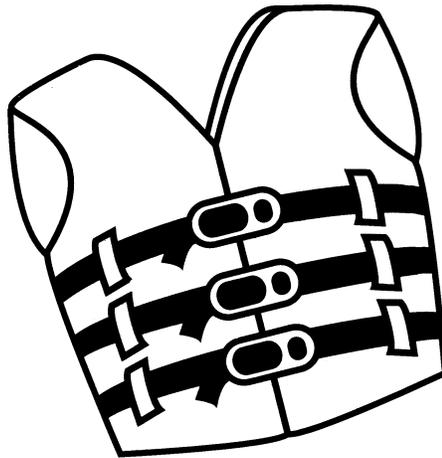




BOATING STATISTICS - 1997

**WEAR YOUR
LIFE JACKET!**



BOAT SMART FROM THE START.

COMDTPUB P16754.11

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INTRODUCTION

SCOPE

This report contains statistics on numbered boats and recreational boating accidents, and information on boating safety activities for calendar year 1997. States and jurisdictions with Federally approved boat numbering systems file official reports which the Coast Guard uses to provide the boat numbering statistics. Coast Guard numbering records cover the State of Alaska, which does not have a numbering system. Data for the accident statistics come from three sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; (2) reports submitted directly to the Coast Guard in Alaska; and (3) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigations, information is collected from the accident reports filed by boat operators.

ACCIDENT REPORTING

Current regulations (33 CFR 173-4) require the operator of any vessel, numbered or used for recreational purposes to file a Boating Accident Report (BAR) if the vessel is involved in an accident that results in:

1. Loss of life; or
2. Personal injury which requires medical treatment beyond first aid; or
3. Damage to the vessel and other property exceeding \$500; or
4. Complete loss of the vessel.

Boat operators are required to report their accidents to authorities in the State where the accident occurred, or directly to the Coast Guard if the accident occurred in Alaska. States with approved numbering systems furnish the Coast Guard with Boating Accident Report data. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. The statistics in this publication 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. The statistics include any data received of accidents on waters under exclusive jurisdiction of Alaska, even though the reports are not required.

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 nine through eleven.

BOATING ACCIDENT REPORT DATABASE (BARD) PROGRAM

The States and the Coast Guard continue to build upon their success in the electronic transmission and management of boating accident report data. Using the Boating Accident Report Database (BARD) Program, States have an efficient means by which to manage and analyze their own accident data. The timely and accurate submission of accident data via electronic means also improves the Coast Guard's ability to analyze and publish meaningful national accident statistics.

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 non-fatal accidents:

1. The Boating Accident Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not required to be reported. Many more accidents are

not reported because of ignorance of the law and difficulty in enforcing the law. 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 these statistics. Overall, the more serious the accident, the more frequent the reporting.

2. Federal regulations do not require the reporting of accidents on private waters, where States have no jurisdiction, or on State waters in Alaska. 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 slight injury which did not require medical treatment beyond first aid;
2. Accidents involving property damage of not more than \$500;
3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;
4. Accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Such cases are not included because the victims freely left the safety of their boat. However, if a victim is struck by their boat or another one, the accident is included because it involves a boat as the instrument striking the person.

FATALITY RATE

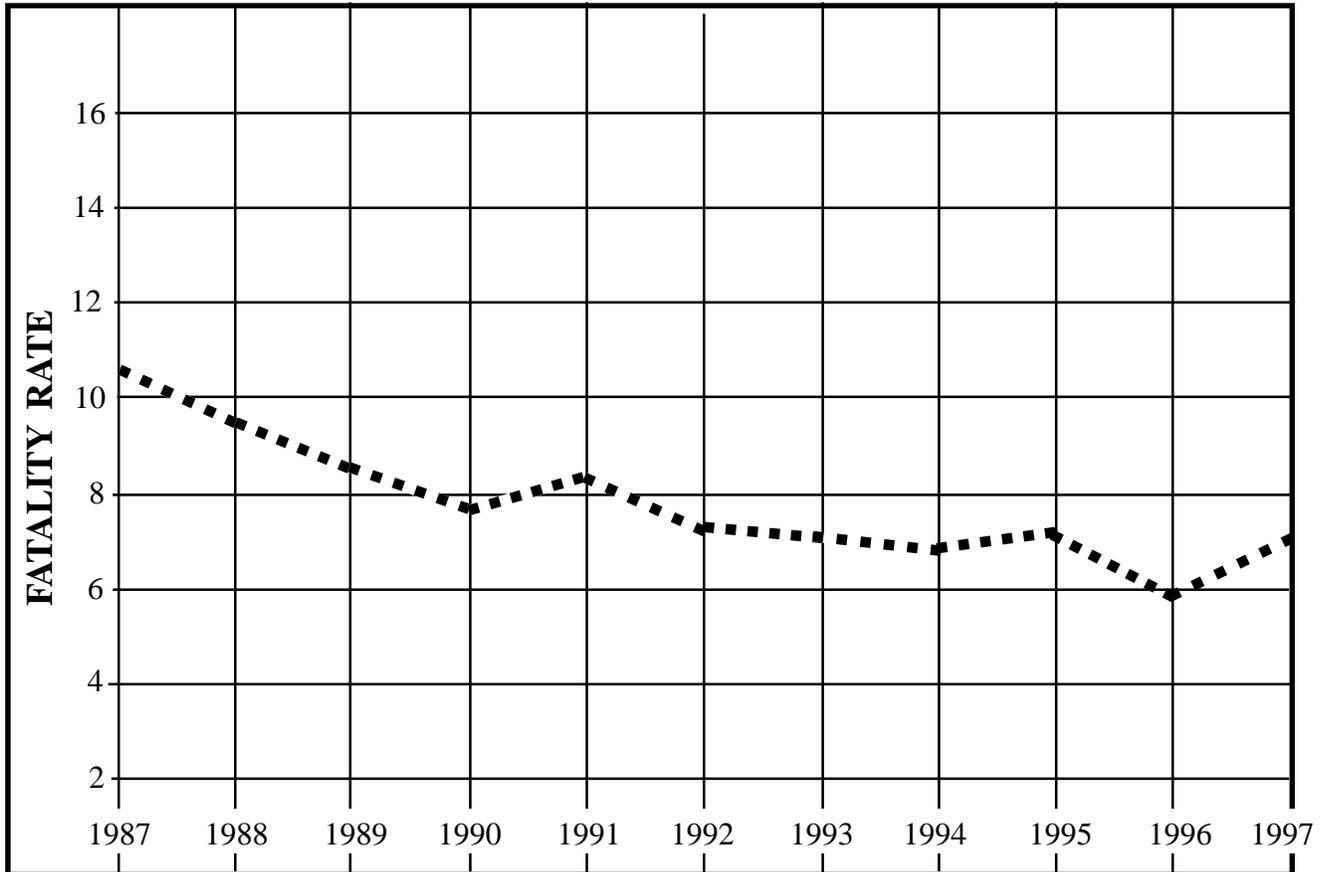
Historically, one indicator of safety in recreational boating is the fatality rate, e.g., the number of reported fatalities as compared to the number of numbered recreational boats. The numbered boat population is based on the annual Report of Certificates of Number Issued to Boats, each State and jurisdiction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

While a comparison between the 821 fatalities and the 12,312,982 numbered boats in 1997 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are some serious limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat numbering system (see page 21). Another limitation is that fatalities occur on boats which are not numbered, and therefore not included in the boat numbering statistics. Users should be aware of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of numbered boats.

The graph on page three represents the fatality rate for 1997:

YEAR	FATALITIES	NUMBER OF NUMBERED BOATS	FATALITY RATE PER 100,000 NUMBERED BOATS
1987	1,036	9,963,696	10.4
1988	946	10,362,613	9.1
1989	896	10,777,370	8.3
1990	865	10,996,253	7.8
1991	924	11,068,440	8.3
1992	816	11,132,386	7.3
1993	800	11,282,736	7.1
1994	784	11,429,585	6.9
1995	829	11,734,710	7.1
1996	709	11,877,938	5.9
1997	821	12,312,982	6.7

NUMBER OF FATALITIES PER 100,000 NUMBERED BOATS



Call the Coast Guard Infoline 1-800-368-5647 for information on **Life Jackets**

EXECUTIVE SUMMARY BOATING STATISTICS - 1997

Boating Accidents at a Glance

The Coast Guard received reports for a total of 8,047 recreational boating accidents in 1997; the most ever reported. The casualty data for 1997 showed 821 fatalities and a record high number of 4,555 injuries.

Life Jackets & Risk of Dying in an Accident

Five hundred and eighty-eight (588) boaters drowned in 1997. Life jackets could have saved the lives of approximately 523 boaters who drowned. In 1997, approximately eight out of every 10 victims in fatal boating accidents were not wearing life jackets.

Boaters continue to be at a greater risk of dying when involved in an accident during the fall and winter months than in the summer. Besides the colder weather and water, there are fewer boaters and patrol officers in the area to rescue boaters in distress. When waters are below 60 degrees Fahrenheit, hypothermia can set in quickly. Sportsmen who hunt and fish from boats, especially in colder weather, need to dress for possible immersion and wear their life jackets (page 17). Boaters in larger bodies of water should also take advantage of using available distress alerting and position indicating technologies to improve their chances of survival if a mishap occurs.

Fatalities by Known Boat Length and Owner Status

Eighty-two (82) percent of fatalities occurred on boats less than 26 feet in length. Seventy-one (71) percent of those victims drowned (page 12). Specifically, 385 fatalities occurred on boats less than 16 feet in length and 294 occurred on boats 16 to less than 26 feet in length. Forty (40) percent of all boats in reported accidents were operated by individuals who were not the owners of the boat (page 37).

Alcohol Involvement in Boating Accidents

Alcohol involvement in reported accidents accounted for 27 percent of all boating fatalities (page 31). A Coast Guard study estimates that boat operators with a blood alcohol concentration above .10 percent are estimated to be more than 10 times as likely to be killed in a boating accident than boat operators with zero blood alcohol concentration.

Fatalities by Known Boat Operator Education

Eighty-six (86) percent of all boating fatalities occurred on boats where the operator had not completed a boating safety education course (page 15).

EXECUTIVE SUMMARY BOATING STATISTICS - 1997

Accident Causes

Approximately 75 percent of all vessels in reported accidents involve operator controllable factors. The remaining 25 percent involve boat or environmental factors. The primary causes of accidents are operator inattention, operator inexperience, operating at an unsafe speed, and no proper lookout (page 16).

Types of Boating Accidents

“Capsizings” and “Falls Overboard” accounted for 488 fatalities, more than half of all boating fatalities. Eight out of every 10 of those victims drowned (page 28). “Collision with Another Vessel” was the most reported type of accident (pages 24). These accidents resulted in 1,309 injuries and accounted for 7.3 million dollars in property damage.

Age of Boating Fatality Victims

Twenty-five (25) children age 12 and under lost their lives while boating in 1997 (page 13). Since 1993, the number of children killed in boating accidents has declined each year. Accident data suggest State laws that require young boaters to wear their life jackets save the lives of many children each year.

Types of Injuries

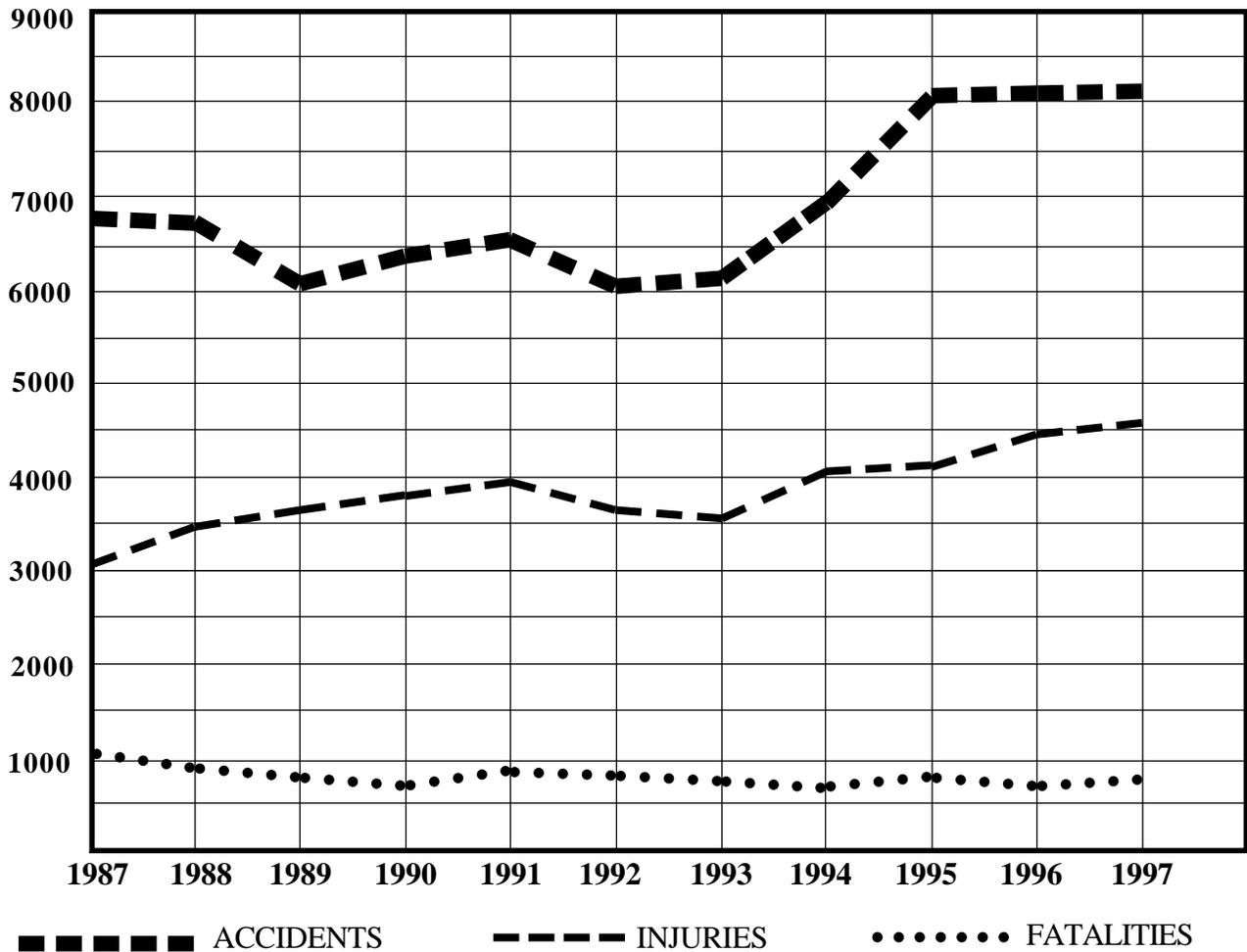
Nearly 30 percent of all reported injury victims were admitted to a hospital for medical treatment. The most frequently reported types of injuries suffered by boaters were lacerations, broken bones, and contusions (page 19).

