

RECREATIONAL BOATING STATISTICS 2009



COMDTPUB P16754.23

U.S. DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
OFFICE OF AUXILIARY AND BOATING SAFETY



Commandant
United States Coast Guard

2100 Second Street, S.W. Stop 7581
Washington, DC 20593-7581
Staff Symbol: CG-54221
Phone: (202) 372-1103
Fax: (202) 372-1908
Email: Susan.M.Tomczuk@uscg.mil

COMDTPUB P16754.23

COMMANDANT PUBLICATION P16754.23

JUL 28 2010

FOREWORD

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

Recreational Boating Statistics 2009, the 51st annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2009 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at www.uscgoating.org.



Kevin S. Cook
Rear Admiral, U.S. Coast Guard
Director of Prevention Policy

DISTRIBUTION –SDL No. 156

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B		2												5												
C					1				1																	1
D				1			1																			
E										1	1	1														
F																										
G																										
H																										

Table of Contents

Introduction		
2009 Executive Summary		6-7
Mission and Strategic Plan of the National Recreational Boating Safety Program		8
Overview of Statistics		8
Changes to the Publication		8-9
Accident Reporting as Required by Federal Law		9-10
Casualty and Accident Reporting Guidelines		10
“Reportable” Boating Accidents		10
“Non-Reportable” Boating Accidents		11-12
Use of Statistics		13
 Accident Causes and Conditions Tables with Explanation		 15-16
Table 4	Percent of Accidents that are Fatal by Month	17
Figure 1	Percent of Accidents that are Fatal by Month (graph)	17
Table 5	Primary Contributing Factor of Accidents & Casualties	18
Table 6	Machinery & Equipment Primary Contributing Factor of Accidents & Casualties	19
Figure 2	Primary Contributing Factor of Accidents (graph)	20
Figure 3	Primary Contributing Factor of Deaths (graph)	21
Figure 4	Primary Contributing Factor of Injuries (graph)	22
Table 7	Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor	23
Table 8	Alcohol Use as a Contributing Factor in Accidents & Casualties by State 05-09	24
Table 9	Vessel Operation at the Time of Accident	25
Table 10	Vessel Activity at the Time of Accident	25
Table 11	Weather & Water Conditions	26
Table 12	Time Related Data	27
Table 13	Vessel Information	28
Table 14	Rental Status of Vessels Involved in Accidents	29
Table 15	Number & Percentage of Deaths by Vessel Length	30
Figure 5	Number of Deaths by Vessel Length (graph)	30
 Accident Types Tables with Explanation		 32-33
Table 16	Accident, Vessel & Casualty Numbers by Primary Accident Type	34
Table 17	Frequency of Accident Types in Accidents & Casualties Nationwide	35-38
Table 18	Number of Vessels in Accidents by Vessel Length & Primary Accident Type	39
Table 19	Number of Vessels in Accidents by Vessel Type & Primary Accident Type	40
Table 20	Number of Vessels in Accidents by Primary Accident Type & Propulsion Type	41
Table 21	Number of Vessels in Accidents by Primary Accident Type & Engine Type	41
 Operator/Passenger Information Tables with Explanation		 43
Table 22	Operator Information	44
Table 23	Number of Deaths by Type of Operator Boating Instruction	45
Figure 6	Number of Deaths by Known Operator Instruction (graph)	45
Table 24	Number of Deaths by Vessel Type	46
Figure 7	Number of Deaths by Vessel Type (graph)	46
Table 25	Number of Deceased Victims by Age & Vessel Type	47
Table 26	Number of Injured Victims by Age & Vessel Type	48
Table 27	Nature of Primary Injury Type by Area of Injury	49
 Casualty Summary Data Tables with Explanation		 51
Figure 8	Deaths, Injuries & Accidents by Year, 1996-2009 (graph)	52
Table 28	Deaths, Injuries & Accidents by Year, 1996-2009	52
Table 29	Accident, Casualty & Damage Data by State	53
Figure 9	Distribution of 2008 Deaths by State Expressed as a Percentage	54
Figure 10	Annual Recreational Boating Fatality Rates 1996-2009	55
Table 30	Annual Recreational Boating Fatality Rates 1996-2009	55

Figure 11	States Coded by their 2009 Fatality Rate	56
Table 31	Five-year Summary of Selected Accident Data by State	57
Table 32	Number of Accidents by Primary Accident Type & State	58-59
Table 33	Number of Injured Victims by Primary Injury & Vessel Type	60
Table 34	Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type	60
Registration Data Tables with Explanation		62
Table 35	Recreational Vessels Registered by Year, 1980-2009	63
Figure 12	Recreational Vessels Registered by Year, 1980-2009 (graph)	63
Table 36	Recreational Vessel Registration by Length & Means of Propulsion	64
Table 37	Recreational Vessel Registration Data by State	65
Figure 13	Distribution of 2009 Recreational Vessel Registration by State	66
Boating Accident Report Form		67-72
Glossary of Terms		73-76
Glossary of State Codes		77

List of Tables

Table 1	2009 Executive Summary	7
Table 2	News Media Accidents and Casualties	8
Table 3	Non-Reportable Scenarios with their Casualty Count	12
Table 4	Percent of Accidents that are Fatal by Month	17
Table 5	Primary Contributing Factor of Accidents & Casualties	18
Table 6	Machinery & Equipment Primary Contributing Factor of Accidents & Casualties	19
Table 7	Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor	23
Table 8	Alcohol Use as a Contributing Factor in Accidents & Casualties by State 05-09	24
Table 9	Vessel Operation at the Time of Accident	25
Table 10	Vessel Activity at the Time of Accident	25
Table 11	Weather & Water Conditions	26
Table 12	Time Related Data	27
Table 13	Vessel Information	28
Table 14	Rental Status of Vessels Involved in Accidents	29
Table 15	Number and Percentage of Deaths by Vessel Length	30
Table 16	Accident, Vessel & Casualty Numbers by Primary Accident Type	34
Table 17	Frequency of Accident Types in Accidents & Casualties Nationwide	35-38
Table 18	Number of Vessels in Accidents by Vessel Length & Primary Accident Type	39
Table 19	Number of Vessels in Accidents by Vessel Type & Primary Accident Type	40
Table 20	Number of Vessels in Accidents by Primary Accident Type & Propulsion Type	41
Table 21	Number of Vessels in Accidents by Primary Accident Type & Engine Type	41
Table 22	Operator Information	44
Table 23	Number of Deaths by Type of Operator Boating Instruction	45
Table 24	Number of Deaths by Vessel Type	46
Table 25	Number of Deceased Victims by Age & Vessel Type	47
Table 26	Number of Injured Victims by Age & Vessel Type	48
Table 27	Nature of Primary Injury Type by Area of Injury	49
Table 28	Deaths, Injuries & Accidents by Year, 1996-2009	52
Table 29	Accident, Casualty & Damage Data by State	53
Table 30	Annual Recreational Boating Fatality Rates 1996-2009	55
Table 31	Five-year Summary of Selected Accident Data by State	57
Table 32	Number of Accidents by Primary Accident Type & State	58-59
Table 33	Number of Injured Victims by Primary Injury & Vessel Type	60
Table 34	Number of Fatal Victims by Life Jacket Wear, Cause of Death & Vessel Type	60
Table 35	Recreational Vessels Registered by Year, 1980-2009	63
Table 36	Recreational Vessel Registration by Length & Means of Propulsion	64
Table 37	Recreational Vessel Registration Data by State	65

List of Figures

Figure 1	Percent of Accidents that are Fatal by Month	17
Figure 2	Primary Contributing Factor of Accidents	20
Figure 3	Primary Contributing Factor of Deaths	21
Figure 4	Primary Contributing Factor of Injuries	22
Figure 5	Number of Deaths by Vessel Length	30
Figure 6	Percent of Deaths by Known Operator Instruction	45
Figure 7	Number of Deaths by Vessel Type	46
Figure 8	Deaths, Injuries & Accidents by Year, 1996-2009	52
Figure 9	Distribution of 2009 Deaths by State Expressed as a Percentage	54
Figure 10	Annual Recreational Boating Fatality Rates 1996-2009	55
Figure 11	States Coded by their 2009 Fatality Rate	56
Figure 12	Recreational Vessels Registered by Year, 1990-2009	63
Figure 13	Distribution of 2009 Recreational Vessel Registration by State	66



2009 EXECUTIVE SUMMARY

- In 2009, the Coast Guard counted 4730 accidents that involved 736 deaths, 3358 injuries and approximately \$36 million dollars of damage to property as a result of recreational boating accidents.
 - The fatality rate was 5.8 deaths per 100,000 registered recreational vessels. This rate represents a 3.6% increase from last year's fatality rate of 5.6 deaths per 100,000 registered recreational vessels.
 - Compared to 2008, the number of accidents decreased 1.23%, the number of deaths increased 3.81% and the number of injuries increased 0.81%.
- Almost three-fourths of all fatal boating accident victims drowned, and of those, eighty-four (84) percent were not reported as wearing a life jacket.
- Only fourteen percent of deaths occurred on boats where the operator had received boating safety instruction.
- Seven out of every ten boaters who drowned were using boats less than 21 feet in length.
- Operator inattention, operator inexperience, excessive speed, improper lookout and alcohol rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 16% of the deaths.
- Eighteen children under age thirteen lost their lives while boating in 2009. 50% of the children who died in 2009 died from drowning. 44% of those who drowned were wearing a life jacket as required to do so by state law.
- The most common types of vessels involved in reported accidents were open motorboats (46%), personal watercraft (22%), and cabin motorboats (14%).
- The 12,721,541 boats registered by the states in 2009 represent a 0.23% increase from last year when 12,692,892 boats were registered.



Table 1 • 2009 EXECUTIVE SUMMARY

TOP FIVE PRIMARY ACCIDENT TYPES						
Accident Rank	Accident Type	Number of Accidents		Number of Deaths	Number of Injuries	
1	Collision with Recreational Vessel	1100		52	837	
2	Skier Mishap	464		13	490	
3	Collision with Fixed Object	446		41	345	
4	Flooding/swamping	436		99	130	
5	Capsizing	369		199	220	
VESSEL TYPES WITH THE TOP CASUALTY NUMBERS						
Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open Motorboat	279	114	393	1780	2173
2	Personal Watercraft	14	28	42	878	920
3	Cabin Motorboat	26	19	45	298	343
4	Canoe/Kayak	120	12	132	123	255
5	Pontoon	11	2	13	100	113
LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH						
Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket			
			Worn	Not Worn	Unknown if worn	
1	Drowning	543	87	385	71	
2	Trauma	115	42	48	25	
3	Cardiac Arrest	15	6	9	0	
4	Hypothermia	8	5	1	2	
5	Carbon Monoxide Poisoning	2	0	2	0	
TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS						
Accident Rank	Contributing Factor	Number of Accidents		Number of Deaths	Number of Injuries	
1	Operator Inattention	749		43	521	
2	Operator Inexperience	439		43	312	
3	Excessive Speed	427		32	441	
4	Improper Lookout	335		14	227	
5	Alcohol	308		120	330	
6	Machinery Failure	282		9	111	
7	Weather	260		74	119	
8	Hazardous Waters	242		91	118	
9	Force of Wave/wake	229		13	207	
10	Rules of the Road	110		6	85	

Mission and Strategic Plan of the National Recreational Boating Safety Program

The mission of the National RBS Program is “to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts”.

The Strategic Plan of the National Recreational Boating Safety Program delineates the Program’s eleven objectives to reduce casualties which include 1) tracking and increasing the number of educated boaters; 2) increasing boating safety messages to target audiences; 3) increasing on-the-water boating instruction; 4) studying and increasing life jacket wear rates; 5) increasing knowledge of and compliance with navigation rules; 6) decreasing boating under the influence; 7) decreasing the number of defective vessels; 8) increasing boater compliance with vessel carriage requirements; 9) increasing the accuracy and reporting rates of reportable accidents; 10) conducting research and development of boating safety initiatives; and 11) measuring the effectiveness of state and non-profit organization grants. To view the Strategic Plan of the Program, please visit the Office’s website at <http://www.uscgboating.org>.

Overview of Statistics

This report contains statistics on registered recreational vessels and boating accidents during calendar year 2009. Data used to compile the recreational boating accident statistics come from three sources:

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

Table 2 • NEWS MEDIA ACCIDENTS AND CASUALTIES					
	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	42	15	22	13	\$2,082,545

Changes to the Publication

Some of the tables in this edition of the Statistics have changed because of alterations to the content on the Coast Guard’s Boating Accident Report (BAR) form. One of the most dramatic changes lies in the cause categories. “Passenger/skier behavior” and “careless/reckless operation” were removed from the latest BAR form because it was believed that the public would not report a negative behavior about themselves. Since these categories were removed from the Coast Guard form, they will not be reported in the national publication. For those jurisdictions that did not use the Coast Guard form to collect information and still used passenger/skier behavior and careless/reckless operation as a cause, the Coast Guard coded their cause according to the choices on the Coast Guard BAR form. An example of a case where the Coast Guard was able to code one of these causes to one available on the Coast Guard form is as follows: if a jurisdiction had selected “passenger/skier behavior” to describe an accident where an occupant stood up in a canoe which led to the capsizing of the vessel, the Coast Guard coded this cause as “improper loading” instead of “passenger/skier behavior”. An example of a case where the Coast Guard was not able to code one of these causes to a cause available on the Coast Guard form is as follows:

a passenger on a vessel became injured while jumping out of a vessel while it was in motion. In this case, the Coast Guard coded the accident as “other” and captured “passenger/skier behavior” in the “other accident cause” category. “Careless/reckless operation” was likewise coded such that when applicable, it was coded as “Rules of the Road”. In other cases, the cause was coded as “other”.

The second change to the tables is the removal of Table 24, Life Jacket Information. Part of this table was removed because the Coast Guard no longer collects life jacket carriage equipment information in the same manner. The remaining part of this table was removed because the information in it was already presented in another table (Table 34).

The third change to the tables in this edition is the merger of Tables 17 and 18, which address the series of events of accidents. An accident can be coded with up to three standardized fields that describe the order in which events occurred in an accident. Table 17 provided a snapshot of accident types with a casualty count for the latest five years of data whereas Table 18 provided a snapshot of the frequency of events in accidents with a resulting casualty count. Because the Coast Guard considers all events in a regulatory study, the Office decided that it would be important to present this information for public use. Thus, Table 17 now provides the frequency of accident events with a casualty count for the latest five years of data.

The final major change was the addition of a table to describe injuries. With the implementation of the latest Coast Guard BAR form, the injury section was reorganized to focus on two fields, the nature of most serious injury and the body part of the most serious injury. Thus, a crosstab table (Table 27 - Nature of Primary Injury Type by Area of Injury) was created to present the types of injuries by area of injury.

Accident Reporting as Required by Federal Law

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

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

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

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

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

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

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

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 used for this report is on pages 67-72. This Coast Guard form was approved by the Office of Management and Budget in the summer of 2008. 2009 was the first year that the form was used for data collection on a national basis.

Casualty and Accident Reporting Guidelines

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

The term “vessel” includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water. Terms used to describe the various types of watercraft are: airboats, auxiliary sailboats, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon boat, raft, rowboat, and sailboat. Unmodified inner tubes have not been determined to be “vessels” to date and thus any accident that only involves an unmodified inner tube has not been included in the statistics in the main body of this report.

“Reportable” Boating Accidents

A vessel is considered to be involved in a “boating accident” whenever a death, missing person, personal injury, property damage, or total vessel loss results from the vessel's operation, construction, seaworthiness, equipment, or machinery.

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

- Grounding, capsizing, sinking, or flooding/swamping
- Falls in or overboard a vessel
- Persons ejected from a vessel
- Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- Water-skiing or other mishap involving a towable device
- 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
- Electrocutation due to stray current related to a vessel
- Casualties while swimming from a vessel that is not anchored, moored or docked.
- Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning.
- Casualties from natural phenomena such as interaction with marine life (i.e. leaping sturgeon causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties).
- Casualties where a person falls off an anchored 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 an anchored, moored or docked vessel.
- 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 lack of maintenance on the vessel.
- 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.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve unmodified inner tubes.
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occur when the only vessel(s) involved are not numbered and are being used exclusively for racing.
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

Table 3 • Non-Reportable Scenarios with their Casualty Count

Does not meet Coast Guard Policy	Accidents	Deaths	Injuries	Vessels	Vessels Lost	Damages
Swimming for pleasure from an anchored, moored or docked vessel	4	1	3	4	0	\$0.00
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 a shore or pier	3	3	0	3	0	\$0.00
Unmodified inner tubes	1	1	0	1	0	\$0.00
Vessels involved are being used solely for governmental, commercial, or criminal activity	146	16	120	165	6	\$1,593,003.33
Climbing aboard an anchored vessel from the water or swimming near an anchored boat	3	1	2	3	0	\$0.00
Falls from or on a docked vessel or vessel that is moored to a permanent structure	10	4	6	11	0	\$0.00
Vehicle used for trailering the vessel fails	1	0	0	1	0	\$250.00
Vessel exclusively for racing	1	0	1	1	1	\$150,000.00
Fire or explosion on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment	2	1	0	6	1	\$60,000.00
Foreign vessel	1	0	0	1	1	\$3,000,000.00
A person dies or is injured from natural causes while aboard a vessel	1	0	1	1	0	\$0.00
Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel	28	0	0	28	6	\$386,178.00
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 person	40	1	0	50	13	\$302,200.00
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	6	0	2	6	2	\$64,000.00
Does not meet federal reporting requirements	686	0	86	982	0	\$491,548.65
Total	933	28	221	1263	30	\$6,047,179.98

Use of Statistics

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

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

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

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

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

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

The statistics in this publication are based on accident data submitted by reporting states as of March 5, 2010 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

ACCIDENT CAUSES & CONDITIONS



Explanation of Accident Causes and Conditions Section

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

Percent of Accidents that are Fatal by Month (Table 4 & Figure 1, Page 17)

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

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

Primary Contributing Factor of Accidents & Casualties (Table 5, Page 18)

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

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

Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 19)

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

Primary Contributing Factor of Accidents (Figure 2, Page 20)

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

Primary Contributing Factor of Deaths (Figure 3, Page 21)

This table reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 4, Page 22)

This table reflects the first cause listed for all injuries.

Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 23)

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

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 05-09 (Table 8, Page 24)

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

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

Vessel Operation at the Time of Accident (Table 9, Page 25)

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

injuries.

Vessel Activity at the Time of Accident (Table 10, Page 25)

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

Weather & Water Conditions (Table 11, Page 26)

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

Time Related Data (Table 12, Page 27)

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

These sections each examine the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2009. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

Vessel Information (Table 13, Page 28)

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

Rental Status of Vessels Involved in Accidents (Table 14, Page 29)

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

Number & Percentage of Deaths by Vessel Length (Figure 5 & Table 15, Page 30)

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



Figure 1 PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2009

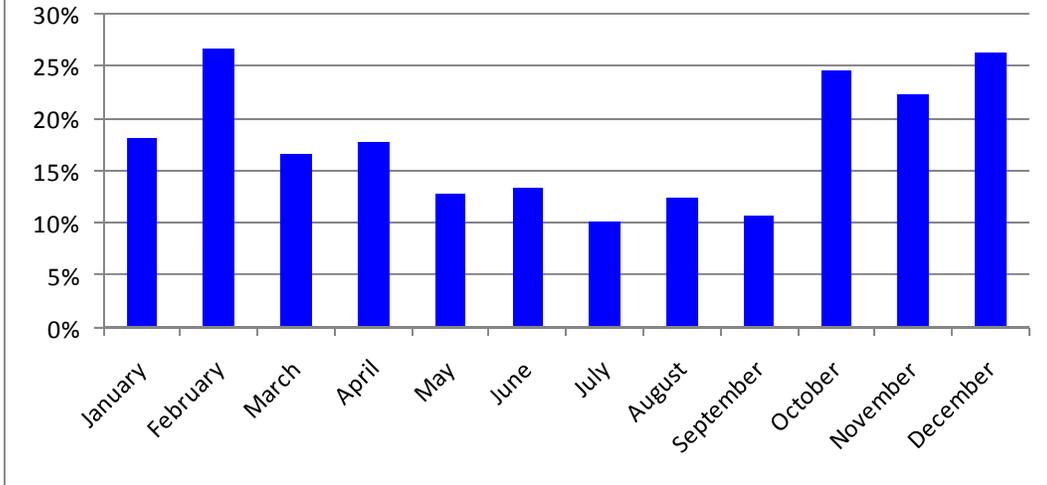


Table 4 • PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2009

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	11	50	61	18%	17
February	23	63	86	27%	28
March	27	135	162	17%	31
April	49	228	277	18%	63
May	80	544	624	13%	97
June	99	643	742	13%	109
July	113	1010	1123	10%	124
August	103	722	825	12%	108
September	48	399	447	11%	54
October	48	147	195	25%	52
November	25	87	112	22%	30
December	20	56	76	26%	23
Total	646	4084	4730	14%	736



Table 5 - PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2009

		Accidents	Deaths	Injuries
Operation of Vessel 2,556 Accidents 269 Deaths 2,124 Injuries	Alcohol Use	308	120	330
	Drug Use	2	2	2
	Excessive Speed	427	32	441
	Failure to Ventilate	27	0	32
	Improper Lookout	335	14	277
	Inadequate On-board Navigation Lights	23	1	17
	Operator Inattention	749	43	521
	Operator Inexperience	439	43	312
	Restricted Vision	81	3	60
	Rules of the Road Infraction	110	6	85
	Sharp Turn	50	4	45
	Starting in Gear	5	1	2
Loading of Passengers or Gear 188 Accidents 88 Deaths 86 Injuries	Improper Anchoring	33	6	8
	Improper Loading/Weight Distribution	79	41	42
	Overloading	41	31	9
	People on Gunwale, Bow or Transom	35	10	27
Failure of Boat or Boat Equipment 384 Accidents 14 Deaths 131 Injuries	Equipment Failure	55	5	15
	Hull Failure	47	0	5
	Machinery Failure	282	9	111
Environment 774 Accidents 187 Deaths 467 Injuries	Congested Waters	16	1	12
	Dam/Lock	7	7	4
	Force of Wave/Wake	229	13	207
	Hazardous Waters	242	91	118
	Missing or Inadequate Navigation Aids	20	1	7
	Weather	260	74	119
Miscellaneous 828 Accidents 178 Deaths 550 Injuries	Ignition of Spilled Fuel or Vapor	65	2	46
	Carbon Monoxide	7	1	12
	Sudden Medical Condition	25	20	5
	Other	564	64	449
	Unknown	167	91	38
All Categories Combined		4730	736	3358



Table 6 • MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2009

		Accidents	Deaths	Injuries
Machinery Failure	Electrical System Failure	37	0	2
	Engine Failure	118	7	36
	Exhaust System Failure	5	0	3
	Fuel System Failure	32	0	24
	Shift Failure	23	0	5
	Steering System Failure	30	2	19
	Throttle Failure	18	0	4
	Ventilation System Failure	6	0	11
	Other	4	0	1
	Not Specified	9	0	6
Equipment Failure	Auxiliary Equipment Failure	21	0	9
	Fire Extinguisher Failure	0	0	0
	Sail Dismasting	3	0	0
	Seat Broke Loose	6	4	3
	Other	22	1	3
	Not specified	3	0	0



Figure 2 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2009

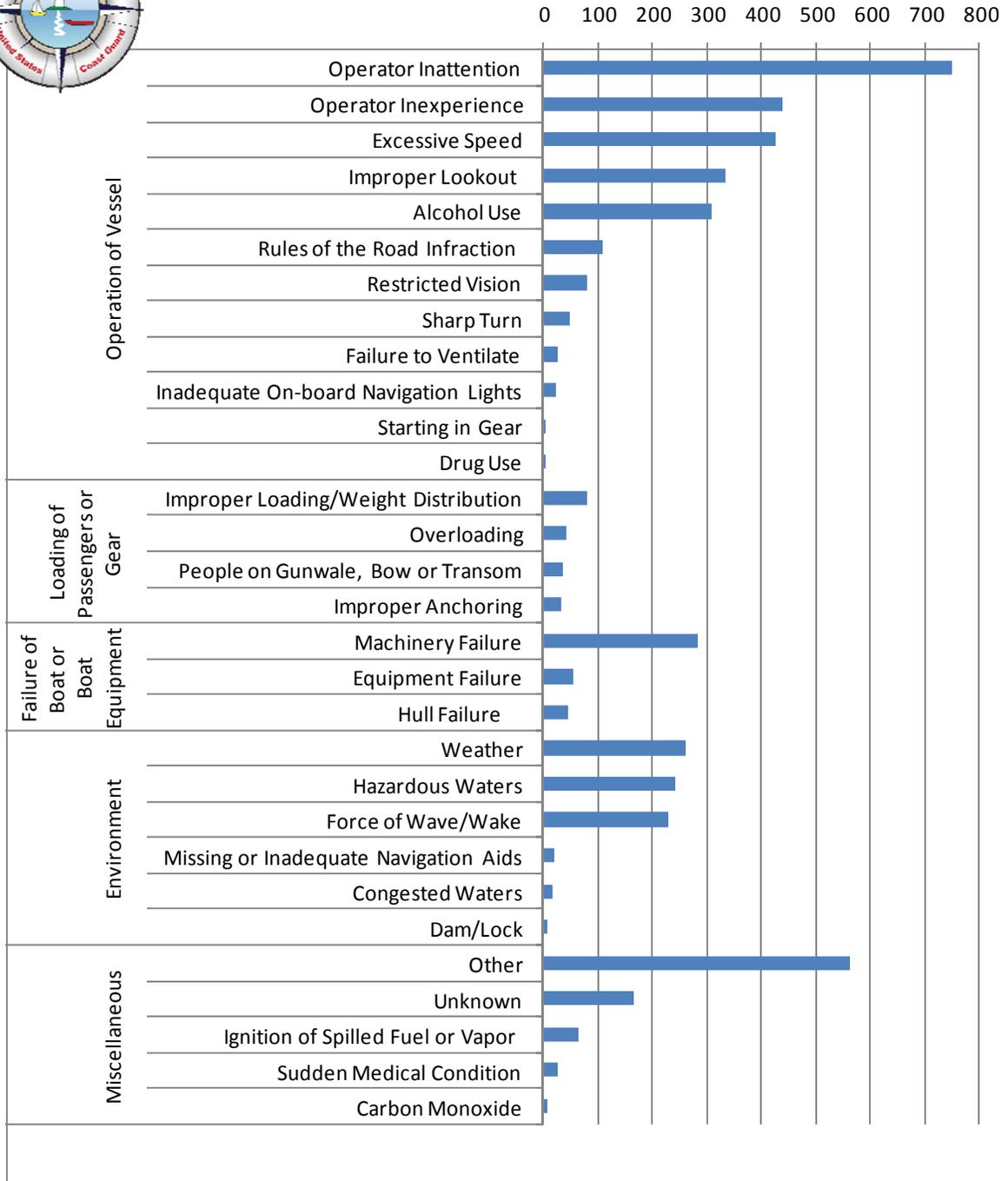




Figure 3 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2009

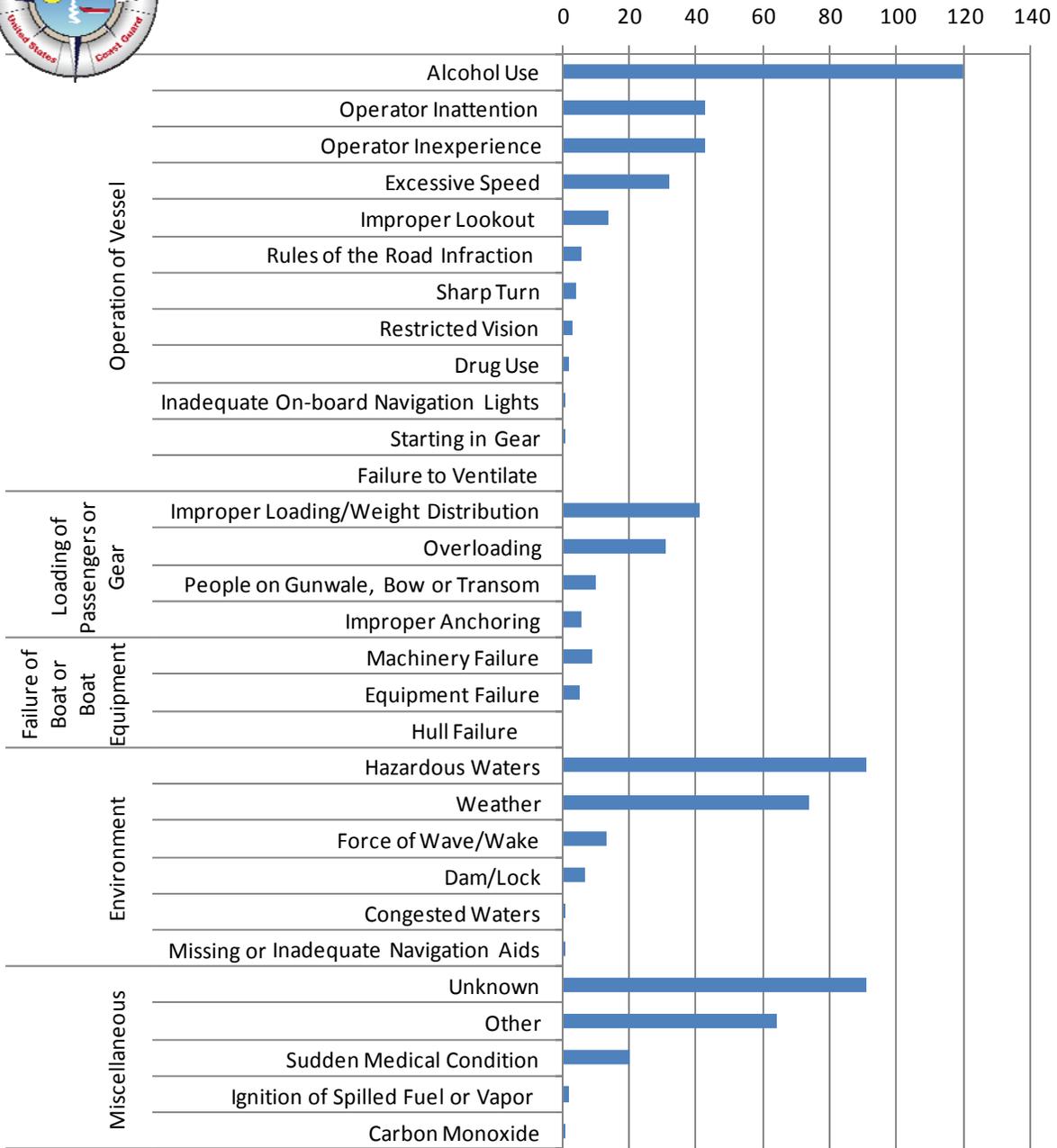




Figure 4 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2009

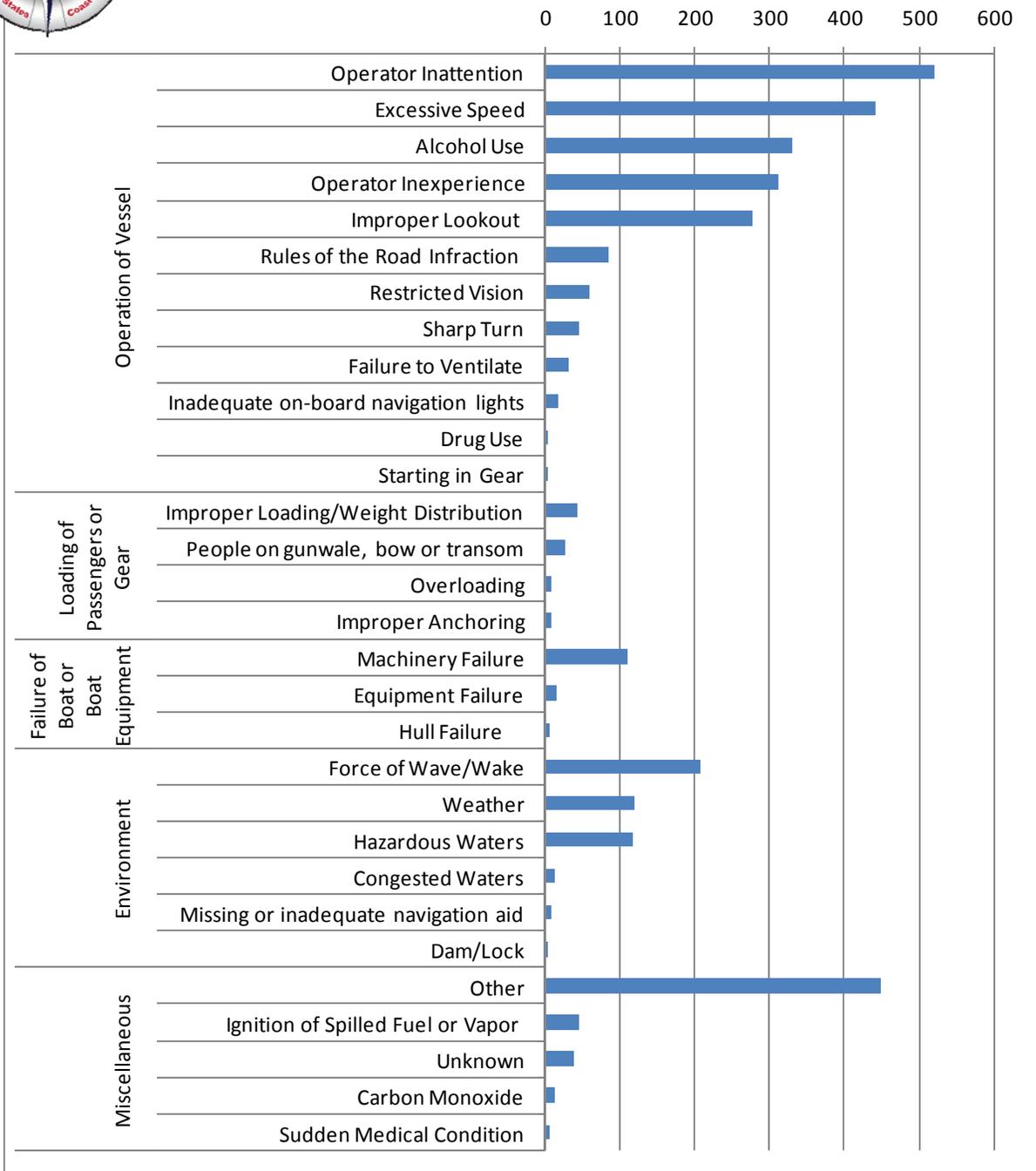


Table 7 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2009



All Vessels	6190	414	8	23	7	2	71	601	31	255	250	47	72	42	80	525	44	383	20	1117	613	43	35	113	217	56	7	25	291	599	199
Airboat	19	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	7	0	0	1	1	0	0	1	0	0	0	0	0	0	0
Auxiliary Sailboat	235	8	0	6	0	0	2	3	1	2	4	1	1	11	0	26	0	38	0	52	16	0	0	7	8	1	0	0	26	6	16
Cabin Motorboat	883	46	4	1	0	1	20	66	11	32	12	6	22	7	4	90	5	140	4	185	64	3	2	12	14	4	0	0	39	52	37
Canoe	151	27	0	1	0	0	0	2	0	4	24	0	0	0	15	3	0	0	0	7	23	3	1	1	0	0	0	1	17	9	13
Houseboat	59	0	1	1	0	0	3	3	0	0	0	1	3	0	0	0	0	13	0	12	8	0	0	0	0	0	0	0	9	2	3
Inflatable	50	2	0	0	1	0	0	3	0	1	23	0	0	0	0	1	0	0	0	3	9	0	0	0	0	1	0	0	1	2	3
Kayak	88	3	0	0	0	0	0	0	0	0	30	0	0	0	3	3	1	0	0	3	20	0	0	1	0	0	0	2	9	4	9
Open Motorboat	2877	237	2	10	4	1	33	228	17	162	113	37	35	20	48	238	32	140	15	504	155	30	25	69	56	25	4	15	150	411	61
Personal Watercraft	1332	52	0	3	1	0	2	259	2	39	21	0	9	0	1	107	1	25	1	278	270	1	1	13	132	22	2	2	5	69	14
Pontoon Boat	186	24	0	0	0	0	3	12	0	4	2	1	0	0	2	25	3	8	0	30	21	0	4	4	2	2	1	1	7	25	5
Rowboat	58	5	0	0	1	0	1	0	0	1	11	0	0	0	6	2	0	1	0	2	3	5	2	0	0	0	0	0	4	8	6
Sailboat Only	63	2	0	0	0	0	3	2	0	1	2	0	0	1	1	4	0	1	0	11	11	0	0	2	0	0	0	2	16	3	1
Sailboat (unknown)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Other	64	6	0	0	0	0	2	2	0	1	2	1	0	1	0	8	1	11	0	10	3	1	0	1	2	0	0	2	4	1	5
Unknown	124	2	1	1	0	0	2	15	0	8	5	0	2	2	0	11	1	6	0	19	9	0	0	2	3	1	0	0	2	7	25



