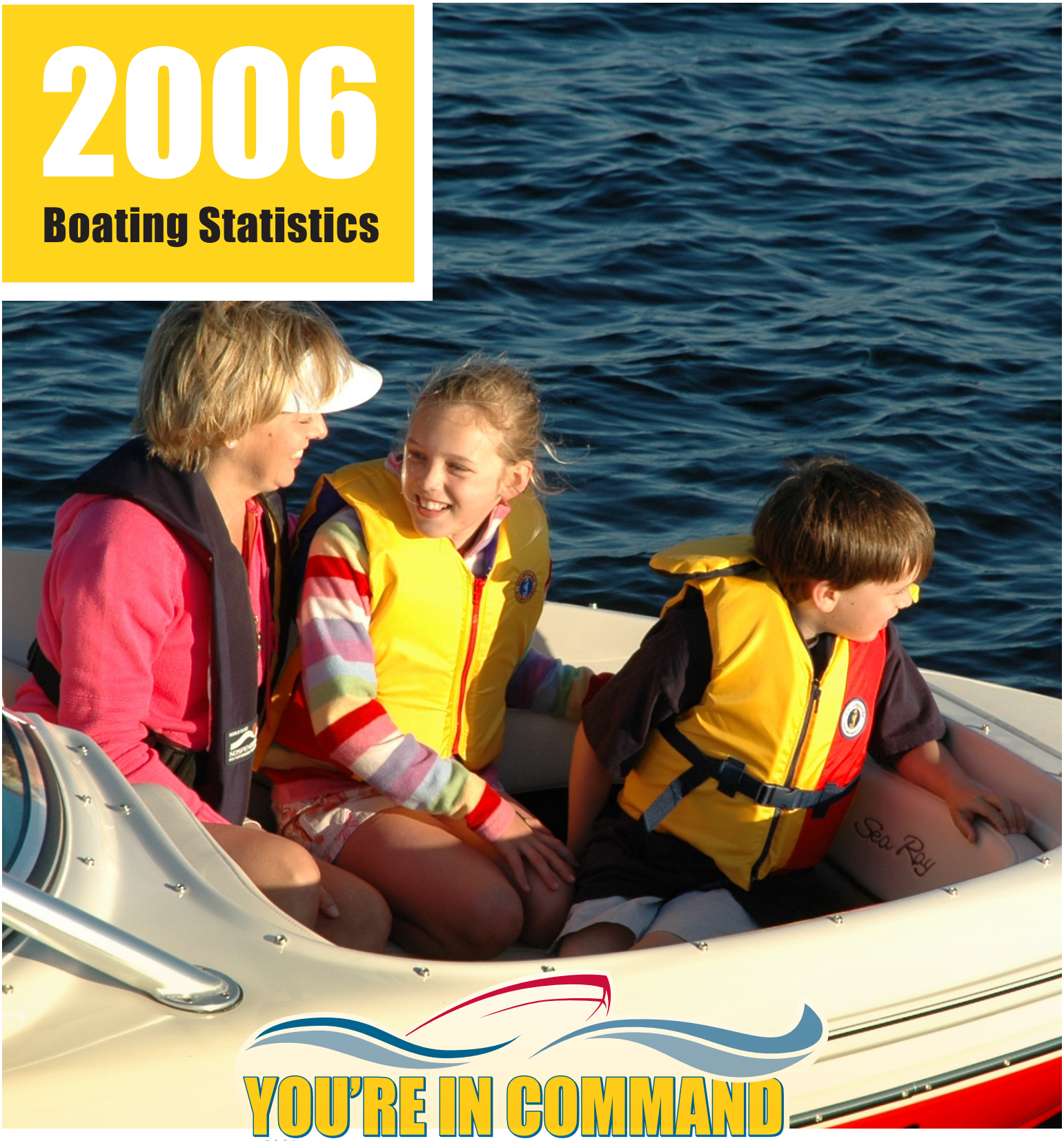
2006

Boating Statistics



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FOREWORD

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

Boating Statistics 2006, the 48th annual report, contains statistics on recreational boating accidents and State and Coast Guard boat numbering activities. This publication is a result of the coordinated effort of the Coast Guard and those jurisdictions which have Federally approved boat numbering and casualty reporting systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all States.

Boating Statistics 2006 may be copied freely in the interest of boating safety. For questions and suggestions regarding content, or availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Office of Boating Safety Web Site at www.uscgboating.org.

FRANK STURM
Captain, U.S. Coast Guard
Acting Director of Inspections and Compliance

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BOATING STATISTICS 2006

Executive Summary

The number of boating deaths, injuries and property damage increased for the second consecutive year and when compared to 2005 are as follows: 710 deaths vs. 697; 3,474 injuries vs. 3,451; and $43,670,424 in property damage vs. $38,721,088.

Overall, two-thirds of all fatal boating accident victims drowned. Of those who drowned, ninety (90) percent of the victims were not wearing their life jacket. Eight out of every ten boaters who drowned were using boats less than 20 feet in length.

Consistent with previous years, 70% of reported fatalities occurred on boats where the operator had not received boating safety instruction.

Operator inattention, carelessness/reckless operation, excessive speed, and no proper lookout are the primary contributing factors in all reported accidents.

Alcohol use is the leading contributing factor in fatal boating accidents; accounting for nearly twenty (20) percent of all reported fatalities.

Twenty-nine (29) children age 12 and under lost their lives while boating in 2006; compared to 21 children in 2005 and 14 children in 2004. Nearly twice as many children drowned in 2006 (15) compared to 2005 (8).

The most common types of boats involved in reported accidents were open motorboats (45%), personal watercraft (PWC) (24%) and cabin motorboats (14%). A significant increase was observed in the number of reported fatalities associated with the use of canoes/kayaks (99) when compared to 2005 (78).

The 12,746,126 boats registered by the States and territories in 2006 continued along a downward trend and represents a two percent decrease when compared to the 12,942,414 boats registered in 2005.

EXECUTIVE SUMMARY BOATING STATISTICS - 2006

TOP TEN CONTRIBUTING FACTORS

ACCIDENT RANK	CONTRIBUTING FACTOR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	OPERATOR INATTENTION	611	51
2	CARELESS/RECKLESS OPERATION	517	28
3	EXCESSIVE SPEED	464	39
4	PASSENGER/SKIER BEHAVIOR	390	32
5	NO PROPER LOOKOUT	368	20
6	OPERATOR INEXPERIENCE	356	44
7	ALCOHOL USE	351	133
8	HAZARDOUS WATERS	294	63
9	MACHINERY SYSTEM FAILURE	272	18
10	EQUIPMENT SYSTEM FAILURE	141	9

TOP FIVE TYPES OF ACCIDENTS

ACCIDENT RANK	ACCIDENT TYPE	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	COLLISION WITH VESSEL	1,360	75
2	COLLISION WITH FIXED OBJECT	517	47
3	SKIER MISHAP	510	12
4	FALLS OVERBOARD	485	202
5	CAPSIZING	455	215

FATALITIES AND LIFEJACKET WEAR

CAUSE OF DEATH	TOTAL NUMBER OF FATALITIES	LIFEJACKET	
		WORN	NOT WORN
DROWNING	474	51	423
TRAUMA	130	49	81
OTHER	31	11	20
CARDIAC ARREST	18	5	13
HYPOTHERMIA	15	6	9
CARBON MONOXIDE POISONING	12	0	12
UNKNOWN	30	4	26

BOATING CASUALTIES

TYPE OF BOAT	NUMBER OF DROWNINGS	OTHER DEATHS	TOTAL DEATHS	TOTAL INJURIES	TOTAL CASUALTIES
1. Open Motorboat	226	120	346	1,863	2,209
2. Personal Watercraft	22	46	68	919	987
3. Cabin Motorboat	29	26	55	320	375
4. Canoe/Kayak	86	13	99	54	153
5. Pontoon Boat	23	5	28	97	125

INTRODUCTION

SCOPE

This report contains statistics on registered boats and recreational boating accidents, and information on boating safety activities for calendar year 2006. 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 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

Federal regulations (33 CFR Part 173; Subpart C – Casualty and Accident Reporting) 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 is or should have been provided by a medical practitioner; such as a doctor, nurse, or emergency medical technician);
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 21, 2007 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 37-40.

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. An approved casualty reporting system does not include every accident involving a vessel that is being used for recreational purposes. Some accidents are not in the system because they are not required to be reported. Many accidents are not reported because boaters are not aware of the accident reporting regulations or fail to comply with such regulations. We believe that only a small fraction of all 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 accidents and most boating accidents that result in serious injury (i.e., hospital admission) 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 (BLAs) of fatal accidents that occurred in their jurisdiction. The Coast Guard also sends news media stories to State BLAs on fatal and non-fatal boating accidents that occur in their jurisdiction in an effort to capture accidents that may be initially missed by the casualty reporting 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 THAT ARE INCLUDED IN THIS REPORT

This report <u>includes</u> 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.

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 2006, 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 dies or was injured from natural causes while aboard a vessel;
5. Accidents where a person dies 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;
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;
8. Casualties associated with a vessel that is required to be numbered - and - is being used for commercial purposes (i.e., vessels not subject to inspection that are engaged in commercial fishing, commercial whitewater rafting trips, or carrying passengers for hire). Even though these casualties are required to be reported to the State and data input into the BARD system, these “commercial” vessel accidents are excluded since the focus of this report is on accidents that are recreational in nature.

Accident reports for fifty-one (51) fatalities were entered into the BARD system that are not considered within the scope of the National Recreational Boating Safety (RBS) Program. The following shows the number of fatalities for each category not included in this report:

Commercial activity 21
(includes commercial fishing, carrying passengers for hire, and guided whitewater rafting trips).

The vessel was being used as a platform for other activities 14
(such as swimming or scuba diving, and was not involved in any event that contributed to the casualty)

A vessel was not involved 6
(vessel determinations had not been made for devices such as inner tubes and air mattresses)

A person dies from natural causes while aboard a vessel 4

A person dies in swimming to retrieve an object or a vessel 3
(that is adrift from its mooring or dock, having departed from the shore or pier)

A canoe was being used for criminal purposes 1

A vessel was not underway and was used as a permanent residence 1

CASUALTY AND ACCIDENT REPORTING GUIDELINES

Casualty and accident reporting applies to each “vessel” used on waters by its operator for recreational purposes -- or -- vessels that are required to be numbered and are not subject to inspection being used on waters for other purposes (non-recreational use).

The term “vessel” includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water.

Terms used to describe the various types of watercraft are open motorboat, personal watercraft, cabin motorboat, canoe, kayak, rowboat, pontoon boat, sailboat, auxiliary sailboat, houseboat, and inflatable boat. Definitions for these terms can be found in the glossary of this report.

BOATING ACCIDENTS

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

Types of Boating Accidents:

- Grounding, capsizing, sinking, flooding or swamping
- Falls within or overboard a vessel
- Persons ejected from a vessel
- Fire or explosion
- Water-skiing or other mishap involving a towable device (tube)
- Collision with another vessel or object
- Striking a submerged object
- A person struck by a vessel, propeller, propulsion unit, or steering machinery
- Carbon monoxide exposure
- Electrocution due to stray current related to a vessel
- Casualties while swimming from a vessel because a 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.
- Casualties while swimming from a vessel in an attempt to retrieve a lost item, another person, or another vessel.

“NON-REPORTABLE” BOATING ACCIDENTS

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.

- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.

- A person dies or is injured from natural causes while aboard a vessel.

- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from a vessel – and – the occurrence was not (1) caused by the lack of, or inadequate use of, a vessel’s associated equipment or (2) attributed to the operation of the vessel. An example would a swimmer who dies or is injured while using a swim raft that is moored or anchored for use as a swimming platform.

- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.

- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.

- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.

- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.

- Property damage occurs to a docked or moored vessel due to theft or vandalism.

- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.

- A person dies, is injured, or is missing while snorkeling or scuba diving and a vessel did not contribute to the casualty.

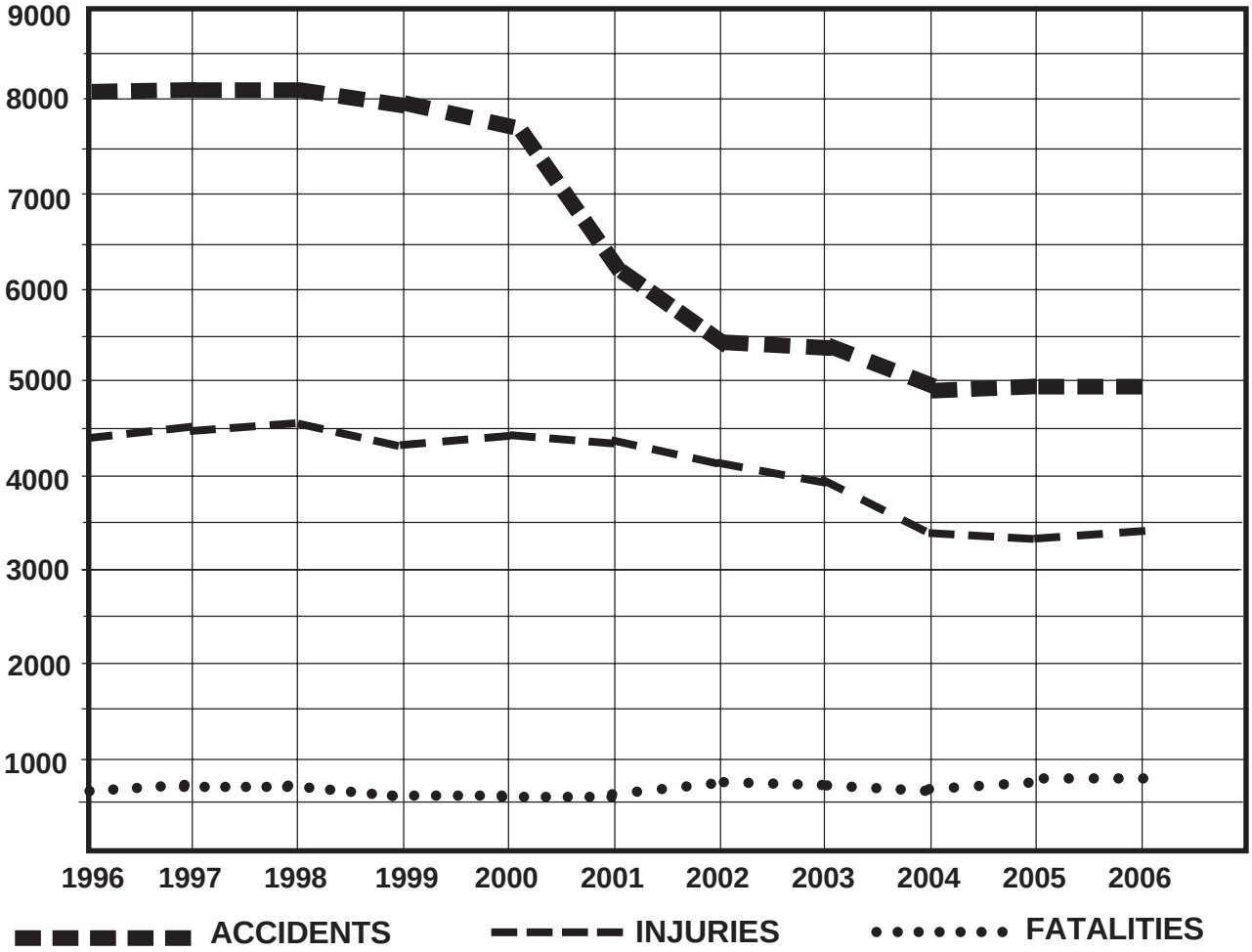
FATALITY RATE

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 710 fatalities and the 12,746,126 registered boats in 2006 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.

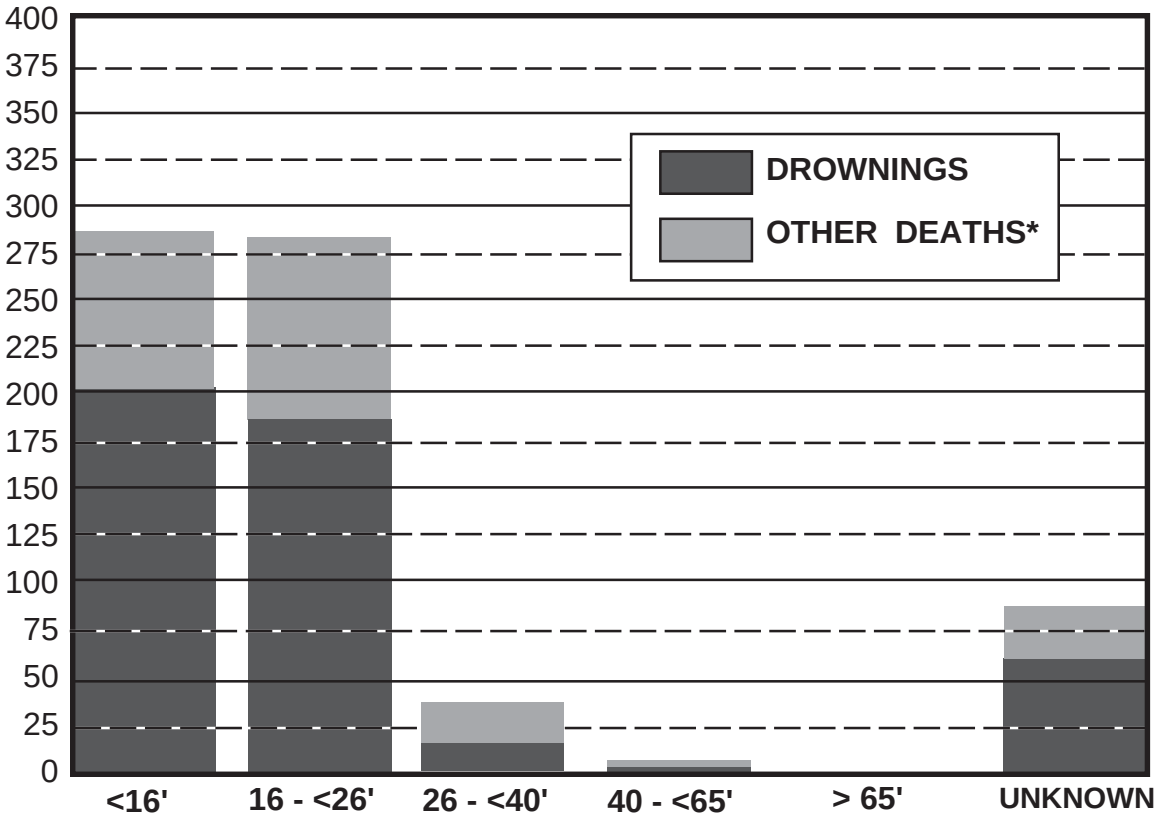
YEAR	FATALITIES	NUMBER OF REGISTERED BOATS	NUMBER OF FATALITIES PER 100,000 REGISTERED BOATS
1991	924	11,068,440	8.3
1992	816	11,132,386	7.3
1993	800	11,282,736	7.1
1994	784	11,429,585	6.9
1995	829	11,734,710	7.1
1996	709	11,877,938	5.9
1997	821	12,312,982	6.7
1998	815	12,565,930	6.5
1999	734	12,738,271	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
2006	710	12,746,126	5.6

BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
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
2006	710	3,474	4,967

NUMBER OF FATALITIES BY BOAT LENGTH - 2006



LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	201	81	282
16 feet to less than 26 feet	182	97	279
26 feet to less than 40 feet	16	23	39
40 feet to 65 feet	3	9	12
More than 65 feet	3	1	4
Unknown	69	25	94
Total	474	236	710

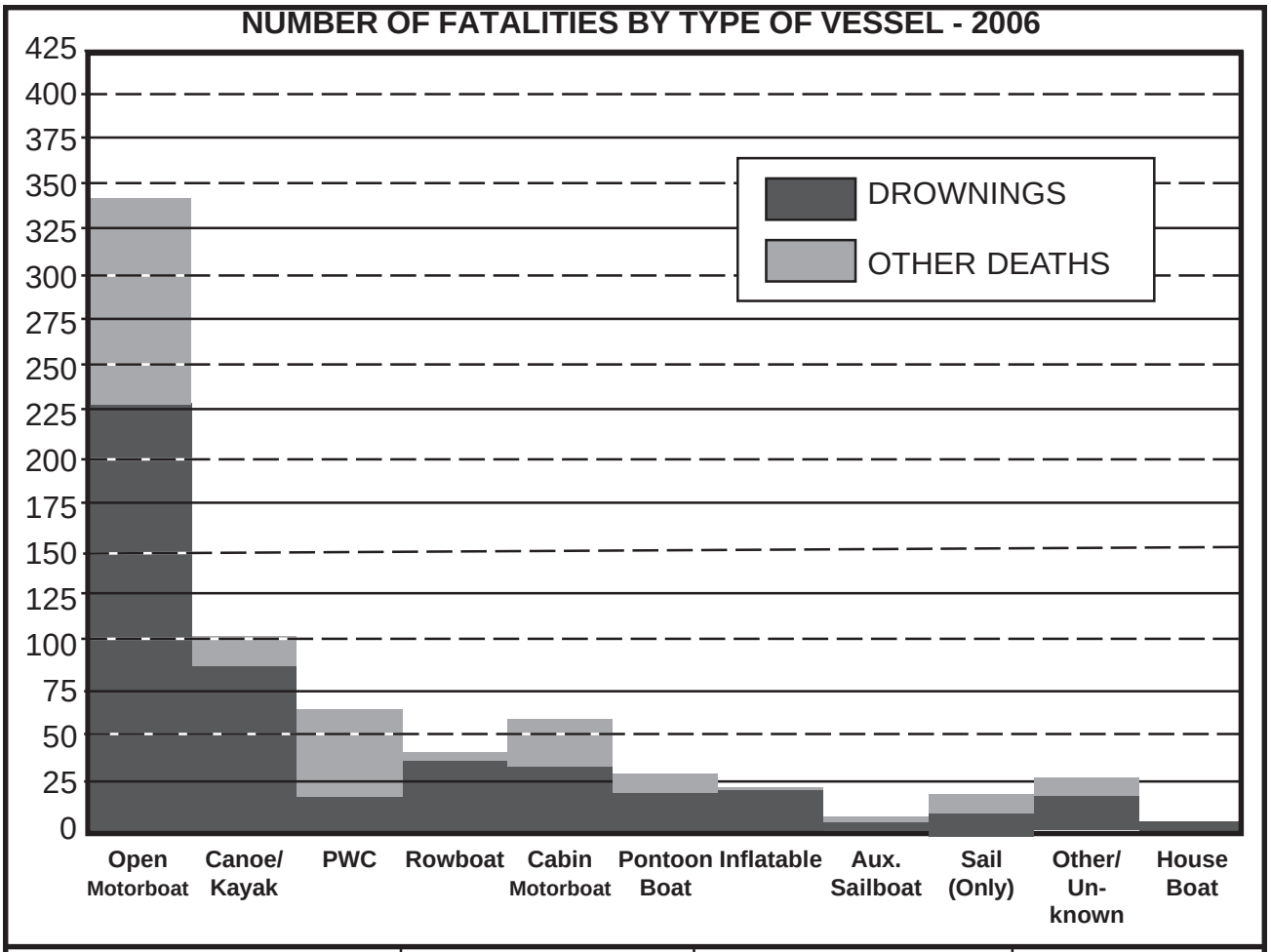
*Other deaths denotes cause of death other than drowning.