Numbered Recreational Boats

States and jurisdictions numbered a total of 12,312,982 recreational boats (pages 20-22). The following is a breakdown of the numbered motorboats by length:

BOAT LENGTH	PERCENTAGE OF NUMBERED MOTORBOATS
Less than 16'	47.6
16' to less than 26'	48.4
26' to less than 40'	3.5
40' and greater5

BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
1987	1036	3,051	6,746
1988	946	3,476	6,718
1989	896	3,635	6,063
1990	865	3,822	6,411
1991	924	3,967	6,573
1992	816	3,683	6,048
1993	800	3,559	6,335
1994	784	4,084	6,906
1995	829	4,141	8,019
1996	709	4,442	8,026
1997	821	4,555	8,047

REPORTABLE RECREATIONAL BOATING ACCIDENTS

Subpart C of Section 173 of Title 33, Code of Federal Regulations -- Casualty and Accident Reporting, applies to vessels that are used by their operators for recreational purposes, or that are required to be numbered (including those documented for pleasure), except for those vessels required by law to have a Certificate of Inspection. A casualty or accident report must be submitted to the reporting authority if an occurrence involving these vessels or their equipment results in one or more of the following:

- a. A person dies;
- b. A person is injured and requires medical treatment beyond first aid (i.e. treatment at a medical facility or by a physician other than at the accident scene);
- c. Damage to the vessel and other property totals more than \$500.00, or there is a complete loss of the vessel; or
- d. A person disappears from the vessel under circumstances that indicate death or injury.

The following are examples of accidents that **fall within the reporting criteria**, and that might have been prevented or their effects mitigated by specific components of a boating safety program (i.e. by boating courses, public information campaigns, law enforcement, development and enforcement of boat construction or equipment standards, etc.):

- a. A fire, explosion, sinking or other occurrence involving a vessel, if the vessel, its installed or associated equipment or appendages failed, malfunctioned, or otherwise caused or contributed to the accident or casualty. (A vessel could be docked, moored, or anchored.)
- b. A person is burned, or otherwise injured or dies from exposure or immersion which is the result of an accident involving the vessel where the vessel or its equipment or appendages contributed to the accident or casualty.
- c. A person dies, is injured, or property damage exceeding \$500.00 results from any occurrence or incident that was caused by careless or improper use of the vessel.
- d. An oar or other piece of essential gear associated with propulsion of the vessel is lost from a vessel and a person is injured, drowns or otherwise dies in an attempt to retrieve the lost item.
- e. A person dies having jumped from, or swimming around a vessel that is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution of the victim.

NON-REPORTABLE RECREATIONAL BOATING ACCIDENTS

The following are examples of occurrences directly or indirectly involving a vessel that are generally considered to be outside the scope of a boating safety program and, therefore, are **non-reportable** as boating accidents. While they may or may not be reported in a State, these accidents are not included in Boating Statistics (COMDTPUB P16754) published annually by the U.S. Coast Guard.

- a. A person dies from self-inflicted wounds, ingestion of barbituates or poison, or from gunshot wounds or other assault by another person or persons while aboard a vessel.
- b. A person dies primarily from natural causes while aboard a vessel; boat operation activities do not contribute.
- c. A person drowns in swimming to retrieve a vessel that is adrift from its mooring or dock, having departed from a position of inherent safety such as a shore or pier.
- d. A person drowns while swimming from a vessel for pleasure and the vessel does not contribute to the drowning; it is a platform only.
- e. A person drowns after falling from a raft that is moored or anchored for use as a swimming platform or other purpose.
- f. A person dies or is injured away from the water while preparing a boat for launching. (If in the act of launching into a body of water, it is a reportable boating accident).
- g. Damage, injury or death results from a fire on shore or a pier that spreads to a vessel or vessels.
- h. A person drowns or is injured while surfing. (A surfboard is not a vessel).
- i. A person dies in an "ice boat" accident. (An ice boat is not considered to be a vessel).
- j. A fatality or injury occurs to an operator or a crewmember while participating in an organized and sanctioned race, or warm-up or in a boat uniquely designed for racing.
- k. Damage, injury or death on a docked or moored vessel resulting from storms.
- l. Damage, injury or death on a docked or moored vessel resulting from unusual tidal, sea or swell conditions.
- m. Damage to a docked or moored vessel due to theft or any vandalism.
- n. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.

STATE ASSIGNED CASE NO. _____

THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE FROM A VESSEL; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR PROPERTY DAMAGE IN EXCESS OF \$500 OR COMPLETE LOSS OF THE VESSEL. REPORTS IN DEATH AND INJURY CASES MUST BE SUBMITTED WITHIN 48 HOURS. REPORTS IN OTHER CASES MUST BE SUBMITTED WITHIN 10 DAYS. REPORTS MUST BE SUBMITTED TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED. THIS FORM IS PROVIDED TO ASSIST THE OPERATOR IN FILING THE REQUIRED WRITTEN REPORT.

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

ACCIDENT DATA

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

BOAT NO. 1 (THIS VESSEL)

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

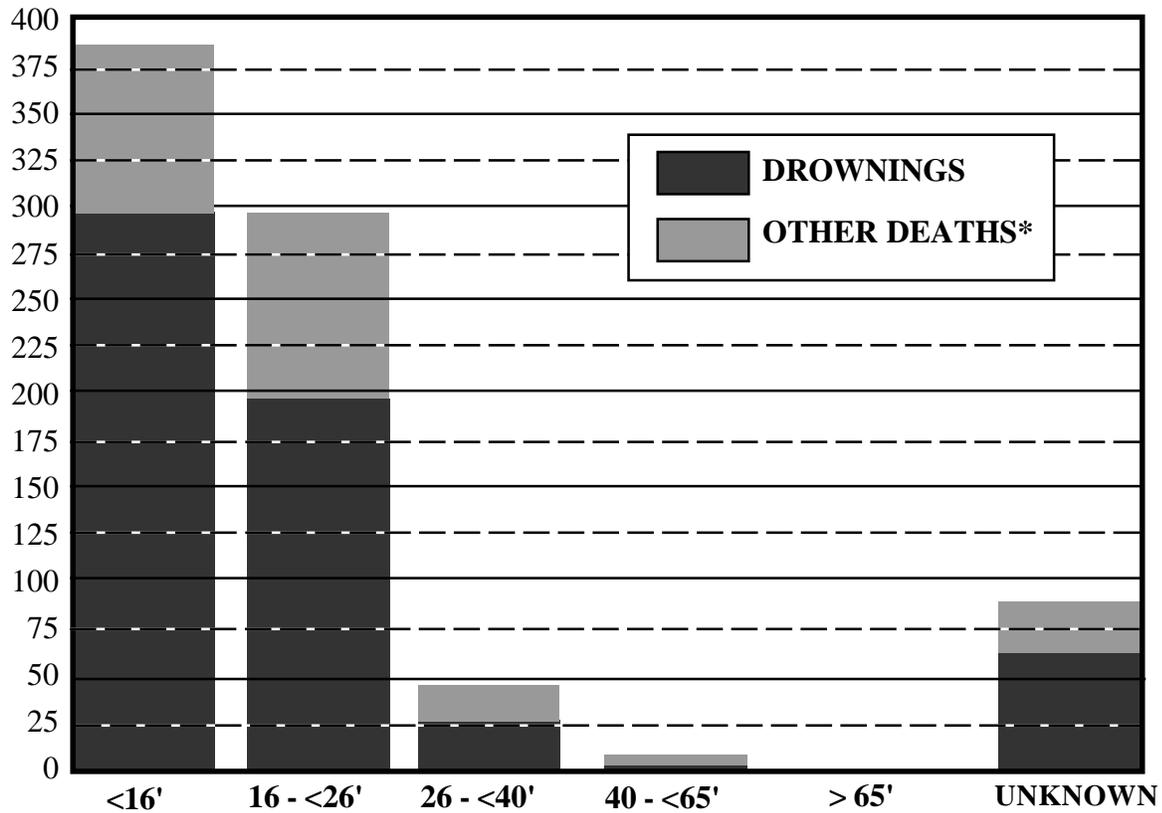
DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		DEATH CAUSED BY	
[] MALE [] FEMALE		[] DROWNING [] OTHER [] DISAPPEARANCE	
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		DEATH CAUSED BY	
[] MALE [] FEMALE		[] DROWNING [] OTHER [] DISAPPEARANCE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

ACCIDENT DESCRIPTION

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

An agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-OPB-1), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0010), Washington, DC 20503.

NUMBER OF FATALITIES BY BOAT LENGTH - 1997



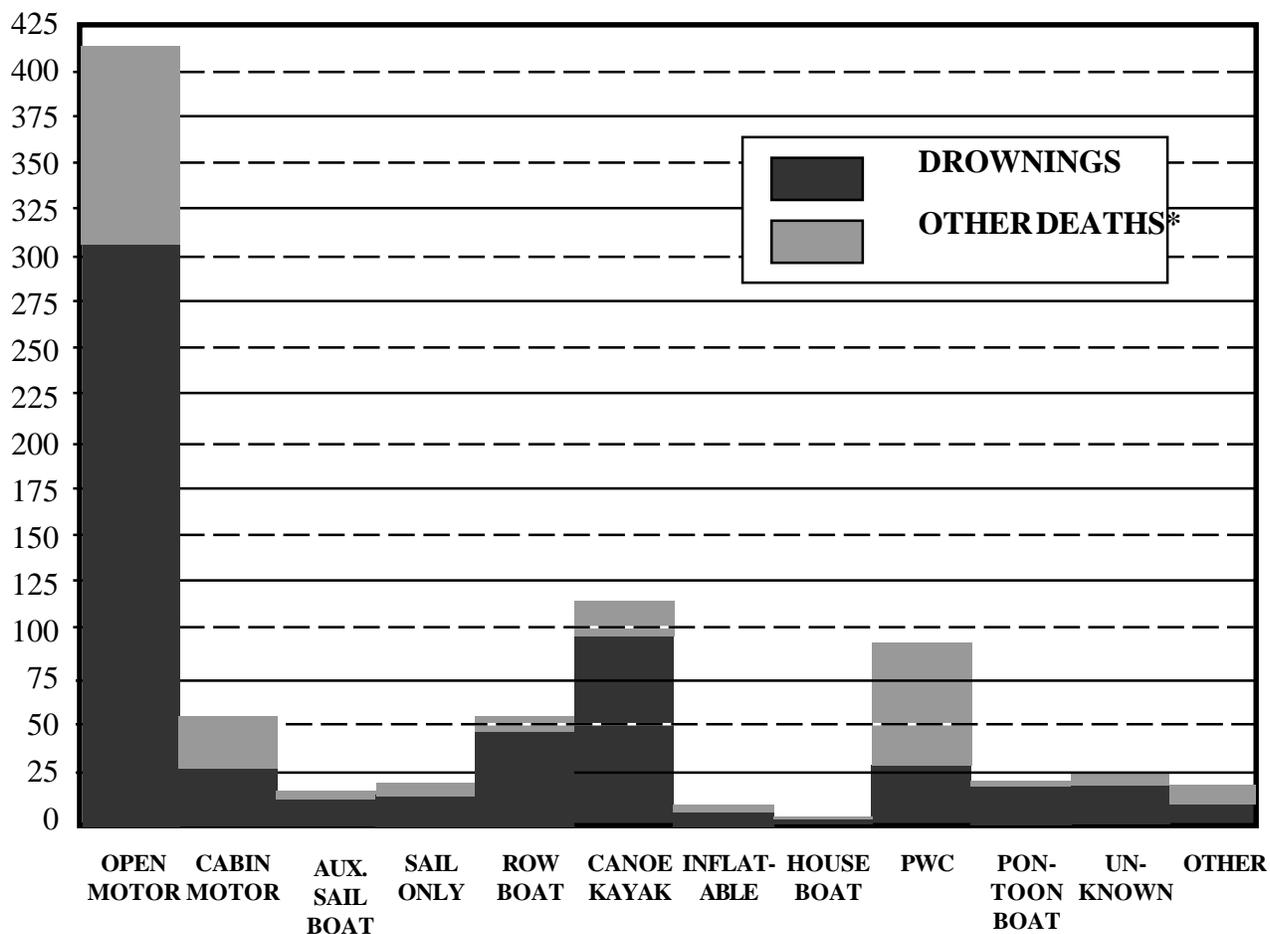
LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	293	92	385
16 feet to less than 26 feet	192	102	294
26 feet to less than 40 feet	27	18	45
40 feet to 65 feet	6	2	8
More than 65 feet	1	1	2
Unknown	69	18	87
Total	588	233	821

*Other deaths denotes types of fatalities other than drownings.

