2	0	4	0	0	0	0	4	0	2	0	0	3	0	11	6	0	0	0	0	0	0	6	0	0	0
NY	152	7	0	0	0	1	10	1	12	10	9	5	8	2	0	7	0	8	0	0	1	1	30	23	0	0	2	2	0	0	13	18	4	22
OH	124	10	0	0	0	2	3	2	4	3	1	3	1	2	0	12	0	18	1	0	0	0	31	24	1	0	0	2	0	0	4	7	0	7
OK	30	1	0	0	0	0	1	1	1	1	1	0	1	0	0	0	1	1	0	0	2	0	7	2	1	0	0	1	0	0	8	6	0	6
OR	51	4	2	0	1	1	2	0	3	5	3	0	2	1	0	3	0	0	1	0	0	1	10	7	0	0	2	0	0	0	3	10	2	12
PA	37	1	0	1	0	0	2	0	5	5	0	0	2	1	0	4	0	1	0	0	0	0	7	2	1	0	0	0	0	0	5	10	0	10
RI	31	0	0	0	0	0	0	0	1	3	7	0	0	0	0	4	0	4	0	0	0	0	1	3	0	0	1	0	0	0	7	0	0	0
SC	136	9	0	0	0	1	5	0	7	3	7	0	1	4	0	17	0	7	0	0	3	2	31	18	2	2	1	1	1	2	12	15	6	21
SD	14	1	0	0	0	0	0	1	1	1	4	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	1	0	1
TN	132	6	2	0	0	2	8	0	15	0	7	3	1	1	0	2	0	6	1	0	0	0	44	16	1	0	1	3	0	1	12	12	8	20
TX	177	13	0	0	0	3	11	2	7	9	9	1	3	2	0	2	1	15	1	1	2	1	45	18	2	2	6	1	0	1	19	34	16	50
UT	81	3	0	0	0	1	5	2	9	4	13	2	1	0	0	7	0	2	0	0	0	0	11	7	0	0	0	2	0	1	11	6	2	8
VA	77	3	0	0	1	2	3	0	6	2	5	1	0	0	0	11	0	8	1	0	2	0	6	6	1	1	1	6	0	1	10	7	3	10

CASUALTY DATA

	Total Incident	Alcohol Use	Congested Waters	Dam / Lock	Drug Use	Equipment Failure	Excessive Speed	Failure To Vent	Force Of Wake/Wave	Hazardous Waters	Heavy Weather	Hull Failure	Ignition Of Spilled Fuel Or Vapor	Improper Anchoring	Improper Loading	Improper Lookout	Inadequate On-Board Navigation Lights	Machinery Failure	Missing/Inadequate Aids To Navigation	Navigation Aid Not Performing Properly	Navigation Rules Violation	None; Boat Not At Fault	Operator Inattention	Operator Inexperience	Overloading	People On Gunwale, Bow Or Transom	Restricted Vision (E.G., Fog)	Sharp Turn	Starting In Gear	Sudden Medical Condition	Unknown/Other	Drownings	Other Deaths	Total Deaths
VT	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	3	0	3
WA	60	2	0	1	0	0	0	1	1	4	4	3	1	1	1	1	1	4	0	0	0	0	8	11	1	0	0	0	0	0	15	24	2	26
WI	89	6	2	0	0	1	3	0	1	7	5	1	2	1	0	2	1	6	0	0	2	0	28	9	1	0	3	4	0	1	3	9	5	14
WV	12	2	0	0	1	1	0	0	1	4	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	1	6
WY	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	1	1	0	1
MP	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
PR	2	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	0	1	0	0	0
AT	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
GL	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	1	0	2	2
PC	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	0	0	0	0

