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

BOATING STATISTICS - 2003

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

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FOREWORD

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

Boating Statistics 2003, the 45th annual report, contains statistics on recreational boating accidents, and State and Coast Guard boat numbering activities. This publication is a result of the coordinated effort of the Coast Guard and those jurisdictions which have Federally approved boat numbering systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all States.

Boating Statistics 2003 may be copied freely in the interest of boating safety. For questions and suggestions regarding content, availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Office of Boating Safety Web Site at www.uscgboating.org.

J. W. Underwood
RADM, U.S. Coast Guard
Director of Operations Policy

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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 2003. States and jurisdictions with Federally approved boat numbering systems file official reports that the Coast Guard uses to provide the boat numbering information. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; and (2) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of 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; or
2. A person is injured and requires medical treatment beyond first aid, i.e. treatment at a medical facility or by a medical professional other than at the accident scene; or
3. Damage to vessels and other property totals $2,000 or more or there is a complete loss of any vessel; or
4. A person disappears from the vessel under circumstances that indicate death or injury.

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. 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 submitted by the reporting jurisdictions as of July 16, 2004 and cover only accidents meeting the Federal minimum reporting requirements listed above.

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

USE OF THE STATISTICS

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

1. The Recreational Vessel Casualty Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not required to be reported. Many accidents are not reported because boaters are not aware of the accident reporting regulations or fail to comply with such regulations. We believe that only a small fraction of all non-fatal boating accidents occurring in the United States are reported to

the Coast Guard, State or local law enforcement agencies. However, we believe that nearly all fatal recreational boating accidents are included in this report. Overall, the more serious the accident, the more frequent the reporting.

In an attempt to make sure all fatal boating accidents are captured by the casualty reporting system and required data are input into the Boating Accident Report Database (BARD) System, the Coast Guard notifies and provides information from its Management Information for Safety and Law Enforcement (MISLE) System to State Boating Law Administrators of fatal accidents that occurred in their jurisdiction. Based on analysis of MISLE cases that were not included in the BARD system in 2003, we estimate a fatal accident under-reporting factor of one percent. As a result, the Coast Guard is required to report an additional one percent [7 fatalities (.01 * 703)] on top of the 703 fatalities captured by the system, for an estimated total of 710 boating fatalities in calendar year 2003. Fatal accident statistics compiled for use in this publication reflect the 703 fatalities captured by the BARD System.

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

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

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

CASES EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than $2,000. In calendar year 2003, the Federal threshold of property damage for reports of accidents involving recreational vessels was $2,000 or more per accident.
2. Accidents involving only slight injury which did not require medical treatment beyond first aid;
3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;
4. Accidents where a person died or was injured from natural causes while aboard a vessel;
5. Accidents were 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 twenty-seven (27) 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 14
(includes commercial fishing, carrying passengers for hire, scuba diving, and guided whitewater rafting trips)
A person dies in swimming to retrieve an object or a vessel that is adrift from its mooring 6
or dock, having departed from the shore or pier
A person dies from natural causes while aboard a vessel 2
A person dies from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled 1
substances or poison; or from gunshot wounds
A person dies while swimming for pleasure from a vessel that IS NOT underway (the vessel 1
is anchored, moored or docked)
A person dies while the vessel was being used to conduct government business 1
A fatality that was not caused by a vessel, its equipment or its appendages 1
A person died while operating a vessel that was used exclusively for racing 1
and was equipped with propulsion machinery.

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 one hundred and seven (107) 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 involving a swimmer, a recreational vessel and its operation:

1. Fatalities where the cause of death involved carbon monoxide poisoning 7
2. A person departed a vessel that was underway to swim 29
3. A person departed a vessel that was underway for other reasons 10
4 A person is struck by a vessel or its associated equipment 61

RISK BASED DECISION-MAKING (RBDM)

The Coast Guard is using boating accident report data to assess the risks associated with recreational boating activity, determined by (1) type of possible losses; (2) frequencies at which the losses are expected to occur; and (3) probable effects. Our vision is to use RBDM as a tool to guide the Recreational Boating Safety (RBS) Program in efforts to reduce the

number of accidents, fatalities, injuries, property damage, and healthcare costs associated with boating casualties. RBDM may also prove helpful in defining performance measures that evaluate the effectiveness of RBS program activities (i.e., education, law enforcement, outreach and awareness campaigns, boat manufacturing inspection programs) in mitigating the risks associated with the use of recreational boats.

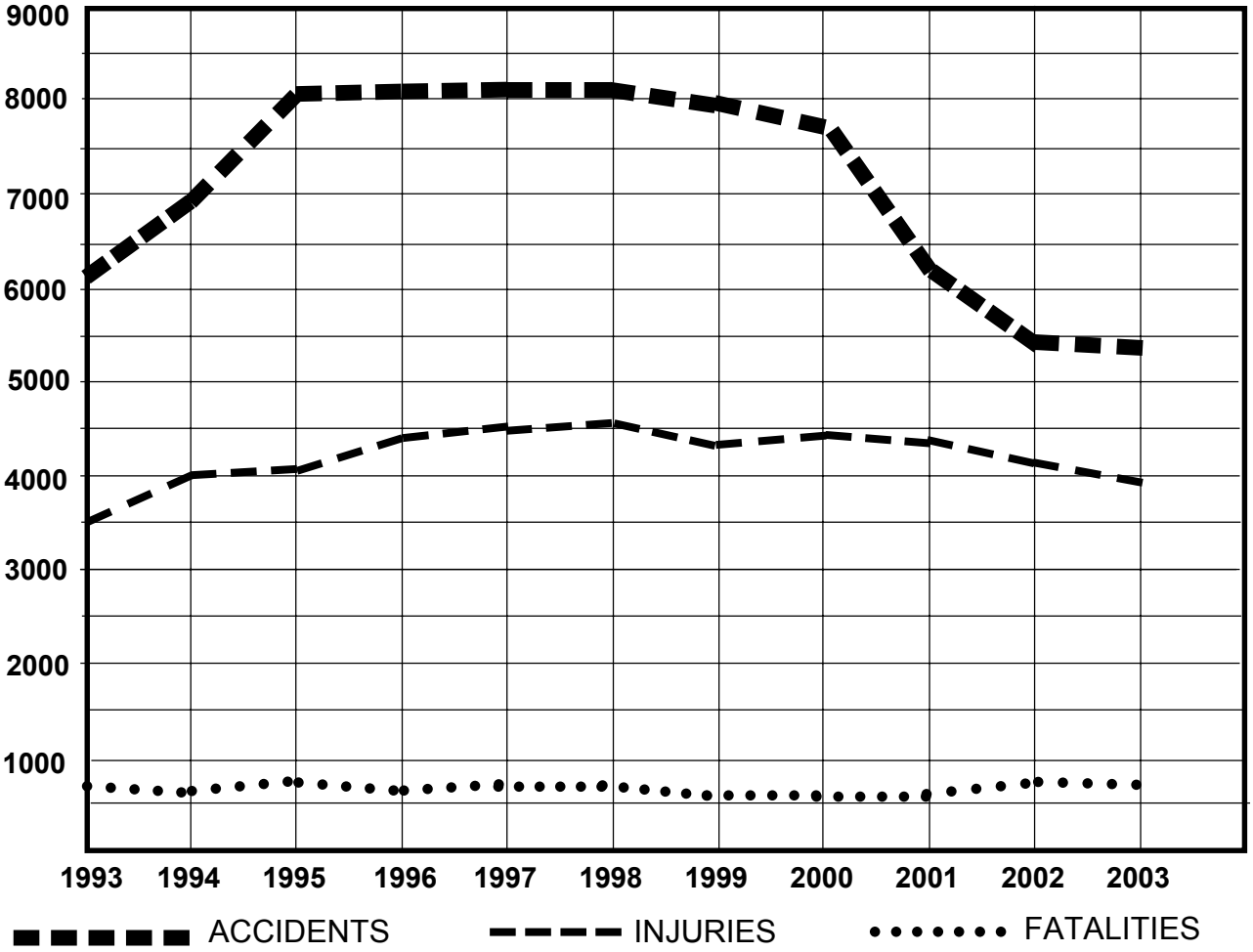
FATALITY RATE

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

While a comparison between the 703 fatalities and the 12,794,616 registered boats in 2003 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat numbering system. Another limitation is that fatalities occur on boats which are not registered, and therefore not included in the boat registration statistics. Users should be aware of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of registered boats.

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

BOATING ACCIDENTS AT A GLANCE



YEAR	FATALITIES	INJURIES	ACCIDENTS
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
2002	750	4,062	5,705
2003	703	3,888	5,438

EXECUTIVE SUMMARY BOATING STATISTICS - 2003

- In 2003, States and jurisdictions reported a total of 12,794,616 numbered recreational boats compared to 12,854,054 in 2002. The 5,438 boating accidents reported in 2003 resulted in 703 fatalities, 3,888 injuries, and $40,422,374 in property damage (Page 27).
- Since 1991, recreational boating fatalities have continued along a downward trend line even though the number of registered boats has increased by 15 percent. (Page 4).
- Approximately seventy percent of all fatal boating accident victims drowned (481 out of 703). Eighty-six percent of the victims who drowned were not wearing their personal flotation device (PFD or lifejacket). Overall, fatal accident data show approximately 416 lives could have been saved last year if boaters had worn their lifejackets (Page 7).
- The most reported type of accident was a collision with another vessel. However, capsizing and falls overboard are the most reported types of fatal accidents and accounted for over half (57%) of all boating fatalities (Page 27). Boat operators need to pay attention to the capacity label on their boat and be careful not to overload small boats (less than 16 feet) with passengers and/or gear.
- Overall, operator inattention, carelessness/reckless operation, operator inexperience, and excessive speed are the leading contributing factors of all reported accidents (Pages 7, 37).
- The most common types of boats involved in reported accidents were open motorboats (42%), personal watercraft (PWC) (27%) and cabin motorboats (14%). Increases were observed in the number of reported fatalities involving cabin motorboats (64) and canoes and kayaks (87) from 2002. A decrease was observed in the number of fatalities involving open motorboats (359) and PWC (57) from the number of fatalities reported in 2002 (Page 33).
- The number of reported injuries involving PWC use continued along a downward trend and has decreased every year since 1996.
- Twenty-seven (27) children age 12 and under lost their lives while boating in 2003 compared to 28 children in 2002. Drowning was the reported cause of death for approximately 60% of the children who perished in 2003.
- Consistent with previous years, nearly 80% of all reported fatalities occurred on boats where the operator had not received boating safety instruction (Page 19).
- Alcohol was involved in 31% of all boating fatalities in 2003; down 8% from 2002 (Pages 35 & 36).

EXECUTIVE SUMMARY BOATING STATISTICS - 2003

TOP TEN CONTRIBUTING FACTORS

ACCIDENT RANK	CONTRIBUTING FACTOR	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	OPERATOR INATTENTION	703	55
2	CARELESS/RECKLESS OPERATION	486	33
3	OPERATOR INEXPERIENCE	477	50
4	EXCESSIVE SPEED	446	34
5	HAZARDOUS WATERS	356	62
6	PASSENGER/SKIER BEHAVIOR	331	24
7	NO PROPER LOOKOUT	326	23
8	ALCOHOL USE	289	107
9	MACHINERY SYSTEM FAILURE	241	17
10	RULES OF THE ROAD INFRACTION	199	10

TOP FIVE TYPES OF ACCIDENTS

ACCIDENT RANK	ACCIDENT TYPE	NUMBER OF ACCIDENTS	NUMBER OF FATALITIES
1	COLLISION WITH VESSEL	1,469	70
2	COLLISION WITH FIXED OBJECT	558	50
3	CAPSIZING	514	206
4	FALLS OVERBOARD	509	201
5	SKIER MISHAP	451	6

FATALITIES AND LIFEJACKET WEAR

CAUSE OF DEATH	TOTAL NUMBER OF FATALITIES	LIFEJACKET	
		WORN	NOT WORN
DROWNING	481`	65	416
TRAUMA	135	46	89
OTHER	18	5	13
HYPOTHERMIA	32	8	24
CARBON MONOXIDE POISONING	7	0	7
UNKNOWN	30	3	27

BOATING CASUALTIES

TYPE OF BOAT	NUMBER OF DROWNINGS	OTHER DEATHS	TOTAL DEATHS	TOTAL INJURIES	TOTAL CASUALTIES
1. Open Motorboat	244	115	**359**	1,891	**2,250**
2. Personal Watercraft	15	42	**57**	**1,228**	**1,285**
3. Cabin Motorboat	42	22	**64**	**367**	**431**
4. Canoe/Kayak	74	13	**87**	**70**	**157**
5. Pontoon Boat	13	7	**20**	**81**	**101**
6. Rowboat	52	6	**58**	**27**	**85**

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 Federal 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;
- Electrocution

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. An ice boat is a sail-powered device that rides on runners/blades over the ice on frozen lakes and rivers and carries at least the operator. It cannot be used as a conventional sailboat on open water.

j. Damage, injury or death on a docked or moored vessel resulting from storms, unusual tidal, sea or swell conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons put in peril.

k. Damage to a docked or moored vessel due to theft or any vandalism.

l. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.

m. A person dies or is injured while using underwater breathing apparatus (i.e., snorkeling or scuba diving) and the vessel did not contribute to the casualty.

DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-3865	BOATING ACCIDENT REPORT	FORM APPROVED OMB NO. 1625-0003
	CASE NUMBER	

THE OPERATOR OF A VESSEL THAT IS BEING USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE THIS REPORT IMMEDIATELY TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE OF A PERSON; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; PROPERTY DAMAGE OF $2,000 OR MORE; OR COMPLETE LOSS OF THE VESSEL. STATE AUTHORITIES MAY REQUIRE REPORTS OF PROPERTY DAMAGE LESS THAN 2,000. THE OWNER OF THE VESSEL SHALL FILE THE REPORT IF THE OPERATOR CANNOT.