AGE OF FATALITY VICTIMS - 1997

Age of Victim	Number of Drownings	Number of Other Deaths	Total Fatalities
3	2	0	2
4	1	0	1
5	1	1	2
6	3	1	4
8	2	0	2
9	4	3	7
11	1	3	4
12	0	3	3
13	3	1	4
14	1	1	2
15	3	3	6
16	9	2	11
17	7	5	12
18	9	0	9
19	9	3	12
0 - 19	55	26	81
20 - 29	106	36	142
30 - 39	111	58	169
40 - 49	109	41	150
50 - 59	83	19	102
60 - 69	49	14	63
70 - 79	29	5	34
older than 80	6	7	13
Unknown	40	27	67
TOTAL	588	233	821

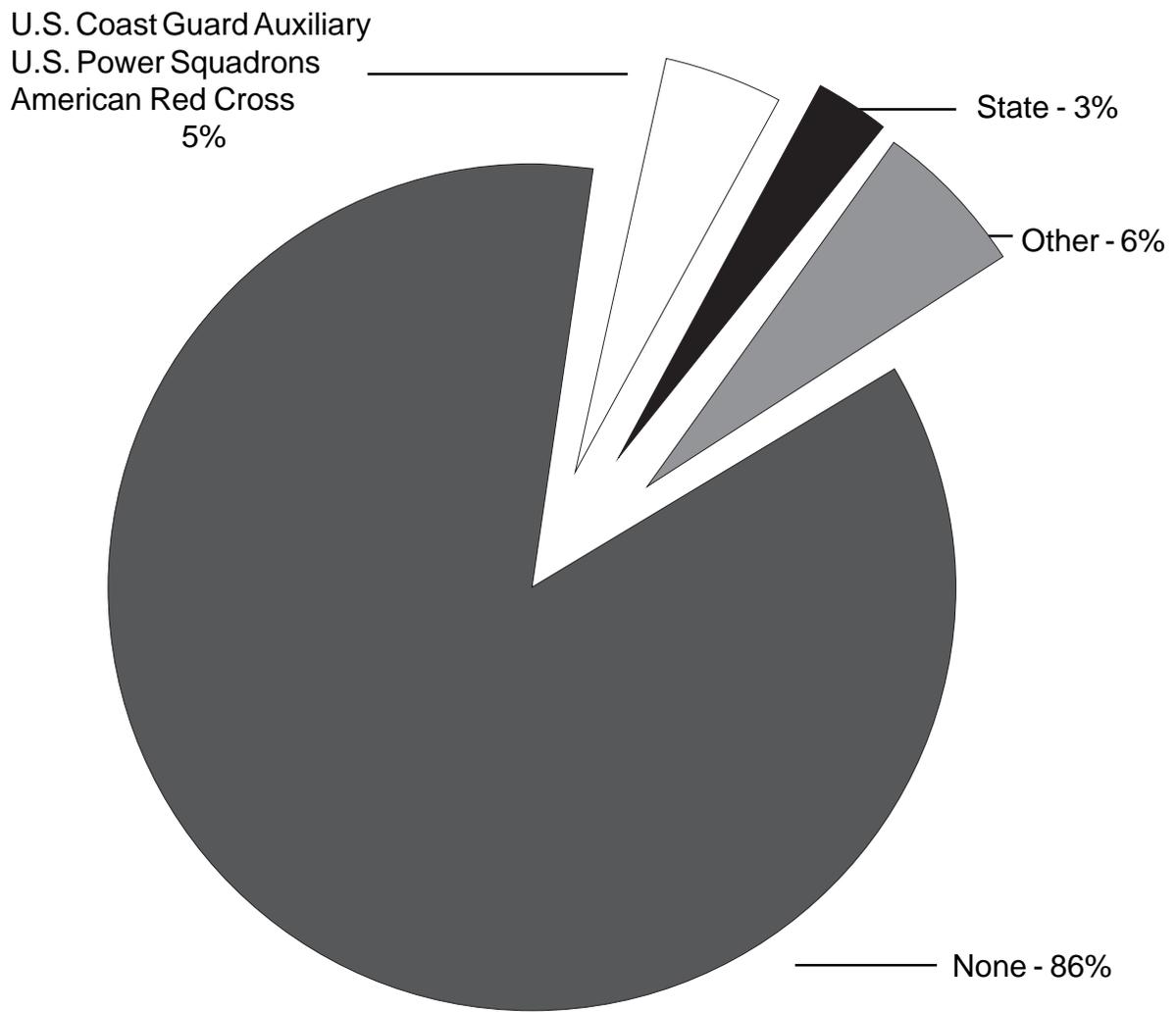
NUMBER OF FATALITIES BY TYPE OF VESSEL - 1997



BOAT TYPE	DROWNINGS	OTHER DEATHS*	TOTAL
OpenMotorboat	307	106	413
CabinMotorboat	26	27	53
Auxiliary Sail	13	1	14
Sail Only	16	3	19
Rowboat	47	7	54
Canoe/Kayak	96	14	110
Inflatable	8	2	10
Houseboat	1	1	2
Unknown	20	5	25
Personal Watercraft	22	62	84
Pontoon Boat	20	1	21
Other	12	4	16
Total	588	233	821

*Other deaths denotes types of fatalities other than drownings

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 1997



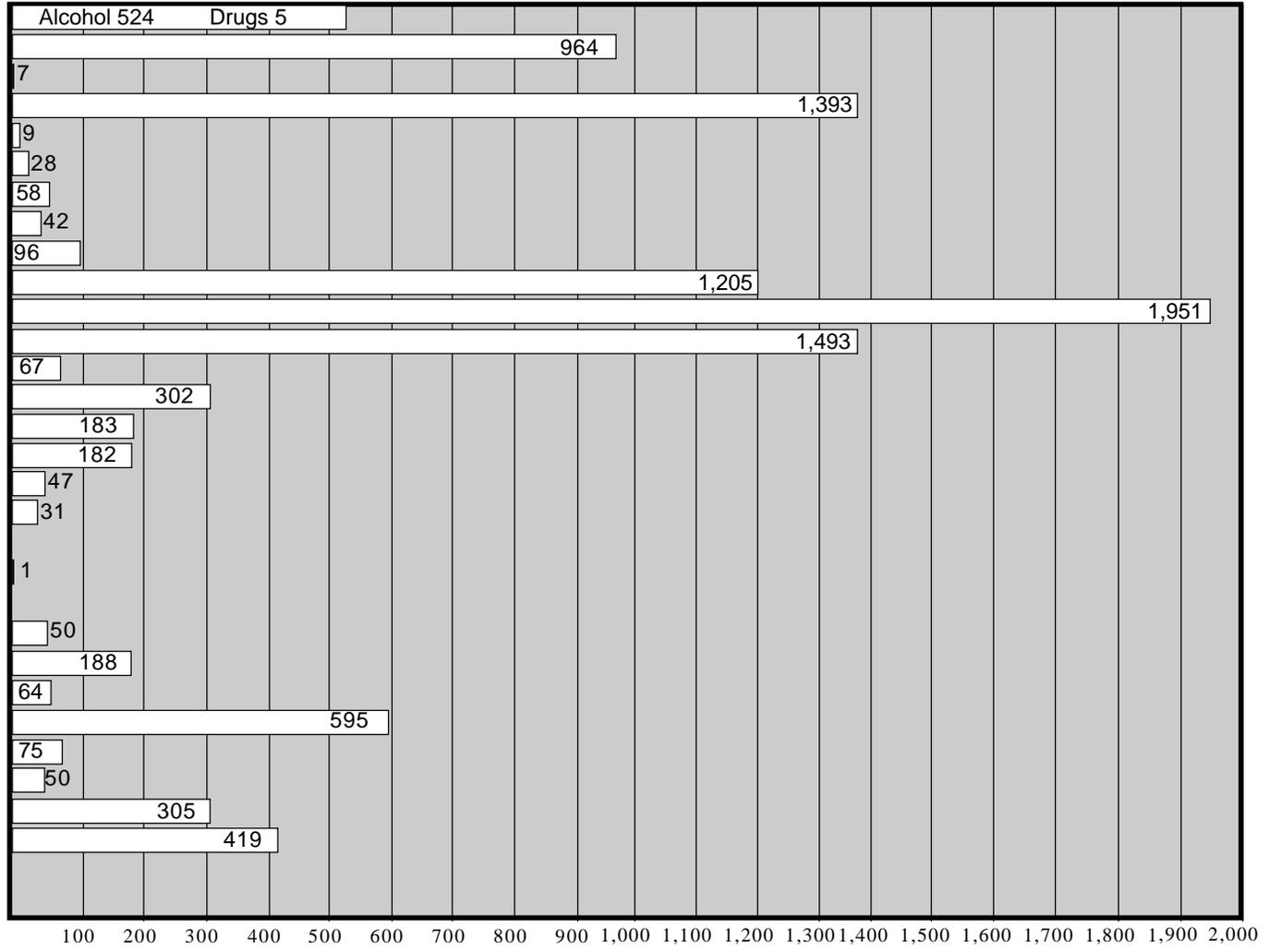
TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary	20
U.S. Power Squadrons American Red Cross	
State	13
Other	26
None	377

Call the Coast Guard Infoline 1-800-368-5647 for information on "Rules of the Road"

**ACCIDENT CAUSAL FACTORS DIVIDED BY THOSE WHICH ARE
OPERATOR CONTROLLABLE AND VESSEL/ENVIRONMENTAL**

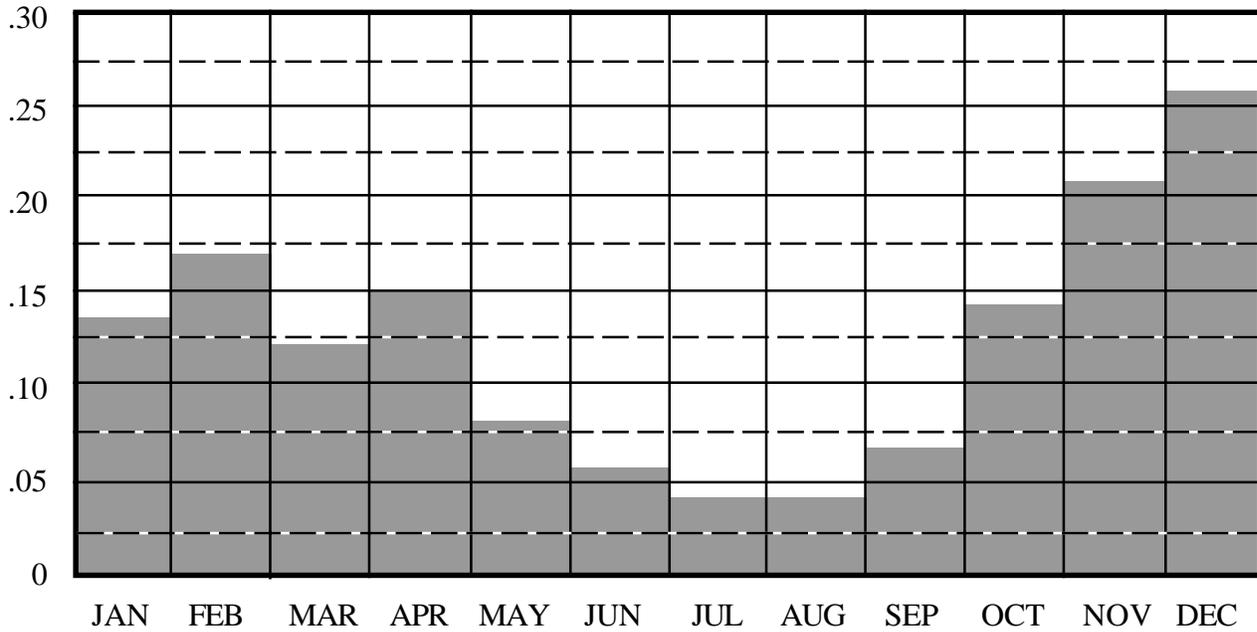
- Alcohol/Drug Use
- Careless/Reckless Operation
- Dam/Lock
- Excessive Speed
- Failure to Ventilate
- Improper Anchoring
- Improper Loading
- Lack of or Improper Lights
- Navigation Rule Violation
- No Proper Lookout
- Operator Inattention
- Operator Inexperience
- Overloading
- Passenger/Skier Behavior
- Restricted Vision
- Rules of the Road Violation
- Sharp Turn
- Standing/Sitting on Gunwales,
Bow, Transom
- Starting In Gear