Table 34 – Number of Injured Victims by Primary Injury & Vessel Type

	Air Boat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable Boat	Kayak	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sail (Unknown)	Sail Only	Standup Paddleboard	Unknown	Grand Total
Amputation	0	0	3	0	0	0	0	13	0	5	1	0	0	0	0	0	**22**
Broken Bone(s)	5	4	21	2	0	0	3	205	0	127	21	0	0	2	0	0	**390**
Burns	0	2	56	0	1	0	0	61	0	6	8	0	0	0	0	0	**134**
Carbon Monoxide Poisoning	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	**6**
Concussion/Brain Injury	1	5	11	0	0	0	2	129	1	58	10	0	0	3	0	0	**220**
Cut	4	6	25	3	0	1	5	231	2	107	56	1	1	1	0	0	**443**
Dislocation	0	0	2	0	1	0	3	17	0	9	3	0	0	0	0	0	**35**
Hypothermia	0	1	5	9	0	2	32	73	0	8	2	32	0	5	1	6	**176**
Internal Organ Injury	1	0	5	0	0	0	1	32	0	35	4	0	0	0	0	0	**78**
Scrape/Bruise	1	1	12	0	0	1	1	140	0	89	24	0	0	2	1	1	**273**
Shock	0	1	4	1	0	1	3	8	0	4	3	0	0	0	0	0	**25**
Spinal Cord Injury	0	0	4	0	1	0	1	26	0	13	1	0	0	0	0	0	**46**
Sprain / Strain	2	1	6	2	0	0	3	69	1	29	12	0	0	0	0	0	**125**
Other	0	1	9	3	0	0	1	35	0	14	6	0	0	1	1	2	**73**
Unknown	1	2	9	4	0	0	1	39	0	5	7	2	0	2	0	1	**73**
Total	**15**	**24**	**174**	**24**	**3**	**5**	**56**	**1082**	**4**	**509**	**158**	**35**	**1**	**16**	**3**	**10**	**2119**

Table 35 – Number of Fatal Victims by Personal Flotation Device Wear, Cause of Death and Vessel Type 2025

Cause Of Death	PFD Worn?	Number Of Deaths	Air Boat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable Boat	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sail Only	Standup Paddleboard	Other	Unknown
Carbon Monoxide Poisoning	Yes	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	**6**	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0
	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cardiac Arrest	Yes	**4**	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0
	No	**4**	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
	Unknown	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Drowning	Yes	**65**	0	5	5	1	0	5	13	19	11	5	0	0	1	0	0
	No	**338**	1	4	13	24	0	3	61	151	9	44	8	0	18	1	1
	Unknown	**10**	0	0	0	0	0	0	0	4	0	3	1	1	0	0	1
Hypothermia	Yes	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	No	**4**	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0
	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	Yes	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	No	**4**	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0
	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trauma	Yes	**31**	0	0	0	0	0	0	1	9	19	0	0	1	0	1	0
	No	**56**	0	0	4	0	0	0	0	48	1	3	0	0	0	0	0
	Unknown	**7**	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0
Unknown	Yes	**3**	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
	No	**18**	0	0	2	1	0	0	0	8	1	3	0	1	1	1	0
	Unknown	**15**	0	0	2	1	0	0	2	8	0	0	0	0	0	0	2
All Causes		**568**	1	9	32	28	1	8	80	262	44	61	9	4	22	3	4

REGISTRATION DATA

Explanation of Registration Data Section

The following section contains five 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, 1990-2025 (Table 36 & Figure 15, Page 82)
This table provides information about recreational vessel registration for each year from 1990-2025. The accompanying figure displays a trend line from 1990-2025.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 83)
This table summarizes recreational vessel registrations by propulsion type and vessel length. The first section reports the number of mechanically propelled vessels, non-mechanically propelled vessels, and the total number of registered vessels. The second section breaks down mechanically propelled vessel registrations by length category. The final section presents registrations for manually propelled vessels.

Registration Data by State (Table 38, Page 84-86)
This table examines recreational vessel registration, deaths, and fatality rates by state for years 2024 and 2025. 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. When examining a state fatality rate, it is important to note that the state fatality rate may include deaths from vessels that were registered in another state. This table also specifies the scope of the state's registration program.

Distribution of 2025 Recreational Vessel Registration by State (Figure 16, Page 87)
This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 637,690 vessels. Out of the total national registration of 11,625,827 California contributed 5.5% ((637,690/11,625,827) × 100) of registered vessels. Please note that percentages have been rounded.

