

2013 Recreational Boating Statistics



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U.S. Department of Homeland Security
U.S. Coast Guard
Office of Auxiliary and Boating Safety



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 Inspections & Compliance Directorate has been delegated the responsibility to collect, analyze, and annually publish statistical information obtained from recreational boat numbering and casualty reporting systems. Within the Directorate, the Office of Auxiliary and Boating Safety, Boating Safety Division has Recreational Boating Safety Program responsibility.

Recreational Boating Statistics 2013, the 55th annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2013 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at www.uscgboating.org.


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2013 EXECUTIVE SUMMARY

- In 2013, the Coast Guard counted 4,062 accidents that involved 560 deaths, 2,620 injuries, and approximately \$39 million dollars of damage to property as a result of recreational boating accidents.
 - The fatality rate was 4.7 deaths per 100,000 registered recreational vessels. This rate represents a 13% decrease from last year's fatality rate of 5.4 deaths per 100,000 registered recreational vessels.
 - Compared to 2012, the number of accidents decreased 10%, the number of deaths decreased 14%, and the number of injuries decreased 12.7%.
- Where cause of death was known, seventy-seven (77) percent of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, eighty-four (84) percent were not wearing a life jacket.
- Where instruction was known, twenty (20) percent of deaths occurred on boats where the operator had received boating safety instruction. Only thirteen (13) percent of deaths occurred on vessels where the operator had received boating safety instruction from a course provider offering a course meeting the U.S. Coast Guard-recognized national standards.
- Eight out of every ten boaters who drowned were using vessels less than 21 feet in length.
- Operator inattention, improper lookout, operator inexperience, excessive speed, and machinery failure rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 16% of deaths.
- Twenty-two children under age thirteen lost their lives while boating in 2013. Eight children or approximately thirty-six (36) percent of the children who died in 2013 died from drowning. Five children or 62.5% of those who drowned were not wearing a life jacket as required by state and federal law.
- Where data was known, the most common types of vessels involved in reported accidents were open motorboats (46%), personal watercraft (18%), and cabin motorboats (17%).
- The 11,993,067 recreational vessels registered by the states in 2013 represent a 0.9% decrease from last year when 12,101,936 recreational vessels were registered.

**Table 1 • 2013 EXECUTIVE SUMMARY**

TOP FIVE PRIMARY ACCIDENT TYPES						
Accident Rank	Accident Type		Number of Accidents	Number of Deaths	Number of Injuries	
1	Collision with recreational vessel		947	36	619	
2	Flooding/swamping		430	67	144	
3	Collision with fixed object		427	56	269	
4	Grounding		399	15	255	
5	Skier mishap		332	11	352	
VESSEL TYPES WITH THE TOP CASUALTY NUMBERS						
Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	189	83	272	1380	1652
2	Personal watercraft	13	23	36	601	637
3	Cabin motorboat	17	8	25	223	248
4	Canoe/kayak	93	16	109	110	219
5	Pontoon	27	9	36	80	116
LIFE JACKET WEAR BY TOP FIVE KNOWN CAUSES OF DEATH						
Known Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket			
			Worn	Not Worn	Unknown if worn	
1	Drowning	398	61	328	9	
2	Trauma	91	39	50	2	
3	Cardiac arrest	12	4	8	0	
4	Hypothermia	5	4	1	0	
4	Carbon monoxide poisoning	5	0	5	0	
TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS						
Accident Rank	Contributing Factor	Number of Accidents	Number of Deaths	Number of Injuries		
1	Operator inattention	567	57	371		
2	Improper lookout	396	19	247		
3	Operator inexperience	385	34	262		
4	Excessive speed	319	19	289		
5	Machinery failure	286	9	81		
6	Alcohol use	236	75	187		
7	Navigation rules violation	208	15	161		
8	Force of wave/wake	188	7	170		
9	Hazardous waters	182	53	88		
10	Weather	181	40	92		

Mission and Strategic Plan of the National Recreational Boating Safety Program

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

The Strategic Plan of the National Recreational Boating Safety Program delineates the Program’s eleven objectives to reduce casualties which include 1) tracking and increasing the number of educated boaters; 2) delivering effective boating safety messages to target audiences; 3) increasing the number of on-the-water boating instruction recipients; 4) studying and increasing life jacket wear rates; 5) increasing boater knowledge of and compliance with navigation rules; 6) decreasing boating under the influence; 7) decreasing the number of defective vessels; 8) increasing boater compliance with vessel carriage requirements; 9) increasing the accuracy and reporting rates of reportable accidents; 10) conducting research and development of boating safety initiatives; and 11) measuring the effectiveness of non-profit organization grant projects.

