



BOATING STATISTICS - 2001



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INTRODUCTION

SCOPE

This report contains statistics on numbered boats and recreational boating accidents, and information on boating safety activities for calendar year 2001. States and jurisdictions with Federally approved boat numbering systems file official reports which the Coast Guard uses to provide the boat numbering statistics. Data for the accident statistics come from two sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; and (2) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigations, information is collected from the accident reports filed by boat operators.

ACCIDENT REPORTING

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

1. A person dies;
2. A person is injured or requires medical treatment beyond first aid, i.e. treatment at a medical facility or by a medical professional other than at the accident scene;
3. Damage to vessels totals \$2,000¹ or more or there is a complete loss of any vessel;
4. A person disappears from the vessel under circumstances that indicate death or injury.

Boat operators are required to report their accidents to authorities in the State where the accident occurred. States with approved numbering systems furnish the Coast Guard with Boating Accident Report data. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. The statistics in this publication are based on accident data provided by the reporting jurisdictions as of December 31, 2002 and cover only accidents meeting the Federal minimum reporting requirements listed above.

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

USE OF THE STATISTICS

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

1. The Recreational Vessel Casualty Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not

¹ Prior to July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels was \$500. Effective July 2, 2001, the Federal threshold of damage to vessels and other property was raised to \$2,000 or more per accident.

required to be reported. Many more accidents are not reported because boaters may be unaware of the law and difficulty in enforcing the law. We believe that only a small fraction of all non-fatal boating accidents occurring in the United States are reported to the Coast Guard, State or local law enforcement agencies.

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

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

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

Recreational Boating Fatality Data Capture

Overall, the more serious the accident, the more frequent the reporting. We believe that nearly all fatal recreational boating accidents are included in this report.

In Fiscal Year 1999, the Department of Transportation (DOT) Office of Inspector General (OIG) conducted an audit of the Coast Guard's Recreational Boating Safety (RBS) program to examine how it sets and measures its performance goal to reduce the number of boating fatalities. As a result of the audit, the OIG found a six-percent (6%) under-reporting discrepancy between the boating fatality data captured by the Boating Accident Report Database (BARD) System and the deaths reported in the Coast Guard's Search and Rescue Management Information System (SARMIS). For the years 1995 - 2000, an estimated 40 - 60 recreational boating fatalities per year were not reported to appropriate authorities in jurisdictions where the incidents occurred. As a result, those fatal accidents were not captured by the BARD system. To correct this discrepancy, the RBS Program agreed to implement procedures to improve its collection of recreational boating fatality data.

In calendar year 2001, Coast Guard Search and Rescue (SAR) case history reports were provided to appropriate State Boating Law Administrators (BLAs) when Coast Guard SAR personnel rendered assistance to recreational vessels involved in fatal boating accidents. Data gathered by the accident investigations were entered into the BARD system at the State level. State personnel submitted the accident report data to Coast Guard Headquarters for inclusion in the national BARD system.

Using the new process improvements implemented in January 2001, the discrepancy between the boating fatality data captured by the BARD system and the recreational boating deaths reported in SARMIS has been narrowed significantly from six percent for the years 1995 - 2000 to one percent for calendar year 2001. Based on the process improvements, the Coast Guard is recommending the Department adjust the under-reporting factor from six percent to one percent. Until that adjustment is final, the Coast Guard is required to report an additional six percent [41 fatalities (.06 * 681)] on top of the 681 fatalities captured by the BARD system, for an estimated total of 722 boating fatalities for calendar year 2001.

Fatal accident statistics compiled for use in this publication reflect the 681 fatalities captured by the BARD system.

CASES EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents that occurred prior to July 2, 2001 involving only property damage of not more than \$500. Effective July 2, 2001, accidents involving only property damage of not more than \$2,000 are excluded from this report in accordance with 33 CFR 173.55;
2. Accidents involving only slight injury which did not require medical treatment beyond first aid;
3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;
4. Accidents where a person died or was injured from natural causes while aboard a vessel;
5. Accidents where a person died or was injured while swimming to retrieve an object or a vessel that was adrift from its mooring or dock, having departed from the shore or pier;
6. Accidents involving damage, injury or death on a docked or moored vessel that resulted from storms, unusual tidal, sea or swell conditions; or when a vessel got underway in those conditions in an attempt to rescue persons put in peril;
7. Accidents where a person died or was injured while swimming for pleasure from a vessel that WAS NOT underway (i.e., the vessel was anchored, moored, or docked). In those cases, the vessel was being used as a platform for other activities, such as swimming or diving, and was not involved in any event that contributed to the casualty.

Accident reports for thirty (30) fatalities were entered into the BARD system that did not satisfy Federal reporting requirements for inclusion in this report. The following shows the number of fatalities for each “non-reportable” category:

| | |
|---|----|
| Commercial activity (includes commercial fishing, 18 commercial parasailing, carrying passengers for hire, scuba diving, and guided whitewater rafting trips) | 18 |
| Fatalities where a person died from natural causes while aboard the vessel..... | 6 |
| Fatalities where the vessel was not being used for recreational boating purposes..... | 5 |
| A fatality where the vessel was being used for a military training exercise | 1 |

CASES THAT ARE INCLUDED IN THIS REPORT

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

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

4. A person is struck by a vessel or its associated equipment where the vessel serves as the instrument striking the person.

Accident reports for twenty-three (23) fatalities were entered into the BARD System that satisfy the reporting requirements above for inclusion in this report. The following shows the number of fatalities for the following “reportable” categories:

| | |
|--|---|
| A person departed a vessel that was underway to swim | 9 |
| A person departed a vessel that was underway for other reasons..... | 6 |
| Fatalities where the primary cause of death was carbon monoxide poisoning..... | 4 |
| Fatalities that resulted from stray electrical current | 4 |

BOATING ACCIDENT REPORT DATA ANALYSIS

Under a recreational boating safety grant project from the Aquatic Resources (Wallop-Breaux) Trust Fund, we are developing software to determine which Boating Accident Report Database (BARD) variable(s) have the greatest impact in reported accident occurrences. Using Boating Risk Analysis Information System (BRAINS) software, one can predict the likelihood for specific types of reported accidents either increasing or decreasing given a change in a specified variable while holding the effect of all other variables constant.

For example, almost half of the reported accidents each year involve a collision with another vessel, a fixed object, or a floating object. Further, most of these collisions involve causal factors that are controllable by the boat operator. Using BRAINS, one can study the likelihood of a reported collision either increasing or decreasing given a change in a specific variable, in this case obeying the “Rules of the Road”. BRAINS analysis shows the specific effect of obeying the “Rules of the Road” decreases the likelihood of a collision by 65 percent. Successful completion of a mandatory boating education course exposes recreational boat operators to the regulatory and statutory rules (“Rules of the Road”) governing the safe operation and navigation of recreational boats.

Please visit <http://www.boatingrisk.com/> to obtain and use your own “free” copy of BRAINS.

FATALITY RATE

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

While a comparison between the 681 fatalities and the 12,876,346 numbered boats in 2001 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are some serious limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat numbering system (see page 23). Another limitation is that fatalities occur on boats which are not numbered, and therefore not included in the boat numbering statistics. Users should be aware

of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of numbered boats.

| YEAR | FATALITIES | NUMBER OF NUMBERED BOATS | FATALITIES PER 100,000 NUMBERED BOATS |
|------------------|-------------------|-------------------------------------|--|
| 1990 | 865 | 10,996,253 | 7.8 |
| 1991 | 924 | 11,068,440 | 8.3 |
| 1992 | 816 | 11,132,386 | 7.3 |
| 1993 | 800 | 11,282,736 | 7.1 |
| 1994 | 784 | 11,429,585 | 6.9 |
| 1995 | 829 | 11,734,710 | 7.1 |
| 1996 | 709 | 11,877,938 | 5.9 |
| 1997 | 821 | 12,312,982 | 6.7 |
| 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 |

EXECUTIVE SUMMARY BOATING STATISTICS - 2001

Boating Accidents at a Glance

The Coast Guard received reports for a total of 6,419 recreational boating accidents in 2001. The casualty data for 2001 showed 681 fatalities and 4,274 injuries.

Life Jackets & Risk of Dying in an Accident

Four hundred and ninety-eight (498) boaters drowned in 2001. Life jackets could have saved the lives of approximately 420 boaters who drowned. In 2001, approximately eight out of every 10 victims in fatal boating accidents were not wearing life jackets. Boaters continue to be at a greater risk of dying when involved in an accident during the fall and winter months than in the summer. Besides the colder weather and water, there are fewer boaters and patrol officers in the area to rescue boaters in distress. When waters are below 60 degrees Fahrenheit, hypothermia can set in quickly. Those who hunt and fish from boats, especially in colder weather, need to dress for possible immersion and wear their life jackets. Boaters in larger bodies of water should also take advantage of using available distress alerting and position indicating technologies to improve their chances of survival if a mishap occurs.

Fatalities by Known Boat Length

Eighty-five (85) percent of fatalities occurred on boats less than 26 feet in length. Seventy-two (72) percent of those victims drowned. Specifically, 322 fatalities occurred on boats less than 16 feet in length and 254 occurred on boats 16 to less than 26 feet in length.

Alcohol Involvement in Fatal Boating Accidents

Alcohol involvement in fatal accidents accounted for thirty-four (34) percent of all boating fatalities -- up eight (8) percent from 1999. A Coast Guard study estimates that boat operators with a blood alcohol concentration above .10 percent are estimated to be more than 10 times as likely to be killed in a boating accident than boat operators with zero blood alcohol concentration.

Fatalities by Known Boat Operator Education

Approximately eighty (80) percent of all boating fatalities occurred on boats where the operator had not completed a boating safety education course.

Accident Causes

Nearly 70 percent of all reported accidents involve operator controllable factors. The primary causes of accidents are operator inattention, careless/reckless operation, operator inexperience, operating at an unsafe speed, and no proper lookout.

Types of Boating Accidents

“Capsizings” and “Falls Overboard” accounted for 386 fatalities, nearly sixty (60) percent of all reported boating fatalities. Nine out of every 10 of those victims drowned. “Collision with Another Vessel” was the most reported type of accident. These accidents resulted in 1,366 injuries and accounted for nearly nine (9) million dollars in property damage.

EXECUTIVE SUMMARY BOATING STATISTICS - 2001

Risk of Events in Reported Accidents Being Fatal

Boaters are at the greatest risk of being involved in a fatal boating accident if any of the following three events is involved in a reported accident:

| Event | Risk of Event Being Fatal |
|---------------------------------|---------------------------|
| Vessel Capsizing | 32% |
| Falls Overboard | 29% |
| Struck by Motor/Propeller | 14% |

Age of Boating Fatality Victims

Twenty-six (26) children age 12 and under lost their lives while boating in 2001. One hundred and thirty-seven (137) boaters died in the 40-49 age group category -- the highest number reported for any age group.

Types of Casualties By Types of Vessels

Three hundred and fifty-two (352) fatalities occurred with the use of open motorboats, just over half of all boating fatalities. One hundred and one (101) people lost their lives while using canoes/kayaks in 2001. Approximately ninety-three (93) percent of canoe/kayak deaths were caused by drowning. Fifty (50) fatalities occurred with the use of Personal Watercraft (PWC), the lowest number of PWC fatalities reported since 1993.

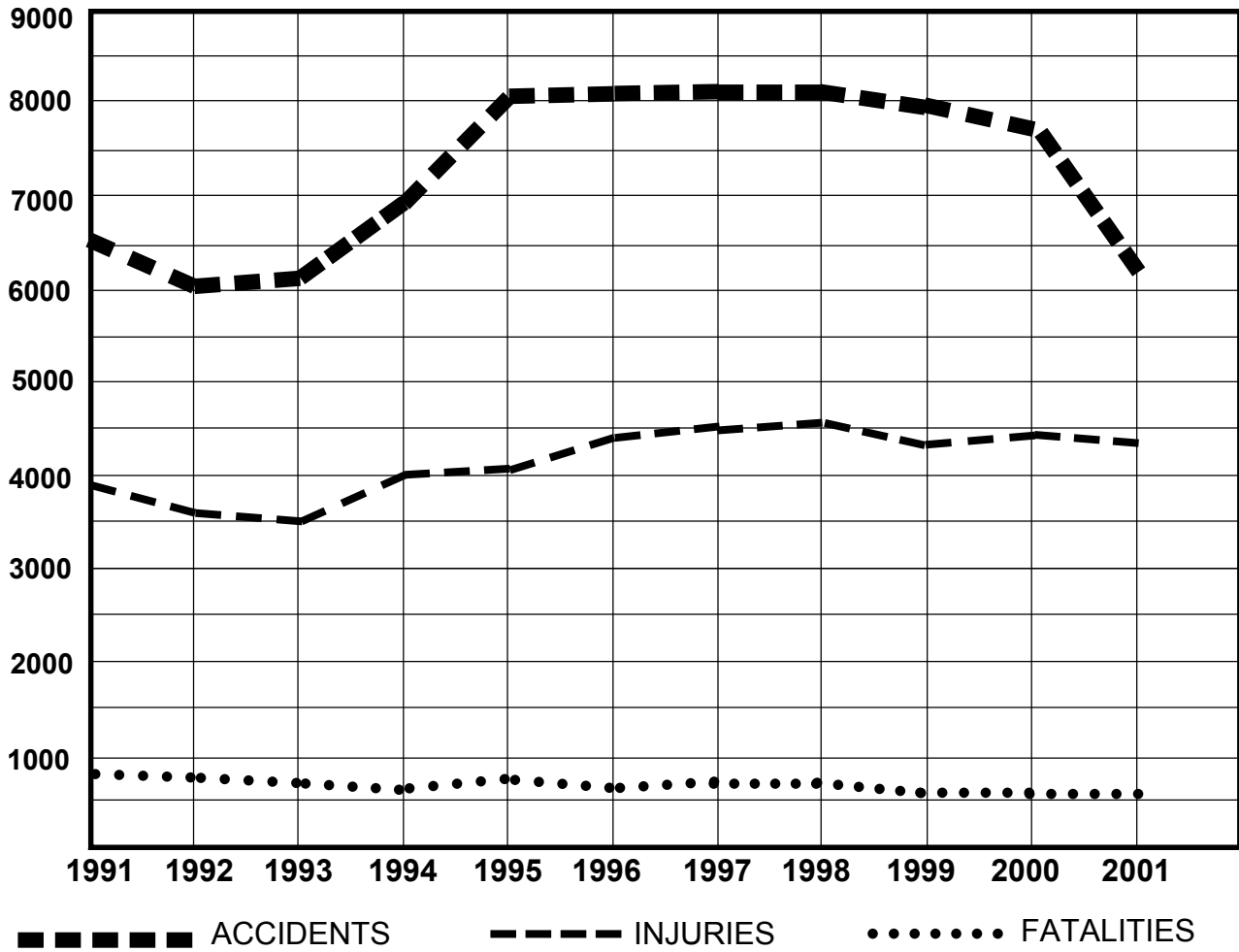
Approximately eighty (80) percent of all reported injuries were associated with the use of open motorboats (46%) and PWC (34%). Lacerations were the most reported type of injury for open motorboats. For PWC, broken bones were the most often reported type of injury.

Numbered Recreational Boats

States and jurisdictions numbered a total of 12,876,346 recreational boats. The following is a breakdown of the numbered motorboats by length:

| BOAT LENGTH | PERCENTAGE OF NUMBERED MOTORBOATS |
|----------------------------|-----------------------------------|
| Less than 16' | 43.7 |
| 16' to less than 26' | 51.8 |
| 26' to less than 40' | 3.9 |
| 40' and greater | 0.6 |

BOATING ACCIDENTS AT A GLANCE



| YEAR | FATALITIES | INJURIES | ACCIDENTS |
|------|------------|----------|-----------|
| 1991 | 924 | 3,967 | 6,573 |
| 1992 | 816 | 3,683 | 6,048 |
| 1993 | 800 | 3,559 | 6,335 |
| 1994 | 784 | 4,084 | 6,906 |
| 1995 | 829 | 4,141 | 8,019 |
| 1996 | 709 | 4,442 | 8,026 |
| 1997 | 821 | 4,555 | 8,047 |
| 1998 | 815 | 4,612 | 8,061 |
| 1999 | 734 | 4,315 | 7,931 |
| 2000 | 701 | 4,355 | 7,740 |
| 2001 | 681 | 4,274 | 6,419 |

REPORTING CRITERIA AND GUIDELINES FOR RECREATIONAL VESSEL ACCIDENTS

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

Recreational vessel means any vessel manufactured or operated for pleasure; or leased, rented, or chartered to another for the latter's pleasure that is propelled or controlled by machinery, sails, oars, paddles, poles, or another vessel.

A recreational boating accident means a recreational vessel, a numbered vessel, or a documented vessel is being used by its operator for recreational purposes **AND** one or more of the following events occur involving the vessel or its equipment:

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

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

The guidelines on the following page list occurrences directly or indirectly involving a vessel where vessel activities or operation DID NOT contribute to a boating accident. The occurrences alone are considered to be outside the scope of a boating safety program. While these occurrences may be reported in a jurisdiction and subsequently captured by the Boating Accident Report Database (BARD) system, they will be classified as “non-reportable recreational boating accidents” in the National BARD system at Coast Guard Headquarters.