Figure 15 – Recreational Vessels Registered by Year

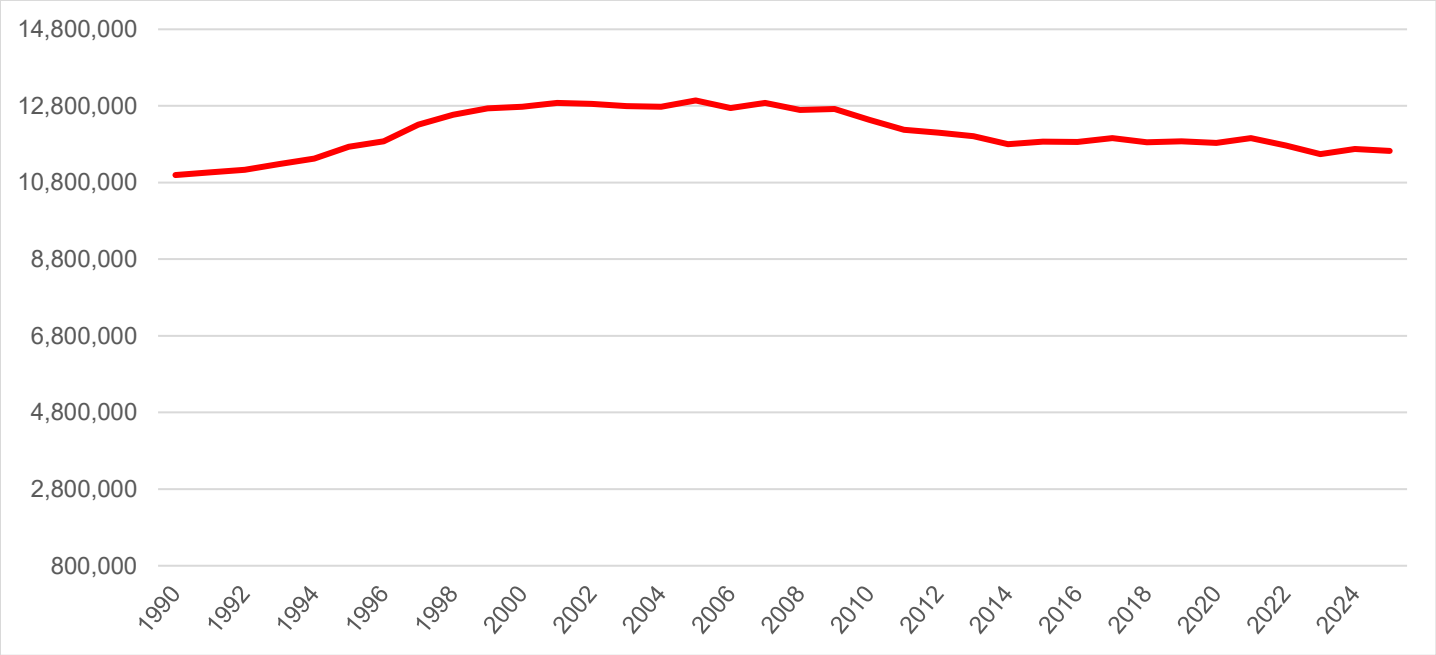


Table 36 – Recreational Vessels Registered by Year 1990-2025

Year	Registered Vessels	Year	Registered Vessels
1990	10,996,253	1991	11,068,440
1992	11,132,386	1993	11,282,736
1994	11,429,585	1995	11,734,710
1996	11,877,938	1997	12,312,982
1998	12,565,930	1999	12,738,271
2000	12,782,143	2001	12,876,346
2002	12,854,054	2003	12,794,616
2004	12,781,476	2005	12,942,414
2006	12,746,126	2007	12,875,568
2008	12,692,892	2009	12,721,541
2010	12,438,926	2011	12,173,935
2012	12,101,936	2013	12,013,496
2014	11,804,002	2015	11,867,049
2016	11,861,811	2017	11,961,568
2018	11,852,969	2019	11,878,542
2020	11,838,188	2021	11,957,886
2022	11,770,383	2023	11,546,512
2024	11,674,073	2025	11,625,827

