

RECREATIONAL BOATING STATISTICS 2007



BOAT
Responsibly

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



Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: CG-54221
Phone: (202) 372-1103
Fax: (202) 372-1933
Email: Susan.M.Tomczuk@uscg.mil

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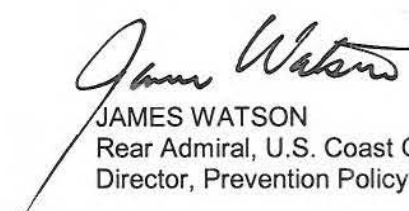
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FOREWORD

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

Boating Statistics 2007, the 49th annual report, contains statistics on recreational boating accidents and State vessel numbering activities. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally approved vessel numbering and casualty reporting systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all States.

Boating Statistics 2007 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.


JAMES WATSON
Rear Admiral, U.S. Coast Guard
Director, Prevention Policy

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**2007 EXECUTIVE SUMMARY
NATIONAL RECREATIONAL BOATING SAFETY PROGRAM**

- When comparing 2006 and 2007, the number of deaths dropped from 710 to 685. However, other casualty figures increased: accidents rose from 4967 to 5191, injuries rose from 3474 to 3673, and damages rose from \$43,670,424 to \$53,106,496.
- Over two-thirds of all fatal boating accident victims drowned, and of those, ninety (90) percent were not wearing a life jacket.
- Only fourteen (14) percent of deaths occurred on vessels where the operator had received boating safety instruction.
- Three out of every four boaters who drowned were using vessels less than 21 feet in length.
- Operator inattention, careless/reckless operation, passenger/skier behavior, excessive speed, and alcohol use rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 21% of the deaths.
- Sixteen (16) children age 12 and under lost their lives while boating in 2007, compared to 29 children in 2006 and 21 children in 2005. Half (8) of the children who died in 2007 died from drowning.
- The most common types of vessels involved in reported accidents were open motorboats (44%), personal watercraft (24%), and cabin motorboats (15%). The number of deaths associated with the use of canoes/kayaks increased to 107 in 2007 as compared with 99 in 2006.
- The 12,875,568 vessels registered by the States in 2007 represent a one percent increase from last year when 12,746,126 vessels were registered.





Table 1 • BOATING STATISTICS 2007 EXECUTIVE SUMMARY

TOP FIVE PRIMARY ACCIDENT TYPES						
Accident Rank	Primary Accident Type	Number of Accidents		Number of Deaths	Number of Injuries	
1	Collision with Vessel	1,329		66	953	
2	Collision with Fixed Object	558		35	389	
3	Skier Mishap	492		11	502	
4	Falls Overboard	485		208	312	
5	Capsizing	398		204	284	
VESSEL TYPES WITH THE TOP CASUALTY NUMBERS						
Casualty Rank	Vessel Type	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open Motorboat	230	104	334	1,886	2,220
2	Personal Watercraft	14	53	67	982	1,049
3	Cabin Motorboat	33	20	53	283	336
4	Canoe/Kayak	97	10	107	93	200
5	Pontoon Boat	12	3	15	112	127
LIFE JACKET WEAR BY CAUSE OF DEATH						
Cause Rank	Cause of Death	Number of Deaths		Life Jacket		
				Worn	Not Worn	
1	Drowning	476		49	427	
2	Trauma	137		52	85	
3	Other	11		8	3	
4	Hypothermia	18		7	11	
5	Carbon Monoxide Poisoning	6		0	6	
	Unknown	37		6	31	
TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS						
Accident Rank	Primary Contributing Factor	Number of Accidents		Number of Deaths	Number of Injuries	
1	Operator Inattention	628		47	436	
2	Careless/reckless operation	552		33	445	
3	Passenger/skier behavior	492		47	458	
4	Excessive Speed	473		31	425	
5	Alcohol use	391		145	341	
6	No Proper lookout	375		20	266	
7	Operator Inexperience	353		42	234	
8	Machinery Failure	312		21	146	
9	Weather	148		36	70	
10	Equipment Failure	141		17	40	

Introduction

The purpose of the National Recreational Boating Safety (RBS) Program is to improve the safety of recreational boating so that the number of deaths and injuries decrease on the nation's waterways.

Mission of the National Recreational Boating Safety Program

The mission of the National 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."

Overview of Statistics

This report contains statistics on recreational registered vessels and boating accidents during calendar year 2007. Data used to compile the recreational boating accident statistics come from three sources:

- Boating Accident Report data forwarded to the Coast Guard by states with an approved casualty reporting system; and
- Reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational boating accident investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigation data, information is collected from the accident reports filed by vessel operators; and
- Reports received from news media sources that the Coast Guard did not receive investigative data on by the state. The following table reflects the number of accidents, deaths, injuries, and losses of vessels that were captured in news media sources for which the Coast Guard did not receive a report:

Table 2 • NEWS MEDIA ACCIDENTS AND CASUALTIES				
	Accidents	Deaths	Injuries	Losses of vessels
Nationally	37	8	41	6

Accident Reporting as Required by Federal Law

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

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

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

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

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

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

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

The statistics in this publication cover boating accidents reported on waters of joint Federal and State jurisdiction and exclusive State jurisdiction. Most states use Boating Accident Report forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form is on pages 65-68 of this report.

Casualty and Accident Reporting Guidelines

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

The term “vessel” includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water. Terms used to describe the various types of watercraft are: airboats, auxiliary sailboat, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon boat, rowboat, and sailboat. Definitions for these terms can be found in the glossary of this report.

“Reportable” Boating Accidents

A vessel is considered to be involved in a “Boating Accident” whenever a death, missing person, personal injury, property damage, or total vessel loss results from the vessel's operation, construction, seaworthiness, equipment, or machinery. The Coast Guard believes the types of accidents listed below could be prevented or their effects mitigated by completion of a National Association of State Boating Law Administrators (NASBLA) approved boating safety education course.

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

- Grounding, capsizing, sinking, flooding or swamping

- Falls within or overboard a vessel
- Persons ejected from a vessel
- Fire or explosion
- Water-skiing or other mishap involving a towable device (tube)
- Collision with another vessel or object
- Striking a submerged object
- A person struck by a vessel, propeller, propulsion unit, or steering machinery
- Carbon monoxide exposure
- Electrocution due to stray current related to a vessel
- Casualties while swimming from a vessel because the unanchored/moored/docked vessel drifts away from the swimmer such that he/she is not able to return to it.
- Casualties while swimming from a vessel in an attempt to retrieve a lost item, another person, or another vessel.

“Non-Reportable” Boating Accidents

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from a vessel – and – the occurrence was not (1) caused by the lack of, or inadequate use of, a vessel’s associated equipment or (2) attributed to the operation of the vessel. An example would be a swimmer who dies or is injured while using a swim raft that is moored or anchored for use as a swimming platform.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.
- A person dies, is injured, or is missing while snorkeling or scuba diving and a vessel did not contribute to the casualty.

Table 3 • NON-REPORTABLE SCENARIOS WITH THEIR CASUALTY COUNT			
Non-Reportable Scenarios	Deaths	Injuries	Damages
Natural Causes	6	3	\$14,000
Commercial	11	28	\$1,550,067
Platform	8	2	\$0
Vandalism	0	0	\$52,080
Suicide	2	0	\$0
Rescue operation on non-numbered boat	0	1	\$0
Patrol Vessel accidents	0	4	\$650
Damage to docked boats due to extreme weather	0	0	\$135,000
Damage to docked boats due to repair problems	0	0	\$150,000
Fire on shore spreads to vessel	0	0	\$100,000
Non-vessel Machinery impact on vessel	0	0	\$14,100
Jumping fish	0	3	\$2,500

Use of Statistics

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

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

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

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

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

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

The statistics in this publication are based on accident data submitted by reporting authorities as of March 3, 2008 with subsequent updates as information was reviewed and standardized.

RECREATIONAL BOATING STATISTICS 2007

ACCIDENT CAUSES & CONDITIONS



Explanation of Accident Causes and Conditions Section

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

Percent of Accidents that are Fatal by Month (Table 4 & Figure 1, Page 15)

This table provides information about total accidents, fatal accidents, non-fatal accidents, and deaths. The figure focuses on the percent of fatal accidents by month.

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

Primary Contributing Factor of Accidents & Casualties (Table 5, Page 16)

The "contributing factors" of an accident are the causes of the accident. In the Coast Guard's national accident reporting database, there are allowances for up to four causes. This table reflects the first cause listed for all accidents, deaths and injuries nationwide.

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

Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 17)

This table reflects the number of accidents, deaths, and injuries where machinery or equipment failure was listed as a first cause of the accident. The table also delineates the different types of failure that were listed.

Primary Contributing Factor of Accidents (Figure 2, Page 18)

This figure reflects the first cause of accidents for all accidents nationwide.

Primary Contributing Factor of Deaths (Figure 3, Page 19)

This table reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 4, Page 20)

This table reflects the first cause listed for all injuries.

Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 21)

This table looks at the number of vessels involved in accidents by vessel type and the primary cause of the accident.

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 03-07 (Table 8, Page 22)

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

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

Vessel Operation at the Time of Accident (Table 9, Page 23)

This table focuses on the vessel and victim operation at the time of the accident. The table lists information about the number of vessels involved, the resulting number of deaths and the resulting number of

injuries.

Vessel Activity at the Time of Accident (Table 10, Page 23)

This table examines the vessel and victim activity at the time of the accident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries. There are a lot of "other" and "unknowns" for activity because the choices available in the national database that have been used historically are limited. For example, there is not a category for "recreational cruising" which a lot of vessel operators were doing.

Weather & Water Conditions (Table 11, Page 24)

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

Time Related Data (Table 12, Page 25)

These three sections independently examine time-related information for national accidents, deaths and injuries. The top section documents the number of accidents, deaths and injuries that occurred during a time frame. The middle section documents the number of accidents, deaths and injuries that occurred during a given month. Finally, the bottom section documents the number of accidents, deaths and injuries that occurred during a given day of the week.

These sections each examine the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2007. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

Vessel Information (Table 13, Page 26)

This table documents some of the characteristics of vessels involved in accidents nationwide. It provides information about the number of accidents, deaths and injuries by speed, horsepower, year built, length, and hull material.

Rental Status of Vessels Involved in Accidents (Table 14, Page 27)

This table examines whether a vessel involved in an accident was rented. It also provides information on whether deaths and injuries occurred on rented vessels.

Number & Percentage of Deaths by Vessel Length (Figure 5 & Table 15, Page 28)

This table focuses on the number of deaths by vessel length. Deaths are categorized into drownings and non-drownings. The table also provides a percentage of all deaths that were caused by drowning.




Table 4 • PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2007

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Percent of Accidents Resulting in Deaths	Total Deaths
January	16	77	93	17%	21
February	9	53	62	15%	13
March	43	161	204	21%	54
April	47	240	287	16%	56
May	76	567	643	12%	88
June	94	768	862	11%	103
July	85	1,132	1,217	7%	93
August	84	718	802	10%	86
September	56	536	592	9%	64
October	49	188	237	21%	57
November	29	80	109	27%	31
December	17	66	83	20%	19
Total	605	4,586	5,191	12%	685

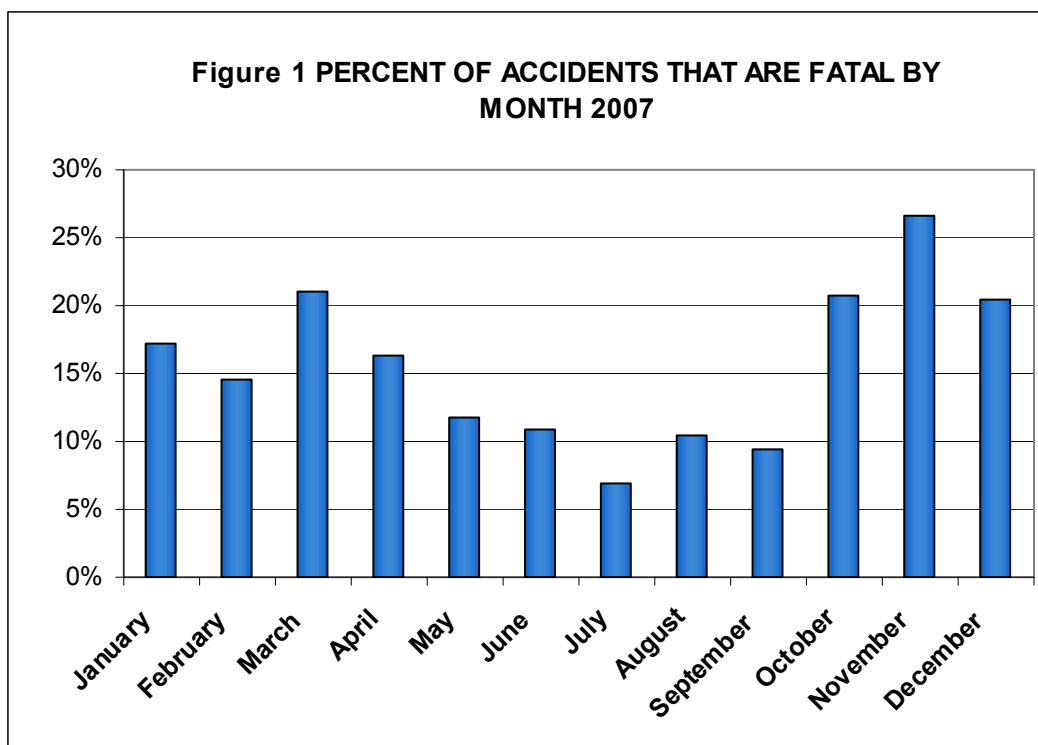




Table 5 • PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2007

		Accidents	Deaths	Injuries
Operation of Vessel 2986 Accidents 339 Deaths 2317 Injuries	Alcohol Use	391	145	341
	Careless/Reckless Operation	552	33	445
	Drug Use	5	4	5
	Excessive Speed	473	31	425
	Failure to Vent	17	1	20
	Lack of or Improper Vessel Lights	18	1	10
	No Proper Lookout	375	20	266
	Operator Inattention	628	47	436
	Operator Inexperience	353	42	234
	Restricted Vision	69	7	49
	Rules of the Road Infraction	54	2	42
	Sharp Turn	51	6	44
Loading of Passengers or Gear 629 Accidents 95 Deaths 526 Injuries	Improper Loading	49	28	28
	Improper Anchoring	43	4	8
	Overloading	33	13	23
	Passenger/Skier Behavior	492	47	458
	Standing/Sitting on Gunwales, Bow, Transom	12	3	9
Failure of Vessel or Vessel Equipment 513 Accidents 42 Deaths 196 Injuries	Equipment Failure (See Table 5)	141	17	40
	Hull Failure	60	4	10
	Machinery Failure (See Table 5)	312	21	146
Environment 480 Accidents 62 Deaths 333 Injuries	Congested Waters	107	1	72
	Dam/Lock	14	13	12
	Force of Wave/ Wake	128	1	118
	Hazardous Waters	83	11	61
	Weather	148	36	70
Miscellaneous 583 Accidents 147 Deaths 301 Injuries	Ignition of Spilled Fuel or Vapor	31	0	21
	Other	305	61	170
	Unknown	247	86	110
All Categories Combined		5191	685	3673




Table 6 • MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2007

		Accidents	Deaths	Injuries
Machinery Failure	Electrical System Failure	34	0	7
	Engine Failure	111	6	38
	Fuel System Failure	24	0	15
	Shift Failure	12	0	7
	Steering System Failure	29	5	31
	Throttle Failure	11	0	4
	Ventilation System Failure	10	3	18
	Not Specified	81	7	26
Equipment Failure	Auxiliary Equipment Failure	50	5	14
	Fire Extinguisher Failure	1	0	0
	Sail Demasting	4	1	1
	Seat Broke Loose	8	4	1
	Not Specified	78	7	24