NON-REPORTABLE GUIDELINES

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

STATE ASSIGNED CASE NO. _____

THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE FROM A VESSEL; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR PROPERTY DAMAGE IN EXCESS OF \$2000 OR COMPLETE LOSS OF THE VESSEL. REPORTS IN DEATH AND INJURY CASES MUST BE SUBMITTED WITHIN 48 HOURS. REPORTS IN OTHER CASES MUST BE SUBMITTED WITHIN 10 DAYS. REPORTS MUST BE SUBMITTED TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED. THIS FORM IS PROVIDED TO ASSIST THE OPERATOR IN FILING THE REQUIRED WRITTEN REPORT.

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

ACCIDENT DATA

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

BOAT NO. 1 (THIS VESSEL)

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

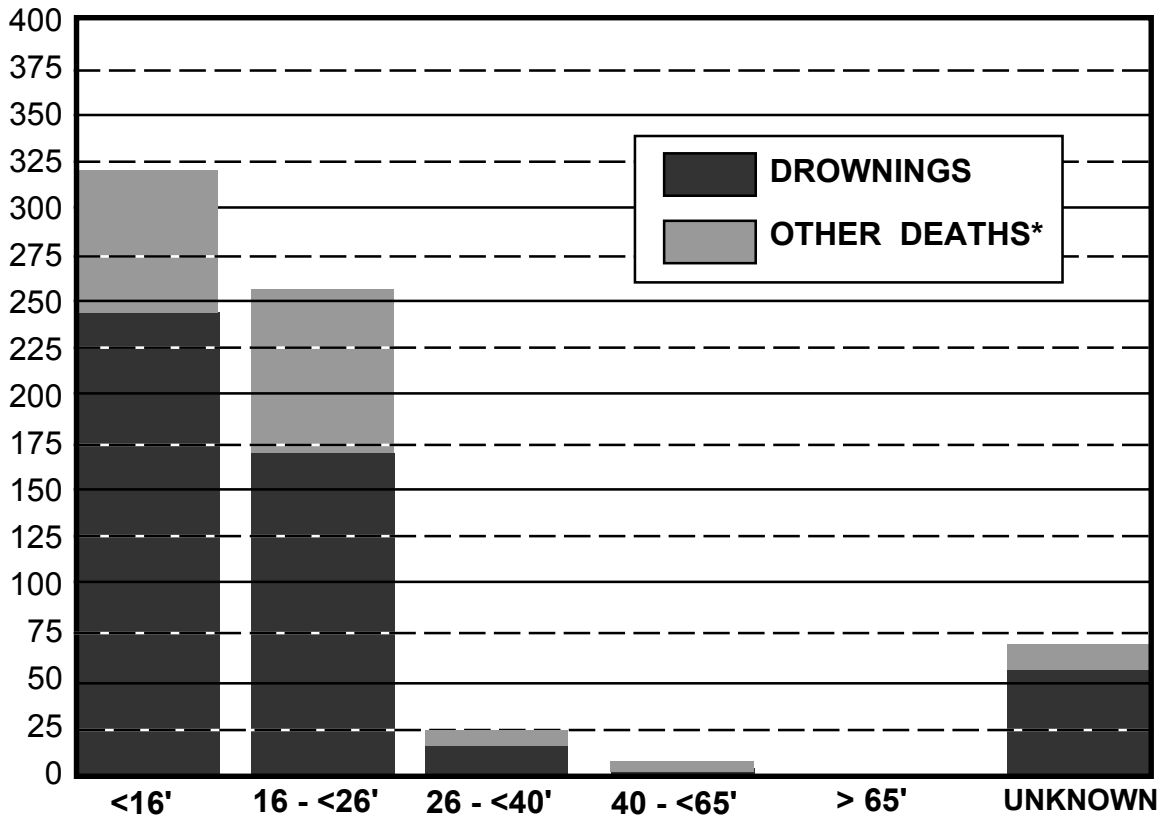
| DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS) | | | |
|--|--|--|--|
| NAME OF VICTIM | | ADDRESS OF VICTIM | |
| DATE OF BIRTH | | DEATH CAUSED BY | |
| [] MALE [] FEMALE | [] DROWNING [] OTHER | [] DISAPPEARANCE | |
| NAME OF VICTIM | | ADDRESS OF VICTIM | |
| DATE OF BIRTH | | DEATH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

ACCIDENT DESCRIPTION

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

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

NUMBER OF FATALITIES BY BOAT LENGTH - 2001



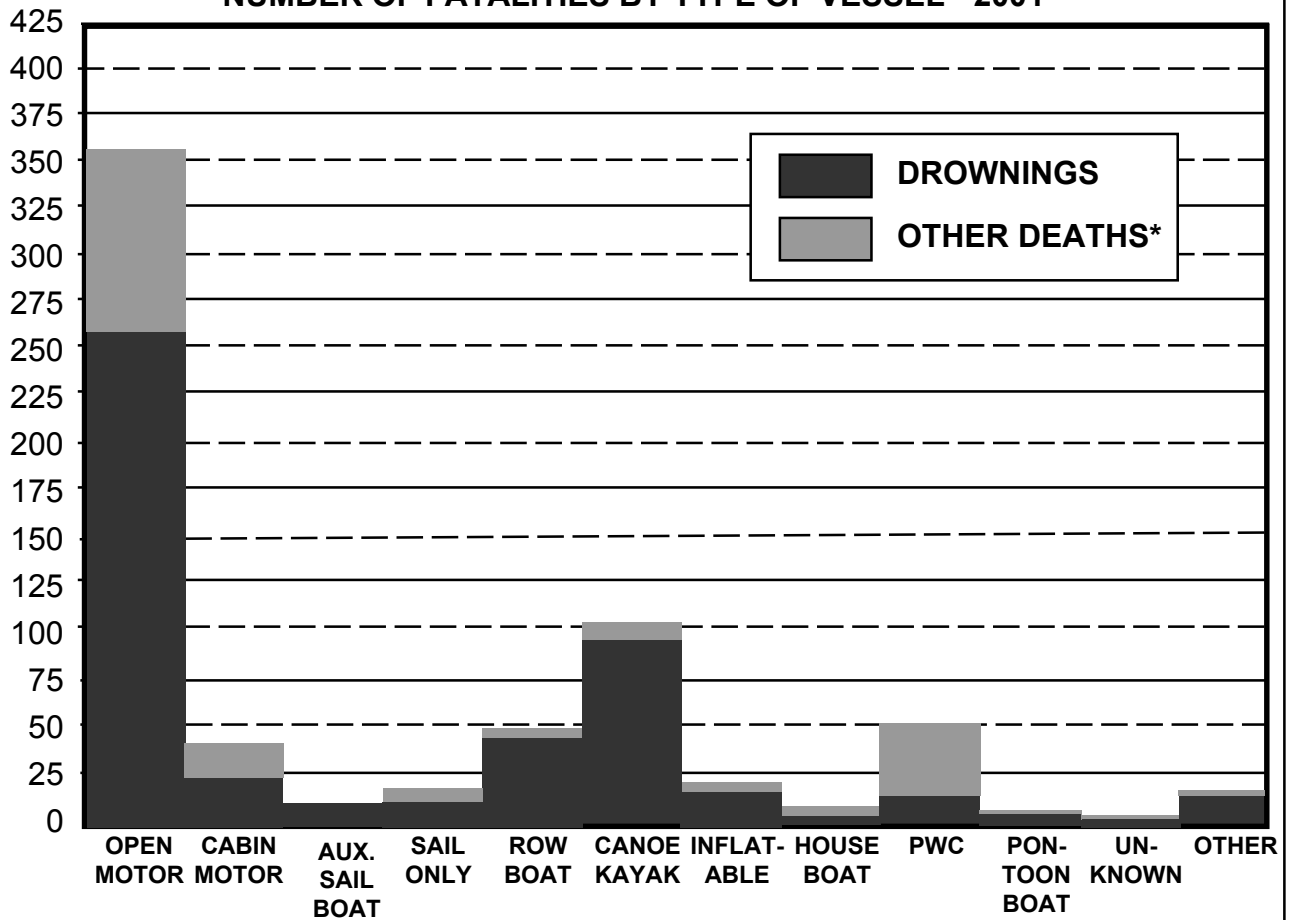
| LENGTH | DROWNINGS | OTHER DEATHS* | TOTAL |
|------------------------------|------------|---------------|------------|
| Less than 16 feet | 245 | 77 | 322 |
| 16 feet to less than 26 feet | 172 | 82 | 254 |
| 26 feet to less than 40 feet | 17 | 8 | 25 |
| 40 feet to 65 feet | 4 | 3 | 7 |
| More than 65 feet | 2 | 1 | 3 |
| Unknown | 58 | 12 | 70 |
| Total | 498 | 183 | 681 |

*Other deaths denotes types of fatalities other than drownings.

AGE OF FATALITY VICTIMS - 2001

| Age of Victim | Number of Drownings | Number of Other Deaths | Total Fatalities |
|--------------------------|---------------------|------------------------|------------------|
| 1 | 2 | 0 | 2 |
| 3 | 1 | 2 | 3 |
| 4 | 0 | 3 | 3 |
| 6 | 2 | 0 | 2 |
| 7 | 0 | 1 | 1 |
| 8 | 0 | 1 | 1 |
| 9 | 0 | 7 | 7 |
| 10 | 1 | 0 | 1 |
| 11 | 1 | 2 | 3 |
| 12 | 3 | 0 | 3 |
| 0 - 12 | 10 | 16 | 26 |
| 13 | 2 | 0 | 2 |
| 14 | 3 | 2 | 5 |
| 15 | 7 | 2 | 9 |
| 16 | 3 | 5 | 8 |
| 17 | 4 | 8 | 12 |
| 18 | 9 | 3 | 12 |
| 19 | 12 | 8 | 20 |
| 13 - 19 | 40 | 28 | 68 |
| 20 - 29 | 75 | 29 | 104 |
| 30 - 39 | 83 | 33 | 118 |
| 40 - 49 | 101 | 36 | 137 |
| 50 - 59 | 83 | 24 | 107 |
| 60 - 69 | 57 | 4 | 61 |
| 70 - 79 | 25 | 5 | 30 |
| 80 and over | 12 | 2 | 14 |
| Unknown | 10 | 6 | 16 |
| TOTAL | 498 | 183 | 681 |

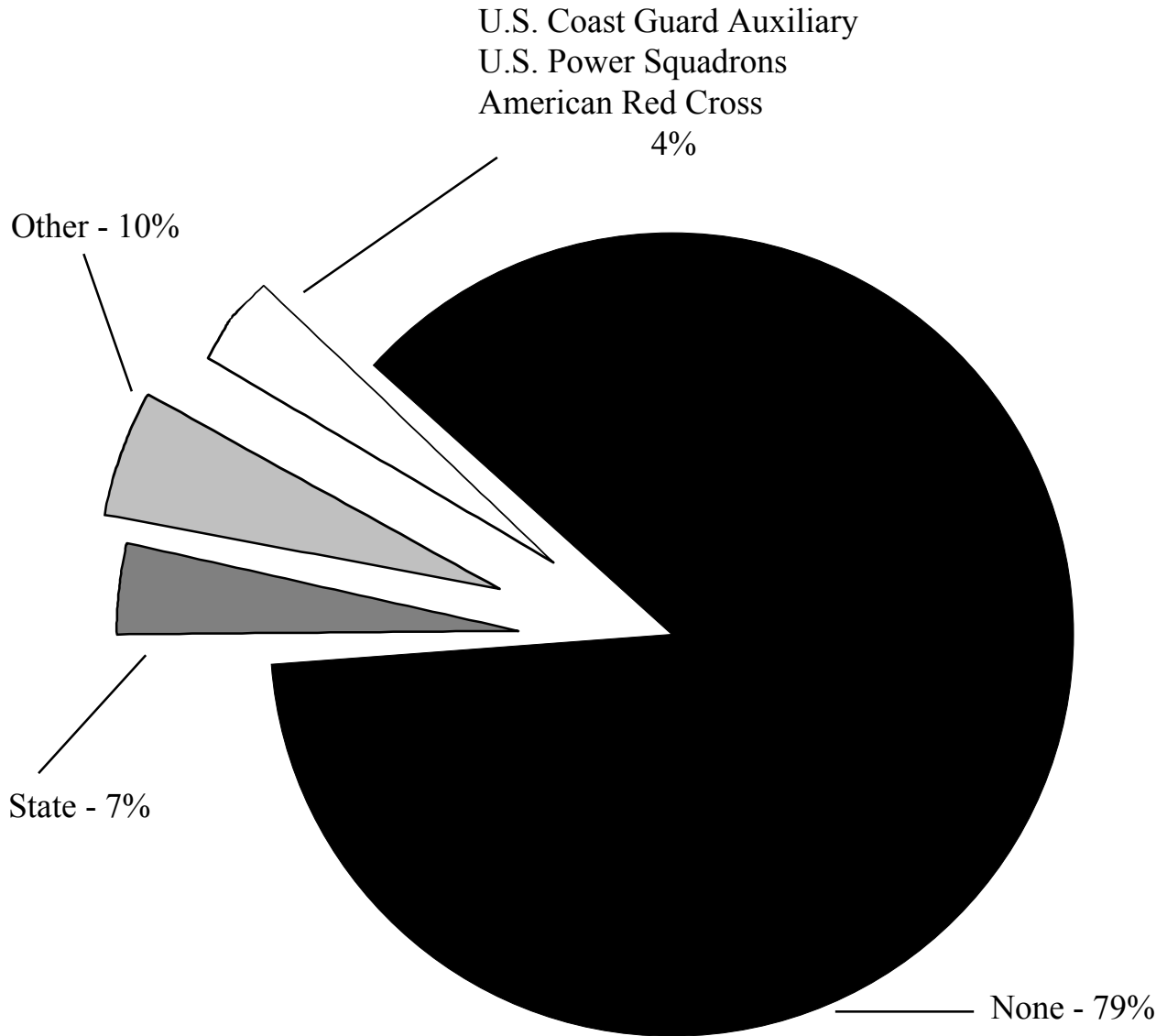
NUMBER OF FATALITIES BY TYPE OF VESSEL - 2001



| BOAT TYPE | DROWNINGS | OTHER DEATHS (not drownings) | TOTAL |
|---------------------|-----------|---------------------------------|-------|
| Airboat | 1 | 0 | 1 |
| Auxiliary Sail | 10 | 2 | 12 |
| Cabin Motorboat | 24 | 17 | 41 |
| Canoe/Kayak | 94 | 7 | 101 |
| Houseboat | 5 | 3 | 8 |
| Inflatable | 14 | 2 | 16 |
| Open Motorboat | 256 | 96 | 352 |
| Other* | 11 | 4 | 15 |
| Personal Watercraft | 11 | 39 | 50 |
| Pontoon Boat | 6 | 1 | 7 |
| Rowboat | 47 | 2 | 49 |
| Sail Only | 13 | 5 | 18 |
| Unknown | 6 | 5 | 11 |

*Other includes 5 drownings and two other types of death involving paddle boats.