Table 37 – Recreational Vessel Registration by Length and Means of Propulsion 2025

Mechanically propelled	**10,836,348**
Under 16 feet	3,718,806
16 to less than 26 feet	6,494,809
26 to less than 40 feet	536,719
40 to 65 feet	74,425
Over 65 feet	11,589
Not mechanically propelled	**789,479**
Rowboats	34,840
Sailboats	80,208
Paddlecraft	601,545
Other	72,886
Total	**11,625,827**

Table 38 – Recreational Vessel Registration Data by State 2024-2025

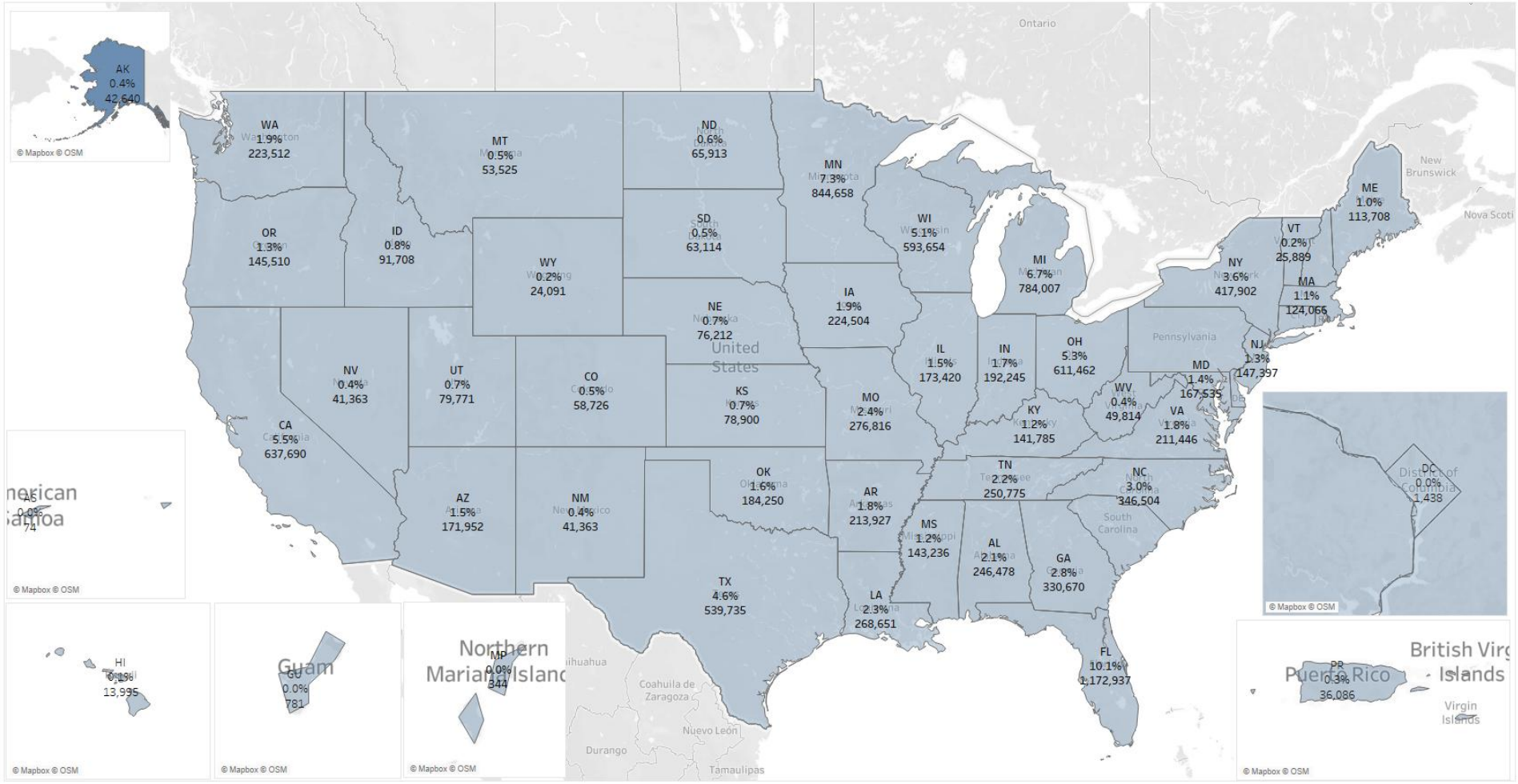
State	2025 Registration	2025 Deaths	2025 Fatality Rate	2024 Registration	2024 Deaths	2024 Fatality Rate	Scope of Current Boat Registration
AK	42,640	14	32.8	43,440	20	46	All motorboats; non-motorized is voluntary
AL	246,478	14	5.7	247,730	8	3.2	All motorized vessels, sailboats, and boats for hire
AR	213,927	17	7.9	217,397	9	4.1	All watercraft
AS	74	0	0.0	93	0	0.0	All motorized vessels operating in the waters of American Samoa
AZ	171,952	10	5.8	156,978	11	7	Motorized watercraft only. Nonmotorized are exempt
CA	637,690	40	6.3	596,703	45	7.5	All motorized vessels. All sailboats over 8 feet long. *Commercial vessels are embedded in other categories and cannot be extracted by length in the system. The space for the number of commercial vessels is blank so they are not double counted. CA has 839 vessels of unknown type and length, and they are included in the non-motorized, other <16ft category
CO	58,726	11	18.7	71,617	21	29.3	All motorized vessels and sailboats
CT	87,574	4	4.6	88,378	8	9.1	All motorized vessels. All sail-only vessels greater than 19.5 feet in length