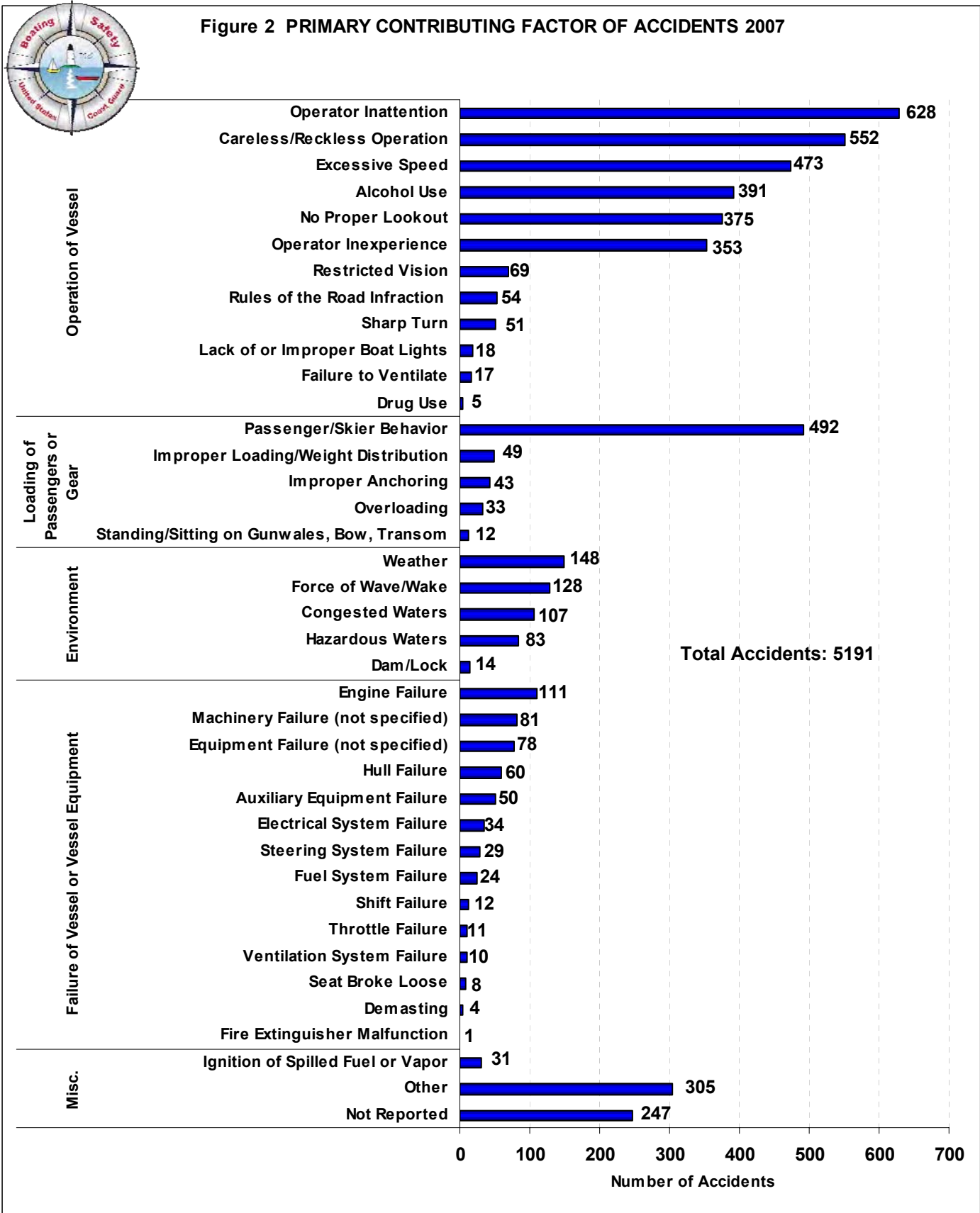




Figure 3 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2007

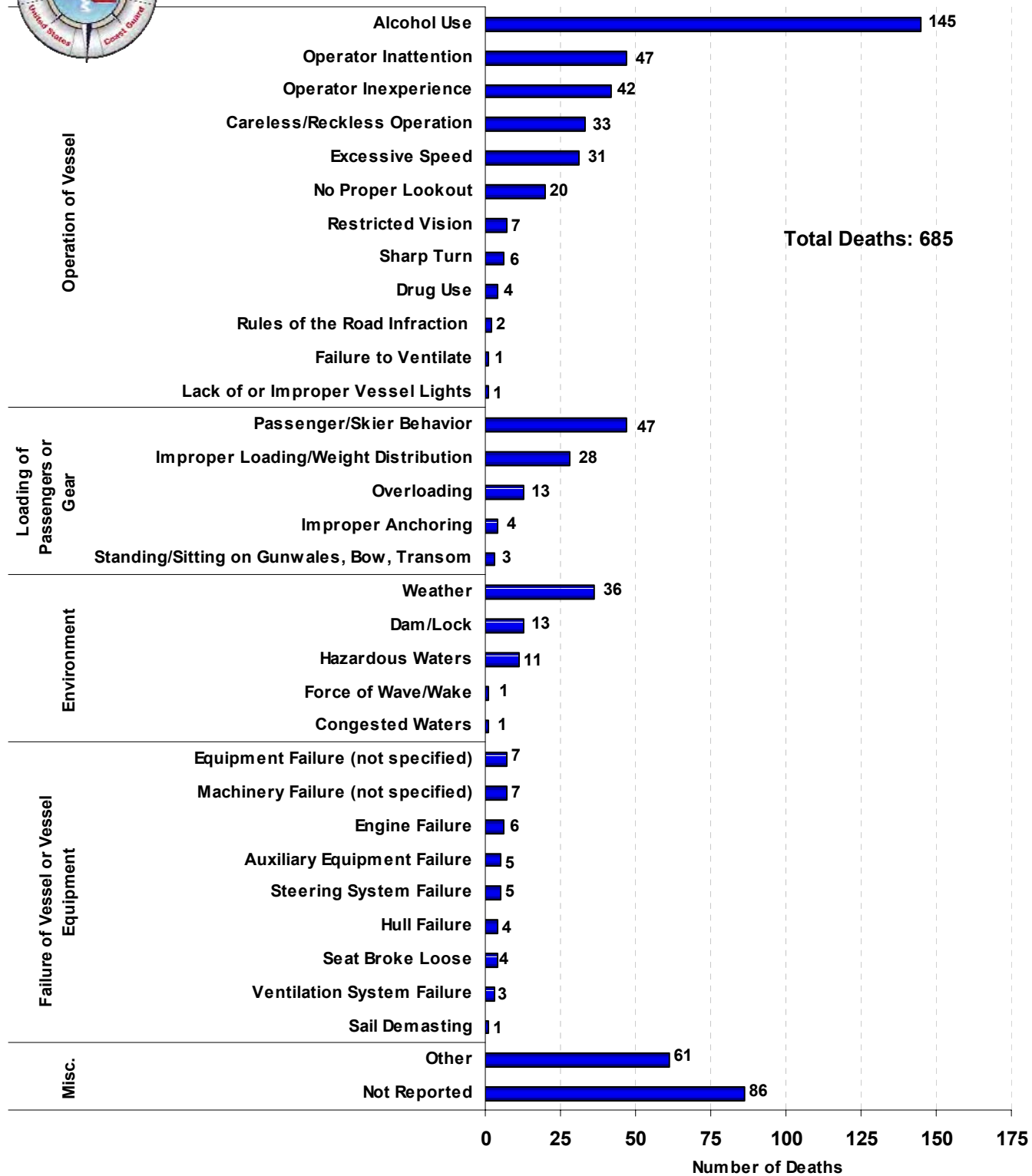




Figure 4 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2007

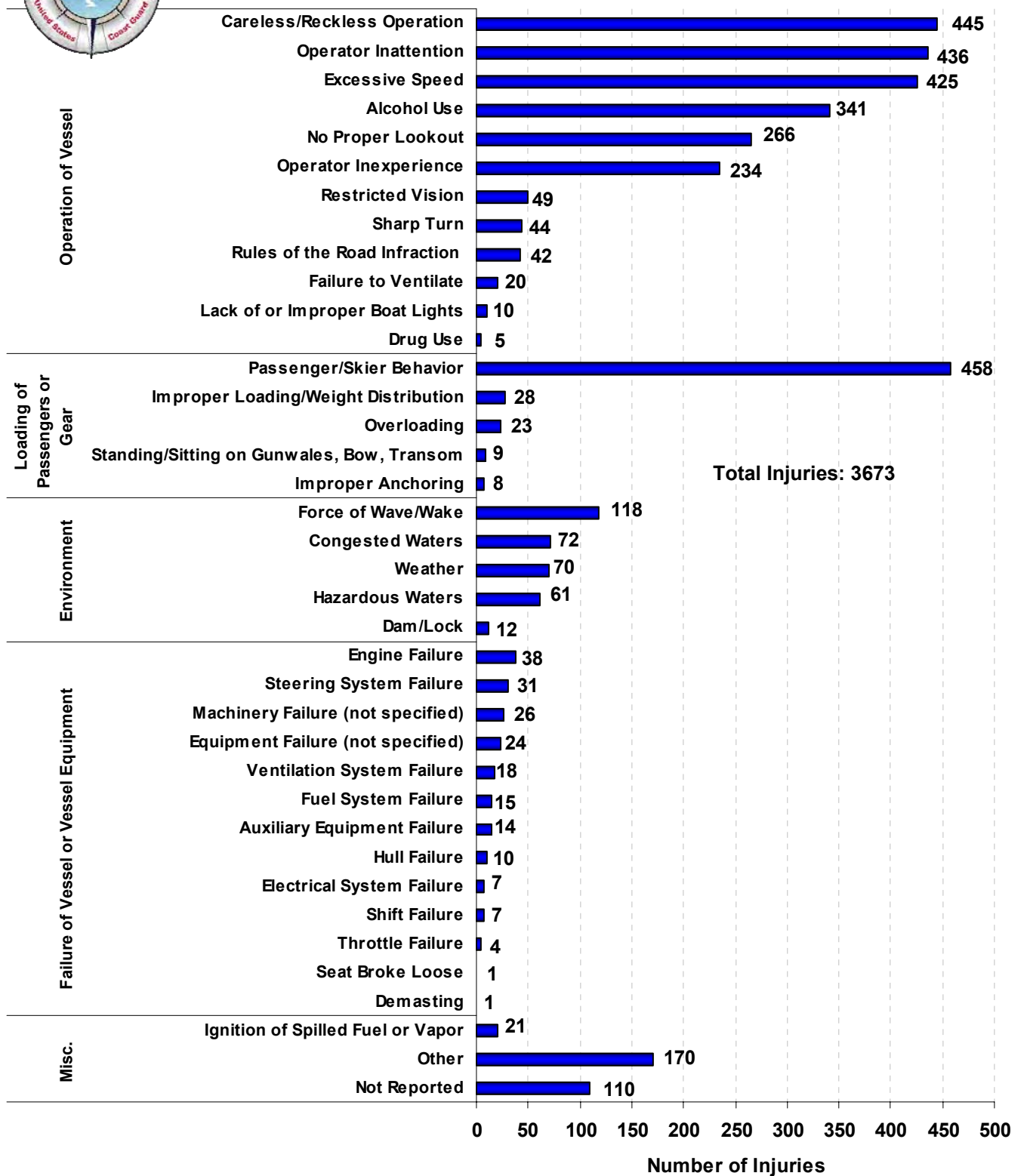


Table 7 - NUMBER OF VESSELS IN ACCIDENTS BY BOAT TYPE & PRIMARY CONTRIBUTING FACTOR 2007

	All Vessels	Airboat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sail Only	Other	Unknown
All Contributing Factors	6932	24	274	1004	104	101	18	73	3081	1655	213	64	86	115	120
Alcohol use	533	2	13	72	26	5	1	5	286	69	32	6	7	8	1
Careless/Reckless Operation	899	3	15	103	6	9	1	4	262	435	26	6	9	6	14
Congested Waters	159	0	9	39	0	4	0	1	60	38	2	1	1	3	1
Dam/Lock	16	0	1	3	2	0	1	0	9	0	0	0	0	0	0
Drug Use	8	0	0	1	1	0	0	0	4	2	0	0	0	0	0
Equipment Failure	161	0	13	40	1	5	1	1	81	2	6	2	1	5	3
Excessive Speed	1682	6	10	88	1	2	1	0	278	248	25	0	4	7	12
Failure to Vent	22	0	0	9	0	2	0	0	7	3	1	0	0	0	0
Force of Wave/Wake	146	0	0	21	2	0	0	1	87	30	2	1	0	1	1
Hazardous Waters	84	0	1	6	4	0	1	1	49	6	4	1	1	9	1
Hull Failure	60	0	3	11	0	4	0	0	33	1	3	2	2	1	0
Ignition of Spilled Fuel or Vapor	35	0	16	13	0	0	0	0	14	7	0	0	0	0	1
Improper Anchoring	56	0	0	14	0	3	0	0	22	0	1	0	0	0	0
Improper Loading/Weight Distribution	50	1	0	4	6	0	0	0	28	2	3	4	0	2	0
Lack of or Improper Vessel Lights	35	0	0	3	1	0	0	0	169	20	9	0	2	4	2
Machinery Failure	365	1	30	115	1	9	0	0	258	133	15	0	8	10	8
No Proper Lookout	572	2	30	100	2	4	1	0	377	286	26	11	8	10	11
Operator Inattention	939	1	48	141	2	11	2	5	377	286	26	11	8	10	11
Operator Inexperience	486	0	16	53	9	10	2	16	154	176	22	3	10	11	4
Overloading	34	0	0	2	0	0	0	0	26	2	0	3	0	1	1
Passenger/Skier Behavior	503	0	9	27	9	7	1	2	359	43	15	5	7	9	10
Restricted Vision	96	1	4	13	0	0	0	1	59	10	3	2	0	0	3
Rules of the Road Infraction	98	2	6	7	0	0	0	1	35	41	3	0	1	0	0
Sharp Turn	63	1	0	0	0	0	0	0	38	23	0	0	1	0	0
Standing/Sitting on Gunwales, Bow, Transom	13	0	1	1	0	0	0	0	10	0	0	1	0	0	0
Weather	185	0	22	34	8	5	1	8	75	4	2	3	10	3	10
Other	335	3	5	30	16	4	3	13	180	40	5	4	4	24	4
Not Reported	297	1	22	54	7	17	2	14	97	34	5	7	8	2	27





Table 8 • ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2003-2007

	Accidents					Deaths					Injuries				
	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007
Total	362	331	402	403	421	129	124	157	148	157	417	388	493	366	373
AL	7	9	5	13	19	4	7	1	7	3	10	9	5	14	14
AK	7	4	9	6	8	5	4	5	5	7	3	0	5	11	4
AZ	9	15	16	10	13	2	2	0	1	3	8	18	15	12	21
AR	4	5	7	6	16	2	1	4	1	6	6	6	10	1	28
CA	20	25	34	26	34	6	12	13	7	11	16	49	28	24	38
CO	6	2	3	3	4	2	1	1	3	1	5	0	1	1	2
CT	1	1	4	1	5	0	0	1	0	3	3	0	2	0	4
DE	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0
DC	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0
FL	46	36	47	28	38	15	13	17	11	20	136	122	185	21	19
GA	14	9	11	9	8	3	5	5	4	3	10	9	11	9	5
HI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ID	6	8	6	11	3	4	3	4	4	0	4	6	3	7	0
IL	13	13	9	13	14	7	11	4	7	2	14	4	14	14	11
IN	6	6	5	2	3	1	3	0	0	4	10	1	3	2	2
IA	2	6	6	10	12	0	1	3	3	5	4	4	4	10	4
KS	4	5	4	1	3	1	0	1	1	1	1	3	2	0	3
KY	4	3	9	10	10	2	1	8	5	6	2	2	6	9	9
LA	15	14	18	10	18	7	3	7	2	6	20	10	19	11	17
ME	1	1	1	0	7	1	1	1	0	5	1	0	0	0	3
MD	11	8	7	10	8	2	3	1	3	2	11	8	8	10	5
MA	2	4	5	1	6	1	1	4	1	3	2	7	6	0	1
MI	3	1	11	13	5	2	0	6	0	4	3	0	12	19	2
MN	1	3	15	16	17	0	0	8	3	2	1	5	9	19	15
MS	1	3	3	4	4	0	1	0	2	1	0	3	6	5	6
MO	24	13	14	21	13	2	3	6	8	4	33	10	16	21	11
MT	2	3	1	3	3	2	3	1	1	0	1	1	0	2	4
NE	3	2	0	3	4	2	0	0	3	3	6	2	0	2	2
NV	5	6	7	6	2	1	0	2	2	0	5	6	11	4	2
NH	0	2	2	6	3	0	0	0	0	1	0	2	3	4	0
NJ	0	3	4	6	1	0	1	0	4	0	0	1	4	0	2
NM	3	1	2	1	2	2	0	2	0	1	1	1	0	1	4
NY	18	10	15	24	14	6	3	4	4	8	13	7	21	27	8
NC	17	17	15	16	19	5	5	3	5	4	15	20	6	13	24
ND	2	0	1	0	0	0	0	0	0	0	3	0	5	0	0
OH	11	5	12	17	17	6	1	6	5	5	3	4	11	13	13
OK	0	2	3	4	7	0	2	1	2	3	0	1	1	6	14
OR	4	3	2	0	2	1	1	1	0	1	2	2	0	0	2
PA	5	1	6	8	4	2	1	6	11	2	2	0	4	4	4
RI	5	1	0	0	4	2	1	0	0	0	3	1	0	0	5
SC	10	4	9	4	5	3	1	3	1	0	7	3	5	2	10
SD	2	3	2	5	1	1	2	1	2	0	0	1	3	7	1
TN	14	15	7	13	12	5	7	3	5	3	12	11	3	11	8
TX	10	11	15	16	17	6	4	4	7	7	5	14	7	10	11
UT	1	2	5	1	1	0	1	1	0	0	4	1	6	0	0
VT	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0
VA	8	3	9	8	6	3	0	4	1	1	5	1	4	10	4
WA	16	21	19	23	13	6	7	8	9	10	13	15	13	18	7
WV	1	0	1	2	3	0	0	1	2	1	2	0	0	0	3
WI	16	16	12	9	10	7	6	4	4	4	11	15	15	11	18
WY	1	1	2	3	2	0	0	2	2	1	1	2	1	1	3
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Operation and Activity Information



Table 9 • VESSEL OPERATION AT THE TIME OF ACCIDENT 2007			
	Vessels Involved	Deaths	Injuries
Totals	6932	685	3673
At Anchor	245	36	65
Being Towed	48	1	22
Changing Direction	739	58	409
Changing Speed	380	18	211
Cruising	3248	210	2048
Docking/Undocking	321	16	105
Drifting	595	129	337
Launching	60	3	25
Rowing/Paddling	197	80	128
Sailing	94	13	39
Tied to Dock/Moored	525	9	79
Towing	32	0	8
Other	37	3	18
Unknown	411	109	179

Table 10 • VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2007			
	Vessels Involved	Deaths	Injuries
Totals	6932	685	3673
Fishing	508	172	226
Fueling	16	3	19
Hunting	27	7	23
Making Repairs	25	5	12
Racing	51	7	13
Starting Engine	38	2	28
Swimming/Snorkling	45	13	23
Water Skiing	605	19	556
Whitewater Activity	52	16	36
Other	1723	138	893
Commercial Activity	23	0	0
Unknown	3819	303	1844


		Table 11 - WEATHER & WATER CONDITIONS 2007		
		Accidents	Deaths	Injuries
		5191	685	3673
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	2409	327	1801
	Rivers, Streams, Creeks	1088	140	832
	Bays, Inlets, Sounds, Harbors	657	62	394
	Ocean/Gulf	265	38	136
	Great Lakes (not tributaries)	106	20	50
	Other/Not Reported	666	98	460
WATER CONDITIONS	Calm (waves less than 6")	2707	329	1993
	Choppy (waves 6" to 2')	1530	164	1069
	Rough (waves 2' to 6')	455	71	272
	Strong Current	126	34	75
	Very Rough (waves larger than 6')	98	26	55
	Unknown	275	61	209
WIND	None	559	65	441
	Light (0 - 6 mph)	2702	290	2046
	Moderate (7 - 14 mph)	1142	153	734
	Strong (15 - 25 mph)	398	82	194
	Storm (over 25 mph)	95	30	33
	Unknown	295	65	225
VISIBILITY	Poor - Day	69	10	30
	Poor - Night	131	29	108
	Fair - Day	153	27	89
	Fair - Night	143	28	100
	Good - Day	3827	428	2731
	Good - Night	404	82	264
	Good- Unknown if day or night	2	0	1
	Unknown - Day	351	55	258
	Unknown - Night	100	22	88
Unknown - Unknown if day or night	11	4	4	
WATER TEMPERATURE	39 degrees F and below	36	12	33
	40 - 49 degrees F	109	48	66
	50 - 59 degrees F	362	108	194
	60 - 69 degrees F	869	100	549
	70 - 79 degrees F	1692	146	1179
	80 - 89 degrees F	1085	113	872
	90 degrees F and above	27	1	20
	Unknown	1011	157	760

Table 12 • TIME RELATED DATA 2007				
		Accidents	Deaths	Injuries
		5191	685	3673
Time of Day	Midnight to 2:30 am	180	51	99
	2:31 am to 4:30 am	47	10	39
	4:31 am to 6:30 am	46	11	19
	6:31 am to 8:30 am	148	22	85
	8:31 am to 10:30 am	290	34	160
	10:31 am 12:30 pm	556	65	383
	12:31 pm to 2:30 pm	855	93	573
	2:31 pm to 4:30 pm	1122	119	828
	4:31 pm to 6:30 pm	966	123	733
	6:31 pm to 8:30 pm	559	81	440
	8:31 pm to 10:30 pm	263	40	194
	10:31 pm to Midnight	121	28	104
	Unknown	38	8	16
	Month of Year	January	93	21
February		62	13	25
March		204	54	105
April		287	56	194
May		643	88	439
June		862	103	669
July		1217	93	929
August		802	86	560
September		592	64	443
October		237	57	134
November		109	31	67
December		83	19	49
Day of Week	Sunday	1413	149	1026
	Monday	496	58	343
	Tuesday	345	63	235
	Wednesday	449	76	280
	Thursday	400	65	243
	Friday	566	90	349
	Saturday	1522	184	1197