Table 8 - ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2005-2009

	Accidents					Deaths					Injuries				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
USA	402	403	421	387	397	157	148	157	153	165	347	366	373	346	422
AL	5	13	19	9	10	1	7	3	5	4	5	14	14	13	9
AK	9	6	8	7	4	5	5	7	6	3	5	11	4	3	2
AZ	16	10	13	11	9	0	1	3	1	1	15	12	21	8	10
AR	7	6	16	7	9	4	1	6	3	4	10	1	28	2	5
CA	34	26	34	36	22	13	7	11	15	11	28	24	38	38	28
CO	3	3	4	2	9	1	3	1	1	3	1	1	2	1	11
CT	4	1	5	6	9	1	0	3	4	5	2	0	4	9	11
DE	1	1	1	2	0	0	0	0	1	0	0	0	0	1	0
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	47	28	38	34	33	17	11	20	14	17	39	21	19	34	43
GA	11	9	8	15	12	5	4	3	4	3	11	9	5	13	11
HI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ID	6	11	3	9	9	4	4	0	5	4	3	7	0	3	13
IL	9	13	14	6	11	4	7	2	2	3	14	14	11	5	15
IN	5	2	3	1	2	0	0	4	0	0	3	2	2	3	2
IA	6	10	12	4	5	3	3	5	0	2	4	10	4	1	2
KS	4	1	3	0	0	1	1	1	0	0	2	0	3	0	0
KY	9	10	10	2	10	8	5	6	1	3	6	9	9	2	8
LA	18	10	18	18	23	7	2	6	13	17	19	11	17	23	36
ME	1	0	7	3	5	1	0	5	3	2	0	0	3	0	4
MD	7	10	8	11	13	1	3	2	1	6	8	10	5	22	14
MA	5	1	6	2	5	4	1	3	1	4	6	0	1	1	3
MI	11	13	5	7	12	6	0	4	3	9	12	19	2	2	10
MN	15	16	17	13	12	8	3	2	5	4	9	19	15	7	13
MS	3	4	4	3	2	0	2	1	0	2	6	5	6	2	2
MO	14	21	13	18	11	6	8	4	1	3	16	21	11	22	12
MT	1	3	3	9	3	1	1	0	4	1	0	2	4	5	6
NE	0	3	4	3	6	0	3	3	1	2	0	2	2	2	4
NV	7	6	2	11	6	2	2	0	4	1	11	4	2	2	7
NH	2	6	3	1	3	0	0	1	1	1	3	4	0	2	4
NJ	4	6	1	6	4	0	4	0	0	1	4	0	2	3	4
NM	2	1	2	1	2	2	0	1	0	1	0	1	4	1	1
NY	15	24	14	11	11	4	4	8	6	7	21	27	8	8	13
NC	15	16	19	19	13	3	5	4	5	5	6	13	24	19	11
ND	1	0	0	1	2	0	0	0	0	0	5	0	0	2	0
OH	12	17	17	9	9	6	5	5	3	2	11	13	13	7	9
OK	3	4	7	1	3	1	2	3	1	3	1	6	14	0	3
OR	2	0	2	4	5	1	0	1	2	1	0	0	2	3	4
PA	6	8	4	10	6	6	11	2	1	2	4	4	4	11	10
RI	0	0	4	1	2	0	0	0	0	0	0	0	5	0	2
SC	9	4	5	9	5	3	1	0	4	0	5	2	10	9	5
SD	2	5	1	2	5	1	2	0	0	0	3	7	1	3	6
TN	7	13	12	17	15	3	5	3	7	4	3	11	8	16	11
TX	15	16	17	16	17	4	7	7	11	9	7	10	11	11	14
UT	5	1	1	0	1	1	0	0	0	0	6	0	0	0	0
VT	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
VA	9	8	6	4	7	4	1	1	1	2	4	10	4	4	5
WA	19	23	13	9	11	8	9	10	6	6	13	18	7	10	13
WV	1	2	3	1	3	1	2	1	0	1	0	0	3	2	3
WI	12	9	10	16	18	4	4	4	7	5	15	11	18	11	15
WY	2	3	2	0	2	2	2	1	0	1	1	1	3	0	7
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Table 9 • VESSEL OPERATION AT THE TIME OF ACCIDENT 2009

	Vessels Involved	Deaths	Injuries
Totals	6190	736	3358
At Anchor	216	38	83
Being Towed	32	1	6
Changing Direction	634	49	490
Changing Speed	476	26	286
Cruising	2854	227	1813
Docking/Undocking	249	9	91
Drifting	584	152	270
Idling	46	4	33
Launching/Loading	57	7	23
Rowing/Paddling	208	120	102
Sailing	103	14	29
Tied to Dock/Moored	471	4	36
Towing	35	1	14
Trolling	23	7	12
Other	12	2	6
Unknown	190	75	64

Table 10 • VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2009

	Vessels Involved	Deaths	Injuries
Totals	6190	736	3358
Boating/Relaxation	3716	321	2114
Commercial	60	0	4
Fishing	688	270	303
Fueling	19	1	16
Hunting	29	14	21
Racing	47	3	24
Repairs	57	7	28
Starting Engine	55	1	30
Swimming/Snorkeling	82	35	45
Towed Watersports	692	25	648
Towing	19	0	2
Whitewater	67	35	31
Other	39	5	25
None; not in operation	439	0	2
Unknown	181	19	65



Table 11 • WEATHER AND WATER CONDITIONS 2009

		Accidents	Deaths	Injuries
		4730	736	3358
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	2277	330	1775
	Rivers, Streams, Creeks, Swamps, Bayous	1050	221	724
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	853	107	522
	Ocean/Gulf	457	70	275
	Great Lakes (not tributaries)	91	8	60
	Unknown	2	0	2
WATER CONDITIONS	Calm (waves less than 6")	2467	302	1905
	Choppy (waves 6" to 2')	1344	158	963
	Rough (waves 2' to 6')	456	94	241
	Strong Current	126	59	57
	Very Rough (waves larger than 6')	99	42	61
	Unknown	238	81	131
WIND	None	511	55	395
	Light (0 - 6 mph)	2428	332	1858
	Moderate (7 - 14 mph)	1121	163	743
	Strong (15 - 25 mph)	356	76	190
	Storm (over 25 mph)	67	27	37
	Unknown	247	83	135
VISIBILITY	Poor - Day	67	19	37
	Poor - Night	115	32	104
	Poor - Unknown if day or night	1	1	0
	Fair - Day	201	44	112
	Fair - Night	146	41	114
	Good - Day	3019	373	2218
	Good - Night	275	66	173
	Good- Unknown if day or night	8	6	2
	Unknown - Day	747	109	499
	Unknown - Night	128	34	86
Unknown - Unknown if day or night	23	11	13	
WATER TEMPERATURE	39 degrees F and below	34	11	17
	40 - 49 degrees F	124	50	76
	50 - 59 degrees F	374	125	227
	60 - 69 degrees F	852	116	603
	70 - 79 degrees F	1492	159	1125
	80 - 89 degrees F	947	107	727
	90 degrees F and above	40	4	31
	Unknown	867	164	552

Table 12 • TIME RELATED DATA 2009					
	Accidents	Deaths	Injuries		
		4730	736	3358	
Time of Day	12:00 am to 2:30 am	111	30	77	
	2:31 am to 4:30 am	35	11	14	
	4:31 am to 6:30 am	64	10	36	
	6:31 am to 8:30 am	125	24	84	
	8:31 am to 10:30 am	259	37	153	
	10:31 am 12:30 pm	494	65	322	
	12:31 pm to 2:30 pm	759	93	532	
	2:31 pm to 4:30 pm	1034	126	757	
	4:31 pm to 6:30 pm	814	111	643	
	6:31 pm to 8:30 pm	568	102	414	
	8:31 pm to 10:30 pm	267	62	208	
	10:31 pm to 11:59 pm	101	23	82	
	Unknown	99	42	36	
	Month of Year	January	61	17	32
		February	86	28	40
March		162	31	97	
April		277	63	162	
May		624	97	490	
June		742	109	523	
July		1123	124	823	
August		825	108	630	
September		447	54	324	
October		195	52	119	
November		112	30	70	
December		76	23	48	
Day of Week	Sunday	1189	146	937	
	Monday	417	63	282	
	Tuesday	346	78	211	
	Wednesday	344	80	200	
	Thursday	396	63	264	
	Friday	589	97	395	
	Saturday	1449	209	1069	





Table 13 - VESSEL INFORMATION 2009

		Vessels Involved	Deaths	Injuries
		6190	736	3358
Hull Material	Aluminum	846	242	454
	Fiberglass	4802	353	2736
	Plastic	90	36	44
	Rubber/Vinyl/Canvas	66	39	35
	Steel	51	2	5
	Wood	60	5	14
	Other	21	4	8
	Unknown	254	55	62
Speed	Not Moving	715	49	135
	Under 10 mph	1850	331	845
	10 to 20 mph	1033	48	625
	21 to 40 mph	932	50	705
	Over 40 mph	162	12	171
	Unknown	1498	246	877
Horsepower	No Engine	402	208	181
	10 hp or less	139	45	52
	11 - 25 hp	167	39	92
	26 - 75 hp	501	77	247
	76 - 150 hp	1268	97	789
	151 - 250 hp	919	75	543
	Over 250 hp	1153	46	601
	Unknown	1641	149	853
Year Built	2009	155	8	92
	2008	378	21	230
	2006 - 2007	751	53	441
	2004 - 2005	534	45	285
	2001 - 2003	638	47	432
	1996 - 2000	1019	89	597
	Prior to 1996	2028	255	1013
	Unknown	687	218	268
Length	Less than 16 feet	1865	308	1159
	16 feet to <26 feet	2815	317	1754
	26 feet to <40 feet	794	30	253
	40 feet to 65 feet	282	7	63
	More than 65 feet	61	0	2
	Unknown	373	74	127



Table 14 - RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS

	Vessels					Deaths					Injuries					
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
All Vessels	6190	486	4618	1086	736	39	559	138	3358	294	2517	547				
Airboat	19	0	19	0	1	0	1	0	18	0	18	0				
Auxiliary Sailboat	235	4	159	72	11	0	8	3	42	0	22	20				
Cabin Motorboat	883	11	729	143	45	0	36	9	298	4	246	48				
Canoe	151	14	100	37	93	4	68	21	80	10	50	20				
Houseboat	59	11	36	12	2	2	0	0	22	14	7	1				
Inflatable	50	13	26	11	30	6	14	10	22	10	9	3				
Kayak	88	12	56	20	39	2	28	9	43	10	23	10				
Open Motorboat	2877	109	2331	437	393	14	319	60	1780	65	1434	281				
Personal Watercraft	1332	274	857	201	42	3	32	7	878	162	583	133				
Pontoon Boat	186	27	147	12	13	2	10	1	100	14	82	4				
Rowboat	58	4	43	11	42	4	29	9	24	1	16	7				
Sailboat (only)	63	4	44	15	9	0	7	2	23	3	15	5				
Sailboat (unknown)	1	0	0	1	1	0	0	1	0	0	0	0				
Other	64	1	42	21	7	1	5	1	10	0	7	3				
Unknown	124	2	29	93	8	1	2	5	18	1	5	12				



Figure 5 NUMBER OF DEATHS BY VESSEL LENGTH 2009

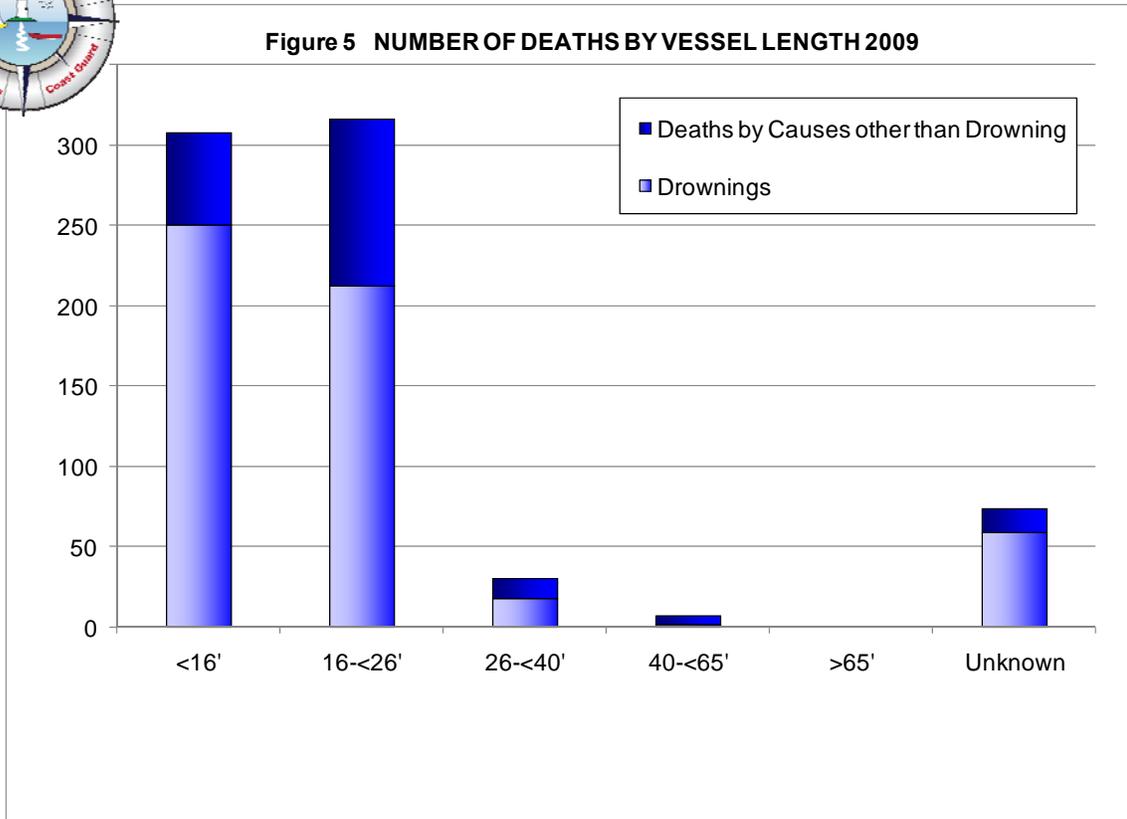


Table 15 • NUMBER & PERCENTAGE OF DEATHS BY VESSEL LENGTH

Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	251	57	308	81%
16-26'	213	104	317	67%
26-40'	18	12	30	60%
40-65'	2	5	7	29%
>65'	0	0	0	0%
Unknown	59	15	74	80%
Total	543	193	736	74%

ACCIDENT TYPES



Explanation of Accident Types Section

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

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

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

Accident, Vessel & Casualty Numbers by Primary Accident Type (Table 16, Page 34)

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

Five-year Summary of Frequency of Events in Accidents & Casualties Nationwide (Table 17, Pages 35-38)

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

Using the example in the opening paragraphs, the flooding/swamping would fall under the intersection of the column "First Event in an Accident" and the row "Flooding/swamping". The capsizing would be marked under the column "Second Event in an Accident" and the row "Capsizing". Finally, the ejection would be marked under the column "Third Event in an Accident" and the row "Ejected from Vessel".