DC	1,438	0	0.0	1,742	0	0.0	All watercraft
DE	40,025	0	0.0	43,209	0	0	All motorboats; non-motorized is optional
FL	1,172,937	53	4.5	1,171,432	75	6.4	All motorized vessels. Non-motor-powered vessels 16 feet or longer (excluding non-motor-powered canoe, kayak, racing shell, or rowing scull, regardless of length
GA	330,670	14	4.2	324,676	11	3.4	All motorized vessels and sailboats >12' in length
GU	781	2	256.1	781	0	0	All motorized vessels and sailboats over 12 ft
HI	13,995	5	35.7	13,881	1	7.2	All motorboats; sailboats over 8 ft in length
IA	224,504	6	2.7	220,207	6	2.7	All motorized watercraft. Register canoes, kayaks, and Stand-Up Paddleboards 13 feet & over. Register inflatables 7 feet & over
ID	91,708	11	12.0	92,501	4	4.3	All motorized vessels and sailboats
IL	173,420	10	5.8	176,560	15	8.5	All motorboats and sailboats
IN	192,245	4	2.1	193,554	4	2.1	All motorized watercraft that meet the definition of a watercraft in Indiana Code 9-13-2-198.5 are required to be registered unless exempt under Indiana Code 9-18.1-14.5. Non-motorized watercraft are not required to be registered but may registered voluntarily
KS	78,900	1	1.3	78,666	0	0	All motorboats and sailboats
KY	141,785	12	8.5	141,751	8	5.6	All motorized watercraft
LA	268,651	16	6.0	286,912	9	3.1	All motorboats, houseboats, or sailboats must be numbered unless it has a federal number, is numbered in another state, is a public vessel, is a ship's lifeboat, or is a sailboat less than 20ft in length
MA	124,066	8	6.4	125,670	9	7.2	All motorboats