AGE OF FATALITY VICTIMS - 2006

Age of Victim	Number of Drownings	Number of Other Deaths	Total
2	2	2	4
3	1	0	1
4	1	0	1
5	1	3	4
6	0	3	3
7	0	1	1
8	5	1	6
9	1	1	2
10	0	0	0
11	3	0	3
12	1	3	4
0 - 12	15	14	29
13 - 19	39	23	62
20 - 29	97	39	136
30 - 39	78	31	109
40 - 49	83	43	126
50 - 59	66	36	102
60 - 69	38	20	58
70 - 79	28	16	44
80 and over	7	1	8
Unknown	23	13	36
TOTAL	474	236	710

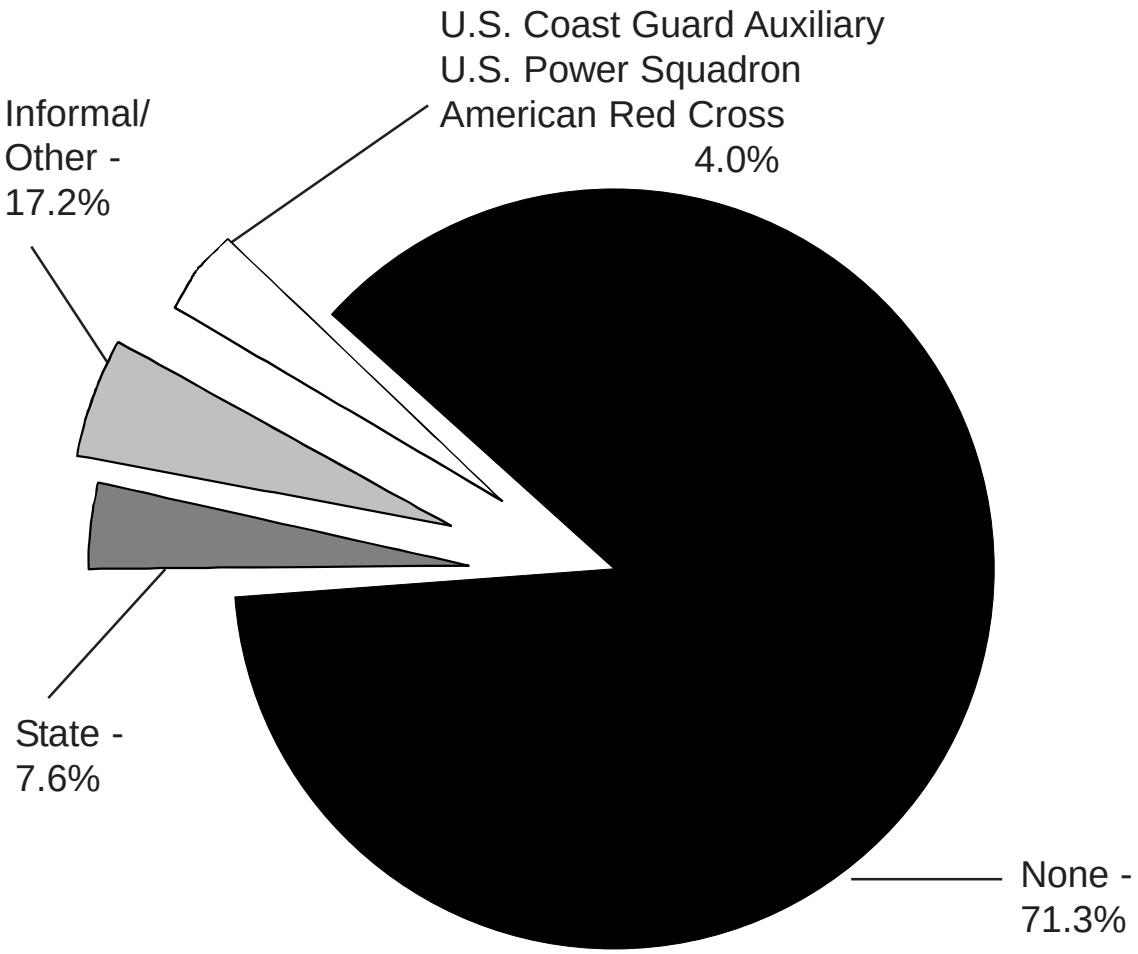
AGE OF INJURED VICTIM BY TYPE OF VESSEL - 2006

	Total Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat (only)	Not Reported
Total	**3,474**	**16**	**34**	**320**	**54**	**14**	**27**	**1,863**	**36**	**919**	**97**	**13**	**33**	**48**
Age of Victim														
12 and Under	231	1	0	13	0	3	3	131	1	63	13	0	0	3
13 to 19	628	0	1	37	9	0	4	295	7	251	10	1	5	8
20 to 29	725	2	2	52	13	2	5	394	6	223	13	4	3	6
30 to 39	570	3	3	46	6	2	3	307	0	177	12	2	3	6
40 to 49	477	4	8	66	5	4	4	245	6	104	11	3	7	10
50 to 59	333	2	9	37	2	2	7	195	0	46	18	2	8	5
60 to 69	133	1	4	21	6	1	0	73	1	9	12	0	2	3
70 to 79	42	0	2	9	1	0	0	22	0	3	2	1	2	0
80 and over	9	0	0	2	0	0	0	6	0	0	1	0	0	0
Unknown	326	3	5	37	12	0	1	195	15	43	5	0	3	7



BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	0	3	3
Auxiliary Sail	6	3	9
Cabin Motorboat	29	26	55
Canoe	65	7	72
Houseboat	5	0	5
Inflatable	19	4	23
Kayak	21	6	27
Open Motorboat	226	120	346
Other	12	4	16
Personal Watercraft	22	46	68
Pontoon Boat	23	5	28
Rowboat	33	2	35
Sail Only	3	8	11
Unknown	10	2	12
Total	474	236	710

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2006

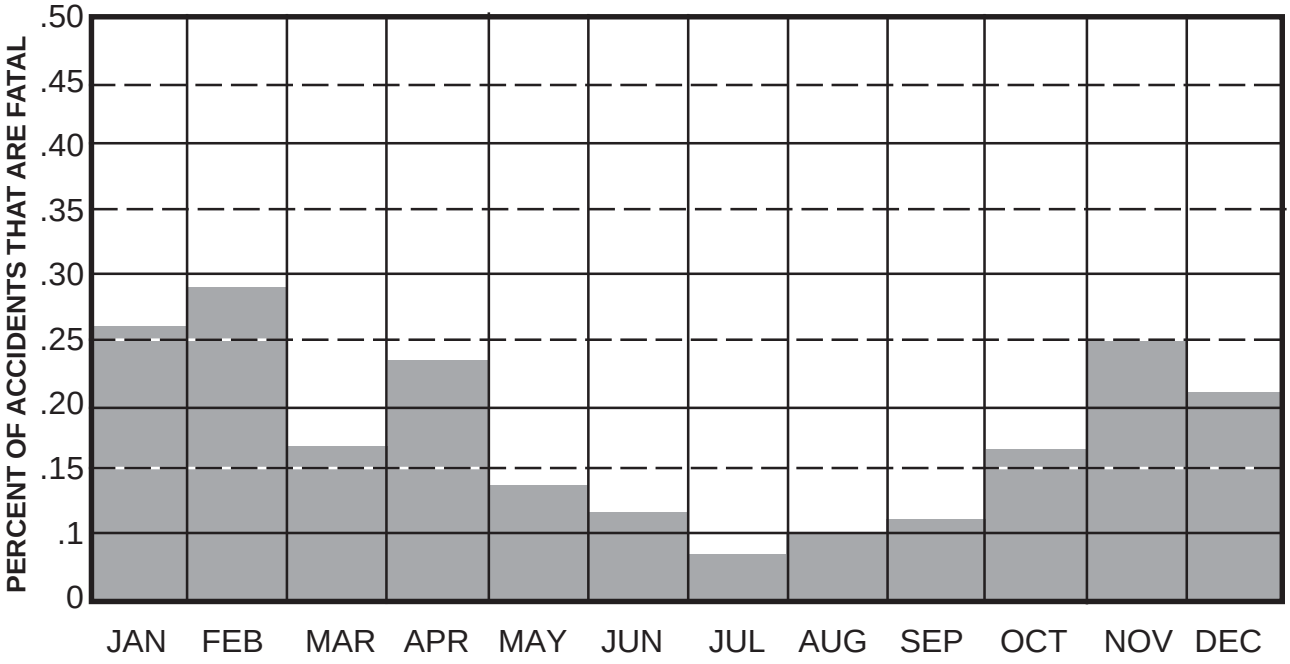


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary U.S. Power Squadron American Red Cross	14
Informal	18
State	27
Other	43
None	253
Total Fatalities -- Known Operator Instruction	355
Total Fatalities -- Unknown Operator Instruction	355
Total Fatalities -- Known & Unknown Operator Instruction	710

KNOWN ACCIDENT CONTRIBUTING FACTORS DIVIDED BY THOSE WHICH ARE OPERATOR CONTROLLABLE AND VESSEL/ENVIRONMENTAL - 2006

OPERATOR CONTROLLABLE	
Operator Inattention	611
Careless/Reckless Operation	517
Excessive Speed	464
Passenger/Skier Behavior	390
No Proper Lookout	368
Operator Inexperience	356
Alcohol Use	351
Restricted Vision	64
Sharp Turn	47
Rules of the Road Infraction	46
Improper Loading/Weight Dist	39
Overloading	30
Standing/Sitting on Gunwales, Bow, Transom	28
Improper Anchoring	27
Failure to Ventilate	24
Lack of or Improper Lights	17
Drug Use	2
ENVIRONMENTAL	
Hazardous Waters	294
Weather	123
Force of Wave/Wake	116
Congested Waters	85
Dam/Lock	3
MACHINERY FAILURE	
Machinery Failure (not spec)	93
Engine Failure	86
Fuel System Failure	20
Electrical System Failure	20
Throttle Failure	19
Steering System Failure	15
Shift Failure	10
Ventilation System Failure	9
EQUIPMENT FAILURE	
Not Specified	113
Auxiliary Equipment Failure	17
Other	5
Seat Broke Loose	3
Fire Extinguisher	2
Dismasting	1
HULL FAILURE	77
IGNITION OF SPILLED FUEL OR VAPOR	36
OTHER	166
NOT REPORTED	273

THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2006



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	22	63	85	26%	24
February	27	66	93	29%	33
March	26	119	145	18%	33
April	65	211	276	24%	75
May	81	518	599	14%	93
June	96	719	815	12%	106
July	116	1,253	1,369	8%	126
August	79	705	784	10%	85
September	49	388	437	11%	54
October	32	160	192	17%	37
November	25	75	100	25%	28
December	15	57	72	21%	16
Total	633	4,334	4,967		710

EVENTS IN REPORTED BOATING ACCIDENTS - 2006	Event No. 1	Event No. 2	Event No. 3	Total	Resulting Fatalities
Capsizing	455	23	0	478	222
Carbon Monoxide Exposure	18	0	0	18	12
Collision with Fixed Object	517	21	0	538	52
Collision with Floating Object	142	11	0	153	9
Collision with Vessel	1,360	48	3	1,411	77
Departed Vessel (not specified)	3	4	0	7	2
Departed Vessel (retrieval)	4	0	0	4	3
Departed Vessel (swimming)	36	0	0	36	31
Ejected from Vessel	40	29	3	72	29
Electrocution	2	0	0	2	1
Falls in Boat	199	55	1	255	8
Falls on Vessel	29	7	0	36	1
Falls Overboard	485	218	18	721	275
Fire/Explosion (Fuel)	141	5	0	146	1
Fire/Explosion (Other than Fuel)	63	12	0	75	3
Flooding/Swamping	216	117	18	351	53
Grounding	252	90	16	358	30
Other	99	285	24	408	54
Sinking	114	156	45	315	39
Skier Mishap	510	22	2	534	13
Struck by Boat	66	144	40	250	20
Struck by Motor/Propeller	107	104	23	234	28
Struck Submerged Object	86	50	7	143	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-four (234) 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 twenty-eight (28) 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 2006, eighteen (18) accident reports indicated carbon monoxide exposure as the first event in the accident sequence resulting in fifty-one (51) injuries and twelve (12) fatalities.