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

ACCIDENT DATA

NUMBER OF PERSONS DECEASED	**NUMBER INJURED BEYOND FIRST AID**	**NUMBER DISAPPEARED**
NUMBER OF VESSELS INVOLVED	**TOTAL PROPERTY DAMAGE AMOUNT** $	**WAS VESSEL A TOTAL LOSS** ☐ YES ☐ NO
DATE OF ACCIDENT	**TIME** ☐ AM ☐ PM	**LATITUDE**
LOCATION NAME	**STATE** / **COUNTY**	**LONGITUDE**
NAME OF BODY OF WATER	**NEAREST CITY OR TOWN**	**ALCOHOL INVOLVED** ☐ YES ☐ NO

NUMBER OF MILES OFF-SHORE ____

☐ ATLANTIC OCEAN ☐ GULF OF MEXICO ☐ PACIFIC OCEAN

REPORT STATUS ☐ **STATE REPORTABLE** ☐ **USCG REPORTABLE**

☐ RECREATIONAL ☐ COMMERCIAL ☐ USCG NON-REPORTABLE

WEATHER (CHECK ALL APPLICABLE)	**WATER CONDITIONS**	**WIND**	**TEMPERATURE**	**VISIBILITY**
☐ CLEAR ☐ RAIN ☐ CLOUDY ☐ SNOW ☐ FOG ☐ HAZY	☐ CALM (WAVES LESS THAN 6") ☐ CHOPPY (WAVES 6" TO 2') ☐ ROUGH (WAVES 2' TO 6') ☐ VERY ROUGH (GREATER THAN 6') ☐ STRONG / SWIFT CURRENT	☐ NONE ☐ LIGHT (0 - 12 MPH) ☐ MODERATE (13 - 24 MPH) ☐ STRONG (25 - 54 MPH) ☐ STORM (55 MPH AND OVER)	AIR (____) °F WATER (____) °F	**DAY** **NIGHT** ☐ GOOD ☐ ☐ FAIR ☐ ☐ POOR ☐

OPERATOR / OWNER INFORMATION

OPERATOR NAME **LAST**		**FIRST**	**MIDDLE INITIAL**
ADDRESS **STREET**		**CITY** / **STATE**	**ZIP**
TELEPHONE NUMBER (____)_____		**DATE OF BIRTH (MO/DAY/YR)**	**AGE IN YEARS**

☐ **MALE** ☐ **FEMALE**

OPERATOR EXPERIENCE WITH THIS VESSEL

☐ UNDER 10 HOURS ☐ 10 TO 100 HOURS ☐ 100 TO 500 HOURS ☐ OVER 500 HOURS ☐ OTHER

OPERATOR INSTRUCTION IN BOATING SAFETY

☐ STATE COURSE ☐ USCG AUXILIARY ☐ US POWER SQUADRONS ☐ INTERNET COURSE (SPECIFY) ☐ NONE ☐ OTHER (SPECIFY)

OWNER NAME **LAST**		**FIRST**	**MIDDLE INITIAL**
ADDRESS **STREET**		**CITY**	
TELEPHONE NUMBER (____)_____		**STATE**	**ZIP**

VESSEL A (THIS VESSEL)

NUMBER DECEASED FOR THIS VESSEL ____	**OPERATOR DECEASED** ☐ YES ☐ NO	**NUMBER INJURED BEYOND FIRST AID FOR THIS VESSEL** ____
AMOUNT OF DAMAGE FOR THIS VESSEL $ _____	**DESCRIBE VESSEL DAMAGE**	
AMOUNT OF DAMAGE TO OTHER PROPERTY $ _____	**DESCRIBE OTHER PROPERTY DAMAGE**	
VESSEL REGISTRATION NUMBER	**STATE**	**VESSEL NAME**
HULL IDENTIFICATION NUMBER (HIN)		**VESSEL MODEL**
VESSEL DOCUMENTATION NUMBER	**YEAR BUILT**	**VESSEL LENGTH IN FEET AND INCHES**
NAME OF VESSEL MANUFACTURER	**VESSEL SAFETY CHECK (VSC) NUMBER**	

RENTED VESSEL		
☐ YES ☐ NO	**OPERATOR LIVED AT VESSEL OWNER'S RESIDENCE** ☐ YES ☐ NO **VESSEL OWNER WAS** ☐ OCCUPANT ☐ OPERATOR ☐ NOT PRESENT	**BUI ARREST** ☐ YES ☐ NO **OPERATOR BAC** ____

COAST GUARD (USCG) APPROVED PERSONAL FLOTATION DEVICES (PFDS)	**OPERATOR**	**FIRE EXTINGUISHERS**
VESSEL EQUIPPED WITH USCG APPROVED PFDS ☐ YES ☐ NO USCG APPROVED PFDS ACCESSIBLE ☐ YES ☐ NO	**WEARING USCG PFD** ☐ YES ☐ NO **USED SAFETY LANYARD** ☐ YES ☐ NO	ON BOARD ☐ YES ☐ NO USED ☐ YES ☐ NO

VESSEL A (CONTINUED)

TYPE OF VESSEL

- ☐ AIR BOAT
- ☐ AUXILIARY SAIL
- ☐ CABIN MOTORBOAT
- ☐ CANOE
- ☐ HOUSEBOAT
- ☐ KAYAK
- ☐ JET BOAT
- ☐ OPEN MOTORBOAT
- ☐ PERSONAL WATERCRAFT (PWC)
- ☐ PONTOON BOAT
- ☐ ROWBOAT
- ☐ SAIL (ONLY)
- ☐ OTHER (SPECIFY)

VESSEL HULL MATERIAL

- ☐ FIBERGLASS
- ☐ ALUMINUM
- ☐ RUBBER/VINYL/CANVAS
- ☐ RIGID HULL INFLATABLE
- ☐ KEVLAR
- ☐ PLASTIC (ROYALEX, POLYETHYLENE)
- ☐ WOOD
- ☐ STEEL
- ☐ OTHER (SPECIFY)

ENGINE

- ☐ OUTBOARD ☐ NONE
- ☐ STERNDRIVE - INBOARD (I/O)
- ☐ INBOARD

NUMBER OF ENGINES _____

ENGINE MAKE _____

PROPULSION

- ☐ PROPELLER
- ☐ WATER JET
- ☐ MANUAL
- ☐ SAIL
- ☐ AIR THRUST

FUEL ☐ GASOLINE ☐ DIESEL ☐ ELECTRIC

TOTAL HORSEPOWER FOR PRIMARY ENGINE (S) _____

ENGINE SERIAL NUMBER (S) _____

ACCIDENT EVENTS AND CONTRIBUTING FACTORS

OPERATION AT TIME OF ACCIDENT

- ☐ AT ANCHOR
- ☐ BEING TOWED
- ☐ CHANGING DIRECTION
- ☐ CHANGING SPEED
- ☐ CRUISING
- ☐ DOCKING/UNDOCKING
- ☐ DRIFTING
- ☐ LAUNCHING
- ☐ ROWING/PADDLING
- ☐ SAILING
- ☐ TIED TO DOCK/MOORING
- ☐ TOWING ANOTHER VESSEL
- ☐ OTHER (SPECIFY)

ACTIVITY AT TIME OF ACCIDENT

- ☐ COMMERCIAL ACTIVITY
- ☐ FISHING
- ☐ FUELING
- ☐ HUNTING
- ☐ MAKING REPAIRS
- ☐ RACING
- ☐ STARTING ENGINE
- ☐ SWIMMING
- ☐ SCUBA DIVING / SNORKLING
- ☐ FISHING TOURNAMENT
- ☐ TUBING
- ☐ WATER SKIING
- ☐ WHITEWATER BOATING

TYPE OF ACCIDENT (NUMBER BY ORDER OF OCCURRENCE)

- ____ CAPSIZING
- ____ CARBON MONOXIDE EXPOSURE
- ____ COLLISION WITH FIXED OBJECT
- ____ COLLISION WITH FLOATING OBJECT
- ____ COLLISION WITH VESSEL
- ____ ELECTROCUTION
- ____ FALL WITHIN A VESSEL
- ____ FALL ON A VESSEL
- ____ FALLS OVERBOARD
- ____ FIRE OR EXPLOSION (OTHER)
- ____ FIRE/EXPLOSION (FUEL)
- ____ FLOODING/SWAMPING
- ____ GROUNDING
- ____ PERSON LEAVES A VESSEL
- ____ PERSON EJECTED FROM A VESSEL
- ____ SINKING
- ____ SKIER MISHAP
- ____ STRUCK BY VESSEL
- ____ STRUCK BY PROPELLER OR PROPULSION UNIT
- ____ STRUCK SUBMERGED OBJECT
- ____ OTHER

BOATING CITATIONS ISSUED ☐ YES ☐ NO

OPERATOR REPORT STATUS ☐ NO OPERATOR ☐ COMPLETE ☐ INCOMPLETE

DID THE ACCIDENT RESULT IN A HIT AND RUN? ☐ YES ☐ NO

NUMBER OF PEOPLE ON BOARD

NUMBER OF PEOPLE BEING TOWED

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

CONTRIBUTING FACTORS (CHECK ALL THAT APPLY)

- ☐ ALCOHOL USE
- ☐ CARELESS/RECKLESS OPERATION
- ☐ CONGESTED WATERS
- ☐ DAM / LOCK
- ☐ DRUG USE
- ☐ EQUIPMENT FAILURE
- ☐ EXCESSIVE SPEED
- ☐ FAILURE TO VENT
- ☐ HAZARDOUS WATERS
- ☐ VESSEL HULL FAILURE
- ☐ IGNITION OF SPILLED FUEL OR VAPOR
- ☐ MACHINERY FAILURE
- ☐ OPERATOR INATTENTION
- ☐ IMPROPER ANCHORING
- ☐ IMPROPER LOADING
- ☐ LACK OF / IMPROPER BOAT LIGHTS
- ☐ OPERATOR INEXPERIENCE
- ☐ OVERLOADING
- ☐ PASSENGER / SKIER BEHAVIOR
- ☐ RESTRICTED VISION
- ☐ RULES OF THE ROAD VIOLATION
- ☐ SHARP TURN
- ☐ STANDING / SITTING ON GUNWHALE, BOWS, AND TRANSOM
- ☐ STARTING IN GEAR
- ☐ WAKE
- ☐ WEATHER (HEAVY)
- ☐ NO PROPER LOOKOUT
- ☐ OFF-THROTTLE STEERING
- ☐ NAVIGATION AID MISSING
- ☐ NAVIGATION AID NOT PERFORMING PROPERLY

SPECIFY "EQUIPMENT FAILURE"

- ☐ AUXILIARY EQUIPMENT FAILUIRE
- ☐ COMMUNICATION EQUIPMENT FAILURE
- ☐ FIRE EXTINGUISHER NOT SERVICEABLE
- ☐ SAIL DISMASTING
- ☐ SEAT BROKE LOOSE
- ☐ SOUND PRODUCING EQUIPMENT FAILURE
- ☐ VISUAL DISTRESS SIGNALS FAILED

SPECIFY "MACHINERY FAILURE"

- ☐ ELECTRIC SYSTEM FAILURE
- ☐ ENGINE FAILURE
- ☐ FUEL SYSTEM FAILURE
- ☐ SHIFT FAILURE
- ☐ STEERING SYSTEM FAILURE
- ☐ THROTTLE FAILURE
- ☐ VENTILATION SYSTEM FAILURE

ACCIDENT DESCRIPTORS

☐ **BOAT FOUND CAPSIZED**
☐ **COLLISION WITH COMMERCIAL VESSEL**
☐ **PARASAILING ACCIDENT**
☐ **BOAT STRUCK BY LIGHTNING**
☐ **VICTIM STRUCK BY BOOM**
☐ **RUNAWAY BOAT**
☐ **BOAT FOUND UPRIGHT, DRIFTING, OCCUPANTS DISAPPEARED**
☐ **VICTIM ENTANGLED IN LINES**

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

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

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

NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS	STREET	CITY	
DATE OF BIRTH	☐ **MALE** ☐ **FEMALE**	STATE	ZIP

WAS PFD WORN ☐ YES ☐ NO	PFD WORN PRIOR TO ACCIDENT ☐ YES ☐ NO	PFD WORN AS A RESULT OF ACCIDENT ☐ YES ☐ NO	WAS PFD WORN INFLATABLE ☐ YES ☐ NO

NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS	STREET	CITY	
DATE OF BIRTH	☐ **MALE** ☐ **FEMALE**	STATE	ZIP

WAS PFD WORN ☐ YES ☐ NO	PFD WORN PRIOR TO ACCIDENT ☐ YES ☐ NO	PFD WORN AS A RESULT OF ACCIDENT ☐ YES ☐ NO	WAS PFD WORN INFLATABLE ☐ YES ☐ NO

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

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

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

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

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

PERSON COMPLETING REPORT

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

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

SIGNATURE	**DATE SUBMITTED**

FOR AGENCY USE ONLY

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

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

INVESTIGATOR'S NAME	LAST	FIRST	PHONE NO. (____)_____

PRIMARY CAUSE	**SECONDARY CAUSE**	**TERTIARY CAUSE**

ACCIDENT DESCRIPTION

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

PLEASE DO NOT LIST ANY PERSONAL IDENTIFIERS IN THIS SECTION -- SUCH AS NAMES OF INDIVIDUALS, TELEPHONE NUMBERS, STREET ADDRESSES, ETC. REFER TO INDIVIDUALS AS OPERATOR A, OPERATOR B, VICTIM 1, VICTIM 2, ETC. AND TO THE VESSEL(S) INVOLVED AS VESSEL A, VESSEL B, ETC.

FOR EXAMPLE: OPERATOR OF VESSEL (A) DID NOT HAVE A PROPER LOOKOUT AND RAN INTO VESSEL (B) INJURING VICTIMS (1) AND (2) ON VESSEL (B).

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

VICTIM 1 NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS OF VICTIM 1	STREET	CITY	
AGE OF VICTIM	**DATE OF BIRTH**	STATE	ZIP

MEDICAL TREATMENT BEYOND FIRST AID? ☐ YES ☐ NO

ADMITTED TO HOSPITAL? ☐ YES ☐ NO

WAS PFD WORN? ☐ YES ☐ NO

PRIOR TO ACCIDENT? ☐ YES ☐ NO

AS A RESULT OF ACCIDENT? ☐ YES ☐ NO

PFD WORN WAS ☐ INHERENTLY BUOYANT ☐ INFLATABLE

ALCOHOL USE APPARENT

☐ NO ☐ YES BAC_____

TYPE OF PFD WORN

☐ TYPE I
☐ TYPE II
☐ TYPE III
☐ TYPE V

USCG PFD APPROVAL NUMBER

160._____

INJURY CAUSED BY (CHECK ALL THAT APPLY)

IMPACT WITH VESSEL	☐ YES ☐ NO
IMPACT WITH WATER	☐ YES ☐ NO
IMPACT WITH FIXED / FLOATING OBJECT	☐ YES ☐ NO
STRUCK BY VESSEL	☐ YES ☐ NO
STRUCK BY PROPULSION SYSTEM	☐ YES ☐ NO
EXPOSURE TO ELEMENTS	☐ YES ☐ NO

INJURED STATUS

☐ OPERATOR ☐ PASSENGER ☐ SWIMMER ☐ WATER SKIER

TYPE OF INJURY (CHECK ALL THAT APPLY)

	PRIMARY	SECONDARY
AMPUTATION	☐	☐
BACK INJURY	☐	☐
BROKEN BONE(S)	☐	☐
BURNS	☐	☐
CARBON MONOXIDE POISONING	☐	☐
CONTUSION	☐	☐
DISLOCATION	☐	☐
ELECTROCUTION	☐	☐
HEAD INJURY	☐	☐
HYPOTHERMIA	☐	☐
INTERNAL INJURIES	☐	☐
LACERATION	☐	☐
NECK INJURY	☐	☐
SHOCK	☐	☐
SPINAL INJURY	☐	☐
SPRAIN / STRAIN	☐	☐
TEETH	☐	☐

VICTIM 2 NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS OF VICTIM 2	STREET	CITY	
AGE OF VICTIM	**DATE OF BIRTH**	STATE	ZIP