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2001

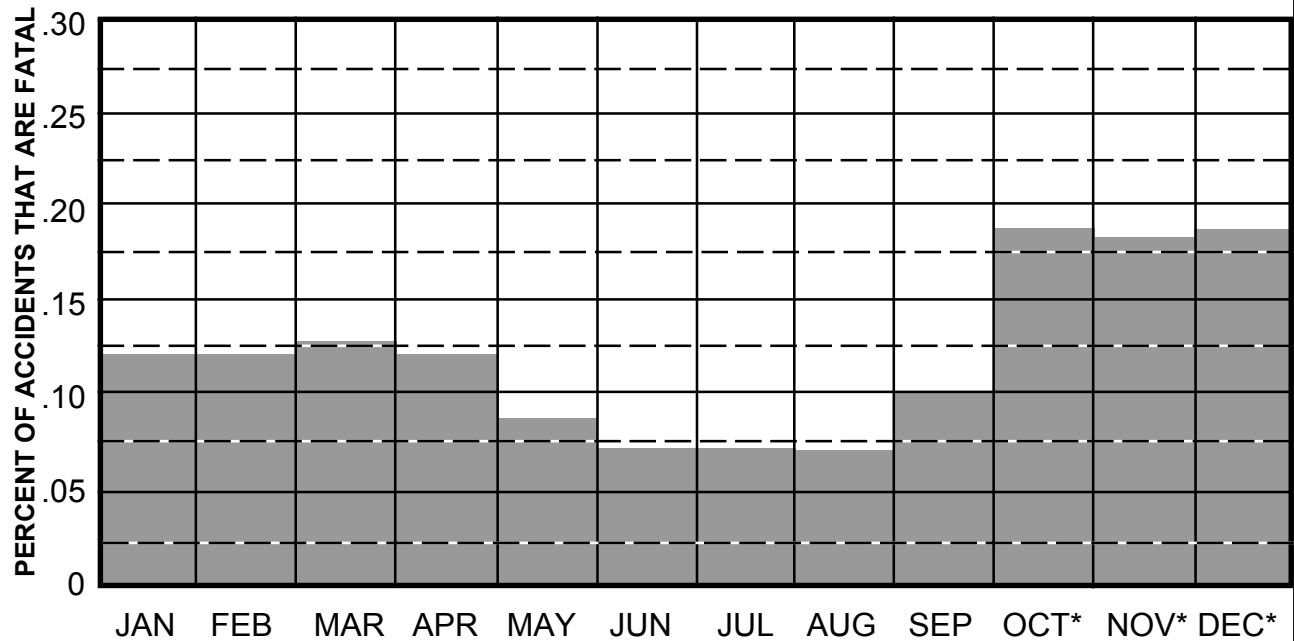


| TYPE OF BOATING INSTRUCTION | FATALITIES |
|--|-------------------|
| U.S. Coast Guard Auxiliary | 14 |
| U.S. Power Squadrons American Red Cross | |
| State | 23 |
| Other | 32 |
| None | 259 |

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

| | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| OPERATOR CONTROLLABLE | | | | | | | | | | |
| Operator Inattention | | | | | | | | | 815 | |
| Careless/Reckless Operation | | | | | | | | 754 | | |
| Operator Inexperience | | | | | | | | 735 | | |
| Excessive Speed | | | | | | 531 | | | | |
| No Proper Lookout | | | | 424 | | | | | | |
| Passenger/Skier Behavior | | | 323 | | | | | | | |
| Alcohol | | | 273 | | | | | | | |
| Rules of the Road Infraction | 80 | | | | | | | | | |
| Restricted Vision | 71 | | | | | | | | | |
| Sharp Turn | 63 | | | | | | | | | |
| Improper Loading | 61 | | | | | | | | | |
| Overloading | 55 | | | | | | | | | |
| Improper Anchoring | 52 | | | | | | | | | |
| Standing/Sitting on Gunwales, Bow, Transom | 38 | | | | | | | | | |
| Off-Throttle Steering - Jet | 23 | | | | | | | | | |
| Lack of or Improper Lights | 16 | | | | | | | | | |
| Failure to Ventilate | 7 | | | | | | | | | |
| Drug Use | 6 | | | | | | | | | |
| Starting In Gear | 1 | | | | | | | | | |
| ENVIRONMENTAL | | | | | | | | | | |
| Hazardous Waters | | | | 437 | | | | | | |
| Weather | | 223 | | | | | | | | |
| Congested Waters | 66 | | | | | | | | | |
| Dam/Lock | 3 | | | | | | | | | |
| VESSEL MACHINERY | | | | | | | | | | |
| Machinery Failure | | 140 | | | | | | | | |
| Engine Failure | 81 | | | | | | | | | |
| Electrical System Failure | 37 | | | | | | | | | |
| Steering System Failure | 34 | | | | | | | | | |
| Shift Failure | 25 | | | | | | | | | |
| Fuel System Failure | 16 | | | | | | | | | |
| Ventilation System Failure | 10 | | | | | | | | | |
| Throttle Failure | 5 | | | | | | | | | |
| VESSEL EQUIPMENT | | | | | | | | | | |
| Equipment Failure | | 137 | | | | | | | | |
| Auxiliary Equipment Failure | 15 | | | | | | | | | |
| Bilge Pump Failure | 7 | | | | | | | | | |
| Seat Broke Loose | 2 | | | | | | | | | |
| HULL FAILURE | 68 | | | | | | | | | |
| IGNITION OF SPILLED FUEL OR VAPOR | | | | | | | | | | |
| Other | | | 281 | | | | | | | |
| Unknown | | | | 437 | | | | | | |

THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2001



*Boaters involved in reported accidents are at the greatest risk of dying in the fall months.

| MONTH | FATAL ACCIDENTS | NON-FATAL ACCIDENTS | TOTAL ACCIDENTS | FATAL ACCIDENT RISK | TOTAL FATALITIES |
|--------------|-----------------|---------------------|-----------------|---------------------|------------------|
| January | 14 | 99 | 113 | 12% | 17 |
| February | 19 | 135 | 154 | 12% | 23 |
| March | 29 | 189 | 218 | 13% | 35 |
| April | 56 | 393 | 449 | 12% | 62 |
| May | 80 | 810 | 890 | 9% | 90 |
| June | 94 | 1,212 | 1,306 | 7% | 106 |
| July | 101 | 1,284 | 1,385 | 7% | 124 |
| August | 64 | 879 | 943 | 7% | 73 |
| September | 49 | 460 | 509 | 10% | 54 |
| October | 38 | 167 | 205 | 19% | 47 |
| November | 23 | 102 | 125 | 18% | 23 |
| December | 21 | 89 | 110 | 19% | 27 |
| Unknown | 0 | 12 | 12 | | |
| Total | 588 | 5,831 | 6,419 | | 681 |


| EVENTS IN FATAL BOATING ACCIDENTS - 2001 | Event No. 1 | Event No. 2 | Event No. 3 | Total | Resulting Fatalities |
|---|--------------------|--------------------|--------------------|--------------|-----------------------------|
| Capsizing | 171 | 23 | 0 | 194 | 240 |
| Collision with Fixed Object | 43 | 4 | 1 | 48 | 54 |
| Collision with Floating Object | 2 | 1 | 0 | 3 | 5 |
| Collision with Vessel | 51 | 1 | 0 | 52 | 69 |
| Falls in Boat | 6 | 9 | 1 | 16 | 18 |
| Falls Overboard | 165 | 60 | 12 | 237 | 259 |
| Fire/Explosion (Fuel) | 2 | 0 | 0 | 2 | 2 |
| Fire/Explosion (Other than Fuel) | 1 | 3 | 0 | 4 | 6 |
| Flooding/Swamping | 33 | 5 | 2 | 40 | 60 |
| Grounding | 10 | 2 | 0 | 12 | 12 |
| Sinking | 14 | 9 | 8 | 31 | 43 |
| Skier Mishap | 9 | 1 | 0 | 10 | 10 |
| Struck by Boat | 6 | 17 | 2 | 25 | 30 |
| Struck by Motor/Propeller | 5 | 20 | 7 | 32 | 36 |
| Struck Submerged Object | 10 | 1 | 0 | 11 | 11 |

Events in Fatal Boating Accident Sequences


Published statistics on the types of boating accidents refer only to the first event occurring in the accident sequence. However, many accidents involve more than one event. For example, 32 fatal accidents involve a person being struck by motor/propeller, either as the first, second or third event in the accident sequence. These accidents resulted in 36 fatalities.

| EVENTS IN REPORTED BOATING ACCIDENTS - 2001 | Event No. 1 | Event No. 2 | Event No. 3 | Total Events | Risk of Event Being Fatal |
|--|--------------------|--------------------|--------------------|---------------------|----------------------------------|
| Capsizing | 466 | 115 | 21 | 602 | 32% |
| Collision with Fixed Object | 644 | 51 | 7 | 702 | 7% |
| Collision with Floating Object | 109 | 14 | 3 | 126 | 2% |
| Collision with Vessel | 2,062 | 39 | 3 | 2,104 | 2% |
| Falls in Boat | 284 | 121 | 9 | 414 | 4% |
| Falls Overboard | 514 | 251 | 49 | 814 | 29% |
| Fire/Explosion (Fuel) | 153 | 4 | 1 | 158 | 1% |
| Fire/Explosion (Other than Fuel) | 112 | 7 | 0 | 119 | 3% |
| Flooding/Swamping | 339 | 69 | 13 | 421 | 10% |
| Grounding | 412 | 47 | 11 | 470 | 3% |
| Sinking | 150 | 170 | 47 | 367 | 8% |
| Skier Mishap | 439 | 9 | 0 | 448 | 2% |
| Struck by Boat | 166 | 130 | 16 | 312 | 8% |
| Struck by Motor/Propeller | 100 | 97 | 25 | 222 | 14% |
| Struck Submerged Object | 128 | 14 | 2 | 144 | 8% |

TYPE OF INJURY BY TYPE OF VESSEL - 2001

|  | Number of Injuries | Airboat | Aux. Sailboat | Cabin Motorboat | Canoe/Kayak | Houseboat | Inflatable | Jet Boat | Open Motorboat | Other | Personal Watercraft | Pontoon Boat | Rowboat | Sailboat | Unknown |
|---|--------------------|----------|---------------|-----------------|-------------|-----------|------------|----------|----------------|-----------|---------------------|--------------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | |
| Total | 4,274 | 7 | 33 | 401 | 98 | 30 | 18 | 3 | 1,970 | 51 | 1,424 | 73 | 34 | 34 | 98 |
| Type of Injury | | | | | | | | | | | | | | | |
| Amputation | 42 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 26 | 1 | 8 | 3 | 0 | 0 | 0 |
| Back Injury | 278 | 0 | 0 | 29 | 2 | 4 | 3 | 0 | 134 | 3 | 90 | 6 | 1 | 1 | 5 |
| Broken Bones | 755 | 2 | 5 | 48 | 4 | 4 | 0 | 1 | 307 | 15 | 340 | 11 | 2 | 3 | 13 |
| Burns | 86 | 0 | 1 | 21 | 0 | 1 | 0 | 0 | 52 | 0 | 9 | 1 | 0 | 1 | 0 |
| CO poisoning | 10 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contusion | 623 | 1 | 2 | 49 | 10 | 5 | 1 | 1 | 257 | 2 | 270 | 11 | 3 | 3 | 8 |
| Dislocation | 69 | 0 | 1 | 5 | 2 | 0 | 2 | 0 | 32 | 1 | 26 | 0 | 0 | 0 | 0 |
| Head Injury | 446 | 0 | 3 | 42 | 6 | 4 | 2 | 0 | 188 | 3 | 170 | 9 | 3 | 6 | 10 |
| Hypothermia | 257 | 0 | 4 | 13 | 50 | 1 | 5 | 0 | 138 | 5 | 13 | 1 | 20 | 6 | 1 |
| Internal Injuries | 173 | 0 | 1 | 20 | 3 | 0 | 1 | 0 | 69 | 1 | 74 | 1 | 0 | 1 | 2 |
| Laceration | 851 | 3 | 9 | 69 | 9 | 4 | 3 | 0 | 463 | 11 | 235 | 24 | 0 | 6 | 15 |
| Neck Injury | 68 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 36 | 0 | 17 | 0 | 0 | 0 | 0 |
| Other | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 0 |
| Shock | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 2 | 0 | 0 | 0 |
| Spinal Injury | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 8 | 0 | 0 | 0 | 0 |
| Sprain/Strain | 138 | 0 | 1 | 14 | 2 | 1 | 0 | 0 | 75 | 4 | 37 | 1 | 1 | 1 | 1 |
| Teeth | 27 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 0 |
| Wrist | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 395 | 0 | 6 | 63 | 8 | 6 | 1 | 1 | 142 | 5 | 107 | 3 | 4 | 6 | 43 |

TYPE OF DEATH BY PERSONAL FLOTATION DEVICE WEAR AND VESSEL - 2001

|  | Was PFD Worn? | Number of Fatalities | Airboat | Aux. Sailboat | Cabin Motorboat | Canoe/Kayak | Houseboat | Inflatable | Open Motorboat | Other | Personal Watercraft | Pontoon Boat | Rowboat | Sailboat | Unknown |
|---|---------------|----------------------|---------|---------------|-----------------|-------------|-----------|------------|----------------|-------|---------------------|--------------|---------|----------|---------|
| | | | | | | | | | | | | | | | |
| TYPE OF DEATH | | | | | | | | | | | | | | | |
| Totals | | 681 | 1 | 12 | 41 | 101 | 8 | 16 | 352 | 15 | 50 | 7 | 49 | 18 | 11 |
| Carbon Monoxide | No | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Drowning | Yes | 78 | 0 | 2 | 1 | 24 | 3 | 5 | 32 | 3 | 2 | 0 | 1 | 4 | 1 |
| Drowning | No | 420 | 1 | 8 | 23 | 70 | 2 | 9 | 224 | 8 | 9 | 6 | 46 | 9 | 5 |
| Hypothermia | Yes | 16 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 3 | 1 |
| Hypothermia | No | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 1 | 0 | 0 |
| Other | Yes | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 0 |
| Other | No | 21 | 0 | 2 | 4 | 0 | 2 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 1 |
| Trauma | Yes | 44 | 0 | 0 | 2 | 1 | 0 | 0 | 11 | 0 | 29 | 1 | 0 | 0 | 0 |
| Trauma | No | 65 | 0 | 0 | 9 | 1 | 1 | 0 | 47 | 1 | 5 | 0 | 0 | 0 | 1 |
| Unknown | Yes | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 |
| Unknown | No | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 |

BOAT NUMBERING

Chapter 123 of Title 46, United States Code requires each undocumented vessel equipped with propulsion machinery to be numbered in the State in which it is principally operated. The law allows the States and other jurisdictions to create their own numbering systems as long as they meet or exceed Federal requirements. Many States require the numbering of non-powered boats, such as sailboats. A list of the numbering requirements of the States is found on page 23.

The statistics on pages 22 and 23 are derived from reports of the actual counts of valid boat numbers that have been issued by States and other jurisdictions. Their accuracy is affected by several factors, including compliance of the boat owners with numbering and registration laws. The numbering requirements for each jurisdiction are given so that comparisons may be made. Estimates are provided for non-reporting jurisdictions based on the growth in numbering as reported in the past.

TOTAL NUMBER OF NUMBERED BOATS 1977- 2001

| | |
|-------------|-------------------|
| 2001 | 12,876,346 |
| 2000 | 12,782,143 |
| 1999 | 12,738,271 |
| 1998 | 12,565,930 |
| 1997 | 12,312,982 |
| 1996 | 11,877,938 |
| 1995 | 11,734,710 |
| 1994 | 11,429,585 |
| 1993 | 11,282,736 |
| 1992 | 11,132,386 |
| 1991 | 11,068,440 |
| 1990 | 10,996,253 |
| 1989 | 10,777,370 |
| 1988 | 10,362,613 |
| 1987 | 9,963,696 |
| 1986 | 9,876,197 |
| 1985 | 9,589,483 |
| 1984 | 9,420,011 |
| 1983 | 9,165,094 |
| 1982 | 9,073,972 |
| 1981 | 8,905,097 |
| 1980 | 8,577,857 |
| 1979 | 8,278,723 |
| 1978 | 8,035,905 |
| 1977 | 7,975,587 |

NUMBERING DATA BY STATE

| | | TOTAL BOATS NUMBERED | | SCOPE OF CURRENT BOAT NUMBERING SYSTEM |
|----------------|------|----------------------|------------|--|
| | | 2001 | 2000 | |
| TOTAL | RANK | 12,876,346 | 12,782,143 | |
| Alabama | 17 | 262,016 | 265,458 | All motorboats, sailboats and rental boats |
| Alaska | 47 | 41,110 | 29,113 | All watercraft except sailboats; unpowered boats if requested |
| Arizona | 29 | 148,623 | 148,748 | All watercraft, except inflatables 12 feet in length or less |
| Arkansas | 25 | 199,713 | 177,912 | All motorboats and sailboats |
| California | 2 | 957,463 | 904,863 | All motorboats; sailboats over 8 feet in length |
| Colorado | 33 | 104,476 | 104,880 | All watercraft powered by motor or sail |
| Connecticut | 32 | 105,362 | 103,218 | All motorboats; sailboats 19.5 feet or more in length |
| Delaware | 45 | 47,486 | 46,719 | All motorboats |
| Dist. of Col. | 54 | 1,984 | 2,791 | All watercraft |
| Florida | 3 | 902,964 | 840,684 | All motorboats |
| Georgia | 14 | 327,026 | 322,681 | All motorboats; sailboats 12 feet or more in length |
| Hawaii | 51 | 13,903 | 13,807 | All motorboats; sailboats over 8 feet in length |
| Idaho | 36 | 81,932 | 85,438 | All motorboats and sailboats |
| Illinois | 10 | 369,626 | 372,162 | All watercraft, except non-profit org. owned canoes and kayaks |
| Indiana | 22 | 218,255 | 219,189 | All motorboats |
| Iowa | 23 | 210,841 | 223,573 | All watercraft with exceptions ¹ |
| Kansas | 34 | 102,755 | 103,190 | All motorboats and sailboats |
| Kentucky | 28 | 171,930 | 169,670 | All motorboats, except electric motors 1 hp or less |
| Louisiana | 15 | 322,779 | 314,321 | All motorboats; sailboats more than 12 feet in length |
| Maine | 31 | 119,243 | 119,243 | All motorboats |
| Maryland | 26 | 197,005 | 208,186 | All motorboats |
| Massachusetts | 30 | 146,475 | 138,861 | All motorboats |
| Michigan | 1 | 1,003,947 | 1,000,049 | All watercraft with exceptions ² |
| Minnesota | 4 | 826,048 | 812,247 | All motorboats with exceptions ³ |
| Mississippi | 16 | 300,970 | 292,335 | All motorboats and sailboats |
| Missouri | 13 | 335,521 | 334,460 | All motorboats; sailboats over 12 feet in length |
| Montana | 44 | 50,808 | 51,325 | All motorboats; sailboats 12 feet or more in length |
| Nebraska | 38 | 74,653 | 73,638 | All watercraft |
| Nevada | 40 | 61,122 | 61,722 | All motorboats |
| New Hampshire | 35 | 99,520 | 97,925 | All motorboats; sailboats 20 feet or more in length |
| New Jersey | 24 | 206,562 | 243,281 | All watercraft with exceptions ⁴ |
| New Mexico | 48 | 36,127 | 70,464 | All motorboats and sailboats |
| New York | 7 | 526,190 | 525,436 | All motorboats |
| North Carolina | 12 | 353,560 | 349,631 | All motorboats; sailboats more than 14 feet in length |
| North Dakota | 42 | 51,483 | 47,722 | All motorboats |
| Ohio | 8 | 414,658 | 416,798 | All watercraft |
| Oklahoma | 21 | 229,454 | 230,524 | All watercraft |
| Oregon | 27 | 195,636 | 195,691 | All motorboats; sailboats 12 feet or more in length |
| Pennsylvania | 11 | 359,525 | 359,360 | All motorboats and certain non-powered craft ⁵ |
| Rhode Island | 46 | 41,224 | 40,265 | All watercraft except rowboats, canoes, kayaks & ferries |
| South Carolina | 9 | 382,072 | 383,734 | All watercraft |
| South Dakota | 43 | 51,226 | 50,935 | All motorboats; all other boats over 12 feet in length |
| Tennessee | 19 | 256,670 | 269,583 | All motorboats and sailboats |
| Texas | 5 | 621,244 | 626,761 | All motorboats and sailboats 14 feet or more in length |
| Utah | 37 | 79,586 | 79,397 | All motorboats and sailboats |
| Vermont | 49 | 33,988 | 33,686 | All motorboats |
| Virginia | 20 | 240,509 | 237,228 | All motorboats |
| Washington | 18 | 260,335 | 257,625 | All motorboats with exceptions ⁶ ; sailboats >16 ft in length |
| West Virginia | 39 | 63,061 | 60,895 | All motorboats |
| Wisconsin | 6 | 575,920 | 573,920 | All motorboats; sailboats over 12 feet in length |
| Wyoming | 50 | 27,221 | 26,926 | All motorboats and sailboats |
| Guam | 53 | 3,000 | 3,000 | All watercraft (estimated) |
| Puerto Rico | 41 | 56,972 | 54,912 | All motorboats; vessels adapted to hold a motor |
| Virgin Islands | 52 | 3,222 | 4,675 | All watercraft |
| Am. Samoa | 56 | 183 | 173 | All watercraft |
| N. Marianas | 55 | 1,162 | 1,113 | All motorboats |