TYPE OF INJURY BY TYPE OF VESSEL

2006	Number of Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat	Not Reported
Total	3,474	16	34	320	38	14	27	16	1,863	36	919	97	13	33	48
Abrasion	16	0	0	1	0	0	0	0	11	1	3	0	0	0	0
Amputation	29	0	1	2	0	0	2	0	14	0	8	1	0	0	1
Back Injury	200	0	0	12	0	1	0	1	124	0	53	5	0	3	1
Broken Bones	526	0	5	36	1	2	3	0	262	4	195	15	0	1	2
Burns	55	0	0	12	0	0	0	0	32	1	9	0	0	0	1
Carbon Monoxide	51	0	0	41	0	3	0	0	6	0	1	0	0	0	0
Contusion	401	3	3	19	2	0	4	1	215	1	140	8	0	3	2
Dislocation	75	0	0	1	1	0	2	2	51	4	12	0	0	2	0
Electrocution	6	0	0	1	0	0	0	0	3	2	0	0	0	0	0
Head Injury	355	0	3	34	3	0	1	1	210	4	87	8	2	2	3
Hypothermia	170	0	5	12	24	1	3	5	91	2	2	2	5	14	4
Internal Injuries	86	0	1	6	1	0	0	0	44	0	31	1	0	0	2
Laceration	548	1	7	48	0	1	3	2	310	12	119	26	1	1	17
Neck Injury	61	0	0	5	0	0	0	0	33	0	20	1	0	0	2
Other	34	0	0	2	1	0	0	0	28	2	0	1	0	0	0
Shock	13	0	1	1	1	1	1	0	6	0	1	1	0	0	0
Spinal Injury	19	0	0	1	0	0	1	0	9	0	8	0	0	0	0
Sprain/Strain	70	0	0	7	0	0	1	1	42	1	17	1	0	0	0
Teeth and Jaw	21	0	1	3	0	1	0	0	5	0	9	2	0	0	0
Unknown	735	12	7	76	4	4	6	3	367	2	204	25	5	7	13

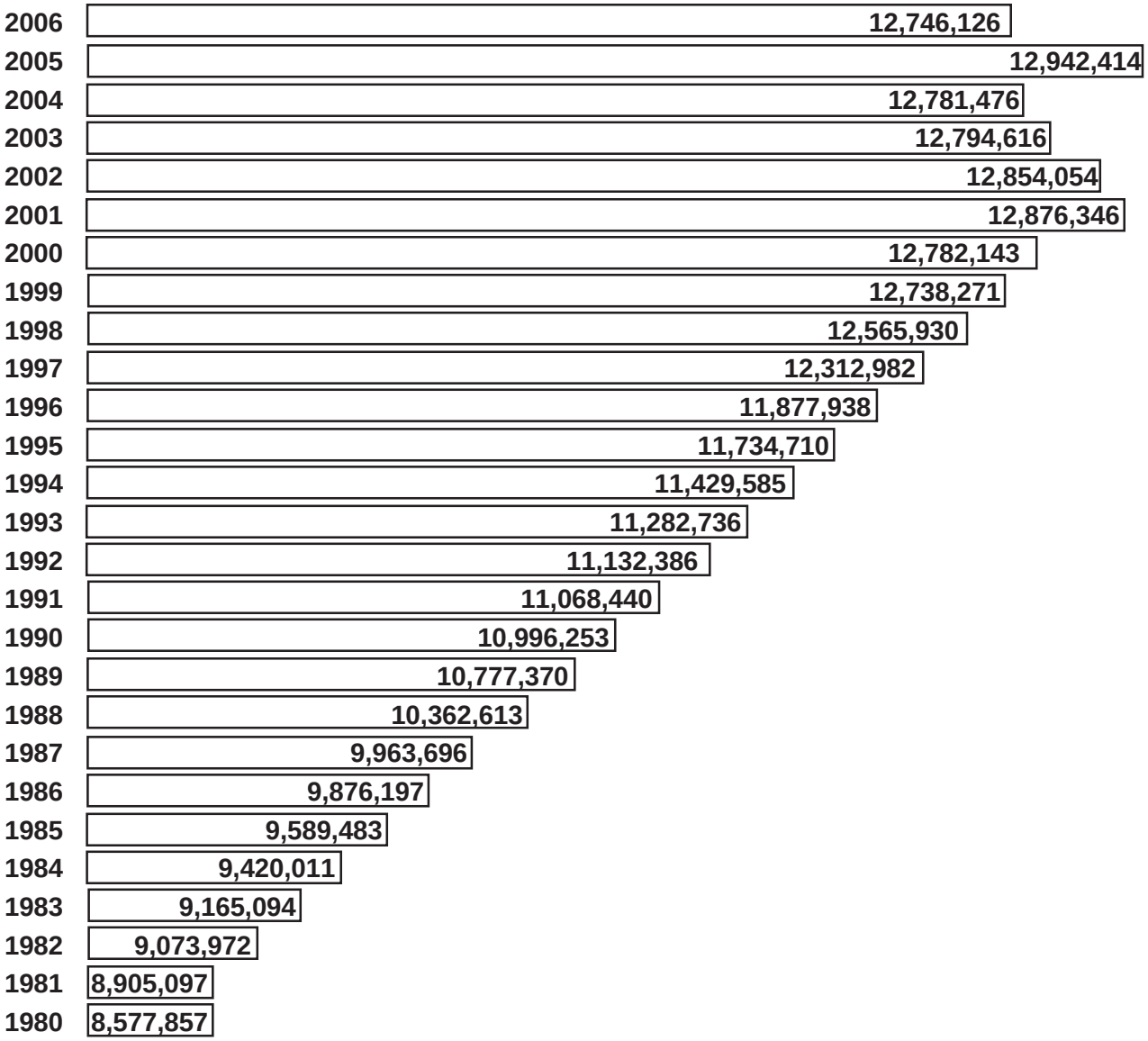
CAUSE OF DEATH

2006 CAUSE OF DEATH	Lifejacket Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Other	PWC	Pontoon Boat	Rowboat	Sailboat	Not Reported
Totals		710	3	9	55	72	5	23	27	346	16	68	28	35	11	12
Carbon Monoxide	No	12	0	0	7	0	0	0	0	5	0	0	0	0	0	0
Cardiac Arrest	Yes	5	0	0	1	0	0	1	0	1	0	2	0	0	0	0
Cardiac Arrest	No	13	0	1	0	0	0	1	0	9	0	2	0	0	0	0
Drowning	Yes	51	0	1	3	6	0	10	5	15	0	9	0	1	1	0
Drowning	No	423	0	5	26	59	5	9	16	211	12	13	23	32	2	10
Hypothermia	Yes	6	0	0	0	3	0	0	3	0	0	0	0	0	0	0
Hypothermia	No	9	0	0	1	3	0	0	1	4	0	0	0	0	0	0
Other	Yes	11	0	0	0	0	0	0	1	6	0	3	0	0	1	0
Other	No	20	0	0	3	0	0	0	0	11	1	1	1	1	2	0
Trauma	Yes	49	1	0	2	0	0	1	0	17	0	26	2	0	0	0
Trauma	No	81	2	1	11	0	0	0	0	54	1	10	2	0	0	0
Unknown	Yes	4	0	1	0	0	0	1	0	1	0	1	0	0	0	0
Unknown	No	26	0	0	1	1	0	0	1	12	2	1	0	1	5	2

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 18 - 20 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- 2006



REGISTRATION DATA BY STATE

		TOTAL REGISTERED BOATS		
		2006	2005	SCOPE OF CURRENT BOAT REGISTRATION SYSTEM
TOTAL		**12,746,126**	**12,942,414**	
	RANK			
Alabama	17	271,658	265,172	All motorboats, sailboats and rental boats
Alaska	46	49,533	49,127	All undocumented powerboats
Arizona	30	145,023	148,343	All watercraft, except inflatables 12 feet in length or less
Arkansas	24	199,189	205,414	All motorboats and sailboats
California	2	893,828	963,758	All motorboats; sailboats over 8 feet in length
Colorado	34	98,067	98,512	All watercraft powered by motor or sail - sailboards exempt
Connecticut	32	108,701	108,702	All motorboats; sailboats 19.5 feet or more in length
Delaware	42	59,192	52,119	All motorboats
Dist. of Col.	54	2,425	2,528	All watercraft
Florida	1	988,652	973,859	All motorboats
Georgia	13	336,579	318,212	All motorboats; sailboats 12 feet or more in length
Hawaii	51	15,109	15,302	All motorboats; sailboats over 8 feet in length
Idaho	36	88,464	85,083	All motorboats and sailboats
Illinois	10	383,615	380,865	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	28	164,678	214,696	All motorboats
Iowa	20	234,335	243,924	All watercraft with exceptions[1]
Kansas	35	95,677	97,748	All motorboats and sailboats
Kentucky	27	177,951	176,257	All motorboats, except electric motors 1 hp or less
Louisiana	15	306,366	308,104	All motorboats; sailboats more than 12 feet in length
Maine	31	113,276	111,756	All motorboats
Maryland	23	204,277	205,812	All motorboats
Massachusetts	29	148,640	150,026	All motorboats
Michigan	4	828,529	944,138	All watercraft with exceptions[2]
Minnesota	3	862,937	853,489	All motorboats with exceptions[3]
Mississippi	26	179,433	208,466	All motorboats and sailboats
Missouri	14	324,826	326,749	All motorboats; sailboats over 12 feet in length
Montana	38	81,935	70,616	All motorboats; sailboats 12 feet or more in length
Nebraska	37	83,313	82,921	All motorboats
Nevada	41	59,957	57,726	All motorboats, sailboats, rowboats
New Hampshire	33	101,297	102,268	All motorboats; sailboats 20 feet or more in length
New Jersey	22	205,967	199,106	All watercraft with exceptions[4]
New Mexico	48	38,794	38,863	All motorboats and sailboats
New York	7	497,975	508,536	All motorboats
North Carolina	11	370,291	362,784	All motorboats; sailboats more than 14 feet in length
North Dakota	45	49,638	44,498	All watercraft
Ohio	9	412,256	412,375	All watercraft
Oklahoma	21	216,556	216,913	All watercraft
Oregon	25	186,497	187,640	All motorboats; sailboats 12 feet or more in length
Pennsylvania	12	344,190	349,159	All motorboats and certain non-powered craft[5]
Rhode Island	47	43,375	43,656	All watercraft except canoes, kayaks & rowboats < 12 feet
South Carolina	8	436,075	416,763	All watercraft
South Dakota	44	53,430	53,038	All motorboats; all other boats over 12 feet in length
Tennessee	16	271,687	267,567	All motorboats and sailboats
Texas	6	595,934	614,616	All motorboats and sailboats 14 feet or more in length
Utah	39	76,481	75,635	All motorboats and sailboats
Vermont	49	32,090	32,756	All motorboats
Virginia	19	248,091	245,073	All motorboats
Washington	18	270,627	267,793	All motorboats with exceptions[6]; sailboats ≥16 ft in length
West Virginia	43	57,422	50,061	All motorboats
Wisconsin	5	635,571	639,198	All motorboats; sailboats over 12 feet in length
Wyoming	50	26,296	26,270	All motorboats and sailboats
Guam	53	3,061	2,762	All watercraft (estimated)
Puerto Rico	40	61,462	61,032	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,302	4,302	All watercraft
Am. Samoa	56	106	117	All watercraft
N. Marianas	55	310	209	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

