

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



BOATING STATISTICS - 2005



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TABLE OF CONTENTS

Introduction	1
Scope	1
Accident Reporting	1
Use of the Statistics	2
Cases Excluded from the Report	2-3
Cases That Are Included in This Report	3
Risk Based Decision Making (RBDM)	3
Fatality Rate	4
Boating Accidents at a Glance	5
Executive Summary	6-7
Reporting Criteria and Guidelines for Recreational Vessel Accidents	8-9
Boating Accident Report (BAR) Form	10-15
Number of Fatalities by Boat Length	16
Age of Casualty Victims	17
Number of Fatalities by Type of Vessel	18
Percent of Fatalities by Known Boat Operator Instruction	19
Accident Contributing Factors	20
The Effects of Cold Weather On Fatal Accident Risk	21
Events in Boating Accident Sequences	22
Type of Injury by Type of Vessel	23
Cause of Death by Lifejacket Wear and Vessel	23
Recreational Boat Registration	24
Recreational Boat Registration Data by State	25
Boat Registration Data By Length and Means of Propulsion	26
Five Year Summary of Boating Accidents	27-28
Five Year Summary of Selected Accident Data by State	29
Types of Accidents by State	30-31
Accident Data by State	32
Types of Boating Accidents	33
Types of Accidents by Type of Vessel	33
Types of Accidents by Length of Vessel	34
Types of Accidents by Type of Propulsion	35
Reporting of Alcohol Involvement	35
Alcohol Involvement in Boating Accidents	36
Alcohol Use as a Contributing Factor in Accidents	37
Causes of Boating Accidents	38
Operation at Time of Accidents	39
Activity at Time of Accidents	39
Operator Information	40
Weather and Water Conditions	41
Vessel Information	42
Miscellaneous Data	43
Glossary	44-45

INTRODUCTION

SCOPE

This report contains statistics on registered boats and recreational boating accidents, and information on boating safety activities for calendar year 2005. States and jurisdictions with Federally approved boat registration systems file official reports that the Coast Guard uses to provide the boat registration information. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; and (2) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigation data, information is collected from the accident reports filed by boat operators.

ACCIDENT REPORTING

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

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

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

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

Boat operators are required to report accidents involving only damage to the vessel and/or property within 10 days of the occurrence. The owner is required to submit the report when the operator cannot. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. Current regulations (33 CFR 174.121) require accident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a State or political subdivision (e.g., county sheriff's office). The statistics in this publication are based on accident data submitted by reporting jurisdictions as of May 31, 2006 and cover only accidents meeting the Federal minimum reporting requirements listed above.

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

USE OF THE STATISTICS

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

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

In an attempt to make sure all fatal boating accidents are captured by the casualty reporting system and required data are input into the Boating Accident Report Database (BARD) System, the Coast Guard notifies and provides information from its Marine Information for Safety and Law Enforcement (MISLE) System to State Boating Law Administrators of fatal accidents that occurred in their jurisdiction. Fatal accident statistics compiled for use in this publication reflect the 697 fatalities captured by the BARD System.

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

3. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a report. The reporting rates of subgroups of accidents, such as those involving personal watercraft, propeller strikes, collisions, or whitewater, probably differ greatly depending upon unspecified variables.

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

CASES EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than \$2,000. In calendar year 2005, the Federal threshold of property damage for reports of accidents involving recreational vessels was \$2,000 or more per accident.

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

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

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

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

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

7. Accidents where a person died or was injured while swimming for pleasure from a vessel that WAS NOT underway (i.e., the vessel was anchored, moored, or docked). In those

cases, the vessel was being used as a platform for other activities, such as swimming or diving, and was not involved in any event that contributed to the casualty.

Accident reports for thirty-five (35) fatalities were entered into the BARD system that did not satisfy Federal reporting requirements for inclusion in this report. The following shows the number of fatalities for each “non-reportable” category:

A person dies from natural causes while <u>aboard</u> a vessel	13
Commercial activity	12
(includes commercial fishing, carrying passengers for hire, scuba diving, and guided whitewater rafting trips)	
A person dies in swimming to retrieve an object or a vessel that is adrift from its mooring 5 or dock, <u>having departed from the shore or pier</u>	
A person dies while swimming for pleasure from a <u>vessel</u> that <u>IS NOT underway</u> (the vessel 3 is anchored, moored or docked)	
A person dies from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled 2 substances or poison; or from gunshot wounds	

CASES THAT ARE INCLUDED IN THIS REPORT

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

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

RISK BASED DECISION-MAKING (RBDM)

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

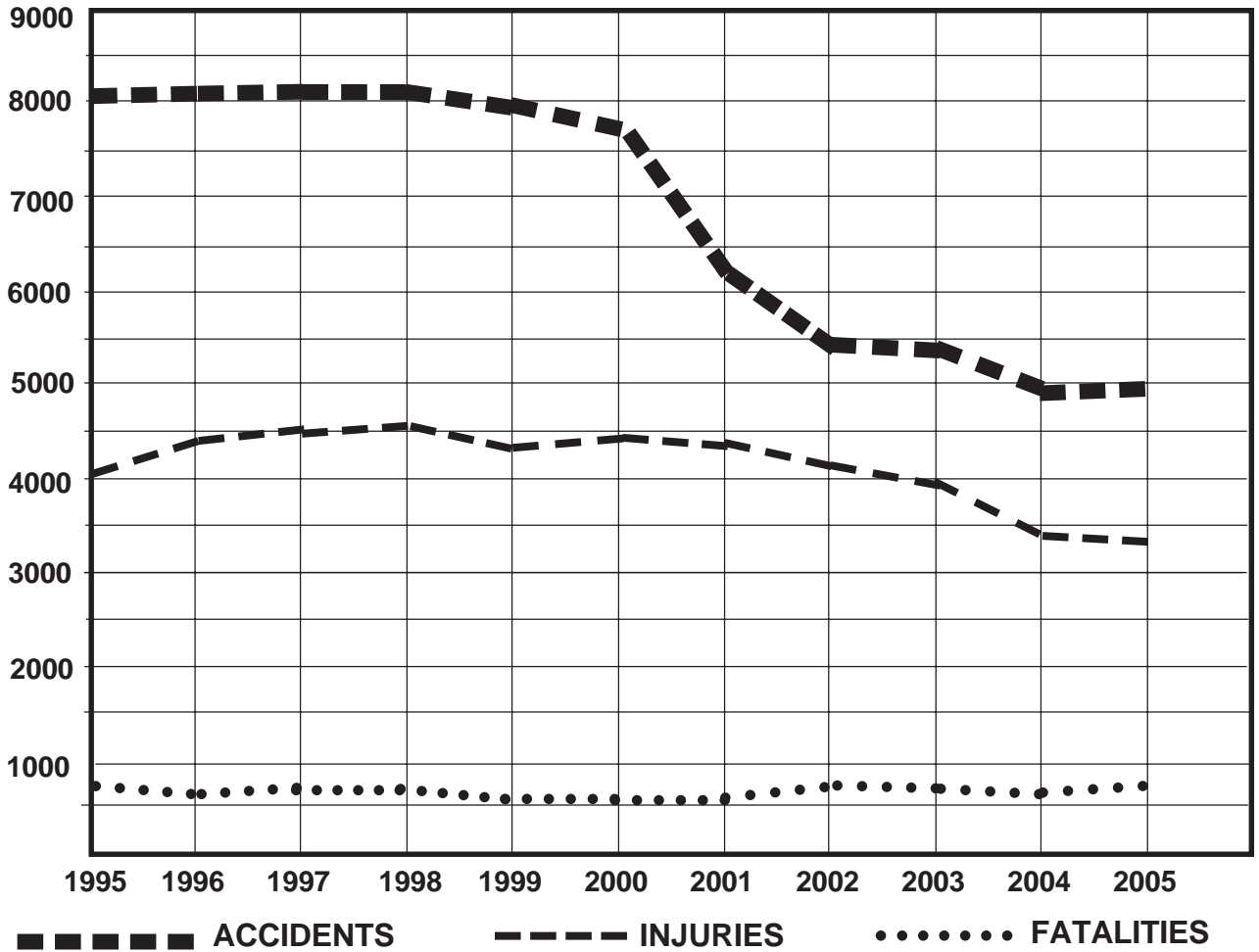
FATALITY RATE

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

While a comparison between the 697 fatalities and the 12,942,414 registered boats in 2005 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat registration system. Another limitation is that fatalities occur on boats which are not registered, and therefore not included in the boat registration statistics. Users should be aware of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of registered boats.

YEAR	FATALITIES	NUMBER OF REGISTERED BOATS	NUMBER OF FATALITIES PER 100,000 REGISTERED BOATS
..... 1991	924	11,068,440	8.3
..... 1992	816	11,132,386	7.3
..... 1993	800	11,282,736	7.1
..... 1994	784	11,429,585	6.9
..... 1995	829	11,734,710	7.1
..... 1996	709	11,877,938	5.9
..... 1997	821	12,312,982	6.7
..... 1998	815	12,565,930	6.5
..... 1999	734	12,738,271	5.8
..... 2000	701	12,782,143	5.5
..... 2001	681	12,876,346	5.3
..... 2002	750	12,854,054	5.8
..... 2003	703	12,794,616	5.5
..... 2004	676	12,781,476	5.3
..... 2005	697	12,942,414	5.4

BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
1995	829	4,141	8,019
1996	709	4,442	8,026
1997	821	4,555	8,047
1998	815	4,612	8,061
1999	734	4,315	7,931
2000	701	4,355	7,740
2001	681	4,274	6,419
2002	750	4,062	5,705
2003	703	3,888	5,438
2004	676	3,363	4,904
2005	697	3,451	4,969

EXECUTIVE SUMMARY BOATING STATISTICS - 2005

- In 2005, States and jurisdictions reported a total of 12,942,414 registered recreational boats compared to 12,781,476 in 2004. The 4,969 boating accidents reported in 2005 resulted in 697 fatalities, 3,451 injuries, and \$38,721,088 in property damage.
- Approximately seventy percent of all fatal boating accident victims drowned (491 out of 697). Moreover, eighty-seven (87) percent of the victims who drowned were not wearing their personal flotation device (PFD or lifejacket). Overall, fatal accident data show approximately 426 lives could have been saved last year if boaters had worn their lifejackets.
- The most reported type of accident was a collision with another vessel. However, capsizing and falls overboard are the most reported types of fatal accidents and accounted for the vast majority (59%) of all boating fatalities. Boat operators need to pay attention to the capacity label on their boat and be careful not to overload small boats (less than 16 feet) with passengers and/or gear.
- Overall, carelessness/reckless operation, operator inattention, excessive speed and operator inexperience are the leading contributing factors of all reported accidents.
- The most common types of boats involved in reported accidents were open motorboats (45%), personal watercraft (PWC) (26%) and cabin motorboats (14%). Increases were observed in the number of reported fatalities involving PWC (65), cabin motorboats (54), inflatables (22), sailboats (16), and houseboats (10) from 2004. A decrease was observed in the number of fatalities involving canoes/kayaks (78) and rowboats (39) from the number of fatalities reported in 2004.
- The number of reported non-fatal injuries (1,007) involving PWC use increased for the first time since 1996.
- Twenty-one (21) children age 12 and under lost their lives while boating in 2005 compared to 14 children in 2004.
- Approximately 70% of all reported fatalities occurred on boats where the operator had not received boating safety instruction.
- Alcohol use was either a direct or indirect contributing factor in approximately one-quarter of all boating fatalities in 2005.