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

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

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

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

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

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

BOAT NUMBERING DATA BY STATE¹

| 2001 | POWERED | | | | | NON-POWERED | | | OTHER | TOTAL |
|-------------------|------------------|------------------|------------------|----------------|----------------|---------------|----------------|----------------|----------------|-------------------|
| | INBOARD | OUTBOARD | STERNDRIE | AUXILIARY SAIL | PWC | ROWBOAT | CANOE OR KAYAK | SAIL ONLY | OTHER BOATS | TOTAL |
| TOTALS | 1,475,941 | 8,161,519 | 1,563,247 | 136,190 | 753,096 | 90,999 | 276,016 | 161,467 | 257,871 | 12,876,346 |
| Alabama | 17,443 | 206,053 | 20,540 | 1,006 | 13,007 | 605 | 162 | 2,798 | 402 | 262,016 |
| Alaska | 3,361 | 24,946 | 4,199 | 594 | 1,197 | 4,866 | 0 | 156 | 1,791 | 41,110 |
| Arizona | 44,637 | 66,896 | 0 | 1,272 | 28,544 | 13 | 27 | 1 | 7,233 | 148,623 |
| Arkansas | 30,034 | 151,198 | 0 | 0 | 0 | 0 | 0 | 447 | 18,034 | 199,713 |
| California | 113,407 | 369,859 | 190,168 | 21,265 | 181,875 | 9,338 | 7,443 | 38,731 | 25,377 | 957,463 |
| Colorado | 23,907 | 53,243 | 4,852 | 0 | 17,402 | 0 | 0 | 4,355 | 717 | 104,476 |
| Connecticut | 7,683 | 67,183 | 16,116 | 5,122 | 8,250 | 410 | 58 | 225 | 315 | 105,362 |
| Delaware | 9,820 | 31,022 | 6,121 | 0 | 0 | 0 | 0 | 0 | 523 | 47,486 |
| Dist. of Col. | 475 | 656 | 338 | 182 | 18 | 0 | 190 | 119 | 6 | 1,984 |
| Florida | 65,550 | 599,576 | 89,883 | 10,002 | 101,193 | 4,425 | 2,124 | 5,860 | 24,351 | 902,964 |
| Georgia | 17,227 | 222,568 | 36,351 | 0 | 34,154 | 0 | 0 | 4,691 | 12,035 | 327,026 |
| Hawaii | 4,210 | 4,786 | 2,107 | 1,145 | 1,069 | 0 | 0 | 586 | 0 | 13,903 |
| Idaho | 19,840 | 41,637 | 15,655 | 833 | 333 | 0 | 0 | 787 | 2,847 | 81,932 |
| Illinois | 28,349 | 233,143 | 52,997 | 3,083 | 14,834 | 16,165 | 0 | 8,722 | 12,333 | 369,626 |
| Indiana | 24,812 | 146,153 | 35,885 | 717 | 0 | 0 | 0 | 1,362 | 9,326 | 218,255 |
| Iowa | 19,574 | 131,236 | 23,592 | 471 | 0 | 956 | 23,379 | 4,324 | 7,309 | 210,841 |
| Kansas | 7,401 | 68,922 | 9,672 | 456 | 11,400 | 1,376 | 292 | 2,915 | 321 | 102,755 |
| Kentucky | 16,205 | 119,682 | 16,506 | 320 | 7,840 | 0 | 0 | 0 | 11,377 | 171,930 |
| Louisiana | 23,392 | 288,190 | 0 | 0 | 11,197 | 0 | 0 | 0 | 0 | 322,779 |
| Maine | 9,066 | 98,149 | 12,028 | 0 | 0 | 0 | 0 | 0 | 0 | 119,243 |
| Maryland | 15,234 | 110,573 | 35,475 | 10,485 | 15,691 | 0 | 0 | 481 | 9,066 | 197,005 |
| Massachusetts | 9,860 | 103,588 | 25,297 | 0 | 7,730 | 0 | 0 | 0 | 0 | 146,475 |
| Michigan | 281,228 | 614,238 | 33,584 | 14,975 | 0 | 0 | 0 | 29,286 | 30,636 | 1,003,947 |
| Minnesota | 21,286 | 504,635 | 53,150 | 3,053 | 35,914 | 13,694 | 165,655 | 16,415 | 12,246 | 826,048 |
| Mississippi | 21,307 | 255,555 | 17,716 | 5,984 | 0 | 0 | 0 | 408 | 0 | 300,970 |
| Missouri | 11,672 | 231,297 | 49,743 | 185 | 39,217 | 584 | 536 | 2,251 | 36 | 335,521 |
| Montana | 17,582 | 32,590 | 0 | 128 | 0 | 151 | 14 | 343 | 0 | 50,808 |
| Nebraska | 4,999 | 49,623 | 9,704 | 49 | 8,750 | 152 | 307 | 282 | 787 | 74,653 |
| Nevada | 3,325 | 22,828 | 19,160 | 493 | 14,324 | 254 | 0 | 181 | 557 | 61,122 |
| New Hampshire | 16,074 | 54,558 | 14,073 | 2,421 | 8,151 | 0 | 0 | 4,243 | 0 | 99,520 |
| New Jersey | 17,598 | 116,631 | 37,871 | 7,250 | 19,778 | 5,167 | 0 | 1,841 | 426 | 206,562 |
| New Mexico | 2,797 | 19,374 | 6,406 | 165 | 5,826 | 0 | 0 | 1,194 | 365 | 36,127 |
| New York | 97,641 | 283,544 | 129,458 | 6,459 | 0 | 0 | 0 | 0 | 9,088 | 526,190 |
| North Carolina | 17,788 | 241,397 | 45,045 | 3,689 | 36,803 | 0 | 0 | 1,820 | 7,018 | 353,560 |
| North Dakota | 3,412 | 38,338 | 4,677 | 141 | 3,926 | 0 | 541 | 68 | 380 | 51,483 |
| Ohio | 35,277 | 184,694 | 64,669 | 2,117 | 40,680 | 12,426 | 46,514 | 9,946 | 18,335 | 414,658 |
| Oklahoma | 38,402 | 167,202 | 22,240 | 1,610 | 0 | 0 | 0 | 0 | 0 | 229,454 |
| Oregon | 63,306 | 124,374 | 0 | 4,941 | 0 | 0 | 0 | 0 | 3,015 | 195,636 |
| Pennsylvania | 33,345 | 243,878 | 44,415 | 339 | 0 | 2,362 | 24,950 | 1,936 | 8,300 | 359,525 |
| Rhode Island | 4,862 | 24,024 | 7,129 | 3,037 | 2,172 | 0 | 0 | 0 | 0 | 41,224 |
| South Carolina | 13,338 | 282,535 | 35,683 | 5,907 | 22,593 | 17,978 | 197 | 1,707 | 2,134 | 382,072 |
| South Dakota | 1,688 | 35,050 | 6,180 | 253 | 3,703 | 0 | 0 | 0 | 4,352 | 51,226 |
| Tennessee | 39,272 | 188,125 | 26,999 | 1,213 | 0 | 0 | 0 | 1,061 | 0 | 256,670 |
| Texas | 113,158 | 411,981 | 86,231 | 0 | 0 | 0 | 0 | 2,162 | 7,712 | 621,244 |
| Utah | 11,919 | 30,925 | 23,493 | 0 | 11,854 | 0 | 0 | 1,395 | 0 | 79,586 |
| Vermont | 8,145 | 25,699 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 33,988 |
| Virginia | 6,120 | 157,518 | 42,721 | 4,624 | 23,550 | 0 | 0 | 250 | 5,726 | 240,509 |
| Washington | 36,339 | 133,691 | 81,594 | 8,711 | 0 | 0 | 0 | 0 | 0 | 260,335 |
| West Virginia | 3,849 | 42,168 | 14,451 | 0 | 2,593 | 0 | 0 | 0 | 0 | 63,061 |
| Wisconsin | 15,786 | 467,301 | 81,361 | 0 | 0 | 0 | 3,414 | 7,837 | 221 | 575,920 |
| Wyoming | 14,527 | 4,112 | 5,821 | 0 | 2,430 | 0 | 120 | 211 | 0 | 27,221 |
| Guam ² | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000 | 3,000 |
| Puerto Rico | 7,662 | 31,952 | 1,661 | 967 | 14,730 | 0 | 0 | 0 | 0 | 56,972 |
| Virgin Islands | 611 | 1,582 | 202 | 518 | 88 | 77 | 86 | 58 | 0 | 3,222 |
| Amer. Samoa | 36 | 83 | 0 | 8 | 7 | 0 | 7 | 12 | 30 | 183 |
| No. Marianas | 103 | 758 | 28 | 0 | 273 | 0 | 0 | 0 | 0 | 1,162 |

¹ The figures in this table are derived from reports from the States and jurisdictions. There are a total of 12,876,346 numbered recreational vessels. This table classifies numbered motorboats and numbered non-powered boats for each State and jurisdiction. Please note that the scope of the boat numbering system for each State and jurisdiction is not the same (page 21). This explains why some States report the number of non-powered vessels such as rowboats, canoes, and non-powered sailboats and others do not. Also notice that some States and jurisdictions report Personal Watercraft (PWC) as a separate vessel category and others report PWC as an inboard motorboat. An accurate figure on the number of PWC will be provided when all States and jurisdictions classify and report PWC as a separate vessel category. ²Estimate

FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE

1997 - 2001



| | TOTAL NUMBER OF ACCIDENTS | | | | | FATAL ACCIDENTS | | | | | FATALITIES | | | | |
|-------------------|---------------------------|--------------|--------------|--------------|--------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 1997 | 1998 | 1999 | 2000 | 2001 | 1997 | 1998 | 1999 | 2000 | 2001 |
| TOTALS | 8,047 | 8,061 | 7,931 | 7,740 | 6,419 | 716 | 709 | 639 | 616 | 588 | 821 | 815 | 734 | 701 | 681 |
| Alabama | 173 | 138 | 118 | 114 | 87 | 24 | 27 | 17 | 11 | 16 | 25 | 32 | 17 | 11 | 17 |
| Alaska | 90 | 99 | 77 | 68 | 64 | 19 | 24 | 21 | 16 | 20 | 23 | 38 | 26 | 18 | 21 |
| Arizona | 321 | 239 | 302 | 331 | 222 | 7 | 10 | 7 | 9 | 7 | 8 | 14 | 9 | 12 | 7 |
| Arkansas | 111 | 115 | 91 | 87 | 75 | 14 | 18 | 14 | 9 | 12 | 15 | 20 | 15 | 10 | 13 |
| California | 920 | 770 | 894 | 900 | 771 | 41 | 45 | 36 | 40 | 43 | 42 | 56 | 42 | 49 | 48 |
| Colorado | 66 | 91 | 85 | 98 | 74 | 5 | 9 | 9 | 10 | 7 | 6 | 9 | 11 | 11 | 10 |
| Connecticut | 70 | 63 | 72 | 64 | 39 | 5 | 6 | 5 | 4 | 4 | 5 | 8 | 5 | 4 | 4 |
| Delaware | 27 | 37 | 22 | 23 | 23 | 1 | 5 | 3 | 2 | 1 | 2 | 6 | 3 | 2 | 1 |
| Dist. of Columbia | 5 | 2 | 16 | 7 | 6 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Florida | 1,215 | 1,255 | 1,299 | 1,204 | 993 | 53 | 67 | 52 | 43 | 47 | 67 | 73 | 58 | 46 | 52 |
| Georgia | 147 | 155 | 195 | 194 | 113 | 24 | 15 | 16 | 9 | 7 | 27 | 16 | 16 | 9 | 8 |
| Hawaii | 23 | 39 | 15 | 17 | 21 | 3 | 4 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 |
| Idaho | 58 | 49 | 68 | 72 | 46 | 16 | 10 | 12 | 9 | 7 | 20 | 10 | 13 | 9 | 8 |
| Illinois | 145 | 159 | 159 | 155 | 108 | 13 | 16 | 13 | 13 | 6 | 14 | 19 | 13 | 14 | 8 |
| Indiana | 115 | 132 | 150 | 115 | 120 | 9 | 10 | 4 | 7 | 9 | 11 | 12 | 4 | 7 | 14 |
| Iowa | 93 | 82 | 86 | 67 | 36 | 5 | 3 | 6 | 5 | 1 | 5 | 4 | 6 | 5 | 1 |
| Kansas | 60 | 78 | 50 | 45 | 54 | 6 | 4 | 5 | 0 | 2 | 7 | 4 | 5 | 0 | 6 |
| Kentucky | 79 | 63 | 75 | 98 | 71 | 18 | 10 | 14 | 13 | 17 | 19 | 10 | 20 | 15 | 18 |
| Louisiana | 123 | 171 | 178 | 220 | 154 | 25 | 29 | 30 | 44 | 36 | 31 | 35 | 35 | 46 | 43 |
| Maine | 72 | 70 | 55 | 73 | 60 | 7 | 8 | 6 | 9 | 8 | 10 | 8 | 7 | 10 | 8 |
| Maryland | 223 | 215 | 182 | 198 | 186 | 6 | 9 | 6 | 11 | 14 | 6 | 11 | 6 | 13 | 15 |
| Massachusetts | 47 | 58 | 49 | 66 | 51 | 11 | 9 | 10 | 5 | 13 | 11 | 9 | 10 | 5 | 14 |
| Michigan | 354 | 451 | 343 | 227 | 299 | 22 | 21 | 27 | 26 | 25 | 22 | 25 | 28 | 31 | 28 |
| Minnesota | 178 | 165 | 160 | 143 | 125 | 16 | 13 | 17 | 16 | 15 | 21 | 13 | 22 | 19 | 16 |
| Mississippi | 71 | 74 | 87 | 82 | 64 | 15 | 11 | 17 | 11 | 13 | 19 | 11 | 24 | 15 | 15 |
| Missouri | 333 | 238 | 240 | 282 | 226 | 22 | 22 | 19 | 10 | 9 | 25 | 23 | 23 | 11 | 9 |
| Montana | 23 | 14 | 25 | 15 | 13 | 9 | 6 | 5 | 7 | 4 | 12 | 7 | 6 | 7 | 5 |
| Nebraska | 40 | 53 | 54 | 57 | 55 | 4 | 4 | 3 | 5 | 0 | 4 | 4 | 4 | 5 | 0 |
| Nevada | 153 | 118 | 129 | 123 | 109 | 6 | 7 | 2 | 3 | 4 | 6 | 7 | 2 | 3 | 5 |
| New Hampshire | 81 | 74 | 109 | 94 | 74 | 6 | 6 | 6 | 7 | 5 | 6 | 8 | 6 | 7 | 6 |
| New Jersey | 237 | 225 | 212 | 199 | 143 | 6 | 10 | 7 | 12 | 7 | 6 | 10 | 7 | 17 | 7 |
| New Mexico | 56 | 65 | 37 | 44 | 50 | 1 | 1 | 0 | 5 | 3 | 2 | 1 | 0 | 5 | 4 |
| New York | 322 | 326 | 314 | 287 | 223 | 32 | 26 | 22 | 17 | 17 | 37 | 28 | 25 | 17 | 25 |
| North Carolina | 198 | 223 | 187 | 172 | 179 | 21 | 30 | 20 | 19 | 15 | 25 | 34 | 29 | 20 | 17 |
| North Dakota | 13 | 25 | 15 | 23 | 10 | 2 | 2 | 1 | 3 | 0 | 3 | 4 | 1 | 3 | 0 |
| Ohio | 197 | 228 | 232 | 198 | 139 | 12 | 17 | 19 | 22 | 17 | 15 | 18 | 19 | 25 | 19 |
| Oklahoma | 133 | 105 | 92 | 104 | 86 | 9 | 11 | 12 | 10 | 5 | 9 | 12 | 16 | 13 | 5 |
| Oregon | 108 | 120 | 95 | 97 | 70 | 15 | 16 | 13 | 13 | 14 | 19 | 20 | 16 | 14 | 14 |
| Pennsylvania | 119 | 122 | 125 | 88 | 80 | 17 | 10 | 10 | 11 | 13 | 18 | 10 | 10 | 12 | 14 |
| Rhode Island | 18 | 33 | 38 | 57 | 27 | 2 | 3 | 3 | 1 | 3 | 2 | 5 | 3 | 1 | 4 |
| South Carolina | 125 | 165 | 120 | 134 | 123 | 22 | 25 | 16 | 15 | 16 | 30 | 28 | 18 | 15 | 18 |
| South Dakota | 29 | 18 | 8 | 20 | 23 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| Tennessee | 119 | 166 | 130 | 196 | 132 | 14 | 9 | 16 | 16 | 11 | 16 | 11 | 19 | 19 | 11 |
| Texas | 215 | 228 | 210 | 219 | 206 | 53 | 39 | 42 | 45 | 36 | 61 | 46 | 51 | 55 | 41 |
| Utah | 77 | 156 | 156 | 143 | 83 | 8 | 10 | 4 | 6 | 7 | 8 | 10 | 4 | 7 | 8 |
| Vermont | 10 | 7 | 13 | 7 | 8 | 0 | 4 | 2 | 2 | 2 | 0 | 4 | 0 | 4 | 2 |
| Virginia | 222 | 182 | 184 | 175 | 152 | 24 | 17 | 19 | 15 | 16 | 27 | 20 | 21 | 17 | 19 |
| Washington | 169 | 144 | 114 | 131 | 117 | 29 | 20 | 28 | 19 | 24 | 30 | 22 | 31 | 22 | 33 |
| West Virginia | 20 | 18 | 25 | 20 | 15 | 4 | 6 | 3 | 3 | 4 | 4 | 8 | 3 | 5 | 5 |
| Wisconsin | 211 | 205 | 167 | 144 | 164 | 24 | 15 | 16 | 20 | 17 | 28 | 15 | 18 | 25 | 20 |
| Wyoming | 11 | 12 | 24 | 12 | 12 | 2 | 1 | 2 | 2 | 4 | 2 | 1 | 3 | 3 | 8 |
| Guam | 7 | 2 | 5 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 9 | 13 | 13 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 |
| Virgin Islands | 3 | 5 | 5 | 5 | 13 | 3 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 3 | 0 |
| Am. Samoa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N. Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Offshore*