- Congested Waters
- Equipment Failure
- Force of Wave/Wake
- Hazardous Waters
- Hull Failure
- Ignition of Spilled Fuel/Vapor
- Machinery Failure
- Weather



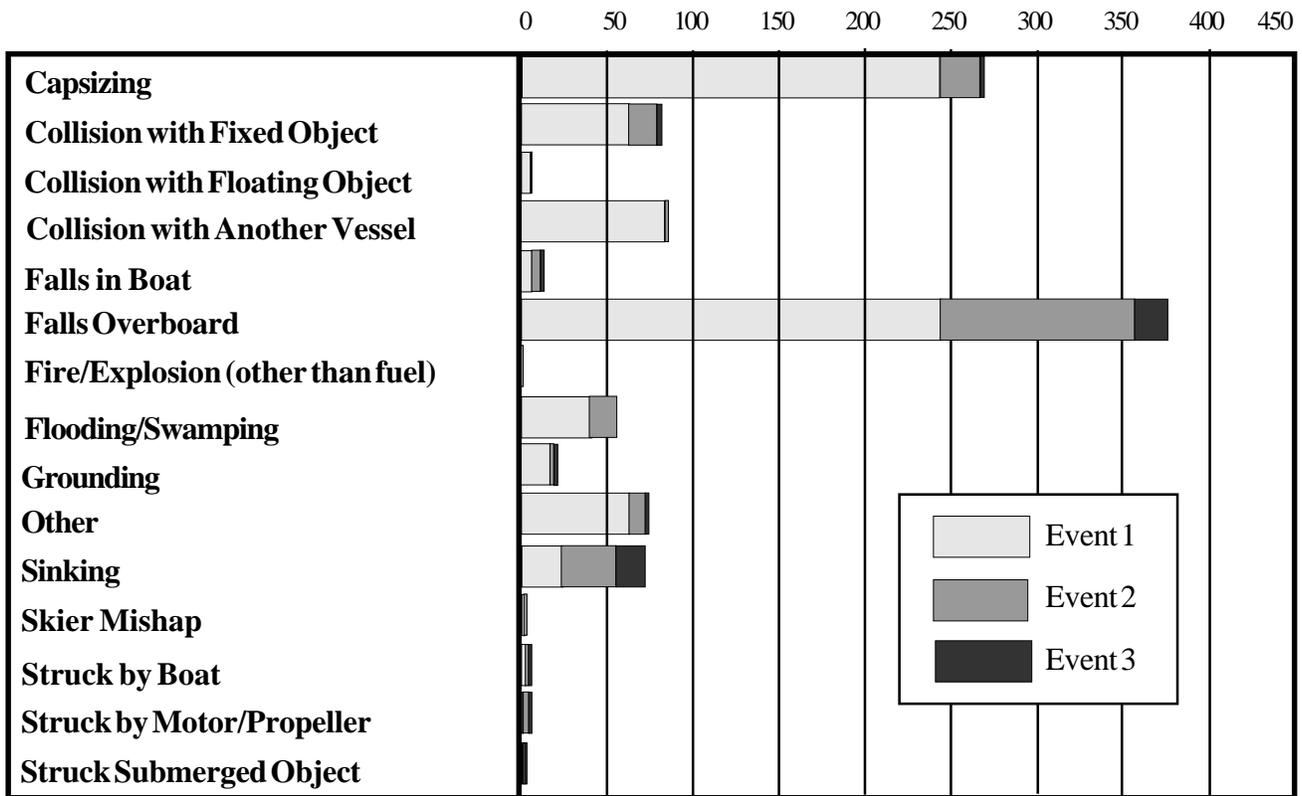
NUMBER OF VESSELS INVOLVED

RISK OF DYING IN AN ACCIDENT BY MONTH - 1997



MONTH	VESSELS IN ACCIDENTS	FATALITIES	FATALITIES PER VESSEL	PERCENTAGE OF TOTAL FATALITIES
January	163	22	.13	3
February	173	30	.17	4
March	446	55	.12	7
April	518	79	.15	10
May	1,462	119	.08	14
June	2,089	128	.06	16
July	2,853	114	.04	14
August	2,164	92	.04	11
September	802	54	.07	7
October	372	53	.14	6
November	194	41	.21	5
December	117	30	.26	4
Unknown	46	4	.09	0
Total	11,399	821		100

EVENTS IN FATAL BOATING ACCIDENT SEQUENCES - 1997



Events in Fatal Boating Accident Sequences

Published statistics on the types of boating accidents refer only to the first event occurring in the accident sequence. However, many accidents involve more than one event. For example, 15 fatal accidents involve a person being struck by motor/propeller, either as the first, second or third event in the accident sequence.

	Event No. 1	Event No. 2	Event No. 3	Total
Capsizing	245	21	2	268
Collision with Fixed Object	56	13	3	72
Collision with Floating Object.....	14	0	1	15
Collision with Another Vessel	80	1	0	81
Falls In Boat.....	6	4	1	11
Falls Overboard.....	243	115	14	372
Fire/Explosion (other than fuel).....	2	0	0	2
Flooding/Swamping	43	11	0	54
Grounding	15	2	1	18
Other	60	10	1	71
Sinking	23	33	12	68
Skier Mishap	8	1	0	9
Struck by Boat	8	5	2	15
Struck by Motor/Propeller	1	9	5	15
Struck Submerged Object	6	2	1	9

TYPE OF INJURY BY TYPE OF VESSEL - 1997

 WEAR YOUR LIFE JACKET! <small>BOAT SMART FROM THE START!</small>	Number of Injuries	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Unknown
Total	4,555	52	377	79	8	11	1,897	68	1,812	68	30	39	114
Type of Injury													
Amputation	47	0	2	1	2	0	23	0	13	2	0	0	4
Back Injury	232	1	16	0	0	1	117	0	86	6	0	0	5
Broken Bones	711	9	44	2	2	0	213	3	407	9	2	3	17
Burns	86	2	17	0	1	0	49	0	15	0	0	1	1
Contusion	464	4	35	5	0	2	171	6	225	9	1	4	2
Dislocation	69	1	4	0	0	1	35	0	24	0	2	0	2
Head Injury	426	5	28	2	0	0	185	3	176	9	1	7	10
Hypothermia	212	10	16	45	0	1	99	1	5	1	16	12	6
Internal Injuries	194	0	11	1	0	0	75	0	103	2	0	0	2
Laceration	811	10	72	5	1	3	400	5	268	21	3	3	20
Neck Injury	89	0	7	2	0	0	57	0	20	1	0	0	2
Not Reported	1,012	7	113	9	2	2	385	48	396	8	3	9	30
Shock	27	1	1	2	0	0	16	0	3	0	1	0	3
Other	3	0	0	0	0	0	3	0	0	0	0	0	0
Spinal Injury	26	0	2	2	0	0	6	1	14	0	0	0	1
Sprain/Strain	133	2	7	3	0	1	57	1	52	0	1	0	9
Teeth	13	0	2	0	0	0	6	0	5	0	0	0	0

HOSPITAL ADMISSIONS BY TYPE OF VESSEL - 1997

	Number of Injuries	Admitted to Hospital	Not Admitted
TOTALS	4,555	1,320	3,235
Open motorboat	1,897	532	1,365
Cabin motorboat	377	104	273
Auxiliary Sail	52	18	34
Sail Only	39	14	25
Rowboat	30	10	20
Canoe/Kayak	79	25	54
Inflatable	11	2	9
Houseboat	8	1	7
Pontoon Boat	68	18	50
Unknown	114	36	78
PWC	1,812	555	1,257
Other	68	5	63

BOAT NUMBERING

Chapter 123 of Title 46, United States Code requires each undocumented vessel equipped with propulsion machinery to be numbered in the State in which it is principally operated. The law allows the States and other jurisdictions to create their own numbering systems as long as they meet or exceed Federal requirements. At the end of 1997, only Alaska lacked its own approved numbering system. In that jurisdiction, the Coast Guard performs the numbering function and requires only undocumented vessels equipped with propulsion machinery used on waters subject to the jurisdiction of the United States to be numbered. Many States require the numbering of non-powered boats, such as sailboats. A list of the numbering requirements of the States is found on page 21.

The statistics on pages 21 and 22 are derived from reports of the actual counts of valid boat numbers that have been issued by States and other jurisdictions. Their accuracy is affected by several factors, including compliance of the boat owners with numbering and registration laws. The numbering requirements for each jurisdiction are given so that comparisons may be made. Estimates are provided for non-reporting jurisdictions based on the growth in numbering as reported in the past.

TOTAL NUMBER OF NUMBERED BOATS 1976- 1997

1997	12,312,982
1996	11,877,938
1995	11,734,710
1994	11,429,585
1993	11,282,736
1992	11,132,386
1991	11,068,440
1990	10,996,253
1989	10,777,370
1988	10,362,613
1987	9,963,696
1986	9,876,197
1985	9,589,483
1984	9,420,011
1983	9,165,094
1982	9,073,972
1981	8,905,097
1980	8,577,857
1979	8,278,723
1978	8,035,905
1977	7,975,587
1976	7,671,213

NUMBERING DATA BY STATE

		TOTAL BOATS NUMBERED		SCOPE OF CURRENT BOAT NUMBERING SYSTEM <small>(Does not include sailboards which are numbered in some States)</small>
		1997	1996	
TOTAL		12,312,982	11,877,938	
	RANK			
Alabama	17	264,436	261,351	All motorboats, sailboats and rental boats
Alaska ¹	49	25,819	33,759	All motorboats used on Federal waters
Arizona	29	155,010	150,108	All watercraft, except inflatables 12 feet in length or less
Arkansas	27	172,930	178,185	All motorboats
California	2	894,347	707,739	All motorboats; sailboats over 8 feet in length
Colorado	34	95,924	93,118	All motorboats and sailboats
Connecticut	33	98,494	101,184	All motorboats; sailboats 19.5 feet or more in length
Delaware	46	43,461	42,856	All motorboats
Dist. of Col.	52	6,621	6,429	All watercraft
Florida	3	796,662	751,153	All motorboats
Georgia	15	309,606	302,874	All motorboats; sailboats 12 feet or more in length
Hawaii	51	14,704	15,163	All motorboats; sailboats over 8 feet in length
Idaho	36	80,945	80,682	All motorboats and sailboats
Illinois	10	368,513	368,138	All watercraft, except canoes and kayaks
Indiana	23	210,007	203,976	All motorboats
Iowa	22	219,888	201,436	All watercraft with exceptions ²
Kansas	32	100,641	100,180	All motorboats and sailboats
Kentucky	28	160,075	156,666	All motorboats, except electric motors 1 hp or less
Louisiana	14	310,281	320,941	All motorboats; sailboats more than 12 feet in length
Maine	31	124,122	118,786	All motorboats
Maryland	26	189,052	194,266	All motorboats
Massachusetts	30	141,129	137,484	All motorboats
Michigan	1	960,822	942,195	All watercraft with exceptions ³
Minnesota	4	768,555	758,666	All motorboats with exceptions ⁴
Mississippi	18	252,767	252,463	All motorboats and sailboats
Missouri	13	321,707	311,607	All motorboats; sailboats over 12 feet in length
Montana	42	47,102	46,476	All motorboats; sailboats 12 feet or more in length
Nebraska	38	72,333	70,414	All motorboats
Nevada	40	58,053	55,628	All motorboats
New Hampshire	35	95,179	87,866	All motorboats; sailboats 20 feet or more in length
New Jersey	25	196,584	183,224	All watercraft with exceptions ⁵
New Mexico	39	64,613	59,644	All motorboats and sailboats
New York	7	512,430	458,092	All motorboats
North Carolina	12	328,594	340,710	All motorboats; sailboats more than 14 feet in length
North Dakota	45	43,865	38,713	All motorboats
Ohio	8	399,888	398,388	All watercraft
Oklahoma	21	223,979	220,667	All watercraft
Oregon	24	197,315	195,080	All motorboats; sailboats 12 feet or more in length
Pennsylvania	11	340,394	336,950	All motorboats
Rhode Island	48	33,950	32,608	All watercraft except rowboats, canoes, kayaks & ferries
South Carolina	9	376,201	356,875	All motorboats
South Dakota	44	46,113	46,575	All motorboats; all other boats over 12 feet in length
Tennessee	16	306,215	297,719	All motorboats and sailboats
Texas	5	615,438	611,374	All motorboats and sailboats 14 feet or more in length
Utah	37	74,228	71,688	All motorboats and sailboats
Vermont	47	38,369	38,638	All motorboats
Virginia	20	229,629	225,871	All motorboats
Washington	19	245,962	246,257	All motorboats with exceptions ⁶ ; sailboats ≥16 ft in length
West Virginia	41	57,135	52,314	All motorboats
Wisconsin	6	543,034	540,835	All motorboats; sailboats over 12 feet in length
Wyoming	50	25,304	28,458	All motorboats and sailboats
Guam	54	3,000	3,000	All motorboats (unconfirmed)
Puerto Rico	43	47,034	37,903	All motorboats; vessels adapted to hold a motor
Virgin Islands	53	3,535	3,305	All watercraft
Am. Samoa	56	126	160	All watercraft
N. Marianas	55	862	1,101	All motorboats (unconfirmed)

¹ Alaska did not have an approved numbering system as of December 31, 1997. The Coast Guard is the numbering authority.

² Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length.

³ Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks.

⁴ Minnesota excludes nonmotorized boats nine feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes.

⁵ New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls.

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

BOAT NUMBERING DATA BY STATE AND TYPE OF PROPULSION¹

1997	POWERED					NON-POWERED			OTHER	TOTAL
	INBOARD	OUTBOARD	STERNDRIIVE	AUXILIARY SAIL	PWC	ROWBOAT	CANOE OR KAYAK	SAIL ONLY	OTHER BOATS	TOTAL
TOTALS	1,425,495	7,924,552	1,581,998	177,553	481,596	83,509	233,357	139,508	265,414	12,312,982
Alabama	15,248	211,610	17,514	1,144	16,479	610	259	1,188	384	264,436
Alaska	2,727	17,053	3,932	503	0	0	0	74	1,530	25,819
Arizona	40,833	67,753	0	244	24,407	22	81	1,043	20,627	155,010
Arkansas	24,927	132,432	0	0	0	0	0	261	15,310	172,930
California	64,914	364,140	208,727	21,128	154,264	9,576	1,238	39,878	30,482	894,347
Colorado	5,797	54,351	18,205	0	12,348	0	0	4,511	712	95,924
Connecticut	12,485	65,249	14,530	5,349	0	415	0	235	231	98,494
Delaware	7,968	29,286	6,207	0	0	0	0	0	0	43,461
Dist. of Col.	1,778	2,349	1,067	798	0	0	0	587	42	6,621
Florida	128,519	552,102	79,603	10,166	0	0	0	0	26,272	796,662
Georgia	30,452	36,719	221,754	0	0	0	0	5,252	15,429	309,606
Hawaii	938	8,704	2,274	1,249	1,042	0	156	320	21	14,704
Idaho	20,090	43,159	13,234	879	0	0	0	821	2,762	80,945
Illinois	22,538	242,473	51,060	3,049	14,295	15,599	0	9,677	9,822	368,513
Indiana	9,827	144,443	34,045	648	14,331	0	0	1,269	5,444	210,007
Iowa	39,830	144,036	0	478	0	1,202	22,480	5,503	6,359	219,888
Kansas	5,846	71,501	8,821	568	8,499	1,380	235	3,356	435	100,641
Kentucky	16,599	116,240	19,041	309	0	0	0	0	7,886	160,075
Louisiana	14,059	285,711	0	0	10,511	0	0	0	0	310,281
Maine	8,241	104,739	11,142	0	0	0	0	0	0	124,122
Maryland	26,881	110,532	35,390	12,087	0	0	0	491	3,671	189,052
Massachusetts	10,018	83,810	13,978	0	5,556	0	0	0	27,767	141,129
Michigan	270,445	611,033	25,839	49,788	0	0	0	0	3,717	960,822
Minnesota	18,013	482,300	45,223	2,995	27,801	13,784	150,446	17,756	10,237	768,555
Mississippi	16,464	217,399	14,491	3,993	0	0	0	0	420	252,767
Missouri	10,045	234,170	44,764	134	29,115	562	551	2,341	25	321,707
Montana	14,647	31,850	0	103	0	159	22	321	0	47,102
Nebraska	4,188	50,381	8,979	127	6,423	379	536	444	876	72,333
Nevada	2,642	23,056	17,573	583	13,451	317	0	194	237	58,053
New Hampshire	18,364	54,458	10,559	2,411	4,813	0	0	4,574	0	95,179
New Jersey	17,483	107,361	35,099	3,991	17,971	760	0	6,957	6,962	196,584
New Mexico	7,905	37,624	12,216	289	4,465	0	0	2,114	0	64,613
New York	85,614	290,585	121,566	6,375	0	0	0	0	8,290	512,430
North Carolina	20,398	229,882	41,164	3,737	24,473	0	0	1,897	7,043	328,594
North Dakota	4,568	33,743	4,524	118	0	0	521	63	328	43,865
Ohio	39,033	184,088	55,166	1,717	34,672	17,541	40,272	11,755	15,644	399,888
Oklahoma	30,411	172,153	20,425	990	0	0	0	0	0	223,979
Oregon	59,491	130,150	0	5,315	0	0	0	0	2,359	197,315
Pennsylvania	38,670	242,622	31,336	4,736	0	2,121	16,196	1,637	3,076	340,394
Rhode Island	5,345	21,474	5,060	1,981	0	0	0	0	0	33,950
South Carolina	13,061	285,851	32,660	7,378	14,820	18,891	223	1,594	1,723	376,201
South Dakota	1,435	32,977	5,293	243	2,595	0	0	0	3,570	46,113
Tennessee	39,190	232,518	29,423	5,084	0	0	0	0	0	306,215
Texas	93,378	430,147	82,068	0	0	0	0	1,165	8,680	615,438
Utah	0	24,794	38,480	182	9,532	0	0	1,240	0	74,228
Vermont	8,508	29,587	0	0	0	0	0	0	274	38,369
Virginia	6,035	154,942	41,149	4,989	17,287	0	0	0	5,227	229,629
Washington	0	150,244	86,178	9,540	0	0	0	0	0	245,962
West Virginia	4,980	38,392	5,226	0	0	0	0	0	8,537	57,135
Wisconsin	63,222	469,215	0	0	0	0	0	10,597	0	543,034
Wyoming	14,338	3,227	5,598	0	1,832	0	121	188	0	25,304
Guam	0	0	0	0	0	0	0	0	3,000	3,000
Puerto Rico	6,678	27,712	1,281	950	10,413	0	0	0	0	47,034
Virgin Islands	228	1,616	109	1,194	4	169	19	193	3	3,535
Amer. Samoa	1	72	0	11	7	22	1	12	0	126
No. Marianas	110	537	25	0	190	0	0	0	0	862

¹The figures in this table are derived from reports from the States and jurisdictions. There are a total of 12,312,982 numbered recreational vessels. This table classifies numbered motorboats and numbered non-powered boats for each State and jurisdiction. Please note that the scope of the boat numbering system for each State and jurisdiction is not the same (page 21). This explains why some States report the number of non-powered vessels such as rowboats, canoes, and non-powered sailboats and others do not. Also notice that some States and jurisdictions report Personal Watercraft (PWC) as a separate vessel category and others report PWC as an inboard motorboat. A more accurate figure on the number of PWC will be provided when all States and jurisdictions classify and report PWC as a separate vessel category.

**FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
1993 - 1997**

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
TOTALS	6,335	6,906	8,019	8,026	8,047	674	692	711	610	716	800	784	829	709	821
Alabama	136	117	159	120	173	19	16	22	21	24	23	16	26	24	25
Alaska	18	29	24	91	90	8	12	12	13	19	9	18	18	14	23
Arizona	259	222	281	327	321	10	11	7	7	7	11	12	9	8	8
Arkansas	55	73	66	92	111	12	15	10	19	14	19	16	11	20	15
California	717	696	823	849	920	56	34	50	48	41	67	41	53	56	42
Colorado	60	59	78	77	66	8	2	10	10	5	12	2	11	12	6
Connecticut	54	54	65	52	70	3	4	2	5	5	3	4	2	6	5
Delaware	11	23	24	27	27	0	2	5	2	1	0	2	5	2	2
Dist. of Columbia	2	5	0	0	5	0	1	0	0	1	0	1	0	0	1
Florida	995	1,196	1,365	1,261	1,215	54	67	71	52	53	63	74	81	59	67
Georgia	92	104	87	98	147	12	25	15	16	24	13	27	16	17	27
Hawaii	19	25	27	18	23	3	4	5	2	3	3	5	7	2	3
Idaho	50	81	101	86	58	7	7	11	6	16	9	7	12	6	20
Illinois	130	149	164	156	145	28	17	15	22	13	32	18	16	27	14
Indiana	119	131	154	143	115	11	12	16	12	9	12	13	20	15	11
Iowa	45	69	65	66	93	4	8	8	8	5	5	9	8	10	5
Kansas	39	43	63	59	60	4	8	5	4	6	4	8	5	6	7
Kentucky	56	79	83	95	79	6	13	18	7	18	9	14	23	8	19
Louisiana	122	120	145	146	123	32	25	37	31	25	36	27	38	37	31
Maine	45	62	61	42	72	9	7	3	0	7	9	7	3	0	10
Maryland	244	243	205	197	223	14	22	12	16	6	15	24	14	19	6
Massachusetts	62	65	83	21	47	10	6	12	4	11	15	8	14	5	11
Michigan	346	269	395	478	354	33	35	22	19	22	41	39	29	20	22
Minnesota	121	162	151	138	178	15	17	20	12	16	18	20	20	12	21
Mississippi	59	43	65	98	71	17	10	10	9	15	21	11	10	13	19
Missouri	228	316	278	315	333	19	16	16	18	22	23	18	20	22	25
Montana	25	28	29	32	23	5	8	6	11	9	8	9	6	13	12
Nebraska	34	29	32	40	40	4	3	1	5	4	4	3	1	6	4
Nevada	132	212	233	193	153	3	6	5	8	6	3	9	6	9	6
New Hampshire	49	44	67	37	81	6	7	4	4	6	6	7	4	4	6
New Jersey	253	167	278	260	237	4	11	7	17	6	5	14	7	17	6
New Mexico	64	26	45	72	56	5	2	3	2	1	7	3	4	3	2
New York	219	221	292	325	322	26	24	25	15	32	26	30	31	23	37
North Carolina	160	173	220	190	198	24	21	22	18	21	29	21	25	20	25
North Dakota	7	18	22	16	13	1	1	2	3	2	1	1	3	3	3
Ohio	136	176	291	242	197	14	20	10	9	12	21	23	13	10	15
Oklahoma	107	83	77	117	133	15	8	11	9	9	15	8	12	11	9
Oregon	76	118	133	106	108	18	9	15	8	15	24	11	18	8	19
Pennsylvania	92	109	95	117	119	7	14	8	7	17	9	15	10	7	18
Rhode Island	36	33	28	36	18	2	4	2	1	2	2	4	2	1	2
South Carolina	98	109	148	115	125	26	27	23	17	22	30	31	27	20	30
South Dakota	12	27	22	20	29	1	0	2	1	0	4	0	2	1	0
Tennessee	80	99	46	154	119	13	11	6	26	14	14	11	7	31	16
Texas	133	163	164	160	215	34	45	52	24	53	39	55	65	28	61
Utah	100	112	177	170	77	6	6	15	3	8	7	8	18	4	8
Vermont	5	11	3	7	10	5	2	3	1	0	5	2	3	1	0
Virginia	121	128	160	176	222	13	13	19	10	24	15	13	22	13	27
Washington	155	150	156	131	169	20	28	31	21	29	22	34	37	25	30
West Virginia	19	25	27	18	20	5	5	4	6	4	6	5	8	7	4
Wisconsin	133	173	231	225	211	17	19	14	18	24	19	22	16	20	28
Wyoming	7	3	21	9	11	3	0	4	1	2	3	0	6	0	2
Guam	6	2	7	0	7	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	31	3	2	0	0	1	3	2	0	0	1	5	3	0
Virgin Islands	1	1	0	4	3	1	1	0	0	3	1	3	0	0	3
Am. Samoa	3	0	0	0	0	2	0	0	0	0	3	0	0	0	0
N. Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Offshore*
 Atlantic Ocean 6 2 2
 Gulf of Mexico 1 0 0
 Pacific Ocean 5 1 1
 *1997 is 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.