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on deaths as a result of flooding/swamping, we see that there were 436 accidents where flooding/swamping was the first event in the boating accident. There were 99 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 151 accidents and 19 deaths associated with flooding/swamping as a second event and 30 accidents and 4 deaths associated with flooding/swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. In the example, there were 617 accidents and 122 deaths associated with flooding/swamping as a first, second, or third event.

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

Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 18, Page 39)

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

Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 19, Page 40)

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

Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 20, Page 41)

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

Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 21, Page 41)

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

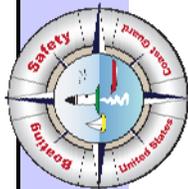


Table 16 - ACCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY ACCIDENT TYPE 2009

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
All Accident Types	4730	6190	543	193	736	3358	\$35,903,920.65
Capsizing	369	381	180	19	199	220	\$1,153,740.00
Carbon Monoxide Exposure	17	18	0	1	1	39	\$0
Collision with Fixed Object	446	509	17	24	41	345	\$4,391,150.99
Collision with Floating Object	73	77	3	0	3	37	\$562,190.00
Collision with Commercial Vessel	29	59	1	12	13	28	\$309,893.00
Collision with Governmental Vessel	2	4	0	0	0	0	\$7,250.00
Collision with Recreational Vessel	1100	2270	12	40	52	837	\$6,975,837.82
Collision with Submerged Object	165	168	10	3	13	56	\$1,469,118.72
Departed Vessel	100	104	48	3	51	49	\$40,225.00
Ejected from Vessel	176	193	20	4	24	193	\$405,535.00
Electrocution	0	0	0	0	0	0	\$0
Fall in Vessel	207	216	3	1	4	213	\$15,725.00
Falls Overboard	349	362	152	36	188	173	\$57,745.00
Fire/Explosion (fuel)	174	197	1	2	3	113	\$4,641,477.00
Fire/Explosion (non-fuel)	74	94	0	2	2	13	\$6,269,936.00
Fire/Explosion (unknown origin)	12	23	0	0	0	4	\$1,646,100.00
Flooding/Swamping	436	453	82	17	99	130	\$4,178,887.00
Grounding	308	317	4	9	13	197	\$3,623,040.12
Person Struck by Propeller	67	68	0	3	3	66	\$2,000.00
Person Struck by Vessel	49	60	0	6	6	47	\$6,100.00
Sinking	8	8	3	0	3	5	\$34,800.00
Skier Mishap	464	480	3	10	13	490	\$3,460.00
Other	101	125	1	0	1	103	\$107,710.00
Unknown	4	4	3	1	4	0	\$2,000.00

Table 17 • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2009	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Capsizing	369	246	27	642	280	373
Carbon Monoxide Poisoning	17	0	0	17	1	39	\$0
Collision with Fixed Object	446	45	7	498	41	358	\$5,331,520.99
Collision with Floating Object	73	2	0	75	3	38	\$579,379.00
Collision with Commercial Vessel	29	1	1	31	13	29	\$315,343.00
Collision with Governmental Vessel	2	0	0	2	0	0	\$7,250.00
Collision with Recreational Vessel	1100	50	7	1157	54	858	\$7,490,097.82
Collision with Submerged Object	165	5	0	170	13	58	\$1,573,118.72
Departure from Vessel	100	60	22	182	85	100	\$843,575.00
Ejected from Vessel	176	636	225	1037	335	976	\$3,717,657.00
Electrocution	0	0	1	1	0	1	\$40,450.00
Fall in Vessel	207	233	26	466	30	643	\$1,692,143.08
Falls Overboard	349	32	3	384	201	204	\$144,100.00
Fire/Explosion (fuel)	174	4	0	178	3	113	\$5,692,477.00
Fire/Explosion (non-fuel)	74	12	1	87	4	19	\$6,917,936.00
Fire/Explosion (unknown origin)	12	0	0	12	0	4	\$1,646,100.00
Flooding	436	151	30	617	122	207	\$7,493,097.26
Grounding	308	52	17	377	19	244	\$4,533,175.12
Person Struck by Propeller	67	97	20	184	25	182	\$58,950.00
Person Struck by Vessel	49	205	27	281	26	355	\$619,535.10
Sinking	8	129	85	222	49	45	\$7,221,576.00
Skier Mishap	464	1	0	465	13	491	\$5,960.00
Other	101	18	0	119	1	120	\$120,360.00
Unknown	4	0	0	4	4	4	\$1,648,100.00
2008							
Capsizing	348	239	33	620	268	425	\$3,215,281.00
Carbon Monoxide Poisoning	18	0	0	18	11	40	\$0
Collision with Fixed Object	446	47	9	502	56	368	\$5,394,454.00
Collision with Floating Object	59	1	0	60	5	30	\$801,231.00
Collision with Vessel	1237	63	7	1307	63	882	\$9,000,016.00
Departed Vessel	87	54	8	169	74	99	\$914,581.00
Ejected from Vessel	123	586	208	917	275	932	\$4,029,205.00
Electrocution	0	0	0	0	0	0	\$0

Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2008 Continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Fall in Boat	140	175	16	331	10	427
Fall on Boat	62	14	1	77	1	84	\$45,700.00
Falls Overboard	431	69	8	508	215	318	\$583,565.00
Fire/Explosion (fuel)	136	3	0	139	1	91	\$4,548,917.00
Fire/Explosion (non-fuel)	78	5	2	85	2	14	\$3,800,710.00
fire/Explosion (unknown origin)	25	0	0	25	2	10	\$15,980,500.00
Flooding/Swamping	475	149	20	644	109	264	\$10,378,269.00
Grounding	322	63	19	404	29	279	\$5,323,070.00
Sinking	16	189	80	285	51	89	\$6,725,029.00
Skier mishap	383	0	1	384	10	397	\$121,226.00
Struck by Vessel	37	188	32	257	26	315	\$800,750.00
Struck by Propeller	83	80	18	181	21	176	\$89,100.00
Struck Submerged Object	154	2	1	157	5	71	\$4,094,382.00
Other	123	28	3	154	10	144	\$350,570.00
Unknown	6	0	0	6	6	0	\$500.00
2007							
Capsizing	398	89	10	497	220	338	\$2,392,352.00
Carbon Monoxide Poisoning	14	1	0	15	7	42	\$0
Collision with Fixed Object	558	33	1	592	43	407	\$9,501,968.12
Collision with Floating Object	143	9	0	152	4	104	\$2,680,482.59
Collision with Vessel	1329	64	2	1395	72	981	\$11,938,172.94
Departure from vessel	69	12	4	85	37	47	\$460,600
Ejected from vessel	120	180	23	323	79	309	\$2,283,453.55
Electrocution	0	1	0	1	1	0	\$0
Falls in Vessel	211	73	4	288	7	343	\$771,878.00
Falls on Vessel	10	0	0	10	0	10	\$85,000.00
Falls Overboard	485	195	25	705	297	532	\$1,637,975.00
Fire/Explosion (fuel)	113	3	1	117	3	70	\$3,027,806.00
Fire/Explosion (non-fuel)	93	9	0	102	0	0	\$7,207,722.01
fire/explosion (unknown origin)	16	1	0	17	1	8	\$340,350.00
Flooding/Swamping	285	144	25	454	62	154	\$9,562,143.52

Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2007 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Grounding	324	82	15	421	13	285
Sinking	84	166	76	326	34	103	\$10,170,041.00
Skier mishap	492	12	1	505	11	519	\$28,115.00
Struck by Vessel	83	154	33	270	32	268	\$398,180.89
Struck by Motor/Propeller	80	85	11	176	24	166	\$75,090.00
Struck Submerged Object	157	30	7	194	5	80	\$7,392,934.00
Other	111	13	1	125	19	106	\$255,143.00
Unknown	16	0	0	16	7	5	\$68,900.00
2006							
Capsizing	455	23	0	478	222	255	\$1,845,898.00
Carbon Monoxide Poisoning	18	0	0	18	12	51	\$99,500.00
Collision with Fixed Object	517	21	0	538	52	404	\$5,099,684.64
Collision with Floating Object	142	11	0	153	9	97	\$1,274,203.67
Collision with Vessel	1360	48	3	1411	77	1026	\$9,812,036.90
Departure from vessel	43	4	0	47	36	9	\$32,000.00
Ejected from vessel	40	29	3	72	29	55	\$572,461.00
Electrocution	2	0	0	2	1	3	\$0
Falls in Vessel	199	55	1	255	8	326	\$567,376.00
Falls on Vessel	29	7	0	36	1	33	\$9,451.00
Falls Overboard	485	218	18	721	275	525	\$1,673,825.00
Fire/Explosion (fuel)	141	5	0	146	1	70	\$6,094,963.90
Fire/Explosion (non-fuel)	63	12	0	75	3	17	\$13,391,356.00
Flooding/Swamping	216	117	18	351	53	114	\$4,148,829.00
Grounding	252	90	16	358	30	244	\$3,992,835.40
Sinking	114	156	45	315	39	89	\$6,948,811.00
Skier Mishap	510	22	2	534	13	540	\$3,703.00
Struck by Vessel	66	144	40	250	20	224	\$774,875.00
Struck by Motor/propeller	107	104	23	234	28	227	\$176,144.13
Struck Submerged Object	86	50	7	143	4	48	\$2,361,859.49
Other	99	285	24	408	54	331	\$14,237,648.00
Unknown	23	0	0	23	12	8	\$21,550.00

Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2005	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
	Capsizing	442	46	8	496	216	290
Carbon Monoxide Poisoning	14	0	0	14	9	14	\$0
Collision with Fixed Object	497	51	1	549	51	395	\$5,065,595.10
Collision with Floating Object	128	11	1	140	13	78	\$1,172,455.00
Collision with Vessel	1378	37	2	1417	80	1045	\$10,624,665.67
Departure from vessel	51	4	0	55	55	14	\$400.00
Ejected from vessel	16	8	0	24	1	24	\$97,500.00
Falls in Vessel	210	65	3	278	10	325	\$690,288.00
Falls on Vessel	47	13	0	60	2	56	\$31,300.00
Falls Overboard	498	258	38	794	293	616	\$1,668,828.00
Fire/Explosion (fuel)	141	5	2	148	0	93	\$3,854,853.85
Fire/Explosion (non-fuel)	57	3	0	60	0	10	\$2,115,731.00
Flooding	224	80	23	327	58	107	\$3,638,293.00
Grounding	291	79	22	392	24	282	\$4,340,239.50
Sinking	125	144	42	311	33	93	\$5,279,626.00
Skier Mishap	464	24	7	495	11	502	\$28,376.00
Struck by Vessel	68	178	37	283	28	271	\$870,870.00
Struck by Motor/Propeller	100	103	36	239	31	237	\$246,539.89
Struck Submerged Object	141	16	7	164	4	51	\$1,817,166.57
Other	40	177	24	241	56	192	\$2,476,451.64
Unknown	37	0	0	37	10	16	\$623,951.00



Table 18 • NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE

	Total Vessels Involved	Capsizing	Carbon Monoxide	Collision with Fixed Object	Collision with Floating Object	Collision with Commercial Vessel	Collision with Governmental Vessel	Collision with Recreational Vessel	Collision with Submerged Object	Departed Vessel	Ejected from Vessel	Electrocution	Fall in Boat	Falls Overboard	Fire/Explosion (fuel)	Fire/Explosion (non-fuel)	Fire/Explosion (unknown)	Flooding/ Swamping	Grounding	Person Struck by Propeller	Person Struck by Vessel	Sinking	Skier Mishap	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	6190	381	18	509	77	59	4	2270	168	104	193	0	216	362	197	94	23	453	317	68	60	8	480	125	4	543	193	736	3358
4 feet	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
5 feet	5	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	3	1
6 feet	13	0	0	1	0	0	0	6	1	0	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	8
7 feet	27	2	0	2	0	0	0	9	0	0	2	0	1	6	0	0	0	1	1	0	1	1	0	1	0	6	0	6	19
8 feet	152	13	0	6	2	0	0	76	0	3	14	0	1	17	4	0	0	5	3	0	0	0	4	4	0	11	8	19	106
9 feet	204	10	0	16	1	0	0	104	2	0	27	0	10	19	0	0	0	2	5	0	5	0	2	1	0	14	7	21	129
10 feet	804	28	0	39	2	0	0	501	4	9	63	0	41	40	14	1	0	8	7	0	18	1	24	4	0	25	16	41	515
11 feet	138	11	0	8	1	0	0	74	1	1	8	0	6	9	1	0	0	6	4	0	2	0	2	3	1	13	4	17	82
12 feet	142	39	0	6	1	0	0	23	3	1	5	0	5	29	2	0	0	16	4	0	2	1	4	1	0	56	7	63	78
13 feet	53	12	0	7	0	0	0	14	1	1	2	0	1	9	0	1	0	4	1	0	0	0	0	0	0	13	2	15	28
14 feet	162	42	0	18	2	3	0	15	6	2	6	0	3	17	4	0	0	36	3	0	0	2	1	2	0	66	7	73	93
15 feet	163	30	0	13	2	0	0	33	7	4	7	0	3	15	2	2	0	33	6	1	0	0	4	1	0	44	6	50	94
Under 16 ft	1865	187	0	117	11	3	0	855	25	22	134	0	72	165	27	4	0	112	35	1	29	5	42	18	1	251	57	308	1159
16 feet	312	39	0	25	3	2	0	73	18	4	5	0	9	25	5	0	0	57	14	2	2	0	18	10	1	52	10	62	190
17 feet	296	23	0	22	4	2	0	98	12	7	4	0	5	23	7	0	0	34	12	6	2	0	28	6	1	28	8	36	182
18 feet	404	23	1	30	6	2	0	115	10	10	7	0	13	27	20	4	0	51	16	6	2	0	47	14	0	30	20	50	253
19 feet	325	12	0	22	2	1	0	91	6	10	4	0	13	12	13	1	0	30	21	9	4	0	62	12	0	26	9	35	239
20 feet	418	9	2	30	5	4	0	120	12	6	10	0	16	20	14	6	0	33	33	5	2	1	75	15	0	26	17	43	246
21 feet	328	8	4	34	7	2	0	83	18	6	1	0	8	16	9	1	3	18	20	9	1	0	70	10	0	11	13	24	203
22 feet	251	5	0	24	4	2	2	67	11	5	6	0	5	7	6	3	2	18	24	7	2	1	42	8	0	13	10	23	130
23 feet	155	2	0	10	4	0	1	40	8	3	2	0	12	3	5	4	1	5	15	4	0	0	31	5	0	7	5	12	113
24 feet	210	2	1	18	5	3	0	66	10	5	2	0	13	15	7	6	1	11	16	3	2	0	20	4	0	12	9	21	140
25 feet	116	2	0	13	0	2	0	42	1	5	3	0	5	2	11	1	0	7	9		2	0	9	2	0	8	3	11	58
16 ft to less than 26 ft	2815	125	8	228	40	20	3	795	106	61	44	0	99	150	97	26	7	264	180	51	19	2	402	86	2	213	104	317	1754
26 feet	131	3	0	14	3	2	0	55	6	4	1	0	7	2	5	1	1	8	5	3	0	0	10	1	0	3	0	3	49
27 feet	73	1	0	5	3	1	0	29	2	1	0	0	4	2	2	4	1	4	9	1	1	0	2	1	0	3	1	4	19
28 feet	85	2	1	10	3	2	0	29	2	2	0	0	2	4	5	3	0	3	7	5	0	0	2	3	0	4	3	7	34
29 feet	43	3	0	6	0	0	0	18	0	0	2	0	2	0	2	3	0	3	3	0	0	0	1	0	0	0	0	0	26
30 feet	54	0	0	5	2	1	0	19	0	2	2	0	0	2	5	4	0	4	5	1	0	0	2	0	0	3	1	4	14
31 feet	50	0	0	4	1	0	0	25	2	0	0	0	2	1	4	1	0	4	3	1	1	0	1	0	0	2	2	4	19
32 feet	62	0	0	8	1	3	0	25	2	0	0	0	3	1	5	1	0	4	7	1	0	0	0	1	0	0	2	2	20
33 feet	41	0	0	3	1	0	0	19	1	0	0	0	1	1	4	3	1	2	3	0	0	0	0	2	0	0	0	0	14
34 feet	48	0	0	5	2	0	0	19	1	1	0	0	3	0	4	2	0	1	10	0	0	0	0	0	0	0	2	2	15
35 feet	51	3	0	5	0	2	0	18	0	0	1	0	1	2	3	3	1	4	5	1	2	0	0	0	0	2	1	3	15
36 feet	56	1	1	6	0	2	1	25	1	0	0	0	2	0	4	3	3	0	6	1	0	0	0	0	0	1	0	1	20
37 feet	27	0	1	4	1	0	0	16	1	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1
38 feet	52	1	1	7	1	0	0	22	2	0	0	0	1	0	6	4	1	3	3	0	0	0	0	0	0	0	0	0	6
39 feet	21	0	0	4	0	0	0	15	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
26 ft to less than 40 ft	794	14	4	86	18	13	1	334	20	10	6	0	28	15	50	35	8	40	68	14	4	0	18	8	0	18	12	30	253
40 ft to 65 ft	282	2	3	40	3	5	0	125	9	1	1	0	4	2	18	21	7	13	20	1	1	0	0	6	0	2	5	7	63
Over 65 ft	61	1	0	11	0	8	0	28	1	0	0	0	0	0	3	2	0	4	2	0	0	0	1	0	1	0	0	0	2
Unknown	373	52	3	27	5	10	0	133	7	10	8	0	13	30	2	6	1	20	12	1	7	1	17	7	0	59	15	74	127

Table 19 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2009

Injuries	3358
Total Deaths	736
Deaths by Causes other than Drowning	193
Drownings	543
Unknown	4
Other	125
Skier Mishap	480
Sinking	8
Person Struck by Vessel	60
Person Struck by Propeller	68
Grounding	317
Flooding/Swamping	453
Fire/Explosion (unknown origin)	23
Fire/Explosion (non-fuel)	94
Fire/Explosion (fuel)	197
Falls Overboard	362
Fall in Vessel	216
Electrocution	0
Ejected from Vessel	193
Departed Vessel	104
Collision with Submerged Object	168
Collision with Recreational Vessel	2270
Collision with Governmental Vessel	4
Collision with Commercial Vessel	59
Collision with Floating Object	77
Collision with Fixed Object	509
Carbon Monoxide Exposure	18
Capsizing	381
All Accident Types	6190
All boats	6190
Airboat	19
Auxiliary Sailboat	235
Cabin Motorboat	883
Canoe	151
Houseboat	59
Inflatable	50
Kayak	88
Open Motorboat	2877
Personal Watercraft	1332
Pontoon Boat	186
Rowboat	58
Sail (only)	63
Sailboat (unknown)	1
Other	64
Unknown	124



OPERATOR & PASSENGER INFORMATION



Explanation of Operator/Passenger Information Section

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

Operator Information (Table 22, Page 44)

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

Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 6, Page 45)

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

Number of Deaths by Vessel Type (Table 24 & Figure 7, Page 46)

This table documents deaths by vessel type with a focus on drownings. It also provides the percentage of deaths by drowning by type of vessel.