Table 13 • VESSEL INFORMATION 2007

	Vessels Involved	Deaths	Injuries	
	6932	685	3,673	
Hull Material	Aluminum	814	205	444
	Fiberglass	5409	364	2866
	Plastic	68	23	38
	Rubber, vinyl, canvas	85	19	61
	Steel	67	4	30
	Wood	103	10	31
	Other	14	2	5
	Unknown	372	58	198
Speed	Not Moving	1033	130	367
	Under 10 mph	1406	156	620
	10 to 20 mph	1082	50	647
	21 to 40 mph	1088	60	784
	Over 40 mph	200	18	146
	Unknown	2123	271	1109
Horsepower	No Engine	320	131	182
	10 hp or less	111	31	62
	11 - 25 hp	169	58	78
	26 - 75 hp	582	76	345
	76 - 150 hp	1480	99	828
	151 - 250 hp	981	48	537
	Over 250 hp	1295	46	572
	Unknown	1994	196	1069
Year Built	2007	525	32	278
	2006	531	23	283
	2004 - 2005	688	35	393
	2002 - 2003	521	28	276
	1999 - 2001	800	42	448
	1994 -1998	1084	87	631
	Prior to 1994	1949	236	910
	Unknown	834	202	454
Length	Less than 16 feet	2037	263	1199
	16 feet to <26 feet	2950	298	1743
	26 feet to <40 feet	876	41	320
	40 feet to 65 feet	398	7	88
	More than 65 feet	78	2	7
	Unknown	593	74	316



Table 14 - RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS

	Vessels				DEATHS				INJURIES			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not Rented	Unknown if rented	# of Injuries	Rented	Not Rented	Unknown if rented
All Vessels	6932	620	6223	89	685	32	646	7	3673	293	3321	59
Airboat	24	0	24	0	1	0	1	0	17	0	17	0
Auxiliary Sail	274	20	254	0	18	0	18	0	59	0	59	0
Cabin Motorboat	1004	29	967	8	53	2	51	0	283	13	270	0
Canoe	104	11	89	4	71	3	67	1	59	10	43	6
Houseboat	101	19	81	1	6	2	4	0	39	7	31	1
Inflatable	18	2	14	2	6	0	6	0	11	2	9	0
Kayak	73	6	65	2	36	2	34	0	34	5	27	2
Open Motorboat	3081	127	2932	22	334	7	327	0	1886	72	1804	10
Personal Watercraft	1655	332	1301	22	67	7	59	1	982	139	827	16
Pontoon Boat	213	44	169	0	15	3	12	0	112	20	92	0
Rowboat	64	2	62	0	33	0	33	0	35	4	31	0
Sail (only)	86	9	75	2	18	4	13	1	39	5	33	1
Other	115	18	96	1	18	2	16	0	57	15	42	0
Unknown	120	1	94	25	9	0	5	4	60	1	36	23



Figure 5 NUMBER OF DEATHS BY VESSEL LENGTH 2007

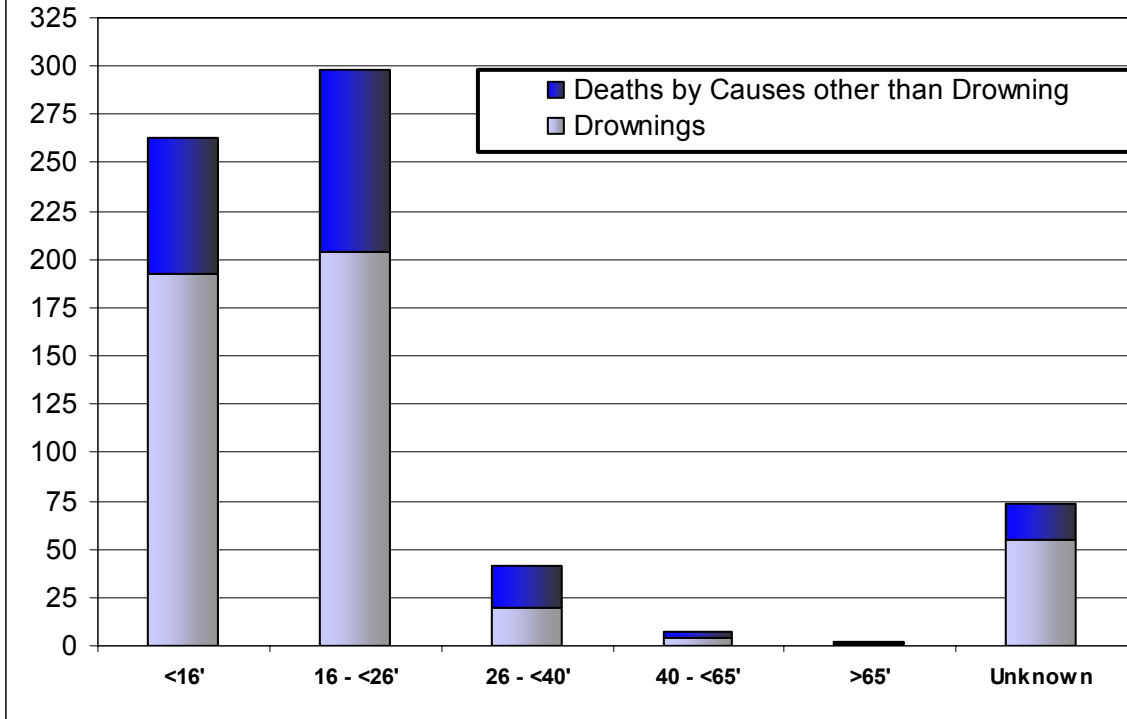


Table 15 • NUMBER & PERCENTAGE OF DEATHS BY VESSEL LENGTH				
Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
Less than 16 feet	192	71	263	73%
16 feet to less than 26 feet	204	94	298	68%
26 feet to less than 40 feet	20	21	41	49%
40 feet to 65 feet	4	3	7	57%
More than 65 feet	1	1	2	50%
Unknown	55	19	74	74%
Total	476	209	685	69%

RECREATIONAL BOATING STATISTICS 2007

ACCIDENT TYPES



Explanation of Accident Types Section

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

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

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

Accident, Vessel & Casualty Numbers by Accident Type (Table 16, Page 32)

This table focuses on the first event in a boating accident and provides information on the number of accidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the categories drownings and non-drownings.

Five-year Summary of Accident Types (Table 17, Page 33-35)

These five tables provide the number of accidents, deaths, injuries, and property damage by accident type and by year.

Frequency of Accident Types in Accidents & Casualties Nationwide (Table 18, Page 36)

As mentioned in the introductory paragraph, there are four fields that can be used to define the series of events in an accident. This table focuses on the first three events in an accident and the number of casualties associated with each event. USCG leaves out the fourth because it is not a standardized field.

Using the example in the opening paragraphs, the flooding/swamping would fall under the intersection of the column "Primary Accident Type" and the row "Flooding/swamping". The capsizing would be marked under the column "Secondary Accident Type" and the row "Capsizing". Finally, the ejection would be marked under the column "Tertiary Accident Type" and the row "Ejected from Vessel".

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on flooding/swamping, we see that there were 286 accidents where flooding/swamping was the first event in the boating accident. There were 35 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 18 deaths associated with flooding/swamping as a second event and 9 deaths associated with flooding/swamping as a third event. All combined, you get the last column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrences in an accident. In the example, there were 62 deaths associated with flooding/swamping as a first, second, or third event.

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

Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 19, Page 37)

This table displays the types of accidents by the length of vessel. The table lists vessel length by foot for vessels of lengths 4 ft-39 ft. After 39 ft, information is categorized in ranges. This table also provides

information about the number of casualties and vessels associated by length of vessel.

Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 20, Page 38)

This table examines the first event of a boating accident for all vessels involved in an accident. It also provides information about the casualties associated with each vessel type.


Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 21, Page 39)

This table provides information about the number of vessels involved in accidents by primary accident type, propulsion, and engine type.

Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 22, Page 39)

This table provides information about the number of casualties and vessels associated by propulsion, engine and primary accident type.

Table 16 - ACCIDENT, VESSEL & CASUALTY NUMBERS BY ACCIDENT TYPE 2007



Accident Type	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries
All Accident Types	5191	6932	476	209	685	3673
Capsizing	398	428	187	17	204	284
Carbon Monoxide Exposure	14	14	1	6	7	40
Collision with Fixed Object	558	662	11	24	35	389
Collision with Floating object	143	185	1	3	4	97
Collision with Vessel	1329	2701	9	57	66	953
Departed Vessel	69	81	33	0	33	35
Ejected from Vessel	120	136	13	12	25	107
Electrocution	0	0	0	0	0	0
Fall in Vessel	211	221	1	0	1	229
fall on Vessel	10	10	0	0	0	10
Falls Overboard	485	501	169	39	208	312
Fire/Explosion (fuel)	113	125	0	3	3	63
Fire/Explosion (non-fuel)	93	107	0	0	0	19
Fire/Explosion (Unknown origin)	16	18	0	0	0	12
Flooding/Swamping	285	293	30	5	35	71
Grounding	324	331	2	2	4	228
Sinking	84	86	6	1	7	9
Skier Mishap	492	509	4	7	11	502
Struck by Vessel	83	126	2	7	9	78
Struck by Motor/Propeller	80	88	0	7	7	75
Struck Submerged Object	157	158	3	1	4	58
Other	111	134	3	12	15	98
Unknown	16	18	1	6	7	4



2007

Table 17 - FIVE-YEAR SUMMARY OF ACCIDENT TYPES				
Primary Accident Type	Accidents	Deaths	Injuries	Property Damage
Total	5191	685	3673	\$53,106,495.78
Capsizing	398	204	284	\$1,762,802.00
Carbon Monoxide Exposure	14	7	40	\$0.00
Collision with Fixed Object	558	35	389	\$9,206,067.12
Collision with Floating Object	143	4	97	\$2,663,282.59
Collision with Vessel	1329	66	953	\$11,498,216.24
Departed Vessel	69	33	35	\$161,900.00
Ejected from Vessel	120	25	107	\$483,410.55
Electrocution	0	0	0	\$0.00
Falls in Vessel	211	1	229	\$69,878.00
Falls on Vessel	10	0	10	\$85,000.00
Falls Overboard	485	208	312	\$257,181.00
Fire/Explosion (Fuel)	113	3	63	\$2,962,406.00
Fire/Explosion (Other than Fuel)	93	0	19	\$7,164,222.01
Fire/Explosion (unknown origin)	16	0	12	\$337,850.00
Flooding/Swamping	285	35	71	\$3,749,039.00
Grounding	324	4	228	\$4,618,245.88
Sinking	84	7	9	\$863,903.00
Skier Mishap	492	11	502	\$9,915.00
Struck by Vessel	83	9	78	\$41,540.00
Struck by Propeller/Propulsion Unit	80	7	75	\$8,950.00
Struck Submerged Object	157	4	58	\$6,893,544.39
Other	111	15	98	\$204,743.00
Unknown	16	7	4	\$64,400.00



2006

Primary Accident Type	Accidents	Deaths	Injuries	Property Damage
Total	4967	710	3474	\$43,670,424
Capsizing	455	215	237	\$1,744,198
Carbon Monoxide Exposure	18	12	51	\$99,500
Collision with Fixed Object	517	47	391	\$5,073,039
Collision with Floating Object	142	8	86	\$1,252,054
Collision with Vessel	1360	75	1001	\$9,527,059
Departed Vessel	3	1	2	\$0
Departed Vessel - Retrieval	4	3	1	\$0
Departed Vessel - Swimming	36	31	6	\$0
Ejected from Vessel	40	13	33	\$463,573
Fall In Boat	199	4	221	\$88,225
Fall On Boat	29	1	29	\$7,050
Falls Overboard	485	202	306	\$363,915
Fire or Explosion of Fuel	141	1	66	\$6,022,964
Fire or Explosion - Other	63	1	14	\$10,693,811

Table 17 Continued • FIVE-YEAR SUMMARY OF BOATING ACCIDENT TYPES				
Flooding/Swamping	216	26	54	\$2,095,852
Grounding	252	12	165	\$2,797,198
Sinking	114	13	21	\$2,657,135
Skier Mishap	510	12	514	\$1,803
Struck by Boat	66	1	68	\$21,402
Struck by Motor/Propeller	107	8	98	\$19,300
Struck Submerged Object	86	2	30	\$552,459
Other	99	9	69	\$168,337
Unknown	23	12	8	\$21,550
2005 Primary Accident Type	Accidents	Deaths	Injuries	Property Damage
Total	4969	697	3451	\$38,721,088
Capsizing	442	199	264	\$2,937,562
Carbon Monoxide Exposure	14	9	14	\$0
Collision with Fixed Object	497	41	369	\$4,534,455
Collision with Floating Object	128	12	71	\$1,262,255
Collision with Vessel	1378	79	1024	\$10,559,219
Departed Vessel	22	15	7	\$0
Departed Vessel - Making Repairs	2	2	0	\$400
Departed Vessel - Retrieval	4	4	0	\$0
Departed Vessel - Swimming	23	19	6	\$0
Ejected from Vessel	16	0	18	\$75,000
Fall/Impact on Boat	47	1	44	\$10,600
Falls In Boat	210	4	237	\$110,200
Falls Overboard	498	213	305	\$487,895
Fire or Explosion of Fuel	141	0	90	\$7,811,354
Fire or Explosion (Other than Fuel)	57	0	10	\$2,115,731
Flooding/Swamping	224	33	45	\$2,063,350
Grounding	291	14	201	\$2,778,913
Sinking	125	11	17	\$1,500,542
Skier Mishap	464	10	469	\$6,550
Struck by Boat	68	6	67	\$64,625
Struck by Motor/Propeller	100	6	97	\$13,390
Struck Submerged Object	141	3	45	\$1,609,891
Other	40	6	35	\$155,205
Unknown	37	10	16	\$623,951
2004 Primary Accident Type	Accidents	Deaths	Injuries	Property Damage
Total	4904	676	3363	\$35,038,306
Capsizing	393	184	229	\$2,267,043
Carbon Monoxide Exposure	12	3	28	\$0
Collision with Fixed Object	525	46	382	\$4,271,785
Collision with Floating Object	95	6	62	\$499,692



2005



2004

Table 17 Continued • FIVE-YEAR SUMMARY OF BOATING ACCIDENT TYPES				
Collision with Vessel	1479	68	999	\$8,037,552
Departed Vessel	19	9	10	\$85
Departed Vessel - Making Repairs	2	2	0	\$0
Departed Vessel - Retrieval	5	5	0	\$0
Departed Vessel - Swimming	21	20	3	\$1,000
Ejected from Vessel	45	16	32	\$244,500
Electrocution	4	2	5	\$12,000
Falls In Boat	176	3	189	\$106,496
Falls On Vessel	50	2	49	\$27,443
Falls Overboard	488	199	339	\$288,205
Fire or Explosion of Fuel	162	4	89	\$8,297,780
Fire or Explosion (Other than Fuel)	56	1	14	\$2,462,181
Flooding/Swamping	257	52	81	\$1,853,848
Grounding	215	5	159	\$2,488,744
Sinking	131	10	30	\$2,507,989
Skier Mishap	380	7	388	\$25,050
Struck by Boat	108	6	96	\$158,719
Struck by Motor/Propeller	64	5	61	\$500
Struck Submerged Object	102	8	32	\$974,112
Other	69	3	56	\$93,200
Unknown	46	10	30	\$420,378
2003 Primary Accident Type	Accidents	Deaths	Injuries	Property Damage
Total	5438	703	3888	\$40,422,374
Capsizing	514	206	330	\$3,167,989
Carbon Monoxide Exposure	20	7	30	\$0
Collision with Fixed Object	558	50	491	\$4,751,034
Collision with Floating Object	152	3	104	\$1,123,884
Collision with Another Vessel	1469	70	1063	\$7,474,678
Departed Vessel	45	39	6	\$0
Ejected from Vessel	7	5	4	\$0
Falls Within Boat	233	6	253	\$183,400
Falls on PWC	15	1	14	\$0
Falls Overboard	509	201	354	\$141,018
Fire or Explosion of Fuel	142	7	68	\$2,921,295
Fire or Explosion (Other than Fuel)	68	2	10	\$9,189,282
Flooding/Swamping	274	41	61	\$2,383,566
Grounding	291	8	193	\$4,282,148
Sinking	128	8	23	\$2,021,308
Skier Mishap	451	6	466	\$13,001
Struck by Boat	89	9	82	\$116,350
Struck by Motor/Propeller	107	6	103	\$350
Struck Submerged Object	128	4	49	\$1,446,179
Other	80	4	58	\$177,900
Unknown	158	20	126	\$1,028,992



2003



Table 18 - FREQUENCY OF ACCIDENT TYPES IN ACCIDENTS & CASUALTIES NATIONWIDE 2007

Accident Types	Primary Accident Type	Secondary Accident Type	Tertiary Accident Type	Total Times the Accident Type Occurred in all Accidents	Deaths Associated with Accident Type in all Accidents	Injuries Associated with Accident Type in all Accidents
Capsizing	398	89	10	497	220	338
Carbon Monoxide Exposure	14	1	0	15	7	42
Collision with Fixed Object	558	33	1	592	43	407
Collision with Floating Object	143	9	0	152	4	104
Collision with Vessel	1329	64	2	1,395	72	981
Departed Vessel	69	12	4	85	37	47
Ejected from Vessel	120	180	23	323	79	309
Electrocution	0	1	0	1	1	0
Falls in Vessel	211	73	4	288	7	343
Falls on Vessel	10	0	0	10	0	10
Falls Overboard	485	195	25	705	297	532
Fire/Explosion (Fuel)	113	3	1	117	3	70
Fire/Explosion (Non-fuel)	93	9	0	102	0	0
Fire/Explosion (unknown origin)	16	1	0	17	1	8
Flooding/Swamping	285	144	25	454	62	154
Grounding	324	82	15	421	13	285
Other	111	13	1	125	19	106
Sinking	84	166	76	326	34	103
Skier Mishap	492	12	1	505	11	519
Struck by Vessel	83	154	33	270	32	268
Struck by Motor/Propeller	80	85	11	176	24	166
Struck Submerged Object	157	30	7	194	5	80
Unknown	16	0	0	16	7	5