State	2025 Registration	2025 Deaths	2025 Fatality Rate	2024 Registration	2024 Deaths	2024 Fatality Rate	Scope of Current Boat Registration
MD	167,535	7	4.2	168,202	6	3.6	All motorboats. Upon request by the vessel owner, non-motorized vessels can be registered in anticipation of using mechanical propulsion at a later date
ME	113,708	10	8.8	114,772	3	2.6	All motorized watercraft
MI	784,007	15	1.9	795,494	28	3.5	All vessels except private non-powered vessels 16 ft or smaller
MN	844,658	7	0.8	865,379	9	1	All watercraft except: 1) non-motorized boats 10 ft or less in length, 2) waterfowl boats during the waterfowl season, 3) rice boats during the wild rice season, and 4) seaplanes
MO	276,816	12	4.3	282,983	12	4.2	All motorboats; sailboats over 12 ft
MP	344	0	0.0	364	0	0	Vessels registered within the CNMI are all watercraft, motorboats, and commercial use only
MS	143,236	5	3.5	131,643	1	0.8	All sailboats and every undocumented vessel equipped with propulsion machinery, whether or not such machinery is the principle source of propulsion that use the territorial and navigable waters of the state must be registered and numbered for identification
MT	53,525	3	5.6	53,525	7	13.1	All motorized vessels. NOTE: This is MT's submission for calendar year 2023; it is being used as surrogate data since MT did not submit information for calendar year 2025
NC	346,504	25	7.2	345,699	13	3.8	All motorized vessels and all sailboats greater than 14 feet
ND	65,913	2	3.0	61,981	3	4.8	All watercraft
NE	76,212	2	2.6	76,931	1	1.3	All motorboats
NH	102,076	3	2.9	102,728	3	2.9	All motorboats and sailboats 12 feet and greater in length
NJ	147,397	5	3.4	153,292	4	2.6	All "powered vessels" or if the vessel is greater than 12 feet in length
NM	41,363	1	2.4	27,956	2	7.2	All vessels propelled by machinery or sail
NV	41,363	0	0.0	42,020	4	9.5	All motorboats must be registered and titled. Though not required, non-motorized watercraft may be registered
NY	417,902	22	5.3	428,445	8	1.9	All motorized vessels
OH	611,462	7	1.1	630,288	16	2.5	All boats defined as watercraft by Ohio Revised Code 1546.01 are to be numbered; except Documented vessels. Registrations are valid for 3 boating seasons; about 1/3 of registrations expire March 1 of each year. There are a total of 344,581 numbered vessels; 344,277 recreational & 304 commercial. In addition, there are 252,157 alternative registrations (13 comm), 2,585 documented vessels (7 comm) & 12,463 livery vessels (# incl. in paddlecraft <16) registered for a total of 611,786 registered vessels.
OK	184,250	6	3.3	165,771	14	8.4	All boats, unless specifically exempted, used or capable of being used on the waters of OK. All outboard motors in excess of 10HP, unless specifically exempted. Exemptions include: government, used exclusively as a lifeboat or racing, used exclusively on private waters, Kiteboards, Human powered craft
OR	145,510	12	8.2	150,115	19	12.7	All motorboats regardless of length or type of motor and all sailboats 12 feet and longer
PA	270,081	10	3.7	280,098	10	3.6	All motorboats and certain non-powered craft that use lakes or access areas owned by the PA Fish & Boat Commission

REGISTRATION DATA

State	2025 Registration	2025 Deaths	2025 Fatality Rate	2024 Registration	2024 Deaths	2024 Fatality Rate	Scope of Current Boat Registration
PR	36,086	0	0.0	37,778	0	0	All motorized vessels. Dealer demonstrations and rental or lease activities are classified as commercial operations. PR uses NEPTUNO system for registering vessels
RI	36,903	0	0.0	37,725	3	8	All motorboats and all boats greater than 12 feet in length regardless of propulsion
SC	354,417	21	5.9	353,906	10	2.8	All watercraft
SD	63,114	1	1.6	59,671	2	3.4	All motorized watercraft plus all non-motorized watercraft over 12 ft in length (SDCL 32-3A-3)
TN	250,775	20	8.0	244,031	15	6.1	All boats powered by a motor (including a trolling motor) or sail no matter the size
TX	539,735	50	9.3	552,138	27	4.9	All motorboats and sailboats 14 ft or more in length
UT	79,771	8	10.0	67,852	10	14.7	All motorboats and sailboats
VA	211,446	10	4.7	216,494	16	7.4	All motorboats
VT	25,889	3	11.6	27,029	4	14.8	All motorboats
WA	223,512	26	11.6	228,692	13	5.7	All watercraft unless specifically exempted by RCW 88.02.570
WI	593,654	14	2.4	602,849	14	2.3	All motorized watercraft and sail boats >12 ft; voluntary registration for non-motorized watercraft and sail boats 12 ft and less
WV	49,814	6	12.0	47,378	6	12.7	All watercraft with a motor regardless of size must be registered. Watercraft without a motor is not required to be titled or registered, but a title and no fee registration can be requested
WY	24,091	1	4.2	24,339	2	8.2	All motorized watercraft. Registration of non-motorized watercraft is optional
VI	2,415	0	0.0	2,627	1	38.1	All watercraft
Offshore		2					