To that end, the data in this report is used in many Strategic Plan measurements. Contributing factor data is used to measure navigation rules compliance outlined in Objective 5. Alcohol use as a contributing factor is used to measure boating under the influence in Objective 6. Data collection as a whole is focused upon in Objective 9, Accident Reporting. Further, data is used for research endeavors outlined in Objective 10. To view the Strategic Plan of the Program, please visit the Office’s website at <http://www.uscgboating.org>.

Overview of Statistics

This report contains statistics on registered recreational vessels and boating accidents during calendar year 2013. Data used to compile the recreational boating accident statistics come from three sources:

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

Table 2 • NEWS MEDIA ACCIDENTS AND CASUALTIES 2013					
	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	61	29	59	12	\$1,378,020

Changes to the Publication

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

occupant stood up in a canoe which led to the capsizing of the vessel, the Coast Guard coded this cause as “improper loading” instead of “passenger/skier behavior”. An example of a case where the Coast Guard was not able to code one of these causes to a cause available on the Coast Guard form is as follows: a passenger on a vessel became injured while jumping out of a vessel while it was in motion. In this case, the Coast Guard coded the accident as “other” and captured “passenger/skier behavior” in the “other accident cause” category. “Careless/reckless operation” was likewise coded such that when applicable, it was coded as “Rules of the Road”. In other cases, the cause was coded as “other”.

Other changes include a graph that was added on page 18 to reflect the percent of accidents that are fatal by time of day. A graph and table were added on page 48 to reflect the percent of deaths attributed to each vessel type for years 2004-2013. A graph was added on page 51 to reflect the number of injured victims under age 18 by age group and injury type on personal watercraft. A graph and table were modified on page 57 to reflect the motorized fatality rate by year. A table was modified on page 67 to provide fatality rates by state. The boating accident report form on pages (69-74) of this report was revised in September 2011 to reflect the addition of a privacy statement and instructions, as well as a field for the date of birth of the operator and injured victim.

Finally, four of the statistics in the Executive Summary were changed to remove the records where values were unknown. This new calculation method affects the fourth, fifth, eighth, and tenth bullet points. To find information on the number of “unknown” cases excluded, please reference Tables 35 (on page 62), 22 (on page 45), 5 (on page 19), and 7 (on page 24) respectively.

Accident Reporting as Required by Federal Law

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

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

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

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

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

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

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

The statistics in this publication cover boating accidents reported on waters of joint federal and state jurisdiction, exclusive state jurisdiction, sole federal jurisdiction, and some private waters. Most states use BAR forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form used for this report is on pages 69-74.

Casualty and Accident Reporting Guidelines

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

This publication reflects watercraft that have been deemed a “vessel.” Terms used to describe the various types of watercraft are: airboat, auxiliary sailboat, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon, raft, rowboat, sailboat, and stand up paddleboard. Reports received involving watercraft that have not been determined to be “vessels” to date, such as single unmodified innertubes, have not been included in the statistics in the main body of this report.