MEDICAL TREATMENT BEYOND FIRST AID? ☐ YES ☐ NO

ADMITTED TO HOSPITAL? ☐ YES ☐ NO

WAS PFD WORN? ☐ YES ☐ NO

PRIOR TO ACCIDENT? ☐ YES ☐ NO

AS A RESULT OF ACCIDENT? ☐ YES ☐ NO

PFD WORN WAS ☐ INHERENTLY BUOYANT ☐ INFLATABLE

ALCOHOL USE APPARENT

☐ NO ☐ YES BAC_____

TYPE OF PFD WORN

☐ TYPE I
☐ TYPE II
☐ TYPE III
☐ TYPE V

USCG PFD APPROVAL NUMBER

160._____

INJURY CAUSED BY (CHECK ALL THAT APPLY)

IMPACT WITH VESSEL	☐ YES ☐ NO
IMPACT WITH WATER	☐ YES ☐ NO
IMPACT WITH FIXED / FLOATING OBJECT	☐ YES ☐ NO
STRUCK BY VESSEL	☐ YES ☐ NO
STRUCK BY PROPULSION SYSTEM	☐ YES ☐ NO
EXPOSURE TO ELEMENTS	☐ YES ☐ NO

INJURED STATUS

☐ OPERATOR ☐ PASSENGER ☐ SWIMMER ☐ WATER SKIER

TYPE OF INJURY (CHECK ALL THAT APPLY)

	PRIMARY	SECONDARY
AMPUTATION	☐	☐
BACK INJURY	☐	☐
BROKEN BONE(S)	☐	☐
BURNS	☐	☐
CARBON MONOXIDE POISONING	☐	☐
CONTUSION	☐	☐
DISLOCATION	☐	☐
ELECTROCUTION	☐	☐
HEAD INJURY	☐	☐
HYPOTHERMIA	☐	☐
INTERNAL INJURIES	☐	☐
LACERATION	☐	☐
NECK INJURY	☐	☐
SHOCK	☐	☐
SPINAL INJURY	☐	☐
SPRAIN / STRAIN	☐	☐
TEETH	☐	☐

DECEASED VICTIMS (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)

VICTIM 1 NAME LAST | FIRST | MIDDLE INITIAL

ADDRESS OF VICTIM 1 STREET | CITY

AGE OF VICTIM | **DATE OF BIRTH** | STATE | ZIP

ALCOHOL USE APPARENT ☐ NO ☐ YES BAC _____ | DRUG USE APPARENT ☐ NO ☐ YES TYPE _____

CAUSE OF DEATH
- ☐ CARBON MONOXIDE POISONING
- ☐ DROWNING
- ☐ HYPOTHERMIA
- ☐ TRAUMA
- ☐ ELECTROCUTION
- ☐ OTHER (SPECIFY)

VICTIM STRUCK BY VESSEL ☐ YES ☐ NO

VICTIM STRUCK BY PROPULSION UNIT ☐ YES ☐ NO

DISAPPEARANCE ☐ **YES** ☐ NO

DECEASED STATUS
- ☐ OPERATOR ☐ OTHER (SPECIFY)
- ☐ PASSENGER
- ☐ SWIMMER
- ☐ WATER SKIER

VICTIM ACTIVITY
- ☐ FISHING
- ☐ HUNTING
- ☐ SCUBA DIVING / SNORKLING
- ☐ SWIMMING
- ☐ TUBING
- ☐ WATER SKIING
- ☐ OTHER (SPECIFY)

PFD WORN ☐ YES ☐ NO

PFD WORN WAS
- ☐ INHERENTLY BUOYANT
- ☐ INFLATABLE

PFD USED – BUT NOT WORN
- ☐ YES TYPE _____
- ☐ NO

PFD WAS NOT WORN AND NOT USED
- ☐ YES ☐ NO
- ☐ UNKNOWN

TYPE OF PFD WORN
- ☐ TYPE I
- ☐ TYPE II
- ☐ TYPE III
- ☐ TYPE V

PFD PERFORMANCE
- ☐ SUCCESSFUL
- ☐ FAILED
- ☐ IMPROPER WEAR / USE

COMMENTS

USCG PFD APPROVAL NUMBER
160._____

PHYSICAL CONDITION
- ☐ UNKNOWN ☐ NORMAL ☐ ILL ☐ HANDICAPPED
- ☐ UNDER INFLUENCE OF ALCOHOL / DRUGS
- ☐ OTHER (SPECIFY) –

VICTIM SWIMMING ABILITY
- ☐ YES
- ☐ NO
- ☐ UNKNOWN

VICTIM 2 NAME LAST | FIRST | MIDDLE INITIAL

ADDRESS OF VICTIM 2 STREET | CITY

AGE OF VICTIM | **DATE OF BIRTH** | STATE | ZIP

ALCOHOL USE APPARENT ☐ NO ☐ YES BAC _____ | DRUG USE APPARENT ☐ NO ☐ YES TYPE _____

CAUSE OF DEATH
- ☐ CARBON MONOXIDE POISONING
- ☐ DROWNING
- ☐ HYPOTHERMIA
- ☐ TRAUMA
- ☐ ELECTROCUTION
- ☐ OTHER (SPECIFY)

VICTIM STRUCK BY VESSEL ☐ YES ☐ NO

VICTIM STRUCK BY PROPULSION UNIT ☐ YES ☐ NO

DISAPPEARANCE ☐ **YES** ☐ **NO**

DECEASED STATUS
- ☐ OPERATOR ☐ OTHER (SPECIFY)
- ☐ PASSENGER
- ☐ SWIMMER
- ☐ WATER SKIER

VICTIM ACTIVITY
- ☐ FISHING
- ☐ HUNTING
- ☐ SCUBA DIVING / SNORKLING
- ☐ SWIMMING
- ☐ TUBING
- ☐ WATER SKIING
- ☐ OTHER (SPECIFY)

PFD WORN ☐ YES ☐ NO

PFD WORN WAS
- ☐ INHERENTLY BUOYANT
- ☐ INFLATABLE

PFD USED – BUT NOT WORN
- ☐ YES TYPE _____
- ☐ NO

PFD WAS NOT WORN AND NOT USED
- ☐ YES ☐ NO
- ☐ UNKNOWN

TYPE OF PFD WORN
- ☐ TYPE I
- ☐ TYPE II
- ☐ TYPE III
- ☐ TYPE V

PFD PERFORMANCE
- ☐ SUCCESSFUL
- ☐ FAILED
- ☐ IMPROPER WEAR / USE

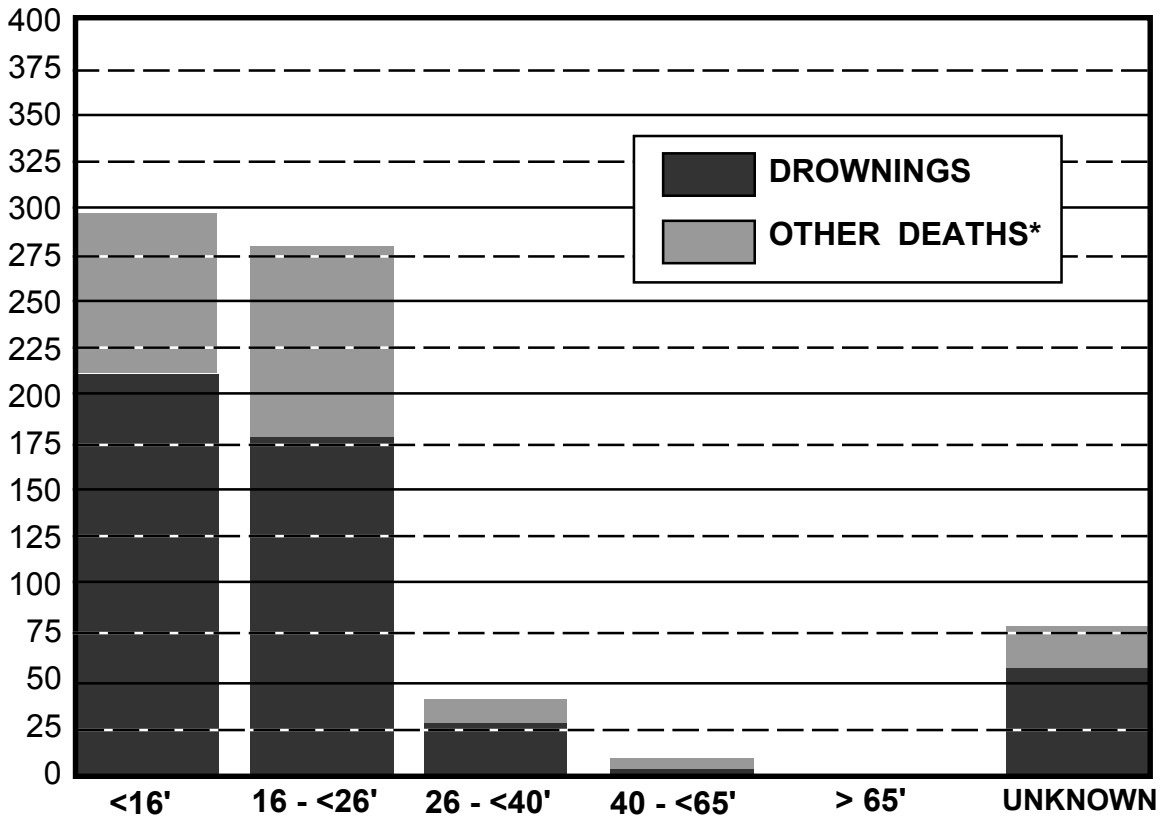
COMMENTS

USCG PFD APPROVAL NUMBER
160._____

PHYSICAL CONDITION
- ☐ UNKNOWN ☐ NORMAL ☐ ILL ☐ HANDICAPPED
- ☐ UNDER INFLUENCE OF ALCOHOL / DRUGS
- ☐ OTHER (SPECIFY) –

VICTIM SWIMMING ABILITY
- ☐ YES
- ☐ NO
- ☐ UNKNOWN

NUMBER OF FATALITIES BY BOAT LENGTH - 2003



LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	209	88	297
16 feet to less than 26 feet	179	101	280
26 feet to less than 40 feet	27	14	41
40 feet to 65 feet	4	4	8
More than 65 feet	1	0	1
Unknown	61	15	76
Total	481	222	703

*Other deaths denotes types of fatalities other than drownings.

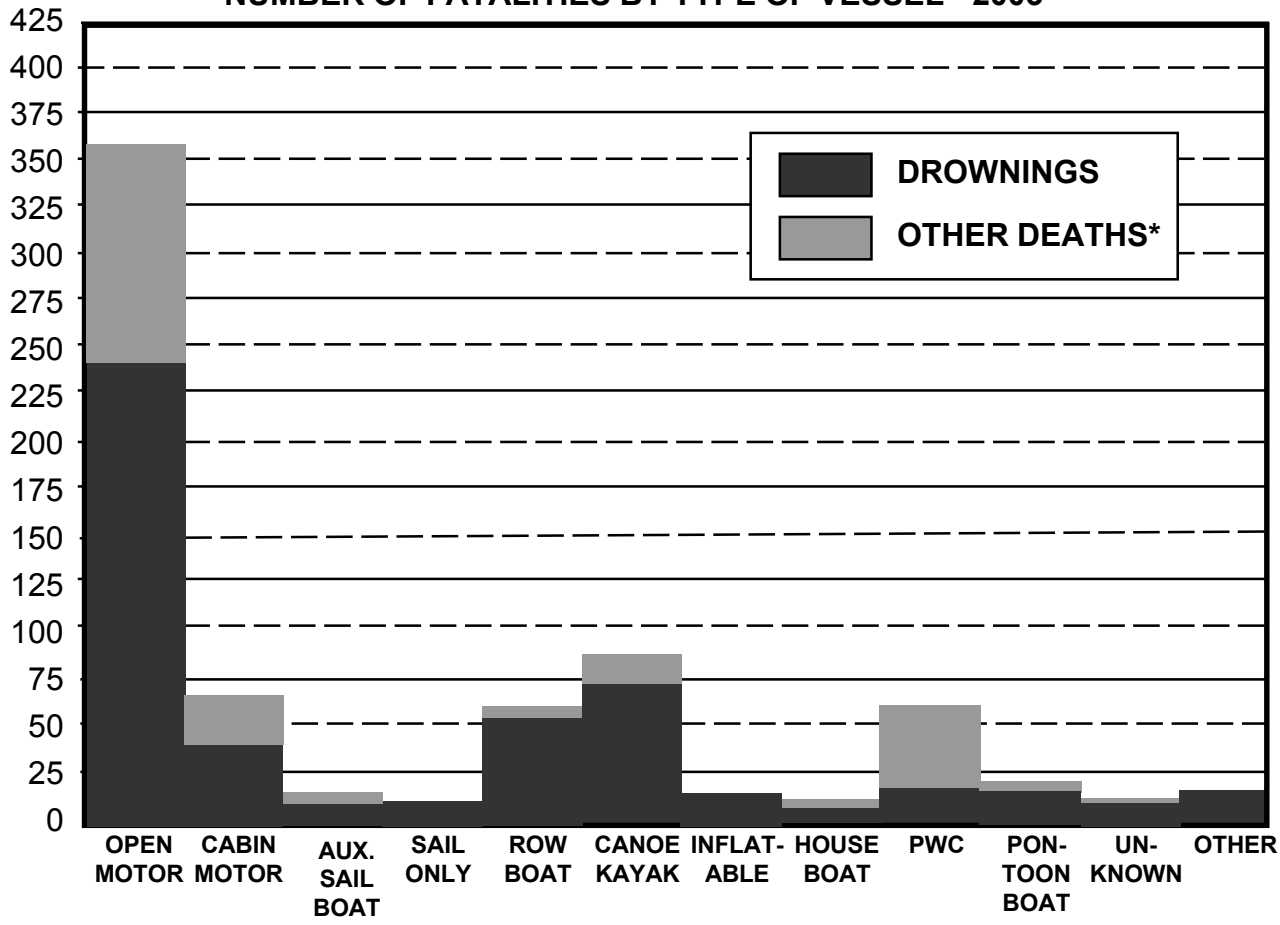
AGE OF FATALITY VICTIMS - 2003

Age of Victim	Number of Drownings	Number of Other Deaths	Total
1	0	1	1
2	1	1	2
3	2	1	3
4	0	1	1
5	4	0	4
6	1	1	2
7	0	1	1
9	2	0	2
10	1	2	3
11	1	3	4
12	4	0	4
0 - 12	16	11	27
13 - 19	37	42	79
20 - 29	73	39	112
30 - 39	74	35	109
40 - 49	102	35	137
50 - 59	78	32	110
60 - 69	44	16	60
70 - 79	29	7	36
80 and over	10	0	10
Unknown	15	5	23
TOTAL	481	222	703