Table • 19 NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE

	Total Vessels Involved	Carbon Monoxide	Capsize	Collision with Fixed Object	Collision with Floating Object	Collision with Vessel	Departed Vessel	Ejected from Vessel	Electrocution	Falls in Vessel	Falls on Vessel	Falls Overboard	Fire or Expl. (Fuel)	Fire or Expl. (Non-fuel)	Fire or Expl. (unknown)	Flooding/ Swamping	Grounding	Sinking	Skier Mishap	Struck by Vessel	Struck by Motor/Prop.	Struck Submerged Object	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries	
All lengths	6932	428	14	662	185	2701	81	136	0	221	10	501	125	107	18	293	331	86	509	126	88	158	134	18	476	209	685	3673	
4 feet	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
5 feet	4	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	2	
6 feet	20	2	0	4	0	9	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	3	1	4	10	
7 feet	34	3	0	0	0	20	1	2	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	1	3	6	9	23	
8 feet	221	5	0	10	7	115	2	12	0	7	0	34	1	1	0	2	3	1	5	11	0	1	4	0	11	7	18	143	
9 feet	250	8	0	18	5	156	2	6	0	5	1	29	1	0	0	4	0	4	6	0	1	4	0	7	5	12	152		
10 feet	751	24	0	39	20	471	6	32	0	12	3	63	4	1	1	5	9	2	27	21	1	4	4	2	29	21	50	428	
11 feet	289	11	0	12	3	186	4	10	0	5	3	28	0	0	0	1	7	1	8	6	0	1	2	1	8	7	15	163	
12 feet	106	28	0	5	2	40	0	1	0	0	0	15	0	0	1	5	2	1	1	2	1	2	0	0	33	4	37	58	
13 feet	40	12	0	3	0	10	0	0	0	0	0	6	0	0	0	2	1	0	3	0	0	1	2	0	11	2	13	22	
14 feet	173	42	0	12	2	33	1	4	0	5	0	36	1	1	0	14	1	3	7	1	2	3	5	0	55	12	67	115	
15 feet	149	28	0	21	4	29	2	2	0	3	0	20	0	0	0	21	2	3	6	0	1	5	2	0	31	6	37	83	
Under 16 ft	2037	165	0	124	43	1069	19	70	0	39	8	237	7	3	2	50	29	12	61	49	5	18	23	4	192	71	263	1199	
16 feet	294	38	0	27	7	72	5	8	0	9	0	37	4	3	1	29	10	6	15	2	4	9	7	1	54	17	71	179	
17 feet	299	28	0	28	8	74	4	6	0	15	2	24	2	1	0	23	17	6	36	5	7	7	5	1	33	15	48	192	
18 feet	406	14	0	37	18	119	5	9	0	11	0	26	8	7	1	30	23	9	53	7	5	11	12	1	30	12	42	241	
19 feet	377	16	0	30	15	110	2	4	0	14	0	19	9	3	1	15	29	3	68	5	13	13	7	1	21	11	32	238	
20 feet	444	28	1	47	14	117	15	4	0	13	0	19	10	2	0	25	25	6	73	7	10	17	11	0	28	10	38	266	
21 feet	354	11	2	33	11	96	4	3	0	12	0	15	9	5	2	18	26	6	72	5	10	7	6	1	9	13	22	220	
22 feet	263	6	0	28	9	90	1	3	0	10	0	12	6	5	0	13	14	4	38	3	3	14	3	1	9	8	17	146	
23 feet	157	6	1	16	4	51	1	1	0	6	0	5	5	1	0	8	10	4	22	2	5	6	3	0	9	2	11	78	
24 feet	223	7	0	20	8	82	3	2	0	12	0	15	7	4	0	6	12	4	18	3	7	6	6	1	9	6	15	115	
25 feet	133	5	1	15	5	54	1	2	0	7	0	8	2	3	0	7	4	2	10	2	0	3	2	0	2	0	2	68	
16 ft to less than 26 ft	2950	159	5	281	99	865	41	42	0	109	2	180	62	34	5	174	170	50	405	41	64	93	62	7	204	94	298	1743	
26 feet	116	6	0	17	3	40	1	1	0	5	0	6	8	4	2	3	7	0	2	4	1	5	1	0	2	3	5	52	
27 feet	93	4	0	10	2	34	1	2	0	6	0	4	3	2	0	4	8	3	1	0	2	5	2	0	3	1	4	48	
28 feet	84	1	0	13	3	38	0	0	0	4	0	4	0	3	2	4	2	3	1	2	1	2	1	0	1	0	1	29	
29 feet	58	1	0	8	1	21	0	1	0	5	0	3	0	3	0	4	5	1	1	0	2	0	2	0	0	3	3	19	
30 feet	79	1	0	9	2	36	3	1	0	0	0	3	2	3	0	4	11	1	0	1	0	1	1	0	2	0	2	23	
31 feet	51	4	0	6	2	19	1	0	0	2	0	0	1	4	0	6	2	1	0	0	1	2	0	0	3	0	3	18	
32 feet	61	1	2	3	4	25	0	0	0	5	0	0	3	2	2	3	8	0	0	0	0	0	3	0	0	4	4	24	
33 feet	54	1	1	6	0	25	0	0	0	3	0	0	1	4	0	2	4	0	0	2	0	3	2	0	1	8	9	14	
34 feet	59	2	0	9	0	18	1	0	0	3	0	1	6	2	0	1	7	1	0	1	0	3	4	0	1	0	1	22	
35 feet	47	0	0	8	0	18	0	2	0	1	0	2	3	2	0	1	6	0	0	0	0	4	0	0	5	0	5	16	
36 feet	60	3	0	8	0	17	0	0	0	0	0	4	3	6	0	4	8	4	1	1	0	1	0	0	0	2	2	25	
37 feet	42	0	1	8	1	16	0	1	0	3	0	1	0	3	0	0	3	0	0	0	0	2	3	0	1	0	1	9	
38 feet	49	1	0	12	1	25	0	0	0	1	0	1	1	1	0	0	2	1	1	0	0	1	1	0	0	0	0	8	
39 feet	23	0	0	2	1	9	0	0	0	1	0	1	1	2	0	1	5	0	0	0	0	0	0	0	1	0	1	13	
26 ft to less than 40 ft	876	25	4	119	20	341	7	8	0	39	0	30	32	41	6	37	78	15	7	11	7	29	20	0	20	21	41	320	
40 ft to 65 ft	398	3	4	78	6	180	3	1	0	14	0	1	11	18	3	14	36	5	1	2	0	6	11	1	4	3	7	88	
Over 65 ft	78	1	0	17	2	37	0	0	0	2	0	2	3	5	0	3	1	1	0	0	0	3	1	0	1	1	2	7	
Unknown	593	75	1	43	15	209	11	15	0	18	0	51	10	6	2	15	17	3	35	23	12	9	17	6	55	19	74	316	

Table 20 - NUMBER OF VESSELS INVOLVED IN ACCIDENTS BY BOAT TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & BOAT TYPE 2007



	Injuries	3673
	Total Deaths	1685
	Deaths by Causes other than Drowning	209
	Drownings	476
	Unknown	18
	Other	134
	Struck Submerged Object	158
	Struck by Motor/Propeller	88
	Struck by Vessel	126
	Skier Mishap	509
	Skiing	86
	Grounding	331
	Flooding or Swamping	293
	Fire/Explosion (unknown origin)	18
	Fire/Explosion (Non-fuel)	107
	Fire/Explosion (Fuel)	125
	Falls Overboard	501
	Falls on Vessel	10
	Falls in Vessel	221
	Electrocution	0
	Ejected from Vessel	136
	Departed Vessel	81
	Collision with Vessel	2701
	Collision with Floating Object	185
	Collision with Fixed Object	662
	Carbon Monoxide Exposure	14
	Capsizing	428
	All Accident Types	6932
All boats		428
Airboat		24
Auxiliary Sail		274
Cabin Motorboat		1004
Canoe		104
Houseboat		101
Inflatable		18
Kayak		73
Open Motorboat		3081
Personal Watercraft		1655
Pontoon Boat		213
Rowboat		64
Sail Only		86
Other		115
Unknown		120

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



	Injuries	3673
	Total Deaths	685
	Other Deaths	209
	Drownings	476
	Unknown	18
	Other	134
	Struck Submerged Object	158
	Struck by Motor/Prop.	88
	Struck by Vessel	126
	Skier Mishap	509
	Sinking	86
	Grounding	331
	Flooding/ Swamping	293
	Fire or Explosion (unknown origin)	18
	Fire or Explosion (Non-fuel)	107
	Fire or Explosion (Fuel)	125
	Falls Overboard	501
	Falls on Vessel	10
	Falls in Vessel	221
	Electrocution	0
	Ejected from Vessel	136
	Departed Vessel	81
	Collision with Vessel	2701
	Collision with Floating Object	185
	Collision with Fixed Object	662
	Carbon Monoxide	14
	Capsizing	428
	Total Vessels Involved	6932
All Types		6932
Air Thrust		41
Manual		261
Propeller		4160
Sail		142
Water Jet		1664
Other		9
Unknown		655

Table 22 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & ENGINE TYPE



	Injuries	36401
	Total Deaths	20
	Other Deaths	16
	Drownings	16
	Unknown	1
	Other	28
	Struck Submerged Object	37
	Struck by Motor/Prop.	13
	Struck by Vessel	21
	Skier Mishap	106
	Sinking	12
	Grounding	89
	Flooding/ Swamping	43
	Fire or Explosion (unknown origin)	0
	Fire or Explosion (Non-fuel)	41
	Fire or Explosion (Fuel)	41
	Falls Overboard	26
	Falls on Vessel	0
	Falls in Vessel	25
	Electrocution	0
	Ejected from Vessel	9
	Departed Vessel	9
	Collision with Vessel	388
	Collision with Floating Object	31
	Collision with Fixed Object	140
	Carbon Monoxide	9
	Capsizing	13
	Total Vessels Involved	1082
Engine Type		1082
Inboard		1728
Outboard		141
Sterndrive		1139
Unknown		211

RECREATIONAL BOATING STATISTICS 2007

OPERATOR/ PASSENGER INFORMATION



Explanation of Operator/Passenger Information Section

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

Operator Information (Table 23, Page 42)

This table provides information about the operator. Information covers a variety of topics including age, boating hours experience, number of people onboard the vessel, and the boating safety instruction level of the operator.

Life Jacket Availability on Vessels & Use by Cause of Death (Table 24, Page 43)

This table examines the availability and accessibility of life jackets on vessels. It also provides information regarding the use of life jackets by deceased victims.

Number of Deaths by Type of Operator Boating Instruction (Table 25 & Figure 6, Page 44)

This table and accompanying figure focus on boating safety instruction for those operators who had one person die on their vessel. The table and figure both focus on instruction provided by the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, American Red Cross, and State sources. The figure examines only deaths where the operator instruction was known.

Number of Deaths by Vessel Type (Table 26 & Figure 7, Page 45)

This table documents the cause of death by vessel type and life jacket wear. It also provides the total number of deaths by type of vessel.

Number of Injured Victims by Age & Vessel Type (Table 27, Page 46)

This table documents the age of injured victims by vessel type.

Number of Deceased Victims by Age & Vessel Type (Table 28, Page 47)

This table documents the age of fatal victims by vessel type. It also delineates the number of drownings, non-drownings, and total deaths by age.




Table 23 - OPERATOR INFORMATION 2007

		Vessels Involved	Deaths	Injuries
		6932	685	3673
Age of Operator	12 years and under	26	1	21
	13 to 18 years	489	35	290
	19 to 25 years	871	57	587
	26 to 35 years	1006	103	638
	36 to 55 years	2006	223	1190
	Over 55 years	750	130	337
	Unknown	1784	136	610
Operator's Experience	None	70	14	35
	Under 10 hours	514	38	286
	10 to 100 hours	1433	92	871
	101 to 500 hours	1975	132	1075
	Over 500 Hours	704	46	404
	Unknown	2236	363	1002
Number of Persons on Board	None	336	5	25
	One	1867	197	722
	Two	1668	193	936
	Three	777	103	516
	Four	600	64	411
	Five	372	24	257
	Six	284	16	228
	Seven	154	10	129
	Eight	96	7	76
	Nine	53	1	63
	Ten	26	3	21
	More than 10	64	2	71
	Unknown	635	60	218
Education of Operator	American Red Cross	43	2	28
	Informal	272	21	171
	State Course	663	24	342
	US Power Squadrons	112	1	38
	USCG Auxiliary	333	12	151
	Other	361	34	205
	None	3051	282	1918
	Unknown	2097	309	820



Table 24 - LIFE JACKET INFORMATION

Life Jackets on Vessels		Vessels Involved	Deaths	
	Approved, Accessible	2,760	229	
	Approved, Not Accessible	5	4	
	Approved, Not known if accessible	420	22	
	Not Onboard	3,697	421	
Unknown	50	9		
Life Jacket Usage Among Cause of Death Categories	Cause of Death		Worn	Not Worn
	Carbon Monoxide Poisoning		0	6
	Drowning		49	427
	Hypothermia		7	11
	Trauma		52	85
	Other		8	3
	Unknown		6	31
	Totals		122	563



Table 25 • NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2007

	Deaths
Known Operator Instruction	376
▪ American Red Cross	2
▪ U.S. Power Squadrons	1
▪ U.S. Coast Guard Auxiliary	12
▪ State	24
▪ Informal	21
▪ Other	34
▪ None	282
Unknown Operator Instruction	309
Total Known and Unknown Operator Instruction	685

Figure 6 PERCENT OF DEATHS BY KNOWN BOAT OPERATOR INSTRUCTION 2007

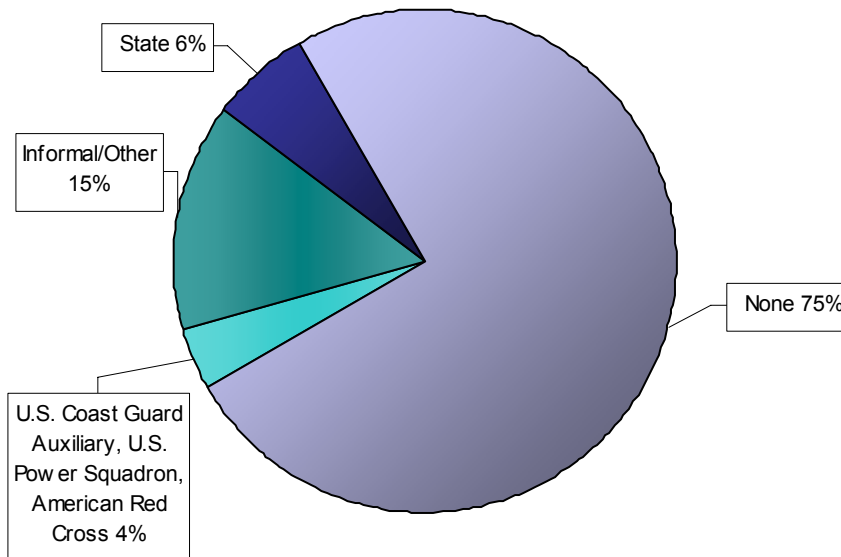




Table 26 • NUMBER OF DEATHS BY VESSEL TYPE 2007

Boat Type	Drownings	Deaths by Causes other than Drowning	Total	Percentage of Deaths from Drowning
Airboat	1	0	1	100%
Auxiliary Sail	12	6	18	67%
Cabin Motorboat	33	20	53	62%
Canoe	66	5	71	93%
Houseboat	4	2	6	67%
Inflatable	5	1	6	83%
Kayak	31	5	36	86%
Open Motorboat	230	104	334	69%
Personal Watercraft	14	53	67	21%
Pontoon Boat	12	3	15	80%
Rowboat	30	3	33	91%
Sail Only	16	2	18	89%
Other	17	1	18	94%
Unknown	5	4	9	56%
Total	476	209	685	69%

Figure 7 NUMBER OF DEATHS BY BOAT TYPE 2007

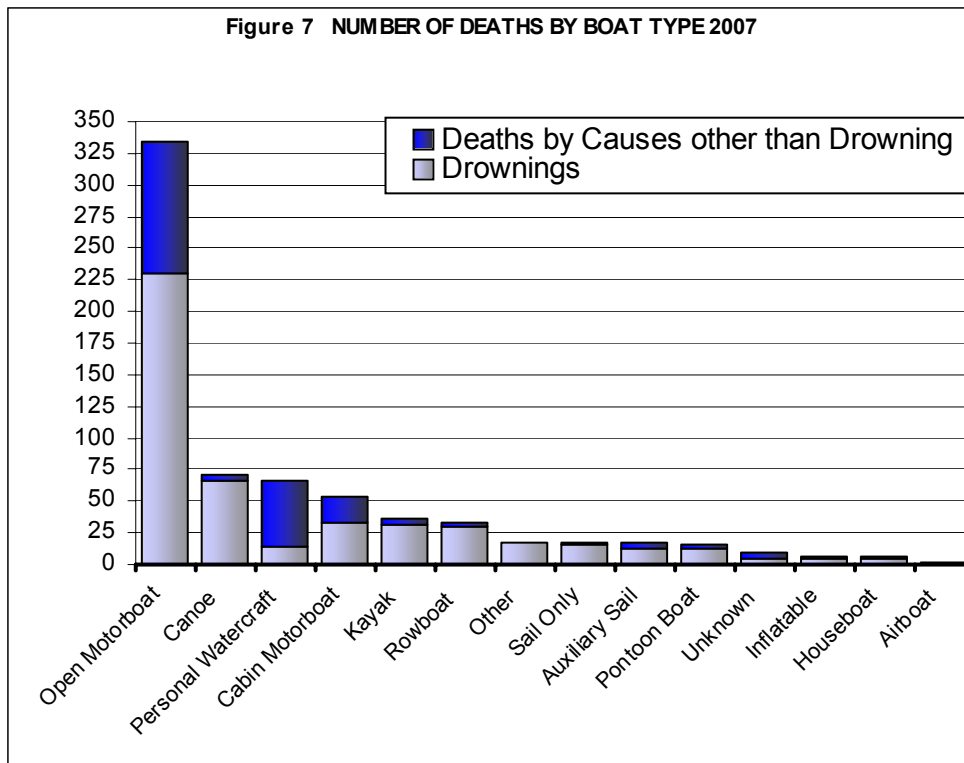




Table 27 • NUMBER OF INJURED VICTIMS BY AGE & VESSEL TYPE 2007

	Total Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Other	Not Reported
All Ages	3673	17	59	283	59	39	11	34	1886	982	112	35	39	57	60
0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1	4	0	0	0	0	0	0	0	2	1	1	0	0	0	0
2	5	0	0	0	0	0	0	0	3	1	0	0	1	0	0
3	10	0	0	1	0	0	0	0	7	2	0	0	0	0	0
4	11	0	0	0	0	1	0	0	7	2	0	0	0	0	1
5	11	0	0	0	0	0	0	0	10	1	0	0	0	0	0
6	22	0	0	2	0	0	0	0	16	4	0	0	0	0	0
7	22	0	0	1	0	0	0	0	9	10	0	1	0	0	1
8	24	0	0	1	0	0	0	0	16	7	0	0	0	0	0
9	17	0	0	1	0	0	0	0	7	8	1	0	0	0	0
10	32	0	0	1	0	0	0	0	21	9	1	0	0	0	0
11	31	2	0	0	0	0	0	0	15	12	0	0	2	0	0
12	36	1	0	0	0	0	0	0	20	13	1	0	1	0	0
0 - 12	226	3	0	7	0	1	0	0	133	70	5	1	4	0	2
13 - 19	609	0	0	17	10	3	2	5	262	267	12	4	7	10	10
20 - 29	820	3	7	36	20	3	0	10	402	284	19	12	8	12	4
30 - 39	488	2	3	33	6	1	0	5	277	132	14	3	3	4	5
40 - 49	514	3	6	66	9	6	2	5	276	109	20	2	0	6	4
50 - 59	303	4	10	41	4	0	3	1	167	46	15	2	4	3	3
60 - 69	141	0	10	19	1	1	2	1	79	11	8	2	3	1	3
70 - 79	50	0	4	8	0	1	0	0	28	1	6	0	1	0	1
80 and Over	16	0	0	1	0	0	0	0	11	1	2	1	0	0	0
Unknown	506	2	19	55	9	23	2	7	251	61	11	8	9	21	28




Table 28 • NUMBER OF DECEASED VICTIMS BY AGE & VESSEL TYPE 2007

	Vessel Type													Drownings	Other Deaths	Total Deaths	
	Airboat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sail Only	Other				Not Reported
All Ages	1	18	53	71	6	6	36	334	67	15	33	18	18	9	476	209	685
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2	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	0	0	0	0	1	0	0	1	0	1
4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	2
5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7	0	0	2	0	0	0	0	0	0	0	1	0	0	0	2	1	3
8	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	0	3
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	2	3
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
0-12	0	0	5	1	0	0	0	7	0	1	1	1	0	0	8	8	16
13 - 19	0	0	0	12	0	0	1	12	18	1	3	0	3	0	29	21	50
20 - 29	0	1	3	12	1	1	8	47	15	6	5	2	4	0	73	32	105
30 - 39	0	1	15	8	1	3	7	49	10	3	8	2	2	0	77	32	109
40 - 49	0	2	14	13	1	0	6	65	8	1	6	3	4	1	86	38	124
50 - 59	0	5	4	9	2	1	6	58	8	0	3	1	2	1	71	29	100
60 - 69	1	4	11	3	0	0	1	38	1	0	1	2	2	0	49	15	64
70 - 79	0	1	0	2	1	0	3	23	1	3	1	2	0	0	28	9	37
80 and Over	0	0	0	3	0	0	0	9	0	0	2	0	0	0	11	3	14
Unknown	0	4	1	8	0	1	4	26	6	0	3	5	1	7	44	22	66

RECREATIONAL BOATING STATISTICS 2007

CASUALTY DATA



Explanation of Casualty Data Section

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

Accidents & Casualties by Year, 1996-2007 (Figure 8 & Table 29, Page 50)

This figure and table document the number of accidents and casualties from 1996-2007.