“Reportable” Boating Accidents

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

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

- Grounding, capsizing, sinking, or flooding/swamping
- Falls in or overboard a vessel
- Persons ejected from a vessel
- Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- Water-skiing or other mishap involving a towable device
- Collision with another vessel or object
- Striking a submerged object
- A person struck by a vessel, propeller, propulsion unit, or steering machinery
- Carbon monoxide exposure
- Electrocution due to stray current related to a vessel
- Casualties while swimming from a vessel that is not anchored, moored, or docked
- Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning
- Casualties from natural phenomena such as interaction with marine life (i.e. leaping sturgeon causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties)
- Casualties where a person falls off an anchored vessel
- Casualties that result when a person departs an anchored, disabled vessel to make repairs, such as unfouling an anchor or cleaning out the intake of a jet-propelled vessel

“Non-Reportable” Boating Accidents

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances, or poison
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel
- A person dies or is injured from natural causes while aboard a vessel where the vessel did not con-

tribute to the casualty

- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored, or docked vessel
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; and when a vessel gets underway in those conditions in an attempt to rescue persons or vessels
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored
- Property damage occurs to a docked or moored vessel due to theft or vandalism
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled residential platform or other watercraft used primarily as a residence that is not underway
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel (unless the casualty was related to carbon monoxide exposure or stray electric current)
- Fire or explosions on anchored, docked, or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment
- Casualty or damage that results when the vehicle used for trailering the vessel fails
- Casualties or damage that occur during accidents that only involve watercraft that have not been deemed a vessel
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial, or criminal activity
- Casualties or damage that occur when the only vessel(s) involved are not required to be numbered and are being used exclusively for racing (exclusion in 33 CFR 173.13(a))
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements

A list of “non-reportable” scenarios and their associated casualty counts can be found in Table 3.

Table 3 Non-Reportable Scenarios with their Casualty Count 2013

	Accidents	Deaths	Injuries	Vessels Lost	Damages
Does not meet Coast Guard policy					
A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty	1	1	0	0	\$0
A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored, or docked vessel	5	3	2	0	\$0
A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances, or poison	1	1	0	0	\$0
A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier	5	4	1	0	\$0
Casualties or damage that occur during accidents that only involve watercraft that have not been deemed a vessel	2	1	1	0	\$0
Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial, or criminal activity	155	13	103	6	\$1,040,540
Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements	1	4	0	0	\$150,000
Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel	3	0	3	0	\$0
Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure	7	2	5	0	\$0
Casualty or damage that results when the vehicle used for trailering the vessel fails	1	0	0	0	\$26,000
Fire or explosions on anchored, docked, or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment	1	0	0	1	\$0
Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels	1	0	0	0	\$70,000
Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use	3	1	0	0	\$9,695
Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel or the structure to which it was moored	22	0	0	1	\$157,700
Property damage occurs to a docked or moored vessel due to theft or vandalism	5	0	1	0	\$12,100
Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; and when a vessel gets underway in those conditions in an attempt to rescue person	17	0	0	3	\$90,330
Does not meet federal reporting requirements	423	0	34	0	\$322,928
Total	653	30	150	11	\$1,879,293

Use of Statistics

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

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

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

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

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

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

The statistics in this publication are based on accident data submitted by reporting states as of April 8, 2014 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

Accident Causes & Conditions



Explanation of Accident Causes and Conditions Section

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

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

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

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

Percent of Accidents that are Fatal by Time Period (Figure 2, Page 18)

This table reflects the percentage of accidents that are fatal by time period. The two categories in which accidents are more frequently fatal span the hours between midnight and 4:30am.

Primary Contributing Factor of Accidents & Casualties (Table 5, Page 19)

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

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

Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 20)

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

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

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

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

This figure reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 5, Page 23)

This figure reflects the first cause listed for all injuries.

Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 24)

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

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 2009-2013 (Table 8, Page 25)

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

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

Vessel Operation at the Time of Accident (Table 9, Page 26)

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

Vessel Activity at the Time of Accident (Table 10, Page 26)

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

Weather & Water Conditions (Table 11, Page 27)

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

Time Related Data (Table 12, Page 28)

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

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

Vessel Information (Table 13, Page 29)

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

Rental Status of Vessels Involved in Accidents (Table 14, Page 30)

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

Number & Percent of Deaths by Vessel Length (Figure 6 & Table 15, Page 31)

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



Figure 1 PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH WITH THE NUMBER OF FATAL ACCIDENTS 2013