AGE OF INJURED VICTIM BY TYPE OF VESSEL - 2003

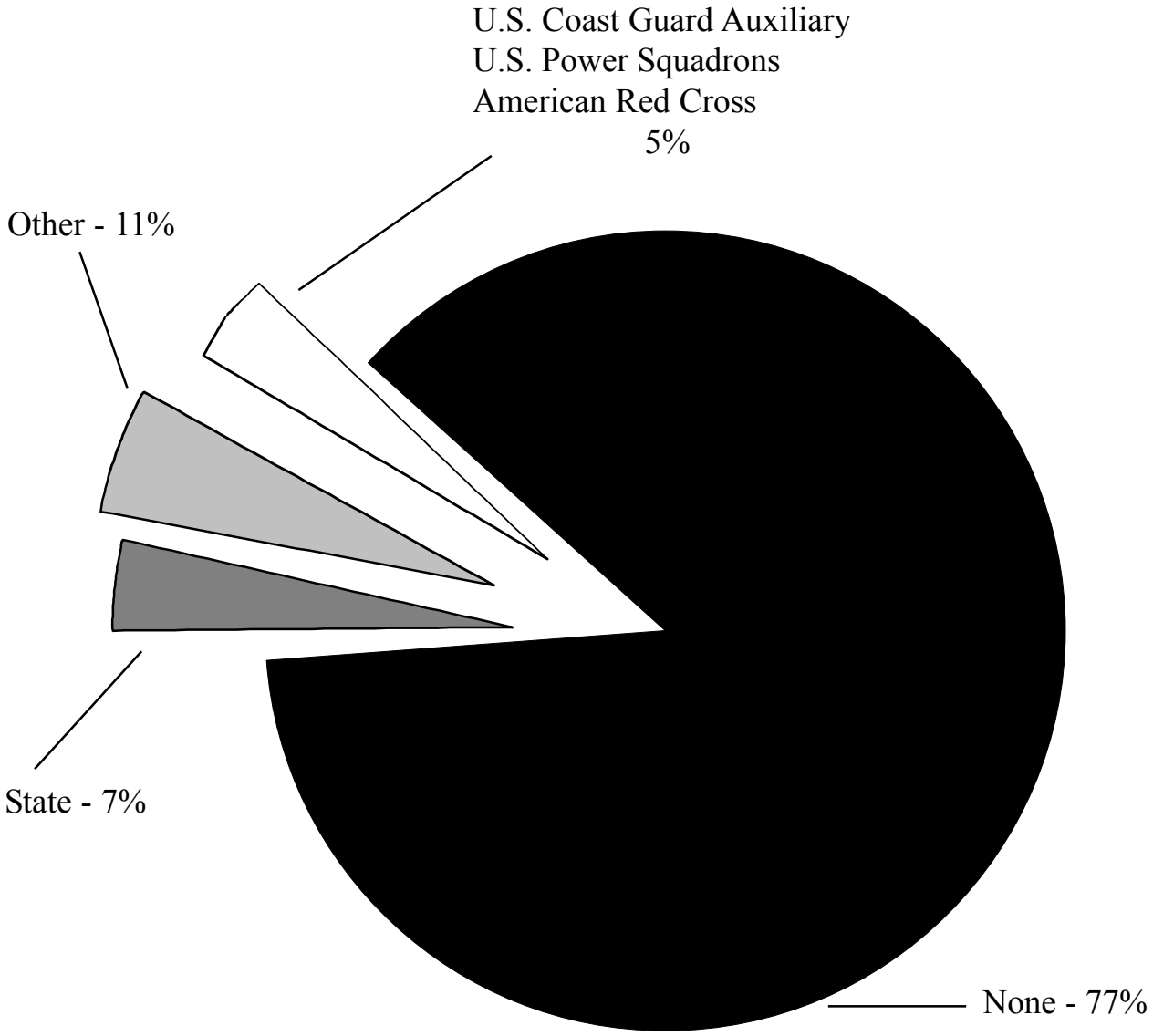
	Total Injuries	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat (only)	Not Reported
Total	3,888	40	367	70	27	42	6	1,891	41	1,228	81	27	16	52
Age of Victim														
12 and Under	281	1	21	3	3	3	0	123	0	112	9	4	0	2
13 to 19	764	1	24	11	0	11	0	296	5	391	10	3	3	9
20 to 29	780	2	57	11	8	7	2	381	9	272	14	4	2	11
30 to 39	659	3	73	12	5	7	1	322	3	203	12	5	2	11
40 to 49	597	16	75	14	1	4	1	324	10	132	11	3	1	5
50 to 59	283	6	40	6	6	3	0	153	5	44	9	4	4	3
60 to 69	132	5	19	6	1	0	0	76	2	8	9	3	2	1
70 to 79	42	3	10	1	0	0	0	24	1	1	0	0	2	0
80 to 89	6	0	2	0	0	0	0	2	0	1	1	0	0	0
Unknown	344	3	46	6	3	7	2	190	6	64	6	1	0	10

NUMBER OF FATALITIES BY TYPE OF VESSEL - 2003



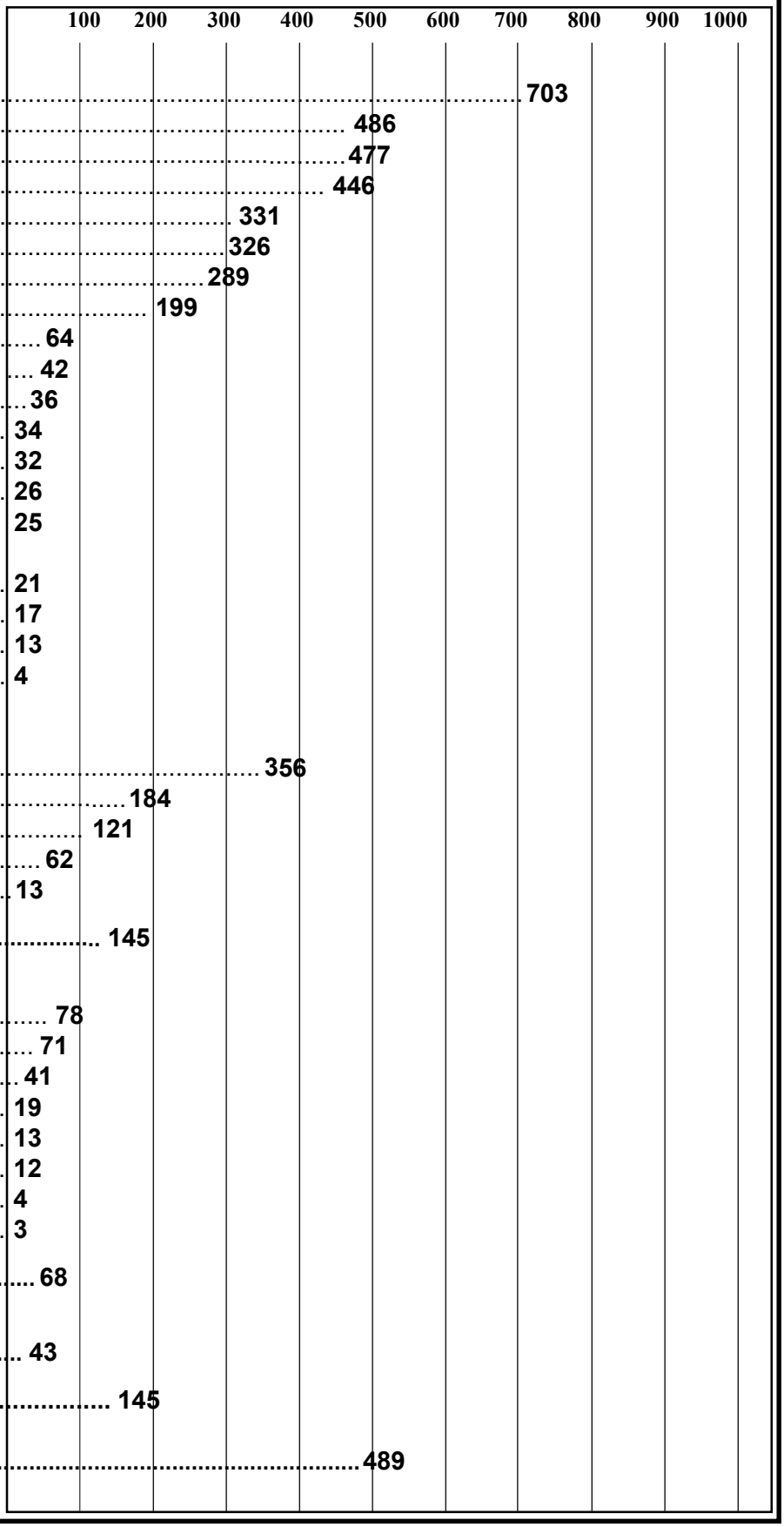
BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	2	0	2
Auxiliary Sail	5	4	9
Cabin Motorboat	42	22	64
Canoe/Kayak	74	13	87
Houseboat	4	2	6
Inflatable	8	4	12
Open Motorboat	244	115	359
Other	13	0	13
Personal Watercraft	15	42	57
Pontoon Boat	13	7	20
Rowboat	52	6	58
Sail Only	7	3	10
Unknown	2	4	6

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2003

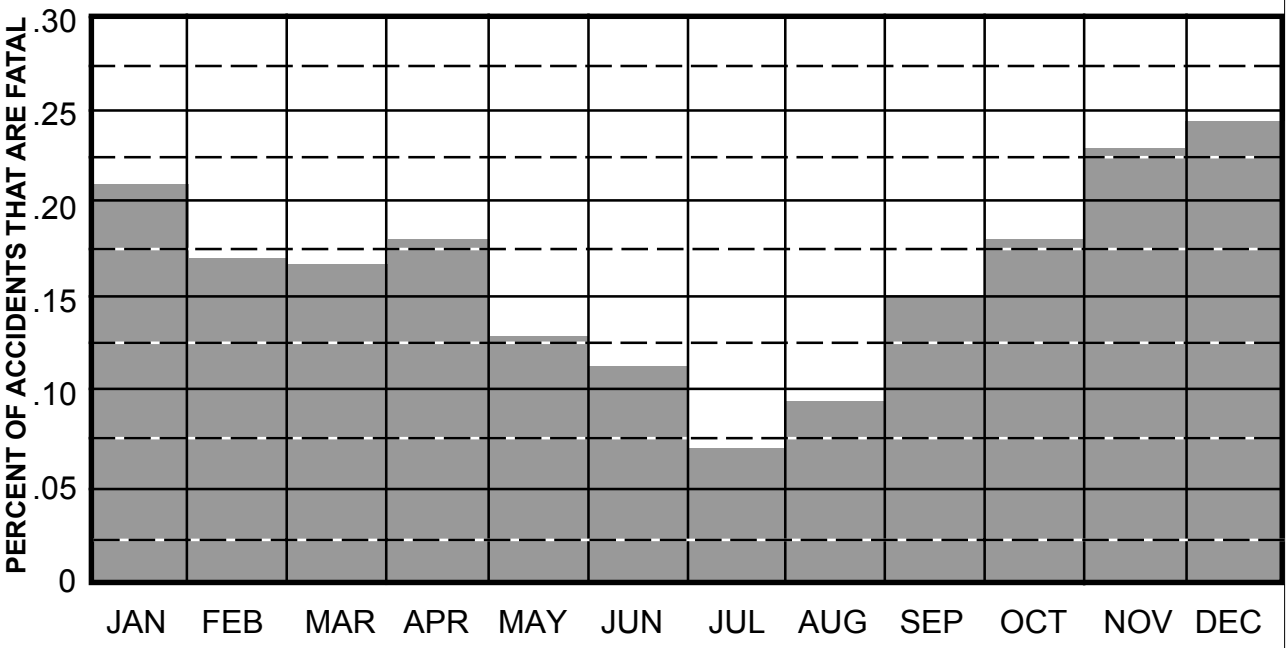


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary U.S. Power Squadrons American Red Cross	17
State	27
Other	39
None	281
Total Fatalities -- Known Operator Instruction	**364**
Total Fatalities -- Unknown Operator Instruction	**339**
Total Fatalities -- Known & Unknown Operator Instruction	**703**

KNOWN ACCIDENT CONTRIBUTING FACTORS DIVIDED BY THOSE WHICH ARE OPERATOR CONTROLLABLE AND VESSEL/ENVIRONMENTAL - 2003



THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2003



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

MONTH	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENT RISK	TOTAL FATALITIES
January	15	55	70	21%	24
February	17	81	98	17%	18
March	29	151	180	16%	34
April	41	184	225	18%	47
May	81	557	638	13%	87
June	90	759	849	11%	95
July	106	1,374	1,480	7%	112
August	96	979	1,075	9%	109
September	56	327	383	15%	67
October	42	193	235	18%	50
November	29	98	127	23%	35
December	19	59	78	24%	25
Total	621	4,817	5,438		703

EVENTS IN FATAL BOATING ACCIDENTS - 2003	Event No. 1	Event No. 2	Event No. 3	Total	Resulting Fatalities
Capsizing	165	20	3	188	233
Carbon Monoxide Poisoning	6	0	0	6	7
Collision with Fixed Object	43	7	0	50	58
Collision with Floating Object	3	0	0	3	3
Collision with Vessel	62	2	0	64	72
Departed Vessel (not specified)	2	0	0	2	2
Departed Vessel (diving)	1	0	0	1	1
Departed Vessel (out of gas)	1	0	0	1	1
Departed Vessel (render assistance)	1	0	0	1	1
Departed Vessel (repairs)	2	0	0	2	2
Departed Vessel (retrieval)	2	0	0	2	2
Departed Vessel (swimming)	29	3	0	32	32
Departed Vessel (tow)	1	0	0	1	1
Ejected from Vessel	5	13	4	22	25
Falls in Boat	5	4	0	9	10
Falls on PWC	1	0	0	1	1
Falls Overboard	192	51	12	255	272
Fire/Explosion (Fuel)	6	0	0	6	7
Fire/Explosion (Other than Fuel)	2	0	0	2	2
Flooding/Swamping	33	11	1	45	56
Grounding	8	5	1	14	14
Sinking	7	13	5	25	35
Skier Mishap	6	2	0	8	8
Struck by Boat	9	15	4	28	29
Struck by Motor/Propeller	6	22	3	31	32
Struck Submerged Object	4	2	1	7	9

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, thirty-one (31) fatal accidents involve a person being struck by a motor/propeller either as the first, second or third event in the accident sequence. These events resulted in thirty-two (32) fatalities.

Further — in 2003 approximately 757 falls overboard were reported across the country. Two-hundred and fifty-five of the 757 were fatal and were the first, second or third event in the accident sequence.