| | | | | | | | | | | | | | | | |
|----------------|---|---|----|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic Ocean | 6 | 2 | 12 | 7 | 2 | 2 | 2 | 1 | 0 | 0 | 2 | 3 | 1 | 0 | 0 |
| Gulf of Mexico | 1 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 5 |
| Pacific Ocean | 5 | 2 | 13 | 3 | 1 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 |

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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

| 2001 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|-------------------|-----------------|------------------------|
| TOTAL | 6,419 | 681 | 4,274 | \$31,307,448 |
| Grounding | 412 | 10 | 255 | \$3,792,817 |
| Capsizing | 466 | 210 | 280 | \$1,554,496 |
| Swamping/Flooding | 339 | 47 | 74 | \$2,138,094 |
| Sinking | 150 | 15 | 25 | \$1,855,357 |
| Fire or Explosion of Fuel | 153 | 2 | 73 | \$3,179,323 |
| Other Fire or Explosion | 112 | 1 | 18 | \$3,001,106 |
| Collision with Another Vessel | 2,062 | 68 | 1,366 | \$8,997,570 |
| Collision with Fixed Object | 644 | 49 | 468 | \$3,762,104 |
| Collision with Floating Object | 109 | 2 | 52 | \$322,023 |
| Falls Overboard | 514 | 176 | 367 | \$313,789 |
| Falls Within Boat | 284 | 7 | 307 | \$48,685 |
| Struck by Boat | 166 | 6 | 153 | \$827,502 |
| Struck by Motor/Propeller | 100 | 5 | 100 | \$15,701 |
| Struck Submerged Object | 128 | 10 | 36 | \$801,966 |
| Skier Mishap | 439 | 9 | 454 | \$2,200 |
| Other Casualty; Unknown | 341 | 64 | 246 | \$694,715 |
| 2000 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| TOTAL | 7,740 | 701 | 4,355 | \$34,699,989 |
| Grounding | 494 | 8 | 257 | \$3,377,481 |
| Capsizing | 502 | 205 | 207 | \$1,615,898 |
| Swamping/Flooding | 419 | 47 | 61 | \$3,713,370 |
| Sinking | 187 | 22 | 40 | \$2,407,431 |
| Fire or Explosion of Fuel | 183 | 2 | 93 | \$2,580,764 |
| Other Fire or Explosion | 116 | 7 | 25 | \$5,459,739 |
| Collision with Another Vessel | 2,706 | 67 | 1,413 | \$8,757,705 |
| Collision with Fixed Object | 851 | 42 | 484 | \$3,765,616 |
| Collision with Floating Object | 151 | 9 | 73 | \$626,078 |
| Falls Overboard | 610 | 213 | 434 | \$300,918 |
| Falls Within Boat | 316 | 5 | 327 | \$134,423 |
| Struck by Boat | 157 | 5 | 131 | \$186,405 |
| Struck by Motor/Propeller | 88 | 7 | 86 | \$12,751 |
| Skier Mishap | 442 | 4 | 459 | \$13,470 |
| Struck Submerged Object | 199 | 3 | 41 | \$1,354,440 |
| Other Casualty, Unknown | 260 | 41 | 180 | \$253,199 |
| 1999 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| TOTAL | 7,931 | 734 | 4,315 | \$28,890,185 |
| Grounding | 507 | 13 | 190 | \$2,974,355 |
| Capsizing | 549 | 223 | 269 | \$1,571,236 |
| Swamping/Flooding | 460 | 43 | 91 | \$1,808,487 |
| Sinking | 220 | 29 | 53 | \$1,631,420 |
| Fire or Explosion of Fuel | 222 | 2 | 125 | \$2,804,796 |
| Other Fire or Explosion | 141 | 2 | 18 | \$2,782,633 |
| Collision with Another Vessel | 2,729 | 93 | 1,406 | \$8,411,006 |
| Collision with Fixed Object | 881 | 44 | 460 | \$4,902,059 |
| Collision with Floating Object | 172 | 5 | 63 | \$516,931 |
| Falls Overboard | 624 | 200 | 439 | \$247,933 |
| Falls Within Boat | 352 | 3 | 362 | \$35,181 |
| Struck by Boat | 132 | 5 | 112 | \$115,699 |
| Struck by Motor/Propeller | 99 | 9 | 98 | \$9,253 |
| Struck Submerged Object | 161 | 6 | 42 | \$621,997 |
| Skier Mishap | 450 | 14 | 444 | \$20,301 |
| Other Casualty; Unknown | 232 | 43 | 143 | \$436,898 |

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

| 1998 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 8,061 | 815 | 4,612 | \$31,027,432 |
| Grounding | 472 | 11 | 251 | \$2,540,774 |
| Capsizing | 569 | 243 | 269 | \$1,239,643 |
| Swamping/Flooding | 439 | 60 | 80 | \$1,777,874 |
| Sinking | 243 | 20 | 22 | \$2,524,419 |
| Fire or Explosion of Fuel | 202 | 4 | 90 | \$3,878,520 |
| Other Fire or Explosion | 110 | 1 | 19 | \$3,660,569 |
| Collision with Another Vessel | 2,837 | 112 | 1,540 | \$8,207,209 |
| Collision with Fixed Object | 833 | 60 | 508 | \$4,584,977 |
| Collision with Floating Object | 172 | 11 | 77 | \$572,357 |
| Falls Overboard | 662 | 234 | 455 | \$332,558 |
| Falls Within Boat | 343 | 7 | 345 | \$69,776 |
| Struck by Boat | 142 | 7 | 123 | \$114,728 |
| Struck by Motor/Propeller | 101 | 1 | 98 | \$32,114 |
| Struck Submerged Object | 165 | 4 | 37 | \$889,784 |
| Skier Mishap | 497 | 17 | 496 | \$5,155 |
| Other Casualty; Unknown | 274 | 23 | 202 | \$596,976 |

| 1997 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 8,047 | 821 | 4,555 | \$29,003,707 |
| Grounding | 383 | 15 | 217 | \$1,295,354 |
| Capsizing | 496 | 245 | 226 | \$949,662 |
| Swamping/Flooding | 323 | 43 | 67 | \$1,476,229 |
| Sinking | 177 | 23 | 35 | \$746,198 |
| Fire or Explosion of Fuel | 160 | 0 | 76 | \$3,355,236 |
| Other Fire or Explosion | 78 | 2 | 8 | \$3,893,501 |
| Collision with Another Vessel | 2,581 | 80 | 1,309 | \$7,333,307 |
| Collision with Fixed Object | 623 | 56 | 329 | \$2,228,682 |
| Collision with Floating Object | 206 | 14 | 80 | \$868,888 |
| Falls Overboard | 669 | 243 | 465 | \$278,311 |
| Falls Within Boat | 319 | 6 | 332 | \$33,255 |
| Struck by Boat | 133 | 8 | 123 | \$42,220 |
| Struck by Motor or Propeller | 123 | 1 | 126 | \$4,321 |
| Struck Submerged Object | 135 | 6 | 29 | \$763,749 |
| Skier Mishap | 445 | 8 | 444 | \$10,665 |
| Other Casualty; Unknown | 1,196 | 71 | 689 | \$5,724,129 |

| | | | | |
|-------------|--------------|-------------------|-----------------|------------------------|
| 2001 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| | 6,419 | 681 | 4,274 | \$31,307,448 |
| 2000 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| | 7,740 | 701 | 4,355 | \$34,699,989 |
| 1999 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| | 7,931 | 734 | 4,315 | \$28,890,185 |
| 1998 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| | 8,061 | 815 | 4,612 | \$31,027,432 |
| 1997 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
| | 8,047 | 821 | 4,555 | \$29,003,707 |

ACCIDENT DATA BY STATE - 2001

| | NUMBER OF ACCIDENTS | | | NO. OF PERSONS | | PROP. DAMAGE | |
|---|---------------------|------------|------------------|-----------------|------------|--------------|---------------------|
| <small>*These accidents fall into one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels. If two vessels are in an accident resulting in a non-fatal injury and property damage, the accident is counted as a non-fatal injury accident involving two vessels.</small> | | | | | | | |
| | TOTAL | FATAL | NON-FATAL INJURY | PROPERTY DAMAGE | KILLED | INJURED | PROPERTY DAMAGE |
| TOTALS | 6,419 | 588 | 3,151 | 2,680 | 681 | 4,274 | \$31,307,448 |
| Alabama | 87 | 16 | 39 | 32 | 17 | 65 | \$518,403 |
| Alaska | 64 | 20 | 19 | 25 | 21 | 48 | \$518,001 |
| Arizona | 222 | 7 | 136 | 79 | 7 | 170 | \$609,743 |
| Arkansas | 75 | 12 | 32 | 31 | 13 | 51 | \$294,551 |
| California | 771 | 43 | 385 | 343 | 48 | 502 | \$2,741,850 |
| Colorado | 74 | 7 | 39 | 28 | 10 | 42 | \$78,982 |
| Connecticut | 39 | 4 | 19 | 16 | 4 | 36 | \$162,983 |
| Delaware | 23 | 1 | 11 | 11 | 1 | 13 | \$172,705 |
| District of Columbia | 6 | 0 | 2 | 4 | 0 | 2 | \$2,000 |
| Florida | 993 | 47 | 392 | 554 | 52 | 522 | \$7,413,780 |
| Georgia | 113 | 7 | 67 | 39 | 8 | 78 | \$260,459 |
| Hawaii | 21 | 1 | 7 | 13 | 1 | 7 | \$105,000 |
| Idaho | 46 | 7 | 25 | 14 | 8 | 37 | \$185,730 |
| Illinois | 108 | 6 | 54 | 48 | 8 | 72 | \$308,014 |
| Indiana | 120 | 9 | 54 | 57 | 14 | 63 | \$845,367 |
| Iowa | 36 | 1 | 28 | 7 | 1 | 38 | \$58,492 |
| Kansas | 54 | 2 | 26 | 26 | 6 | 30 | \$63,302 |
| Kentucky | 71 | 17 | 37 | 17 | 18 | 57 | \$132,506 |
| Louisiana | 154 | 36 | 76 | 42 | 43 | 117 | \$464,103 |
| Maine | 60 | 8 | 33 | 19 | 8 | 51 | \$251,026 |
| Maryland | 186 | 14 | 93 | 79 | 15 | 130 | \$1,299,150 |
| Massachusetts | 51 | 13 | 22 | 16 | 14 | 40 | \$964,868 |
| Michigan | 299 | 25 | 176 | 98 | 28 | 201 | \$1,572,466 |
| Minnesota | 125 | 15 | 71 | 39 | 16 | 92 | \$561,289 |
| Mississippi | 64 | 13 | 31 | 20 | 15 | 42 | \$113,772 |
| Missouri | 226 | 9 | 134 | 83 | 9 | 169 | \$1,866,469 |
| Montana | 13 | 4 | 6 | 3 | 5 | 12 | \$21,451 |
| Nebraska | 55 | 0 | 26 | 29 | 0 | 42 | \$210,587 |
| Nevada | 109 | 4 | 54 | 51 | 5 | 82 | \$650,562 |
| New Hampshire | 74 | 5 | 31 | 38 | 6 | 37 | \$285,252 |
| New Jersey | 143 | 7 | 69 | 67 | 7 | 96 | \$198,450 |
| New Mexico | 50 | 3 | 15 | 32 | 4 | 16 | \$155,751 |
| New York | 223 | 17 | 106 | 100 | 25 | 142 | \$1,086,412 |
| North Carolina | 179 | 15 | 108 | 56 | 17 | 148 | \$727,946 |
| North Dakota | 10 | 0 | 5 | 5 | 0 | 5 | \$28,403 |
| Ohio | 139 | 17 | 56 | 66 | 19 | 89 | \$673,905 |
| Oklahoma | 86 | 5 | 53 | 28 | 5 | 76 | \$227,801 |
| Oregon | 70 | 14 | 30 | 26 | 14 | 43 | \$364,759 |
| Pennsylvania | 80 | 13 | 45 | 22 | 14 | 70 | \$137,181 |
| Rhode Island | 27 | 3 | 7 | 17 | 4 | 11 | \$522,300 |
| South Carolina | 123 | 16 | 53 | 54 | 18 | 68 | \$512,851 |
| South Dakota | 23 | 1 | 13 | 9 | 1 | 16 | \$88,400 |
| Tennessee | 132 | 11 | 79 | 42 | 11 | 103 | \$210,089 |
| Texas | 206 | 36 | 109 | 61 | 41 | 165 | \$809,796 |
| Utah | 83 | 7 | 46 | 30 | 8 | 67 | \$85,020 |
| Vermont | 8 | 2 | 1 | 5 | 2 | 1 | \$32,772 |
| Virginia | 152 | 16 | 83 | 53 | 19 | 110 | \$557,480 |
| Washington | 117 | 24 | 51 | 42 | 33 | 77 | \$473,060 |
| West Virginia | 15 | 4 | 7 | 4 | 5 | 10 | \$57,602 |
| Wisconsin | 164 | 17 | 75 | 72 | 20 | 92 | \$1,139,064 |
| Wyoming | 12 | 4 | 3 | 5 | 8 | 6 | \$37,562 |
| Guam | 11 | 0 | 5 | 6 | 0 | 8 | \$41,002 |
| Puerto Rico | 7 | 0 | 4 | 3 | 0 | 4 | \$63,875 |
| American Samoa | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N. Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virgin Islands | 13 | 0 | 2 | 11 | 0 | 2 | \$322,804 |
| Offshore* | | | | | | | |
| Atlantic Ocean | 2 | 0 | 0 | 2 | 0 | 0 | \$7,000 |
| Gulf of Mexico | 4 | 3 | 0 | 1 | 5 | 0 | \$13,300 |
| Pacific Ocean | 1 | 0 | 1 | 0 | 0 | 1 | 0 |