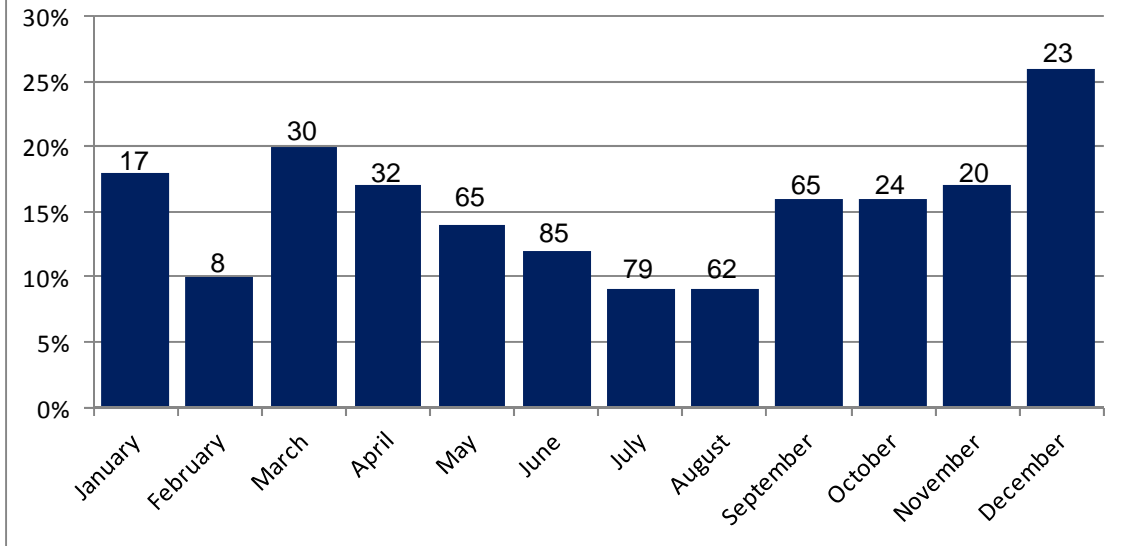


Table 4 • PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2013

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	17	75	92	18%	19
February	8	71	79	10%	8
March	30	120	150	20%	32
April	32	156	188	17%	35
May	65	405	470	14%	76
June	85	650	735	12%	99
July	79	841	920	9%	83
August	62	595	657	9%	64
September	65	351	416	16%	72
October	24	128	152	16%	25
November	20	96	116	17%	21
December	23	64	87	26%	26
Total	510	3552	4062	13%	560