EXECUTIVE SUMMARY BOATING STATISTICS - 2005

TOP TEN CONTRIBUTING FACTORS

ACCIDENT RANK	CONTRIBUTING FACTOR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	CARELESS/RECKLESS OPERATION	639	40
2	OPERATOR INATTENTION	568	44
3	EXCESSIVE SPEED	432	39
4	OPERATOR INEXPERIENCE	429	65
5	PASSENGER/SKIER BEHAVIOR	384	28
6	ALCOHOL USE	366	143
7	HAZARDOUS WATERS	327	40
8	NO PROPER LOOKOUT	314	12
9	MACHINERY SYSTEM FAILURE	273	23
10	WEATHER	143	46

TOP FIVE TYPES OF ACCIDENTS

ACCIDENT RANK	ACCIDENT TYPE	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	COLLISION WITH VESSEL	1,378	79
2	FALLS OVERBOARD	498	213
3	COLLISION WITH FIXED OBJECT	497	41
4	SKIER MISHAP	464	10
5	CAPSIZING	442	199

FATALITIES AND LIFEJACKET WEAR

CAUSE OF DEATH	TOTAL NUMBER OF FATALITIES	LIFEJACKET	
		WORN	NOT WORN
DROWNING	491	65	426
TRAUMA	122	44	78
OTHER	29	6	23
HYPOTHERMIA	21	12	9
CARBON MONOXIDE POISONING	6	0	6
UNKNOWN	28	4	24

BOATING CASUALTIES

TYPE OF BOAT	NUMBER OF DROWNINGS	OTHER DEATHS	TOTAL DEATHS	TOTAL INJURIES	TOTAL CASUALTIES
1. Open Motorboat	253	98	351	1,754	2,105
2. Personal Watercraft	21	44	65	1,007	1,072
3. Cabin Motorboat	25	29	54	379	433
4. Canoe/Kayak	64	14	78	72	150
5. Pontoon Boat	17	3	20	69	89

REPORTING CRITERIA AND GUIDELINES FOR RECREATIONAL VESSEL ACCIDENTS

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

II. A recreational boating accident means a vessel is being used by its operator for recreational purposes AND any of the following events occur involving the vessel or its equipment:

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

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

III. The operator of a vessel involved in a recreational boating accident as defined in Section II must submit a casualty or accident report to the reporting authority in the State where the accident occurred when:

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

NON-REPORTABLE GUIDELINES

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

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

VESSEL A (CONTINUED)

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

ACCIDENT EVENTS AND CONTRIBUTING FACTORS

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

BOATING CITATIONS ISSUED YES NO **OPERATOR REPORT STATUS** NO OPERATOR COMPLETE INCOMPLETE

DID THE ACCIDENT RESULT IN A HIT AND RUN? YES NO **NUMBER OF PEOPLE ON BOARD** _____ **NUMBER OF PEOPLE BEING TOWED** _____

ESTIMATED SPEED AT TIME OF ACCIDENT NOT MOVING UNDER 10 MPH 10-20 MPH 21-40 MPH OVER 40 MPH
 IDLING PLOWING ACCELERATING PLANING (ON PLANE) DECELERATING

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

ACCIDENT DESCRIPTORS

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

ESTIMATED NUMBER OF DAYS VESSEL USED THIS YEAR	TYPICAL NUMBER OF HOURS VESSEL USED EACH DAY THIS YEAR
------------------------------------------------	--------------------------------------------------------

TYPICAL NUMBER OF PERSONS (INCLUDING YOURSELF) ON BOARD VESSEL EACH DAY THIS YEAR

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

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

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

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

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

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

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

PERSON COMPLETING REPORT

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

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

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

FOR AGENCY USE ONLY

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

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

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

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

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

An Agency may not conduct or sponsor, and a person is not required to respond to, an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate, or any suggestions for reducing the burden, to: Commandant (G-OPB-1), U.S. Coast Guard, Washington, DC 20593-0001.

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

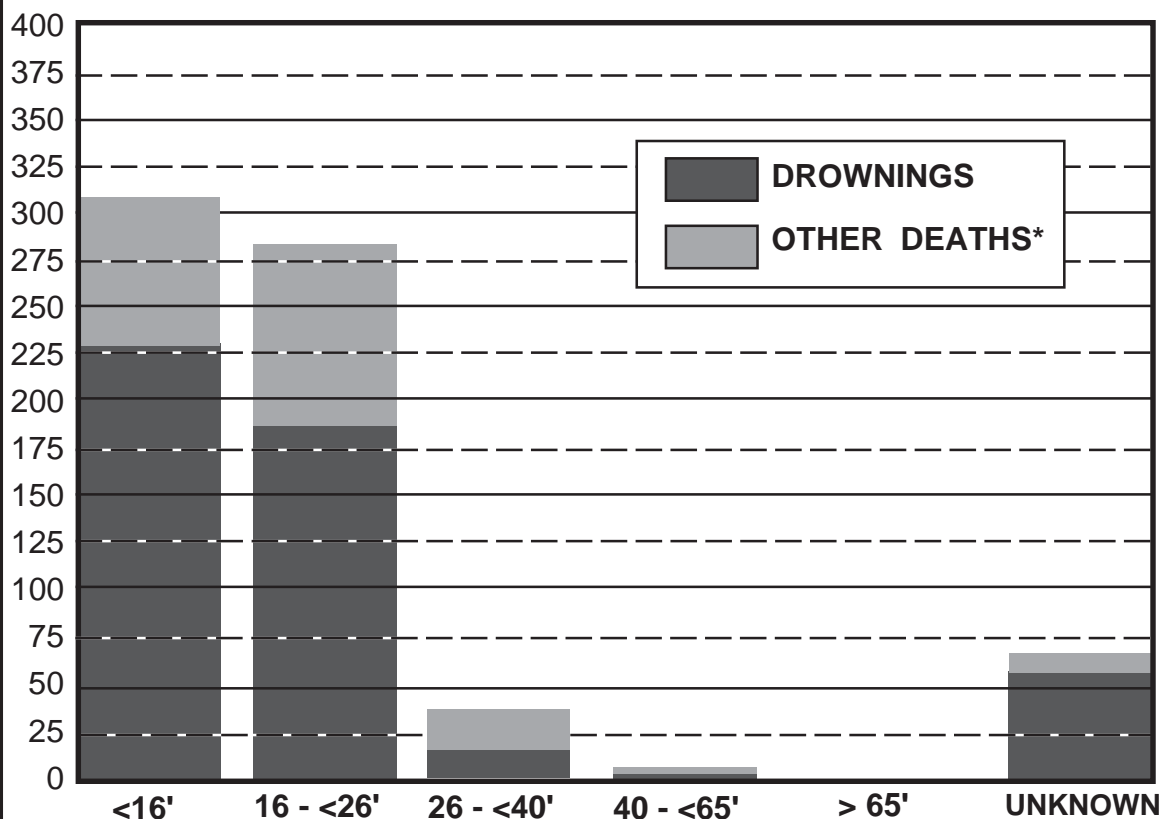
VICTIM 1 NAME		LAST	FIRST	MIDDLE INITIAL																																																																								
ADDRESS OF VICTIM 1		STREET	CITY																																																																									
AGE OF VICTIM		DATE OF BIRTH	STATE	ZIP																																																																								
MEDICAL TREATMENT BEYOND FIRST AID? <input type="checkbox"/> YES <input type="checkbox"/> NO ADMITTED TO HOSPITAL? <input type="checkbox"/> YES <input type="checkbox"/> NO		TYPE OF INJURY (CHECK ALL THAT APPLY)																																																																										
WAS PFD WORN? <input type="checkbox"/> YES <input type="checkbox"/> NO PRIOR TO ACCIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO AS A RESULT OF ACCIDENT? <input type="checkbox"/> YES <input type="checkbox"/> NO		<table style="width:100%; border:none;"> <thead> <tr> <th style="width:50%;"></th> <th style="width:10%; text-align:center;">PRIMARY</th> <th style="width:10%; text-align:center;">SECONDARY</th> <th style="width:30%;"></th> </tr> </thead> <tbody> <tr><td>AMPUTATION</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>BACK INJURY</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>BROKEN BONE(S)</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>BURNS</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>CARBON MONOXIDE POISONING</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>CONTUSION</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>DISLOCATION</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>ELECTROCUTION</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>HEAD INJURY</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>HYPOTHERMIA</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>INTERNAL INJURIES</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>LACERATION</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>NECK INJURY</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>SHOCK</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>SPINAL INJURY</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>SPRAIN / STRAIN</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> <tr><td>TEETH</td><td align="center"><input type="checkbox"/></td><td align="center"><input type="checkbox"/></td><td></td></tr> </tbody> </table>				PRIMARY	SECONDARY		AMPUTATION	<input type="checkbox"/>	<input type="checkbox"/>		BACK INJURY	<input type="checkbox"/>	<input type="checkbox"/>		BROKEN BONE(S)	<input type="checkbox"/>	<input type="checkbox"/>		BURNS	<input type="checkbox"/>	<input type="checkbox"/>		CARBON MONOXIDE POISONING	<input type="checkbox"/>	<input type="checkbox"/>		CONTUSION	<input type="checkbox"/>	<input type="checkbox"/>		DISLOCATION	<input type="checkbox"/>	<input type="checkbox"/>		ELECTROCUTION	<input type="checkbox"/>	<input type="checkbox"/>		HEAD INJURY	<input type="checkbox"/>	<input type="checkbox"/>		HYPOTHERMIA	<input type="checkbox"/>	<input type="checkbox"/>		INTERNAL INJURIES	<input type="checkbox"/>	<input type="checkbox"/>		LACERATION	<input type="checkbox"/>	<input type="checkbox"/>		NECK INJURY	<input type="checkbox"/>	<input type="checkbox"/>		SHOCK	<input type="checkbox"/>	<input type="checkbox"/>		SPINAL INJURY	<input type="checkbox"/>	<input type="checkbox"/>		SPRAIN / STRAIN	<input type="checkbox"/>	<input type="checkbox"/>		TEETH	<input type="checkbox"/>	<input type="checkbox"/>	
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DECEASED VICTIMS (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)

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

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

NUMBER OF FATALITIES BY BOAT LENGTH - 2005



LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	226	82	308
16 feet to less than 26 feet	187	91	278
26 feet to less than 40 feet	21	17	38
40 feet to 65 feet	3	6	9
More than 65 feet	0	0	0
Unknown	54	10	64
Total	491	206	697

*Other deaths denotes cause of death other than drowning.