EVENTS IN ALL REPORTED BOATING ACCIDENTS - 2003	Event No. 1	Event No. 2	Event No. 3	Total Events	Probability of Event Being Fatal
Capsizing	514	69	10	593	32%
Carbon Monoxide Poisoning	20	2	0	22	27%
Collision with Fixed Object	558	45	0	603	8%
Collision with Floating Object	152	11	2	165	2%
Collision with Vessel	1,469	31	3	1,503	4%
Departed from Vessel	45	3	0	48	88%
Ejected from Vessel	7	50	11	68	32%
Falls in Boat	233	52	8	293	3%
Falls on PWC	15	0	1	16	6%
Falls Overboard	509	212	36	757	34%
Fire/Explosion (Fuel)	142	0	1	143	4%
Fire/Explosion (Other than Fuel)	68	0	0	68	3%
Flooding/Swamping	274	70	14	358	13%
Grounding	291	64	9	364	4%
Sinking	128	167	49	344	7%
Skier Mishap	451	23	3	477	2%
Struck by Boat	89	122	19	230	12%
Struck by Motor/Propeller	107	133	26	266	12%
Struck Submerged Object	128	9	4	141	5%

TYPE OF INJURY BY TYPE OF VESSEL

2003

	Number of Injuries	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Not Reported
Total	3,888	40	367	70	27	42	6	1,891	41	1,228	81	27	16	52
Type of Injury														
Amputation	40	0	6	0	0	0	0	25	1	6	2	0	0	0
Back Injury	251	4	22	3	0	7	0	125	5	81	2	1	1	0
Broken Bones	705	9	59	2	2	7	0	284	6	315	10	2	3	6
Burns	95	4	33	0	1	0	0	51	1	4	0	0	0	1
Carbon Monoxide	26	0	4	0	10	0	0	11	0	0	1	0	0	0
Contusion	459	3	42	0	2	4	2	193	1	188	20	1	0	3
Dislocation	96	0	6	5	0	5	0	53	1	20	1	0	3	2
Head Injury	431	5	33	1	1	4	3	212	2	148	9	1	2	10
Hypothermia	191	3	8	44	0	6	0	101	4	4	1	17	3	0
Internal Injuries	142	1	14	3	2	0	0	55	3	55	5	0	0	4
Laceration	793	8	75	8	6	2	0	441	6	210	20	3	1	13
Neck Injury	81	0	10	0	0	0	0	48	1	19	1	0	0	2
Other	5	0	1	0	0	0	0	3	0	1	0	0	0	0
Shock	16	0	1	1	0	2	0	7	0	4	0	0	1	0
Spinal Injury	30	0	5	0	0	0	1	15	1	7	0	0	0	1
Sprain/Strain	168	1	7	0	0	2	0	96	3	53	4	0	0	2
Teeth	20	1	1	0	0	0	0	12	0	4	0	0	0	2
Not Reported/Other	344	1	41	3	3	3	0	162	6	110	5	2	2	6

CAUSE OF DEATH BY LIFEJACKET WEAR AND VESSEL

2003

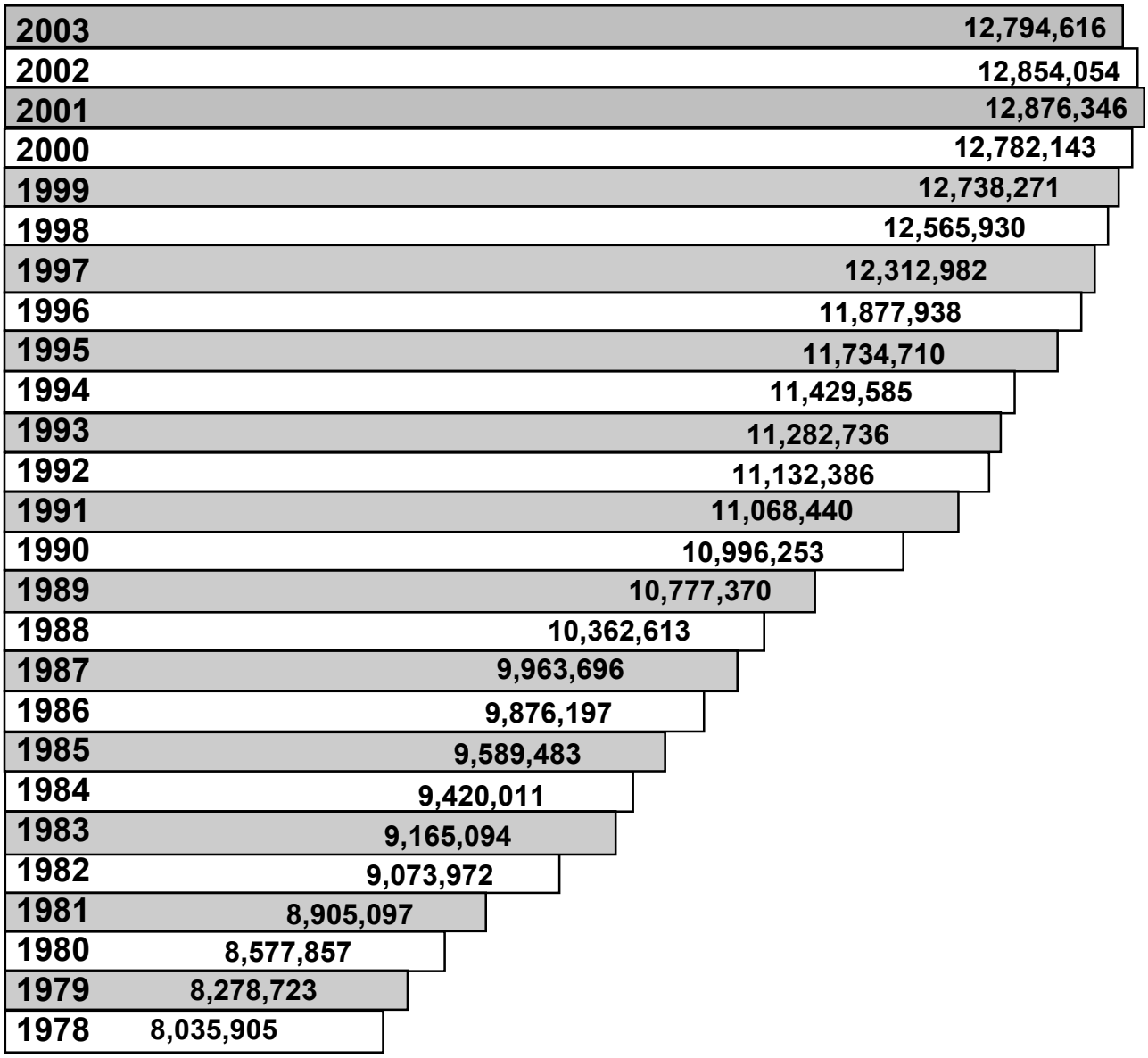
CAUSE OF DEATH

	Was PFD Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe/Kayak	Houseboat	Inflatable	Open Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Sailboat	Not Reported
Totals		703	2	9	64	87	6	12	359	13	57	20	58	10	6
Burns	No	3	0	0	2	0	1	0	0	0	0	0	0	0	0
Carbon Monoxide	No	7	0	1	3	0	0	0	2	0	0	1	0	0	0
Drowning	Yes	65	0	2	5	25	0	2	21	1	5	0	2	2	0
Drowning	No	416	2	3	37	49	4	6	223	12	10	13	50	5	2
Electrocution	No	3	0	0	0	0	0	0	1	0	0	0	0	2	0
Hypothermia	Yes	8	0	1	0	2	0	0	4	0	0	0	1	0	0
Hypothermia	No	24	0	0	0	4	0	1	15	0	0	0	4	0	0
Not Reported	Yes	3	0	0	0	0	0	1	1	0	1	0	0	0	0
Not Reported	No	27	0	1	2	7	0	1	12	0	0	0	1	1	2
Other	Yes	5	0	1	0	0	0	0	3	0	1	0	0	0	0
Other	No	7	0	0	1	0	0	0	4	0	0	2	0	0	0
Trauma	Yes	46	0	0	1	0	0	1	11	0	31	2	0	0	0
Trauma	No	89	0	0	13	0	1	0	62	0	9	2	0	0	2

REGISTERED BOATS

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

TOTAL NUMBER OF REGISTERED BOATS 1978- 2003



REGISTRATION DATA BY STATE

		TOTAL REGISTERED BOATS		
		2003	2002	SCOPE OF CURRENT BOAT REGISTRATION SYSTEM
TOTAL		**12,794,616**	**12,854,054**	
	RANK			
Alabama	17	262,249	264,191	All motorboats, sailboats and rental boats
Alaska	44	51,416	45,734	All undocumented powerboats and all nonpowered boats ≥10'
Arizona	30	147,213	147,829	All watercraft, except inflatables 12 feet in length or less
Arkansas	27	196,215	199,293	All motorboats and sailboats
California	1	963,379	896,090	All motorboats; sailboats over 8 feet in length
Colorado	33	100,575	101,957	All watercraft powered by motor or sail - sailboards exempt
Connecticut	31	107,907	107,641	All motorboats; sailboats 19.5 feet or more in length
Delaware	45	49,935	49,563	All motorboats
Dist. of Col.	54	2,152	1,909	All watercraft
Florida	3	939,968	922,597	All motorboats
Georgia	13	326,718	325,135	All motorboats; sailboats 12 feet or more in length
Hawaii	51	15,600	15,445	All motorboats; sailboats over 8 feet in length
Idaho	36	82,676	81,844	All motorboats and sailboats
Illinois	10	360,252	398,431	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	21	216,145	218,363	All motorboats
Iowa	22	210,836	229,705	All watercraft with exceptions[1]
Kansas	34	100,463	101,858	All motorboats and sailboats
Kentucky	28	173,418	173,900	All motorboats, except electric motors 1 hp or less
Louisiana	15	307,051	327,272	All motorboats; sailboats more than 12 feet in length
Maine	35	90,604	119,243	All motorboats
Maryland	25	198,395	198,012	All motorboats
Massachusetts	29	156,121	151,998	All motorboats
Michigan	2	953,554	1,000,337	All watercraft with exceptions[2]
Minnesota	4	845,379	834,974	All motorboats with exceptions[3]
Mississippi	24	201,457	199,037	All motorboats and sailboats
Missouri	14	326,153	325,717	All motorboats; sailboats over 12 feet in length
Montana	43	53,384	51,269	All motorboats; sailboats 12 feet or more in length
Nebraska	38	75,763	75,927	All watercraft
Nevada	41	58,580	60,210	All motorboats
New Hampshire	32	100,835	101,638	All motorboats; sailboats 20 feet or more in length
New Jersey	23	207,588	209,419	All watercraft with exceptions[4]
New Mexico	48	40,294	41,430	All motorboats and sailboats
New York	7	528,094	529,732	All motorboats
North Carolina	11	359,857	353,625	All motorboats; sailboats more than 14 feet in length
North Dakota	46	49,249	44,292	All motorboats
Ohio	8	413,048	413,276	All watercraft
Oklahoma	20	229,778	228,064	All watercraft
Oregon	26	197,591	194,691	All motorboats; sailboats 12 feet or more in length
Pennsylvania	12	355,235	357,729	All motorboats and certain non-powered craft[5]
Rhode Island	47	43,007	42,474	All watercraft except canoes, kayaks & rowboats < 12 feet
South Carolina	9	380,314	383,971	All watercraft
South Dakota	42	53,469	52,066	All motorboats; all other boats over 12 feet in length
Tennessee	18	261,636	259,235	All motorboats and sailboats
Texas	5	619,088	624,390	All motorboats and sailboats 14 feet or more in length
Utah	37	76,178	78,887	All motorboats and sailboats
Vermont	49	33,260	33,931	All motorboats
Virginia	19	241,993	243,590	All motorboats
Washington	16	265,773	266,717	All motorboats with exceptions[6]; sailboats ≥16 ft in length
West Virginia	40	58,717	54,358	All motorboats
Wisconsin	6	610,800	619,124	All motorboats; sailboats over 12 feet in length
Wyoming	50	25,725	28,322	All motorboats and sailboats
Guam	53	4,000	3,000	All watercraft (estimated)
Puerto Rico	39	60,911	59,034	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,061	4,152	All watercraft
Am. Samoa	56	102	140	All watercraft
N. Marianas	55	455	1,286	All motorboats

[1] Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length.
[2] Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks.
[3] Minnesota excludes nonmotorized boats nine feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes.
[4] New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls.
[5] Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission.
[6] Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive State waters.

BOAT REGISTRATION DATA BY STATE[1]

2003

	POWERED					NON-POWERED			OTHER	TOTAL
	INBOARD	OUTBOARD	STERNDRIVE	AUXILIARY SAIL	PWC	ROWBOAT	CANOE OR KAYAK	SAIL ONLY	OTHER BOATS	TOTAL
TOTALS	**1,457,376**	**8,003,686**	**1,601,156**	**139,885**	**744,473**	**118,295**	**282,612**	**146,084**	**301,049**	**12,794,616**
Alabama	17,582	205,393	20,256	994	14,141	534	375	2,631	343	262,249
Alaska	4,195	31,284	4,337	607	1,673	8,767	0	193	360	51,416
Arizona	45,865	65,061	0	1,572	28,081	0	0	0	6,634	147,213
Arkansas	29,704	148,573	0	0	0	0	0	472	17,466	196,215
California	115,697	356,955	209,788	20,414	184,105	8,691	6,863	35,853	25,013	963,379
Colorado	21,496	49,595	7,715	0	17,136	0	0	3,937	696	100,575
Connecticut	7,746	68,915	16,998	4,997	8,433	302	56	207	253	107,907
Delaware	6,193	32,037	11,190	0	0	0	0	0	515	49,935
Dist. of Col.	543	614	337	150	39	262	13	150	44	2,152
Florida	66,694	624,342	92,408	9,932	106,783	4,224	3,511	7,657	24,417	939,968
Georgia	17,839	218,634	36,247	0	37,673	0	0	4,414	11,911	326,718
Hawaii	7,860	3,267	2,217	1,246	0	0	0	690	320	15,600
Idaho	17,579	40,559	16,160	838	4,634	0	0	800	2,106	82,676
Illinois	30,268	225,527	50,920	3,032	13,995	16,012	0	8,078	12,420	360,252
Indiana	25,293	129,966	35,494	713	0	0	0	1,308	23,371	216,145
Iowa	19,569	131,236	23,592	471	0	956	23,379	4,324	7,309	210,836
Kansas	7,177	65,842	9,816	406	12,731	1,305	272	2,618	296	100,463
Kentucky	15,750	119,450	17,224	342	8,298	0	0	0	12,354	173,418
Louisiana	21,225	262,311	10,583	0	12,932	0	0	0	0	307,051
Maine	7,021	73,542	9,570	0	0	0	0	0	471	90,604
Maryland	15,493	110,726	36,046	10,318	16,753	0	0	483	8,576	198,395
Massachusetts	8,361	98,952	27,392	6,565	8,503	0	0	0	6,348	156,121
Michigan	268,629	577,579	41,288	13,569	0	26,408	0	26,081	0	953,554
Minnesota	23,735	510,654	56,709	2,864	40,394	12,791	169,933	15,622	12,677	845,379
Mississippi	17,109	168,113	12,305	3,930	0	0	0	0	0	201,457
Missouri	9,326	227,118	43,244	155	0	500	502	1,948	43,360	326,153
Montana	19,125	33,596	0	152	0	147	18	346	0	53,384
Nebraska	5,939	47,034	9,968	24	8,819	75	191	155	3,558	75,763
Nevada	3,574	21,223	18,681	483	13,524	233	0	165	697	58,580
New Hampshire	15,887	53,193	16,282	2,324	0	0	0	4,183	8,966	100,835
New Jersey	18,623	112,269	38,683	7,174	22,589	6,011	0	1,793	446	207,588
New Mexico	3,284	21,246	7,035	182	6,821	0	0	1,291	435	40,294
New York	99,062	280,721	132,021	6,687	0	0	0	0	9,603	528,094
North Carolina	16,929	245,772	44,575	3,583	39,759	0	0	1,788	7,451	359,857
North Dakota	2,909	36,549	4,295	130	4,457	0	513	67	329	49,249
Ohio	31,626	189,359	66,634	1,923	42,849	11,721	52,339	9,418	7,179	413,048
Oklahoma	40,787	164,219	22,950	1,822	0	0	0	0	0	229,778
Oregon	64,352	125,047	0	4,971	0	0	0	0	3,221	197,591
Pennsylvania	30,445	237,196	47,972	344	0	2,082	24,337	1,801	11,058	355,235
Rhode Island	4,824	22,502	9,983	3,372	2,326	0	0	0	0	43,007
South Carolina	13,464	278,142	36,498	5,345	25,421	17,226	180	1,782	2,256	380,314
South Dakota	1,877	36,069	10,739	244	0	0	0	0	4,540	53,469
Tennessee	41,701	188,816	28,864	525	0	0	0	1,730	0	261,636
Texas	117,514	404,827	87,257	0	0	0	0	2,398	7,092	619,088
Utah	11,527	29,363	19,329	0	14,645	0	0	1,314	0	76,178
Vermont	8,517	24,743	0	0	0	0	0	0	0	33,260
Virginia	6,261	156,813	43,019	4,602	25,968	0	0	234	5,096	241,993
Washington	0	156,447	98,586	10,740	0	0	0	0	0	265,773
West Virginia	4,419	39,239	5,566	0	2,405	0	0	0	7,088	58,717
Wisconsin	42,696	514,895	52,881	0	0	0	0	0	328	610,800
Wyoming	14,977	1,962	5,599	0	2,555	0	89	100	443	25,725
Guam[2]	0	0	0	0	0	0	0	0	4,000	4,000
Puerto Rico	8,195	33,993	1,804	967	15,949	0	0	0	3	60,911
Virgin Islands	809	1,834	96	1,168	14	46	41	53	0	4,061
Amer. Samoa	19	75	0	8	0	0	0	0	0	102
No. Marianas	85	297	3	0	68	2	0	0	0	455