Figure 16 – Distribution of 2024 Recreational Vessel Registration by State



GLOSSARY

Accident – The term accident (or casualty) is utilized in occurrences set forth in 33 CFR 173.55 and requires the submission of a casualty or accident report prescribed in 33 CFR 173.57 to a reporting authority prescribed in 33 CFR 173.59.

Airboat - A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.

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

Auxiliary sail - A vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.

Beyond first aid - Any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment is not considered an injury beyond first aid.

Cabin motorboat - A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.

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 exposure - Death or injury resulting from an odorless, colorless gas generated from auxiliary vessel equipment (including but not limited to stoves, heaters, refrigerators, generators, and hot water heaters), another vessel's exhaust, or the exhaust of the vessel on which persons were either aboard or in close proximity. Introduced in the calendar year 2024 reporting cycle, this term replaces the term “**Carbon monoxide poisoning**” used in predecessor reports.

Collision with fixed object (allision) - The striking of any fixed object, above or below the surface of the water, except the bottom of the body of water. This includes a vessel striking another vessel moored to a dock, pier, or similar structure and a vessel striking timber or stumps.

Collision with floating object - The striking of a floating object other than a vessel, above or below the surface of the water, which is not fixed or held in place by any means (e.g., barrels, logs, or other debris).

Collision with vessel - A striking together of two or more vessels, including colliding with an anchored vessel, a vessel secured to a mooring buoy or the tow of another vessel with exception of a towed watersport participant(s). This does not include a vessel striking a vessel moored to a dock, pier, or similar structure (see collision with fixed object (allision)). Introduced in the calendar year 2024 reporting cycle, this term replaces the terms “**Collision with commercial/governmental/recreational vessel**” used in predecessor reports.

Complete vessel loss - When the vessel is known or presumed to have been destroyed, is presumed to have sunk in an unknown location, has sunk in a known location but will not be recovered, or is a total constructive loss (i.e., so severely damaged it is not worth repairing).

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 by a state.

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

Electrical shock - When a person makes contact with electrical current from a vessel or its equipment. This includes system failure and stray current. It does not include lightning (see natural phenomena). Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Electrocution**" used in predecessor reports.

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.

Fiberglass 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 (engine (propulsion) or generator related)**. Incidental burning or explosion of a vessel due to combustion of vessel fuels or their vapors used for electrical generation or propulsion. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fire/Explosion (fuel)"** used in predecessor reports.

Fire/Explosion - **Fuel (not engine (propulsion) or generator related)**. Incidental burning or explosion of a vessel due to combustion of fuels or their vapors not used for electrical generation or propulsion. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fire/Explosion (fuel)"** used in predecessor reports.

Fire/Explosion (non-fuel) - Incidental burning or explosion of any material onboard a vessel except vessel fuels or their vapors.

Fire/Explosion (unknown origin) - Incidental burning or explosion of any material onboard a vessel where the cause of the fire/explosion is unknown.

Flooding - The manner by which water enters the vessel through a fitting, a drain plug, a hole or crack in the hull, or other means that allows ingress of water through the hull, not over the top of the gunwale, transom, or decking of the vessel. Flooding is not the same as swamping.