Number of Deceased Victims by Age & Vessel Type (Table 25, Page 47)

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

Number of Injured Victims by Age & Vessel Type (Table 26, Page 48)

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

Nature of Primary Injury Type by Area of Injury 2009 (Table 27, Page 49)

This table focuses on the nature and area of the primary injury of injured victims.

 Table 22 • OPERATOR INFORMATION 2009				
		Vessels Involved	Deaths	Injuries
		6190	736	3358
Age of Operator	12 years and under	15	3	10
	13 to 18 years	423	19	272
	19 to 25 years	668	69	447
	26 to 35 years	875	111	555
	36 to 55 years	1978	253	1290
	Over 55 years	831	162	396
	Unknown	1400	119	388
Operator's Experience	No Experience	44	11	24
	Under 10 hours	583	47	382
	10 to 100 hours	1220	115	767
	101 to 500 hours	1966	170	1134
	Over 500 Hours	697	57	407
	Unknown	1169	329	618
	No Operator	511	7	26
Number of Persons on Board	None	256	1	25
	One	1575	201	618
	Two	1543	229	920
	Three	696	94	458
	Four	518	56	352
	Five	355	34	291
	Six	226	23	226
	Seven	124	17	104
	Eight	109	4	89
	Nine	38	1	25
	Ten	36	4	12
	More than 10	49	13	76
	Unknown	665	59	162
Education of Operator	American Red Cross	32	1	16
	Informal	258	18	189
	Internet Course	20	2	13
	State Course	660	27	420
	US Power Squadrons	104	1	38
	USCG Auxiliary	290	15	160
	Other	274	41	158
	No Education	2656	326	1655
	Unknown	1385	298	683
	No Operator	511	7	26

BOATING SAFETY INSTRUCTION



Table 23 • NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2009

Type of Boating Instruction	Deaths
American Red Cross	1
Informal	18
Internet Course	2
State	27
U.S. Coast Guard Auxiliary	15
U.S. Power Squadron	1
Other	41
No Education	326
Total Deaths - Known Operator Instruction	431
Total Deaths - Unknown Operator Instruction	298
Total Deaths - No Operator	7
Total Deaths - Known & Unknown Operator Instruction	736

Figure 6 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION 2009

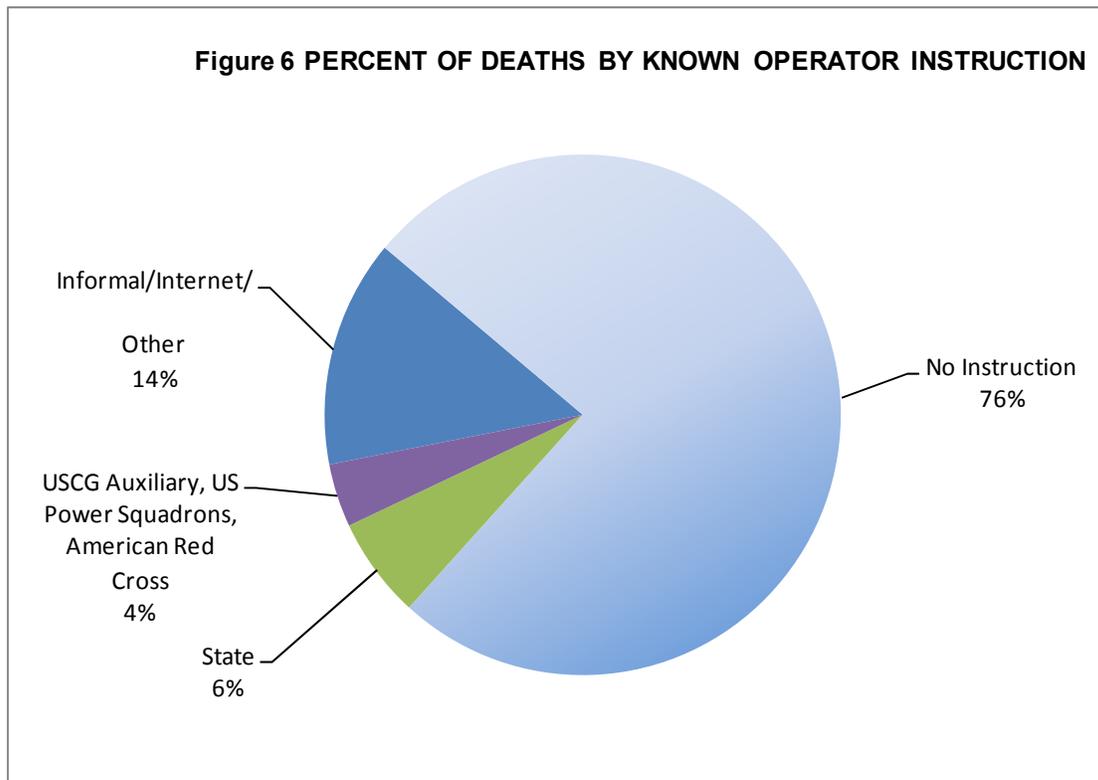




Table 24 • NUMBER OF DEATHS BY VESSEL TYPE 2009

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	0	1	1	0%
Auxiliary Sailboat	9	2	11	82%
Cabin Motorboat	26	19	45	58%
Canoe	86	7	93	92%
Houseboat	1	1	2	50%
Inflatable	28	2	30	93%
Kayak	34	5	39	87%
Open Motorboat	279	114	393	71%
Personal Watercraft	14	28	42	33%
Pontoon	11	2	13	85%
Rowboat	40	2	42	95%
Sailboat (only)	4	5	9	44%
Sailboat (unknown)	0	1	1	0%
Other	6	1	7	86%
Unknown	5	1	8	62%
Total	543	193	736	74%

Figure 7 NUMBER OF DEATHS BY VESSEL TYPE 2009

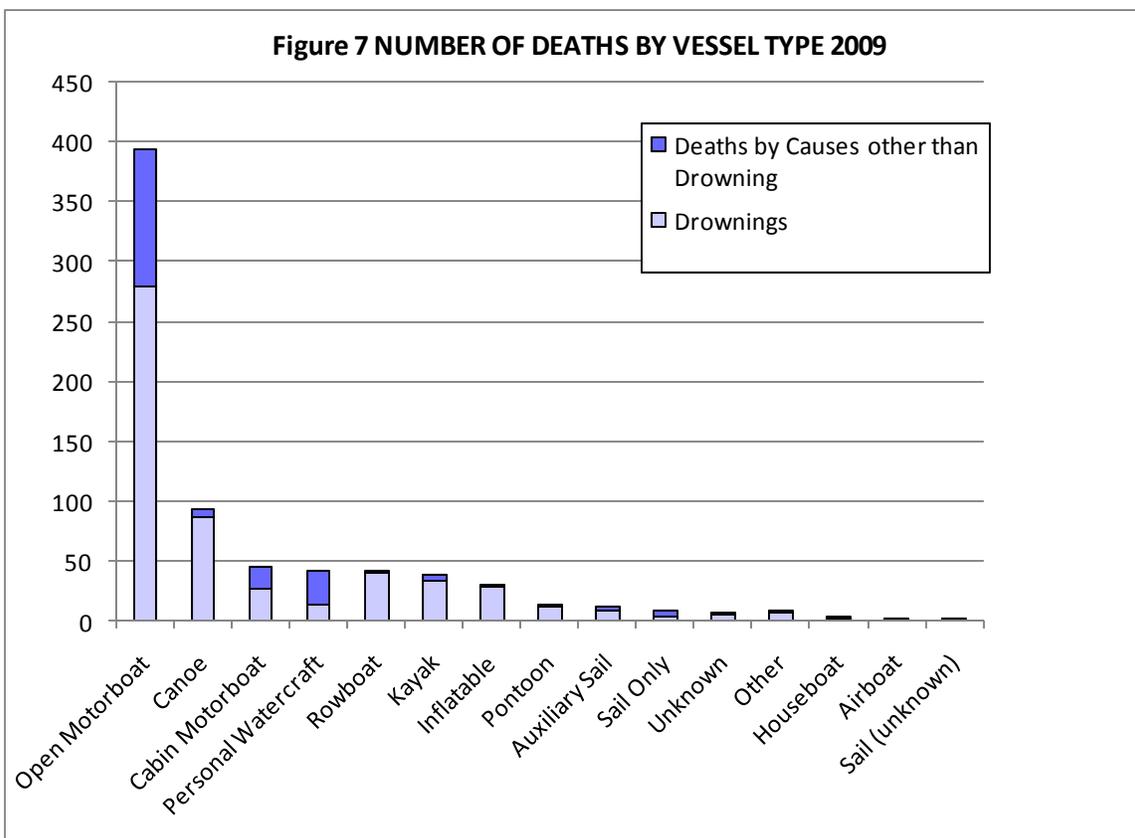




Table 25 - NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2009

Age of Deceased Victim	Type of Vessel													Drownings	Other Deaths	Total Deaths		
	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat (unknown)				Other	Unknown
Total	1	11	45	93	2	30	39	393	42	13	42	9	1	7	8	543	193	736
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	2	3
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
11	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	3	2	5
12	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	3	4
0-12	0	0	2	2	1	0	0	11	2	0	0	0	0	0	0	9	9	18
13 - 19	0	1	1	8	0	0	1	15	4	1	5	0	0	0	1	30	7	37
20 - 29	1	1	3	25	0	5	6	59	10	1	6	0	0	1	1	81	38	119
30 - 39	0	1	8	13	0	8	5	50	10	2	3	0	0	1	1	77	25	102
40 - 49	0	2	7	23	1	6	5	75	3	3	7	1	0	1	0	104	30	134
50 - 59	0	2	10	7	0	3	10	51	5	0	11	3	0	0	1	75	28	103
60 - 69	0	1	5	9	0	2	4	58	2	1	3	3	0	2	0	66	24	90
70 - 79	0	0	4	3	0	2	0	25	0	3	5	2	0	0	0	37	7	44
80 and Over	0	1	2	0	0	0	0	10	0	2	1	0	0	2	0	15	3	18
Unknown	0	2	3	3	0	4	8	39	6	0	1	0	1	0	4	49	22	71



Table 26 • NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2009

Age of Injured Victim	Total Injuries	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Sailboat (unknown)	Other	Unknown
Total	3358	18	42	298	80	22	22	43	1780	878	100	24	23	0	10	18
0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1	5	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3	10	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0
5	8	0	0	1	0	0	0	0	6	0	0	1	0	0	0	0
6	11	0	0	0	2	0	0	0	5	3	1	0	0	0	0	0
7	14	0	0	2	0	0	1	0	9	2	0	0	0	0	0	0
8	19	0	0	1	0	1	0	0	11	6	0	0	0	0	0	0
9	19	0	0	1	0	0	0	0	12	3	3	0	0	0	0	0
10	31	0	0	1	0	0	0	0	18	11	1	0	0	0	0	0
11	39	0	0	1	1	0	1	0	26	10	0	0	0	0	0	0
12	37	0	0	4	1	0	0	0	14	15	2	0	1	0	0	0
0 - 12	204	0	0	11	5	1	2	0	123	52	8	1	1	0	0	0
13 - 19	571	0	1	18	8	4	2	5	270	244	9	1	7	0	1	1
20 - 29	709	3	5	34	17	1	4	11	362	230	24	8	4	0	3	3
30 - 39	491	9	1	51	7	0	6	4	266	130	11	2	2	0	1	1
40 - 49	516	4	6	68	15	4	3	8	281	103	16	4	2	0	0	2
50 - 59	284	1	10	40	11	2	0	5	158	41	11	1	1	0	1	2
60 - 69	160	1	6	16	7	0	0	3	101	12	10	0	3	0	1	0
70 - 79	68	0	2	7	1	1	1	0	44	4	7	1	0	0	0	0
80 and Over	5	0	1	1	0	0	0	0	2	0	1	0	0	0	0	0
Unknown	350	0	10	52	9	9	4	7	173	62	3	6	3	0	3	9



Table 27 • NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2009

	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Unknown
All Primary Injury Types	3358	148	355	119	81	797	457	80	620	701
Amputation	41	1	0	7	19	0	11	0	0	3
Broken Bone	624	43	0	40	25	86	153	5	117	155
Burn	90	15	10	2	1	7	16	0	1	38
Carbon Monoxide	40	0	40	0	0	0	0	0	0	0
Concussion	109	0	0	0	0	109	0	0	0	0
Dislocation	70	3	0	2	2	2	19	0	32	10
Hypothermia	273	0	273	0	0	0	0	0	0	0
Internal organ injury	188	1	12	1	0	19	2	1	142	10
Laceration	737	39	1	37	22	292	125	6	36	179
Scrape/Bruise	482	30	4	14	8	85	73	8	98	162
Spinal Cord Injury	27	0	0	0	0	0	0	6	21	0
Sprain/Strain	170	10	0	12	4	1	44	25	38	36
Other	40	0	14	2	0	0	6	3	12	3
Unknown	467	6	1	2	0	196	8	26	123	105

CASUALTY DATA



Explanation of Casualty Data Section

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

Accidents & Casualties by Year, 1996-2009 (Figure 8 & Table 28, Page 52)

This figure and table document the number of accidents and casualties from 1996-2009.

Accident, Casualty & Damage Data by State (Table 29, Page 53)

This table provides accident, casualty, and damage information by state for the year 2009. Accidents are broken down into three levels of severity— fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 9, Page 54)

This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 36 deaths. Out of the total national death count of 736, Michigan contributed 4.9% $((36/736) * 100)$ of deaths to the national count.

Annual Recreational Boating Fatality Rates 1996-2009 (Figure 10 & Table 30, Page 55)

This table provides the fatality rates from 1996-2009. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. The accompanying figure shows the trend of fatality rates from 1996-2009.

States Coded by their 2009 Fatality Rate (Figure 11, Page 56)

This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2008-2009 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State (Table 31, Page 57)

This table examines the number of accidents, fatal accidents, and fatalities by state for years 2005-2009.

Number of Accidents by Primary Accident Type & State (Table 32, Page 58-59)

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

Number of Injured Victims by Primary Injury & Vessel Type (Table 33, Page 60)

This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 34, Page 60)

This table displays the number of fatal victims by vessel type and cause of death. The table also provides information on whether the deceased victim was wearing a life jacket.