2006	MEANS OF MECHANICAL PROPULSION			AUXILIARY SAIL		TOTAL
	INBOARD	OUTBOARD	STERNDRIVE	INBOARD	OUTBOARD	
Under 16 feet	1,340,365	3,540,420	165,128	4,941	18,097	5,068,951
16 to less than 26 feet	744,040	4,066,330	1,308,650	17,601	38,352	6,174,973
26 to less than 40 feet	173,383	108,366	150,027	39,272	11,488	482,536
40 to 65 feet	41,166	7,234	11,864	4,991	761	66,016
Over 65 feet	5,123	2,180	2,528	77	35	9,943
Total	**1,490,765**	**7,724,530**	**1,638,197**	**66,882**	**68,733**	**11,802,419**

STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED

ROWBOATS	SAILBOATS	CANOES/KAYAKS	OTHER BOATS	TOTAL
109,737	135,950	328,624	369,396	943,707

STATE REGISTERED BOATS

MECHANICALLY PROPELLED	NOT MECHANICALLY PROPELLED	TOTAL
11,802,419	943,707	12,746,126

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2006 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	**4,967**	**710**	**3,474**	**$43,670,424**
Capsizing	455	215	237	$1,744,198
Carbon Monoxide Exposure	18	12	51	$99,500
Collision with Fixed Object	517	47	391	$5,073,039
Collision with Floating Object	142	8	86	$1,252,054
Collision with Vessel	1,360	75	1,001	$9,527,059
DepartedVessel	3	1	2	$0
Departed Vessel - Retrieval	4	3	1	$0
Departed Vessel - Swimming	36	31	6	$0
Ejected from Vessel	40	13	33	$463,573
Fall In Boat	199	4	221	$88,225
Fall On Boat	29	1	29	$7,050
Falls Overboard	485	202	306	$363,915
Fire or Explosion of Fuel	141	1	66	$6,022,964
Fire or Explosion - Other	63	1	14	$10,693,811
Flooding/Swamping	216	26	54	$2,095,852
Grounding	252	12	165	$2,797,198
Other Casualty	101	10	72	$168,337
Sinking	114	13	21	$2,657,135
Skier Mishap	510	12	514	$1,803
Struck by Boat	66	1	68	$21,402
Struck by Motor/Propeller	107	8	98	$19,300
Struck Submerged Object	86	2	30	$552,459
Unknown	23	12	8	$21,550

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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2004 TYPE OF ACCIDENT (Continued)	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
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

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

FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
2002- 2006

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
TOTALS	**5,705**	**5,438**	**4,904**	**4,969**	**4,967**	**663**	**621**	**612**	**626**	**633**	**750**	**703**	**676**	**697**	**710**
Alabama	70	83	70	69	87	12	15	17	15	19	12	15	20	16	24
Alaska	42	48	52	54	48	14	16	14	14	11	16	21	16	20	13
Arizona	217	188	174	194	209	8	5	10	5	14	8	7	11	5	14
Arkansas	74	50	55	68	55	20	6	5	12	6	24	6	8	13	8
California	745	797	603	630	569	46	56	35	55	39	53	61	43	58	42
Colorado	61	54	38	45	44	6	6	6	10	11	6	7	6	11	11
Connecticut	56	55	58	49	42	5	2	3	5	5	6	3	3	5	5
Delaware	12	5	16	18	9	3	1	1	1	2	3	1	1	1	2
Dist. of Columbia	4	3	3	1	1	0	3	2	0	1	0	3	2	0	1
Florida	831	752	713	603	633	48	58	60	67	60	52	64	66	78	68
Georgia	131	141	118	111	149	4	13	21	13	18	5	13	24	16	18
Hawaii	14	3	8	10	4	0	0	1	5	4	0	0	2	5	4
Idaho	39	54	70	54	74	2	7	9	5	7	2	7	10	6	10
Illinois	134	82	72	101	70	21	10	17	16	15	24	13	18	16	18
Indiana	97	56	51	41	51	11	6	7	3	6	14	7	7	4	6
Iowa	38	25	32	53	40	2	0	2	8	4	2	0	2	9	5
Kansas	42	35	36	24	39	4	3	2	4	5	6	3	2	4	5
Kentucky	67	55	46	58	65	10	8	9	14	13	12	9	9	20	15
Louisiana	145	130	156	126	119	34	34	35	33	21	36	40	44	35	24
Maine	57	55	41	46	56	10	7	6	13	12	10	7	6	16	12
Maryland	161	146	178	183	138	14	10	12	14	8	15	13	16	15	8
Massachusetts	51	43	55	45	46	7	7	9	8	9	10	8	9	9	10
Michigan	226	218	143	161	185	36	25	26	26	24	37	29	27	28	30
Minnesota	122	106	88	114	113	23	14	15	21	11	30	17	15	24	14
Mississippi	43	41	35	23	31	13	7	11	6	7	16	8	11	6	7
Missouri	192	201	172	202	175	16	15	15	22	16	20	17	15	24	17
Montana	17	11	12	12	16	5	3	5	5	6	6	4	5	7	6
Nebraska	35	39	36	28	33	5	4	6	2	4	5	5	6	2	6
Nevada	69	89	65	93	82	7	8	6	5	4	8	9	6	5	4
New Hampshire	68	49	35	45	79	3	5	2	1	5	3	6	2	1	5
New Jersey	70	85	124	100	84	16	17	8	4	10	20	17	8	4	11
New Mexico	41	31	21	31	34	0	2	0	5	0	0	2	0	5	0
New York	212	224	178	190	152	23	23	17	15	14	26	34	18	15	14
North Carolina	138	144	140	164	175	11	17	19	16	20	11	18	20	17	24
North Dakota	16	10	7	9	7	4	2	3	0	0	6	3	4	0	0
Ohio	140	122	105	132	111	20	17	7	11	12	22	19	7	12	12
Oklahoma	72	72	55	62	71	10	13	13	10	13	10	14	13	13	17
Oregon	65	73	50	51	47	14	15	9	14	17	16	18	9	15	20
Pennsylvania	74	79	58	61	56	9	9	11	9	19	9	11	11	12	25
Rhode Island	31	30	41	38	37	3	4	4	0	3	3	4	7	0	5
South Carolina	105	108	83	83	93	13	27	12	12	13	14	30	13	13	14
South Dakota	18	24	8	18	16	4	3	1	2	3	4	4	2	2	3
Tennessee	129	155	173	114	149	20	16	28	10	15	21	17	32	10	16
Texas	204	198	159	144	195	52	34	30	30	44	60	36	32	32	45
Utah	76	58	56	79	85	4	6	3	9	11	4	6	3	9	12
Vermont	6	2	5	2	1	1	1	1	0	1	2	1	1	0	1
Virginia	121	115	136	127	137	17	18	20	12	20	19	20	20	14	23
Washington	111	126	134	128	96	22	14	20	24	20	27	16	22	25	21
West Virginia	17	14	9	14	21	4	3	2	6	8	4	3	3	6	8
Wisconsin	148	126	107	127	99	18	19	24	17	10	18	20	24	20	10
Wyoming	11	10	3	10	19	2	2	1	2	3	2	2	1	3	3
Guam	4	2	2	5	2	1	1	2	2	1	1	1	6	2	1
Puerto Rico	18	11	8	7	10	3	1	3	1	4	3	1	3	1	5
Virgin Islands	4	3	5	0	0	1	1	1	0	0	1	1	1	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	0	0	3	4	3	0	0	1	1	0	0	0	1	1	0
Offshore															
Atlantic Ocean	5	2	1	3	2	1	2	1	3	2	2	2	1	3	5
Gulf	5	0	1	3	1	1	0	1	3	1	4	0	1	4	1
Pacific Ocean	4	0	1	2	2	0	0	1	0	2	0	0	1	0	2

*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 (Mexico, Alaska, etc.)

TYPES OF ACCIDENTS BY STATE

2006

	NUMBER OF ACCIDENTS																						VICTIMS			
	TOTAL ACCIDENTS	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VSL	FALLS WITHIN BOAT	FALL ON VESSEL	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING/SWAMPING	GROUNDING	UNKNOWN	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCKBYMOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJECT	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**4,967**	**455**	**18**	**517**	**142**	**1,360**	**43**	**40**	**199**	**29**	**485**	**141**	**63**	**216**	**252**	**23**	**101**	**114**	**510**	**66**	**107**	**86**	**474**	**236**	**710**	**3,474**
Alabama	87	14	1	9	4	22	1	0	1	0	22	3	5	0	3	1	3	3	3	0	0	2	17	7	24	51
Alaska	48	10	0	6	2	3	0	0	0	0	3	3	1	7	2	0	2	7	1	0	0	1	9	4	13	24
Arizona	209	16	4	11	3	69	3	1	9	0	13	4	2	20	6	0	2	6	33	4	3	0	6	8	14	151
Arkansas	55	3	1	5	2	13	0	1	1	0	5	3	0	0	6	0	2	0	10	0	2	1	5	3	8	44
California	569	28	1	17	9	202	4	0	30	0	47	8	13	54	44	5	10	0	70	5	15	7	33	9	42	443
Colorado	44	7	0	0	0	14	0	2	0	0	6	1	0	2	0	0	0	0	8	3	1	0	6	5	11	30
Connecticut	42	5	0	2	1	16	0	0	2	0	4	2	1	3	1	1	1	0	2	0	0	1	4	1	5	27
Delaware	9	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	1	1	2	0
District of Columbia	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Florida	633	61	1	121	24	185	1	7	24	6	55	19	8	34	27	0	9	13	14	8	7	9	41	27	68	392
Georgia	149	7	0	13	5	42	4	2	4	3	14	6	1	5	6	0	4	5	22	6	0	0	12	6	18	98
Hawaii	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	1	4	0
Idaho	74	14	1	12	4	18	0	0	2	0	6	1	0	2	1	0	0	0	11	0	1	1	4	6	10	38
Illinois	70	10	0	14	2	22	2	0	2	0	6	1	0	2	1	1	0	2	5	0	0	0	13	5	18	59
Indiana	51	4	0	3	0	15	0	0	1	0	10	1	0	0	0	0	3	2	8	0	3	1	3	3	6	37
Iowa	40	2	0	6	0	7	1	0	0	1	6	0	0	3	2	0	3	0	5	0	4	0	5	0	5	34
Kansas	39	2	1	3	0	12	1	0	1	0	5	1	0	3	3	0	1	0	3	1	1	1	3	2	5	20
Kentucky	65	5	0	8	1	18	1	2	0	0	8	3	1	4	4	0	2	4	1	3	0	0	13	2	15	38
Louisiana	119	11	0	32	7	27	1	0	3	0	15	0	1	1	1	0	2	8	4	0	3	3	16	8	24	120
Maine	56	7	0	5	5	13	0	0	1	0	7	0	0	1	7	0	1	0	4	0	4	1	6	6	12	42
Maryland	138	10	0	16	2	30	0	0	9	2	20	9	0	3	5	0	9	4	13	3	3	0	4	4	8	87
Massachusetts	46	5	0	4	4	15	1	0	2	0	7	1	0	1	0	1	0	0	1	4	0	0	7	3	10	22
Michigan	185	12	0	18	7	62	0	0	9	0	20	5	3	2	4	1	5	9	23	1	4	0	24	6	30	134
Minnesota	113	6	1	8	5	21	0	0	4	1	15	5	1	0	5	1	3	2	21	7	7	0	10	4	14	101
Mississippi	31	2	0	4	0	9	0	0	1	0	4	1	1	0	0	1	1	1	2	0	2	2	6	1	7	21
Missouri	175	5	0	13	3	47	1	2	17	2	17	6	1	8	10	0	3	0	19	2	5	14	12	5	17	129
Montana	16	2	0	1	0	4	1	0	0	0	1	0	0	1	0	0	0	0	1	1	4	0	5	1	6	11
Nebraska	33	6	0	3	0	11	0	0	0	0	1	1	0	0	4	0	0	0	6	0	0	1	2	4	6	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