[1] The figures in this table are derived from reports from the States and jurisdictions. There are a total of 12,794,616 registered recreational vessels. This table classifies registered motorboats and registered non-powered boats for each State and jurisdiction. Please note that the scope of the boat registration system for each State and jurisdiction is not the same (page 25). 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. [2]Estimate

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

2003 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	**5,438**	**703**	**3,888**	**$40,422,374**
Capsizing	514	206	330	$3,167,989
Carbon Monoxide Poisoning	20	7	30	$0
Collision with Fixed Object	558	50	491	$4,751,034
Collision with Floating Object	152	3	104	$1,123,884
Collision with Another Vessel	1,469	70	1,063	$7,474,678
Departed Vessel	45	39	6	$0
Ejected from Vessel	7	5	4	$0
Falls Within Boat	233	6	253	$183,400
Falls on PWC	15	1	14	$0
Falls Overboard	509	201	354	$141,018
Fire or Explosion of Fuel	142	7	68	$2,921,295
Other Fire or Explosion	68	2	10	$9,189,282
Flooding/Swamping	274	41	61	$2,383,566
Grounding	291	8	193	$4,282,148
Not Reported	158	20	126	$1,028,992
Other Casualty	80	4	58	$177,900
Sinking	128	8	23	$2,021,308
Skier Mishap	451	6	466	$13,001
Struck by Boat	89	9	82	$116,350
Struck by Motor/Propeller	107	6	103	$350
Struck Submerged Object	128	4	49	$1,446,179

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

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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

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

2003	**TOTAL**	**FATALITIES**	**INJURIES**	**PROPERTY DAMAGE**
	5,438	703	3,888	$40,422,374
2002	**TOTAL**	**FATALITIES**	**INJURIES**	**PROPERTY DAMAGE**
	5,705	750	4,062	$39,185,172
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

Call the Coast Guard Infoline 1-800-368-5647 for information on **Manufacturers' Boating Safety Recalls**

FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
1999- 2003

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003
TOTALS	**7,931**	**7,740**	**6,419**	**5,705**	**5,438**	**639**	**616**	**588**	**663**	**621**	**734**	**701**	**681**	**750**	**703**
Alabama	118	114	87	70	83	17	11	16	12	15	17	11	17	12	15
Alaska	77	68	64	42	48	21	16	20	14	16	26	18	21	16	21
Arizona	302	331	222	217	188	7	9	7	8	5	9	12	7	8	7
Arkansas	91	87	75	74	50	14	9	12	20	6	15	10	13	24	6
California	894	900	771	745	797	36	40	43	46	56	42	49	48	53	61
Colorado	85	98	74	61	54	9	10	7	6	6	11	11	10	6	7
Connecticut	72	64	39	56	55	5	4	4	5	2	5	4	4	6	3
Delaware	22	23	23	12	5	3	2	1	3	1	3	2	1	3	1
Dist. of Columbia	16	7	6	4	3	0	1	0	0	3	0	1	0	0	3
Florida	1,299	1,204	993	831	752	52	43	47	48	58	58	46	52	52	64
Georgia	195	194	113	131	141	16	9	7	4	13	16	9	8	5	13
Hawaii	15	17	21	14	3	0	0	1	0	0	0	0	1	0	0
Idaho	68	72	46	39	54	12	9	7	2	7	13	9	8	2	7
Illinois	159	155	108	134	82	13	13	6	21	10	13	14	8	24	13
Indiana	150	115	120	97	56	4	7	9	11	6	4	7	14	14	7
Iowa	86	67	36	38	25	6	5	1	2	0	6	5	1	2	0
Kansas	50	45	54	42	35	5	0	2	4	3	5	0	6	6	3
Kentucky	75	98	71	67	55	14	13	17	10	8	20	15	18	12	9
Louisiana	178	220	154	145	130	30	44	36	34	34	35	46	43	36	40
Maine	55	73	60	57	55	6	9	8	10	7	7	10	8	10	7
Maryland	182	198	186	161	146	6	11	14	14	10	6	13	15	15	13
Massachusetts	49	66	51	51	43	10	5	13	7	7	10	5	14	10	8
Michigan	343	227	299	226	218	27	26	25	36	25	28	31	28	37	29
Minnesota	160	143	125	122	106	17	16	15	23	14	22	19	16	30	17
Mississippi	87	82	64	43	41	17	11	13	13	7	24	15	15	16	8
Missouri	240	282	226	192	201	19	10	9	16	15	23	11	9	20	17
Montana	25	15	13	17	11	5	7	4	5	3	6	7	5	6	4
Nebraska	54	57	55	35	39	3	5	0	5	4	4	5	0	5	5
Nevada	129	123	109	69	89	2	3	4	7	8	2	3	5	8	9
New Hampshire	109	94	74	68	49	6	7	5	3	5	6	7	6	3	6
New Jersey	212	199	143	70	85	7	12	7	16	17	7	17	7	20	17
New Mexico	37	44	50	41	31	0	5	3	0	2	0	5	4	0	2
New York	314	287	223	212	224	22	17	17	23	23	25	17	25	26	34
North Carolina	187	172	179	138	144	20	19	15	11	17	29	20	17	11	18
North Dakota	15	23	10	16	10	1	3	0	4	2	1	3	0	6	3
Ohio	232	198	139	140	122	19	22	17	20	17	19	25	19	22	19
Oklahoma	92	104	86	72	72	12	10	5	10	13	16	13	5	10	14
Oregon	95	97	70	65	73	13	13	14	14	15	16	14	14	16	18
Pennsylvania	125	88	80	74	79	10	11	13	9	9	10	12	14	9	11
Rhode Island	38	57	27	31	30	3	1	3	3	4	3	1	4	3	4
South Carolina	120	134	123	105	108	16	15	16	13	27	18	15	18	14	30
South Dakota	8	20	23	18	24	1	0	1	4	3	1	0	1	4	4
Tennessee	130	196	132	129	155	16	16	11	20	16	19	19	11	21	17
Texas	210	219	206	204	198	42	45	36	52	34	51	55	41	60	36
Utah	156	143	83	76	58	4	6	7	4	6	4	7	8	4	6
Vermont	13	7	8	6	2	2	2	2	1	1	0	4	2	2	1
Virginia	184	175	152	121	115	19	15	16	17	18	21	17	19	19	20
Washington	114	131	117	111	126	28	19	24	22	14	31	22	33	27	16
West Virginia	25	20	15	17	14	3	3	4	4	3	3	5	5	4	3
Wisconsin	167	144	164	148	126	16	20	17	18	19	18	25	20	18	20
Wyoming	24	12	12	11	10	2	2	4	2	2	3	3	8	2	2
Guam	5	3	11	4	2	0	0	0	1	1	0	0	0	1	1
Puerto Rico	13	13	7	18	11	0	1	0	3	1	0	1	0	3	1
Virgin Islands	5	5	13	4	3	0	2	0	1	1	2	3	0	1	1
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	12	7	2	5	2	1	0	0	1	2	1	0	0	2	2
Gulf of Mexico	0	0	4	5	0	0	0	3	1	0	0	0	5	4	0
Pacific Ocean	13	3	1	4	0	0	2	0	0	0	0	3	0	0	0

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

TYPES OF ACCIDENTS BY STATE

2003	NUMBER OF ACCIDENTS																						VICTIMS			
	TOTAL ACCIDENTS	CAPSIZING	CARBON MONOXIDE POISONING	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VSL	FALLS WITHIN BOAT	FALL ON PWC	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING/SWAMPING	GROUNDING	NOT REPORTED	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCKBYMOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJECT	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**5,438**	**514**	**20**	**558**	**152**	**1,469**	**45**	**7**	**233**	**15**	**509**	**142**	**68**	**274**	**291**	**158**	**80**	**128**	**451**	**89**	**107**	**128**	**481**	**222**	**703**	**3,888**
Alabama	83	8	0	12	4	17	1	1	2	0	9	3	3	4	5	2	1	3	2	1	3	2	10	5	15	59
Alaska	48	9	0	4	1	8	0	0	0	0	9	0	0	7	1	1	0	6	0	0	0	2	18	3	21	20
Arizona	188	6	0	14	6	65	1	0	13	0	9	6	0	9	7	4	3	7	28	4	6	0	2	5	7	136
Arkansas	50	5	0	7	1	10	0	1	0	1	6	2	0	0	5	1	0	4	2	0	4	1	4	2	6	39
California	797	54	9	37	9	241	5	0	17	0	59	22	12	77	64	7	16	1	110	11	19	27	38	23	61	502
Colorado	54	8	0	1	0	13	0	0	7	0	5	1	1	1	0	0	5	0	12	0	0	0	6	1	7	50
Connecticut	55	5	0	4	2	21	0	0	1	0	3	0	1	2	4	0	0	0	3	1	1	7	3	0	3	39
Delaware	5	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0
District of Columbia	3	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
Florida	752	26	0	127	32	192	0	0	61	0	53	32	12	57	45	33	2	26	22	10	8	14	39	25	64	487
Georgia	141	10	1	18	3	32	0	0	8	0	15	5	0	5	4	0	2	4	25	3	6	0	7	6	13	109
Hawaii	3	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Idaho	54	2	0	4	3	14	0	0	2	0	5	1	1	3	4	2	2	0	6	3	1	1	7	0	7	29
Illinois	82	5	0	11	2	22	0	0	6	0	7	1	1	6	3	0	2	2	3	5	2	4	0	0	0	24
Indiana	56	4	1	8	2	25	0	0	2	0	5	1	0	0	0	0	0	1	5	0	2	0	6	1	7	50
Iowa	25	0	0	1	0	12	0	0	1	0	1	0	1	0	0	0	0	0	6	1	0	2	7	6	13	62
Kansas	35	3	0	2	0	9	0	0	0	0	3	0	0	2	1	3	3	2	5	0	0	2	1	2	3	26
Kentucky	55	4	0	3	5	14	0	0	5	0	10	0	1	0	0	5	0	0	3	0	4	1	8	1	9	47
Louisiana	130	18	0	37	1	27	1	1	3	0	19	3	0	4	3	2	1	5	4	0	1	0	27	13	40	117
Maine	55	6	0	13	2	10	0	0	1	0	8	1	0	0	4	2	4	0	1	1	1	1	1	6	7	45
Maryland	146	17	0	19	4	30	2	0	12	0	24	1	5	1	8	1	2	3	9	2	5	1	7	6	13	107
Massachusetts	43	6	0	2	6	16	0	0	1	0	2	0	1	0	3	0	0	2	3	0	1	0	6	2	8	38
Michigan	218	14	1	24	5	71	3	0	4	0	22	2	8	2	13	9	6	6	19	0	9	0	22	7	29	147
Minnesota	106	3	0	7	1	32	1	0	5	0	15	7	0	3	2	2	2	0	23	0	3	0	10	7	17	78
Mississippi	41	3	0	9	4	9	0	0	0	0	4	1	0	1	1	0	0	3	4	1	0	1	6	2	8	32
Missouri	201	8	2	14	5	66	1	0	16	0	16	8	4	14	11	3	1	1	20	4	5	2	9	8	17	170
Montana	11	2	0	0	1	2	0	0	0	0	3	1	0	0	0	0	1	0	1	0	0	0	4	0	4	9
Nebraska	39	10	0	0	1	8	0	0	1	0	2	1	0	1	4	2	0	0	6	3	0	0	3	2	5	38