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

1997 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	8,047	821	4,555	\$29,003,707
Grounding	383	15	217	\$1,295,354
Capsizing	496	245	226	\$949,662
Swamping/Flooding	323	43	67	\$1,476,229
Sinking	177	23	35	\$746,198
Fire or Explosion of Fuel	160	0	76	\$3,355,236
Other Fire or Explosion	78	2	8	\$3,893,501
Collision with Another Vessel	2,581	80	1,309	\$7,333,307
Collision with Fixed Object	623	56	329	\$2,228,682
Collision with Floating Object	206	14	80	\$868,888
Falls Overboard	669	243	465	\$278,311
Falls Within Boat	319	6	332	\$33,255
Struck by Boat	133	8	123	\$42,220
Struck by Motor or Propeller	123	1	126	\$4,321
Struck Submerged Object	135	6	29	\$763,749
Skier Mishap	445	8	444	\$10,665
Other Casualty; Unknown	1,196	71	689	\$5,724,129
1996 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	8,026	709	4,442	\$23,164,623
Grounding	363	10	147	\$1,553,309
Capsizing	471	207	217	\$1,059,708
Swamping/Flooding	295	42	87	\$879,148
Sinking	202	27	29	\$1,010,774
Fire or Explosion of Fuel	190	0	97	\$1,360,368
Other Fire or Explosion	72	3	10	\$1,553,505
Collision with Another Vessel	2,639	77	1,283	\$6,612,180
Collision with Fixed Object	580	32	339	\$1,963,508
Collision with Floating Object	203	14	73	\$550,918
Falls Overboard	648	180	480	\$295,829
Falls Within Boat	316	4	333	\$81,501
Struck by Boat	147	11	125	\$71,443
Struck by Motor/Propeller	119	5	114	\$10,120
Skier Mishap	378	3	372	\$15,576
Struck Submerged Object	110	0	16	\$420,862
Other Casualty; Unknown	1,293	94	720	\$5,725,876
1995 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	8,019	829	4,141	\$30,318,659
Grounding	360	5	137	\$1,350,234
Capsizing	520	255	216	\$908,625
Swamping/Flooding	236	51	63	\$547,032
Sinking	210	20	38	\$1,097,335
Fire or Explosion of Fuel	204	1	81	\$12,216,140
Other Fire or Explosion	42	2	12	\$968,470
Collision with Another Vessel	2,687	86	1,255	\$6,879,951
Collision with Fixed Object	584	59	281	\$1,764,552
Collision with Floating Object	201	5	68	\$472,660
Falls Overboard	660	215	455	\$135,593
Falls Within Boat	219	4	224	\$49,516
Struck by Boat	185	5	142	\$107,737
Struck by Motor/Propeller	117	2	109	\$19,600
Skier Mishap	346	10	328	\$9,577
Struck Submerged Object	100	2	12	\$373,891
Other Casualty; Unknown	1,345	107	720	\$3,417,747

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

1994 TYPE OF ACCIDENT		TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL		6,906	784	4,084	\$25,190,200
Grounding		329	15	152	\$3,475,100
Capsizing		433	219	216	\$1,555,900
Swamping/Flooding		374	73	82	\$1,554,100
Sinking		125	14	25	\$674,700
Fire or Explosion of fuel		171	2	82	\$2,556,200
Other Fire or Explosion		95	4	15	\$2,591,900
Collision with Another Vessel		2,685	91	1,590	\$7,859,200
Collision with Fixed Object		944	58	520	\$3,633,200
Collision with Floating Object		213	12	68	\$466,700
Falls Overboard		583	208	496	\$291,500
Falls Within Boat		230	2	245	\$68,100
Struck by Boat or Propeller		139	13	126	\$9,100
Fallen Skier		307	7	305	\$5,900
Other Casualty; Unknown		278	66	162	\$448,600

1993 TYPE OF ACCIDENT		TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL		6,335	800	3,559	\$20,220,500
Grounding		363	17	156	\$1,480,100
Capsizing		453	239	245	\$780,500
Swamping/Flooding		415	90	105	\$1,464,900
Sinking		139	29	27	\$490,300
Fire or Explosion of Fuel		207	5	114	\$3,026,200
Other Fire or Explosion		98	0	31	\$3,568,000
Collision with Another Vessel		2,379	78	1,290	\$5,845,600
Collision with Fixed Object		789	47	470	\$2,362,100
Collision with Floating Object		203	24	72	\$545,700
Falls Overboard		498	208	323	\$333,000
Falls Within Boat		169	2	183	\$146,800
Struck by Boat or Propeller		183	10	173	\$32,900
Fallen Skier		271	7	270	\$5,800
Other Casualty; Unknown		168	44	100	\$138,600

1997	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	8,047	821	4,555	\$29,003,707
1996	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	8,026	709	4,442	\$23,164,623
1995	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	8,019	829	4,141	\$30,318,659
1994	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,906	784	4,084	\$25,190,200
1993	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,335	800	3,559	\$20,220,500

ACCIDENT DATA BY STATE - 1997

	NUMBER OF ACCIDENTS			NO. OF PERSONS		PROP. DAMAGE	
TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE	
TOTALS	8,047	716	3,503	3,828	821	4,555	\$29,003,707
Alabama	173	24	62	87	25	87	1,700,077
Alaska	90	19	16	55	23	22	982,452
Arkansas	111	14	49	48	15	67	218,710
Arizona	321	7	144	170	8	162	497,198
California	920	41	431	448	42	524	3,196,551
Colorado	66	5	25	36	6	29	134,175
Connecticut	70	5	18	47	5	32	388,514
Delaware	27	1	18	8	2	29	146,751
District of Columbia	5	1	2	2	1	6	4,900
Florida	1,215	53	571	591	67	755	5,698,431
Georgia	147	24	51	72	27	55	412,266
Hawaii	23	3	0	20	3	1	229,586
Idaho	58	16	17	25	20	21	121,491
Illinois	145	13	57	75	14	82	249,986
Indiana	115	9	60	46	11	75	225,759
Iowa	93	5	46	42	5	66	94,149
Kansas	60	6	25	29	7	36	80,706
Kentucky	79	18	36	25	19	53	158,023
Louisiana	123	25	54	44	31	94	647,389
Maine	72	7	34	31	10	44	119,925
Maryland	223	6	100	117	6	122	1,479,172
Massachusetts	47	11	11	25	11	15	73,850
Michigan	354	22	197	135	22	223	669,505
Minnesota	178	16	90	72	21	124	222,458
Mississippi	71	15	19	37	19	20	89,426
Missouri	333	22	152	159	25	196	717,872
Montana	23	9	9	5	12	16	41,450
Nebraska	40	4	24	12	4	45	45,098
Nevada	153	6	58	89	6	71	417,078
New Hampshire	81	6	33	42	6	40	130,922
New Jersey	237	6	89	142	6	124	676,366
New Mexico	56	1	35	20	2	36	51,370
New York	322	32	129	161	37	183	994,223
North Carolina	198	21	96	81	25	119	1,473,682
North Dakota	13	2	7	4	3	10	16,870
Ohio	197	12	55	130	15	85	854,114
Oklahoma	133	9	57	67	9	69	414,203
Oregon	108	15	37	56	19	66	557,879
Pennsylvania	119	17	61	41	18	73	212,295
Rhode Island	18	2	4	12	2	5	171,345
South Carolina	125	22	49	54	30	64	322,816
South Dakota	29	0	8	21	0	8	93,814
Tennessee	119	14	40	65	16	47	316,775
Texas	215	53	70	92	61	90	549,907
Utah	77	8	37	32	8	44	126,149
Vermont	10	0	3	7	0	3	18,330
Virginia	222	24	101	97	27	120	534,164
Washington	169	29	77	63	30	96	563,698
West Virginia	20	4	13	3	4	17	88,030
Wisconsin	211	24	116	71	28	157	1,266,277
Wyoming	11	2	0	9	2	8	9,430
Guam	7	0	5	2	0	11	53,500
Puerto Rico	0	0	0	0	0	0	0
American Samoa	0	0	0	0	0	0	0
N. Marianas	0	0	0	0	0	0	0
Virgin Islands	3	3	0	0	3	1	0
Offshore*							
Atlantic Ocean	6	2	2	2	2	3	366,600
Gulf of Mexico	1	0	1	0	0	1	0
Pacific Ocean	5	1	2	2	1	3	78,000

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

TYPES OF ACCIDENTS BY STATE - 1997

 WEAR YOUR LIFE JACKET! BOAT SMART FROM THE START.	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																VICTIMS				
	TOTAL VESSELS INVOLVED	CAPSIZING	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	FALLS WITHIN BOAT	FALLS OVERBOARD	FIRE/EXPL. FUEL	FIRE/EXPL. OTHER	FLOODING ¹	GROUNDING	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJ	UNKNOWN	DROWNINGS	OTHER DEATHS	INJURIES
TOTALS	11,399	507	669	239	5,089	331	690	172	104	332	393	1,677	178	479	197	133	135	74	588	233	4,555
Alabama	226	12	34	14	92	2	24	8	9	2	4	4	15	6	0	0	0	15	10	87	
Alaska	101	29	6	1	19	2	7	5	1	10	12	2	2	0	0	5	0	19	4	22	
Arizona	503	13	21	7	333	14	24	2	0	17	21	1	13	21	6	9	1	5	3	162	
Arkansas	151	12	12	5	75	1	10	1	1	2	4	4	10	11	2	0	1	12	3	67	
California	1,398	27	31	10	844	21	65	21	26	76	69	26	1	95	35	16	34	1	22	20	524
Colorado	95	8	5	4	56	1	5	0	0	5	2	0	3	1	1	3	0	6	0	29	
Connecticut	104	4	7	5	56	1	3	1	2	6	5	1	1	1	6	1	4	3	2	32	
Delaware	42	2	4	0	20	1	2	1	4	1	3	1	0	0	0	0	1	2	0	29	
District of Columbia	5	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	6	
Florida	1,774	0	0	0	2	101	54	0	0	0	0	1,525	0	13	46	33	0	42	25	755	
Georgia	203	13	20	3	105	9	21	3	0	6	6	0	6	10	0	1	0	24	3	55	
Hawaii	26	1	3	5	4	1	1	0	0	1	1	2	3	0	0	1	0	1	2	1	
Idaho	74	8	8	2	28	0	8	0	2	5	0	0	3	4	2	2	2	17	3	21	
Illinois	221	6	10	3	135	10	16	4	0	4	14	2	1	6	4	1	5	10	4	82	
Indiana	147	14	8	9	65	4	12	5	0	0	5	3	9	8	2	3	0	10	1	75	
Iowa	129	13	7	3	60	3	10	6	1	1	1	3	2	6	7	2	3	4	1	66	
Kansas	91	7	1	0	58	1	8	1	0	5	0	1	3	2	0	2	2	5	2	36	
Kentucky	113	6	6	10	50	3	8	5	0	4	1	3	2	4	9	0	0	13	6	53	
Louisiana	168	11	25	9	87	1	12	1	1	0	6	4	6	2	0	0	2	18	13	94	
Maine	90	13	8	2	35	2	3	2	0	0	9	1	1	12	0	2	0	7	3	44	
Maryland	308	18	44	6	116	7	13	2	15	5	7	23	9	9	5	3	1	25	5	122	
Massachusetts	64	6	1	7	35	0	8	1	0	0	3	0	0	1	0	1	0	10	1	15	
Michigan	516	22	45	12	280	12	50	8	1	4	13	12	5	26	6	16	2	20	2	223	
Minnesota	262	24	18	5	144	0	23	3	0	4	5	8	3	18	0	6	0	13	8	124	
Mississippi	98	3	11	2	54	1	11	2	1	0	1	0	2	2	2	0	1	17	2	20	
Missouri	470	5	35	11	266	18	28	16	6	29	22	0	0	25	3	5	1	18	7	196	
Montana	28	8	4	0	7	0	6	1	0	1	1	0	0	0	0	0	0	9	3	16	
Nebraska	65	2	2	0	38	0	4	1	0	0	2	0	1	12	2	1	0	3	1	45	
Nevada	231	4	8	2	138	3	10	5	2	12	14	5	4	14	3	3	0	2	4	71	
New Hampshire	105	10	7	1	45	6	8	2	0	0	7	1	2	8	1	1	5	3	3	40	
New Jersey	330	10	32	2	178	14	12	6	6	19	29	1	4	5	0	1	9	3	3	124	
New Mexico	70	4	3	2	24	6	4	0	0	3	5	4	1	5	6	1	0	2	0	36	
New York	438	26	28	10	218	18	25	11	5	17	36	1	7	6	14	4	12	26	11	183	
North Carolina	272	17	26	8	143	2	23	2	4	7	13	3	7	14	0	2	0	12	13	119	
North Dakota	20	1	1	1	13	1	2	0	0	0	0	0	0	0	1	0	0	2	1	10	
Ohio	277	9	17	12	149	9	13	5	2	17	10	5	10	5	4	0	10	11	4	85	
Oklahoma	188	12	8	4	96	6	12	10	2	2	5	3	9	16	0	2	1	6	3	69	
Oregon	141	13	13	3	64	1	7	5	0	11	9	2	3	4	1	0	5	17	2	66	
Pennsylvania	170	14	7	2	91	6	15	1	1	8	2	1	2	10	4	3	0	15	3	73	
Rhode Island	18	1	2	0	4	1	2	1	1	1	2	2	0	0	0	1	0	0	2	5	
South Carolina	175	13	21	5	87	3	12	7	0	7	7	2	4	4	2	0	1	23	7	64	
South Dakota	41	3	3	1	22	1	1	0	0	2	2	0	1	2	0	0	3	0	0	8	
Tennessee	176	8	12	14	101	5	8	4	3	11	1	0	0	7	1	0	1	13	3	47	
Texas	304	19	25	5	183	5	22	2	3	4	6	5	6	14	2	1	0	46	15	90	
Utah	84	5	13	2	37	1	3	2	0	3	0	3	1	6	5	1	0	1	7	44	
Vermont	11	0	0	0	2	0	2	0	0	0	2	0	1	0	0	1	3	0	0	3	
Virginia	291	13	39	12	139	11	19	3	0	4	14	2	8	20	2	3	1	22	5	120	
Washington	237	25	3	5	136	9	16	1	2	6	0	6	4	15	5	0	4	26	4	96	
West Virginia	27	1	5	0	13	0	0	1	0	0	0	1	1	0	4	1	0	1	3	17	
Wisconsin	278	8	17	10	124	5	33	2	3	7	10	2	2	29	3	2	20	24	4	157	
Wyoming	17	1	0	2	10	0	1	0	0	1	0	0	0	0	1	0	1	2	0	8	
Guam	8	2	1	0	2	1	0	0	0	0	1	0	0	0	0	0	1	0	0	11	
Puerto Rico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
American Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N. Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Virgin Islands	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	1	1	

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

**WEAR YOUR
LIFE JACKET!**



BOAT SMART FROM THE START.