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

TYPES OF ACCIDENTS BY STATE - 2001

| | NUMBER OF ACCIDENTS | | | | | | | | | | | | | | | | VICTIMS | | | | | |
|----------------------|--|------------|--------------------------------|-----------------|----------------------------------|-------------------|-----------------|------------------|-------------------|-----------------------|------------|------------|------------|--------------|----------------|-------------------------------------|------------------------------|-----------|------------|--------------|--------------|--------------|
| | TOTAL ACCIDENTS* <small>*Historically, reported as vessels involved</small> | CAPSIZING | COLLISION WITH FIXED OBJECT | FLOATING OBJECT | COLLISION WITH ANOTHER VESSEL | FALLS WITHIN BOAT | FALLS OVERBOARD | FIRE /EXPL. FUEL | FIRE /EXPL. OTHER | FLOODING ¹ | GROUNDING | OTHER | SINKING | SKIER MISHAP | STRUCK BY BOAT | STRUCK BY MOTOR AND/OR PROPELLER | STRUCK SUB- MERGED OBJECT | UNKNOWN | DROWNINGS | OTHER DEATHS | TOTAL DEATHS | INJURIES |
| TOTALS | 6,419 | 466 | 644 | 109 | 2,062 | 284 | 514 | 153 | 112 | 339 | 412 | 305 | 150 | 439 | 166 | 100 | 128 | 36 | 498 | 183 | 681 | 4,274 |
| Alabama | 87 | 9 | 8 | 4 | 15 | 1 | 8 | 5 | 7 | 2 | 5 | 4 | 8 | 7 | 0 | 3 | 1 | 0 | 15 | 2 | 17 | 65 |
| Alaska | 64 | 15 | 1 | 1 | 4 | 1 | 5 | 3 | 2 | 12 | 10 | 3 | 2 | 0 | 0 | 5 | 0 | 17 | 4 | 21 | 48 | |
| Arizona | 222 | 8 | 13 | 5 | 84 | 9 | 14 | 1 | 1 | 13 | 13 | 8 | 11 | 24 | 10 | 8 | 0 | 3 | 4 | 7 | 170 | |
| Arkansas | 75 | 6 | 9 | 1 | 31 | 1 | 8 | 5 | 0 | 4 | 4 | 2 | 2 | 0 | 2 | 0 | 0 | 8 | 5 | 13 | 51 | |
| California | 771 | 45 | 36 | 7 | 263 | 22 | 65 | 18 | 17 | 55 | 80 | 20 | 5 | 88 | 10 | 8 | 24 | 8 | 29 | 19 | 48 | 502 |
| Colorado | 74 | 12 | 1 | 1 | 26 | 2 | 7 | 0 | 0 | 3 | 3 | 2 | 7 | 3 | 1 | 2 | 1 | 8 | 2 | 2 | 10 | 42 |
| Connecticut | 39 | 3 | 7 | 1 | 12 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 5 | 1 | 2 | 2 | 4 | 36 |
| Delaware | 23 | 2 | 7 | 1 | 5 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 13 |
| District of Columbia | 6 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Florida | 993 | 34 | 145 | 0 | 330 | 82 | 38 | 22 | 17 | 81 | 66 | 72 | 19 | 27 | 33 | 4 | 17 | 6 | 24 | 28 | 52 | 522 |
| Georgia | 113 | 7 | 12 | 0 | 33 | 0 | 11 | 6 | 3 | 4 | 4 | 5 | 2 | 18 | 4 | 1 | 1 | 2 | 8 | 0 | 8 | 78 |
| Hawaii | 21 | 0 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 0 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 1 | 7 |
| Idaho | 46 | 5 | 6 | 3 | 11 | 0 | 3 | 3 | 0 | 2 | 2 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 5 | 3 | 8 | 37 |
| Illinois | 108 | 3 | 10 | 6 | 44 | 4 | 5 | 3 | 0 | 5 | 2 | 4 | 2 | 7 | 1 | 1 | 8 | 3 | 5 | 3 | 8 | 72 |
| Indiana | 120 | 9 | 5 | 2 | 54 | 2 | 16 | 1 | 3 | 5 | 0 | 3 | 2 | 8 | 2 | 2 | 6 | 0 | 10 | 4 | 14 | 63 |
| Iowa | 36 | 1 | 3 | 1 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 38 |
| Kansas | 54 | 1 | 0 | 0 | 12 | 0 | 6 | 5 | 0 | 11 | 2 | 0 | 0 | 7 | 4 | 1 | 5 | 0 | 6 | 0 | 6 | 30 |
| Kentucky | 71 | 5 | 7 | 3 | 15 | 1 | 12 | 1 | 0 | 2 | 5 | 5 | 4 | 7 | 0 | 3 | 0 | 1 | 15 | 3 | 18 | 57 |
| Louisiana | 154 | 15 | 35 | 2 | 42 | 1 | 20 | 2 | 0 | 5 | 5 | 4 | 9 | 3 | 2 | 1 | 5 | 3 | 33 | 10 | 43 | 117 |
| Maine | 60 | 14 | 2 | 0 | 17 | 0 | 6 | 1 | 0 | 3 | 7 | 6 | 1 | 2 | 0 | 1 | 0 | 0 | 7 | 1 | 8 | 51 |
| Maryland | 186 | 13 | 29 | 2 | 48 | 13 | 24 | 4 | 9 | 1 | 11 | 10 | 8 | 1 | 7 | 4 | 2 | 0 | 10 | 5 | 15 | 130 |
| Massachusetts | 51 | 11 | 6 | 1 | 15 | 2 | 1 | 2 | 2 | 0 | 2 | 1 | 0 | 1 | 5 | 1 | 0 | 1 | 14 | 0 | 14 | 40 |
| Michigan | 299 | 15 | 24 | 1 | 95 | 9 | 35 | 11 | 9 | 1 | 9 | 33 | 8 | 37 | 2 | 10 | 0 | 0 | 21 | 7 | 28 | 201 |
| Minnesota | 125 | 13 | 10 | 2 | 36 | 4 | 14 | 3 | 5 | 2 | 5 | 6 | 0 | 16 | 5 | 4 | 0 | 0 | 14 | 2 | 16 | 92 |
| Mississippi | 64 | 12 | 5 | 4 | 15 | 4 | 8 | 3 | 0 | 2 | 1 | 4 | 0 | 1 | 3 | 2 | 0 | 0 | 15 | 0 | 15 | 42 |
| Missouri | 226 | 6 | 25 | 6 | 78 | 30 | 21 | 8 | 4 | 9 | 8 | 6 | 1 | 19 | 2 | 3 | 0 | 0 | 8 | 1 | 9 | 169 |
| Montana | 13 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 5 | 12 |
| Nebraska | 55 | 3 | 2 | 4 | 33 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 42 |
| Nevada | 109 | 1 | 13 | 2 | 34 | 2 | 5 | 2 | 1 | 7 | 14 | 3 | 2 | 12 | 7 | 2 | 2 | 0 | 5 | 5 | 5 | 82 |
| New Hampshire | 74 | 2 | 24 | 0 | 12 | 7 | 7 | 1 | 2 | 1 | 1 | 4 | 1 | 8 | 0 | 2 | 0 | 2 | 5 | 1 | 6 | 37 |
| New Jersey | 143 | 22 | 20 | 7 | 38 | 7 | 15 | 2 | 8 | 4 | 11 | 3 | 3 | 3 | 0 | 0 | 0 | 6 | 1 | 7 | 96 | |
| New Mexico | 50 | 3 | 3 | 0 | 15 | 1 | 3 | 1 | 2 | 4 | 7 | 1 | 3 | 4 | 1 | 1 | 1 | 0 | 4 | 0 | 4 | 16 |
| New York | 223 | 20 | 14 | 5 | 68 | 16 | 17 | 5 | 0 | 10 | 22 | 4 | 8 | 13 | 3 | 1 | 15 | 2 | 20 | 5 | 25 | 142 |
| North Carolina | 179 | 11 | 26 | 6 | 62 | 13 | 15 | 3 | 2 | 6 | 11 | 3 | 2 | 9 | 7 | 1 | 2 | 0 | 12 | 5 | 17 | 148 |
| North Dakota | 10 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Ohio | 139 | 9 | 10 | 3 | 35 | 7 | 10 | 3 | 6 | 21 | 3 | 9 | 5 | 8 | 2 | 1 | 7 | 0 | 13 | 6 | 19 | 89 |
| Oklahoma | 86 | 6 | 3 | 1 | 30 | 3 | 16 | 0 | 0 | 0 | 4 | 3 | 7 | 8 | 3 | 2 | 0 | 0 | 5 | 0 | 5 | 76 |
| Oregon | 70 | 13 | 12 | 1 | 22 | 2 | 5 | 0 | 0 | 3 | 3 | 3 | 1 | 2 | 1 | 0 | 0 | 2 | 13 | 1 | 14 | 43 |
| Pennsylvania | 80 | 13 | 5 | 1 | 17 | 0 | 14 | 3 | 0 | 6 | 1 | 5 | 2 | 9 | 0 | 2 | 2 | 0 | 12 | 2 | 14 | 70 |
| Rhode Island | 27 | 1 | 3 | 0 | 13 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 4 | 11 |
| South Carolina | 123 | 12 | 11 | 3 | 52 | 5 | 10 | 2 | 0 | 4 | 9 | 4 | 4 | 3 | 1 | 1 | 2 | 0 | 16 | 2 | 18 | 68 |
| South Dakota | 23 | 2 | 4 | 0 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 16 |
| Tennessee | 132 | 7 | 9 | 0 | 39 | 2 | 9 | 3 | 0 | 11 | 5 | 6 | 2 | 16 | 18 | 3 | 2 | 0 | 4 | 7 | 11 | 103 |
| Texas | 206 | 18 | 20 | 3 | 76 | 3 | 17 | 7 | 0 | 2 | 8 | 31 | 6 | 0 | 13 | 0 | 2 | 29 | 12 | 41 | 165 | |
| Utah | 83 | 6 | 3 | 3 | 28 | 3 | 4 | 1 | 0 | 6 | 18 | 5 | 1 | 4 | 0 | 1 | 0 | 0 | 4 | 4 | 8 | 67 |
| Vermont | 8 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 1 |
| Virginia | 152 | 14 | 22 | 4 | 40 | 9 | 10 | 5 | 2 | 3 | 10 | 3 | 4 | 15 | 0 | 7 | 4 | 0 | 16 | 3 | 19 | 110 |
| Washington | 117 | 17 | 9 | 7 | 43 | 4 | 8 | 2 | 0 | 4 | 4 | 5 | 3 | 7 | 3 | 0 | 1 | 0 | 24 | 9 | 33 | 77 |
| West Virginia | 15 | 2 | 1 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 10 |
| Wisconsin | 164 | 8 | 16 | 2 | 58 | 2 | 13 | 1 | 6 | 10 | 13 | 1 | 3 | 18 | 5 | 2 | 6 | 0 | 13 | 7 | 20 | 92 |
| Wyoming | 12 | 3 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 8 | 6 |
| Guam | 11 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Puerto Rico | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Virgin Islands | 13 | 0 | 1 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Atlantic Ocean | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pacific Ocean | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Gulf of Mexico | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | |

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



TYPES OF BOATING ACCIDENTS - 2001

| | ACCIDENTS | VESSELS INVOLVED | DROWNING DEATHS | OTHER DEATHS | TOTAL FATALITIES |
|----------------------------------|--------------|------------------|-----------------|--------------|------------------|
| TOTALS | 6,419 | 8,974 | 498 | 183 | 681 |
| Capsizing | 466 | 482 | 193 | 17 | 210 |
| Collision with Fixed Object | 644 | 747 | 17 | 32 | 49 |
| Collision with Floating Object | 109 | 140 | 1 | 1 | 2 |
| Collision with Another Vessel | 2,062 | 4,151 | 19 | 49 | 68 |
| Falls Within Boat | 284 | 301 | 4 | 3 | 7 |
| Falls Overboard | 514 | 541 | 156 | 20 | 176 |
| Fire/Explosion (fuel) | 153 | 166 | 2 | 0 | 2 |
| Fire/Explosion (other than fuel) | 112 | 121 | 0 | 1 | 1 |
| Flooding/Swamping | 339 | 350 | 34 | 13 | 47 |
| Grounding | 412 | 425 | 4 | 6 | 10 |
| Other | 253 | 357 | 15 | 3 | 18 |
| Carbon Monoxide Poisoning | 14 | 15 | 0 | 4 | 4 |
| Departed Vessel | 16 | 16 | 14 | 1 | 15 |
| Ejected from Vessel | 18 | 18 | 11 | 6 | 17 |
| Electrocution | 4 | 4 | 2 | 2 | 4 |
| Sinking | 150 | 155 | 15 | 0 | 15 |
| Skier Mishap | 439 | 456 | 1 | 8 | 9 |
| Struck by Boat | 166 | 236 | 1 | 5 | 6 |
| Struck by Motor or Propeller | 100 | 111 | 0 | 5 | 5 |
| Struck Submerged Object | 128 | 130 | 4 | 6 | 10 |
| Unknown | 36 | 52 | 5 | 1 | 6 |



TYPES OF ACCIDENTS BY TYPE OF VESSEL - 2001

| | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | VICTIMS | | | | | | |
|-----------------|---|------------|-----------------------------|--------------------------------|-------------------------------|---------------|-----------------|--------------------------|---------------------------|-----------------------|------------|------------|------------|--------------|-----------------------------|------------------------------|-------------------------|-----------|------------|--------------|--------------|--------------|
| | TOTAL VESSELS INVOLVED | CAPSIZING | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | COLLISION WITH ANOTHER VESSEL | FALLS IN BOAT | FALLS OVERBOARD | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | FLOODING ¹ | GROUNDING | CASUALTIES | SINKING | SKIER MISHAP | STRUCK BY BOAT OR PROPELLER | STRUCK BY MOTOR OR PROPELLER | STRUCK SUBMERGED OBJECT | UNKNOWN | DROWNING | OTHER DEATHS | TOTAL DEATHS | INJURIES |
| TOTALS | 8,974 | 482 | 747 | 140 | 4,151 | 301 | 541 | 166 | 121 | 350 | 425 | 410 | 155 | 456 | 236 | 111 | 130 | 52 | 498 | 183 | 681 | 4,274 |
| Airboat | 13 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | |
| Auxiliary Sail | 293 | 7 | 29 | 2 | 164 | 3 | 9 | 1 | 11 | 6 | 31 | 17 | 5 | 0 | 7 | 0 | 1 | 0 | 10 | 2 | 12 | 33 |
| Cabin Motorboat | 1,296 | 21 | 161 | 23 | 488 | 42 | 28 | 58 | 55 | 47 | 128 | 120 | 35 | 24 | 17 | 9 | 34 | 6 | 24 | 17 | 41 | 401 |
| Canoe/Kayak | 168 | 108 | 5 | 0 | 11 | 0 | 19 | 0 | 0 | 8 | 1 | 7 | 2 | 0 | 2 | 0 | 3 | 2 | 94 | 7 | 101 | 98 |
| Houseboat | 103 | 1 | 8 | 2 | 50 | 0 | 7 | 1 | 6 | 5 | 5 | 12 | 3 | 0 | 1 | 0 | 2 | 0 | 5 | 3 | 8 | 30 |
| Inflatable | 33 | 7 | 4 | 1 | 5 | 4 | 9 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 16 | 18 |
| Jet Boat | 13 | 1 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Open Motorboat | 3,606 | 229 | 338 | 68 | 1,239 | 123 | 210 | 77 | 36 | 251 | 192 | 145 | 89 | 372 | 76 | 81 | 72 | 10 | 256 | 96 | 352 | 1,970 |
| Other | 154 | 11 | 18 | 4 | 65 | 4 | 10 | 1 | 2 | 5 | 5 | 11 | 7 | 4 | 3 | 0 | 3 | 1 | 11 | 4 | 15 | 51 |
| PWC | 2,562 | 26 | 113 | 33 | 1,779 | 112 | 198 | 16 | 3 | 5 | 42 | 50 | 6 | 44 | 101 | 12 | 11 | 11 | 11 | 39 | 50 | 1,424 |
| Pontoon Boat | 191 | 2 | 22 | 2 | 100 | 2 | 18 | 7 | 5 | 5 | 3 | 7 | 2 | 4 | 5 | 4 | 2 | 1 | 6 | 1 | 7 | 73 |
| Rowboat | 75 | 33 | 4 | 0 | 12 | 0 | 18 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 47 | 2 | 49 | 34 |
| Sail (only) | 103 | 24 | 4 | 0 | 47 | 2 | 6 | 1 | 1 | 4 | 5 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 13 | 5 | 18 | 34 |
| Unknown | 364 | 11 | 36 | 6 | 182 | 9 | 8 | 4 | 2 | 6 | 11 | 34 | 4 | 7 | 18 | 5 | 0 | 21 | 6 | 5 | 11 | 98 |