Accident, Casualty & Damage Data by State (Table 30, Page 51)

This table provides accident, casualty, and damage information by state for the year 2007. Accidents are broken down into three levels of severity— fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 9, Page 52)

This figure provides the percentage that each state contributed to the national death count. So, for instance, Texas had 46 deaths. Out of the total national death count of 685, Texas contributed 6.7% $((46/685) * 100)$ of deaths to the national count.

Annual Recreational Boating Fatality Rates 1996-2007 (Figure 10 & Table 31, Page 53)

This table provides the fatality rates from 1996-2007. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. USCG then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. The accompanying figure shows the trend of fatality rates from 1996-2007.

States Coded by their 2007 Fatality Rate (Figure 11, Page 54)

This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2006-2007 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State (Table 32, Page 55)

This table examines the number of accidents, fatal accidents, and fatalities by state for years 2003-2007.

Number of Accidents by Primary Accident Type & State (Table 33, Page 56-57)

This table documents the first accident event by state. It also provides information about the total number of accidents and casualties by state.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 58)

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 58)

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 8 GRAPH OF BOATING DEATHS, INJURIES & ACCIDENTS BY YEAR, 1996-2007

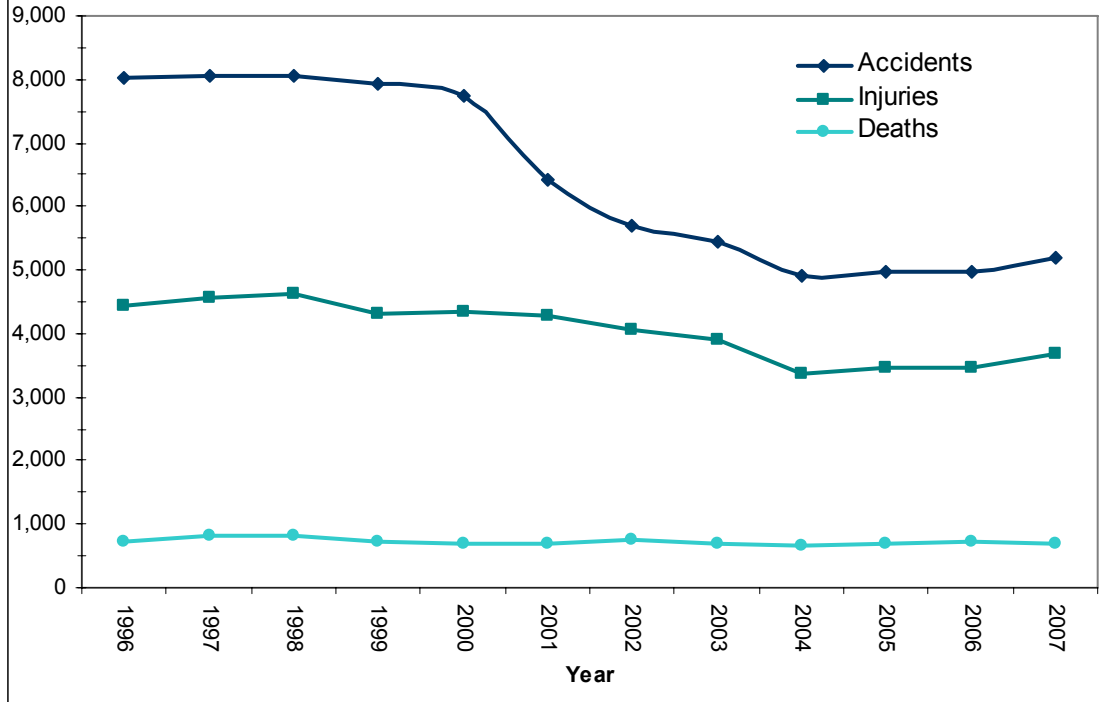


Table 29 - DEATHS, INJURIES & ACCIDENTS BY YEAR 1996-2007

Year	Deaths	Injuries	Accidents
1996	709	4442	8026
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191

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

Table 30 - ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2007

State or Jurisdiction	Number of Accidents				Persons Involved		Property Damage**
	Total Accidents	Fatal Accidents	Non-Fatal Injury Accidents	Property Damage Accidents	Deaths	Injured	
Totals	5191	605	2576	2010	685	3673	\$53,106,495.78
Alabama	96	10	41	45	11	50	\$1,745,440
Alaska	48	11	8	29	17	24	\$830,750
Arizona	167	8	96	63	8	118	\$760,282
Arkansas	81	15	30	36	18	55	\$540,039
California	601	48	345	208	55	482	\$10,464,400
Colorado	54	7	34	13	7	41	\$84,400
Connecticut	61	7	24	30	8	38	\$365,353
Delaware	15	2	2	11	2	2	\$316,185
Dist. of Columbia	4	0	0	4	0	0	\$19,070
Florida	663	67	279	317	75	387	\$9,039,610
Georgia	139	14	68	57	18	101	\$2,673,389
Hawaii	10	2	2	6	2	6	\$93,578
Idaho	63	7	21	35	8	23	\$322,200
Illinois	107	11	48	48	13	60	\$166,471
Indiana	32	5	12	15	7	18	\$270,800
Iowa	47	7	24	16	9	31	\$149,369
Kansas	24	5	10	9	6	14	\$80,900
Kentucky	59	13	27	19	13	45	\$405,860
Louisiana	119	28	57	34	30	99	\$345,130
Maine	90	13	44	33	15	56	\$937,970.21
Maryland	170	8	95	67	10	120	\$838,774
Massachusetts	36	9	19	8	9	32	\$251,000
Michigan	185	30	86	69	34	111	\$591,691
Minnesota	123	12	84	27	15	105	\$439,695
Mississippi	31	7	23	1	7	32	\$25,000
Missouri	168	7	107	54	7	148	\$482,669
Montana	24	4	13	7	4	16	\$61,118
Nebraska	31	6	23	2	7	46	\$103,750
Nevada	76	5	44	27	5	53	\$342,021
New Hampshire	54	5	22	27	6	27	\$473,940
New Jersey*	136	8	40	88	8	52	\$178,900
New Mexico	38	1	19	18	1	23	\$82,200
New York	180	18	78	84	21	133	\$2,118,141
North Carolina	158	19	92	47	19	129	\$5,209,561
North Dakota	10	0	6	4	0	9	\$48,700
Ohio	121	11	60	50	14	79	\$2,364,975
Oklahoma	56	11	29	16	12	71	\$250,450
Oregon	60	9	26	25	9	33	\$349,596.8
Pennsylvania	64	10	41	13	11	59	\$207,748
Rhode Island	44	4	12	28	4	22	\$1,344,314
South Carolina	104	15	52	37	16	72	\$2,657,905
South Dakota	12	2	7	3	2	10	\$68,900
Tennessee	146	16	81	49	17	100	\$929,362
Texas	197	40	94	63	46	164	\$1,133,779
Utah	71	5	50	16	5	80	\$230,400
Vermont	3	1	0	2	1	0	\$225,000
Virginia	145	11	81	53	12	108	\$1,021,170
Washington	97	22	47	28	26	74	\$499,895
West Virginia	26	5	16	5	7	23	\$57,550
Wisconsin	119	18	50	51	18	77	\$687,399
Wyoming	8	3	2	3	4	5	\$29,697
Guam	1	0	0	1	0	0	\$3,000
Puerto Rico	7	1	1	5	2	3	\$77,000
Virgin Islands	3	0	1	2	0	3	\$105,000
Am. Samoa	0	0	0	0	0	0	\$0
N. Marianas	0	0	0	0	0	0	\$0
Atlantic Ocean	2	1	0	1	3	0	\$0
Gulf	5	1	3	1	1	4	\$5,000
Pacific Ocean	0	0	0	0	0	0	\$0

*NJ did not submit property damage estimates to boats in 2007. However, NJ noted that accidents submitted to the Coast Guard that did not have an injury or death were considered to have \$2000 or more in damages. The Coast Guard adjusted NJ's property damages to boats such that each accident without an injury or death had \$2000 damages. **Property damage for states is rounded to the nearest dollar

**Figure 9 DISTRIBUTION OF 2007 DEATHS BY STATE
EXPRESSED AS A PERCENTAGE**

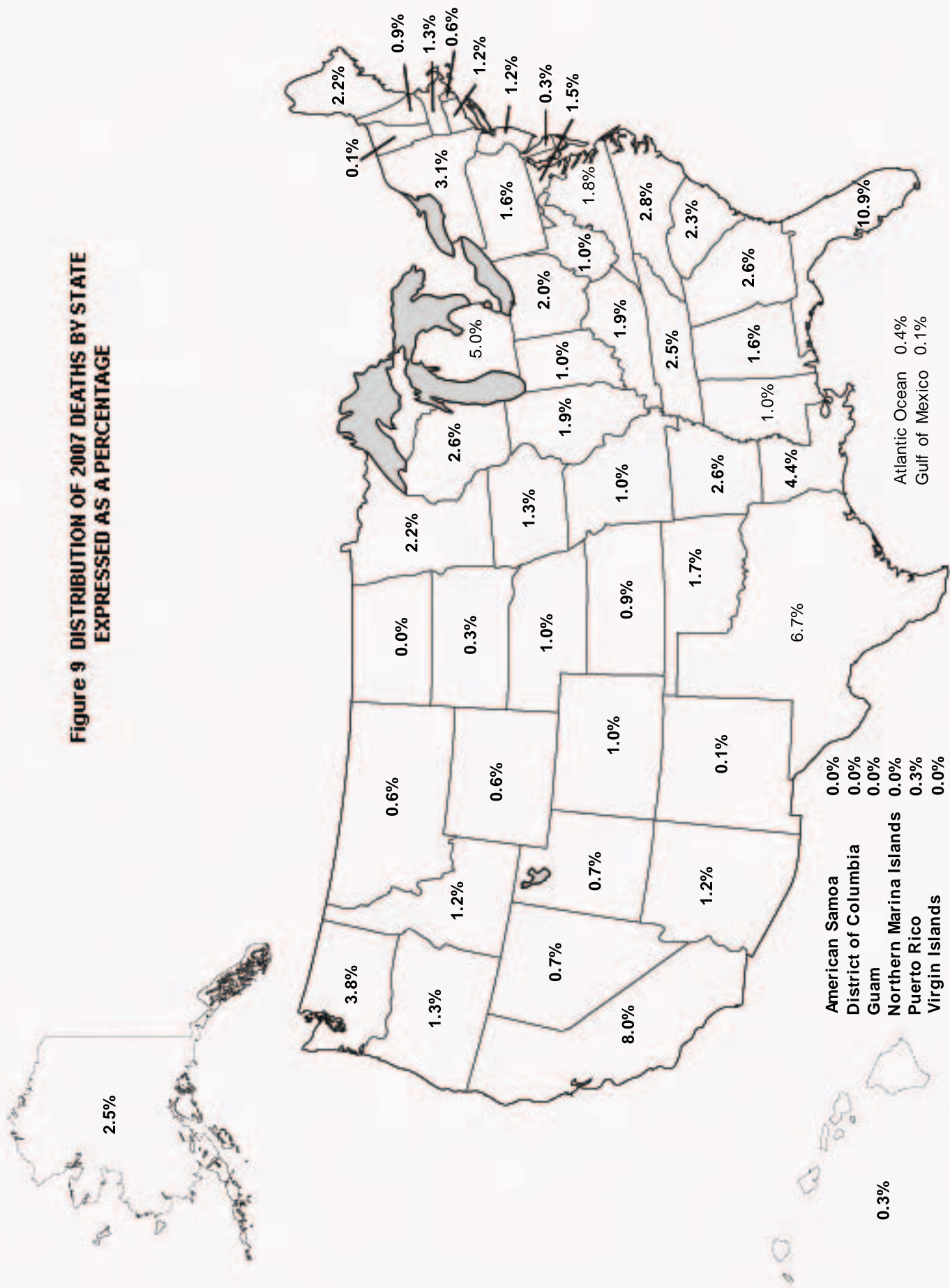




Figure 10 Annual Recreational Boating Fatality Rates 1996-2007
Number of Deaths per 100,000 Registered Recreational Vessels

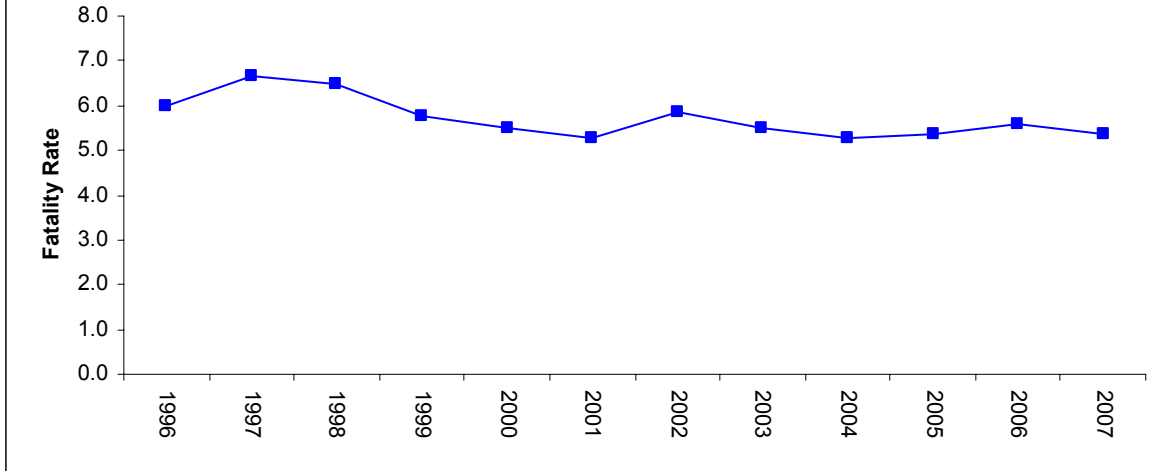
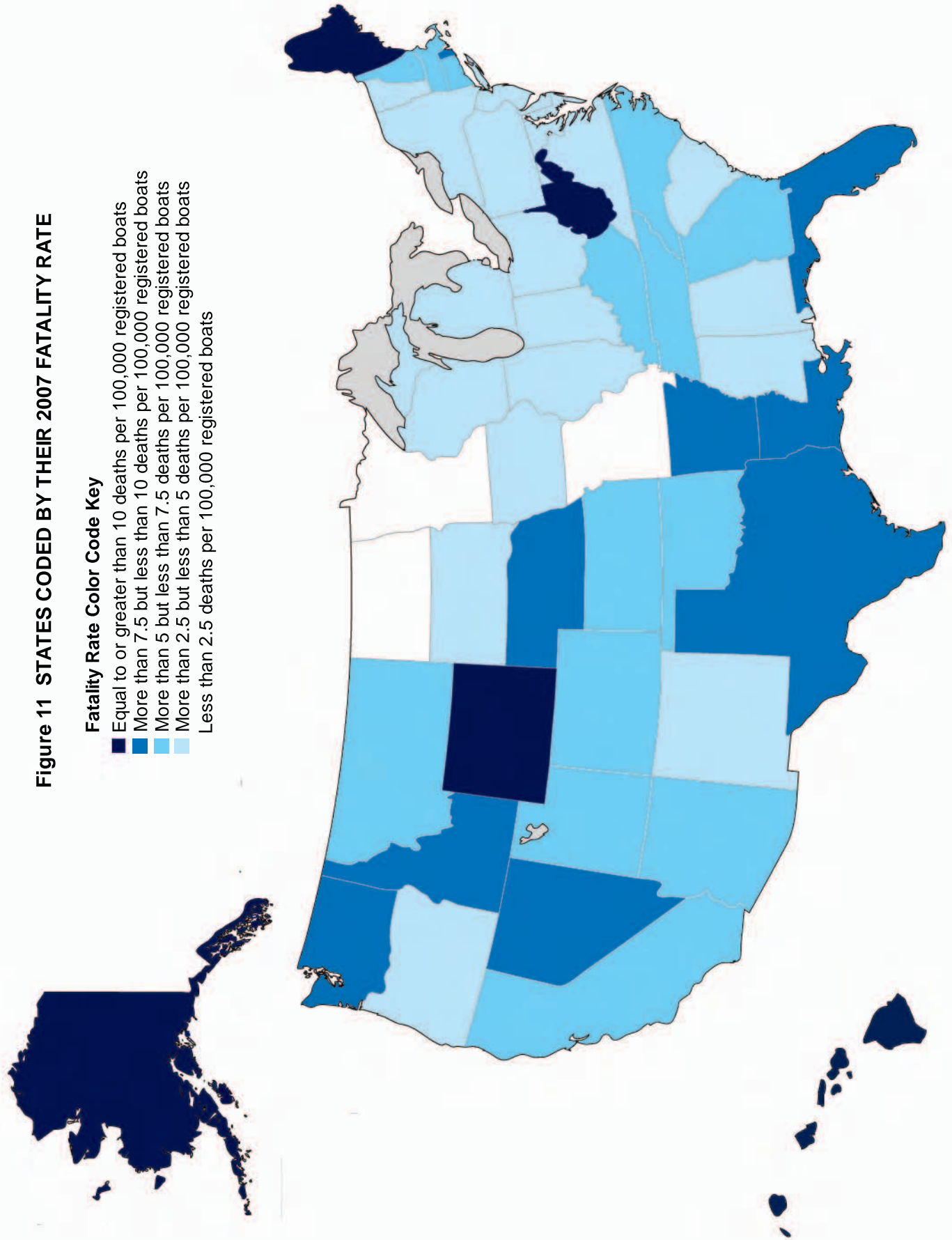