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

TYPES OF ACCIDENTS BY STATE

2003	NUMBER OF ACCIDENTS																						VICTIMS			
	TOTAL ACCIDENTS	CAPSIZING	CARBON MONOXIDE POISONING	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	DEPARTED VESSEL	EJECTED FROM VSL	FALLS WITHIN BOAT	FALL ON PWC	FALLS OVERBOARD	FIRE /EXPL. FUEL	FIRE /EXPL. OTHER	FLOODING/SWAMPING	GROUNDING	NOT REPORTED	OTHER	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCKBYMOTOR AND/OR PROPELLER	STRUCK SUBMERGED OBJECT	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	**5,438**	**514**	**20**	**558**	**152**	**1,469**	**45**	**7**	**233**	**15**	**509**	**142**	**68**	**274**	**291**	**158**	**80**	**128**	**451**	**89**	**107**	**128**	**481**	**222**	**703**	**3,888**
Nevada	89	3	2	12	1	17	1	0	7	0	3	3	1	10	11	5	2	0	9	1	1	0	6	3	9	80
New Hampshire	49	1	0	8	2	8	0	0	2	2	4	0	1	0	0	1	0	1	11	0	0	8	5	1	6	27
New Jersey	85	3	0	2	0	6	4	1	6	0	13	0	0	2	4	40	0	0	1	0	1	2	13	4	17	78
New Mexico	31	2	0	0	4	13	1	0	0	0	3	0	1	1	3	0	0	1	0	1	1	0	2	0	2	27
New York	224	25	1	22	2	64	0	1	14	0	17	11	4	6	15	2	2	8	13	2	2	13	15	19	34	131
North Carolina	144	97	0	4	1	11	1	0	3	0	2	2	1	3	2	6	3	0	2	1	1	4	11	7	18	110
North Dakota	10	2	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	3	0	3	11
Ohio	122	11	0	8	3	32	4	0	6	0	9	4	2	15	5	3	3	3	6	3	1	4	15	4	19	83
Oklahoma	72	5	0	6	1	21	4	0	4	0	17	2	0	0	2	1	0	4	3	1	1	0	10	4	14	60
Oregon	73	26	0	6	2	22	0	0	0	0	2	1	0	1	3	0	1	2	7	0	0	0	17	1	18	54
Pennsylvania	79	14	0	7	5	17	0	0	3	0	15	1	0	2	3	0	0	1	7	1	3	0	9	2	11	52
Rhode Island	30	4	0	1	1	13	0	0	0	0	2	1	0	2	0	1	1	0	1	3	0	0	2	2	4	14
South Carolina	108	8	0	14	6	35	2	0	4	0	17	0	1	4	3	1	0	1	5	1	0	6	26	4	30	54
South Dakota	24	3	0	4	1	7	1	0	1	0	1	0	0	3	1	0	0	0	0	2	0	0	4	0	4	14
Tennessee	155	5	1	19	11	41	0	1	3	10	20	5	1	6	3	0	2	4	20	0	0	3	11	6	17	137
Texas	198	18	0	22	1	63	8	0	6	1	20	3	0	2	14	2	2	11	17	1	7	0	32	4	36	174
Utah	58	8	0	3	1	10	2	0	0	0	3	2	0	2	5	10	1	2	4	2	1	2	5	1	6	33
Vermont	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Virginia	115	13	0	15	3	28	0	1	2	0	10	0	3	4	5	2	2	7	7	4	3	6	14	6	20	82
Washington	126	14	2	8	3	49	0	0	1	0	14	4	1	6	5	1	5	2	0	5	1	5	6	10	16	66
West Virginia	14	2	0	1	0	6	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	3	0	3	9
Wisconsin	126	5	0	13	0	26	2	0	1	0	18	3	1	3	13	3	1	2	16	10	3	6	13	7	20	101
Wyoming	10	2	0	1	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	10
Guam	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
Puerto Rico	11	1	0	1	2	3	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	1	1	9
Virgin Islands	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Atlantic Ocean	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Pacific Ocean	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gulf of Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ACCIDENT DATA BY STATE - 2003

	NUMBER OF ACCIDENTS				NO. OF PERSONS		PROP. DAMAGE
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED	PROPERTY DAMAGE
TOTALS	**5,438**	**621**	**2,911**	**1,906**	**703**	**3,888**	**$40,422,374**
Alabama	83	15	36	32	15	59	$6,928,825
Alaska	48	16	12	20	21	20	$560,550
Arizona	188	5	121	62	7	136	$442,125
Arkansas	50	6	26	18	6	39	$258,110
California	797	56	394	347	61	502	$3,672,500
Colorado	54	6	41	7	7	50	$39,144
Connecticut	55	2	26	27	3	39	$1,123,757
Delaware	5	1	0	4	1	0	$313,270
District of Columbia	3	3	0	0	3	0	$0
Florida	752	58	364	330	64	487	$9,743,437
Georgia	141	13	93	35	13	109	$375,913
Hawaii	3	0	3	0	0	5	$0
Idaho	54	7	25	22	7	29	$211,211
Illinois	82	10	44	28	13	62	$266,616
Indiana	56	6	30	20	7	50	$134,590
Iowa	25	0	20	5	0	24	$37,500
Kansas	35	3	21	11	3	26	$98,575
Kentucky	55	8	37	10	9	47	$85,300
Louisiana	130	34	72	24	40	117	$736,828
Maine	55	7	27	21	7	45	$224,100
Maryland	146	10	90	46	13	107	$1,498,534
Massachusetts	43	7	23	13	8	38	$318,250
Michigan	218	25	116	77	29	147	$723,083
Minnesota	106	14	63	29	17	78	$622,501
Mississippi	41	7	22	12	8	32	$164,125
Missouri	201	15	121	65	17	170	$1,192,029
Montana	11	3	6	2	4	9	$13,437
Nebraska	39	4	28	7	5	38	$55,900
Nevada	89	8	51	30	9	80	$481,710
New Hampshire	49	5	20	24	6	27	$347,240
New Jersey	85	17	67	1	17	78	$3,250
New Mexico	31	2	21	8	2	27	$45,385
New York	224	23	97	104	34	131	$2,330,731
North Carolina	144	17	82	45	18	110	$682,422
North Dakota	10	2	6	2	3	11	$40,200
Ohio	122	17	59	46	19	83	$698,521
Oklahoma	72	13	43	16	14	60	$197,085
Oregon	73	15	36	22	18	54	$278,356
Pennsylvania	79	9	46	24	11	52	$177,194
Rhode Island	30	4	9	17	4	14	$203,500
South Carolina	108	27	47	34	30	54	$438,111
South Dakota	24	3	11	10	4	14	$197,450
Tennessee	155	16	102	37	17	137	$802,995
Texas	198	34	124	40	36	174	$614,471
Utah	58	6	27	25	6	33	$397,602
Vermont	2	1	0	1	1	0	$3,700
Virginia	115	18	55	42	20	82	$775,975
Washington	126	14	52	60	16	66	$684,265
West Virginia	14	3	6	5	3	9	$34,650
Wisconsin	126	19	75	32	20	101	$364,527
Wyoming	10	2	6	2	2	10	$39,250
Guam	2	1	1	0	1	4	$0
Puerto Rico	11	1	7	3	1	9	$613,575
N. Marianas	0	0	0	0	0	0	$0
Virgin Islands	3	1	0	2	1	0	$130,000
American Samoa	0	0	0	0	0	0	$0
Offshore*							
Atlantic Ocean	2	2	0	0	2	3	$0
Gulf of Mexico	0	0	0	0	0	0	$0
Pacific Ocean	0	0	0	0	0	0	$0

*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.

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

TYPES OF BOATING ACCIDENTS

2003	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
TOTALS	**5,438**	**7,363**	**481**	**222**	**703**
Capsizing	514	576	170	36	206
Collision with Fixed Object	558	629	19	31	50
Collision with Floating Object	152	215	1	2	3
Collision with Another Vessel	1,469	2,972	9	61	70
Falls Within Boat	233	249	3	3	6
Falls Overboard	509	530	169	32	201
Fire/Explosion (fuel)	142	163	4	3	7
Fire/Explosion (other than fuel)	68	79	0	2	2
Flooding/Swamping	274	293	36	5	41
Grounding	291	297	2	6	8
Sinking	128	135	6	2	8
Skier Mishap	451	477	1	5	6
Struck by Boat	89	128	1	8	9
Struck by Motor or Propeller	107	120	1	5	6
Struck Submerged Object	128	129	2	2	4
Other (Not Specified)	80	88	1	3	4
Carbon Monoxide Poisoning	20	20	0	7	7
Departed Vessel (swimming)	34	34	28	1	29
Departed Vessel (other)	11	11	10	0	10
Ejected from Vessel	7	7	3	2	5
Falls on PWC	15	18	0	1	1
Not Reported	158	193	15	5	20

TYPES OF ACCIDENTS BY TYPE OF VESSEL

2003	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	**7,363**	**576**	**629**	**215**	**2,972**	**249**	**530**	**163**	**79**	**293**	**297**	**178**	**135**	**477**	**128**	**120**	**129**	**193**	**481**	**222**	**703**	**3,888**
Airboat	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
Auxiliary Sail	262	10	26	3	134	3	6	10	8	6	19	15	4	0	5	1	3	9	5	4	9	40
Cabin Motorboat	1,040	56	122	35	356	40	30	54	48	50	86	22	37	15	6	12	32	39	42	22	64	367
Canoe/Kayak	141	96	8	2	7	0	13	0	0	4	1	2	2	0	0	1	2	3	74	13	87	70
Houseboat	79	2	6	0	39	3	3	5	3	3	0	6	3	0	0	3	2	1	4	2	6	27
Inflatable	51	14	6	0	6	2	19	0	0	1	0	0	0	0	0	0	0	3	8	4	12	42
Jet Boat	15	3	0	0	5	3	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	6
Open Motorboat	3,151	241	302	99	928	108	207	71	14	195	143	85	76	399	49	82	84	68	244	115	359	1,891
Other	105	17	11	3	35	0	9	3	2	7	1	2	5	2	2	1	0	5	13	0	13	41
PWC[2]	1,994	69	114	50	1,262	79	186	8	0	9	31	30	2	38	55	8	4	49	15	42	57	1,228
Pontoon Boat	166	17	11	6	59	5	29	1	3	3	6	10	1	3	1	4	1	6	13	7	20	81
Rowboat	69	28	3	1	4	0	20	0	0	10	0	0	1	0	0	0	1	1	52	6	58	27
Sail (only)	69	17	5	2	31	1	2	0	0	1	4	2	1	0	1	1	0	1	7	3	10	16
Not Reported	218	4	14	14	106	5	6	10	1	4	4	4	3	20	8	7	0	8	2	4	6	52

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

2003

	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	**7,363**	**576**	**629**	**215**	**2,972**	**249**	**530**	**163**	**79**	**293**	**297**	**178**	**135**	**477**	**128**	**120**	**129**	**193**	**481**	**222**	**703**	**3,888**
4 feet	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5 feet	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6 feet	17	4	0	0	9	0	0	0	0	0	0	0	1	0	3	0	0	0	3	2	5	8
7 feet	45	6	1	1	25	2	1	0	0	1	1	2	0	0	4	1	0	0	2	6	8	28
8 feet	335	22	19	7	202	9	38	1	0	3	6	2	0	3	15	2	0	6	9	7	16	222
9 feet	452	28	29	10	259	24	45	2	0	1	8	5	1	8	13	2	1	16	13	18	31	285
10 feet	1,121	48	63	31	729	37	94	5	0	7	13	22	1	21	21	4	3	22	37	18	55	637
11 feet	78	10	9	1	28	1	12	0	0	1	3	3	1	4	0	0	1	4	13	3	16	53
12 feet	108	39	7	2	26	5	15	0	0	6	1	0	0	0	0	2	2	3	40	10	50	65
13 feet	44	11	7	0	8	1	10	0	0	2	1	0	0	3	0	0	0	1	8	3	11	28
14 feet	186	38	14	4	33	11	41	3	0	17	4	4	6	2	0	1	6	2	53	12	65	121
15 feet	167	35	20	2	36	2	24	0	1	12	5	4	8	8	1	2	4	3	30	9	39	98
Less than 16 ft	2,558	242	170	58	1,357	92	281	11	1	50	42	42	18	49	57	14	17	57	209	88	297	1,548
16 feet	318	44	27	9	84	5	29	9	1	31	10	5	9	29	6	4	9	7	50	15	65	205
17 feet	325	40	31	11	106	6	16	4	0	20	15	5	9	27	8	15	8	4	21	11	32	203
18 feet	478	36	41	14	154	17	27	11	2	36	18	16	9	55	12	11	8	11	28	22	50	274
19 feet	357	23	33	13	112	11	16	11	4	17	16	11	7	52	4	10	8	9	14	10	24	204
20 feet	442	19	48	15	128	19	21	9	4	27	23	19	5	76	3	9	9	8	21	17	38	292
21 feet	317	17	30	12	88	6	15	6	1	17	18	8	8	53	2	10	17	9	14	6	20	186
22 feet	208	24	20	4	61	7	6	4	2	7	12	4	10	28	1	6	5	7	14	5	19	109
23 feet	151	8	22	4	41	10	3	2	2	6	11	5	3	20	6	4	1	3	4	2	6	94
24 feet	183	9	9	3	57	8	21	5	4	11	15	4	2	13	4	6	5	7	6	12	18	86
25 feet	110	6	14	1	39	0	4	9	3	2	9	5	5	2	0	1	5	5	7	1	8	46
16 ft to less than 26 ft	**2,889**	**226**	**275**	**86**	**870**	**89**	**158**	**70**	**23**	**174**	**147**	**82**	**67**	**355**	**46**	**76**	**75**	**70**	**179**	**101**	**280**	**1,699**
26 feet	123	5	15	3	49	10	2	8	3	8	7	2	3	2	0	3	1	2	2	2	4	56
27 feet	81	5	7	3	25	4	4	5	1	4	9	3	0	4	0	5	1	1	5	0	5	31
28 feet	94	7	5	1	37	5	4	9	2	3	9	2	2	0	1	1	2	4	7	1	8	42
29 feet	46	3	6	2	12	5	3	1	5	3	3	2	0	0	1	0	0	0	1	2	3	22
30 feet	93	3	12	3	36	2	1	4	3	5	10	5	4	0	0	0	2	3	4	1	5	16
31 feet	48	2	7	2	17	2	0	3	2	3	3	2	2	0	0	0	2	1	2	0	2	15
32 feet	61	3	5	1	23	1	2	2	2	4	4	2	8	0	0	0	1	3	2	1	3	14
33 feet	38	1	3	3	12	2	2	2	1	0	5	2	1	0	1	0	1	2	0	4	4	12
34 feet	44	3	3	0	23	0	1	2	2	2	2	1	3	0	0	0	1	1	1	1	2	7
35 feet	33	1	4	0	12	2	1	2	3	1	3	1	0	0	1	0	1	1	2	2	4	13
36 feet	46	4	5	2	17	1	0	4	1	3	1	0	2	0	0	0	6	0	0	0	0	6
37 feet	22	0	3	0	8	2	0	0	0	0	0	1	3	0	1	0	2	2	0	0	0	3
38 feet	35	2	4	1	10	2	1	5	4	0	1	0	3	1	1	0	0	0	1	0	1	19
39 feet	14	3	0	2	3	0	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	6
26 ft to less than 40 ft	**778**	**42**	**79**	**23**	**284**	**38**	**21**	**50**	**30**	**36**	**58**	**24**	**31**	**7**	**6**	**9**	**20**	**20**	**27**	**14**	**41**	**262**
40 ft to 65 ft	**352**	**8**	**42**	**10**	**170**	**9**	**6**	**11**	**20**	**10**	**20**	**8**	**9**	**0**	**4**	**2**	**6**	**17**	**4**	**4**	**8**	**57**
More than 65 ft	**54**	**3**	**5**	**2**	**34**	**1**	**1**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**1**	**2**
Unknown	732	55	58	36	257	20	63	21	5	23	28	19	10	66	15	19	9	28	61	15	76	320

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

2003

	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	7,363	576	629	215	2,972	249	530	163	79	293	297	178	135	477	128	120	129	193	481	222	703	3,888
Air Thrust	104	4	13	3	47	1	2	1	0	6	3	0	1	16	1	1	4	1	3	3	6	67
Manual	211	111	16	2	19	2	40	0	0	9	0	2	3	0	0	0	3	4	98	15	113	114
Propeller	4,027	265	401	125	1,312	139	263	124	67	218	210	117	115	334	54	89	101	93	291	130	421	2,048
Sail	130	19	9	2	68	2	3	2	2	3	7	3	1	0	2	1	0	6	6	1	7	35
Water Jet	2,073	66	127	54	1,260	85	186	16	1	33	47	34	3	61	55	14	8	23	16	50	66	1,238
Unknown	818	111	63	29	266	20	36	20	9	24	30	22	12	66	16	15	13	66	67	23	90	386
	TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																					
Inboard	1,194	26	101	42	420	47	24	55	46	37	75	42	38	129	18	32	33	29	22	18	40	536
Inboard/Sterndrive	874	21	86	22	264	48	36	46	10	39	63	24	16	114	20	22	29	14	21	26	47	500
Outboard	1,872	211	207	58	597	41	196	22	8	139	68	46	58	88	16	33	38	46	238	82	320	975
Unknown	87	7	7	3	31	3	7	1	3	3	4	5	3	3	0	2	1	4	10	4	14	37

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.