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



TYPES OF ACCIDENTS BY LENGTH OF VESSEL - 2001

| | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | VICTIMS | | | | | |
|-------------------|---|------------|-----------------------------|--------------------------------|-------------------------------|---------------|-----------------|--------------------------|---------------------------|-----------------------|------------|------------------|------------|--------------|----------------|------------------------------|-------------------------|-----------|------------|--------------|--------------|--------------|
| | TOTAL VESSELS INVOLVED | CAPSIZING | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | COLLISION WITH ANOTHER VESSEL | FALLS IN BOAT | FALLS OVERBOARD | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | FLOODING ¹ | GROUNDING | OTHER CASUALTIES | SINKING | SKIER MISHAP | STRUCK BY BOAT | STRUCK BY MOTOR OR PROPELLER | STRUCK SUBMERGED OBJECT | UNKNOWN | DROWNINGS | OTHER DEATHS | TOTAL DEATHS | INJURIES |
| TOTALS | 8,974 | 482 | 747 | 140 | 4,151 | 301 | 541 | 166 | 121 | 350 | 425 | 410 | 155 | 456 | 236 | 111 | 130 | 52 | 498 | 183 | 681 | 4,274 |
| 3 feet | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 feet | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 feet | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 6 feet | 30 | 3 | 1 | 0 | 18 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 21 |
| 7 feet | 60 | 4 | 2 | 0 | 41 | 3 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 1 | 6 | 20 | |
| 8 feet | 550 | 23 | 20 | 3 | 366 | 20 | 40 | 6 | 0 | 1 | 7 | 10 | 3 | 12 | 27 | 4 | 4 | 4 | 18 | 12 | 30 | 314 |
| 9 feet | 849 | 11 | 40 | 15 | 565 | 41 | 78 | 8 | 0 | 2 | 16 | 18 | 1 | 13 | 34 | 3 | 2 | 2 | 7 | 13 | 20 | 495 |
| 10 feet | 1,032 | 26 | 44 | 13 | 713 | 42 | 84 | 2 | 2 | 5 | 16 | 22 | 5 | 15 | 31 | 4 | 5 | 3 | 26 | 14 | 40 | 537 |
| 11 feet | 70 | 7 | 2 | 1 | 43 | 1 | 5 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 4 | 0 | 0 | 0 | 11 | 1 | 12 | 24 |
| 12 feet | 190 | 59 | 9 | 1 | 60 | 3 | 27 | 0 | 0 | 17 | 3 | 3 | 1 | 1 | 2 | 1 | 2 | 1 | 56 | 7 | 63 | 113 |
| 13 feet | 62 | 16 | 5 | 0 | 18 | 2 | 4 | 1 | 1 | 7 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 12 | 4 | 16 | 34 |
| 14 feet | 240 | 39 | 23 | 1 | 57 | 4 | 36 | 0 | 0 | 33 | 6 | 10 | 13 | 7 | 2 | 3 | 6 | 0 | 62 | 14 | 76 | 129 |
| 15 feet | 246 | 45 | 32 | 5 | 52 | 1 | 26 | 3 | 2 | 35 | 5 | 5 | 14 | 10 | 5 | 2 | 3 | 1 | 44 | 11 | 55 | 142 |
| 16 feet | 374 | 55 | 38 | 5 | 119 | 4 | 28 | 6 | 2 | 34 | 17 | 11 | 13 | 19 | 9 | 3 | 8 | 3 | 46 | 10 | 56 | 220 |
| 17 feet | 449 | 48 | 42 | 10 | 155 | 12 | 24 | 7 | 6 | 25 | 24 | 20 | 10 | 41 | 12 | 8 | 5 | 0 | 31 | 13 | 44 | 245 |
| 18 feet | 550 | 24 | 55 | 9 | 206 | 22 | 20 | 17 | 4 | 29 | 26 | 17 | 13 | 68 | 16 | 16 | 6 | 2 | 31 | 12 | 43 | 337 |
| 19 feet | 468 | 14 | 48 | 9 | 180 | 14 | 17 | 7 | 4 | 22 | 23 | 15 | 6 | 72 | 8 | 15 | 13 | 1 | 19 | 16 | 35 | 265 |
| 20 feet | 531 | 17 | 45 | 13 | 217 | 15 | 28 | 12 | 6 | 22 | 30 | 25 | 8 | 59 | 8 | 15 | 10 | 1 | 16 | 10 | 26 | 274 |
| 21 feet | 325 | 8 | 23 | 4 | 114 | 14 | 10 | 8 | 3 | 18 | 26 | 17 | 8 | 46 | 9 | 9 | 8 | 0 | 5 | 3 | 8 | 161 |
| 22 feet | 233 | 6 | 20 | 3 | 96 | 8 | 7 | 10 | 8 | 13 | 17 | 13 | 5 | 14 | 4 | 4 | 4 | 1 | 6 | 7 | 13 | 100 |
| 23 feet | 150 | 2 | 18 | 6 | 56 | 7 | 4 | 8 | 3 | 7 | 12 | 6 | 1 | 13 | 2 | 1 | 4 | 0 | 5 | 3 | 8 | 69 |
| 24 feet | 212 | 7 | 24 | 3 | 91 | 7 | 14 | 8 | 5 | 7 | 16 | 6 | 3 | 10 | 3 | 3 | 4 | 1 | 10 | 5 | 15 | 101 |
| 25 feet | 156 | 0 | 26 | 2 | 59 | 6 | 3 | 6 | 8 | 7 | 15 | 7 | 3 | 5 | 4 | 1 | 2 | 2 | 3 | 3 | 6 | 49 |
| 26 feet | 126 | 2 | 15 | 1 | 46 | 6 | 7 | 7 | 2 | 5 | 9 | 5 | 5 | 4 | 6 | 1 | 5 | 0 | 3 | 1 | 4 | 43 |
| 27 feet | 98 | 4 | 4 | 2 | 41 | 7 | 4 | 3 | 3 | 1 | 15 | 5 | 2 | 3 | 2 | 1 | 1 | 0 | 2 | 3 | 5 | 48 |
| 28 feet | 113 | 1 | 13 | 4 | 52 | 5 | 2 | 4 | 7 | 4 | 7 | 5 | 3 | 1 | 2 | 1 | 2 | 0 | 3 | 2 | 5 | 28 |
| 29 feet | 67 | 1 | 9 | 1 | 24 | 5 | 2 | 2 | 2 | 3 | 5 | 6 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 32 |
| 30 feet | 101 | 2 | 12 | 2 | 48 | 2 | 3 | 3 | 5 | 3 | 7 | 7 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 32 |
| 31 feet | 56 | 0 | 5 | 3 | 18 | 1 | 3 | 3 | 3 | 3 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| 32 feet | 71 | 0 | 8 | 1 | 30 | 2 | 3 | 5 | 3 | 0 | 5 | 9 | 1 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 33 |
| 33 feet | 55 | 2 | 9 | 1 | 14 | 4 | 1 | 3 | 2 | 2 | 3 | 4 | 2 | 2 | 2 | 0 | 3 | 1 | 1 | 0 | 1 | 15 |
| 34 feet | 51 | 0 | 6 | 0 | 25 | 1 | 1 | 1 | 3 | 0 | 6 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 14 |
| 35 feet | 55 | 0 | 6 | 2 | 28 | 1 | 0 | 3 | 4 | 1 | 4 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 36 feet | 55 | 0 | 9 | 1 | 23 | 0 | 1 | 3 | 2 | 2 | 4 | 6 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 37 feet | 39 | 0 | 3 | 0 | 22 | 0 | 2 | 1 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 38 feet | 50 | 1 | 4 | 0 | 19 | 2 | 2 | 3 | 5 | 1 | 3 | 3 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 17 |
| 39 feet | 27 | 0 | 2 | 1 | 12 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 4 |
| 40 feet | 59 | 0 | 10 | 3 | 26 | 1 | 1 | 1 | 1 | 1 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 41 feet | 27 | 0 | 0 | 0 | 13 | 2 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 3 |
| 42 feet | 52 | 0 | 5 | 0 | 27 | 0 | 0 | 2 | 2 | 0 | 5 | 6 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 |
| 43 feet | 21 | 0 | 2 | 0 | 7 | 1 | 1 | 0 | 3 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 44 feet | 23 | 0 | 7 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 45 feet | 35 | 1 | 4 | 1 | 14 | 0 | 1 | 2 | 1 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 |
| 46 to 65 feet | 235 | 0 | 26 | 1 | 107 | 5 | 7 | 2 | 5 | 7 | 20 | 40 | 7 | 0 | 3 | 0 | 4 | 1 | 3 | 1 | 4 | 29 |
| More than 65 feet | 89 | 0 | 12 | 2 | 39 | 3 | 1 | 0 | 4 | 0 | 5 | 17 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | 1 | 3 | 8 |
| Unknown | 687 | 53 | 59 | 11 | 283 | 24 | 34 | 7 | 4 | 30 | 25 | 47 | 4 | 36 | 25 | 13 | 10 | 22 | 58 | 12 | 70 | 265 |

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

| TYPES OF ACCIDENTS BY TYPE OF PROPULSION - 2001 | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-----------|-----------------------------|--------------------------------|-------------------------------|---------------|-----------------|--------------------------|---------------------------|-----------------------|-----------|------------------|---------|--------------|----------------|------------------------------|-------------------------|---------|----------|--------------|--------------|----------|
| | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | | VICTIMS | | | | |
| | TOTAL VESSELS INVOLVED | CAPSIZING | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | COLLISION WITH ANOTHER VESSEL | FALLS IN BOAT | FALLS OVERBOARD | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | FLOODING ¹ | GROUNDING | OTHER CASUALTIES | SINKING | SKIER MISHAP | STRUCK BY BOAT | STRUCK BY MOTOR OR PROPELLER | STRUCK SUBMERGED OBJECT | UNKNOWN | DROWNING | OTHER DEATHS | TOTAL DEATHS | INJURIES |
| TOTALS | 8,974 | 482 | 747 | 140 | 4,151 | 301 | 541 | 166 | 121 | 350 | 425 | 410 | 155 | 456 | 236 | 111 | 130 | 52 | 498 | 183 | 681 | 4,274 |
| Air Thrust | 79 | 5 | 8 | 1 | 32 | 2 | 3 | 0 | 0 | 4 | 6 | 3 | 4 | 2 | 6 | 1 | 2 | 0 | 2 | 0 | 2 | 50 |
| Manual | 293 | 132 | 20 | 4 | 39 | 3 | 33 | 1 | 3 | 13 | 5 | 15 | 6 | 1 | 10 | 1 | 5 | 2 | 133 | 11 | 144 | 162 |
| Propeller | 4,737 | 214 | 475 | 87 | 1,765 | 159 | 227 | 117 | 104 | 279 | 310 | 234 | 114 | 371 | 77 | 81 | 106 | 17 | 228 | 98 | 326 | 2,139 |
| Sail | 126 | 17 | 7 | 1 | 67 | 1 | 10 | 0 | 1 | 5 | 3 | 8 | 1 | 0 | 4 | 0 | 1 | 0 | 12 | 7 | 19 | 28 |
| Water Jet | 2,491 | 27 | 116 | 28 | 1,686 | 109 | 194 | 19 | 3 | 23 | 50 | 42 | 10 | 52 | 99 | 9 | 12 | 12 | 11 | 34 | 45 | 1,357 |
| Unknown | 1,248 | 87 | 121 | 19 | 562 | 27 | 74 | 29 | 10 | 26 | 51 | 108 | 20 | 30 | 40 | 19 | 4 | 21 | 112 | 33 | 145 | 538 |
| TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE | | | | | | | | | | | | | | | | | | | | | | |
| Inboard | 1,466 | 22 | 138 | 26 | 569 | 38 | 31 | 42 | 51 | 40 | 141 | 111 | 34 | 136 | 17 | 22 | 41 | 7 | 22 | 12 | 34 | 505 |
| Inboard/Stern drive | 1,109 | 11 | 98 | 28 | 412 | 61 | 26 | 47 | 31 | 40 | 68 | 42 | 19 | 133 | 27 | 37 | 29 | 0 | 18 | 14 | 32 | 585 |
| Outboard | 2,054 | 174 | 227 | 32 | 748 | 59 | 162 | 25 | 20 | 194 | 97 | 69 | 59 | 95 | 33 | 20 | 33 | 7 | 175 | 70 | 245 | 987 |
| Unknown | 108 | 7 | 12 | 1 | 36 | 1 | 8 | 3 | 2 | 5 | 4 | 12 | 2 | 7 | 0 | 2 | 3 | 3 | 13 | 2 | 15 | 62 |
| <small>Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping.</small> | | | | | | | | | | | | | | | | | | | | | | |

REPORTING OF ALCOHOL INVOLVEMENT

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

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

The table on page 33 shows alcohol involvement reporting for the last five years. These statistics include all victims in reported alcohol-related accidents, where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.



ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 1997 - 2001

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

| | FATALITIES | | | | | INJURIES | | | | | BOATING ACCIDENTS WITH ALCOHOL INVOLVED | | | | |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---|------------|------------|------------|------------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 1997 | 1998 | 1999 | 2000 | 2001 | 1997 | 1998 | 1999 | 2000 | 2001 |
| TOTAL | 223 | 217 | 191 | 215 | 232 | 566 | 535 | 476 | 542 | 530 | 698 | 704 | 633 | 696 | 594 |
| Alabama | 5 | 7 | 2 | 2 | 1 | 8 | 4 | 16 | 4 | 0 | 12 | 12 | 12 | 4 | 2 |
| Alaska | 7 | 9 | 3 | 4 | 8 | 5 | 2 | 3 | 0 | 3 | 14 | 10 | 8 | 5 | 7 |
| Arizona | 5 | 6 | 2 | 5 | 4 | 15 | 14 | 5 | 14 | 30 | 23 | 11 | 15 | 18 | 25 |
| Arkansas | 4 | 2 | 2 | 3 | 5 | 11 | 7 | 11 | 13 | 3 | 13 | 8 | 11 | 17 | 8 |
| California | 9 | 12 | 12 | 15 | 17 | 27 | 21 | 24 | 24 | 40 | 39 | 33 | 40 | 30 | 40 |
| Colorado | 0 | 3 | 3 | 1 | 6 | 0 | 4 | 1 | 5 | 3 | 3 | 8 | 5 | 8 | 4 |
| Connecticut | 1 | 5 | 1 | 2 | 2 | 5 | 10 | 4 | 14 | 11 | 6 | 9 | 5 | 8 | 6 |
| Delaware | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Dist. of Columbia | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Florida | 32 | 26 | 28 | 19 | 18 | 73 | 58 | 57 | 40 | 39 | 83 | 94 | 85 | 51 | 48 |
| Georgia | 6 | 3 | 2 | 3 | 2 | 8 | 8 | 14 | 12 | 11 | 15 | 14 | 16 | 19 | 12 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| Idaho | 12 | 4 | 4 | 2 | 1 | 8 | 1 | 4 | 6 | 7 | 14 | 11 | 8 | 8 | 9 |
| Illinois | 2 | 11 | 8 | 2 | 5 | 13 | 55 | 13 | 9 | 13 | 10 | 36 | 21 | 12 | 13 |
| Indiana | 1 | 6 | 0 | 2 | 3 | 8 | 21 | 10 | 8 | 3 | 6 | 14 | 12 | 12 | 9 |
| Iowa | 1 | 4 | 5 | 3 | 0 | 9 | 1 | 11 | 5 | 8 | 5 | 4 | 13 | 11 | 7 |
| Kansas | 3 | 3 | 0 | 0 | 6 | 0 | 4 | 0 | 3 | 2 | 3 | 7 | 2 | 5 | 4 |
| Kentucky | 6 | 4 | 12 | 6 | 5 | 2 | 11 | 3 | 14 | 1 | 5 | 9 | 6 | 15 | 8 |
| Louisiana | 2 | 4 | 7 | 16 | 18 | 7 | 13 | 8 | 45 | 16 | 10 | 8 | 13 | 33 | 21 |
| Maine | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 0 | 2 | 6 | 3 | 2 | 1 | 4 | 4 |
| Maryland | 0 | 1 | 3 | 8 | 10 | 1 | 6 | 6 | 15 | 26 | 3 | 4 | 14 | 20 | 25 |
| Massachusetts | 2 | 2 | 3 | 2 | 8 | 0 | 0 | 5 | 5 | 8 | 2 | 2 | 4 | 8 | 9 |
| Michigan | 3 | 7 | 6 | 7 | 15 | 31 | 33 | 32 | 22 | 27 | 39 | 48 | 3 | 25 | 40 |
| Minnesota | 8 | 6 | 7 | 10 | 6 | 32 | 32 | 23 | 18 | 17 | 41 | 43 | 26 | 27 | 25 |
| Mississippi | 5 | 4 | 2 | 0 | 5 | 3 | 3 | 2 | 12 | 8 | 6 | 8 | 4 | 10 | 10 |
| Missouri | 10 | 10 | 13 | 6 | 3 | 54 | 48 | 63 | 39 | 37 | 76 | 67 | 64 | 58 | 44 |
| Montana | 3 | 2 | 2 | 1 | 0 | 5 | 1 | 5 | 2 | 3 | 5 | 2 | 3 | 2 | 1 |
| Nebraska | 0 | 1 | 0 | 1 | 0 | 17 | 3 | 0 | 2 | 10 | 2 | 3 | 1 | 4 | 3 |
| Nevada | 2 | 3 | 1 | 1 | 2 | 4 | 6 | 3 | 8 | 31 | 6 | 10 | 6 | 11 | 20 |
| New Hampshire | 1 | 2 | 1 | 2 | 0 | 2 | 0 | 1 | 4 | 2 | 2 | 1 | 3 | 11 | 2 |
| New Jersey | 1 | 2 | 2 | 5 | 1 | 15 | 11 | 7 | 10 | 13 | 8 | 11 | 7 | 14 | 11 |
| New Mexico | 2 | 0 | 0 | 2 | 3 | 3 | 4 | 5 | 7 | 1 | 5 | 5 | 3 | 7 | 4 |
| New York | 11 | 5 | 5 | 4 | 9 | 26 | 31 | 22 | 18 | 9 | 35 | 27 | 30 | 17 | 12 |
| North Carolina | 2 | 11 | 6 | 9 | 4 | 18 | 20 | 15 | 20 | 16 | 18 | 35 | 22 | 28 | 14 |
| North Dakota | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| Ohio | 3 | 8 | 6 | 8 | 11 | 22 | 21 | 12 | 12 | 8 | 20 | 19 | 16 | 23 | 16 |
| Oklahoma | 2 | 2 | 2 | 2 | 1 | 7 | 7 | 14 | 22 | 24 | 9 | 9 | 10 | 24 | 22 |
| Oregon | 6 | 1 | 2 | 4 | 1 | 4 | 5 | 1 | 7 | 2 | 6 | 6 | 3 | 9 | 1 |
| Pennsylvania | 4 | 3 | 3 | 3 | 4 | 4 | 1 | 6 | 13 | 4 | 11 | 4 | 8 | 8 | 6 |
| Rhode Island | 2 | 0 | 2 | 0 | 1 | 2 | 2 | 4 | 5 | 2 | 4 | 2 | 4 | 4 | 2 |
| South Carolina | 9 | 7 | 5 | 5 | 5 | 19 | 6 | 4 | 4 | 7 | 21 | 15 | 12 | 6 | 10 |
| South Dakota | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 2 |
| Tennessee | 4 | 0 | 1 | 8 | 2 | 5 | 3 | 5 | 18 | 6 | 8 | 6 | 8 | 27 | 11 |
| Texas | 14 | 8 | 11 | 10 | 7 | 7 | 8 | 12 | 7 | 13 | 17 | 17 | 18 | 17 | 11 |
| Utah | 3 | 2 | 0 | 2 | 4 | 2 | 3 | 5 | 10 | 26 | 4 | 7 | 3 | 11 | 10 |
| Vermont | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 0 |
| Virginia | 3 | 1 | 3 | 0 | 4 | 5 | 14 | 1 | 13 | 8 | 9 | 8 | 5 | 9 | 10 |
| Washington | 7 | 8 | 7 | 11 | 6 | 19 | 13 | 6 | 18 | 11 | 21 | 23 | 14 | 28 | 15 |
| West Virginia | 2 | 5 | 1 | 0 | 1 | 4 | 1 | 11 | 1 | 0 | 4 | 3 | 4 | 2 | 3 |
| Wisconsin | 14 | 5 | 5 | 11 | 11 | 35 | 16 | 20 | 11 | 11 | 37 | 23 | 26 | 18 | 25 |
| Wyoming | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 2 |
| Guam | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Virgin Islands | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Am. Samoa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No.Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf of Mexico | - | - | - | - | 2 | - | - | - | - | 0 | - | - | - | - | 1 |