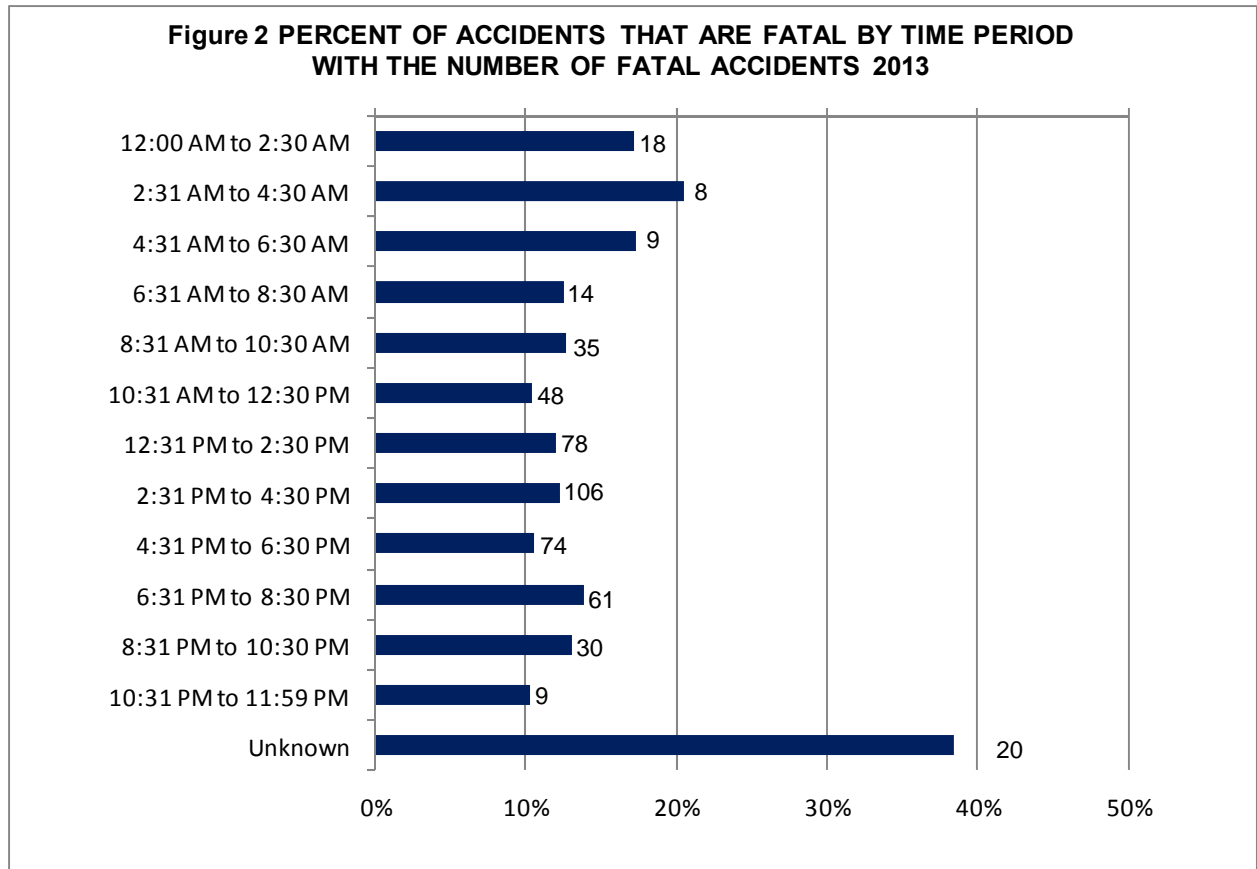



Table 5 • PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2013

		Accidents	Deaths	Injuries
Operation of Vessel 2264 Accidents 233 Deaths 1637 Injuries	Alcohol use	236	75	187
	Drug use	6	2	4
	Excessive speed	319	19	289
	Failure to ventilate	28	0	24
	Improper lookout	396	19	247
	Inadequate onboard navigation lights	11	0	9
	Navigation rules violation	208	15	161
	Operator inattention	567	57	371
	Operator inexperience	385	34	262
	Restricted vision	48	5	31
	Sharp turn	59	7	51
	Starting in gear	1	0	1
Loading of Passengers or Gear 138 Accidents 61 Deaths 62 Injuries	Improper anchoring	26	5	6
	Improper loading	41	15	22
	Overloading	35	27	12
	People on gunwale, bow or transom	36	14	22
Failure of Boat or Boat Equipment 390 Accidents 16 Deaths 110 Injuries	Equipment failure	48	3	14
	Hull failure	56	4	15
	Machinery failure	286	9	81
Environment 620 Accidents 105 Deaths 388 Injuries	Congested waters	16	0	8
	Dam/lock	8	3	9
	Force of wave/wake	188	7	170
	Hazardous waters	182	53	88
	Missing/inadequate navigation aids	45	2	21
	Weather	181	40	92
Miscellaneous 650 Accidents 145 Deaths 423 Injuries	Carbon monoxide exposure	2	0	5
	Ignition of fuel or vapor	52	0	52
	Sudden medical condition	24	17	6
	Other	400	45	310
	Unknown	172	83	50
All Categories Combined		4062	560	2620


<div>  Table 6 • MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2013 </div>				
		Accidents	Deaths	Injuries
Machinery Failure	Electrical system failure	42	0	5
	Engine failure	131	4	28
	Exhaust system failure	4	2	3
	Fuel system failure	24	0	11
	Shift failure	26	0	5
	Steering system failure	29	3	17
	Throttle failure	23	0	9
	Ventilation system failure	4	0	3
	Not specified	3	0	0
Equipment Failure	Auxiliary equipment failure	24	1	2
	Fire extinguisher failure	0	0	0
	Onboard navigation aids	1	0	0
	Sail dismasting	0	0	0
	Seat broke loose	8	2	6
	Other	15	0	6
	Not specified	0	0	0