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 BARs are filed by law enforcement officials, who should not have failed to report the involvement of alcohol.

The table on page 36 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
1999 - 2003

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				
	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003
TOTAL	**191**	**215**	**232**	**284**	**224**	**476**	**542**	**530**	**462**	**548**	**633**	**696**	**594**	**602**	**630**
Alabama	2	2	1	5	5	16	4	0	2	15	12	4	2	5	10
Alaska	3	4	8	8	8	3	0	3	9	3	8	5	7	12	9
Arizona	2	5	4	3	2	5	14	30	22	11	15	18	25	17	13
Arkansas	2	3	5	8	2	11	13	3	7	6	11	17	8	9	4
California	12	15	17	24	25	24	24	40	26	25	40	30	40	36	44
Colorado	3	1	6	1	2	1	5	3	9	5	5	8	4	10	6
Connecticut	1	2	2	2	0	4	14	11	6	3	5	8	6	5	1
Delaware	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
Dist. of Columbia	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
Florida	28	19	18	19	21	57	40	39	37	42	85	51	48	54	53
Georgia	2	3	2	1	5	14	12	11	15	17	16	19	12	12	20
Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Idaho	4	2	1	0	6	4	6	7	3	9	8	8	9	5	16
Illinois	8	2	5	14	10	13	9	13	17	18	21	12	13	27	20
Indiana	0	2	3	7	1	10	8	3	6	12	12	12	9	13	7
Iowa	5	3	0	2	0	11	5	8	4	8	13	11	7	5	5
Kansas	0	0	6	5	2	0	3	2	5	5	2	5	4	6	6
Kentucky	12	6	5	4	2	3	14	1	2	4	6	15	8	6	5
Louisiana	7	16	18	22	18	8	45	16	16	30	13	33	21	30	26
Maine	1	1	1	0	2	0	2	6	0	10	1	4	4	0	6
Maryland	3	8	10	7	3	6	15	26	19	18	14	20	25	18	19
Massachusetts	3	2	8	5	2	5	5	8	4	3	4	8	9	5	4
Michigan	6	7	15	13	12	32	22	27	21	19	3	25	40	34	28
Minnesota	7	10	6	15	6	23	18	17	17	13	26	27	25	23	14
Mississippi	2	0	5	9	1	2	12	8	21	5	4	10	10	15	4
Missouri	13	6	3	14	10	63	39	37	34	64	64	58	44	46	65
Montana	2	1	0	2	2	5	2	3	0	1	3	2	1	0	2
Nebraska	0	1	0	2	3	0	2	10	1	8	1	4	3	3	5
Nevada	1	1	2	5	3	3	8	31	4	19	6	11	20	6	16
New Hampshire	1	2	0	2	0	1	4	2	5	2	3	11	2	7	1
New Jersey	2	5	1	5	0	7	10	13	5	0	7	14	11	9	0
New Mexico	0	2	3	0	2	5	7	1	0	1	3	7	4	0	5
New York	5	4	9	6	9	22	18	9	17	16	30	17	12	20	24
North Carolina	6	9	4	4	6	15	20	16	16	26	22	28	14	17	24
North Dakota	0	1	0	1	2	0	0	0	0	3	0	2	0	1	3
Ohio	6	8	11	8	7	12	12	8	9	3	16	23	16	16	12
Oklahoma	2	2	1	2	4	14	22	24	13	23	10	24	22	15	19
Oregon	2	4	1	3	1	1	7	2	1	5	3	9	1	6	7
Pennsylvania	3	3	4	3	2	6	13	4	8	3	8	8	6	8	6
Rhode Island	2	0	1	2	3	4	5	2	0	4	4	4	2	5	6
South Carolina	5	5	5	6	3	4	4	7	10	10	12	6	10	11	11
South Dakota	0	0	0	3	1	1	0	2	0	0	1	0	2	3	2
Tennessee	1	8	2	7	5	5	18	6	15	12	8	27	11	15	14
Texas	11	10	7	14	6	12	7	13	16	5	18	17	11	21	10
Utah	0	2	4	0	0	5	10	26	6	4	3	11	10	3	1
Vermont	0	0	0	2	0	0	1	0	0	0	1	2	0	1	1
Virginia	3	0	4	1	4	1	13	8	5	13	5	9	10	4	20
Washington	7	11	6	11	7	6	18	11	13	17	14	28	15	22	25
West Virginia	1	0	1	2	0	11	1	0	3	2	4	2	3	3	1
Wisconsin	5	11	11	8	9	20	11	11	11	25	26	18	25	14	29
Wyoming	0	1	4	1	0	0	0	2	3	1	0	1	2	2	1
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
Virgin Islands	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No.Marianas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gulf of Mexico	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0

CAUSES OF BOATING ACCIDENTS - 2003

	ACCIDENTS	FATALITIES
TOTALS	**5,438**	**703**
LOADING OF PASSENGERS OR GEAR	**466**	**87**
Passenger/Skier behavior	331	24
Improper loading	42	17
Overloading	36	30
Improper anchoring	32	7
Standing/Sitting on gunwale, transom, bow or seat back	25	9
HULL FAILURE	**68**	**8**
MACHINERY/MACHINERY SYSTEM FAILURE	**241**	**17**
Machinery Failure	78	10
Electrical System Failure	41	0
Engine Failure	71	5
Fuel System Failure	13	0
Shift Failure	4	0
Steering System Failure	19	2
Throttle Failure	12	0
Other	3	0
EQUIPMENT/EQUIPMENT SYSTEM FAILURE	**145**	**6**
Equipment Failure	104	3
Auxiliary Equipment Failure	30	2
Other	11	1
OPERATION OF VESSEL	**3,105**	**333**
Alcohol use	289	107
Careless/Reckless Operation	486	33
Drug Use	4	3
Excessive Speed	446	34
Failure to ventilate	13	0
Lack of or improper lights	21	4
No proper Lookout	326	23
Off-Throttle Steering Loss	17	0
Operator inattention	703	55
Operator inexperience	477	50
Restricted Vision	26	2
Rules of the Road Infraction	199	10
Sharp Turn	64	9
Vision Obstructed	34	3
ENVIRONMENT	**736**	**126**
Congested Waters	62	7
Dam or Lock	13	4
Force of Wake /Wave	121	1
Hazardous Waters	356	62
Weather	184	52
IGNITION OF SPILLED FUEL OR VAPOR	**43**	**3**
OTHER	145	22
UNKNOWN	489	101

OPERATION AT TIME OF ACCIDENTS - 2003

	VESSELS INVOLVED	FATALITIES
TOTALS	**7,363**	**703**
At anchor	273	28
Being towed	47	2
Changing direction	680	35
Changing speed	257	11
Cruising	3,366	255
Docking/Leaving dock	266	15
Drifting	590	119
Launching/Loading	37	3
Maneuvering	186	20
Other	118	20
Rowing/paddling	131	70
Sailing	89	4
Tied to Dock/Mooring	504	12
Towing	307	7
Towing another boat	14	1
Unknown	498	101

ACTIVITY AT TIME OF ACCIDENTS - 2003

	VESSELS INVOLVED	FATALITIES
TOTALS	7,363	703
Diving/Swimming	53	10
Fishing	543	187
Fueling	25	1
Hunting	34	23
Other	364	22
Racing	59	5
Making Repairs	31	7
Starting Engine	31	4
Swimming/Snorkeling	16	2
Waterskiing/Tubing	711	19
Whitewater Sports	77	27
Not Reported	5,419	396

OPERATOR INFORMATION - 2003

			VESSELS INVOLVED	FATALITIES
TOTALS			**7,363**	**703**
AGE OF OPERATOR	12 years and under		51	7
	13 to 18 years		671	42
	19 to 25 years		892	60
	26 to 35 years		1,210	100
	36 to 55 years		2,498	281
	Over 55 years		778	133
	Unknown		1,263	80
OPERATOR'S EXPERIENCE	Under 10 hours		709	52
	10 to 100 hours		1,546	94
	100 to 500 hours		2,887	230
	Over 500 hours		154	9
	None		14	4
	Other		11	0
	Unknown		2,042	314
NUMBER OF PERSONS ON BOARD	None		459	1
	One		1,999	203
	Two		1,902	224
	Three		825	109
	Four		616	58
	Five		366	29
	Six		228	19
	Seven		151	4
	Eight		81	6
	Nine		46	9
	Ten		28	0
	More than 10		53	2
	Unknown		609	39
EDUCATION OF OPERATOR [1]	American Red Cross		65	1
	Informal		426	21
	None		2,816	281
	Other		307	18
	State Course		535	27
	USCG Auxiliary		398	12
	US Power Squadrons		172	4
	Unknown		2,644	339
LIFE JACKETS	Approved, accessible		4,309	284
	Approved, not accessible		1,258	135
	Not approved, accessible		0	0
	Not approved, not accessible		1,796	284
TYPE OF DEATH AND LIFE JACKET STATUS	Burns	Worn		0
	Burns	Not Worn		3
	Carbon Monoxide	Worn		0
	Carbon Monoxide	Not Worn		7
	Drowning	Worn		65
	Drowning	Not Worn		416
	Electrocution	Worn		0
	Electrocution	Not Worn		3
	Hypothermia	Worn		8
	Hypothermia	Not Worn		24
	Not Reported	Worn		3
	Not Reported	Not Worn		27
	Other	Worn		5
	Other	Not Worn		7
	Trauma	Worn		46
	Trauma	Not Worn		89

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

WEATHER AND WATER CONDITIONS - 2003

		ACCIDENTS	FATALITIES
TOTALS		**5,438**	**703**
TYPE OF BODY OF WATER	Ocean/Gulf	363	34
	Great Lakes (not tributaries)	130	11
	Bays, inlets, sounds, harbors	827	97
	Rivers, streams, creeks	1,317	234
	Lakes, ponds, reservoirs, dams, gravel pits	2,637	301
	Other/Not Reported	164	26
WATER CONDITIONS[1]	Calm (waves less than 6")	2,823	328
	Choppy (waves 6" to 2')	1,660	164
	Rough (waves 2' to 6')	462	87
	Strong current	1,819	240
	Very Rough (waves larger than 6')	110	25
	Whitewater (river)	14	1
	Unknown	327	80
WIND	None	634	73
	Light (0 - 6 mph)	2,891	323
	Moderate (7 - 14 mph)	1,183	132
	Strong (15 - 25 mph)	369	82
	Storm (over 25 mph)	79	19
	Unknown	282	74
VISIBILITY[2]	Fair - Day	225	31
	Fair - Night	176	36
	Good - Day	3,861	394
	Good - Night	542	114
	Poor - Day	73	26
	Poor - Night	115	24
	Unknown - Day	326	52
	Unknown - Night	120	26
WATER TEMPERATURE	30 - 39 degrees F	40	38
	40 - 49 degrees F	102	40
	50 - 59 degrees F	336	78
	60 - 69 degrees F	866	120
	70 - 79 degrees F	1,787	174
	80 - 89 degrees F	1,034	103
	90 degrees F and above	25	0
	Unknown	1,248	150

[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 - 2003

		VESSELS INVOLVED	FATALITIES
TOTALS		**7,363**	**703**
HULL MATERIAL	Aluminum	761	211
	Fiberglass	5,831	365
	Other	35	10
	Plastic	42	21
	Rubber, vinyl, canvas	80	21
	Steel	58	3
	Wood	106	15
	Not Reported	450	57
SPEED	Not moving	815	61
	Under 10 mph	1,173	164
	10 to 20 mph	1,147	43
	21 to 40 mph	1,082	56
	Over 40 mph	180	14
	Not Reported	2,966	365
HORSEPOWER	Unknown	2,390	198
	No engine	287	119
	10 hp or less	108	43
	11-25 hp	174	48
	26-75 hp	663	66
	76-150 hp	1,748	128
	151-250 hp	845	51
	Over 250 hp	1,148	50
YEAR BUILT	2003	611	48
	2002	477	30
	2000 - 2001	938	46
	1998 -1999	637	36
	1995 - 1997	1,040	67
	1990 - 1994	724	53
	Prior to 1990	1,986	245
	Unknown	950	178
LENGTH	Less than 16 feet	2,558	297
	16 feet to less than 26 feet	2,889	280
	26 feet to less than 40 feet	778	41
	40 feet to not more than 65 feet	352	8
	More than 65 feet	54	1
	Unknown	732	76

RENTAL STATUS

	Vessels in Accidents	Rented	Not Rented	Fatalities	Rented	Not Rented
Totals	**7,363**	**1,248**	**6,115**	**703**	**89**	**614**
Airboat	3	2	1	2	2	0
Auxiliary Sail	262	32	230	9	0	9
Cabin Motorboat	1,040	105	935	64	6	58
Canoe/Kayak	141	30	111	87	19	68
Houseboat	79	23	56	6	1	5
Inflatable	51	14	37	12	2	10
Jet Boat	15	1	14	0	0	0
Not Reported	218	82	136	6	3	3
Open Motorboat	3,151	358	2,793	359	38	321
Other	105	9	96	13	2	11
Personal Watercraft	1,994	541	1,453	57	3	54
Pontoon Boat	166	30	136	20	4	16
Rowboat	69	12	57	58	9	49
Sail (only)	69	9	60			

MISCELLANEOUS DATA - 2003

		ACCIDENTS	FATALITIES
TOTALS		**5,438**	**703**
TIME OF DAY	Midnight to 2:30 am	174	44
	2:31 am to 4:30 am	54	9
	4:31 am to 6:30 am	65	11
	6:31 am to 8:30 am	131	22
	8:31 am to 10:30 am	305	33
	10:31 am to 12:30 pm	579	65
	12:31 pm to 2:30 pm	878	90
	2:31 pm to 4:30 pm	1,163	124
	4:31 pm to 6:30 pm	973	104
	6:31 pm to 8:30 pm	575	85
	8:31 pm to 10:30 pm	297	61
	10:31 pm to midnight	132	21
	Unknown	112	34
MONTH OF YEAR	January	70	24
	February	98	18
	March	180	34
	April	225	47
	May	638	87
	June	849	95
	July	1,480	112
	August	1,075	109
	September	383	67
	October	235	50
	November	127	35
	December	78	25
DAY OF WEEK	Monday	485	76
	Tuesday	393	62
	Wednesday	395	66
	Thursday	397	62
	Friday	768	113
	Saturday	1,560	159
	Sunday	1,440	165

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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