Figure 8 DEATHS, INJURIES & ACCIDENTS BY YEAR, 1996-2009

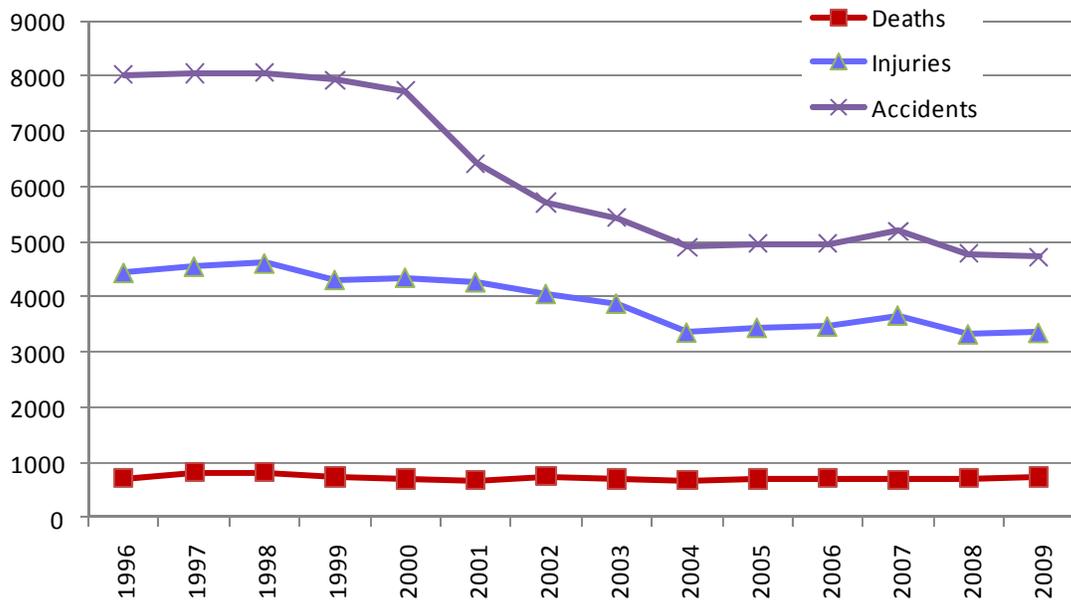


Table 28 • DEATHS, INJURIES & ACCIDENTS BY YEAR, 1996-2009			
Year	Deaths	Injuries	Accidents
1996	709	4442	8026
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730

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

Table 29 • ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2009

	Number of Accidents				Persons Involved		Damages
	Total	Fatal	Non-Fatal	Property Damage	Deaths	Injured	
Totals	4730	646	2278	1806	736	3358	\$35,903,920.65
AK	19	13	4	2	14	6	\$34,000.00
AL	75	11	29	35	14	44	\$846,625.00
AR	78	16	30	32	17	51	\$272,175.00
AZ	151	3	98	50	3	120	\$453,205.75
CA	478	42	255	181	47	393	\$3,892,895.00
CO	60	12	35	13	13	50	\$73,175.00
CT	56	8	21	27	8	33	\$608,117.32
DE	16	1	5	10	1	5	\$383,200.00
DC	0	0	0	0	0	0	\$0
FL	610	53	277	280	67	420	\$9,686,357.26
GA	145	11	89	45	12	108	\$337,443.00
HI	19	7	1	11	7	3	\$169,500.00
IA	37	3	21	13	3	29	\$194,116.92
ID	74	13	36	25	15	50	\$542,314.00
IL	96	15	41	40	16	68	\$178,936.97
IN	42	13	24	5	13	30	\$247,800.00
KS	27	5	13	9	6	16	\$59,900.00
KY	62	17	27	18	21	40	\$291,565.00
LA	120	26	63	31	33	112	\$445,590.00
MA	51	10	24	17	10	31	\$527,000.00
MD	174	16	104	54	17	141	\$844,664.11
ME	44	8	21	15	8	27	\$84,029.13
MI	131	32	57	42	36	89	\$679,571.20
MN	82	14	45	23	15	78	\$334,218.71
MO	150	16	79	55	17	112	\$1,577,396.00
MS	39	15	10	14	16	19	\$247,800.00
MT	20	6	11	3	6	17	\$53,070.00
NC	144	19	79	46	19	101	\$664,350.00
ND	7	0	3	4	0	7	\$16,500.00
NE	31	5	20	6	6	27	\$207,540.00
NH	60	6	31	23	7	39	\$185,790.00
NJ	126	6	40	80	6	57	\$185,000.00
NM	34	3	18	13	3	21	\$47,050.00
NV	67	6	35	26	7	45	\$230,145.00
NY	148	19	60	69	23	78	\$1,148,550.00
OH	105	9	37	59	9	54	\$495,346.00
OK	55	10	27	18	14	46	\$449,225.00
OR	67	11	28	28	13	45	\$469,609.08
PA	58	11	31	16	11	61	\$198,413.00
RI	50	1	5	44	1	13	\$833,396.31
SC	95	7	50	38	11	78	\$405,475.83
SD	21	3	11	7	3	21	\$75,800.00
TN	117	19	51	47	22	77	\$1,079,894.00
TX	168	34	81	53	38	125	\$1,006,439.17
UT	87	8	52	27	11	81	\$171,450.00
VA	137	23	69	45	27	91	\$923,530.00
VT	4	2	2	0	2	2	\$4,300.00
WA	111	17	41	53	22	66	\$1,203,232.89
WI	102	15	55	32	16	68	\$464,869.00
WV	32	13	13	6	15	18	\$120,650.00
WY	18	4	10	4	4	24	\$62,450.00
GU	1	0	1	0	0	2	\$50,000.00
CNMI	2	0	0	2	0	0	\$8,000.00
PR	9	3	5	1	4	12	\$130,000.00
VI	1	1	0	0	1	0	\$0.00
Federal Jurisdiction*	1	1	0	0	2	0	\$0.00
Atlantic Ocean*	4	1	0	3	1	0	\$217,000.00
Gulf of Mexico*	4	2	1	1	2	1	\$8,200.00
Pacific Ocean*	8	1	2	5	1	6	\$1,777,050.00

*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of Mexico. NJ did not submit property damage estimates to boats in 2009. However, NJ noted that accidents submitted to the Coast Guard that did not have an injury or death were considered to have \$2000 or more in damages. The Coast Guard adjusted NJ's property damages to boats such that each accident without an injury or death had \$2000 damages.

**Figure 9 DISTRIBUTION OF 2009 DEATHS BY STATE
EXPRESSED AS A PERCENTAGE**

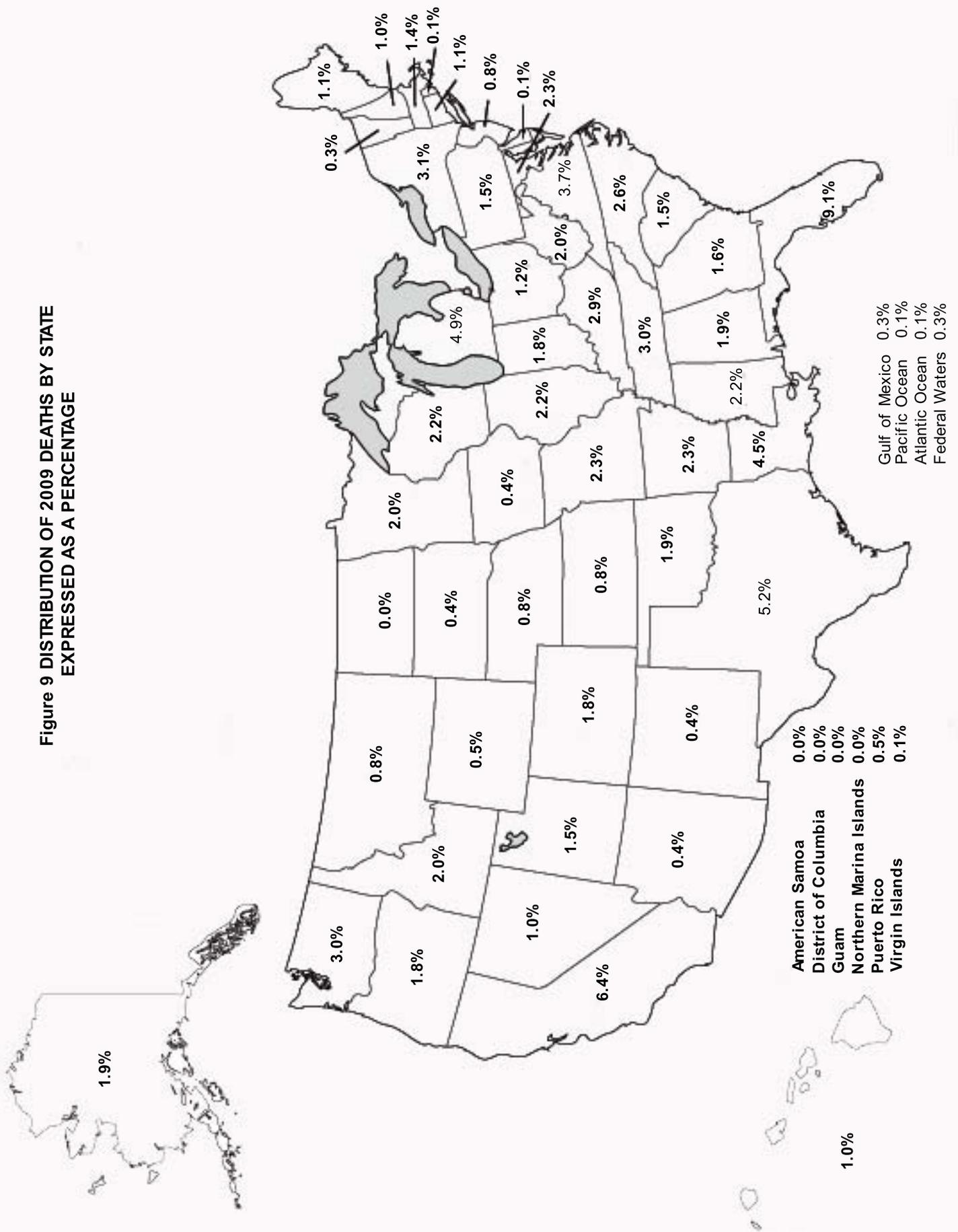




Figure 10 Annual Recreational Boating Fatality Rates 1996-2009

Number of Deaths per 100,000 Recreational Registered Vessel

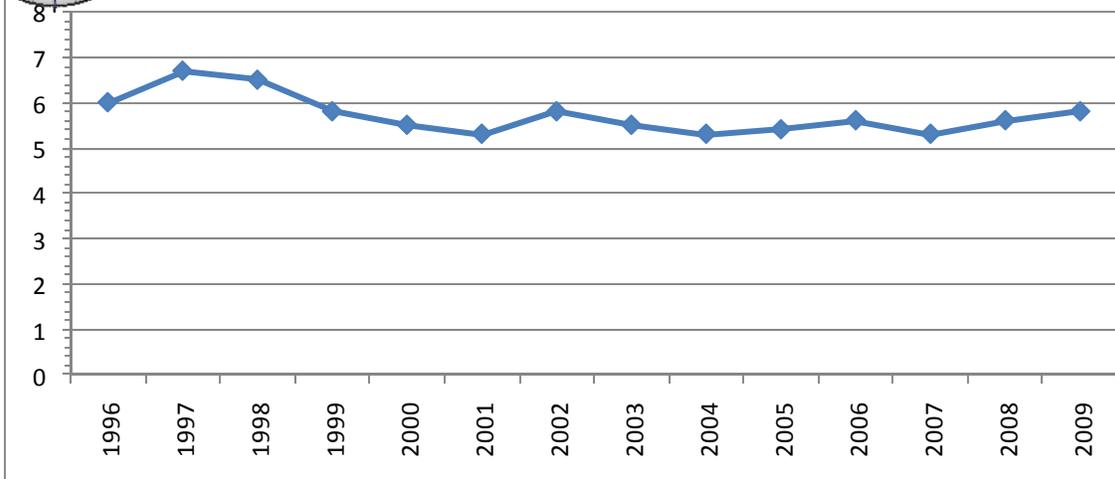
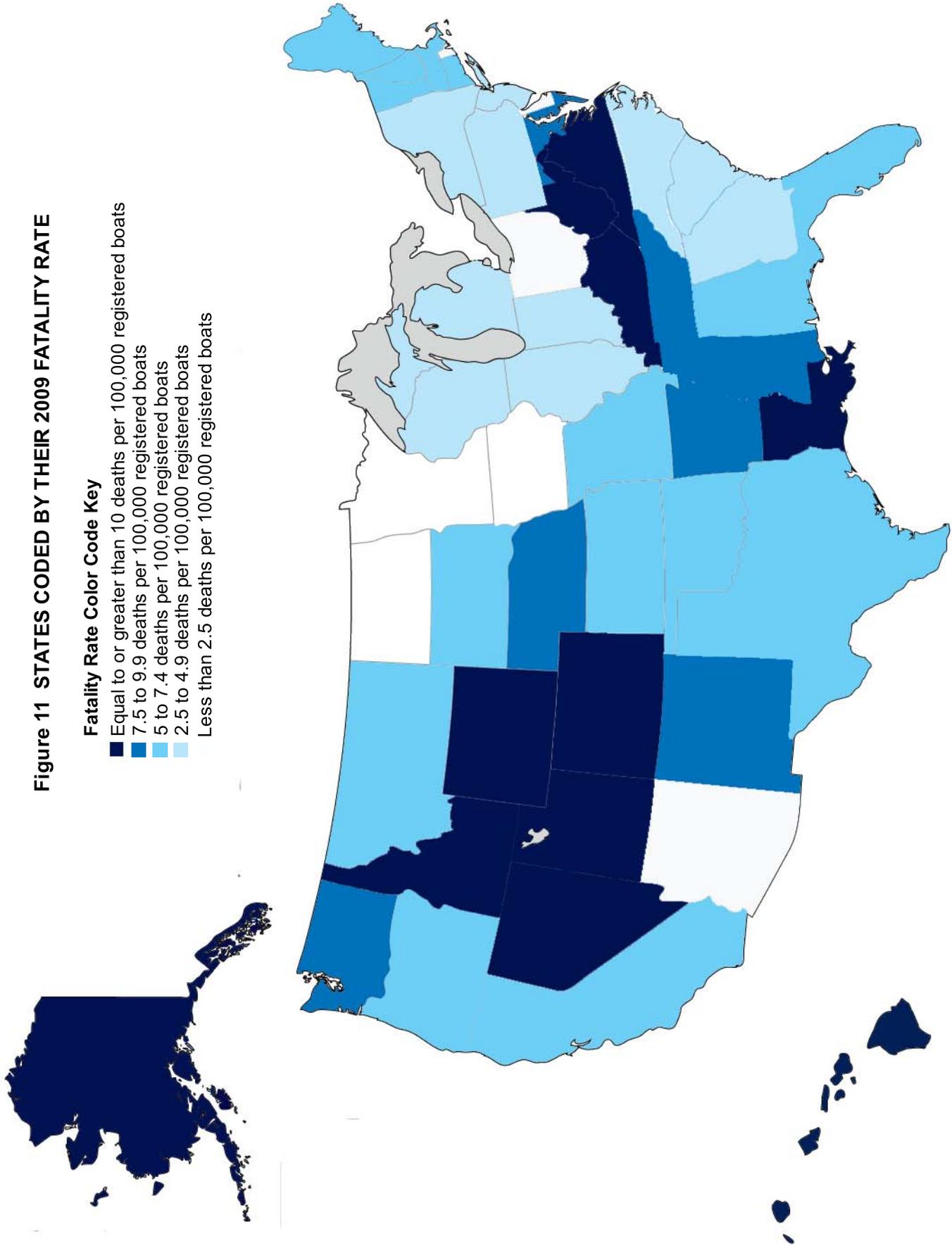
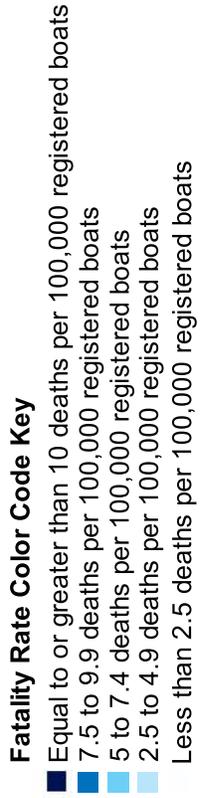


Table 30 - ANNUAL RECREATIONAL BOATING FATALITY RATES 1996-2009

Year	Total Deaths	Total Registered Vessels	Number of Deaths Per 100,000 Registered Vessels
1996	709	11,877,938	6.0
1997	821	12,312,982	6.7
1998	815	12,565,930	6.5
1999	734	12,738,271	5.8
2000	701	12,782,143	5.5
2001	681	12,876,346	5.3
2002	750	12,854,054	5.8
2003	703	12,794,616	5.5
2004	676	12,781,476	5.3
2005	697	12,942,414	5.4
2006	710	12,746,126	5.6
2007	685	12,875,568	5.3
2008	709	12,692,892	5.6
2009	736	12,721,541	5.8