AGE OF FATALITY VICTIMS - 2005

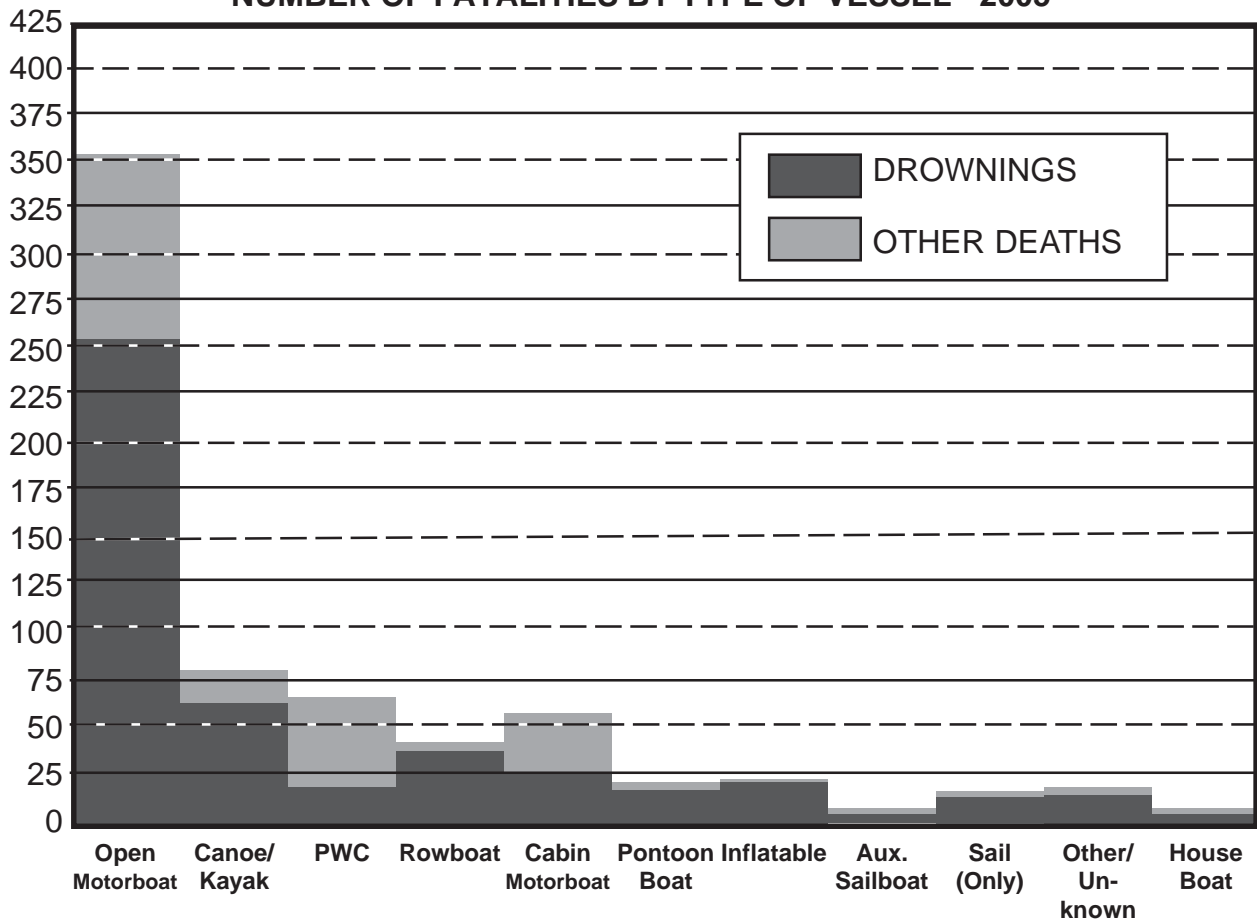


Age of Victim	Number of Drownings	Number of Other Deaths	Total
2	0	1	1
5	0	2	2
6	1	2	3
7	1	1	2
9	1	1	2
10	0	3	3
11	3	1	4
12	2	2	4
0 - 12	8	13	21
13 - 19	33	22	55
20 - 29	83	35	118
30 - 39	82	28	110
40 - 49	108	34	142
50 - 59	81	34	115
60 - 69	52	17	69
70 - 79	23	11	34
80 and over	8	6	14
Unknown	13	6	19
TOTAL	491	206	697

AGE OF INJURED VICTIM BY TYPE OF VESSEL - 2005

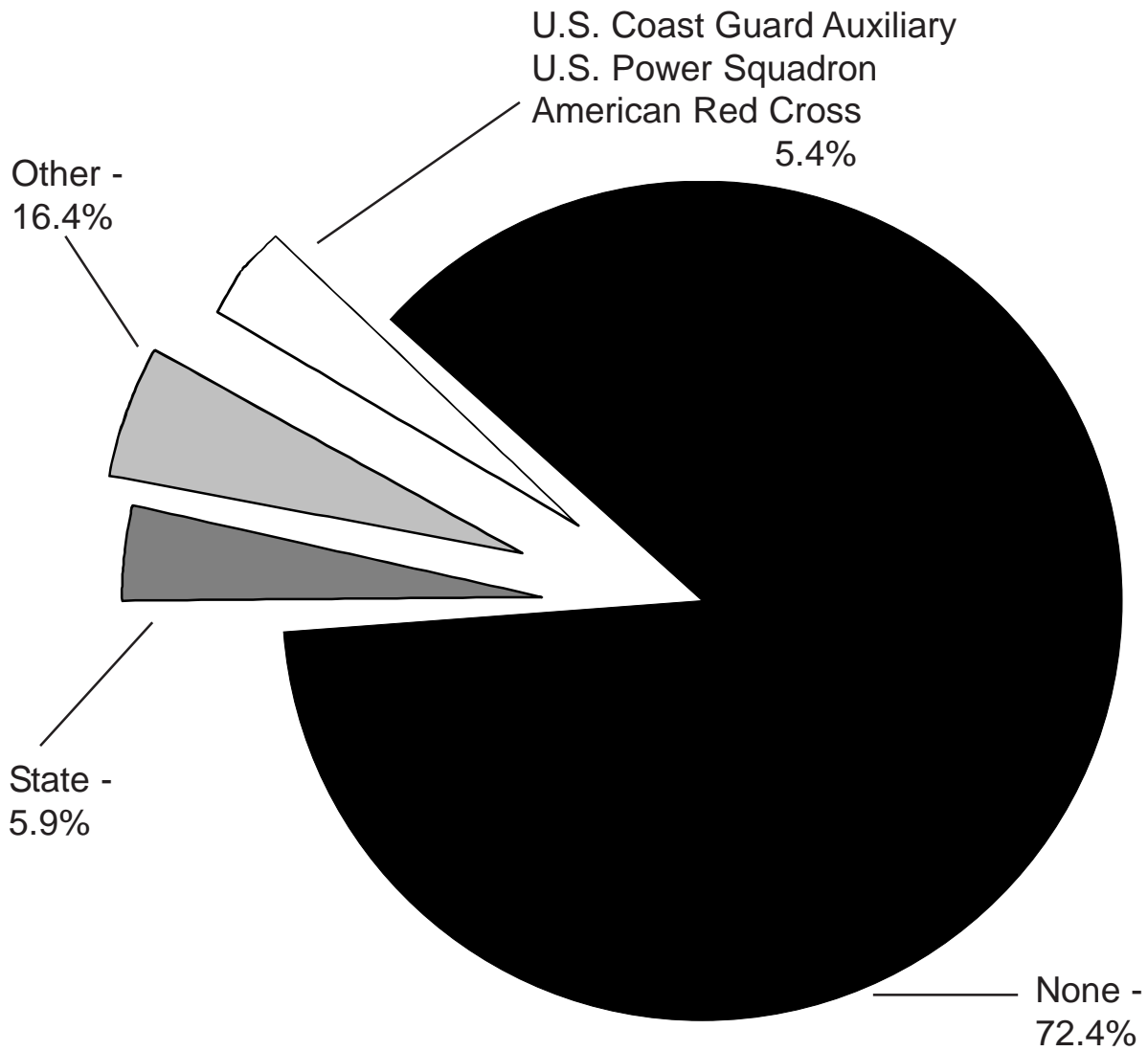
	Total Injuries	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat (only)	Not Reported
Total	3,451	36	379	72	22	31	10	1,754	27	1,007	69	7	14	23
Age of Victim														
12 and Under	239	2	16	5	2	0	0	133	1	69	10	0	0	1
13 to 19	619	1	31	13	2	6	1	261	6	284	12	0	0	2
20 to 29	758	2	61	15	2	4	1	368	1	282	16	2	0	4
30 to 39	482	4	49	9	1	5	4	251	4	150	2	1	0	2
40 to 49	489	3	77	5	5	7	1	270	3	103	9	1	5	0
50 to 59	280	11	40	9	3	4	1	152	6	41	8	0	2	3
60 to 69	121	4	18	3	2	1	0	73	3	10	3	1	1	2
70 to 79	48	3	8	0	2	0	0	28	0	1	4	0	2	0
80 and over	14	3	2	0	0	0	0	8	0	1	0	0	0	0
Unknown	401	3	77	13	3	4	2	210	3	66	5	2	4	9

NUMBER OF FATALITIES BY TYPE OF VESSEL - 2005



BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	1	0	1
Auxiliary Sail	6	1	7
Cabin Motorboat	25	29	54
Canoe	40	9	49
Kayak	24	5	29
Houseboat	5	5	10
Inflatable	21	1	22
Jet Boat	0	1	1
Open Motorboat	253	98	351
Other	15	3	18
Personal Watercraft	21	44	65
Pontoon Boat	17	3	20
Rowboat	37	2	39
Sail Only	14	2	16
Unknown	12	3	15

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2005

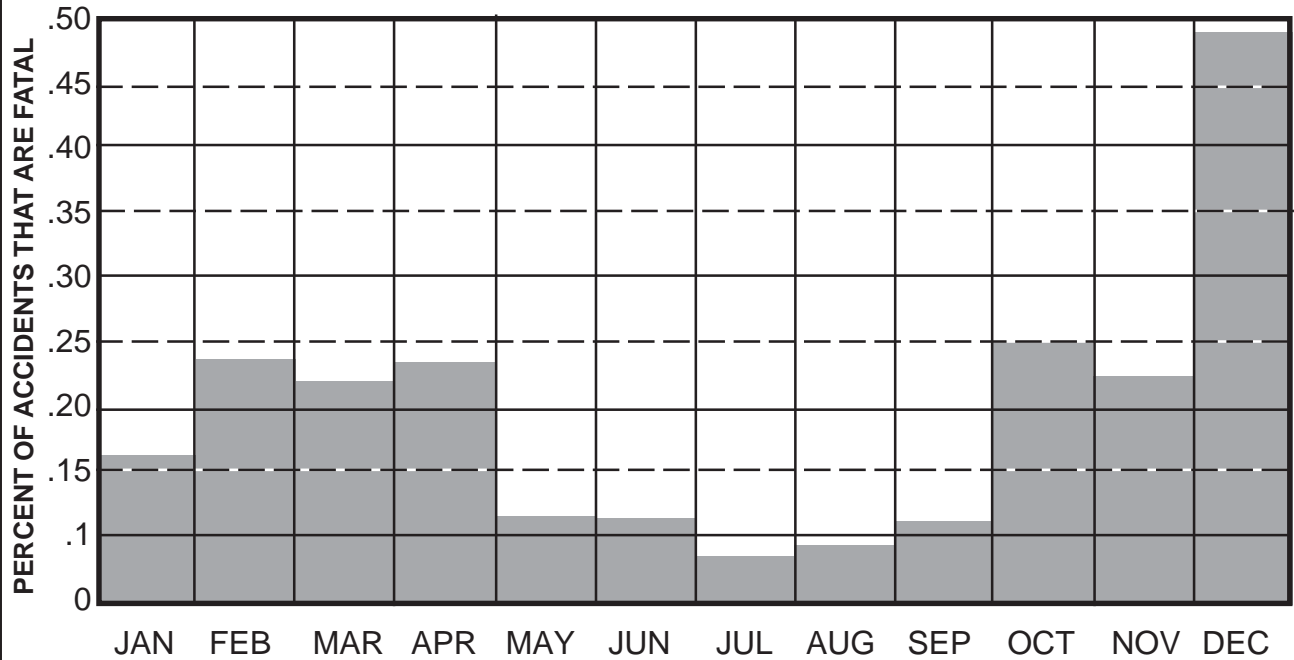


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary	22
U.S. Power Squadron	
American Red Cross	
State	24
Other	67
None	296
Total Fatalities -- Known Operator Instruction	409
Total Fatalities -- Unknown Operator Instruction	288
Total Fatalities -- Known & Unknown Operator Instruction	697

**KNOWN ACCIDENT CONTRIBUTING FACTORS DIVIDED BY THOSE WHICH ARE
OPERATOR CONTROLLABLE AND VESSEL/ENVIRONMENTAL - 2005**

	100	200	300	400	500	600	700	800	900	1000
OPERATOR CONTROLLABLE										
Careless/Reckless Operation						639				
Operator Inattention					568					
Excessive Speed				432						
Operator Inexperience				429						
Passenger/Skier Behavior				384						
Alcohol Use				366						
No Proper Lookout				314						
Rules of the Road Infraction	132									
Improper Loading/Weight Dist	53									
Restricted Vision	50									
Sharp Turn	39									
Improper Anchoring	36									
Standing/Sitting on Gunwales, Bow, Transom	29									
Overloading	26									
Off-Throttle Steering Loss	21									
Failure to Ventilate	19									
Lack of or Improper Lights	16									
Lack of Vessel Flotation	5									
Drug Use	2									
ENVIRONMENTAL										
Hazardous Waters				327						
Weather	143									
Force of Wave/Wake	120									
Congested Waters	66									
Dam/Lock	3									
EQUIPMENT FAILURE	124									
MACHINERY FAILURE										
Machinery Failure (not spec) ...	92									
Engine Failure	86									
Fuel System Failure	26									
Electrical System Failure	25									
Steering System Failure	16									
Shift Failure	15									
Throttle Failure	9									
Ventilation System Failure	4									
HULL FAILURE	67									
IGNITION OF SPILLED FUEL OR VAPOR										
	40									
OTHER	66									
NOT REPORTED	180									

THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2005



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

MONTH	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENT RISK	TOTAL FATALITIES
January	12	61	73	16%	13
February	18	57	75	24%	21
March	36	125	161	22%	41
April	64	204	268	24%	81
May	70	518	588	12%	79
June	102	719	821	12%	110
July	110	1,293	1,403	8%	116
August	68	727	795	9%	76
September	51	393	444	11%	57
October	44	131	175	25%	48
November	27	90	117	23%	28
December	24	25	49	49%	27
Total	626	4,343	4,969		697


EVENTS IN REPORTED BOATING ACCIDENTS - 2005	Event No. 1	Event No. 2	Event No. 3	Total	Resulting Fatalities
Capsizing	442	46	8	496	216
Carbon Monoxide Exposure	14	0	0	14	9
Collision with Fixed Object	497	51	1	549	51
Collision with Floating Object	128	11	1	140	13
Collision with Vessel	1,378	37	2	1,417	80
Departed Vessel (not specified)	22	4	0	26	18
Departed Vessel (repairs)	2	0	0	2	2
Departed Vessel (retrieval)	4	0	0	4	4
Departed Vessel (swimming)	23	0	0	23	19
Ejected from Vessel	16	8	0	24	1
Falls in Boat	210	65	3	278	10
Falls on Vessel	47	13	0	60	2
Falls Overboard	498	258	38	794	293
Fire/Explosion (Fuel)	141	5	2	148	0
Fire/Explosion (Other than Fuel)	57	3	0	60	0
Flooding/Swamping	224	80	23	327	58
Grounding	291	79	22	392	24
Other	40	177	24	241	56
Sinking	125	144	42	311	33
Skier Mishap	464	24	7	495	11
Struck by Boat	68	178	37	283	28
Struck by Motor/Propeller	100	103	36	239	31
Struck Submerged Object	141	16	7	164	4


Events in Boating Accident Sequences

Published statistics on the types of boating accidents refer only to the first event occurring in the accident sequence. However, many accidents involve more than one event. For example, two hundred thirty-nine (239) accidents involve a person being struck by a motor/propeller either as the first, second or third event in the accident sequence. These events resulted in thirty-one (31) fatalities.

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

In 2005, fourteen (14) accident reports indicated carbon monoxide exposure as the first event in the accident sequence resulting in fourteen (14) injuries and nine (9) fatalities. The reported cause of death for six (6) of those fatalities was carbon monoxide poisoning. Drowning was the reported cause of death for two (2) victims and heart failure was reported as the cause of death for the other victim (see page 33).

TYPE OF INJURY BY TYPE OF VESSEL															
 2005	Number of Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat	Not Reported
	Total	3,451	18	36	379	72	22	31	10	1,754	9	1,007	69	7	14
Type of Injury															
Abrasion	18	0	0	1	0	0	0	1	10	0	6	0	0	0	0
Amputation	37	0	0	3	0	2	0	0	23	0	6	3	0	0	0
Back Injury	218	1	2	22	5	0	2	0	125	0	56	3	1	0	1
Broken Bones	596	3	5	62	4	1	6	2	258	1	246	4	0	2	2
Burns	94	0	1	27	0	2	0	0	50	0	14	0	0	0	0
Carbon Monoxide	14	0	0	9	0	4	0	0	1	0	0	0	0	0	0
Contusion	469	4	6	50	1	2	6	1	219	2	165	8	0	3	2
Dislocation	71	0	1	5	1	0	2	0	49	0	12	1	0	0	0
Head Injury	319	3	4	29	2	1	3	3	149	2	115	5	0	1	2
Hypothermia	179	0	5	12	42	2	1	0	99	1	4	0	4	5	4
Internal Injuries	129	1	2	10	4	0	2	0	52	2	51	4	0	1	0
Laceration	583	5	5	63	2	5	5	0	330	1	138	25	1	0	3
Neck Injury	73	0	1	5	1	1	0	0	46	0	17	0	0	0	2
Other	200	0	0	30	5	1	0	0	89	0	70	4	0	0	1
Spinal Injury	24	0	0	2	0	1	0	0	15	0	6	0	0	0	0
Sprain/Strain	107	1	1	15	0	0	2	1	56	0	26	3	0	1	1
Teeth and Jaw	20	0	0	3	0	0	1	0	9	0	7	0	0	0	0
Unknown	300	0	3	31	5	0	1	2	174	0	68	9	1	1	5

CAUSE OF DEATH BY LIFEJACKET WEAR AND VESSEL																
 2005	Was PFD Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Kayak	Houseboat	Inflatable	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat	Not Reported
	Totals		697	1	7	54	49	29	10	22	351	19	65	20	39	16
Carbon Monoxide	No	6	0	0	3	0	0	0	0	1	0	0	0	0	0	2
Drowning	Yes	65	0	2	2	3	14	0	7	21	1	7	0	5	3	0
Drowning	No	426	1	4	23	37	10	5	14	232	14	14	17	32	11	12
Hypothermia	Yes	12	0	0	0	2	1	0	0	9	0	0	0	0	0	0
Hypothermia	No	9	0	0	0	3	2	0	1	3	0	0	0	0	0	0
Other	Yes	6	0	0	0	0	1	0	0	2	1	2	0	0	0	0
Other	No	23	0	0	4	0	1	3	0	13	1	1	0	0	0	0
Trauma	Yes	44	0	0	0	0	0	0	0	15	0	28	1	0	0	0
Trauma	No	78	0	0	21	0	0	1	0	40	2	11	2	0	0	1
Unknown	Yes	4	0	0	0	0	0	0	0	0	0	1	0	1	2	0
Unknown	No	24	0	1	1	4	0	1	0	15	0	1	0	1	0	0

REGISTERED BOATS

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

TOTAL NUMBER OF REGISTERED BOATS 1980- 2005

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

REGISTRATION DATA BY STATE

		TOTAL REGISTERED BOATS		SCOPE OF CURRENT BOAT REGISTRATION SYSTEM
		2005	2004	
TOTAL		12,942,414	12,781,476	
	RANK			
Alabama	18	265,172	264,006	All motorboats, sailboats and rental boats
Alaska	45	49,127	49,225	All undocumented powerboats
Arizona	30	148,343	147,294	All watercraft, except inflatables 12 feet in length or less
Arkansas	25	205,414	205,745	All motorboats and sailboats
California	2	963,758	894,884	All motorboats; sailboats over 8 feet in length
Colorado	34	98,512	98,079	All watercraft powered by motor or sail - sailboards exempt
Connecticut	32	108,702	111,992	All motorboats; sailboats 19.5 feet or more in length
Delaware	43	52,119	51,797	All motorboats
Dist. of Col.	54	2,528	2,908	All watercraft
Florida	1	973,859	946,072	All motorboats
Georgia	14	318,212	322,252	All motorboats; sailboats 12 feet or more in length
Hawaii	51	15,302	13,205	All motorboats; sailboats over 8 feet in length
Idaho	36	85,083	83,639	All motorboats and sailboats
Illinois	10	380,865	393,856	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	22	214,696	213,309	All motorboats
Iowa	20	243,924	228,140	All watercraft with exceptions ¹
Kansas	35	97,748	98,512	All motorboats and sailboats
Kentucky	28	176,257	174,463	All motorboats, except electric motors 1 hp or less
Louisiana	15	308,104	309,950	All motorboats; sailboats more than 12 feet in length
Maine	31	111,756	94,582	All motorboats
Maryland	24	205,812	206,681	All motorboats
Massachusetts	29	150,026	150,683	All motorboats
Michigan	3	944,138	944,800	All watercraft with exceptions ²
Minnesota	4	853,489	853,448	All motorboats with exceptions ³
Mississippi	23	208,466	209,216	All motorboats and sailboats
Missouri	13	326,749	326,210	All motorboats; sailboats over 12 feet in length
Montana	39	70,616	59,271	All motorboats; sailboats 12 feet or more in length
Nebraska	37	82,921	77,636	All watercraft
Nevada	41	57,726	57,612	All motorboats
New Hampshire	33	102,268	101,626	All motorboats; sailboats 20 feet or more in length
New Jersey	26	199,106	209,678	All watercraft with exceptions ⁴
New Mexico	48	38,863	38,439	All motorboats and sailboats
New York	7	508,536	519,066	All motorboats
North Carolina	11	362,784	356,946	All motorboats; sailboats more than 14 feet in length
North Dakota	46	44,498	52,961	All motorboats
Ohio	9	412,375	414,938	All watercraft
Oklahoma	21	216,913	206,049	All watercraft
Oregon	27	187,640	190,119	All motorboats; sailboats 12 feet or more in length
Pennsylvania	12	349,159	354,079	All motorboats and certain non-powered craft ⁵
Rhode Island	47	43,656	43,671	All watercraft except canoes, kayaks & rowboats < 12 feet
South Carolina	8	416,763	397,458	All watercraft
South Dakota	42	53,038	51,604	All motorboats; all other boats over 12 feet in length
Tennessee	17	267,567	261,465	All motorboats and sailboats
Texas	6	614,616	616,779	All motorboats and sailboats 14 feet or more in length
Utah	38	75,635	74,293	All motorboats and sailboats
Vermont	49	32,756	32,498	All motorboats
Virginia	19	245,073	242,642	All motorboats
Washington	16	267,793	266,056	All motorboats with exceptions ⁶ ; sailboats ≥16 ft in length
West Virginia	44	50,061	63,504	All motorboats
Wisconsin	5	639,198	605,467	All motorboats; sailboats over 12 feet in length
Wyoming	50	26,270	25,897	All motorboats and sailboats
Guam	53	2,762	1,627	All watercraft (estimated)
Puerto Rico	40	61,032	60,609	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,302	4,061	All watercraft
Am. Samoa	56	117	53	All watercraft
N. Marianas	55	209	424	All motorboats

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

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

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

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

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

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

BOAT REGISTRATION DATA BY LENGTH AND MEANS OF PROPULSION

2005	MEANS OF MECHANICAL PROPULSION			AUXILIARY SAIL		TOTAL
	INBOARD	OUTBOARD	STERNDRIVE	INBOARD	OUTBOARD	
Under 16 feet	1,289,244	3,736,239	174,699	4,190	16,904	5,221,276
16 to less than 26 feet	754,758	4,064,298	1,344,601	18,306	39,591	6,221,554
26 to less than 40 feet	178,543	101,467	146,221	40,118	12,520	478,869
40 to 65 feet	41,180	7,248	12,204	5,042	848	66,522
Over 65 feet	5,817	2,257	2,320	86	27	10,507
Total	2,269,542	7,911,509	1,680,045	67,742	69,890	11,998,728

STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED

ROWBOATS	SAILBOATS	CANOE/KAYAKS	OTHER BOATS	TOTAL
114,676	147,856	314,323	366,831	943,686

STATE REGISTERED BOATS

MECHANICALLY PROPELLED	NOT MECHANICALLY PROPELLED	TOTAL
11,998,728	943,686	12,942,414

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2005 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	4,969	697	3,451	\$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	1,378	79	1,024	\$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
Other Casualty	40	6	35	\$155,205
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
Unknown	37	10	16	\$623,951

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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2003 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	5,438	703	3,888	\$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	1,469	70	1,063	\$7,474,678
Departed Vessel	45	39	6	\$0
Ejected from Vessel	7	5	4	\$0
Falls Within Boat	233	6	253	\$183,400
Falls on PWC	15	1	14	\$0
Falls Overboard	509	201	354	\$141,018
Fire or Explosion of Fuel	142	7	68	\$2,921,295
Fire or Explosion (Other than Fuel)	68	2	10	\$9,189,282
Flooding/Swamping	274	41	61	\$2,383,566
Grounding	291	8	193	\$4,282,148
Other Casualty	80	4	58	\$177,900
Sinking	128	8	23	\$2,021,308
Skier Mishap	451	6	466	\$13,001
Struck by Boat	89	9	82	\$116,350
Struck by Motor/Propeller	107	6	103	\$350
Struck Submerged Object	128	4	49	\$1,446,179
Unknown	158	20	126	\$1,028,992