CAUSES OF BOATING ACCIDENTS - 2001

| | ACCIDENTS | FATALITIES |
|--|--------------|------------|
| TOTALS | 6,419 | 681 |
| LOADING OF PASSENGERS OR GEAR | 529 | 90 |
| Passenger/Skier behavior | 323 | 25 |
| Improper loading | 61 | 23 |
| Overloading | 55 | 21 |
| Improper anchoring | 52 | 7 |
| Standing/Sitting on gunwale, transom, bow or seat back | 38 | 14 |
| HULL FAILURE | 68 | 1 |
| MACHINERY/MACHINERY SYSTEM FAILURE | 348 | 18 |
| Machinery Failure | 140 | 2 |
| Electrical System Failure | 37 | 7 |
| Engine Failure | 81 | 3 |
| Fuel System Failure | 16 | 0 |
| Shift Failure | 25 | 0 |
| Steering System Failure | 34 | 6 |
| Throttle Failure | 5 | 0 |
| Ventilation System Failure | 10 | 0 |
| EQUIPMENT/EQUIPMENT SYSTEM FAILURE | 169 | 8 |
| Equipment Failure | 137 | 6 |
| Auxiliary Equipment Failure | 15 | 1 |
| Bilge Pump | 7 | 0 |
| Seat Broke Loose | 2 | 1 |
| Other | 8 | 0 |
| OPERATION OF VESSEL | 3,799 | 297 |
| Alcohol use | 273 | 91 |
| Careless/Reckless Operation | 754 | 36 |
| Drug Use | 6 | 3 |
| Excessive Speed | 531 | 24 |
| Failure to ventilate | 7 | 0 |
| Lack of or improper lights | 16 | 0 |
| No proper Lookout | 424 | 20 |
| Off-Throttle Steering - Jet | 23 | 1 |
| Operator inattention | 815 | 52 |
| Operator inexperience | 735 | 52 |
| Restricted Vision | 71 | 8 |
| Rules of the Road Infraction | 80 | 1 |
| Sharp Turn | 63 | 9 |
| Starting in Gear | 1 | 0 |
| ENVIRONMENT | 729 | 126 |
| Congested Waters | 66 | 0 |
| Dam or Lock | 3 | 0 |
| Hazardous Waters | 437 | 67 |
| Weather | 223 | 59 |
| IGNITION OF SPILLED FUEL OR VAPOR | 59 | 1 |
| OTHER | 281 | 29 |
| UNKNOWN | 437 | 111 |



OPERATION AT TIME OF ACCIDENTS - 2001

| | VESSELS INVOLVED | FATALITIES |
|----------------------|------------------|------------|
| TOTALS | 8,974 | 681 |
| At anchor | 361 | 40 |
| Being towed | 47 | 3 |
| Changing direction | 949 | 45 |
| Changing speed | 298 | 5 |
| Cruising | 4,117 | 221 |
| Docking/Leaving dock | 394 | 10 |
| Drifting | 671 | 129 |
| Launching | 53 | 5 |
| Other | 422 | 26 |
| Rowing/paddling | 138 | 69 |
| Sailing | 89 | 14 |
| Tied to Dock/Moored | 622 | 8 |
| Towing another boat | 30 | 0 |
| Unknown | 783 | 106 |



ACTIVITY AT TIME OF ACCIDENTS - 2001

| | VESSELS INVOLVED | FATALITIES |
|-------------------|------------------|------------|
| TOTALS | 8,974 | 681 |
| Diving/Swimming | 52 | 11 |
| Fishing | 694 | 206 |
| Fueling | 35 | 1 |
| Hunting | 31 | 10 |
| Making Repairs | 35 | 6 |
| Not Reported | 7,211 | 395 |
| Other | 99 | 2 |
| Racing | 36 | 3 |
| Skiing/Tubing | 696 | 19 |
| Starting Engine | 39 | 5 |
| Whitewater Sports | 46 | 23 |



OPERATOR INFORMATION - 2001

| | | VESSELS INVOLVED | FATALITIES |
|---|------------------------------|------------------|------------|
| TOTALS | | 8,974 | 681 |
| AGE OF OPERATOR | 12 years and under | 76 | 5 |
| | 13 to 18 years | 840 | 26 |
| | 19 to 25 years | 1,142 | 78 |
| | 26 to 35 years | 1,622 | 105 |
| | 36 to 55 years | 2,944 | 255 |
| | Over 55 years | 934 | 141 |
| | Unknown | 1,416 | 71 |
| OPERATOR'S EXPERIENCE | Under 10 hours | 951 | 51 |
| | Under 20 hours | 114 | 8 |
| | 10 to 100 hours | 1,850 | 131 |
| | 100 to 500 hours | 3,678 | 205 |
| | Over 500 hours | 122 | 13 |
| | Unknown | 2,259 | 273 |
| NUMBER OF PERSONS ON BOARD | None | 733 | 10 |
| | One | 2,610 | 198 |
| | Two | 2,253 | 208 |
| | Three | 919 | 117 |
| | Four | 698 | 47 |
| | Five | 387 | 19 |
| | Six | 268 | 22 |
| | Seven | 113 | 6 |
| | Eight | 83 | 3 |
| | Nine | 42 | 3 |
| | Ten | 36 | 5 |
| | More than 10 | 44 | 0 |
| | Unknown | 788 | 43 |
| EDUCATION OF OPERATOR ¹ | American Red Cross | 44 | 5 |
| | Informal | 418 | 17 |
| | None | 3,640 | 259 |
| | Other | 171 | 15 |
| | State Course | 564 | 23 |
| | USCG Auxiliary | 524 | 8 |
| | US Power Squadrons | 222 | 1 |
| | Unknown | 3,391 | 353 |
| LIFE JACKETS | Approved, accessible | 5,307 | 242 |
| | Approved, not accessible | 2,019 | 224 |
| | Not approved, accessible | 52 | 10 |
| | Not approved, not accessible | 1,596 | 205 |
| TYPE OF DEATH AND LIFE JACKET STATUS | Carbon Monoxide Worn | | 0 |
| | Carbon Monoxide Not Worn | | 4 |
| | Drowning Worn | | 78 |
| | Drowning Not Worn | | 420 |
| | Hypothermia Worn | | 16 |
| | Hypothermia Not Worn | | 12 |
| | Other Worn | | 7 |
| | Other Not Worn | | 21 |
| | Trauma Worn | | 44 |
| | Trauma Not Worn | | 65 |
| | Unknown Worn | | 4 |
| Unknown Not Worn | | 10 | |

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



WEATHER AND WATER CONDITIONS - 2001

| | | ACCIDENTS | FATALITIES |
|-------------------------------------|---|--------------|------------|
| TOTALS | | 6,419 | 681 |
| TYPE OF BODY OF WATER | Ocean/Gulf | 379 | 41 |
| | Great Lakes (not tributaries) | 132 | 17 |
| | Bays, inlets, sounds, harbors, | 985 | 60 |
| | Rivers, streams, creeks | 1,525 | 184 |
| | Lakes, ponds, reservoirs, dams, gravel pits | 2,969 | 308 |
| | Other | 180 | 24 |
| | Not Reported | 249 | 47 |
| WATER CONDITIONS¹ | Calm (waves less than 6") | 3,346 | 323 |
| | Choppy (waves 6" to 2') | 1,891 | 148 |
| | Rough (waves 2' to 6') | 584 | 85 |
| | Very Rough (waves larger than 6') | 146 | 34 |
| | Strong current | 3,597 | 333 |
| | Unknown | 441 | 87 |
| WIND | None | 742 | 86 |
| | Light (0 - 6 mph) | 3,245 | 285 |
| | Moderate (7 - 14 mph) | 1,498 | 149 |
| | Strong (15 - 25 mph) | 493 | 79 |
| | Storm (over 25 mph) | 112 | 18 |
| | Unknown | 329 | 64 |
| VISIBILITY² | Fair - Day | 236 | 40 |
| | Fair - Night | 167 | 26 |
| | Good - Day | 4,615 | 389 |
| | Good - Night | 653 | 94 |
| | Poor - Day | 84 | 13 |
| | Poor - Night | 127 | 44 |
| | Unknown - Day | 416 | 57 |
| | Unknown - Night | 121 | 18 |
| WATER TEMPERATURE | 30 - 39 degrees F | 31 | 10 |
| | 40 - 49 degrees F | 149 | 56 |
| | 50 - 59 degrees F | 395 | 113 |
| | 60 - 69 degrees F | 945 | 95 |
| | 70 - 79 degrees F | 2,101 | 144 |
| | 80 - 89 degrees F | 1,049 | 78 |
| | 90 degrees F and above | 33 | 2 |
| | Unknown | 1,716 | 183 |

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

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



VESSEL INFORMATION - 2001

| | | VESSELS INVOLVED | FATALITIES |
|---------------------------|----------------------------------|--------------------|-----------------|
| TOTALS | | 8,974 | 681 |
| HULL MATERIAL | Aluminum | 884 | 208 |
| | Fiberglass | 7,211 | 373 |
| | Other | 34 | 6 |
| | Rubber, vinyl, canvas | 61 | 26 |
| | Steel | 103 | 3 |
| | Not Reported | 531 | 53 |
| | Wood | 150 | 12 |
| SPEED | Not moving | 1,110 | 55 |
| | Under 10 mph | 1,464 | 140 |
| | 10 to 20 mph | 1,314 | 28 |
| | 21 to 40 mph | 1,187 | 46 |
| | Over 40 mph | 152 | 12 |
| | Not Reported | 3,747 | 400 |
| HORSEPOWER | Unknown | 2,782 | 176 |
| | No engine | 383 | 157 |
| | 10 hp or less | 152 | 41 |
| | 11-25 hp | 215 | 54 |
| | 26-75 hp | 915 | 77 |
| | 76-150 hp | 1,818 | 87 |
| | 150-250 hp | 1,183 | 54 |
| | Over 250 hp | 1,526 | 35 |
| YEAR BUILT | 2001 | 666 | 29 |
| | 2000 | 782 | 24 |
| | 1998 - 1999 | 1,071 | 43 |
| | 1996 - 1997 | 1,053 | 42 |
| | 1993 - 1995 | 971 | 47 |
| | 1988 - 1992 | 961 | 34 |
| | Prior to 1988 | 2,025 | 216 |
| | Unknown | 1,445 | 246 |
| LENGTH | Less than 16 feet | 3,334 | 322 |
| | 16 feet to less than 26 feet | 3,448 | 254 |
| | 26 feet to less than 40 feet | 964 | 25 |
| | 40 feet to not more than 65 feet | 452 | 7 |
| | More than 65 feet | 89 | 3 |
| | Unknown | 687 | 70 |
| RENTAL STATUS | | | |
| | | Fatalities | Rented |
| | | Not Rented | |
| Totals | 8,974 | 1,122 | 7,852 |
| Airboat | 13 | 0 | 13 |
| Auxiliary Sail | 293 | 31 | 262 |
| Cabin Motorboat | 1,296 | 30 | 1,266 |
| Canoe/Kayak | 168 | 27 | 141 |
| Houseboat | 103 | 36 | 67 |
| Inflatable | 33 | 9 | 24 |
| Jet Boat | 13 | 2 | 11 |
| Open Motorboat | 3,606 | 205 | 3,401 |
| Other | 154 | 16 | 138 |
| Personal Watercraft | 2,562 | 572 | 1,990 |
| Pontoon Boat | 191 | 38 | 153 |
| Rowboat | 75 | 4 | 71 |
| Sail (only) | 103 | 7 | 96 |
| Unknown | 364 | 145 | 219 |
| | | 681 | 62 |
| | | | 619 |
| | | 1 | 0 |
| | | 12 | 0 |
| | | 41 | 2 |
| | | 101 | 16 |
| | | 8 | 3 |
| | | 16 | 4 |
| | | 0 | 0 |
| | | 352 | 23 |
| | | 15 | 1 |
| | | 50 | 9 |
| | | 7 | 0 |
| | | 49 | 0 |
| | | 18 | 0 |
| | | 11 | 4 |



MISCELLANEOUS DATA - 2001

| | | ACCIDENTS | FATALITIES |
|----------------------|----------------------|--------------|------------|
| TOTALS | | 6,419 | 681 |
| TIME OF DAY | Midnight to 2:30 am | 141 | 21 |
| | 2:31 am to 4:30 am | 72 | 18 |
| | 4:31 am to 6:30 am | 63 | 14 |
| | 6:31 am to 8:30 am | 158 | 23 |
| | 8:31 am to 10:30 am | 351 | 47 |
| | 10:31 am to 12:30 pm | 668 | 75 |
| | 12:31 pm to 2:30 pm | 1,122 | 80 |
| | 2:31 pm to 4:30 pm | 1,407 | 119 |
| | 4:31 pm to 6:30 pm | 1,145 | 106 |
| | 6:31 pm to 8:30 pm | 658 | 63 |
| | 8:31 pm to 10:30 pm | 319 | 50 |
| | 10:31 pm to midnight | 115 | 19 |
| | Unknown | 200 | 46 |
| MONTH OF YEAR | January | 113 | 17 |
| | February | 154 | 23 |
| | March | 218 | 35 |
| | April | 449 | 62 |
| | May | 890 | 90 |
| | June | 1,306 | 106 |
| | July | 1,385 | 124 |
| | August | 943 | 73 |
| | September | 509 | 54 |
| | October | 205 | 47 |
| | November | 125 | 23 |
| | December | 110 | 27 |
| | Not reported | 12 | 0 |
| DAY OF WEEK | Sunday | 1,711 | 131 |
| | Monday | 589 | 82 |
| | Tuesday | 471 | 79 |
| | Wednesday | 573 | 52 |
| | Thursday | 499 | 72 |
| | Friday | 680 | 81 |
| | Saturday | 1,884 | 184 |
| | Not reported | 12 | 0 |

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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