Figure 11 STATES CODED BY THEIR 2009 FATALITY RATE



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

Table 31 - FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2005-2009															
	Total Number of Accidents					Fatal Accidents					Deaths				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
Totals	4969	4967	5191	4789	4730	626	633	605	619	646	697	710	685	709	736
Alabama	69	87	96	76	75	15	19	10	11	11	16	24	11	16	14
Alaska	54	48	48	44	19	14	11	11	11	13	20	13	17	14	14
Arizona	194	209	167	158	151	5	14	8	5	3	5	14	8	6	3
Arkansas	68	55	81	66	78	12	6	15	13	16	13	8	18	14	17
California	630	569	601	520	478	55	39	48	39	42	58	42	55	45	47
Colorado	45	44	54	39	60	10	11	7	7	12	11	11	7	7	13
Connecticut	49	42	61	53	56	5	5	7	9	8	5	5	8	11	8
Delaware	18	9	15	11	16	1	2	2	3	1	1	2	2	3	1
DC	1	1	4	2	0	0	1	0	0	0	0	1	0	0	0
Florida	603	633	663	616	610	67	60	67	50	53	78	68	75	55	67
Georgia	111	149	139	150	145	13	18	14	16	11	16	18	18	18	12
Hawaii	10	4	10	21	19	5	4	2	5	7	5	4	2	5	7
Idaho	54	74	63	65	74	5	7	7	15	13	6	10	8	15	15
Illinois	101	70	107	119	96	16	15	11	14	15	16	18	13	19	16
Indiana	41	51	32	55	42	3	6	5	7	13	4	6	7	8	13
Iowa	53	40	47	38	37	8	4	7	0	3	9	5	9	0	3
Kansas	24	39	24	38	27	4	5	5	4	5	4	5	6	5	6
Kentucky	58	65	59	46	62	14	13	13	5	17	20	15	13	6	21
Louisiana	126	119	119	110	120	33	21	28	31	26	35	24	30	38	33
Maine	46	56	90	32	44	13	12	13	8	8	16	12	15	9	8
Maryland	183	138	170	159	174	14	8	8	8	16	15	8	10	9	17
Massachusetts	45	46	36	64	51	8	9	9	11	10	9	10	9	11	10
Michigan	161	185	185	187	131	26	24	30	30	32	28	30	34	34	36
Minnesota	114	113	123	86	82	21	11	12	12	14	24	14	15	12	15
Mississippi	23	31	31	24	39	6	7	7	4	15	6	7	7	5	16
Missouri	202	175	168	135	150	22	16	7	19	16	24	17	7	20	17
Montana	12	16	24	31	20	5	6	4	12	6	7	6	4	14	6
Nebraska	28	33	31	20	31	2	4	6	2	5	2	6	7	2	6
Nevada	93	82	76	80	67	5	4	5	6	6	5	4	5	6	7
New Hampshire	45	79	54	28	60	1	5	5	2	6	1	5	6	2	7
New Jersey	100	84	136	140	126	4	10	8	7	6	4	11	8	10	6
New Mexico	31	34	38	30	34	5	0	1	2	3	5	0	1	3	3
New York	190	152	180	160	148	15	14	18	17	19	15	14	21	24	23
North Carolina	164	175	158	148	144	16	20	19	16	19	17	24	19	18	19
North Dakota	9	7	10	15	7	0	0	0	0	0	0	0	0	0	0
Ohio	132	111	121	125	105	11	12	11	12	9	12	12	14	15	9
Oklahoma	62	71	56	54	55	10	13	11	10	10	13	17	12	11	14
Oregon	51	47	60	53	67	14	17	9	11	11	15	20	9	13	13
Pennsylvania	61	56	64	59	58	9	19	10	8	11	12	25	11	8	11
Rhode Island	38	37	44	35	50	0	3	4	4	1	0	5	4	4	1
South Carolina	83	93	104	107	95	12	13	15	25	7	13	14	16	29	11
South Dakota	18	16	12	16	21	2	3	2	3	3	2	3	2	3	3
Tennessee	114	149	146	130	117	10	15	16	18	19	10	16	17	20	22
Texas	144	195	197	218	168	30	44	40	55	34	32	45	46	61	38
Utah	79	85	71	80	87	9	11	5	5	8	9	12	5	5	11
Vermont	2	1	3	8	4	0	1	1	5	2	0	1	1	5	2
Virginia	127	137	145	95	137	12	20	11	15	23	14	23	12	17	27
Washington	128	96	97	98	111	24	20	22	18	17	25	21	26	22	22
West Virginia	14	21	26	11	32	6	8	5	1	13	6	8	7	1	15
Wisconsin	127	99	119	110	102	17	10	18	19	15	20	10	18	20	16
Wyoming	10	19	8	11	18	2	3	3	2	4	3	3	4	2	4
Guam	5	2	1	1	1	2	1	0	1	0	2	1	0	1	0
Puerto Rico	7	10	7	1	9	1	4	1	0	3	1	5	2	0	4
Virgin Islands	0	0	3	0	1	0	0	0	0	1	0	0	0	0	1
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	4	3	0	1	2	1	0	0	0	0	1	0	0	0	0
Federal Jurisdiction	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
*AT	3	2	2	6	4	3	2	1	3	1	3	5	3	3	1
*GL	3	1	5	1	4	3	1	1	1	2	4	1	1	1	2
*PC	2	2	0	3	8	0	2	0	2	1	0	2	0	4	1

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

Table 32 - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2009

	Totals	AL	AK	AZ	AR	CA	CO	CT	DE	DC	FL	GA	HI	ID	IL	IN	IA	KS	KY	LA	ME	MD	MA	MI	MN	MS	MO	MT	NE	NV
Injuries	3358	44	6	120	51	393	50	33	5	0	420	108	3	50	68	30	29	16	40	112	27	141	31	89	78	19	112	17	27	45
Total Deaths	736	14	14	3	17	47	13	8	1	0	67	12	7	15	16	13	3	6	21	33	8	17	10	36	15	16	6	6	7	
Other Deaths	193	2	2	1	4	19	2	5	0	0	27	3	3	4	2	3	0	0	3	15	1	7	2	4	2	2	0	5	3	
Drownings	543	12	12	2	13	28	11	3	0	0	40	9	2	11	14	10	3	6	18	18	7	10	8	32	13	14	6	1	4	
Unknown	4	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other	101	0	1	6	1	14	3	0	1	0	4	10	0	1	2	0	0	2	3	1	2	5	4	0	4	3	4	2	2	
Skier Mishap	8464	3	0	31	10	71	9	2	0	0	16	32	0	14	1	5	6	5	2	6	5	29	4	16	11	3	10	6	12	
Sinking	8464	0	0	1	2	5	0	0	0	0	11	16	1	1	0	1	1	1	0	0	0	5	0	1	0	0	0	0	0	
Person Struck by Vessel	49	1	0	4	2	5	0	0	0	0	11	1	1	1	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	
Person Struck by Propeller	67	0	0	2	2	2	1	0	0	0	11	8	0	2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	
Grounding	308	4	1	7	6	54	0	5	3	0	40	8	3	1	2	0	2	1	6	9	3	6	1	1	3	1	7	1	3	
Flooding/Swamping	436	7	4	14	4	38	5	3	3	0	64	7	4	2	6	0	3	5	7	19	2	7	2	12	4	5	11	7	10	
Fire/Explosion (unknown origin)	12	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	
Fire/Explosion (non-fuel)	74	1	0	2	5	7	0	3	0	0	14	2	1	0	0	0	3	1	2	0	1	6	1	0	1	0	0	0	0	
Fire/Explosion (fuel)	174	7	1	5	7	13	1	1	0	0	24	8	0	4	3	1	3	1	6	1	2	6	1	5	6	2	4	3	1	
Falls Overboard	349	7	3	5	7	20	5	5	0	0	44	15	1	4	11	10	2	1	7	9	4	12	5	14	10	7	2	5	3	
Fall in Vessel	207	2	0	10	1	23	1	1	0	0	40	3	0	2	3	4	1	0	4	3	9	16	4	4	3	1	21	0	3	
Electrocution	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ejected From Vessel	176	1	0	6	2	12	5	4	1	0	19	4	1	3	9	2	4	1	4	5	3	12	2	3	4	8	2	1	0	
Departed Vessel	100	3	1	4	2	6	2	0	0	0	8	1	0	1	6	1	0	0	2	4	0	6	2	5	3	3	0	0	0	
Collision with Submerged Object	165	2	1	0	3	23	0	4	1	0	18	1	0	7	4	0	2	3	8	4	3	1	6	3	1	6	3	2	5	
Collision with Recreational Vessel	21100	18	1	43	17	130	12	15	3	0	145	28	0	15	30	5	7	3	10	20	7	31	18	36	25	6	31	5	12	
Collision with Governmental Vessel	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Collision with Commercial Vessel	29	2	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	
Collision with Floating Object	73	3	0	1	3	4	0	0	0	0	6	0	0	1	1	0	1	0	3	2	1	4	0	1	2	0	4	0	1	
Collision with Fixed Object	446	9	0	10	5	19	1	7	3	0	113	18	0	8	8	6	3	2	4	21	1	25	3	14	4	1	17	1	1	
Carbon Monoxide	17	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Capsizing	369	4	6	4	8	30	15	6	1	0	25	6	4	4	6	6	2	3	2	4	7	6	6	20	8	4	10	6	2	
Total Accidents	4730	75	19	151	78	478	60	56	16	0	610	145	19	74	96	42	37	27	62	120	44	174	51	131	82	39	150	20	31	67





Table 33 - NUMBER OF INJURED VICTIMS BY PRIMARY INJURY & VESSEL TYPE

Primary Injury	# of Injuries	Airboat	Auxiliary Sailboat	Motorboat	Cabin	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (unknown)	Sailboat	Other	Unknown
Amputation	41	1	1	5	0	0	0	0	0	24	6	4	0	0	0	0	0
Broken Bone	624	8	6	42	3	2	2	2	2	299	241	12	1	3	0	1	2
Burns	90	0	1	38	1	5	0	0	0	36	8	0	0	0	0	0	1
Carbon Monoxide	40	0	1	19	0	11	0	0	0	9	0	0	0	0	0	0	0
Concussion	109	0	1	5	0	0	0	0	0	64	35	3	0	1	0	0	0
Dislocation	70	0	0	2	0	0	1	1	1	52	14	0	0	0	0	0	0
Hypothermia	273	0	8	6	51	0	3	24	144	6	4	14	6	0	3	4	0
Internal organ injury	188	0	5	10	3	0	5	3	90	65	5	2	0	0	0	0	0
Laceration	737	2	7	72	6	3	4	5	436	161	26	1	5	0	3	6	0
Scrape/bruise	482	4	4	40	8	1	2	4	227	163	18	2	5	0	1	3	0
Spinal cord injury	27	1	0	4	0	0	0	0	0	16	5	0	0	0	0	1	0
Sprain/Strain	170	0	3	12	0	0	1	1	100	42	10	0	1	0	0	0	0
Other	40	0	0	1	3	0	0	1	23	9	2	1	0	0	0	0	0
Unknown	467	2	5	42	5	0	4	2	260	123	16	3	2	0	1	2	0
All Injuries	3358	18	42	298	80	22	22	43	1780	878	100	24	23	0	10	18	0

Table 34 - NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2009

Cause of Death	Life Jacket Worn?	Number of Deaths	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Sailboat (unknown)	Other	Unknown
Carbon Monoxide	No	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Cardiac Arrest	Yes	6	0	0	0	2	0	0	0	1	2	0	0	1	0	0	0
Cardiac Arrest	No	9	0	0	0	2	0	0	0	4	0	0	0	2	0	1	0
Drowning	Yes	87	0	1	5	11	0	14	16	28	7	1	2	2	0	0	0
Drowning	No	385	0	8	15	63	1	11	17	207	7	9	36	1	0	6	4
Drowning	Unknown	71	0	0	6	12	0	3	1	44	0	1	2	1	0	0	1
Hypothermia	Yes	5	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0
Hypothermia	No	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Hypothermia	Unknown	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Other	No	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Trauma	Yes	42	0	0	0	0	0	0	0	20	22	0	0	0	0	0	0
Trauma	No	48	0	2	8	0	0	2	0	31	3	1	0	0	0	0	1
Trauma	Unknown	25	1	0	4	0	0	0	0	19	0	1	0	0	0	0	0
Unknown	Yes	6	0	0	0	0	0	0	0	4	1	0	0	0	0	0	1
Unknown	No	23	0	0	1	2	0	0	2	16	0	0	1	1	0	0	0
Unknown	Unk	23	0	0	5	1	0	0	3	12	0	0	1	0	0	0	1
All Causes		736	1	11	45	93	2	30	39	393	42	13	42	9	1	7	8

REGISTRATION DATA



Explanation of Registration Data Section

The following section contains five tables and figures that examine boat registration information. Registered vessels are those vessels that are required to be recorded by a state, which includes numbered vessels and other forms of registration. Without a record, a vessel cannot be legally operated. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

Recreational Vessel Registration by Year, 1980-2009 (Table 35 & Figure 12, Page 63)

This table provides information about recreational vessel registration for each year from 1980-2009. The accompanying figure displays a trend line from 1980-2009.

Recreational Vessel Registration by Length & Means of Propulsion (Table 36, Page 64)

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

Registration Data by State (Table 37, Page 65)

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

Distribution of 2009 Recreational Vessel Registration by State (Figure 13, Page 66)

This figure provides the percentage that each state contributed to national registration. So, for instance, California registered 906,988 vessels. Out of the total national registration of 12,692,892, California contributed 7.1% $((906,988/12,721,154) * 100)$ of registered vessels to the national count.

Table 35 - RECREATIONAL VESSELS REGISTERED BY YEAR, 1980-2009	
Year	Registered Boats
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,873,091
2008	12,692,892
2009	12,721,541



Figure 12 Recreational Vessels Registered by Year, 1980-2009

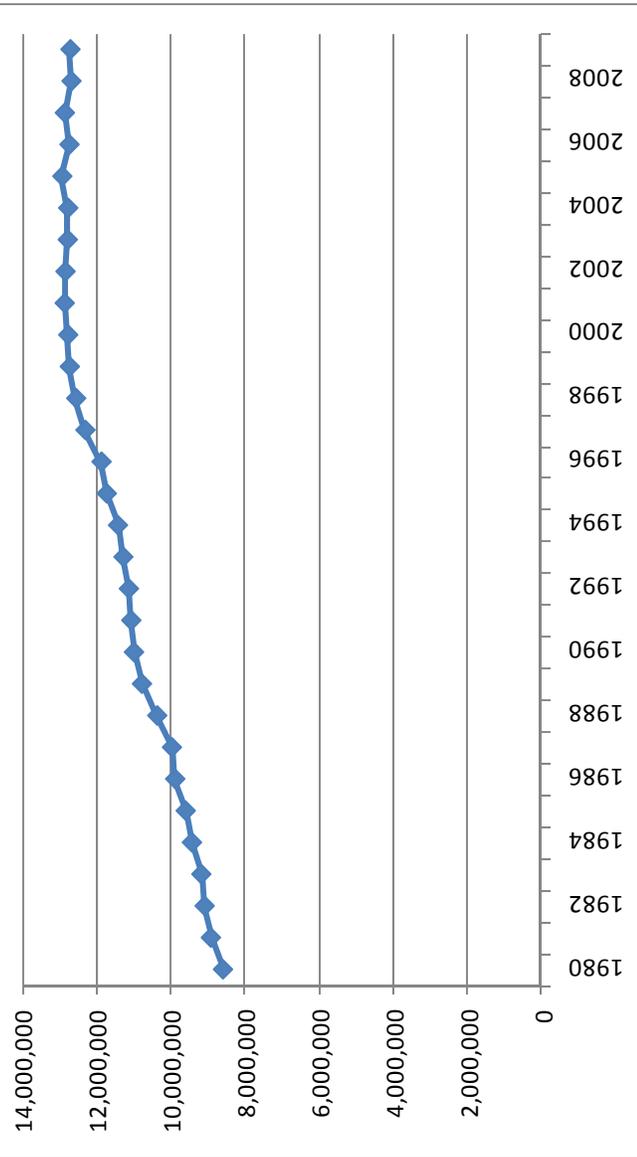




Table 36 • RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2009

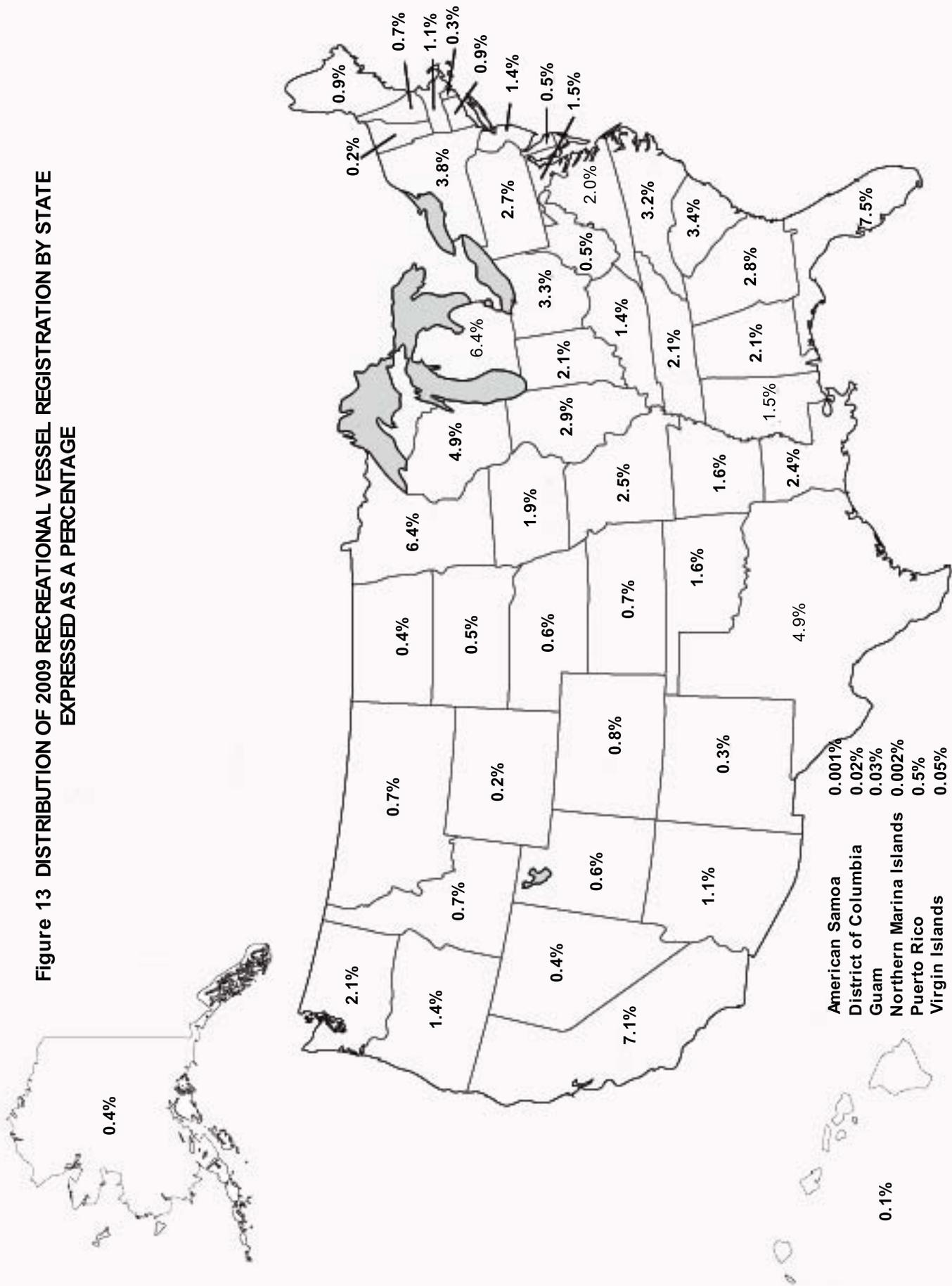
Mechanically Propelled	Not Mechanically Propelled			Total		
11,834,872	886,669			12,721,541		
STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED						
	Means of Mechanical Propulsion			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Under 16 feet	1,365,494	3,388,154	169,695	9,900	17,727	4,950,970
16 to less than 26 feet	758,023	4,210,687	1,278,506	14,736	40,289	6,302,241
26 to less than 40 feet	171,561	115,446	162,011	39,976	11,018	500,012
40 to 65 feet	43,508	7,401	12,890	5,646	762	70,207
Over 65 feet	5,899	2,444	2,985	89	25	11,442
Total	2,344,485	7,724,132	1,626,087	70,347	69,821	11,834,872
STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED						
Rowboats	Sailboats	Canoes/Kayaks		Other Boats	Total	
105,522	125,610	386,933		268,604	886,669	