2006	NUMBER OF ACCIDENTS																						VICTIMS			
	TOTAL ACCIDENTS	CAPSIZING	CARBON MONOXIDE EXPOSURE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VSL	FALLS WITHIN BOAT	FALL ON VESSEL	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING/SWAMPING	GROUNDING	NOT REPORTED	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCKBYMOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJECT	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**4,967**	**455**	**18**	**517**	**142**	**1,360**	**43**	**40**	**199**	**29**	**485**	**141**	**63**	**216**	**252**	**23**	**101**	**114**	**510**	**66**	**107**	**86**	**474**	**236**	**710**	**3,474**
Nevada	82	6	0	5	2	31	1	0	2	0	16	1	0	6	0	1	2	0	7	0	0	2	2	2	4	61
New Hampshire	79	9	0	9	1	8	2	2	6	7	0	1	4	0	2	0	2	2	22	0	0	2	4	1	5	60
New Jersey	84	10	0	13	1	27	1	0	4	0	4	2	5	3	1	0	2	0	3	1	1	6	6	5	11	22
New Mexico	34	4	0	2	0	8	0	0	2	1	2	4	0	3	3	0	1	4	0	0	0	0	0	0	0	16
New York	152	16	1	13	14	26	0	9	10	0	3	8	0	5	15	2	3	7	5	1	3	11	7	7	14	100
North Carolina	175	9	2	21	2	37	2	0	5	0	23	6	0	0	14	1	3	8	26	3	9	4	19	5	24	142
North Dakota	7	0	0	1	1	2	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Ohio	111	19	0	10	3	13	2	1	4	0	10	3	0	9	6	0	7	3	16	1	2	2	11	1	122	69
Oklahoma	71	5	2	7	1	26	0	0	6	0	9	3	0	0	2	0	0	3	6	1	0	0	6	11	17	91
Oregon	47	11	0	8	2	6	0	2	0	0	3	0	0	2	5	0	0	0	4	1	1	2	19	1	20	16
Pennsylvania	56	14	0	5	2	8	1	3	1	0	11	0	1	3	1	0	2	0	2	0	2	0	18	7	25	46
Rhode Island	37	8	0	4	1	12	0	0	1	0	2	1	0	2	3	0	0	0	1	0	0	2	4	1	5	13
South Carolina	93	7	0	9	4	40	0	0	2	0	10	2	1	0	2	4	0	0	6	0	5	1	11	3	14	67
South Dakota	16	1	0	3	3	4	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	0	3	0	3	11
Tennessee	149	10	0	11	7	27	0	0	6	4	15	7	4	1	16	0	2	5	29	2	2	1	8	8	16	116
Texas	195	16	0	18	1	55	5	0	9	0	28	4	1	1	18	1	6	4	21	3	3	1	30	15	45	146
Utah	85	6	1	4	0	10	0	2	2	0	5	1	3	5	6	0	1	1	31	3	4	0	7	5	12	60
Vermont	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Virginia	137	16	0	18	3	38	2	0	8	0	9	5	1	6	5	0	1	5	16	1	1	2	20	3	23	92
Washington	96	13	0	9	2	29	1	0	2	0	9	4	3	4	5	0	2	1	7	0	3	2	11	10	21	50
West Virginia	21	5	0	2	1	6	0	2	0	0	1	1	0	2	0	0	0	1	0	0	0	0	6	2	8	16
Wisconsin	99	9	0	6	1	35	2	0	5	0	11	3	0	4	3	0	0	0	14	1	2	3	6	4	10	66
Wyoming	19	2	0	3	0	6	2	1	0	0	1	1	0	1	0	0	0	0	2	0	0	0	2	1	3	14
Guam	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Northern Marianas	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Puerto Rico	10	0	1	1	0	3	0	0	0	2	0	0	1	1	0	0	0	1	0	0	0	0	0	5	5	13
Virgin Islands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Atlantic Ocean	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	5	0
Gulf (Mex., AK, etc)	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Pacific Ocean	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	**1**	**1**	2	**0**

ACCIDENT DATA BY STATE - 2006

*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.

	NUMBER OF ACCIDENTS				NO. OF PERSONS		PROP. DAMAGE
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE
TOTALS	**4,967**	**633**	**2,473**	**1,861**	**710**	**3,474**	**$43,670,424**
Alabama	87	19	31	37	24	51	$884,802
Alaska	48	11	11	26	13	24	$620,850
Arizona	209	14	115	80	14	151	$576,132
Arkansas	55	6	27	22	8	44	$246,450
California	569	39	317	213	42	443	$8,706,150
Colorado	44	11	25	8	11	30	$44,050
Connecticut	42	5	18	19	5	27	$1,198,861
Delaware	9	2	0	7	2	0	$41,000
District of Columbia	1	1	0	0	1	0	$0
Florida	633	60	268	305	68	392	$8,313,213
Georgia	149	18	72	59	18	98	$689,998
Hawaii	4	4	0	0	4	0	$0
Idaho	74	7	31	36	10	38	$269,235
Illinois	70	15	33	22	18	59	$150,056
Indiana	51	6	30	15	6	37	$143,400
Iowa	40	4	29	7	5	34	$39,075
Kansas	39	5	19	15	5	20	$53,301
Kentucky	65	13	23	29	15	38	$531,003
Louisiana	119	21	66	32	24	120	$1,046,174
Maine	56	12	28	16	12	42	$144,405
Maryland	138	8	78	52	8	87	$1,259,157
Massachusetts	46	9	17	20	10	22	$114,575
Michigan	185	24	91	70	30	134	$579,790
Minnesota	113	11	76	26	14	101	$221,830
Mississippi	31	7	17	7	7	21	$114,000
Missouri	175	16	98	61	17	129	$698,190
Montana	16	6	8	2	6	11	$84,250
Nebraska	33	4	16	13	6	24	$156,738
Nevada	82	4	46	32	4	61	$292,766
New Hampshire	79	5	55	19	5	60	$219,612
New Jersey	84	10	20	54	11	22	$576,700
New Mexico	34	0	12	22	0	16	$102,059
New York	152	14	64	74	14	100	$1,941,089
North Carolina	175	20	110	45	24	142	$994,004
North Dakota	7	0	6	1	0	6	$21,500
Ohio	111	12	54	45	12	69	$958,077
Oklahoma	71	13	39	19	17	91	$1,601,285
Oregon	47	17	11	19	20	16	$191,548
Pennsylvania	56	19	26	11	25	46	$166,438
Rhode Island	37	3	10	24	5	13	$337,389
South Carolina	93	13	49	31	14	67	$513,647
South Dakota	16	3	5	8	3	11	$34,110
Tennessee	149	15	94	40	16	116	$2,482,532
Texas	195	44	99	52	45	146	$695,631
Utah	85	11	54	20	12	60	$285,057
Vermont	1	1	0	0	1	0	$0
Virginia	137	20	66	51	23	92	$1,003,503
Washington	96	20	34	42	21	50	$946,905
West Virginia	21	8	9	4	8	16	$124,405
Wisconsin	99	10	49	40	10	66	$395,231
Wyoming	19	3	10	6	3	14	$58,250
Guam	2	1	1	0	1	3	$3,800
Puerto Rico	10	4	5	1	5	13	$2,791,500
N. Marianas	3	0	1	2	0	1	$6,700
Virgin Islands	0	0	0	0	0	0	$0
American Samoa	0	0	0	0	0	0	$0
Offshore							
Atlantic Ocean	2	2	0	0	5	0	$0
Gulf	1	1	0	0	1	0	$0
Pacific Ocean	2	2	0	0	2	0	$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 miles offshore in the Gulf (of Mexico, Alaska, etc.)

TYPES OF BOATING ACCIDENTS

2006

	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
TOTALS	**4,967**	**6,753**	**474**	**236**	**710**
Capsizing	455	481	190	25	215
Carbon Monoxide Exposure	18	18	0	12	12
Collision with Fixed Object	517	590	21	26	47
Collision with Floating Object	142	212	2	6	8
Collision with Another Vessel	1,360	2,760	5	70	75
Departed Vessel	3	3	1	0	1
Departed Vessel - Retrieval	4	4	3	0	3
Departed Vessel - Swimming	36	36	28	3	31
Ejected from Vessel	40	40	8	5	13
Electrocution	2	2	1	0	1
Fall in Boat	199	214	4	0	4
Fall on Boat	29	29	0	1	1
Falls Overboard	485	510	161	41	202
Fire/Explosion (fuel)	141	166	0	1	1
Fire/Explosion (other than fuel)	63	109	0	1	1
Flooding/Swamping	216	228	20	6	26
Grounding	252	261	5	7	12
Other	99	116	5	4	9
Sinking	114	118	9	4	13
Skier Mishap	510	521	4	8	12
Struck by Boat	66	97	0	1	1
Struck by Motor or Propeller	107	123	0	8	8
Struck Submerged Object	86	87	2	0	2
Unknown	23	28	5	7	12

TYPES OF ACCIDENTS BY TYPE OF VESSEL

2006

	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	FALL IN BOAT	FALL 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	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**6,753**	**481**	**18**	**590**	**212**	**2,760**	**43**	**40**	**214**	**29**	**510**	**166**	**109**	**228**	**261**	**118**	**118**	**521**	**97**	**123**	**87**	**28**	**474**	**236**	**710**	**3,474**
Airboat	24	4	0	7	0	8	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	3	3	16
Auxiliary Sail	238	10	0	16	10	143	1	0	3	0	9	4	4	7	21	4	2	0	1	0	2	1	6	3	9	34
Cabin Motorboat	930	24	10	106	43	344	2	2	34	1	31	61	52	44	68	30	27	16	2	9	20	4	29	26	55	320
Canoe	97	74	0	4	0	2	0	0	0	0	10	0	0	3	0	1	1	0	0	0	1	1	65	7	72	38
Houseboat	124	1	1	19	2	35	2	0	2	0	3	17	27	6	2	1	3	1	0	1	0	1	5	0	5	14
Inflatable	46	19	0	2	1	4	1	3	2	0	11	1	0	1	0	0	0	0	0	0	1	0	19	4	23	27
Kayak	44	25	0	3	0	2	0	0	0	0	10	0	0	1	1	0	0	0	0	0	0	2	21	6	27	16
Open Motorboat	2,991	228	6	292	80	900	22	17	120	1	208	63	14	148	136	46	71	448	32	96	56	7	226	120	346	1,863
Other	119	13	0	11	3	46	0	0	8	0	17	0	0	2	3	3	4	2	3	2	1	1	12	4	16	36
PWC[2]	1,631	29	1	95	47	1,074	1	18	29	27	142	16	3	2	17	15	4	43	52	6	2	8	22	46	68	919
Pontoon Boat	206	2	0	18	8	85	13	0	8	0	32	2	4	1	4	7	3	8	3	5	3	0	23	5	28	97
Rowboat	43	26	0	2	0	1	1	0	1	0	11	0	0	1	0	0	0	0	0	0	0	0	33	2	35	13
Sail (only)	58	17	0	1	2	22	0	0	3	0	7	0	0	2	2	1	1	0	0	0	0	0	3	8	11	33
Unknown	202	9	0	14	16	94	0	0	4	0	16	2	5	10	7	10	1	3	4	3	1	3	10	2	12	48