Table 31 - ANNUAL RECREATIONAL BOATING FATALITY RATES 1996-2007			
Year	Total Deaths	Total Registered Vessels	Number of Deaths Per 100,000 Registered Vessels
1996	709	11,877,938	6.0
1997	821	12,312,982	6.7
1998	815	12,565,930	6.5
1999	734	12,738,271	5.8
2000	701	12,782,143	5.5
2001	681	12,876,346	5.3
2002	750	12,854,054	5.8
2003	703	12,794,616	5.5
2004	676	12,781,476	5.3
2005	697	12,942,414	5.4
2006	710	12,746,126	5.6
2007	685	12,875,568	5.3

Figure 11 STATES CODED BY THEIR 2007 FATALITY RATE

- Fatality Rate Color Code Key**
- Equal to or greater than 10 deaths per 100,000 registered boats
 - More than 7.5 but less than 10 deaths per 100,000 registered boats
 - More than 5 but less than 7.5 deaths per 100,000 registered boats
 - More than 2.5 but less than 5 deaths per 100,000 registered boats
 - Less than 2.5 deaths per 100,000 registered boats



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

Table 32 - FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2003-2007

	Total Number of Accidents					Fatal Accidents					Deaths				
	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007	2003	2004	2005	2006	2007
Totals	5438	4904	4969	4967	5191	621	612	626	633	605	703	676	697	710	685
Alabama	83	70	69	87	96	15	17	15	19	10	15	20	16	24	11
Alaska	48	52	54	48	48	16	14	14	11	11	21	16	20	13	17
Arizona	188	174	194	209	167	5	10	5	14	8	7	11	5	14	8
Arkansas	50	55	68	55	81	6	5	12	6	15	6	8	13	8	18
California	797	603	630	569	601	56	35	55	39	48	61	43	58	42	55
Colorado	54	38	45	44	54	6	6	10	11	7	7	6	11	11	7
Connecticut	55	58	49	42	61	2	3	5	5	7	3	3	5	5	8
Delaware	5	16	18	9	15	1	1	1	2	2	1	1	1	2	2
Dist. of Columbia	3	3	1	1	4	3	2	0	1	0	3	2	0	1	0
Florida	752	713	603	633	663	58	60	67	60	67	64	66	78	68	75
Georgia	141	118	111	149	139	13	21	13	18	14	13	24	16	18	18
Hawaii	3	8	10	4	10	0	1	5	4	2	0	2	5	4	2
Idaho	54	70	54	74	63	7	9	5	7	7	7	10	6	10	8
Illinois	82	72	101	70	107	10	17	16	15	11	13	18	16	18	13
Indiana	56	51	41	51	32	6	7	3	6	5	7	7	4	6	7
Iowa	25	32	53	40	47	0	2	8	4	7	0	2	9	5	9
Kansas	35	36	24	39	24	3	2	4	5	5	3	2	4	5	6
Kentucky	55	46	58	65	59	8	9	14	13	13	9	9	20	15	13
Louisiana	130	156	126	119	119	34	35	33	21	28	40	44	35	24	30
Maine	55	41	46	56	90	7	6	13	12	13	7	6	16	12	15
Maryland	146	178	183	138	170	10	12	14	8	8	13	16	15	8	10
Massachusetts	43	55	45	46	36	7	9	8	9	9	8	9	9	10	9
Michigan	218	143	161	185	185	25	26	26	24	30	29	27	28	30	34
Minnesota	106	88	114	113	123	14	15	21	11	12	17	15	24	14	15
Mississippi	41	35	23	31	31	7	11	6	7	7	8	11	6	7	7
Missouri	201	172	202	175	168	15	15	22	16	7	17	15	24	17	7
Montana	11	12	12	16	24	3	5	5	6	4	4	5	7	6	4
Nebraska	39	36	28	33	31	4	6	2	4	6	5	6	2	6	7
Nevada	89	65	93	82	76	8	6	5	4	5	9	6	5	4	5
New Hampshire	49	35	45	79	54	5	2	1	5	5	6	2	1	5	6
New Jersey	85	124	100	84	136	17	8	4	10	8	17	8	4	11	8
New Mexico	31	21	31	34	38	2	0	5	0	1	2	0	5	0	1
New York	224	178	190	152	180	23	17	15	14	18	34	18	15	14	21
North Carolina	144	140	164	175	158	17	19	16	20	19	18	20	17	24	19
North Dakota	10	7	9	7	10	2	3	0	0	0	3	4	0	0	0
Ohio	122	105	132	111	121	17	7	11	12	11	19	7	12	12	14
Oklahoma	72	55	62	71	56	13	13	10	13	11	14	13	13	17	12
Oregon	73	50	51	47	60	15	9	14	17	9	18	9	15	20	9
Pennsylvania	79	58	61	56	64	9	11	9	19	10	11	11	12	25	11
Rhode Island	30	41	38	37	44	4	4	0	3	4	4	7	0	5	4
South Carolina	108	83	83	93	104	27	12	12	13	15	30	13	13	14	16
South Dakota	24	8	18	16	12	3	1	2	3	2	4	2	2	3	2
Tennessee	155	173	114	149	146	16	28	10	15	16	17	32	10	16	17
Texas	198	159	144	195	197	34	30	30	44	40	36	32	32	45	46
Utah	58	56	79	85	71	6	3	9	11	5	6	3	9	12	5
Vermont	2	5	2	1	3	1	1	0	1	1	1	1	0	1	1
Virginia	115	136	127	137	145	18	20	12	20	11	20	20	14	23	12
Washington	126	134	128	96	97	14	20	24	20	22	16	22	25	21	26
West Virginia	14	9	14	21	26	3	2	6	8	5	3	3	6	8	7
Wisconsin	126	107	127	99	119	19	24	17	10	18	20	24	20	10	18
Wyoming	10	3	10	19	8	2	1	2	3	3	2	1	3	3	4
Guam	2	2	5	2	1	1	2	2	1	0	1	6	2	1	0
Puerto Rico	11	8	7	10	7	1	3	1	4	1	1	3	1	5	2
Virgin Islands	3	5	0	0	3	1	1	0	0	0	1	1	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	0	3	4	3	0	0	1	1	0	0	0	1	1	0	0
Atlantic Ocean	2	1	3	2	2	2	1	3	2	1	2	1	3	5	3
Gulf	0	1	3	1	5	0	1	3	1	1	0	1	4	1	1
Pacific Ocean	0	1	2	2	0	0	1	0	2	0	0	1	0	2	0

Table 33 - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE AND STATE 2007

	Total	AL	AK	AZ	AR	CA	CO	CT	DE	DC	FL	GA	HI	ID	IL	IN	IA	KS	KY	LA	ME	MD	MA	MI	MN	MS	MO	MT	NE	NV
Total Accidents	5191	398	14	558	143	1329	69	120	0	211	10	485	113	93	16	285	324	111	84	492	83	80	157	16	476	209	685	3673		
Injuries	96	4	1	13	3	28	2	0	0	2	0	11	3	3	0	1	6	2	6	6	1	2	1	6	5	11	50			
Total Deaths	48	10	0	2	1	7	1	1	0	0	0	3	3	3	0	8	2	2	3	0	0	0	2	0	13	4	17	24		
Other Deaths	167	16	0	9	6	55	2	1	0	12	0	9	4	0	0	12	7	0	5	22	5	1	1	0	4	4	8	118		
Drownings	81	10	0	6	3	15	0	0	1	0	7	8	0	0	0	12	3	1	7	2	2	4	0	12	6	18	55			
Unknown	601	29	5	29	7	162	3	13	0	21	0	60	15	12	1	58	58	11	0	65	17	17	16	2	39	16	55	482		
Struck Submerged Object	54	10	0	4	1	10	1	0	0	2	0	6	0	0	0	4	0	0	13	0	1	2	0	6	1	7	41			
Struck by Motor and/or Propeller	61	6	0	10	1	16	2	0	0	2	0	9	2	2	0	2	3	0	3	1	0	0	2	0	5	3	8	38		
Struck by Vessel	15	0	0	1	1	7	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2		
Skier Mishap	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sinking	663	30	0	124	5	197	8	28	0	29	0	43	13	10	1	60	33	15	3	23	10	9	22	0	43	32	75	387		
Other	139	8	0	16	5	29	1	0	0	8	1	18	4	4	0	3	9	4	1	21	4	0	3	0	8	10	18	101		
Sinking	10	1	0	0	0	2	0	1	0	0	0	1	0	0	0	1	2	0	1	0	0	0	0	1	0	2	2	6		
Grounding	63	6	0	9	7	14	0	0	0	0	1	0	0	0	3	0	2	4	1	3	9	0	2	0	8	0	8	23		
Other	107	21	0	14	6	26	1	6	0	2	0	7	1	2	0	3	3	1	4	2	1	2	5	0	11	2	13	60		
Grounding	32	0	0	3	1	12	0	2	0	1	0	6	1	1	1	0	0	1	2	1	0	0	0	0	6	1	7	18		
Other	47	5	0	4	0	8	2	2	0	0	0	5	0	0	0	1	7	1	0	8	3	0	1	0	8	1	9	31		
Other	24	3	0	2	1	4	0	0	0	0	0	3	1	1	0	4	0	0	1	3	1	0	0	0	5	1	6	14		
Other	59	5	0	6	2	18	1	1	0	1	0	6	2	1	0	2	5	2	0	2	1	1	3	0	8	5	13	45		
Other	119	3	0	37	11	16	3	4	0	2	0	16	0	1	0	9	0	2	0	7	1	0	7	0	25	5	30	99		
Other	90	10	0	8	2	14	0	1	0	5	0	12	2	0	0	5	7	5	2	9	2	1	5	0	9	6	15	56		
Other	170	5	1	23	5	33	0	1	0	24	0	8	0	0	8	4	11	5	6	33	3	0	0	0	2	8	10	120		
Other	36	10	0	0	2	9	0	0	0	1	0	6	0	1	0	0	1	2	1	1	2	0	0	0	8	1	9	32		
Other	185	15	0	14	3	46	6	1	0	7	0	27	3	10	1	1	12	5	5	18	6	2	1	2	27	7	34	111		
Other	123	9	0	7	6	32	4	0	0	3	0	21	1	3	0	0	7	2	3	20	1	3	0	1	13	2	15	105		
Other	31	3	0	5	1	9	1	0	0	1	0	3	0	0	0	1	1	1	0	4	0	0	1	0	4	3	7	32		
Other	168	5	2	7	10	38	2	3	0	21	0	19	7	1	0	11	6	4	1	18	3	3	7	0	2	5	7	148		
Other	24	1	0	3	0	11	0	0	0	0	0	2	0	0	0	1	2	0	2	0	1	0	1	0	1	2	4	16		
Other	31	4	0	1	1	8	1	0	0	2	0	5	0	0	1	1	1	0	0	4	0	2	0	0	4	3	7	46		
Other	76	3	0	4	1	19	0	1	0	4	0	12	1	0	0	4	12	3	1	9	0	0	2	0	3	2	5	53		



Table 33 Continued - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE AND STATE 2007

	Total Accidents	Capsizing	Carbon Monoxide	Collision w/ Fixed Object	Collision w/ Floating Object	Collision w/ Vessel	Departed Vessel	Ejected From Vessel	Electrocution	Fall in Vessel	Fall on Vessel	Falls Overboard	Fire/Explosion (Fuel)	Fire/Explosion (Non-fuel)	Fire/Explosion (Unknown)	Flooding/Swamping	Grounding	Other	Sinking	Skier Mishap	Struck by Vessel	Struck by Motor and/or Propeller	Struck Submerged Object	Unknown	Drownings	Other Deaths	Total Deaths	Injuries	
NH	54	5	0	4	0	10	0	0	0	5	0	0	0	1	0	2	6	0	1	14	0	0	4	2	4	2	6	27	
NJ	136	9	0	18	4	38	1	2	0	5	0	9	7	8	0	10	12	2	2	6	0	0	0	3	3	5	8	52	
NM	38	2	0	6	1	7	1	0	0	1	2	1	1	3	0	3	0	0	2	4	0	0	4	0	1	0	1	23	
NY	180	21	1	19	4	49	0	10	0	8	0	6	8	0	0	7	12	3	4	11	1	1	15	0	15	6	21	133	
NC	158	7	0	24	2	45	1	1	0	7	0	16	0	1	0	2	13	0	3	16	6	7	7	0	16	3	19	129	
ND	10	0	0	0	0	4	0	1	0	1	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	9	
OH	121	15	0	18	4	17	4	13	0	7	1	4	4	3	0	7	7	2	1	10	0	3	1	0	12	2	14	79	
OK	56	3	0	4	2	19	0	2	0	1	0	8	3	0	0	0	1	0	2	8	1	1	1	0	8	4	12	71	
OR	60	9	0	12	2	9	0	4	0	0	0	3	2	1	0	5	2	2	1	4	0	1	3	0	9	0	9	33	
PA	64	10	0	3	2	9	0	1	0	2	1	9	1	0	0	3	5	2	0	13	0	2	0	1	8	3	11	59	
RI	44	3	0	3	1	15	0	0	0	2	0	2	0	2	0	2	4	3	0	1	1	2	3	0	1	3	4	22	
SC	104	8	0	17	1	42	1	3	0	3	0	8	2	3	0	2	5	1	1	4	0	2	1	0	12	4	16	72	
SD	12	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	2	0	2	10	
TN	146	6	0	10	11	28	2	1	0	5	3	19	4	5	1	4	9	6	6	17	2	3	4	0	11	6	17	100	
TX	197	22	0	17	2	47	10	5	0	6	1	27	2	4	1	15	12	4	4	11	1	2	4	0	38	8	46	164	
UT	71	7	3	4	0	10	1	2	0	0	0	4	1	0	0	3	2	4	1	24	2	2	1	0	2	3	5	80	
VT	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
VA	145	9	0	18	2	41	2	3	0	3	0	7	6	1	0	8	8	2	0	20	2	0	12	1	8	4	12	108	
WA	97	13	0	4	8	38	1	3	0	0	0	10	1	1	0	1	5	2	1	6	1	0	2	0	20	6	26	74	
WV	26	3	1	1	1	9	1	0	0	1	0	6	0	1	0	0	0	1	0	0	0	1	0	0	3	4	7	23	
WI	119	9	0	7	3	37	2	0	0	1	0	11	0	0	0	8	10	3	2	12	3	4	6	1	13	5	18	77	
WY	8	2	0	1	0	2	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	5	
GU	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	7	0	0	3	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3
VI	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	2	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	3	0
GL	5	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	4
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





Table 34 - NUMBER OF INJURED VICTIMS BY PRIMARY INJURY & VESSEL TYPE															
	Number of Injuries														
		Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Other	Not Reported
Totals	3673	17	59	283	59	39	11	34	1886	982	112	35	39	57	60
Abrasion	9	0	0	0	0	0	0	0	2	4	3	0	0	0	0
Amputation	47	0	2	2	0	2	0	0	28	5	6	1	0	0	1
Back Injury	244	0	2	16	1	0	1	0	156	56	7	2	1	0	2
Broken Bones	665	2	7	45	2	2	0	0	294	274	16	1	3	14	5
Burns	86	0	1	29	0	3	0	0	28	16	0	0	1	0	8
Carbon Monoxide	34	0	0	10	0	22	0	0	2	0	0	0	0	0	0
Contusion	447	6	6	30	10	3	0	1	217	143	12	4	4	6	5
Dislocation	93	0	2	1	0	0	3	1	53	22	4	0	0	6	1
Head Injury	443	0	4	32	1	0	2	0	238	131	19	1	6	3	6
Hypothermia	263	2	15	21	35	0	0	29	108	6	2	20	14	2	9
Internal Injuries	116	0	2	5	2	0	0	1	61	40	1	1	0	2	1
Laceration	710	4	9	61	1	4	2	0	407	175	21	3	6	12	5
Neck Injury	92	0	2	6	0	1	0	0	62	15	4	0	1	1	0
Shock	76	0	2	8	0	0	0	0	37	20	5	0	1	1	2
Spinal Injury	35	0	0	0	0	0	0	1	23	6	3	0	0	2	0
Sprain/Strain	108	2	2	7	0	1	0	0	55	27	5	1	1	5	2
Teeth and Jaw	20	0	0	2	0	0	1	0	9	8	0	0	0	0	0
Other	159	1	2	7	6	0	2	1	89	29	4	1	1	3	13
Unknown	26	0	1	1	1	1	0	0	17	5	0	0	0	0	0

Table 35 - NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2007																
	Life Jacket Worn?	Number of Deaths														
			Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Other	Not Reported
All Causes of Death		685	1	18	53	71	6	6	36	334	67	15	33	18	18	9
Carbon Monoxide	No	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
Drowning	Yes	49	0	1	4	3	0	1	10	19	4	1	0	2	4	0
Drowning	No	427	1	11	29	63	4	4	21	211	10	11	30	14	13	5
Hypothermia	Yes	7	0	0	0	2	0	0	1	4	0	0	0	0	0	0
Hypothermia	No	11	0	0	0	2	0	1	1	6	0	0	1	0	0	0
Other	Yes	8	0	0	1	0	0	0	0	4	3	0	0	0	0	0
Other	No	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0
Trauma	Yes	52	0	1	0	0	0	0	0	12	38	1	0	0	0	0
Trauma	No	85	0	2	8	0	2	0	0	58	8	2	0	1	1	3
Unknown	Yes	6	0	0	1	0	0	0	0	3	1	0	0	0	0	1
Unknown	No	31	0	3	4	1	0	0	3	15	3	0	1	1	0	0

RECREATIONAL BOATING STATISTICS 2007

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. Without a record, a vessel cannot be legally operated. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

Recreational Vessel Registration by Year, 1980-2007 (Table 36 & Figure 12, Page 61)

This table provides information about recreational vessel registration for each year from 1980-2007. The accompanying figure displays a trend line from 1980-2007.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 62)

The top section of the table provides tallies for the number of mechanically-propelled vessels, the number of manually-propelled vessels, and a summation of these two categories. The middle section of the table documents mechanically-propelled vessel registration by length category and engine type. The bottom section of the table focuses on mechanically propelled vessels.