2002 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	5,705	750	4,062	\$39,185,172
Grounding	340	10	204	\$2,739,601
Ejected from Vessel	16	7	13	\$26,100
Capsizing	458	228	249	\$2,344,033
Swamping/Flooding	284	50	63	\$2,091,962
Sinking	128	16	31	\$1,681,948
Fire or Explosion of Fuel	160	4	82	\$11,164,927
Other Fire or Explosion	77	2	14	\$3,552,150
Collision with Another Vessel	1,704	93	1,323	\$8,295,659
Collision with Fixed Object	605	53	467	\$4,370,191
Collision with Floating Object	130	6	78	\$734,694
Departed Vessel	39	33	11	\$0
Falls Overboard	542	189	389	\$627,960
Falls Within Boat	256	2	272	\$35,620
Struck by Boat	101	10	95	\$96,125
Struck by Motor or Propeller	90	5	91	\$10,800
Struck Submerged Object	110	4	27	\$954,582
Skier Mishap	469	10	480	\$9,200
Other Casualty; Unknown	196	28	173	\$449,620

2001 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	6,419	681	4,274	\$31,307,448
Grounding	412	10	255	\$3,792,817
Capsizing	466	210	280	\$1,554,496
Swamping/Flooding	339	47	74	\$2,138,094
Sinking	150	15	25	\$1,855,357
Fire or Explosion of Fuel	153	2	73	\$3,179,323
Other Fire or Explosion	112	1	18	\$3,001,106
Collision with Another Vessel	2,062	68	1,366	\$8,997,570
Collision with Fixed Object	644	49	468	\$3,762,104
Collision with Floating Object	109	2	52	\$322,023
Falls Overboard	514	176	367	\$313,789
Falls Within Boat	284	7	307	\$48,685
Struck by Boat	166	6	153	\$827,502
Struck by Motor/Propeller	100	5	100	\$15,701
Struck Submerged Object	128	10	36	\$801,966
Skier Mishap	439	9	454	\$2,200
Other Casualty; Unknown	341	64	246	\$694,715

**FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
2001- 2005**



	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
TOTALS	6,419	5,705	5,438	4,904	4,969	588	663	621	612	626	681	750	703	676	697
Alabama	87	70	83	70	69	16	12	15	17	15	17	12	15	20	16
Alaska	64	42	48	52	54	20	14	16	14	14	21	16	21	16	20
Arizona	222	217	188	174	194	7	8	5	10	5	7	8	7	11	5
Arkansas	75	74	50	55	68	12	20	6	5	12	13	24	6	8	13
California	771	745	797	603	630	43	46	56	35	55	48	53	61	43	58
Colorado	74	61	54	38	45	7	6	6	6	10	10	6	7	6	11
Connecticut	39	56	55	58	49	4	5	2	3	5	4	6	3	3	5
Delaware	23	12	5	16	18	1	3	1	1	1	1	3	1	1	1
Dist. of Columbia	6	4	3	3	1	0	0	3	2	0	0	0	3	2	0
Florida	993	831	752	713	603	47	48	58	60	67	52	52	64	66	78
Georgia	113	131	141	118	111	7	4	13	21	13	8	5	13	24	16
Hawaii	21	14	3	8	10	1	0	0	1	5	1	0	0	2	5
Idaho	46	39	54	70	54	7	2	7	9	5	8	2	7	10	6
Illinois	108	134	82	72	101	6	21	10	17	16	8	24	13	18	16
Indiana	120	97	56	51	41	9	11	6	7	3	14	14	7	7	4
Iowa	36	38	25	32	53	1	2	0	2	8	1	2	0	2	9
Kansas	54	42	35	36	24	2	4	3	2	4	6	6	3	2	4
Kentucky	71	67	55	46	58	17	10	8	9	14	18	12	9	9	20
Louisiana	154	145	130	156	126	36	34	34	35	33	43	36	40	44	35
Maine	60	57	55	41	46	8	10	7	6	13	8	10	7	6	16
Maryland	186	161	146	178	183	14	14	10	12	14	15	15	13	16	15
Massachusetts	51	51	43	55	45	13	7	7	9	8	14	10	8	9	9
Michigan	299	226	218	143	161	25	36	25	26	26	28	37	29	27	28
Minnesota	125	122	106	88	114	15	23	14	15	21	16	30	17	15	24
Mississippi	64	43	41	35	23	13	13	7	11	6	15	16	8	11	6
Missouri	226	192	201	172	202	9	16	15	15	22	9	20	17	15	24
Montana	13	17	11	12	12	4	5	3	5	5	5	6	4	5	7
Nebraska	55	35	39	36	28	0	5	4	6	2	0	5	5	6	2
Nevada	109	69	89	65	93	4	7	8	6	5	5	8	9	6	5
New Hampshire	74	68	49	35	45	5	3	5	2	1	6	3	6	2	1
New Jersey	143	70	85	124	100	7	16	17	8	4	7	20	17	8	4
New Mexico	50	41	31	21	31	3	0	2	0	5	4	0	2	0	5
New York	223	212	224	178	190	17	23	23	17	15	25	26	34	18	15
North Carolina	179	138	144	140	164	15	11	17	19	16	17	11	18	20	17
North Dakota	10	16	10	7	9	0	4	2	3	0	0	6	3	4	0
Ohio	139	140	122	105	132	17	20	17	7	11	19	22	19	7	12
Oklahoma	86	72	72	55	62	5	10	13	13	10	5	10	14	13	13
Oregon	70	65	73	50	51	14	14	15	9	14	14	16	18	9	15
Pennsylvania	80	74	79	58	61	13	9	9	11	9	14	9	11	11	12
Rhode Island	27	31	30	41	38	3	3	4	4	0	4	3	4	7	0
South Carolina	123	105	108	83	83	16	13	27	12	12	18	14	30	13	13
South Dakota	23	18	24	8	18	1	4	3	1	2	1	4	4	2	2
Tennessee	132	129	155	173	114	11	20	16	28	10	11	21	17	32	10
Texas	206	204	198	159	144	36	52	34	30	30	41	60	36	32	32
Utah	83	76	58	56	79	7	4	6	3	9	8	4	6	3	9
Vermont	8	6	2	5	2	2	1	1	1	0	2	2	1	1	0
Virginia	152	121	115	136	127	16	17	18	20	12	19	19	20	20	14
Washington	117	111	126	134	128	24	22	14	20	24	33	27	16	22	25
West Virginia	15	17	14	9	14	4	4	3	2	6	5	4	3	3	6
Wisconsin	164	148	126	107	127	17	18	19	24	17	20	18	20	24	20
Wyoming	12	11	10	3	10	4	2	2	1	2	8	2	2	1	3
Guam	11	4	2	2	5	0	1	1	2	2	0	1	1	6	2
Puerto Rico	7	18	11	8	7	0	3	1	3	1	0	3	1	3	1
Virgin Islands	13	4	3	5	0	0	1	1	1	0	0	1	1	1	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	0	0	0	3	4	0	0	0	1	1	0	0	0	1	1


Offshore															
Atlantic Ocean	2	5	2	1	3	0	1	2	1	3	0	2	2	1	3
Gulf of Mexico	4	5	0	1	3	3	1	0	1	3	5	4	0	1	4
Pacific Ocean	1	4	0	1	2	0	0	0	1	0	0	0	0	1	0

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

TYPES OF ACCIDENTS BY STATE


NUMBER OF ACCIDENTS

VICTIMS

2005 	NUMBER OF ACCIDENTS														VICTIMS												
	TOTALS	4,969	442	14	497	128	1,378	51	16	210	47	498	141	57	224	291	37	40	125	464	68	100	141	491	206	697	3,451
Alabama	69	7	1	11	7	12	0	0	2	0	11	1	2	1	5	0	0	2	2	2	2	2	0	11	5	16	51
Alaska	54	17	0	3	3	5	0	0	1	0	4	3	1	10	2	0	0	0	0	0	0	1	1	14	6	20	27
Arizona	194	9	1	12	3	67	0	1	17	2	12	9	0	4	8	2	1	8	6	6	2	7	1	3	2	5	157
Arkansas	68	7	1	3	1	16	0	0	3	0	8	4	2	0	9	0	1	3	5	2	2	2	1	11	2	13	50
California	630	44	3	30	6	191	8	1	17	0	56	13	16	63	53	2	12	79	8	8	4	4	22	47	11	58	423
Colorado	45	12	0	0	0	10	0	0	0	0	5	1	1	0	0	1	0	0	1	1	3	0	0	11	0	11	28
Connecticut	49	4	0	9	3	15	0	0	1	0	3	0	1	0	2	0	0	4	0	2	0	2	5	4	1	5	24
Delaware	18	1	0	9	1	0	0	0	1	0	1	0	0	1	1	0	1	0	0	0	0	0	1	1	0	1	4
District of Columbia	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Florida	603	35	1	89	17	171	0	1	20	25	59	16	8	47	37	2	23	19	9	9	9	13	54	24	78	351	
Georgia	111	5	0	12	3	39	1	0	6	0	16	4	0	1	2	1	2	14	1	2	0	0	13	3	16	75	
Hawaii	10	3	0	1	0	1	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5	0	5	0	
Idaho	54	6	1	9	3	15	0	0	1	1	3	0	0	2	0	0	0	11	0	1	5	1	5	1	6	48	
Illinois	101	11	0	8	4	27	0	1	4	1	10	4	1	3	5	3	0	8	1	0	0	6	13	3	16	91	
Indiana	41	6	0	3	0	11	0	0	1	0	4	5	0	0	0	0	2	6	1	2	0	0	4	0	4	25	
Iowa	53	5	0	3	2	12	1	0	1	0	9	3	0	0	2	0	0	6	3	0	1	5	5	4	9	46	
Kansas	24	2	1	2	0	6	0	0	0	0	3	2	0	0	4	0	0	0	0	0	0	0	3	1	4	16	
Kentucky	58	4	1	3	2	18	2	0	1	0	6	3	0	1	3	5	1	0	5	0	3	0	15	5	20	46	
Louisiana	126	11	0	3	5	25	2	0	1	0	20	1	0	2	8	0	4	4	0	4	0	3	16	19	35	98	
Maine	46	14	0	7	0	11	0	0	0	0	1	1	0	1	2	1	3	1	4	0	0	0	12	4	16	27	
Maryland	183	18	0	32	3	35	2	2	19	2	17	9	0	2	9	0	3	2	2	2	1	1	13	2	15	125	
Massachusetts	45	4	0	2	1	21	2	1	0	0	6	0	1	1	1	1	0	1	1	1	1	0	7	2	9	34	
Michigan	161	12	1	15	1	56	3	0	9	0	19	0	2	0	6	0	10	20	1	4	0	0	15	13	28	121	
Minnesota	114	12	0	9	3	4	1	1	3	2	16	2	0	2	6	0	3	16	1	1	1	30	21	3	24	85	
Mississippi	23	0	0	4	0	10	0	0	1	0	2	0	0	0	0	0	1	1	0	0	0	1	2	4	6	20	
Missouri	202	4	1	8	5	55	3	0	19	0	18	12	0	14	1	1	0	28	1	2	4	13	19	5	24	134	
Montana	12	3	0	2	0	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	5	2	7	6	
Nebraska	28	4	0	1	0	12	1	0	0	0	3	1	0	0	1	0	0	4	0	0	0	0	1	1	2	24	