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. [2] Personal watercraft

TYPES OF ACCIDENTS BY LENGTH OF VESSEL - 2006

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																						VICTIMS			
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE EXPOSURE	FIXED OBJECT COLLISION WITH	FLOATING OBJECT COLLISION WITH	ANOTHER VESSEL COLLISION WITH	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	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**6,753**	**481**	**18**	**590**	**212**	**2,760**	**43**	**40**	**214**	**29**	**510**	**166**	**109**	**228**	**261**	**118**	**118**	**521**	**97**	**123**	**87**	**28**	**474**	**236**	**710**	**3,474**
4 feet	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5 feet	5	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	3	2
6 feet	15	1	0	1	0	6	0	0	0	1	3	1	0	0	0	0	0	2	0	0	0	0	3	0	3	10
7 feet	45	5	0	0	1	15	0	0	2	3	10	1	0	0	1	0	0	1	2	3	1	0	5	3	8	27
8 feet	211	10	0	9	4	130	0	3	7	2	26	4	0	0	3	3	1	4	4	1	0	0	19	7	26	121
9 feet	284	13	0	19	8	176	0	1	8	4	22	7	1	0	5	3	0	6	8	1	0	2	10	7	17	179
10 feet	860	29	1	44	20	564	0	13	12	17	81	3	2	3	7	6	3	26	21	3	1	4	28	27	55	452
11 feet	144	9	0	13	4	93	1	1	1	0	11	0	0	1	1	1	0	3	2	2	0	1	7	5	12	79
12 feet	103	41	0	6	3	26	1	1	2	1	14	1	0	2	1	0	0	1	1	0	1	1	30	5	35	58
13 feet	39	13	0	0	0	11	0	0	2	0	9	0	0	2	0	0	1	1	0	0	0	0	5	2	7	25
14 feet	163	53	0	15	3	31	1	1	3	0	27	0	1	10	1	2	6	1	1	2	1	4	53	12	65	83
15 feet	150	35	0	13	6	32	0	0	4	0	22	1	1	11	1	1	11	5	1	1	5	0	37	13	50	81
Less than 16 ft	2,022	210	1	120	49	1,088	3	20	41	28	227	18	5	29	20	15	22	50	41	13	9	12	201	81	282	1,118
16 feet	257	38	0	34	6	68	2	1	9	0	29	3	3	17	5	2	10	15	1	6	8	0	33	9	42	171
17 feet	322	40	0	29	9	110	5	3	8	0	27	7	1	18	10	3	9	31	4	5	3	0	39	17	56	204
18 feet	484	28	0	44	15	154	3	2	20	0	39	10	1	23	25	11	6	66	4	25	7	1	23	17	40	304
19 feet	372	22	0	36	14	111	5	2	12	0	14	9	3	17	23	4	9	72	7	10	2	0	19	8	27	218
20 feet	457	16	3	44	10	161	2	3	14	0	25	11	1	16	21	12	6	79	5	20	8	0	26	14	40	303
21 feet	342	13	3	26	7	96	1	2	17	0	24	10	1	13	24	9	8	71	3	8	6	0	13	14	27	204
22 feet	183	10	0	15	4	45	1	0	8	0	10	8	3	8	10	3	8	34	1	4	11	0	7	1	8	104
23 feet	165	3	0	23	6	56	0	0	13	0	5	3	3	4	8	3	4	26	0	4	3	1	5	4	9	106
24 feet	195	4	0	23	5	72	10	0	6	0	6	5	4	5	10	3	3	21	3	8	7	0	15	4	19	97
25 feet	126	7	1	23	5	44	0	0	2	0	10	6	2	7	6	3	0	6	1	1	1	1	2	9	11	51
16 ft to less than 26 ft	2,903	181	7	297	81	917	29	13	109	0	189	72	22	128	142	53	63	421	29	91	56	3	**182**	**97**	**279**	1,762
26 feet	122	1	2	6	2	49	1	0	11	0	5	6	3	7	4	5	3	12	0	1	3	1	2	6	8	58
27 feet	83	5	0	13	6	31	3	0	5	0	4	3	1	4	3	0	1	2	0	1	1	0	5	4	9	38
28 feet	84	8	0	7	3	32	0	0	4	0	2	4	1	6	7	2	1	3	1	0	2	1	1	2	3	35
29 feet	66	1	1	8	1	29	0	0	4	0	6	2	0	6	5	1	0	1	0	1	0	0	1	3	4	29
30 feet	72	2	0	6	2	38	0	1	4	0	3	1	2	1	6	2	1	2	0	0	1	0	2	0	2	20
31 feet	39	0	0	11	0	9	0	0	3	0	3	4	0	3	2	3	1	0	0	0	0	0	1	0	1	13
32 feet	49	1	0	5	1	16	0	1	2	1	2	1	2	4	5	1	4	1	0	0	2	0	0	0	0	21
33 feet	51	6	1	5	2	17	0	0	2	0	1	2	1	2	5	1	0	0	1	1	3	1	0	1	1	13
34 feet	28	0	0	1	2	15	0	0	0	0	0	5	1	1	2	0	1	0	0	0	0	0	0	0	0	5
35 feet	45	1	1	7	2	21	0	0	0	0	0	2	0	4	4	0	1	0	0	0	2	0	2	2	4	27
36 feet	52	1	0	2	4	21	0	0	3	0	0	5	4	3	4	1	2	1	0	0	0	1	2	4	6	9
37 feet	28	0	0	3	4	12	0	0	2	0	0	1	2	0	4	0	0	0	0	0	0	0	0	0	0	7
38 feet	37	0	0	2	2	17	0	1	0	0	0	3	9	0	1	1	0	1	0	0	0	0	0	1	1	4
39 feet	21	0	0	1	1	7	0	0	0	0	0	0	5	0	4	1	1	0	0	0	1	0	0	0	0	2
26 ft to less than 40 ft	**777**	**26**	**5**	**77**	**32**	**314**	**4**	**3**	**40**	**1**	**26**	**39**	**31**	**41**	**56**	**17**	**16**	**23**	**2**	**4**	**15**	**4**	**16**	**23**	**39**	**281**
40 ft to 65 ft	**383**	**2**	**2**	**40**	**15**	**175**	**1**	**0**	**6**	**0**	**5**	**28**	**46**	**10**	**22**	**17**	**1**	**0**	**0**	**1**	**3**	**0**	**3**	**9**	**12**	**60**
More than 65 ft	**69**	**2**	**2**	**13**	**1**	**37**	**0**	**0**	**2**	**0**	**2**	**1**	**2**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**4**	**5**
Unknown	599	60	1	43	34	229	6	4	16	0	61	8	3	18	19	12	6	27	25	14	4	9	69	25	94	**248**

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 - 2006

	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 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	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	6,753	481	18	590	212	2,760	43	40	214	29	510	166	109	228	261	118	118	521	97	123	87	28	474	236	710	3,474
Air Thrust	33	4	0	9	0	11	0	0	0	0	4	1	0	1	0	0	1	0	0	1	1	0	0	3	3	20
Manual	220	123	0	13	2	10	1	2	5	0	46	0	0	5	2	2	2	0	3	0	2	2	118	17	135	96
Other	4	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	1
Propeller	4,292	266	15	431	138	1,446	38	18	155	1	271	137	100	192	219	86	102	438	37	107	80	15	292	146	438	2,200
Sail	93	22	0	1	5	42	0	0	4	0	8	0	1	3	5	1	1	0	0	0	0	0	3	8	11	40
Water Jet	1,777	37	2	112	51	1,123	1	19	41	28	152	23	3	12	23	19	9	49	53	8	4	8	22	52	74	1,009
Unknown	334	29	1	24	16	126	3	1	9	0	29	5	5	14	11	10	3	34	4	7	0	3	38	10	48	108
TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																										
Inboard	1,131	14	10	110	29	426	5	2	35	0	27	44	59	45	70	29	25	152	9	17	19	4	20	19	39	481
Outboard	1,843	213	0	194	55	621	25	11	66	0	190	25	20	99	58	29	58	87	16	33	38	5	220	81	301	974
Sterndrive (I/O)	1,173	30	3	115	44	357	7	4	47	1	46	61	17	43	89	23	15	185	12	51	21	2	36	33	69	663
Unknown	145	9	2	12	10	42	1	1	7	0	8	7	4	5	2	5	4	14	0	6	2	4	16	13	29	82

REPORTING OF ALCOHOL USE AS A CONTRIBUTING FACTOR IN BOATING ACCIDENTS

Alcohol use reported as a contributing factor in a boating accident implies that the use of alcohol by a boat's occupants, (i.e., operators and/or passengers), was a direct or indirect 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. 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 USE AS A CONTRIBUTING FACTOR IN ACCIDENTS 2002 - 2006

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

	ACCIDENTS					FATALITIES				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
TOTAL	**357**	**362**	**331**	**402**	**403**	**145**	**129**	**124**	**157**	**148**
Alabama	4	7	9	5	13	2	4	7	1	7
Alaska	10	7	4	9	6	8	5	4	5	5
Arizona	14	9	15	16	10	3	2	2	0	1
Arkansas	4	4	5	7	6	4	2	1	4	1
California	28	20	25	34	26	15	6	12	13	7
Colorado	6	6	2	3	3	1	2	1	1	3
Connecticut	2	1	1	4	1	2	0	0	1	0
Delaware	0	0	1	1	1	0	0	0	0	0
Dist. of Columbia	0	0	2	0	0	0	0	1	0	0
Florida	50	46	36	47	28	15	15	13	17	11
Georgia	8	14	9	11	9	1	3	5	5	4
Hawaii	0	0	0	0	0	0	0	0	0	0
Idaho	2	6	8	6	11	0	4	3	4	4
Illinois	14	13	13	9	13	5	7	11	4	7
Indiana	9	6	6	5	2	2	1	3	0	0
Iowa	1	2	6	6	10	0	0	1	3	3
Kansas	2	4	5	4	1	0	1	0	1	1
Kentucky	5	4	3	9	10	3	2	1	8	5
Louisiana	16	15	14	18	10	10	7	3	7	2
Maine	0	1	1	1	0	0	1	1	1	0
Maryland	10	11	8	7	10	3	2	3	1	3
Massachusetts	1	2	4	5	1	1	1	1	4	1
Michigan	4	3	1	11	13	3	2	0	6	0
Minnesota	3	1	3	15	16	2	0	0	8	3
Mississippi	10	1	3	3	4	3	0	1	0	2
Missouri	16	24	13	14	21	3	2	3	6	8
Montana	0	2	3	1	3	0	2	3	1	1
Nebraska	3	3	2	0	3	2	2	0	0	3
Nevada	5	5	6	7	6	4	1	0	2	2
New Hampshire	2	0	2	2	6	1	0	0	0	0
New Jersey	3	0	3	4	6	1	0	1	0	4
New Mexico	0	3	1	2	1	0	2	0	2	0
New York	15	18	10	15	24	4	6	3	4	4
North Carolina	7	17	17	15	16	2	5	5	3	5
North Dakota	1	2	0	1	0	1	0	0	0	0
Ohio	10	11	5	12	17	4	6	1	6	5
Oklahoma	14	0	2	3	4	2	0	2	1	2
Oregon	2	4	3	2	0	1	1	1	1	0
Pennsylvania	3	5	1	6	8	2	2	1	6	11
Rhode Island	4	5	1	0	0	1	2	1	0	0
South Carolina	9	10	4	9	4	5	3	1	3	1
South Dakota	3	2	3	2	5	3	1	2	1	2
Tennessee	11	14	15	7	13	4	5	7	3	5
Texas	14	10	11	15	16	7	6	4	4	7
Utah	3	1	2	5	1	0	0	1	1	0
Vermont	1	1	1	0	0	2	0	1	0	0
Virginia	4	8	3	9	8	1	3	0	4	1
Washington	10	16	21	19	23	6	6	7	8	9
West Virginia	3	1	0	1	2	2	0	0	1	2
Wisconsin	9	16	16	12	9	3	7	6	4	4
Wyoming	2	1	1	2	3	1	0	0	2	2
Puerto Rico	0	0	0	1	0	0	0	0	0	0
Offshore	0	0	0	0	0	0	0	0	0	0