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, including the striking or pounding on rocks, reefs, shoals, or the bottom of the body of water; includes a stranded vessel.

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. For the 2025 reporting cycle, the Coast Guard started including objects in the water that cause a hazardous condition such as logs or stumps in this definition.

Houseboat - A motorized vessel that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.

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.

Incident – As defined in policy letter 23-01 CH-1, an incident is an occurrence deemed to meet the reporting requirements of 33 CFR part 173 subpart C – Casualty and Accident Reporting.

Ignition of spilled fuel or vapor - Incidental 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.

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.

Inboard - An engine mounted inside the confines of a vessel, which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end.

Inflatable - A vessel that uses air-filled flexible fabric for buoyancy.

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

Lifejacket - A type of wearable personal flotation device (PFD) designed to help keep a person afloat.

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

Missing or inadequate navigation aids - The absence of or ineffective presence of navigation aids.

Motorboat - Any vessel equipped with propulsion machinery.

Natural phenomena - Includes interaction with things such as lightning, being struck or bitten by a fish, or falling debris from a cliff.

Navigation rules violation - Violation of the statutory and regulatory rules governing the navigation of
vessels.

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 - A vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.

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 incident.

Outboard - An engine with propeller or water jet integrally attached, which is usually mounted at the stern of a vessel.

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

Paddlecraft - A vessel powered only by its occupants, using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.

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.

Personal flotation device (PFD) - A device that is approved by the Commandant under 46 CFR part 160.

Person departs vessel voluntarily - A person, acting of their own free will, enters the water from a vessel, resulting in the person's injury or death. Introduced in the calendar year 2024 reporting cycle, this term replaces the term “**Departed Vessel**” used in predecessor reports.

Person ejected from a vessel - A person is thrown out of a vessel involuntarily by a non-human force such as a wake, wave, collision, or unexpected change in direction of the vessel.

Person falls overboard - A person involuntarily falls off a vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term “**Falls Overboard**” used in predecessor reports.

Person impacts vessel - A person slips, trips, falls, or strikes a surface on or in a vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fall in Vessel**" used in predecessor reports.

Person struck by propeller/propulsion unit/water jet - A person who is located on, inside, or outside of a vessel is struck by the propeller or propulsion unit of a vessel or high velocity water leaving the propulsion unit. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Person struck by propeller**" used in predecessor reports.

Person struck by vessel - A person who is located inside or outside of a vessel is struck by a vessel.

Personal watercraft - A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull.

Pod drive - An engine mounted in front of the transom of a vessel and attached through the bottom of the hull to a steerable propulsion unit.

Pontoon boat - A vessel with a broad, flat deck that is affixed on top of closed cylinders that are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran.

Properly docked or moored vessel - A vessel secured to a fixed structure, such as a dock, pier, or wharf, or to a mooring buoy or other floating object (excluding another vessel, a floating dock, or ATONs).

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 - An open vessel manually propelled by oars.

Sail (only) - A vessel propelled only by sails.

Sharp turn - An immediate or abrupt change in the boat's course of direction.

Sinking - After swamping, flooding, or capsizing, the vessel loses enough buoyancy to submerge entirely below the surface of the water.

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

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

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

Sterndrive - An engine, powering a propeller through a series of shafts and gears, mounted in front of the transom of a vessel and attached through the transom to a drive unit that is similar to the lower unit of an outboard; and may also be known as an inboard-outdrive or an inboard-outboard.

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

Swamping - The manner by which water enters the vessel over the top of the gunwale, transom, or decking of the vessel, not through a fitting, drain plug, hole or crack in the hull, or other means that allows ingress of water through the hull. Swamping is not the same as flooding.

Towed watersport mishap - Associated with vessel passenger(s) or person(s) being towed or surfing the wake created by the vessel, including but not limited to persons falling or ejected during their activity; being struck by or entangled in the activity equipment; or running into a person, object or vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Skier Mishap**" used in predecessor reports.

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

Weather - As a contributing factor of an incident, "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

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