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


TYPES OF ACCIDENTS BY STATE


		NUMBER OF ACCIDENTS													VICTIMS														
		TOTALS	4,969	442	14	497	128	1,378	51	16	210	47	498	141	57	224	291	37	40	125	464	68	100	141	491	206	697	3,451	
2005		TOTALS	93	442	14	497	128	1,378	51	16	210	47	498	141	57	224	291	37	40	125	464	68	100	141	491	206	697	3,451	
		Nevada	4	4	0	9	5	19	3	0	4	0	0	12	2	1	11	7	0	3	2	9	2	0	0	0	2	3	5
	New Hampshire	2	2	0	2	0	4	0	2	3	3	1	1	1	1	0	2	0	0	0	14	0	3	4	4	0	5	1	38
	New Jersey	8	8	0	13	0	32	1	0	11	1	8	0	3	0	4	6	1	2	2	4	0	1	0	3	1	4	50	
	New Mexico	5	5	0	2	1	12	1	0	0	2	3	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	25	
	New York	18	18	0	4	14	44	0	2	18	0	14	10	4	1	8	26	0	3	1	15	4	3	2	5	10	138		
	North Carolina	21	21	0	23	2	52	2	0	6	1	14	1	4	1	0	8	0	0	6	12	1	8	6	13	4	17	126	
	North Dakota	9	9	0	0	2	5	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
	Ohio	20	20	0	12	2	34	2	0	8	0	12	5	0	0	10	6	0	3	3	12	1	1	1	12	0	12	102	
	Oklahoma	6	6	0	2	0	27	4	0	1	0	8	0	0	0	0	7	0	0	3	1	2	1	0	9	4	13	56	
	Oregon	18	18	0	3	1	16	0	0	1	0	4	1	0	1	1	1	1	0	1	1	0	1	2	12	3	15	14	
	Pennsylvania	6	6	0	2	1	16	2	0	4	0	9	2	1	1	1	2	0	1	1	6	0	2	5	7	5	12	50	
	Rhode Island	2	2	0	1	4	10	0	0	0	0	2	2	0	0	3	6	0	0	4	1	0	0	3	0	0	14		
	South Carolina	5	5	0	13	4	26	0	0	1	11	0	11	0	0	4	2	7	0	3	3	1	3	0	9	4	13	71	
	South Dakota	4	4	0	2	0	6	0	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0	0	2	0	2	12	
	Tennessee	5	5	0	12	2	25	2	0	5	3	20	4	1	5	1	6	1	1	3	12	3	1	3	5	5	10	101	
	Texas	6	6	0	20	3	48	3	1	5	0	19	7	0	4	1	6	3	1	4	13	0	8	0	21	11	32	91	
	Utah	4	4	0	7	3	17	2	0	1	1	5	2	0	1	1	6	0	0	1	21	4	3	2	4	5	9	56	
	Vermont	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Virginia	127	127	0	20	2	34	0	1	7	1	10	5	4	1	11	11	9	1	3	10	3	2	2	10	4	14	88	
	Washington	13	13	2	14	5	45	0	0	2	0	11	1	5	2	9	9	2	1	3	10	0	2	1	10	15	25	82	
	West Virginia	2	2	0	3	1	4	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	6	0	6	12	
	Wisconsin	127	127	0	8	3	43	2	0	3	0	10	4	0	4	6	6	2	2	1	11	5	4	6	13	7	20	91	
	Wyoming	10	10	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	11	
	Guam	5	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	
	Northern Marianas	4	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	
	Puerto Rico	7	7	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
	Virgin Islands	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	
	Atlantic Ocean	3	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0	
	Gulf of Mexico	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	
	Pacific Ocean	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	

ACCIDENT DATA BY STATE - 2005

	NUMBER OF ACCIDENTS			NO. OF PERSONS		PROP. DAMAGE	
<small>*These accidents fall into one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels. If two vessels are in an accident resulting in a non-fatal injury and property damage, the accident is counted as a non-fatal injury accident involving two vessels.</small>							
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE
TOTALS	4,969	626	2,542	1,801	697	3,451	\$38,721,088
Alabama	69	15	32	22	16	51	\$543,570
Alaska	54	14	14	26	20	27	\$972,150
Arizona	194	5	124	65	5	157	\$934,689
Arkansas	68	12	29	27	13	50	\$319,400
California	630	55	303	272	58	423	\$3,381,151
Colorado	45	10	27	8	11	28	\$72,950
Connecticut	49	5	19	25	5	24	\$1,001,340
Delaware	18	1	4	13	1	4	\$639,600
District of Columbia	1	0	0	1	0	0	\$3,000
Florida	603	67	278	258	78	351	\$5,350,629
Georgia	111	13	63	35	16	75	\$3,103,447
Hawaii	10	5	0	5	5	0	\$52,000
Idaho	54	5	34	15	6	48	\$198,146
Illinois	101	16	57	28	16	91	\$253,845
Indiana	41	3	22	16	4	25	\$186,200
Iowa	53	8	32	13	9	46	\$94,850
Kansas	24	4	13	7	4	16	\$73,590
Kentucky	58	14	34	10	20	46	\$348,150
Louisiana	126	33	60	33	35	98	\$415,822
Maine	46	13	21	12	16	27	\$179,600
Maryland	183	14	96	73	15	125	\$1,129,302
Massachusetts	45	8	21	16	9	34	\$980,050
Michigan	161	26	90	45	28	121	\$338,127
Minnesota	114	21	62	31	24	85	\$351,577
Mississippi	23	6	13	4	6	20	\$135,518
Missouri	202	22	100	80	24	134	\$1,389,552
Montana	12	5	4	3	7	6	\$18,250
Nebraska	28	2	19	7	2	24	\$74,300
Nevada	93	5	51	37	5	71	\$445,129
New Hampshire	45	1	35	9	1	38	\$257,024
New Jersey	100	4	47	49	4	50	\$260,600
New Mexico	31	5	20	6	5	25	\$61,500
New York	190	15	96	79	15	138	\$1,321,878
North Carolina	164	16	95	53	17	126	\$870,085
North Dakota	9	0	5	4	0	9	\$33,400
Ohio	132	11	72	49	12	102	\$959,262
Oklahoma	62	10	35	17	13	56	\$162,990
Oregon	51	14	9	28	15	14	\$790,389
Pennsylvania	61	9	35	17	12	50	\$256,535
Rhode Island	38	0	8	30	0	14	\$785,876
South Carolina	83	12	54	17	13	71	\$144,537
South Dakota	18	2	10	6	2	12	\$48,532
Tennessee	114	10	81	23	10	101	\$4,701,771
Texas	144	30	71	43	32	91	\$702,669
Utah	79	9	48	22	9	56	\$227,300
Vermont	2	0	0	2	0	0	\$12,500
Virginia	127	12	66	49	14	88	\$2,012,592
Washington	128	24	52	52	25	82	\$1,398,097
West Virginia	14	6	5	3	6	12	\$39,850
Wisconsin	127	17	63	47	20	91	\$439,230
Wyoming	10	2	7	1	3	11	\$23,737
Guam	5	2	1	2	2	1	\$4,000
Puerto Rico	7	1	5	1	1	6	\$6,800
N. Marianas	4	1	0	3	1	0	\$197,000
Virgin Islands	0	0	0	0	0	0	\$0
American Samoa	0	0	0	0	0	0	\$0
Offshore*							
Atlantic Ocean	3	3	0	0	3	0	\$0
Gulf of Mexico	3	3	0	0	4	0	\$0
Pacific Ocean	2	0	0	2	0	0	\$17,000

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

 TYPES OF BOATING ACCIDENTS					
2005	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
	TOTALS	4,969	6,628	491	206
Capsizing	442	466	164	35	199
Carbon Monoxide Exposure	14	14	2	7	9
Collision with Fixed Object	497	550	18	23	41
Collision with Floating Object	128	152	8	4	12
Collision with Another Vessel	1,378	2,740	12	67	79
Departed Vessel	22	24	14	1	15
Departed Vessel - Repairs	2	2	2	0	2
Departed Vessel - Retrieval	4	4	4	0	4
Departed Vessel - Swimming	23	23	19	0	19
Ejected from Vessel	16	17	0	0	0
Falls on Boat	47	49	0	1	1
Falls Within Boat	210	226	1	3	4
Falls Overboard	498	514	185	28	213
Fire/Explosion (fuel)	141	182	0	0	0
Fire/Explosion (other than fuel)	57	62	0	0	0
Flooding/Swamping	224	230	31	2	33
Grounding	291	300	4	10	14
Other	40	40	2	4	6
Sinking	125	131	8	3	11
Skier Mishap	464	485	4	6	10
Struck by Boat	68	94	1	5	6
Struck by Motor or Propeller	100	108	2	4	6
Struck Submerged Object	141	173	3	0	3
Unknown	37	42	7	3	10

 TYPES OF ACCIDENTS BY TYPE OF VESSEL																										
2005	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																				VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS ON BOAT	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	6,628	466	14	550	152	2,740	53	17	49	226	514	182	62	230	300	40	131	485	94	108	173	42	491	206	697	3,451
Airboat	27	4	0	8	0	12	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	18
Auxiliary Sail	200	8	0	24	4	102	1	0	0	3	4	5	3	6	21	5	3	1	5	1	3	1	6	1	7	36
Cabin Motorboat	951	29	7	116	34	353	8	0	0	47	28	62	26	41	87	6	27	17	5	13	37	8	25	29	54	379
Canoe/Kayak	127	103	0	4	0	7	0	0	0	1	10	0	0	1	0	0	0	0	0	0	1	0	64	14	78	72
Houseboat	89	4	3	4	1	37	2	0	0	3	5	13	1	4	1	3	2	0	2	3	1	0	5	5	10	22
Inflatable	48	15	0	4	0	2	2	0	0	2	21	0	0	0	0	1	0	0	0	0	0	1	21	1	22	31
Jet Boat	14	0	0	2	0	6	0	0	0	2	1	0	1	1	0	0	0	1	0	0	0	0	0	1	1	10
Open Motorboat	2,993	216	3	272	70	895	27	6	0	111	246	84	20	154	153	20	81	412	38	80	98	7	253	98	351	1,754
Other	57	11	0	3	3	26	3	0	0	2	4	0	1	0	0	2	0	0	0	1	1	0	15	3	18	9
PWC ²	1,692	30	0	89	31	1,129	1	11	49	39	147	11	2	2	24	4	3	47	36	2	26	9	21	44	65	1,007
Pontoon Boat	160	3	0	14	4	63	7	0	0	4	23	7	1	1	5	1	1	7	5	8	3	3	17	3	20	69
Rowboat	46	17	0	2	0	3	0	0	0	2	12	0	0	9	0	0	1	0	0	0	0	0	37	2	39	7
Sail (only)	53	15	0	1	0	21	1	0	0	1	7	0	0	2	3	0	0	0	1	0	0	1	14	2	16	14
Unknown	171	11	1	7	5	84	1	0	0	8	5	0	7	8	6	0	11	0	2	0	3	12	12	3	15	23