CAUSES OF BOATING ACCIDENTS - 2006

	ACCIDENTS	FATALITIES
TOTALS	**4,967**	**710**
LOADING OF PASSENGERS OR GEAR	**514**	**91**
Passenger/Skier behavior	390	32
Improper Loading	39	18
Overloading	30	24
Standing/Sitting on gunwale, transom, bow or seat back	28	12
Improper Anchoring	27	5
HULL FAILURE	**77**	**10**
MACHINERY/MACHINERY SYSTEM FAILURE	**272**	**18**
Not Specified	90	6
Engine Failure	86	9
Electrical System Failure	20	0
Fuel System Failure	20	1
Throttle Failure	19	1
Steering System Failure	15	1
Shift Failure	10	0
Ventilation System Failure	9	0
Other	3	0
EQUIPMENT/EQUIPMENT SYSTEM FAILURE	**141**	**9**
OPERATION OF VESSEL	**2,867**	**336**
Operator inattention	611	51
Careless/Reckless Operation	517	28
Alcohol use	351	133
Excessive Speed	464	39
No proper Lookout	368	20
Operator inexperience	356	44
Restricted Vision	64	4
Sharp Turn	47	8
Rules of the Road Infraction	46	4
Failure to ventilate	24	0
Lack of or improper lights	17	3
Drug Use	2	2
ENVIRONMENT	**621**	**108**
Hazardous Waters	294	63
Weather	123	34
Force of Wake /Wave	116	8
Congested Waters	85	3
Dam or Lock	3	**0**
IGNITION OF SPILLED FUEL OR VAPOR	**36**	**0**
OTHER	**166**	**42**
UNKNOWN	**273**	**96**

OPERATION AT TIME OF ACCIDENTS - 2006

	VESSELS INVOLVED	FATALITIES
TOTALS	**6,753**	**710**
At anchor	206	32
Being towed	120	3
Changing direction	799	43
Changing speed	496	24
Cruising	2,807	252
Docking/Leaving dock	279	12
Drifting	619	121
Launching/Loading	32	4
Other	254	31
Rowing/paddling	128	66
Sailing	84	8
Tied to Dock/Mooring	411	6
Towing another boat	67	2
Unknown	451	106

ACTIVITY AT TIME OF ACCIDENTS - 2006

	VESSELS INVOLVED	FATALITIES
TOTALS	**6,753**	**710**
Commercial Activity	33	0
Fishing	731	225
Fueling	27	2
Hunting	19	6
Making Repairs	23	6
Racing	67	4
Starting Engine	36	0
Swimming/Snorkeling	62	24
Waterskiing/Tubing	1,068	34
Whitewater Sports	106	26
Unknown	4,581	383

OPERATOR INFORMATION - 2006

		VESSELS INVOLVED	FATALITIES
TOTALS		**6,753**	**710**
AGE OF OPERATOR	12 years and under	33	1
	13 to 18 years	530	30
	19 to 25 years	787	72
	26 to 35 years	994	103
	36 to 55 years	2,133	244
	Over 55 years	729	119
	Unknown	1,547	141
OPERATOR'S EXPERIENCE	Under 10 hours	410	27
	10 to 100 hours	1,331	122
	100 to 500 hours	1,616	121
	Over 500 hours	590	52
	Unknown	2,806	388
NUMBER OF PERSONS ON BOARD	None	327	5
	One	1,814	200
	Two	1,643	186
	Three	742	109
	Four	604	62
	Five	351	31
	Six	227	15
	Seven	146	6
	Eight	102	11
	Nine	52	6
	Ten	33	6
	More than 10	48	4
	Unknown	664	69
EDUCATION OF OPERATOR [1]	Informal	291	18
	None	2,587	253
	Other	350	43
	American Red Cross	34	1
	State Course	538	27
	US Power Squadrons	113	5
	USCG Auxiliary	269	8
	Unknown	2,571	355
LIFE JACKETS	Approved, accessible	2,953	273
	Approved, not accessible	556	46
	Not onboard	3,244	391
TYPE OF DEATH AND LIFE JACKET STATUS	Carbon Monoxide Worn		0
	Carbon Monoxide Not Worn		12
	Cardiac Arrest Worn		5
	Cardiac Arrest Not Worn		13
	Drowning Worn		51
	Drowning Not Worn		423
	Hypothermia Worn		6
	Hypothermia Not Worn		9
	Other Worn		11
	Other Not Worn		20
	Trauma Worn		49
	Trauma Not Worn		81
	Unknown Worn		4
	Unknown Not Worn		26

[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 - 2006

		ACCIDENTS	FATALITIES
TOTALS		**4,967**	**710**
TYPE OF BODY OF WATER	Ocean/Gulf	315	44
	Great Lakes (not tributaries)	82	17
	Bays, inlets, sounds, harbors	729	64
	Rivers, streams, creeks	1,160	221
	Lakes, ponds, reservoirs, dams, gravel pits	2,478	326
	Other/Not Reported	203	38
WATER CONDITIONS[1]	Calm (waves less than 6”)	2,648	342
	Choppy (waves 6” to 2’)	1,474	168
	Rough (waves 2’ to 6’)	443	77
	Strong current	280	75
	Very Rough (waves larger than 6’)	80	23
	Unknown	207	64
WIND	None	524	69
	Light (0 - 6 mph)	2,594	321
	Moderate (7 - 14 mph)	1,158	145
	Strong (15 - 25 mph)	384	86
	Storm (over 25 mph)	79	16
	Unknown	228	73
VISIBILITY	Fair - Day	186	35
	Fair - Night	132	19
	Good - Day	3,640	446
	Good - Night	492	103
	Poor - Day	64	16
	Poor - Night	116	24
	Unknown - Day	248	41
	Unknown - Night	89	26
WATER TEMPERATURE	30 - 39 degrees F	25	13
	40 - 49 degrees F	100	54
	50 - 59 degrees F	327	89
	60 - 69 degrees F	792	115
	70 - 79 degrees F	1,561	155
	80 - 89 degrees F	1,124	109
	90 degrees F and above	45	8
	Unknown	993	167

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

VESSEL INFORMATION - 2006

		VESSELS INVOLVED	FATALITIES
TOTALS		**6,753**	**710**
HULL MATERIAL	Aluminum	798	202
	Fiberglass	5,252	383
	Other	41	10
	Plastic	53	13
	Rubber, vinyl, canvas	76	25
	Steel	75	4
	Wood	104	9
	Unknown	354	64
SPEED	Not moving	692	90
	Under 10 mph	1,090	143
	10 to 20 mph	920	35
	21 to 40 mph	891	54
	Over 40 mph	135	16
	Unknown	3,025	372
HORSEPOWER	No engine	280	147
	10 hp or less	124	34
	11-25 hp	144	35
	26-75 hp	581	87
	76-150 hp	1,538	104
	151-250 hp	952	62
	Over 250 hp	1,208	58
	Unknown	1,926	183
YEAR BUILT	2006	620	32
	2005	506	31
	2003 - 2004	639	41
	2001 - 2002	513	42
	1998 - 2000	730	47
	1993 - 1997	1,028	99
	Prior to 1993	1,903	212
	Unknown	814	206
LENGTH	Less than 16 feet	2,022	282
	16 feet to less than 26 feet	2,903	279
	26 feet to less than 40 feet	777	39
	40 feet to not more than 65 feet	383	12
	More than 65 feet	69	4
	Unknown	599	94

RENTAL STATUS

	Vessels in Accidents	Rented	Not Rented	Fatalities	Rented	Not Rented
Totals	**6,753**	**575**	**6,178**	**710**	**34**	**676**
Airboat	24	0	24	3	0	3
Auxiliary Sail	238	2	236	9	0	9
Cabin Motorboat	930	10	920	55	0	55
Canoe	97	14	83	72	8	64
Houseboat	124	14	110	5	3	2
Inflatable	46	11	35	23	2	21
Kayak	44	3	41	27	1	26
Open Motorboat	2,991	115	2,876	346	8	338
Other	119	7	112	16	0	16
Personal Watercraft	1,631	364	1,267	68	7	61
Pontoon Boat	206	29	177	28	5	23
Rowboat	43	1	42	35	0	35
Sail (only)	58	3	55	11	0	11
Unknown	202	2	200	12	0	12

MISCELLANEOUS DATA - 2006

		ACCIDENTS	FATALITIES
TOTALS		**4,967**	**710**
TIME OF DAY	Midnight to 2:30 am	237	68
	2:31 am to 4:30 am	50	16
	4:31 am to 6:30 am	68	9
	6:31 am to 8:30 am	144	25
	8:31 am to 10:30 am	266	33
	10:31 am to 12:30 pm	541	76
	12:31 pm to 2:30 pm	834	86
	2:31 pm to 4:30 pm	1,014	119
	4:31 pm to 6:30 pm	915	120
	6:31 pm to 8:30 pm	510	90
	8:31 pm to 10:30 pm	264	47
	10:31 pm to midnight	123	20
	Unknown	1	1
MONTH OF YEAR	January	85	24
	February	93	33
	March	145	33
	April	276	75
	May	599	93
	June	815	106
	July	1,369	126
	August	784	85
	September	437	54
	October	192	37
	November	100	28
	December	72	16
DAY OF WEEK	Monday	488	69
	Tuesday	416	79
	Wednesday	337	59
	Thursday	386	56
	Friday	519	82
	Saturday	1,523	199
	Sunday	1,298	166

GLOSSARY

Airboat - A boat with a solid hull that is propelled using an engine that produces air thrust. This type of boat does not include “ground effect” as a means of propulsion (i.e., hovercraft).

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

Auxiliary Sail - This type of boat can be propelled either by the auxiliary engine alone for close-quarter maneuvering or by both engine and sails simultaneously when cruising.

Cabin motorboat - Motorboats with a cabin that 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.

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

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

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

Careless/Reckless Operation - A person operating a vessel in a negligent or grossly negligent manner and/or interfering with the safe operation of a vessel, so as to endanger the life, limb, or property of a person.

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.

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

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

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

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

Electrocution - Death or injury resulting from swimming around a vessel that was improperly connected to shore power and resultant stray electrical current entered the water causing electrocution of the victim.

Equipment Failure - Improper/unsafe installation or inadequacy of the equipment on the boat (e.g., communications, visual distress, seats, and sound producing equipment). Not lack of such equipment.

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

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

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

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

Falls Overboard - Falls from the vessel with resulting injury or death. Any spilling out of persons into the water without completely overturning the vessel.

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

Personal Watercraft - Craft 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.

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

Restricted Vision - Limited vision of the environment in which the vessel is operating due to the boat's bow in the air, sun glare, bright lights, etc.

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

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

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

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

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

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

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

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

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

Starting in Gear - The boat's engine is started in a position of operation that propels the boat either forward or backwards.

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

Struck by Boat - The boat strikes a person who is located inside or outside of the boat (not necessarily a swimmer).

Struck by Propeller/Propulsion Unit - The propeller, propulsion unit, or steering machinery strikes a person who is located inside or outside of the boat (not necessarily a swimmer).

Struck Submerged Object - The striking of any fixed object or a collision with any waterborne object that is below the surface of the water.

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.

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

Weather (Heavy) - Stormy, windy weather, usually connoting rough or high seas and dangerous operating conditions.

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