Table 37 - RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2008-2009

	Ran	2009	2008	Scope of Current Boat Registration System
Nationally		12,721,541	12,692,892	
AL	16	270,726	272,558	All motorboats, sailboats and rental boats
AK	46	48,892	47,534	All undocumented powerboats
AS	56	107	27	All watercraft
AZ	30	136,463	140,291	All watercraft, except inflatables 12 feet in length or less
AR	23	198,805	199,104	All motorboats and sailboats
CA	2	906,988	858,853	All motorboats; sailboats over 8 feet in length
CO	33	95,822	95,330	All watercraft powered by motor or sail - sailboards exempt
CT	31	109,213	110,650	All motorboats; sailboats 19.5 feet or more in length
DE	40	61,523	56,669	All motorboats
DC	54	2,798	2,922	All watercraft
FL	1	949,030	974,553	All motorboats
GA	12	352,054	350,479	All motorboats; sailboats 12 feet or more in length
GU	53	3,197	3,277	All watercraft (estimated)
HI	51	15,709	15,404	All motorboats; sailboats over 8 feet in length
ID	36	90,501	89,026	All motorboats and sailboats
IL	11	373,530	378,208	All watercraft, except non-profit org. owned canoes and kayaks
IN	19	268,424	271,532	All motorboats
IA	21	247,190	231,333	All watercraft with exceptions (a)
KS	35	90,522	91,067	All motorboats and sailboats
KY	27	176,535	173,981	All motorboats, except electric motors 1 hp or less
LA	15	303,111	302,753	All motorboats; sailboats more than 12 feet in length
ME	32	109,169	109,657	All motorboats
MD	24	196,806	199,087	All motorboats
MA	29	142,625	145,113	All motorboats
MI	4	811,670	816,752	All watercraft with exceptions (b)
MN	3	811,775	867,446	All motorboats with exceptions (c)
MS	25	194,016	191,312	All motorboats and sailboats
MO	14	314,131	322,253	All motorboats; sailboats over 12 feet in length
MT	37	83,394	84,988	All motorboats; sailboats 12 feet or more in length
NE	38	80,089	83,280	All motorboats
NV	44	56,053	57,519	All motorboats, sailboats, rowboats
NH	34	95,402	96,205	All motorboats; sailboats 20 feet or more in length
NJ	28	173,994	185,359	All watercraft with exceptions (d)
NM	48	36,544	33,304	All motorboats and sailboats
NY	7	479,161	485,541	All motorboats
NC	10	405,663	371,879	All motorboats; sailboats more than 14 feet in length
ND	45	51,609	46,067	All watercraft
CNMI	55	314	330	All motorboats
OH	9	424,877	416,586	All watercraft; *5576 livery vessels included in '08; 5522 livery vessels not included in '07
OK	22	205,079	196,052	All watercraft
OR	26	180,522	180,063	All motorboats; sailboats 12 feet or more in length
PA	13	337,747	338,316	All motorboats and certain non-powered craft (e)
PR	41	60,627	59,580	All motorboats; vessels adapted to hold a motor
RI	47	42,519	42,524	All watercraft except canoes, kayaks & rowboats < 12 feet
SC	8	435,528	436,844	All watercraft
SD	42	60,094	56,604	All motorboats; all other boats over 12 feet in length
TN	18	269,361	271,475	All motorboats and sailboats
TX	6	622,184	597,428	All motorboats and sailboats 14 feet or more in length
UT	39	72,419	73,009	All motorboats and sailboats
VT	49	30,480	30,429	All motorboats
VI *	52	5,765	6,915	All watercraft
VA	20	249,235	249,312	All motorboats
WA	17	269,845	264,393	All motorboats with exceptions (f); sailboats >16 ft in length
WV	43	57,415	49,930	All motorboats
WI	5	626,304	634,546	All motorboats; sailboats over 12 feet in length
WY	50	27,955	27,243	All motorboats and sailboats

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

Figure 13 DISTRIBUTION OF 2009 RECREATIONAL VESSEL REGISTRATION BY STATE
EXPRESSED AS A PERCENTAGE



Recreational Boating Accident Report

NOTE: each boat operator/owner involved in an accident should submit a separate report.
Estimated report form completion time: 30 min
For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

REPORT SUBMISSION

Report required because (select all that apply):

At least one person in this accident *died*:
If so, how many?

At least one injured person in this accident *required or was in need of treatment beyond first aid*:
If so, how many?

At least one person in this accident *disappeared* and has not yet been recovered:
If so, how many?

All boat and other property *damage* (e.g., fishing/hunting gear) caused by this accident *totaled* (or likely totaled) \$2,000 or more:
Approximate value of damage to *your* boat: \$
Approximate value of damage to *your* other property: \$

Your or another *boat* in this accident was (or likely was) a *total loss*

To be submitted within:
48 hours (if injury, disappearance or death)
10 days (if boat/property *damage only*)

To be submitted to:
(Local State Reporting Authority)

Phone: ()

You may submit any comments concerning the the accuracy of the burden estimate or any suggestions for reducing the burden to: Commandant (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

Report submitted by (select all that apply):

Boat Operator (required if possible)

Boat Owner (if operator unable, or same as operator)

Other (describe):

First name: Last name:

Phone: - -

For State Agency Use Only

First name:

Last name:

Phone:

Primary cause of accident:

ACCIDENT SUMMARY

WHEN

Date: mm/dd/yy

Time: : am pm (select one)

WHERE

Body of water name:

Location (on water) description:

Nearest city/town:

County:

State:

YOUR BOAT - PEOPLE

# people on board (including operator):	<input type="text"/>
# people being towed (e.g., on tubes, skis):	<input type="text"/>
# people wearing lifejackets (on board or towed):	<input type="text"/>

OTHER BOATS INVOLVED IN ACCIDENT

of other boats involved?

ACCIDENT DESCRIPTION

Briefly describe this accident (attach extra pages if necessary):

DAMAGE TO YOUR BOAT

Briefly summarize any damage to *your* boat:

DAMAGE TO YOUR OTHER PROPERTY (NOT BOAT)

Briefly summarize any damage to *your* other property (not boat):

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS - ACTIVITIES AND OPERATIONS ON YOUR BOAT

OPERATOR/PASSENGER ACTIVITIES

Operator/passenger activities on *your* boat at time of accident :

Activities were (select one):

- Recreational
- Commercial

Operator/passenger activities (select all that apply):

- Fishing
- Tubing
- Starting engine
- Other (list):
- Hunting
- Water Skiing
- Making repairs
- White water activity (e.g., rafting)
- Relaxing

BOAT OPERATIONS

Your boat operations at time of accident (select all that apply):

- Cruising (underway under power)
- Drifting
- Racing
- Towing another vessel
- Changing direction
- At anchor
- Rowing/paddling
- Launching
- Changing speed
- Being towed
- Tied to dock/mooring
- Docking/undocking
- Sailing
- Other (list):

ACCIDENT DETAILS - CONTRIBUTING FACTORS ON YOUR BOAT

CONTRIBUTING FACTORS

Indicate factors on *your* boat which may have contributed to this accident (select all that apply):

- Alcohol use
- Operator inattention
- Hazardous waters
- Restricted vision (e.g., fog)
- Drug use
- Operator inexperience
- Heavy weather
- Missing/inadequate aids to navigation (e.g., buoy, daymarker)
- Excessive speed
- Language barrier
- Hull failure
- Ignition of fuel or vapor
- Improper anchoring
- Navigation rules violation
- Starting in gear
- Inadequate on-board navigation lights
- Improper loading
- Failure to vent
- Sharp turn
- Overloading
- Dam/lock
- People on gunwale, bow or transom
- Improper lookout
- Force of wake/wave
- Other (describe):

ACCIDENT DETAILS - YOUR BOAT

MACHINERY/EQUIPMENT FAILURE

Failure of the following machinery/equipment on *your* boat contributed to this accident (select all that apply):

- Engine
- Sail/mast
- Steering
- Radio
- Fire extinguisher
- Electrical system
- Onboard lights
- Throttle
- Auxiliary equipment
- Ventilation
- Fuel system
- Seats
- Shift
- Sound equipment (e.g., horn, whistle)
- Onboard navigation aids (e.g., GPS, Loran)
- Other (list):

ACCIDENT DETAILS - EVENTS ON YOUR BOAT

ACCIDENT EVENTS

Types of events occurring to/on *your* boat during accident (select all that apply):

- Collision with recreational boat
- Flooding/swamping
- Person fell overboard
- Collision with commercial boat (e.g., tug, barge)
- Fire/explosion - fuel
- Person fell on/within boat
- Collision with fixed object (e.g., dock, bridge)
- Fire/explosion - non-fuel
- Sudden medical condition
- Collision with submerged object (e.g., stump, cable)
- Carbon monoxide exposure
- Person struck by boat
- Collision with floating object (e.g., log, buoy)
- Mishap of skier, tuber, wakeboarder, etc.
- Person struck by propeller or propulsion unit
- Capsizing
- Person left boat voluntarily
- Person electrocuted
- Grounding
- Person ejected from boat (caused by collision or maneuver)
- Sinking
- Other (describe):

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS - YOUR BOAT - INJURED PEOPLE RECEIVING OR IN NEED OF TREATMENT BEYOND FIRST AID

Report only injured people on, struck by, or being towed by your boat, receiving or in need of treatment beyond first aid. Do not report injured people on, struck by, or being towed by another boat or no boat (e.g., swimmers, people on a dock). If more than one injured person to report, attach additional copies of this page. If none, SKIP INJURED PEOPLE section.

INJURED PERSON

First: MI: Last:

Street:

City: State: Zip: -

Phone: - - Age:

INJURY DETAILS

<p>Injury caused when person (select all that apply):</p> <p><input type="checkbox"/> Struck the: <input type="text"/> (e.g., boat, water)</p> <p><input type="checkbox"/> Was struck by a: <input type="text"/> (e.g., boat, propeller)</p> <p><input type="checkbox"/> Was exposed to carbon monoxide poisoning</p> <p><input type="checkbox"/> Received an electric shock</p> <p><input type="checkbox"/> Other (describe): <input type="text"/></p> <p>Person was wearing lifejacket? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Person received treatment beyond first aid? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Person was admitted to a hospital? <input type="radio"/> Yes <input type="radio"/> No</p>	<p>Nature of most serious injury (select one):</p> <p><input type="radio"/> Scrape/bruise <input type="radio"/> Dislocation</p> <p><input type="radio"/> Cut <input type="radio"/> Internal organ injury</p> <p><input type="radio"/> Sprain/strain <input type="radio"/> Amputation</p> <p><input type="radio"/> Concussion/brain injury <input type="radio"/> Burn</p> <p><input type="radio"/> Spinal cord injury <input type="radio"/> Other (describe): <input type="text"/></p> <p><input type="radio"/> Broken/fractured bone <input type="text"/></p> <p>Body part of most serious injury (e.g., head, hip, knee): <input type="text"/></p>
--	--

ACCIDENT DETAILS - YOUR BOAT - DEATHS/DISAPPEARANCES

Only report deaths/disappearances of people on, struck by, or being towed by your boat. If more than one death/disappearance to report, attach additional copies of this page. If none, SKIP DEATHS/DISAPPEARANCES section.

PERSON WHO DIED/DISAPPEARED

First: MI: Last:

Street:

City: State: Zip: -

Phone: - - Age:

DETAILS OF DEATH/DISAPPEARANCE

<p>Injury caused when person (select all that apply):</p> <p><input type="checkbox"/> Struck the: <input type="text"/> (e.g., boat, water)</p> <p><input type="checkbox"/> Was struck by a: <input type="text"/> (e.g., boat, propeller)</p> <p><input type="checkbox"/> Was exposed to carbon monoxide poisoning</p> <p><input type="checkbox"/> Received an electric shock</p> <p><input type="checkbox"/> Other (describe): <input type="text"/></p>	<p>Nature of death/disappearance (select one):</p> <p><input type="radio"/> Death - by drowning</p> <p><input type="radio"/> Death - other likely cause (describe): <input type="text"/></p> <p><input type="radio"/> Disappeared and not yet recovered</p> <p>Person was wearing lifejacket? <input type="radio"/> Yes <input type="radio"/> No</p>
--	---

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

ACCIDENT DETAILS - YOUR BOAT OPERATOR

OPERATOR INSTRUCTION
Boating safety instruction completed (select all that apply):
 None
 State course
 USCG Auxiliary course
 US Power Squadrons course
 Internet (name of sponsoring organization):

 Other (describe):

OPERATOR SAFETY MEASURES
On board, prior to accident, was operator wearing:
 A lifejacket?
 Yes No
 An engine cut-off switch (Lanyard or wireless device) if equipped?
 Yes No
On board, prior to accident, was operator using:
 Alcohol?
 Yes No
 Drugs?
 Yes No
Operator arrested for Boating Under the Influence?
 Yes No
Weather reports consulted prior to accident?
 Yes No

OPERATOR EXPERIENCE
Experience operating this type of boat (select one):
 0 to 10 hours Over 100, up to 500 hours
 Over 10, up to 100 hours Over 500 hours

ACCIDENT DETAILS - OTHER KEY PEOPLE

Only report other key people not already documented as injured, died, disappeared or operator/owner of your boat. If more than two other key people to report, attach additional copies of this page.

NAME/ADDRESS
This other key person was a(n) (select all that apply):
 Other boat operator Other boat owner Owner of other damaged property Passenger on your boat Witness
 First: MI: Last:
 Street:
 City: State: Zip: -
 Other boat name (if any): Phone: - -
 Other boat registration # (if any):

NAME/ADDRESS
This other key person was a(n) (select all that apply):
 Other boat operator Other boat owner Owner of other damaged property Passenger on your boat Witness
 First: MI: Last:
 Street:
 City: State: Zip: -
 Other boat name (if any): Phone: - -
 Other boat registration # (if any):

For each question below, please provide answers IF APPLICABLE AND IF KNOWN, otherwise leave blank.

YOUR BOAT OPERATOR

NAME/ADDRESS

First: MI: Last:
 Street:
 City: State: Zip: -

AGE/GENDER/PHONE

Age: Gender: Male Female Phone: - -

YOUR BOAT OWNER

If same as *your* boat operator SKIP rest of YOUR BOAT OWNER section.

NAME/ADDRESS/PHONE

First: MI: Last:
 Street:
 City: State: Zip: -
 Phone: - -

PERSON SUBMITTING THIS REPORT

If same as *your* boat operator OR owner , SKIP rest of PERSON SUBMITTING THIS REPORT section.

NAME/ADDRESS/PHONE/ROLE

First: MI: Last:
 Street:
 City: State: Zip: -
 Phone: - -

I was a(n) (select one):

- Other person on board *this* boat
- Accident witness *not* on board *this* boat
- Other (describe):

SIGNATURE OF PERSON SUBMITTING THIS REPORT

Your signature: Date: mm/dd/yy

An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

Glossary

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

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

Auxiliary Sailboat - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

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

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

Collision with Commercial/Governmental/Recreational Vessel - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Inadequate On-board Navigation Lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

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

Missing or Inadequate Navigation Aids - The absence of or ineffective presence of navigation aids.

Motorboat - Any vessel equipped with propulsion machinery.

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

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

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

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

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

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

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

Person Struck by Vessel - A person is struck by a boat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of State Codes

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



THE OFFICE OF AUXILIARY AND BOATING SAFETY AND FRIENDS PARTICIPATED IN "INFLATABLE LIFE JACKET WORLD RECORD DAY," AN EVENT DESIGNED TO SET THE WORLD RECORD FOR THE NUMBER OF INFLATABLE LIFE JACKETS INFLATED SIMULTANEOUSLY. THE EVENT, SPONSORED BY THE NATIONAL SAFE BOATING COUNCIL AND THE CANADIAN SAFE BOATING COUNCIL, WAS HELD ON MAY 20, 2010 AT 11AM AND WAS DESIGNED TO PROMOTE PUBLIC AWARENESS OF INFLATABLE LIFE JACKETS, A TYPE OF JACKET THAT INFLATES WHEN EITHER A CORD IS PULLED OR A TABLET IN THE JACKET BECOMES WET.