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

¹ Includes swamping. ²Personal watercraft



TYPES OF ACCIDENTS BY LENGTH OF VESSEL

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS									
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS ON BOAT	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNING	OTHER DEATHS	TOTAL DEATHS	INJURIES	
TOTALS	6,628	466	14	550	152	2,740	53	17	49	226	514	182	62	230	300	40	131	485	94	108	173	42	491	206	697	3,451	
4 feet	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5 feet	4	0	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6 feet	11	0	0	0	0	7	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	1	7	
7 feet	37	1	0	3	1	16	0	0	1	3	5	0	0	3	1	0	1	0	1	0	1	0	9	2	11	22	
8 feet	244	18	0	7	3	144	3	1	6	6	26	1	0	2	1	1	0	6	11	1	6	1	15	7	22	152	
9 feet	319	13	0	22	5	201	1	2	9	7	27	1	1	0	8	1	0	7	6	0	7	1	9	7	16	193	
10 feet	1,041	31	0	53	21	687	0	6	30	22	95	9	2	4	12	2	4	29	16	1	9	8	35	26	61	588	
11 feet	88	6	0	6	0	49	0	2	3	0	11	0	0	0	1	0	1	5	1	0	3	0	7	9	16	57	
12 feet	103	30	0	2	2	33	1	0	0	3	23	0	0	4	1	0	1	1	1	0	0	1	36	9	45	53	
13 feet	50	10	0	9	3	11	0	1	0	1	8	0	1	3	0	0	1	2	0	0	0	0	12	1	13	31	
14 feet	176	60	0	15	4	33	1	0	0	4	36	0	0	9	2	0	1	2	0	2	6	1	67	11	78	100	
15 feet	140	31	0	15	4	30	1	0	0	1	20	1	0	13	2	1	2	13	0	2	2	2	35	10	45	99	
Less than 16 ft	2,214	200	0	133	43	1,214	7	12	49	47	255	12	4	38	28	5	11	65	37	6	34	14	226	82	308	1,307	
16 feet	297	43	0	33	8	79	4	0	0	11	31	4	1	18	10	1	14	14	7	6	10	3	41	9	50	177	
17 feet	333	34	0	27	2	95	3	1	0	7	31	9	2	19	20	0	11	42	5	9	15	1	38	14	52	192	
18 feet	478	27	0	42	12	148	2	0	0	20	30	22	3	25	21	3	10	65	12	16	18	2	17	11	28	314	
19 feet	326	18	1	25	6	112	7	0	0	11	12	14	1	14	26	2	8	55	1	5	8	0	12	10	22	179	
20 feet	428	22	1	55	11	142	5	0	0	9	23	9	5	15	11	4	9	71	9	14	13	0	25	8	33	231	
21 feet	318	5	1	32	6	96	1	0	0	23	29	8	3	11	19	2	8	56	0	9	9	0	13	13	26	201	
22 feet	210	13	1	18	4	59	1	0	0	16	12	9	2	8	16	1	8	28	3	5	6	0	12	13	25	121	
23 feet	189	7	0	15	3	61	1	0	0	8	8	8	2	9	12	0	6	35	2	7	5	0	6	5	11	104	
24 feet	173	6	0	10	5	59	6	0	0	8	19	9	1	8	11	3	2	14	3	2	5	2	16	4	20	99	
25 feet	127	5	1	15	3	39	2	0	0	8	7	6	2	5	9	0	6	4	1	10	4	0	7	4	11	39	
16 ft to less than 26 ft	2,879	180	5	272	60	890	32	1	0	121	202	98	22	132	155	16	82	384	43	83	93	8	187	91	278	1,657	
26 feet	118	5	0	10	3	46	1	1	0	5	5	1	2	9	14	1	1	5	2	3	4	0	1	5	6	55	
27 feet	63	2	1	5	8	16	0	1	0	3	4	5	2	2	6	0	3	1	1	1	1	1	4	1	5	25	
28 feet	94	3	0	8	7	28	0	0	0	7	4	6	3	4	12	1	2	1	1	0	7	0	3	2	5	47	
29 feet	49	1	1	2	0	31	1	0	0	5	1	1	0	0	1	0	3	0	0	0	2	0	1	0	1	17	
30 feet	68	4	1	5	2	30	1	0	0	0	2	9	2	0	9	0	1	0	0	0	2	0	3	0	3	21	
31 feet	32	0	0	1	2	17	0	1	0	2	0	0	1	0	1	1	1	1	0	3	1	0	0	0	0	13	
32 feet	61	1	1	7	0	24	0	1	0	0	6	1	3	7	1	3	0	0	2	4	0	2	1	3	2	27	
33 feet	47	2	0	4	1	18	0	0	0	1	1	6	2	2	5	1	1	0	1	1	1	0	0	1	1	23	
34 feet	39	0	0	3	3	22	0	0	0	2	1	1	2	2	2	1	0	0	0	0	0	0	1	2	3	8	
35 feet	41	4	0	5	0	19	0	0	0	0	1	6	0	0	3	0	1	0	0	0	1	1	0	0	0	6	
36 feet	60	0	1	11	2	20	1	0	0	1	2	4	1	4	8	0	0	1	0	1	3	0	6	3	9	22	
37 feet	35	2	0	3	0	19	0	0	0	2	1	2	1	1	2	0	0	0	1	0	1	0	0	0	0	11	
38 feet	43	2	0	4	1	23	0	0	0	2	1	1	2	1	3	1	1	0	0	0	0	1	0	2	2	12	
39 feet	20	1	0	4	1	9	0	0	0	0	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
26 ft to less than 40 ft	770	27	5	72	30	322	4	4	0	30	24	50	19	29	73	7	17	9	6	11	28	3	21	17	38	289	
40 ft to 65 ft	306	9	3	38	9	139	0	0	0	10	7	14	9	11	27	5	4	0	2	3	10	6	3	6	9	60	
More than 65 ft	38	2	0	5	1	18	0	0	0	2	0	1	1	2	2	0	1	0	0	2	1	0	0	0	0	6	
Unknown	421	48	1	30	9	157	10	0	0	16	26	7	7	18	15	7	16	27	6	3	7	11	54	10	64	132	

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



TYPES OF ACCIDENTS BY TYPE OF PROPULSION

2005	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																				VICTIMS						
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VESSEL	FALLS IN BOAT	FALLS ON BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPL (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR/PROP	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNING	OTHER DEATHS	TOTAL DEATHS	INJURIES	
TOTALS	6,628	466	14	550	152	2,740	53	17	226	49	514	182	62	230	300	40	131	485	94	08	173	42	491	206	697	3,451	
Air Thrust	42	6	0	9	0	19	0	0	2	0	1	2	1	0	0	0	2	0	0	0	0	0	1	2	3	26	
Manual	205	128	0	7	0	13	4	0	4	0	38	0	0	6	0	1	1	0	0	0	2	1	121	13	134	101	
Other	4	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	
Propeller	3,415	200	11	302	101	1,129	28	6	134	0	248	124	43	178	214	25	75	342	41	81	117	16	249	106	355	1,768	
Sail	103	19	0	8	1	41	2	0	3	0	10	1	0	2	10	0	0	0	3	1	1	1	18	3	21	24	
Water Jet	1,795	32	1	101	31	1,151	2	11	48	49	153	14	5	14	34	5	7	61	36	2	29	9	27	45	72	1,072	
Unknown	1,064	80	2	123	19	385	17	0	34	0	64	41	13	30	42	9	46	82	14	24	24	15	75	36	111	458	
TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																											
Inboard	871	15	7	76	25	310	1	1	33	0	21	39	26	36	88	7	14	110	8	15	33	6	11	13	24	365	
Other	5	1	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	
Outboard	1,523	157	0	160	46	506	12	1	49	0	171	26	6	111	55	9	41	78	22	21	43	9	195	64	259	765	
Stern drive (I/O)	938	22	4	60	27	279	15	4	51	0	50	57	11	29	65	8	20	147	11	40	37	1	33	28	61	600	
Unknown	78	5	0	6	3	33	0	0	1	0	3	2	0	2	6	1	0	7	0	5	4	0	7	1	8	37	

REPORTING OF ALCOHOL INVOLVEMENT

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

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

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



ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 2001 - 2005

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

	FATALITIES					INJURIES					BOATING ACCIDENTS WITH ALCOHOL INVOLVED				
	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
TOTAL	232	284	224	223	222	530	462	548	510	502	594	602	630	582	597
Alabama	1	5	5	9	1	0	2	15	9	5	2	5	10	10	6
Alaska	8	8	8	5	5	3	9	3	4	5	7	12	9	6	9
Arizona	4	3	2	5	1	30	22	11	33	37	25	17	13	43	24
Arkansas	5	8	2	1	4	3	7	6	6	10	8	9	4	5	7
California	17	24	25	27	32	40	26	25	53	36	40	36	44	37	57
Colorado	6	1	2	2	1	3	9	5	1	2	4	10	6	4	4
Connecticut	2	2	0	0	1	11	6	3	5	4	6	5	1	5	5
Delaware	0	1	0	0	0	0	1	0	1	0	0	2	0	2	1
Dist. of Columbia	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Florida	18	19	21	14	18	39	37	42	34	39	48	54	53	37	48
Georgia	2	1	5	6	5	11	15	17	9	13	12	12	20	12	13
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	1	0	6	6	4	7	3	9	25	6	9	5	16	26	9
Illinois	5	14	10	12	8	13	17	18	15	16	13	27	20	20	17
Indiana	3	7	1	3	0	3	6	12	4	3	9	13	7	10	5
Iowa	0	2	0	2	5	8	4	8	16	7	7	5	5	10	12
Kansas	6	5	2	0	1	2	5	5	6	2	4	6	6	7	4
Kentucky	5	4	2	1	8	1	2	4	2	6	8	6	5	3	9
Louisiana	18	22	18	8	8	16	16	30	11	19	21	30	26	18	19
Maine	1	0	2	3	5	6	0	10	8	4	4	0	6	7	8
Maryland	10	7	3	8	3	26	19	18	8	16	25	18	19	12	11
Massachusetts	8	5	2	1	6	8	4	3	7	6	9	5	4	4	7
Michigan	15	13	12	14	11	27	21	19	18	24	40	34	28	31	27
Minnesota	6	15	6	5	11	17	17	13	17	12	25	23	14	17	22
Mississippi	5	9	1	1	1	8	21	5	3	6	10	15	4	3	4
Missouri	3	14	10	4	14	37	34	64	34	51	44	46	65	41	48
Montana	0	2	2	3	1	3	0	1	1	0	1	0	2	3	1
Nebraska	0	2	3	4	1	10	1	8	5	1	3	3	5	8	3
Nevada	2	5	3	3	4	31	4	19	13	15	20	6	16	12	20
New Hampshire	0	2	0	0	0	2	5	2	2	3	2	7	1	2	2
New Jersey	1	5	0	2	0	13	5	0	1	6	11	9	0	4	7
New Mexico	3	0	2	0	2	1	0	1	1	2	4	0	5	2	3
New York	9	6	9	5	4	9	17	16	13	22	12	20	24	16	17
North Carolina	4	4	6	7	3	16	16	26	21	7	14	17	24	20	17
North Dakota	0	1	2	0	0	0	0	3	0	5	0	1	3	0	1
Ohio	11	8	7	3	6	8	9	3	5	14	16	16	12	9	16
Oklahoma	1	2	4	8	4	24	13	23	27	13	22	15	19	16	14
Oregon	1	3	1	1	3	2	1	5	2	0	1	6	7	3	4
Pennsylvania	4	3	2	2	6	4	8	3	3	4	6	8	6	3	6
Rhode Island	1	2	3	1	0	2	0	4	1	0	2	5	6	2	0
South Carolina	5	6	3	2	3	7	10	10	3	5	10	11	11	5	10
South Dakota	0	3	1	2	1	2	0	0	1	3	2	3	2	3	2
Tennessee	2	7	5	12	3	6	15	12	12	11	11	15	14	19	13
Texas	7	14	6	4	5	13	16	5	17	7	11	21	10	13	17
Utah	4	0	0	1	1	26	6	4	1	6	10	3	1	2	5
Vermont	0	2	0	0	0	0	0	0	0	0	0	1	1	2	0
Virginia	4	1	4	6	5	8	5	13	11	13	10	4	20	19	20
Washington	6	11	7	8	9	11	13	17	24	18	15	22	25	26	24
West Virginia	1	2	0	0	1	0	3	2	0	1	3	3	1	0	2
Wisconsin	11	8	9	9	5	11	11	25	15	16	25	14	29	19	14
Wyoming	4	1	0	0	2	2	3	1	2	1	2	2	1	1	2
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No.Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offshore	2	0	0	1	0	0	0	0	0	0	1	0	0	1	0



ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS 2001 - 2005

The use of alcohol by a boat's occupants was a direct or indirect cause of the accident.