TYPES OF BOATING ACCIDENTS - 1997

	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
TOTALS	11,399	588	233	821
Grounding	393	4	11	15
Capsizing	507	207	38	245
Swamping/Flooding	332	41	2	43
Sinking	178	23	0	23
Fire/Explosion (fuel)	172	0	0	0
Fire/Explosion (other than fuel)	104	0	2	2
Collision with Another Vessel	5,089	10	70	80
Collision with Fixed Object	669	24	32	56
Collision with Floating Object	239	12	2	14
Struck Submerged Object	135	4	2	6
Skier Mishap	479	0	8	8
Falls Overboard	690	214	29	243
Falls Within Boat	331	4	2	6
Struck by Boat	197	0	8	8
Struck by Motor or Propeller	133	0	1	1
Other	1,677	36	24	60
Unknown	74	9	2	11

TYPES OF ACCIDENTS BY TYPE OF VESSEL - 1997

WEAR YOUR LIFE JACKET! BOAT SMART FROM THE START.	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS		
	TOTAL VESSELS INVOLVED	GROUNDING	CAPSIZING	FLOODING¹	SINKING	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	COLLISION WITH ANOTHER VESSEL	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	STRUCK SUBMERGED OBJECT	FALLS OVERBOARD	FALLS WITHIN BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK BY BOAT	SKIER MISHAP	OTHER CASUALTIES²	DROWNINGS	OTHER DEATHS	INJURIES
TOTALS	11,399	393	507	332	178	172	104	5,089	669	239	135	690	331	133	197	479	1,751	588	233	4,555
Open motorboat	4,184	197	215	263	133	81	46	1,376	291	118	77	232	101	94	52	381	527	307	106	1,897
Cabin motorboat	1,344	92	16	24	21	64	42	454	119	41	37	35	42	11	6	19	321	26	27	377
Auxiliary Sail	347	23	11	7	2	3	2	166	24	4	1	14	5	0	4	1	80	13	1	52
Sail Only	164	3	25	3	2	0	5	67	4	1	1	9	7	0	6	0	31	16	3	39
Rowboat	82	0	35	7	2	0	0	8	4	0	0	16	0	0	0	0	10	47	7	30
Canoe/Kayak	171	0	123	4	0	0	0	13	8	1	1	13	0	0	0	1	7	96	14	79
Inflatable	21	0	5	0	1	0	0	1	3	1	0	7	2	0	0	0	1	8	2	11
Houseboat	105	3	1	2	2	6	1	69	9	3	2	3	3	0	0	0	1	1	1	8
Pontoon Boat	208	4	10	2	0	1	0	122	19	8	2	26	4	1	2	2	5	20	1	68
Unknown	576	14	17	12	5	4	2	310	14	18	4	23	7	5	8	18	115	20	5	114
PWC ³	4,070	51	40	5	5	13	5	2,486	169	42	10	307	157	17	116	55	592	22	62	1,812
Other	127	6	9	3	5	0	1	17	5	2	0	5	3	5	3	2	61	12	4	68

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping. ² Includes unknowns. ³ Personal watercraft

TYPES OF ACCIDENTS BY LENGTH OF VESSEL - 1997

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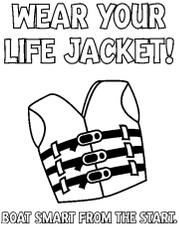


BOAT SMART FROM THE START.

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																VICTIMS			
	TOTAL VESSELS INVOLVED	GROUNDING	CAPSIZING	FLOODING ¹	SINKING	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	COLLISION WITH ANOTHER VESSEL	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	STRUCK SUBMERGED OBJECT	FALLS OVERBOARD	FALLS WITHIN BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK BY BOAT	SKIER MISHAP	OTHER CASUALTIES ²	DROWNINGS	OTHER DEATHS	INJURIES
TOTALS	11,399	393	507	332	178	172	104	5,089	669	239	135	690	331	133	197	479	1,751	588	233	4,555
4 FT	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
5 FT	8	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	6
6 FT	49	0	3	1	0	0	0	36	1	1	0	4	0	0	1	1	1	2	3	19
7 FT	198	3	4	0	0	1	0	124	12	0	0	13	9	2	12	2	16	1	4	83
8 FT	1,018	16	16	4	2	3	1	603	42	13	6	83	51	8	33	16	121	12	15	515
9 FT	1,345	17	18	2	3	3	2	735	50	14	2	94	50	4	34	9	308	10	24	601
10 FT	913	8	20	5	5	4	2	537	41	7	1	88	28	3	16	14	134	31	12	403
11 FT	95	1	12	0	1	0	0	49	4	2	0	10	2	1	0	2	11	16	5	32
12 FT	206	0	62	18	9	0	1	46	9	3	0	24	4	1	2	3	24	82	4	86
13 FT	72	2	10	3	2	0	0	11	2	1	1	8	4	2	3	1	22	13	2	38
14 FT	334	6	56	28	18	2	1	71	18	4	5	49	16	4	3	13	40	80	10	166
15 FT	357	7	50	32	25	4	1	87	35	6	6	27	8	6	4	12	47	46	13	157
16 FT	547	19	59	38	13	12	0	185	32	21	12	43	8	10	7	32	56	59	20	232
17 FT	553	32	46	38	16	16	3	165	40	16	10	20	17	16	9	47	62	38	12	280
18 FT	699	44	28	34	21	15	7	260	49	19	15	24	17	9	11	74	72	34	15	321
19 FT	569	35	20	27	9	13	3	206	41	15	11	26	7	13	4	77	62	19	19	251
20 FT	527	28	10	21	16	6	5	203	35	22	7	21	11	14	4	60	64	17	16	236
21 FT	303	21	10	9	5	9	4	101	31	7	8	7	10	9	0	32	40	5	10	127
22 FT	198	9	3	4	4	7	3	76	22	4	4	6	6	3	3	13	31	5	4	86
23 FT	180	20	2	6	3	9	0	60	15	5	10	3	3	3	2	6	33	3	4	68
24 FT	262	11	7	3	0	5	10	115	18	8	2	20	6	3	3	7	44	9	2	99
25 FT	130	9	3	1	2	3	5	47	12	4	3	7	5	1	3	1	24	3	0	48
26 FT	122	11	3	3	3	4	6	55	6	3	1	1	4	1	1	1	19	2	4	42
27 FT	105	9	0	0	2	3	2	47	4	3	3	5	4	1	1	1	20	3	0	38
28 FT	111	4	2	2	1	3	2	48	13	4	4	4	0	0	0	1	23	3	1	18
29 FT	54	0	1	0	0	2	3	18	6	1	2	1	3	0	0	0	17	2	1	21
30 FT	93	10	4	5	2	3	3	37	5	2	0	5	2	1	0	0	14	5	4	26
31 FT	57	3	0	3	0	2	1	22	3	3	4	2	2	0	0	0	12	2	6	17
32 FT	78	5	1	1	2	3	2	26	6	2	2	2	5	0	0	1	20	1	0	14
33 FT	61	6	2	2	0	2	3	21	4	0	0	3	0	0	0	0	18	2	1	16
34 FT	71	5	0	1	0	3	4	21	6	2	1	0	1	1	0	0	26	4	0	7
35 FT	49	4	0	0	1	1	2	19	3	3	0	2	2	0	2	0	10	1	1	12
36 FT	44	1	0	0	0	3	0	21	5	1	1	2	1	0	0	0	9	2	0	2
37 FT	37	1	0	0	1	2	2	12	4	1	1	1	2	0	1	0	9	0	0	7
38 FT	56	4	0	1	0	1	1	23	5	0	1	0	1	0	0	0	19	0	0	6
39 FT	24	2	0	0	0	2	0	10	3	0	0	0	2	0	1	0	4	0	0	6
40 FT	53	2	0	1	0	4	1	18	6	2	0	2	2	1	1	0	13	2	1	8
41 FT	28	0	0	0	0	0	2	8	4	0	0	0	1	0	0	0	13	0	0	1
42 FT	52	2	1	1	0	3	2	17	6	1	0	1	1	0	1	0	16	1	0	7
43 FT	22	0	0	0	2	0	0	8	1	0	0	1	1	0	0	0	9	1	0	0
44 FT	21	0	0	0	0	0	2	10	0	1	0	1	0	0	0	0	7	1	0	3
45 FT	26	0	0	1	0	1	1	9	3	0	0	0	1	0	0	0	10	0	0	4
46 TO 65 FT	227	3	0	3	2	9	9	88	16	4	2	5	6	2	0	1	77	1	1	30
> 65 FT	42	1	0	0	0	0	1	11	2	1	0	1	0	0	0	0	25	1	1	2
UNKNOWN	1,398	32	54	34	8	9	7	811	48	33	10	74	28	14	35	52	149	69	18	414

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping. ² Includes unknowns.

TYPES OF ACCIDENTS BY TYPE OF PROPULSION - 1997

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS		
	TOTAL VESSELS INVOLVED	GROUNDING	CAPSIZING	FLOODING ¹	SINKING	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	COLLISION WITH ANOTHER VESSEL	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	STRUCK SUBMERGED OBJECT	FALLS OVERBOARD	FALLS WITHIN BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK BY BOAT	SKIERMISHAP	OTHER CASUALTIES ²	DROWNINGS	OTHER DEATHS	INJURIES
TOTALS	11,399	393	507	332	178	172	104	5,089	669	239	135	690	331	133	197	479	1,855	588	233	4,555
Air thrust	67	1	5	0	1	0	0	14	1	0	1	2	1	1	1	38	2	4	39	
Manual	274	3	141	10	3	1	6	34	26	3	1	32	5	0	1	0	8	134	16	111
Other	17	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	15	10	0	10
Sail	159	7	20	4	2	0	1	64	9	1	0	6	7	0	6	1	31	13	2	41
Unknown	2,172	35	80	25	19	16	8	600	52	32	9	94	54	42	41	61	1,004	90	31	729
Water Jet	4,068	63	38	34	17	19	6	2,454	176	41	16	298	168	19	103	66	550	23	60	1,787
Propeller	4,642	284	223	259	136	136	83	1,923	405	162	108	256	96	71	45	350	105	316	120	1,838
	TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																			
Outboard	2,154	101	187	185	100	25	25	819	194	82	36	182	38	16	22	95	47	270	69	830
Inboard	1,180	89	12	35	18	59	25	558	111	31	24	37	20	24	6	102	29	26	29	414
Stern drive	1,202	92	13	38	18	52	31	484	96	47	45	32	35	29	15	148	27	14	22	560
Unknown	106	2	11	1	0	0	2	62	4	2	3	5	3	2	2	5	2	6	0	34

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping. ² Includes unknowns.

REPORTING OF ALCOHOL INVOLVEMENT

Alcohol involvement in a boating accident includes any accident in which alcoholic beverages are consumed in the boat and the investigating official has determined that the operator was impaired or affected while operating the boat. In most cases, there is not enough data available to provide the level of impairment. Higher accident figures for some States may be an indication of better reporting in those States than a more serious problem of alcohol involvement in boating accidents.

Historically, the reporting of alcohol involvement in recreational boating accidents has been lower than expected. Beginning in 1987 the recommended Boating Accident Report (BAR) form contained a block for indicating the involvement of alcohol. Obviously operators are not motivated to report themselves as having had alcohol before a boating accident occurred. Many BAR's are filed by law enforcement officials, who should not have failed to report the involvement of alcohol.

The table on page 31 shows alcohol involvement reporting for the last five years. These statistics include all victims in reported alcohol-related accidents, where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.

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BOAT SMART FROM THE START.

ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS

1993- 1997

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

	FATALITIES					INJURIES					BOATING ACCIDENT REPORTS WITH ALCOHOL INVOLVED				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
TOTAL	160	113	171	190	223	221	258	323	428	566	381	389	472	601	698
Alabama	7	3	3	2	5	6	7	6	2	8	13	6	8	5	12
Alaska	3	8	2	4	7	2	1	0	1	5	3	5	1	12	14
Arizona	1	3	1	5	5	3	3	7	9	15	11	5	7	18	23
Arkansas	1	1	5	8	4	0	10	5	6	11	2	15	8	15	13
California	8	3	13	15	9	11	14	23	19	27	27	27	29	32	39
Colorado	4	1	0	2	0	0	3	0	3	0	3	3	1	5	3
Connecticut	1	0	1	0	1	3	1	1	0	5	2	2	3	1	6
Delaware	0	0	0	0	0	1	2	0	0	12	1	1	0	0	5
Dist. of Columbia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Florida	19	11	34	20	32	48	44	104	66	73	56	57	109	77	83
Georgia	0	4	2	6	6	2	3	5	4	8	5	8	9	13	15
Hawaii	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
Idaho	1	1	3	4	12	1	2	4	9	8	4	5	5	14	14
Illinois	11	2	7	12	2	8	15	13	7	13	19	17	15	19	10
Indiana	3	3	0	2	1	3	22	4	1	8	7	13	9	5	6
Iowa	0	4	2	5	1	0	24	2	8	9	0	30	7	8	5
Kansas	0	2	0	2	3	0	3	0	5	0	0	5	2	7	3
Kentucky	3	3	3	2	6	1	1	3	4	2	4	5	5	4	5
Louisiana	4	4	6	2	2	6	4	5	4	7	7	11	15	8	10
Maine	1	0	0	0	0	0	0	2	1	3	1	1	6	3	3
Maryland	7	1	4	2	0	8	1	2	3	1	14	4	6	9	3
Massachusetts	0	0	1	2	2	0	0	2	2	0	0	1	6	2	2
Michigan	5	1	3	5	3	8	2	2	44	31	12	6	5	36	39
Minnesota	10	4	5	6	8	10	7	3	20	32	18	13	14	31	41
Mississippi	3	2	1	1	5	3	0	1	7	3	6	2	4	5	6
Missouri	10	1	3	10	10	18	4	5	50	54	22	11	13	58	76
Montana	2	2	0	4	3	0	1	0	0	5	2	2	1	4	5
Nebraska	1	0	0	3	0	0	0	1	2	17	1	0	3	5	2
Nevada	0	2	1	2	2	2	10	3	4	4	3	13	9	9	6
New Hampshire	1	0	1	2	1	0	0	1	0	2	1	0	2	2	2
New Jersey	0	1	1	2	1	6	6	1	12	15	6	8	2	15	8
New Mexico	2	0	3	3	2	1	0	1	9	3	5	0	2	8	5
New York	4	3	8	4	11	23	4	14	17	26	22	10	21	24	35
North Carolina	5	3	8	2	2	8	15	10	9	18	12	15	18	14	18
North Dakota	1	0	2	1	1	0	0	0	4	0	1	0	2	2	1
Ohio	5	6	1	2	3	4	6	5	3	22	5	9	5	8	20
Oklahoma	2	0	3	3	2	2	0	4	12	7	7	0	3	9	9
Oregon	5	1	3	1	6	0	1	0	3	4	5	3	6	5	6
Pennsylvania	3	6	5	1	4	1	4	1	4	4	5	8	8	4	11
Rhode Island	0	0	1	0	2	0	0	3	0	2	0	0	2	0	4
South Carolina	5	5	2	5	9	9	5	2	4	19	13	7	7	10	21
South Dakota	4	0	1	0	0	0	0	4	1	0	1	1	2	1	2
Tennessee	2	0	2	1	4	1	0	0	4	5	3	0	2	6	8
Texas	1	5	8	8	14	1	0	8	4	7	4	6	14	15	17
Utah	0	0	1	1	3	1	11	2	1	2	3	10	4	4	4
Vermont	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virginia	2	3	2	3	3	5	1	0	3	5	13	8	5	6	9
Washington	5	10	4	10	7	9	7	4	12	19	14	15	8	17	21
West Virginia	1	0	5	3	2	2	0	7	3	4	3	1	3	3	4
Wisconsin	7	4	8	12	14	4	14	53	41	35	15	19	54	42	37
Wyoming	0	0	0	0	1	0	0	0	1	2	0	0	0	1	2
Guam	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1
Puerto Rico	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Virgin Islands	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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

Call the Coast Guard Infoline 1-800-368-5647 for information on **Personal Flotation Devices**

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BOAT SMART FROM THE START.

CAUSES OF BOATING ACCIDENTS - 1997

	VESSELS INVOLVED	FATALITIES
TOTALS	11,399	821
LOADING OF PASSENGERS OR GEAR		
Passenger/Skier behavior	302	30
Improper loading	58	13
Overloading	67	30
Improper anchoring	28	5
Sitting on gunwale, transom, bow or seat back	31	18
HULL FAILURE	75	3
MACHINERY		
Machinery Failure	62	16
Electrical System Failure	31	0
Engine Failure	89	0
Fuel System Failure	24	0
Shift Failure	35	0
Steering System Failure	38	0
Throttle Failure	22	0
Ventilation System Failure	4	0
EQUIPMENT		
Equipment Failure	141	8
Auxiliary Equipment Failure	37	0
Fire Extinguisher Not Serviceable	1	0
Seat Broke Loose	5	0
Visual Distress Signals Failed	4	0
OPERATION OF VESSEL		
Alcohol use	524	119
Careless/Reckless Operation	964	31
Drug Use	5	2
Excessive Speed	1,393	59
Failure to ventilate	9	0
Lack of or improper lights	42	2
Other violation of the Rules of the Road	182	2
No proper Lookout	1,205	30
Operator inattention	1,951	56
Operator inexperience	1,493	43
Restricted Vision	183	13
Navigational error	96	1
Sharp Turn	47	10
Starting in Gear	1	0
ENVIRONMENT		
Congested Waters	50	0
Dam or Lock	7	4
Force of Wave or Wake	64	0
Hazardous Waters	595	95
Weather	419	74
IGNITION OF SPILLED FUEL OR VAPOR	50	1
OTHER	292	32
UNKNOWN	773	124

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BOAT SAFETY FROM THE COAST.

OPERATION AT TIME OF ACCIDENTS - 1997

	VESSELS INVOLVED	FATALITIES
TOTALS	11,399	821
Cruising	5,933	345
At anchor	348	41
Drifting	920	146
Launching	27	1
Rowing/paddling	131	77
Sailing	130	13
Changing direction	1,165	43
Changing speed	356	9
Docking/Leaving dock	530	15
Tied to Dock/Moored	793	9
Being towed	49	0
Towing another boat	52	1
Other	364	35
Unknown	601	86

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BOAT SAFETY FROM THE COAST.

ACTIVITY AT TIME OF ACCIDENT - 1997

	VESSELS INVOLVED	FATALITIES
TOTALS	11,399	821
Diving/Swimming	42	8
Fishing	600	220
Fueling	23	9
Hunting	20	0
Racing	80	6
Repairs	33	3
Skiing/Tubing	755	19
Starting Engine	36	4
Tournament	2	0
Whitewater	64	27
Other	285	12
Unknown	9,459	513

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BOAT SAFETY FROM THE BOAT.

OPERATOR INFORMATION - 1997

		VESSELS INVOLVED	FATALITIES
TOTALS		11,399	821
AGE OF OPERATOR	Under 12 years	72	3
	12 to 18 years	1,193	41
	19 to 25 years	1,659	82
	26 to 50 years	5,320	438
	Over 50 years	1,459	191
	Unknown	1,696	66
OPERATOR'S EXPERIENCE	Less than 10	1,578	83
	10 to 100 hours	2,327	148
	Over 100 hours	3,892	250
	Unknown	3,602	340
NUMBER OF PERSONS ON BOARD	None	804	10
	One	3,929	239
	Two	2,817	283
	Three	1,168	132
	Four	833	54
	Five	414	32
	Six	286	25
	Seven	156	15
	Eight	100	4
	Nine	39	2
	Ten	37	1
	More than 10	36	0
Unknown	780	24	
EDUCATION OF OPERATOR ¹	American Red Cross	91	3
	Informal	381	17
	None	5,709	377
	Other	189	9
	State	555	13
	USCG Auxiliary	614	7
	US Power Squadrons	357	10
	Unknown	3,503	385
LIFE JACKETS	Approved, accessible	7,351	445
	Approved, not accessible	965	144
	Not approved, accessible	16	8
	Not approved, not accessible	3,067	224
TYPE OF DEATH AND LIFE JACKET STATUS	Drowning	Worn	65
	Drowning	Not Worn	523
	Hypothermia	Worn	11
	Hypothermia	Not Worn	11
	Other	Worn	11
	Other	Not Worn	48
	Trauma	Worn	41
	Trauma	Not Worn	81
	Unknown		30

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

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BOAT SMART FROM THE START.

WEATHER AND WATER CONDITIONS - 1997

		VESSELS INVOLVED	FATALITIES
TOTALS		11,399	821
TYPE OF BODY OF WATER	Ocean/Gulf	586	40
	Great Lakes (not tributaries)	298	19
	Bays, inlets, sounds, harbors, Intracoastal waterways	1,778	83
	Rivers, streams, creeks	2,992	288
	Lakes, ponds, reservoirs, dams, gravel pits	5,580	375
	Other	5	4
	Unknown	160	12
WATER CONDITIONS¹	Calm	5,889	406
	Choppy	3,880	163
	Rough	906	114
	Very rough	239	49
	Strong current	438	95
	Unknown	452	89
WIND	None	1,507	96
	Light (0 - 6 mph)	5,743	366
	Moderate (7 - 14 mph)	2,687	145
	Strong (15 - 25 mph)	781	105
	Storm (over 25 mph)	180	42
	Unknown	501	67
VISIBILITY²	Good - Day	7,299	470
	Fair - Day	357	43
	Poor - Day	115	24
	Good - Night	787	81
	Fair - Night	215	35
	Poor - Night	175	35
	Unknown - Day	2,186	105
	Unknown - Night	265	28
WATER TEMPERATURE	Below 30 degrees F	4	0
	30 - 39 degrees F	38	12
	40 - 49 degrees F	227	82
	50 - 59 degrees F	786	136
	60 - 69 degrees F	2,090	127
	70 - 79 degrees F	3,024	149
	80 - 89 degrees F	1,280	89
	90 degrees F and above	92	1
	Unknown	3,858	225

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."

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BOAT SAFETY FROM THE STRAIT.

MISCELLANEOUS DATA - 1997

		VESSELS INVOLVED	FATALITIES
TOTALS		11,399	821
TIME OF DAY	Midnight to 2:30 am	172	29
	2:30 am to 4:30 am	56	14
	4:30 am to 6:30 am	83	16
	6:30 am to 8:30 am	203	22
	8:30 am to 10:30 am	455	49
	10:30 am to 12:30 pm	1,157	98
	12:30 pm to 2:30 pm	1,917	90
	2:30 pm to 4:30 pm	2,665	119
	4:30 pm to 6:30 pm	2,306	131
	6:30 pm to 8:30 pm	1,298	103
	8:30 pm to 10:30 pm	495	53
	10:30 pm to midnight	273	52
Unknown	319	45	
MONTH OF YEAR	January	163	22
	February	173	30
	March	446	55
	April	518	79
	May	1,462	119
	June	2,089	128
	July	2,853	114
	August	2,164	92
	September	802	54
	October	372	53
	November	194	41
	December	117	30
Not reported	46	4	
DAY OF WEEK	Sunday	2,866	139
	Monday	1,149	88
	Tuesday	1,054	75
	Wednesday	638	52
	Thursday	521	46
	Friday	983	72
	Saturday	2,468	140
Not reported	1,720	209	
RENTED	Boat was rented	1,364	44
	Boat was not rented	10,035	777

**WEAR YOUR
LIFE JACKET!**



BOAT SMART FROM THE START

VESSEL INFORMATION - 1997

		VESSELS INVOLVED		FATALITIES	
TOTALS		11,399		821	
TYPE OF BOAT BORROWED¹/ NOT BORROWED	Open motorboat	1,363	2,821	110	303
	Cabin motorboat	376	968	15	38
	Auxiliary sailboat	106	241	8	6
	Sailboat only	54	110	8	11
	Rowboat	36	46	17	37
	Canoe or kayak	73	98	40	70
	Inflatable boat	14	7	5	5
	Houseboat	78	27	1	1
	Pontoon Boat	90	118	2	19
	Personal Watercraft	2,249	1,821	44	40
	Other	18	109	2	14
	Unknown	93	483	8	17
	Total	4,550	6,849	260	561
HULL MATERIAL	Wood	203		14	
	Aluminum	1,166		293	
	Fiberglass	9,158		438	
	Rubber, vinyl, canvas	67		23	
	Other	141		10	
	Unknown	664		43	
SPEED	Not moving	1,035		52	
	Under 10 mph	1,353		144	
	10 to 20 mph	1,242		31	
	21 to 40 mph	1,082		36	
	Over 40 mph	150		18	
	Not Reported	6,537		540	
HORSEPOWER	No engine	232		149	
	10 hp or less	278		75	
	11-25 hp	329		78	
	26-75 hp	1,872		117	
	Over 75 hp	5,129		215	
	Unknown	3,559		187	
YEAR BUILT	1997	1,256		46	
	1996	1,755		51	
	1994-1995	1,737		71	
	1992-1993	718		37	
	1989-1991	894		66	
	1984-1988	1,253		69	
	Prior to 1984	2,138		206	
	Unknown	1,648		275	
LENGTH	Less than 16 feet	4,600		385	
	16 feet to less than 26 feet	3,968		294	
	26 feet to less than 40 feet	962		45	
	40 feet to not more than 65 feet	429		8	
	More than 65 feet	42		2	
	Unknown	1,398		87	

¹ The operator of the boat involved in the accident was not the owner of the boat.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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