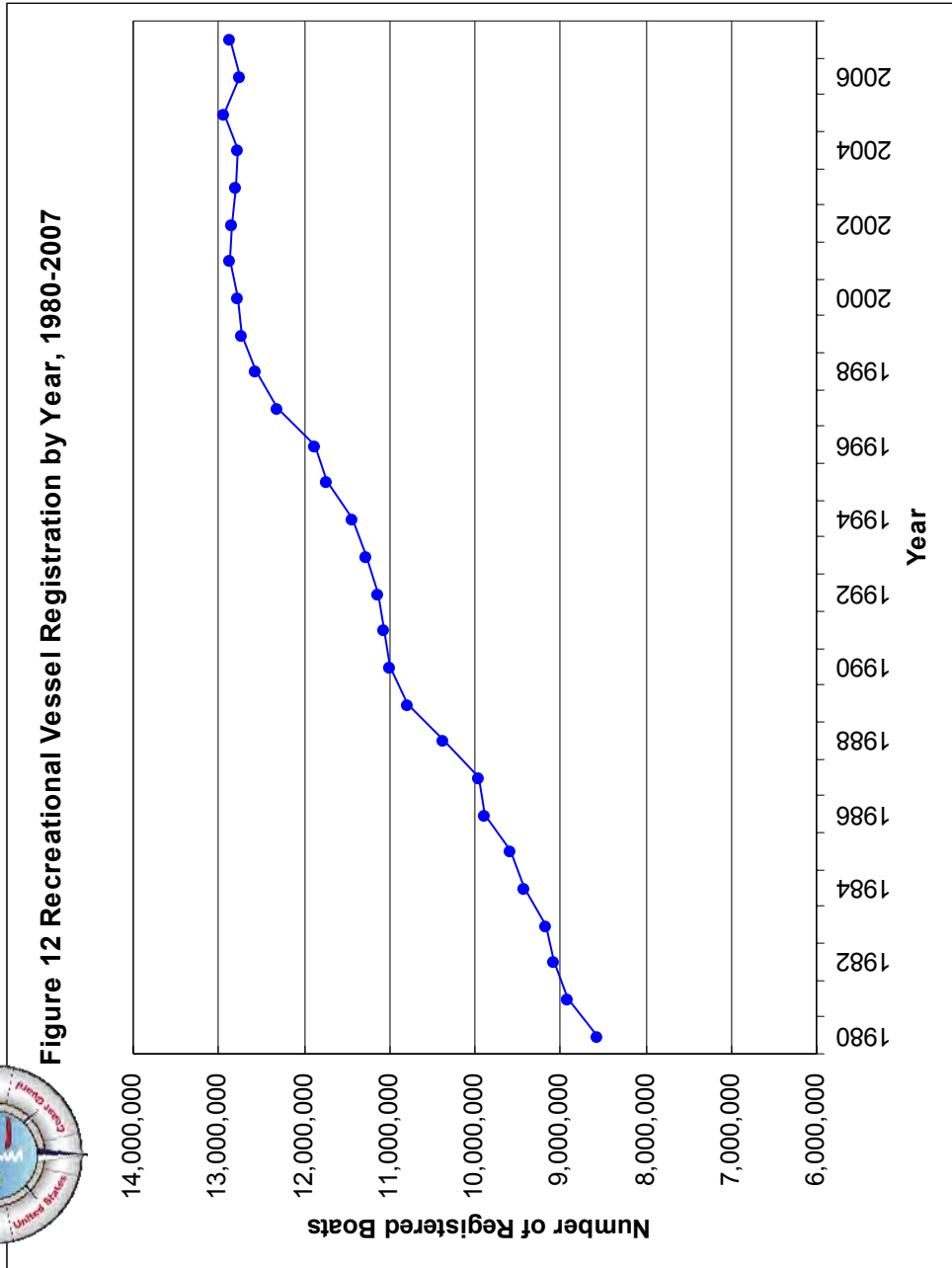
Registration Data by State (Table 38, Page 63)

This table examines recreational vessel registration by state. It provides a ranking of states by vessel registration, specifies the scope of the state's registration program, and provides a two-year comparison of registration information.

Distribution of 2007 Recreational Vessel Registration by State (Figure 13, Page 64)

This figure provides the percentage that each state contributed to national registration. So, for instance, California registered 964,881 vessels. Out of the total national registration of 12,875,568, California contributed 7.5% $((964,881/12,875,568) * 100)$ of registered vessels to the national count.

Table 36 Recreational Vessel Registration by Year, 1980-2007	
Year	Registered Boats
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,875,568




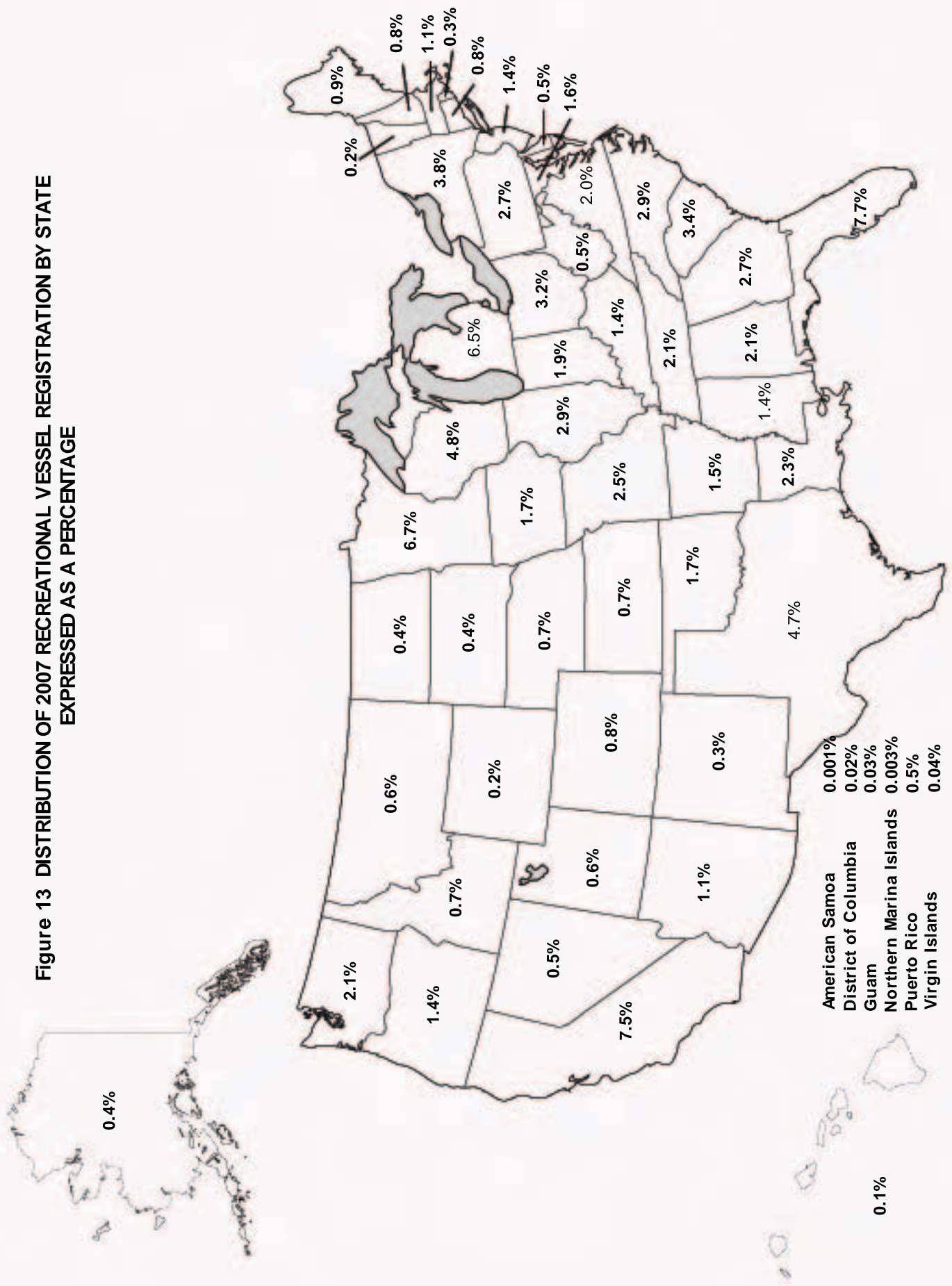
 Table 37 • RECREATIONAL VESSEL REGISTRATION BY LENGTH & MEANS OF PROPULSION 2007						
Mechanically-Propelled		Manually-Propelled			Total Registration	
11,966,627		908,941			12,875,568	
STATE REGISTERED MECHANICALLY-PROPELLED VESSELS						
	Means of Mechanical Propulsion			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Under 16 feet	1,338,689	3,488,401	254,723	5,185	11,639	5,098,637
16 to less than 26 feet	752,742	4,108,595	1,314,572	18,590	38,627	6,233,126
26 to less than 40 feet	172,593	149,922	181,274	40,395	11,524	555,708
40 to 65 feet	41,731	7,384	12,562	5,466	769	67,912
Over 65 feet	5,853	2,441	2,822	101	27	11,244
Total	2,311,608	7,756,743	1,765,953	69,737	62,586	11,966,627
STATE REGISTERED MANUALLY-PROPELLED VESSELS						
Rowboats	Sailboats	Canoes/Kayaks	Other Boats	Total		
102,748	140,427	336,176	329,590	908,941		

Table 38 • RECREATIONAL REGISTRATION DATA BY STATE 2006-2007				
State/Jurisdiction	Rank	2007	2006	Scope of Current Vessel Registration System
Total		12,875,568	12,746,126	
Alabama	17	274,176	271,658	All motorboats, sailboats and vessels for hire
Alaska	46	47,548	49,533	All undocumented motorboats
American Samoa	56	106	106	All watercraft
Arizona	30	144,570	145,023	All watercraft
Arkansas	23	206,195	199,189	All motorboats and sailboats
California	2	964,881	893,828	All motorboats and sailboats over 8 feet in length
Colorado	34	98,055	98,067	All watercraft powered by motor or sail
Connecticut	32	108,539	108,701	All motorboats; sailboats 19.5 feet or more in length
Delaware	42	61,569	59,192	All motorboats
District of Columbia	54	2,866	2,425	All watercraft
Florida	1	991,680	988,652	All motorboats
Georgia	12	344,597	336,579	All motorboats; sailboats 12 feet or more in length
Guam	53	3,278	3,061	All watercraft (estimated)
Hawaii	51	15,094	15,109	All motorboats; sailboats over 8 feet in length
Idaho	36	91,612	88,464	All motorboats and sailboats; motorized float tubes exempt
Illinois	10	379,454	383,615	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	20	241,474	164,678	All motorboats
Iowa	22	213,767	234,335	All watercraft with exceptions (a)
Kansas	35	93,900	95,677	All motorboats, sailboats, and sailboards
Kentucky	28	176,716	177,951	All motorboats
Louisiana	15	301,249	306,366	All motorboats; sailboats more than 12 feet in length
Maine	31	112,818	113,276	All motorboats
Maryland	24	202,892	204,277	All motorboats
Massachusetts	29	145,496	148,640	All motorboats
Michigan	4	830,743	828,529	All watercraft with exceptions (b)
Minnesota	3	866,496	862,937	All watercraft with exceptions (c)
Mississippi	27	180,356	179,433	All motorboats
Missouri	14	321,782	324,826	All motorboats; sailboats over 12 feet in length
Montana	38	79,651	81,935	All motorboats; sailboats 12 feet or more in length
Nebraska	37	83,722	83,313	All motorboats
Nevada	43	59,895	59,957	All motorboats
New Hampshire	33	100,261	101,297	All motorboats
New Jersey	26	183,147	205,967	All watercraft with exceptions (d)
New Mexico	48	38,100	38,794	All motorboats
New York	7	494,020	497,975	All motorboats
North Carolina	11	375,815	370,291	All motorboats; sailboats more than 14 feet in length
North Dakota	45	53,519	49,638	All motorboats
Northern Mariana Islands	55	380	310	All motorboats
Ohio	9	415,228	412,256	All watercraft
Oklahoma	21	223,758	216,556	All watercraft
Oregon	25	184,147	186,497	All motorboats; sailboats 12 feet or more in length
Pennsylvania	13	342,427	344,190	All motorboats and certain non-powered craft (e)
Puerto Rico	41	62,360	61,462	All motorboats; vessels adapted to hold a motor
Rhode Island	47	43,665	43,375	All motorboats; non-motorized vessels >12 ft
South Carolina	8	442,040	436,075	All motorboats
South Dakota	44	53,570	53,430	All motorboats; all other boats over 12 feet in length
Tennessee	16	274,914	271,687	All motorboats and sailboats
Texas	6	599,567	595,934	All motorboats and sailboats 14 feet or more in length
Utah	39	76,921	76,481	All motorboats and sailboats
Vermont	49	31,482	32,090	All motorboats
Virgin Islands	52	5,455	4,302	All watercraft
Virginia	19	251,440	248,091	All motorboats
Washington	18	270,789	270,627	All motorboats with exceptions (f); sailboats >15 ft in length
West Virginia	40	63,064	57,422	All motorboats
Wisconsin	5	617,366	635,751	All motorboats; sailboats over 12 feet in length
Wyoming	50	26,956	26,296	All watercraft

(a) Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length.
(b) Michigan excludes manually propelled private boats 16 feet or less in length (canoes, kayaks, and rowboats).
(c) Minnesota excludes non-motorized boats 9 feet or less in length, duckboats during duckhunting season, riceboats during harvest season and seaplanes.
(d) New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls.
(e) Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission.
(f) Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive State waters.

Figure 13 DISTRIBUTION OF 2007 RECREATIONAL VESSEL REGISTRATION BY STATE
EXPRESSED AS A PERCENTAGE



USCG Boating Accident Report Form

U.S. DEPARTMENT OF HOMELAND SECURITY U. S. COAST GUARD CG-3866 (Rev. 12-06)		BOATING ACCIDENT REPORT		FORM APPROVED OMB NO. 1625-0003 EXPIRATION DATE	
<p>THE OPERATOR OF A VESSEL IS REQUIRED TO SUBMIT A REPORT IN WRITING TO THE STATE REPORTING AUTHORITY WHEN AS A RESULT OF AN OCCURRENCE THAT INVOLVES THE VESSEL OR ITS EQUIPMENT: (1) A PERSON DIES; OR (2) A PERSON IS INJURED AND REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR (3) DAMAGE TO THE VESSEL AND OTHER PROPERTY TOTALS \$2,000 OR MORE OR THERE IS A COMPLETE LOSS OF THE VESSEL; OR (4) A PERSON DISAPPEARS FROM THE VESSEL UNDER CIRCUMSTANCES THAT INDICATE DEATH OR INJURY. REPORTING AUTHORITIES MAY REQUIRE REPORTS OF PROPERTY DAMAGE LESS THAN \$ 2,000. THIS REPORT MUST BE SUBMITTED WITHIN 48 HOURS OF THE OCCURRENCE IF A PERSON DIES, IS INJURED, OR DISAPPEARS FROM THE VESSEL. THE REPORT MUST BE SUBMITTED WITHIN 10 DAYS OF THE OCCURRENCE IF THERE IS ONLY DAMAGE TO THE VESSEL AND OTHER PROPERTY. THE OWNER OF THE VESSEL SHALL SUBMIT THIS REPORT TO THE STATE REPORTING AUTHORITY IF THE OPERATOR CANNOT.</p>					
OVERALL ACCIDENT INFORMATION – TO BE COMPLETED BY THE OPERATOR OF THIS VESSEL (VESSEL A)					
STATE	DATE OF ACCIDENT	TIME	<input type="checkbox"/> AM <input type="checkbox"/> PM	NUMBER OF VESSELS INVOLVED	
COUNTY	LOCATION ON THE WATER				
NEAREST CITY OR TOWN	NAME OF BODY OF WATER				
WEATHER FORECASTS / REPORTS AVAILABLE TO AND USED BY THE OPERATOR BEFORE AND DURING USE OF THE VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO					
WEATHER (CHECK ALL THAT APPLY) <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> CLOUDY <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> HAZY	WATER CONDITIONS <input type="checkbox"/> CALM (WAVES LESS THAN 6") <input type="checkbox"/> CHOPPY (WAVES 6" TO 2') <input type="checkbox"/> ROUGH (WAVES 2' TO 6') <input type="checkbox"/> VERY ROUGH (GREATER THAN 6')	WIND <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0 - 12 MPH) <input type="checkbox"/> MODERATE (13 - 24 MPH) <input type="checkbox"/> STRONG (25 - 54 MPH) <input type="checkbox"/> STORM (55 MPH AND OVER)	VISIBILITY DAY NIGHT <input type="checkbox"/> GOOD <input type="checkbox"/> <input type="checkbox"/> FAIR <input type="checkbox"/> <input type="checkbox"/> POOR <input type="checkbox"/>	ESTIMATED TEMPERATURE (DEGREES FAHRENHEIT) AIR () WATER () STRONG CURRENT <input type="checkbox"/> YES <input type="checkbox"/> NO	
OPERATOR INFORMATION – TO BE COMPLETED BY THE OPERATOR OF VESSEL A					
NAME	LAST	FIRST	MIDDLE INITIAL	<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	
ADDRESS	STREET	CITY	STATE	ZIP CODE	
TELEPHONE NUMBER ()	DATE OF BIRTH (MO/DAY/YR)			AGE IN YEARS	
EXPERIENCE OPERATING THIS VESSEL <input type="checkbox"/> UNDER 10 HOURS <input type="checkbox"/> 10 TO 100 HOURS <input type="checkbox"/> 100 TO 500 HOURS <input type="checkbox"/> OVER 500 HOURS <input type="checkbox"/> OTHER (SPECIFY)		FORMAL INSTRUCTION (TRAINING) COURSE COMPLETED IN BOATING SAFETY <input type="checkbox"/> NONE <input type="checkbox"/> STATE COURSE <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> U.S. POWER SQUADRONS <input type="checkbox"/> INTERNET (SPECIFY) <input type="checkbox"/> OTHER (SPECIFY)			
OPERATOR WEARING A USCG APPROVED LIFE JACKET AT THE TIME OF THE ACCIDENT <input type="checkbox"/> YES <input type="checkbox"/> NO		OPERATOR WEARING A SAFETY LANYARD (ENGINE SHUT OFF DEVICE) AT THE TIME OF THE ACCIDENT <input type="checkbox"/> YES <input type="checkbox"/> NO			
INFORMATION ASSOCIATED WITH VESSEL A – TO BE COMPLETED BY THE OPERATOR OF VESSEL A					
NUMBER OF PERSONS WHO DIED	NUMBER OF PERSONS DISAPPEARED	WAS VESSEL A TOTAL LOSS <input type="checkbox"/> YES <input type="checkbox"/> NO			
NUMBER OF PERSONS INJURED REQUIRING MEDICAL TREATMENT BEYOND FIRST AID		AMOUNT OF DAMAGE TO THIS VESSEL \$			
AMOUNT OF DAMAGE TO OTHER PROPERTY \$		TOTAL PROPERTY DAMAGE AMOUNT \$			
DESCRIBE VESSEL DAMAGE		DESCRIBE OTHER PROPERTY DAMAGE			
VESSEL REGISTRATION NUMBER		HULL IDENTIFICATION NUMBER (HIN)			
VESSEL NAME		NAME OF VESSEL MANUFACTURER			
VESSEL MODEL		YEAR BUILT	VESSEL LENGTH (FEET AND INCHES)		
VESSEL BEAM WIDTH AT WIDEST POINT (FEET AND INCHES)		DEPTH FROM TRANSOM (STERN) TO KEEL (BOTTOMMOST POINT) OF VESSEL			
VESSEL DOCUMENTATION NUMBER			NUMBER OF PERSONS ON BOARD VESSEL		
RENTED VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO	CURRENT VESSEL SAFETY CHECK (VSC) DECAL <input type="checkbox"/> YES <input type="checkbox"/> NO		NUMBER OF PERSONS BEING TOWED		
USCG APPROVED LIFE JACKETS ON BOARD THE VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO		OPERATOR ARRESTED DUE TO BOATING UNDER THE INFLUENCE (BUI) FOR THIS ACCIDENT ONLY		FIRE EXTINGUISHERS ON BOARD	
LIFE JACKETS ACCESSIBLE (CAPABLE OF BEING REACHED) <input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	
NUMBER OF VESSEL OCCUPANTS (OPERATOR AND PASSENGERS) WEARING LIFE JACKETS AT THE TIME OF THE ACCIDENT		OPERATOR BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL		USED	
				<input type="checkbox"/> YES <input type="checkbox"/> NO	