	ACCIDENTS					FATALITIES				
	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
TOTAL	375	357	362	331	402	125	145	129	124	157
Alabama	0	4	7	9	5	0	2	4	7	1
Alaska	7	10	7	4	9	8	8	5	4	5
Arizona	18	14	9	15	16	3	3	2	2	0
Arkansas	8	4	4	5	7	5	4	2	1	4
California	35	28	20	25	34	9	15	6	12	13
Colorado	1	6	6	2	3	4	1	2	1	1
Connecticut	2	2	1	1	4	0	2	0	0	1
Delaware	0	0	0	1	1	0	0	0	0	0
Dist. of Columbia	0	0	0	2	0	0	0	0	1	0
Florida	44	50	46	36	47	13	15	15	13	17
Georgia	8	8	14	9	11	0	1	3	5	5
Hawaii	0	0	0	0	0	0	0	0	0	0
Idaho	4	2	6	8	6	1	0	4	3	4
Illinois	12	14	13	13	9	5	5	7	11	4
Indiana	6	9	6	6	5	2	2	1	3	0
Iowa	0	1	2	6	6	0	0	0	1	3
Kansas	1	2	4	5	4	0	0	1	0	1
Kentucky	5	5	4	3	9	2	3	2	1	8
Louisiana	9	16	15	14	18	5	10	7	3	7
Maine	2	0	1	1	1	0	0	1	1	1
Maryland	14	10	11	8	7	5	3	2	3	1
Massachusetts	5	1	2	4	5	5	1	1	1	4
Michigan	5	4	3	1	11	3	3	2	0	6
Minnesota	9	3	1	3	15	1	2	0	0	8
Mississippi	6	10	1	3	3	1	3	0	1	0
Missouri	17	16	24	13	14	3	3	2	3	6
Montana	1	0	2	3	1	0	0	2	3	1
Nebraska	3	3	3	2	0	0	2	2	0	0
Nevada	10	5	5	6	7	0	4	1	0	2
New Hampshire	1	2	0	2	2	0	1	0	0	0
New Jersey	5	3	0	3	4	1	1	0	1	0
New Mexico	4	0	3	1	2	3	0	2	0	2
New York	10	15	18	10	15	6	4	6	3	4
North Carolina	10	7	17	17	15	2	2	5	5	3
North Dakota	0	1	2	0	1	0	1	0	0	0
Ohio	13	10	11	5	12	11	4	6	1	6
Oklahoma	20	14	0	2	3	1	2	0	2	1
Oregon	1	2	4	3	2	0	1	1	1	1
Pennsylvania	2	3	5	1	6	2	2	2	1	6
Rhode Island	2	4	5	1	0	1	1	2	1	0
South Carolina	6	9	10	4	9	3	5	3	1	3
South Dakota	1	3	2	3	2	0	3	1	2	1
Tennessee	11	11	14	15	7	2	4	5	7	3
Texas	11	14	10	11	15	7	7	6	4	4
Utah	8	3	1	2	5	0	0	0	1	1
Vermont	0	1	1	2	0	0	2	0	1	0
Virginia	10	4	8	3	9	2	1	3	0	4
Washington	9	10	16	21	19	4	6	6	7	8
West Virginia	3	3	1	0	1	1	2	0	0	1
Wisconsin	15	9	16	16	12	2	3	7	6	4
Wyoming	0	2	1	1	2	0	1	0	0	2
Puerto Rico	0	0	0	0	1	0	0	0	0	0
Offshore	1	0	0	0	0	2	0	0	0	0



CAUSES OF BOATING ACCIDENTS - 2005

	ACCIDENTS	FATALITIES
TOTALS	4,969	697
LOADING OF PASSENGERS OR GEAR	528	86
Passenger/Skier behavior	384	28
Improper Anchoring	36	7
Improper Loading	53	20
Overloading	26	11
Standing/Sitting on gunwale, transom, bow or seat back	29	20
HULL FAILURE	67	5
MACHINERY/MACHINERY SYSTEM FAILURE	273	23
Not Specified	92	6
Engine Failure	86	13
Electrical System Failure	25	0
Steering System Failure	16	3
Shift Failure	15	0
Throttle Failure	9	0
Fuel System Failure	26	1
Ventilation System Failure	4	0
EQUIPMENT/EQUIPMENT SYSTEM FAILURE	124	15
OPERATION OF VESSEL	3,027	367
Alcohol use	366	143
Careless/Reckless Operation	639	40
Drug Use	2	2
Excessive Speed	432	39
Failure to ventilate	19	5
Lack of or improper lights	16	3
No proper Lookout	314	12
Off-Throttle Steering Loss	21	2
Operator inattention	568	44
Operator inexperience	429	65
Restricted Vision	50	4
Rules of the Road Infraction	132	5
Sharp Turn	39	3
ENVIRONMENT	659	95
Congested Waters	66	1
Dam or Lock	3	3
Force of Wake /Wave	120	5
Hazardous Waters	327	40
Weather	143	46
IGNITION OF SPILLED FUEL OR VAPOR	40	0
OTHER	71	35
UNKNOWN	180	71



OPERATION AT TIME OF ACCIDENTS - 2005

	VESSELS INVOLVED	FATALITIES
TOTALS	6,628	697
At anchor	242	22
Being towed	36	3
Changing direction	548	33
Changing speed	332	19
Cruising	3,125	232
Docking/Leaving dock	273	3
Drifting	506	133
Launching/Loading	19	2
Other	384	38
Rowing/paddling	122	77
Sailing	72	11
Tied to Dock/Mooring	435	10
Towing another boat	21	1
Unknown	513	113



ACTIVITY AT TIME OF ACCIDENTS - 2005

	VESSELS INVOLVED	FATALITIES
TOTALS	6,628	697
Fishing	542	181
Fueling	10	0
Hunting	33	18
Racing	42	3
Making Repairs	43	12
Other	45	1
Waterskiing/Tubing	677	19
Starting Engine	43	1
Swimming/Snorkeling	67	23
Whitewater Sports	53	24
Unknown	5,073	415



OPERATOR INFORMATION - 2005

		VESSELS INVOLVED	FATALITIES
TOTALS		6,628	697
AGE OF OPERATOR	12 years and under	23	1
	13 to 18 years	550	32
	19 to 25 years	791	61
	26 to 35 years	1,012	101
	36 to 55 years	2,295	238
	Over 55 years	804	147
	Unknown	1,153	117
OPERATOR'S EXPERIENCE	Under 10 hours	788	61
	10 to 100 hours	1,289	113
	100 to 500 hours	2,212	173
	Over 500 hours	427	31
	Other	35	16
	Unknown	1,877	303
NUMBER OF PERSONS ON BOARD	None	263	6
	One	1,802	209
	Two	1,731	224
	Three	750	92
	Four	578	54
	Five	347	19
	Six	239	25
	Seven	119	9
	Eight	77	6
	Nine	39	1
	Ten	34	1
	More than 10	56	4
Unknown	593	47	
EDUCATION OF OPERATOR ¹	American Red Cross	34	5
	Informal	345	19
	None	2,975	296
	Other	467	48
	State Course	546	24
	USCG Auxiliary	384	13
	US Power Squadrons	124	4
Unknown	1,753	288	
LIFE JACKETS	Approved, accessible	3,243	244
	Approved, not accessible	845	74
	Not approved, not accessible	2,540	379
TYPE OF DEATH AND LIFE JACKET STATUS	Carbon Monoxide	Worn	0
	Carbon Monoxide	Not Worn	6
	Drowning	Worn	65
	Drowning	Not Worn	426
	Hypothermia	Worn	12
	Hypothermia	Not Worn	9
	Other	Worn	6
	Other	Not Worn	23
	Trauma	Worn	44
	Trauma	Not Worn	78
	Unknown	Worn	4
Unknown	Not Worn	24	

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



WEATHER AND WATER CONDITIONS - 2005

		ACCIDENTS	FATALITIES
TOTALS		4,969	697
TYPE OF BODY OF WATER	Ocean/Gulf	304	53
	Great Lakes (not tributaries)	97	12
	Bays, inlets, sounds, harbors	812	77
	Rivers, streams, creeks	1,149	198
	Lakes, ponds, reservoirs, dams, gravel pits	2,474	339
	Other/Not Reported	133	18
	WATER CONDITIONS¹	Calm (waves less than 6")	2,648
Choppy (waves 6" to 2')		1,526	134
Rough (waves 2' to 6')		378	72
Strong current		1,077	155
Very Rough (waves larger than 6')		105	45
Whitewater (river)		11	1
Unknown		224	68
WIND	None	575	80
	Light (0 - 6 mph)	2,562	288
	Moderate (7 - 14 mph)	1,166	137
	Strong (15 - 25 mph)	324	90
	Storm (over 25 mph)	81	20
	Unknown	261	82
VISIBILITY²	Fair - Day	178	31
	Fair - Night	118	25
	Good - Day	3,660	408
	Good - Night	404	88
	Poor - Day	76	15
	Poor - Night	127	43
	Unknown - Day	310	55
	Unknown - Night	96	32
WATER TEMPERATURE	30 - 39 degrees F	28	18
	40 - 49 degrees F	106	41
	50 - 59 degrees F	368	95
	60 - 69 degrees F	800	99
	70 - 79 degrees F	1,530	145
	80 - 89 degrees F	1,102	119
	90 degrees F and above	53	6
	Unknown	982	174

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

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



VESSEL INFORMATION - 2005

		VESSELS INVOLVED	FATALITIES
TOTALS		6,628	697
HULL MATERIAL	Aluminum	782	205
	Fiberglass	5,207	354
	Other	40	19
	Plastic	33	16
	Rubber, vinyl, canvas	65	28
	Steel	55	3
	Wood	121	12
	Unknown	325	60
SPEED	Not moving	901	116
	Under 10 mph	1,245	167
	10 to 20 mph	1,068	51
	21 to 40 mph	1,059	53
	Over 40 mph	196	19
	Unknown	2,159	291
HORSEPOWER	Unknown	2,141	193
	No engine	268	155
	10 hp or less	110	41
	11-25 hp	152	36
	26-75 hp	530	72
	76-150 hp	1,479	93
	151-250 hp	907	73
	Over 250 hp	1,041	34
YEAR BUILT	2005	520	36
	2004	514	28
	2002 - 2003	644	37
	2000 - 2001	613	29
	1997- 1999	789	50
	1992 - 1996	931	67
	Prior to 1992	1,827	239
	Unknown	790	211
LENGTH	Less than 16 feet	2,214	308
	16 feet to less than 26 feet	2,879	278
	26 feet to less than 40 feet	770	38
	40 feet to not more than 65 feet	306	9
	More than 65 feet	38	0
	Unknown	421	64
RENTAL STATUS			
	Vessels in Accidents	Rented	Not Rented
Totals	6,628	1,221	5,407
Airboat	27	2	25
Auxiliary Sail	200	46	154
Cabin Motorboat	951	197	754
Canoe/Kayak	127	25	102
Houseboat	89	30	59
Inflatable	48	8	40
Jet Boat	14	4	10
Open Motorboat	2,993	422	2,571
Other	52	7	45
Personal Watercraft	1,692	418	1,274
Pontoon Boat	160	48	112
Rowboat	46	4	42
Sail (only)	53	9	44
Sailboard	5	0	5
Unknown	171	1	170
	Fatalities	Rented	Not Rented
Totals	697	93	604
Airboat	1	1	0
Auxiliary Sail	7	2	5
Cabin Motorboat	54	8	46
Canoe/Kayak	78	19	59
Houseboat	10	1	9
Inflatable	22	2	20
Jet Boat	1	0	1
Open Motorboat	351	35	316
Other	15	2	13
Personal Watercraft	65	13	52
Pontoon Boat	20	6	14
Rowboat	39	3	36
Sail (only)	16	0	16
Sailboard	3	0	3
Unknown	15	1	14



MISCELLANEOUS DATA - 2005

		ACCIDENTS	FATALITIES
TOTALS		4,969	697
TIME OF DAY	Midnight to 2:30 am	216	73
	2:31 am to 4:30 am	45	13
	4:31 am to 6:30 am	63	7
	6:31 am to 8:30 am	117	29
	8:31 am to 10:30 am	256	35
	10:31 am to 12:30 pm	586	69
	12:31 pm to 2:30 pm	827	80
	2:31 pm to 4:30 pm	1,006	92
	4:31 pm to 6:30 pm	906	125
	6:31 pm to 8:30 pm	537	77
	8:31 pm to 10:30 pm	254	47
	10:31 pm to midnight	110	25
	Unknown	46	25
MONTH OF YEAR	January	73	13
	February	75	21
	March	161	41
	April	268	81
	May	588	79
	June	821	110
	July	1,403	116
	August	795	76
	September	444	57
	October	175	48
	November	117	28
	December	49	27
DAY OF WEEK	Monday	497	79
	Tuesday	326	55
	Wednesday	327	57
	Thursday	377	68
	Friday	558	99
	Saturday	1,437	177
	Sunday	1,447	162

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Improper lookout - No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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