USCG Boating Accident Report Form

VESSEL INFORMATION - TO BE COMPLETED BY THE OPERATOR OF VESSEL A			
TYPE OF VESSEL <input type="checkbox"/> AIR BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> AUXILIARY SAIL <input type="checkbox"/> PERSONAL WATERCRAFT (PWC) <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> PONTOON BOAT <input type="checkbox"/> CANOE <input type="checkbox"/> ROWBOAT <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> SAIL (ONLY) <input type="checkbox"/> INFLATABLE <input type="checkbox"/> OTHER (SPECIFY) <input type="checkbox"/> KAYAK <input type="checkbox"/> JET BOAT		TYPE OF HULL MATERIAL <input type="checkbox"/> FIBERGLASS <input type="checkbox"/> ALUMINUM <input type="checkbox"/> STEEL <input type="checkbox"/> WOOD <input type="checkbox"/> RUBBER / VINYL / CANVAS <input type="checkbox"/> KEVLAR <input type="checkbox"/> PLASTIC (ROYALEX, POLYETHYLENE) <input type="checkbox"/> OTHER (SPECIFY)	
		TYPE OF ENGINE USED TO PROPEL THE VESSEL <input type="checkbox"/> OUTBOARD <input type="checkbox"/> STERNDRIVE - (I/O) <input type="checkbox"/> INBOARD <input type="checkbox"/> NONE	ENGINE (S) USED TO PROPEL THE VESSEL NUMBER OF ENGINES TOTAL HORSEPOWER
		TYPE OF PROPULSION <input type="checkbox"/> PROPELLER <input type="checkbox"/> WATER JET <input type="checkbox"/> MANUAL <input type="checkbox"/> SAIL <input type="checkbox"/> AIR THRUST <input type="checkbox"/> OTHER (SPECIFY)	TYPE OF FUEL <input type="checkbox"/> GASOLINE <input type="checkbox"/> DIESEL <input type="checkbox"/> ELECTRIC
OPERATION AT TIME OF ACCIDENT <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> BEING TOWED <input type="checkbox"/> CHANGING DIRECTION <input type="checkbox"/> CHANGING SPEED <input type="checkbox"/> CRUISING <input type="checkbox"/> DOCKING / UNDOCKING <input type="checkbox"/> DRIFTING <input type="checkbox"/> LAUNCHING <input type="checkbox"/> ROWING / PADDLING <input type="checkbox"/> SAILING <input type="checkbox"/> TIED TO DOCK / MOORING <input type="checkbox"/> TOWING ANOTHER VESSEL <input type="checkbox"/> OTHER (SPECIFY)		ACTIVITY AT TIME OF ACCIDENT <input type="checkbox"/> COMMERCIAL ACTIVITY <input type="checkbox"/> FISHING <input type="checkbox"/> FISHING TOURNAMENT <input type="checkbox"/> FUELING <input type="checkbox"/> HUNTING <input type="checkbox"/> MAKING REPAIRS <input type="checkbox"/> RACING <input type="checkbox"/> SCUBA DIVING / SNORKLING <input type="checkbox"/> STARTING ENGINE <input type="checkbox"/> SWIMMING <input type="checkbox"/> TUBING <input type="checkbox"/> WATER SKIING <input type="checkbox"/> WHITEWATER ACTIVITY	
		TYPE OF ACCIDENT (NUMBER BY ORDER OF OCCURRENCE) <input type="checkbox"/> CAPSIZING <input type="checkbox"/> CARBON MONOXIDE EXPOSURE <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> COLLISION WITH VESSEL <input type="checkbox"/> COLLISION WITH COMMERCIAL VESSEL <input type="checkbox"/> PERSON DEPARTED VESSEL <input type="checkbox"/> PERSON EJECTED FROM VESSEL <input type="checkbox"/> ELECTROCUTION <input type="checkbox"/> FALL WITHIN A VESSEL <input type="checkbox"/> FALL ON A VESSEL <input type="checkbox"/> FALLS OVERBOARD	
DID THE ACCIDENT RESULT IN A "HIT AND RUN" <input type="checkbox"/> YES <input type="checkbox"/> NO		VESSEL SPEED AT THE TIME OF THE ACCIDENT <input type="checkbox"/> NOT MOVING <input type="checkbox"/> UNDER 10 MPH <input type="checkbox"/> 10 - 20 MPH <input type="checkbox"/> 21 - 40 MPH <input type="checkbox"/> OVER 40 MPH	
CONTRIBUTING FACTORS (CHECK ALL THAT APPLY) <input type="checkbox"/> ALCOHOL USE <input type="checkbox"/> CARELESS/RECKLESS OPERATION <input type="checkbox"/> CONGESTED WATERS <input type="checkbox"/> DAM / LOCK <input type="checkbox"/> DRUG USE <input type="checkbox"/> EQUIPMENT FAILURE <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> FAILURE TO VENT <input type="checkbox"/> FORCE OF WAKE / WAKE <input type="checkbox"/> HAZARDOUS WATERS <input type="checkbox"/> HULL FAILURE <input type="checkbox"/> IGNITION OF SPILLED FUEL OR VAPOR <input type="checkbox"/> IMPROPER ANCHORING <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> FAILURE TO YIELD <input type="checkbox"/> LACK OF / OR IMPROPER BOAT LIGHTS <input type="checkbox"/> MACHINERY FAILURE		<input type="checkbox"/> NO PROPER LOOKOUT <input type="checkbox"/> NAVIGATION AID MISSING / INADEQUATE <input type="checkbox"/> OPERATOR INATTENTION <input type="checkbox"/> OPERATOR INEXPERIENCE <input type="checkbox"/> OVERLOADING <input type="checkbox"/> PASSENGER / SKIER BEHAVIOR <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> RULES OF THE ROAD VIOLATION <input type="checkbox"/> SHARP TURN <input type="checkbox"/> STANDING / SITTING ON GUNWHALE, BOW, OR TRANSOM <input type="checkbox"/> STARTING IN GEAR <input type="checkbox"/> SUDDEN MEDICAL CONDITION (HEART ATTACK, STROKE, SEIZURE) <input type="checkbox"/> WEATHER (HEAVY) <input type="checkbox"/> LACK OF / IMPROPER SKI OBSERVER <input type="checkbox"/> OTHER (SPECIFY):	
		SPECIFY "EQUIPMENT FAILURE" <input type="checkbox"/> AUXILIARY EQUIPMENT FAILURE (e.g., GENERATOR) <input type="checkbox"/> COMMUNICATION EQUIPMENT FAILURE <input type="checkbox"/> FIRE EXTINGUISHER NOT SERVICEABLE <input type="checkbox"/> SAIL DISMASTING <input type="checkbox"/> SEAT BROKE LOOSE <input type="checkbox"/> SOUND PRODUCING EQUIPMENT FAILURE <input type="checkbox"/> VISUAL DISTRESS SIGNALS FAILED	
		SPECIFY "MACHINERY FAILURE" <input type="checkbox"/> ELECTRIC SYSTEM FAILURE <input type="checkbox"/> ENGINE FAILURE <input type="checkbox"/> FUEL SYSTEM FAILURE <input type="checkbox"/> SHIFT FAILURE <input type="checkbox"/> STEERING SYSTEM FAILURE <input type="checkbox"/> THROTTLE FAILURE <input type="checkbox"/> VENTILATION SYSTEM FAILURE	

USCG Boating Accident Report Form

INJURED VICTIMS ASSOCIATED WITH VESSEL A (IF MORE THAN 1 INJURY, ATTACH ADDITIONAL FORMS)				
NAME	LAST	FIRST	MIDDLE INITIAL	
ADDRESS	STREET	CITY		
AGE OF VICTIM	DATE OF BIRTH	STATE	ZIP CODE	
INJURY REQUIRING MEDICAL TREATMENT BEYOND FIRST AID <input type="checkbox"/> YES <input type="checkbox"/> NO		TYPE OF PRIMARY INJURY (CHECK ONE IN EACH COLUMN BELOW)		
WAS INJURED VICTIM ADMITTED TO A HOSPITAL <input type="checkbox"/> YES <input type="checkbox"/> NO				
WAS A LIFE JACKET WORN BY THE VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO		BODY REGION (CHECK ONE) ___ HEAD / FACE ___ NECK ___ BACK ___ CHEST / ABDOMEN ___ SHOULDER / ARM ___ WRIST / HAND / FINGER ___ PELVIS / HP ___ KNEE / LEG ___ ANKLE / FOOT / TOE	NATURE OF INJURY (CHECK ONE) ___ ABRASION / CONTUSION (BRUISE) ___ AMPUTATION ___ CARBON MONOXIDE POISONING ___ CONCUSSION / BRAIN INJURY ___ DISLOCATION ___ FRACTURE / BROKEN BONE ___ HEART ATTACK ___ INTERNAL ORGAN INJURY ___ LACERATION / CUT ___ SPINAL CORD INJURY ___ SPRAIN / STRAIN	
WAS THE LIFE JACKET WORN BY THE VICTIM INFLATABLE <input type="checkbox"/> YES <input type="checkbox"/> NO				
TYPE OF LIFE JACKET WORN <input type="checkbox"/> TYPE I <input type="checkbox"/> TYPE II <input type="checkbox"/> TYPE III <input type="checkbox"/> TYPE V				
TYPE IV PERSONAL FLOTATION DEVICE (THROWABLE) USED <input type="checkbox"/> YES <input type="checkbox"/> NO				
INJURY CAUSED BY (CHECK ALL THAT APPLY)				
EXPOSURE TO ELEMENTS <input type="checkbox"/> YES <input type="checkbox"/> NO				
IMPACT WITH FIXED / FLOATING OBJECT <input type="checkbox"/> YES <input type="checkbox"/> NO				
IMPACT WITH VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO				
IMPACT WITH WATER <input type="checkbox"/> YES <input type="checkbox"/> NO				
BEING STRUCK BY THE VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO				
BEING STRUCK BY THE PROPELLER <input type="checkbox"/> YES <input type="checkbox"/> NO				
OTHER (PLEASE SPECIFY):				
ALCOHOL USE APPARENT BY THE INJURED VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO		PRIMARY INJURY:		
BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL:		BODY REGION: ___		
		OTHER (SPECIFY):		
DRUG USE APPARENT BY THE INJURED VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO		SECONDARY INJURY:		
SPECIFY THE TYPE (S) OF DRUGS BEING USED:		BODY REGION: ___		
		OTHER (SPECIFY):		
VICTIM STATUS AT THE TIME OF THE ACCIDENT		VICTIM ACTIVITY AT THE TIME OF THE ACCIDENT		
<input type="checkbox"/> OPERATOR <input type="checkbox"/> PASSENGER <input type="checkbox"/> SWIMMER <input type="checkbox"/> WATER SKIER		<input type="checkbox"/> FISHING <input type="checkbox"/> HUNTING <input type="checkbox"/> SCUBA DIVING / SNORKLING		
<input type="checkbox"/> OTHER (SPECIFY):		<input type="checkbox"/> SWIMMING <input type="checkbox"/> TUBING <input type="checkbox"/> WATERSKIING		
		<input type="checkbox"/> OTHER (SPECIFY):		
DECEASED VICTIMS ASSOCIATED WITH VESSEL A (IF MORE THAN 1 DEATH, ATTACH ADDITIONAL FORMS)				
NAME	LAST	FIRST	MIDDLE INITIAL	
ADDRESS	STREET	CITY		
AGE OF VICTIM	DATE OF BIRTH	STATE	ZIP CODE	
CAUSE OF DEATH <input type="checkbox"/> DROWNING <input type="checkbox"/> TRAUMA <input type="checkbox"/> CARBON MONOXIDE POISONING <input type="checkbox"/> HEART ATTACK <input type="checkbox"/> HYPOTHERMIA <input type="checkbox"/> ELECTROCUTION <input type="checkbox"/> OTHER (SPECIFY):	WAS VICTIM STRUCK BY THE PROPELLER <input type="checkbox"/> YES <input type="checkbox"/> NO	WAS A LIFE JACKET WORN BY THE VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO		
	WAS VICTIM STRUCK BY THE VESSEL <input type="checkbox"/> YES <input type="checkbox"/> NO	WAS THE LIFE JACKET WORN BY THE VICTIM INFLATABLE <input type="checkbox"/> YES <input type="checkbox"/> NO		
	VICTIM STATUS AT THE TIME OF THE ACCIDENT <input type="checkbox"/> OPERATOR <input type="checkbox"/> PASSENGER <input type="checkbox"/> SWIMMER <input type="checkbox"/> WATER SKIER <input type="checkbox"/> OTHER (SPECIFY):	TYPE OF LIFE JACKET WORN <input type="checkbox"/> TYPE I <input type="checkbox"/> TYPE II <input type="checkbox"/> TYPE III <input type="checkbox"/> TYPE V		
		TYPE IV PERSONAL FLOTATION DEVICE (THROWABLE) USED <input type="checkbox"/> YES <input type="checkbox"/> NO		
VICTIM STATUS AT THE TIME OF THE ACCIDENT		VICTIM ACTIVITY AT THE TIME OF THE ACCIDENT		
<input type="checkbox"/> OPERATOR		<input type="checkbox"/> FISHING <input type="checkbox"/> HUNTING <input type="checkbox"/> SCUBA DIVING / SNORKLING		
<input type="checkbox"/> PASSENGER		<input type="checkbox"/> SWIMMING <input type="checkbox"/> TUBING <input type="checkbox"/> WATERSKIING		
<input type="checkbox"/> SWIMMER		<input type="checkbox"/> OTHER (SPECIFY):		
<input type="checkbox"/> WATER SKIER				
<input type="checkbox"/> OTHER (SPECIFY):				
DISAPPEARANCE <input type="checkbox"/> YES <input type="checkbox"/> NO	ALCOHOL USE APPARENT BY THE VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO	DRUG USE APPARENT BY THE VICTIM <input type="checkbox"/> YES <input type="checkbox"/> NO		
	BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL:	TYPE(S) OF DRUGS BEING USED:		

ACCIDENT DESCRIPTION				
DESCRIBE WHAT HAPPENED (SEQUENCE OF EVENTS) AND CONTRIBUTING FACTORS. INCLUDE FAILURE OF MACHINERY OR EQUIPMENT. INCLUDE A DIAGRAM AND CONTINUE ON ADDITIONAL SHEETS IF NECESSARY. INCLUDE ANY INFORMATION REGARDING THE INVOLVEMENT OF ALCOHOL AND / OR DRUGS IN CAUSING OR CONTRIBUTING TO THE ACCIDENT. INCLUDE ANY DESCRIPTIVE INFORMATION ABOUT THE USE OF PERSONAL FLOATATION DEVICES (PFDs). PLEASE DO NOT LIST ANY PERSONAL IDENTIFIERS IN THIS SECTION – SUCH AS NAMES OF INDIVIDUALS, TELEPHONE NUMBERS, STREET ADDRESSES, ETC. REFER TO INDIVIDUALS AS OPERATOR A, OPERATOR B, VICTIM 1, VICTIM 2, ETC. AND TO THE VESSEL(S) INVOLVED AS VESSEL A, VESSEL B, ETC. FOR EXAMPLE: OPERATOR OF VESSEL (A) DID NOT HAVE A PROPER LOCKOUT AND RAN INTO VESSEL (B) INJURING VICTIMS (1) AND (2) ON VESSEL (B).				
WITNESSES FOR THIS ACCIDENT (IF MORE THAN ONE – LIST ON A SEPARATE SHEET)				
NAME	LAST	FIRST	TELEPHONE NUMBER ()	
ADDRESS	STREET	CITY	STATE	ZIP CODE
OWNERS OF PROPERTY INVOLVED (IF MORE THAN ONE – LIST ON A SEPARATE SHEET)				
NAME	LAST	FIRST	TELEPHONE NUMBER ()	
ADDRESS	STREET	CITY	STATE	ZIP CODE
OWNER INFORMATION FOR VESSEL A				
NAME	LAST	FIRST	MIDDLE INITIAL	
ADDRESS	STREET	CITY		
TELEPHONE NUMBER ()		STATE	ZIP CODE	
PERSON SUBMITTING THIS REPORT FOR VESSEL A				
STATUS OF PERSON COMPLETING THIS REPORT <input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER				
<input type="checkbox"/> OTHER (OPERATOR AND OWNER ARE UNABLE TO COMPLETE THIS REPORT) – SPECIFY WHO IS COMPLETING THIS REPORT:				
NAME	LAST	FIRST	TELEPHONE NUMBER ()	
ADDRESS	STREET	CITY	STATE	ZIP CODE
SIGNATURE			DATE SUBMITTED	
OPERATOR OR OWNER OF THE OTHER VESSEL (VESSEL B) INVOLVED IN THE ACCIDENT				
EACH VESSEL OPERATOR OR OWNER IS REQUIRED TO FILE A SEPARATE AND COMPLETE REPORT				
NAME	LAST	FIRST	TELEPHONE NUMBER ()	
ADDRESS	STREET	CITY	STATE	ZIP CODE
FOR STATE AGENCY USE ONLY				
OFFICIAL	LAST NAME	FIRST	TELEPHONE NUMBER ()	
PRIMARY CAUSE OF THE ACCIDENT		SECONDARY CAUSE OF THE ACCIDENT		
SIGNATURE OF REVIEWING OFFICIAL			DATE REVIEWED	
An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-3PCB), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20593.				

Glossary

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

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

Auxiliary Sail - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

Careless/Reckless Operation - A vessel is being operated carelessly or negligently when it endangers the life, limb or property of persons onboard or other vessels.

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

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

Collision with vessel - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision.

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

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

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

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

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

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

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

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

Falls on Boat - Any operator or passenger who impacts the vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Inflatable - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible. On larger inflatables, the boat often has a rigid floor and solid hull capable of supporting a more powerful transom mounted outboard engine or even an inboard engine.

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

Lack of or improper boat lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

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

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

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

Motorboat - Any vessel equipped with propulsion machinery.

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

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

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

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

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

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

Passenger/Skier Behavior - Behavior by any of the boats passengers as well as those being towed that interferes with the safe operation of a vessel.

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

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

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

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

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

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

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

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

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

Standing/Sitting on gunwales, bow, and 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.

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

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

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

Struck by Boat - A person is struck by a boat.

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

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

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

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.

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

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

Glossary of State Codes

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