Figure 3 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2013

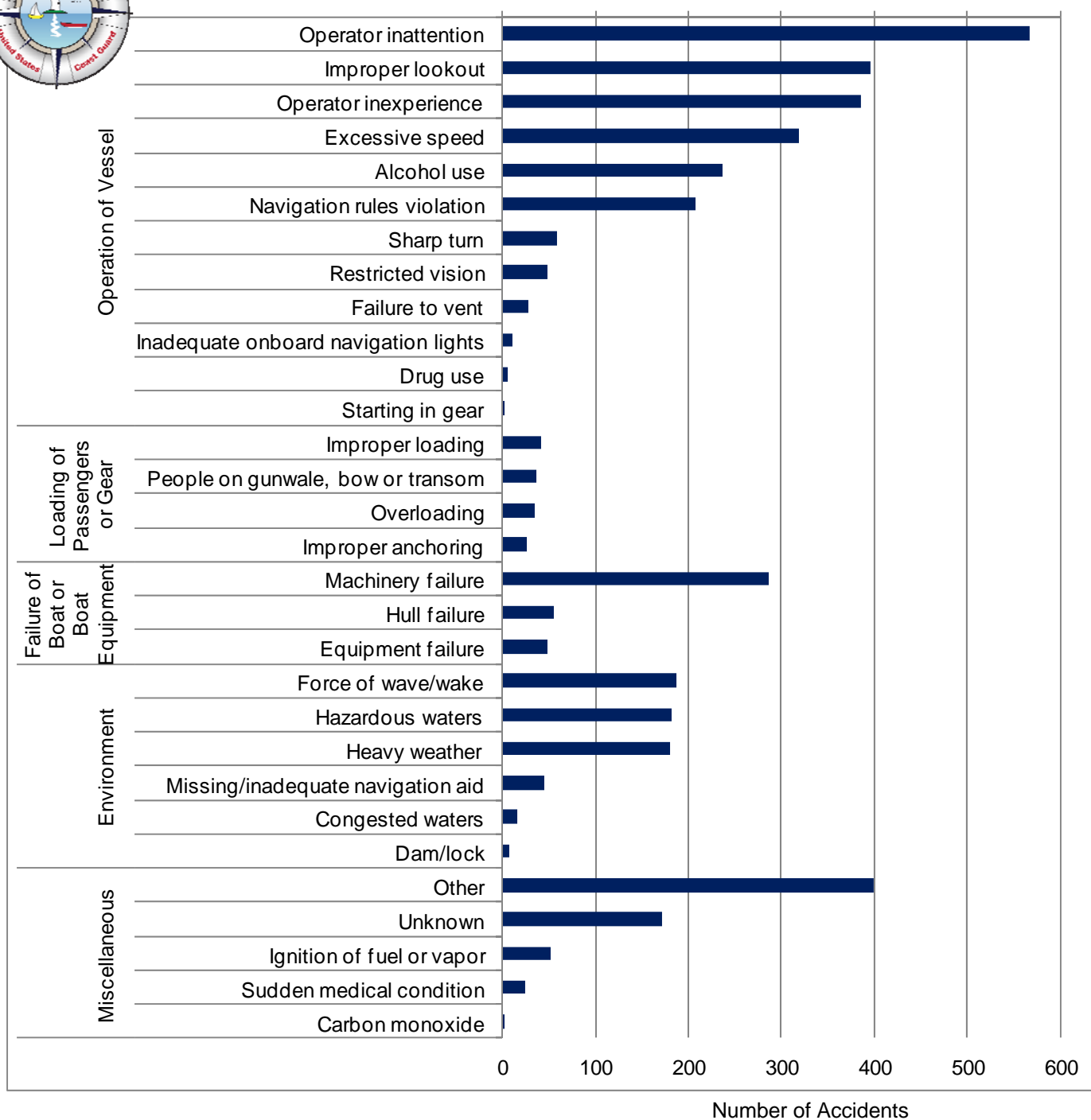




Figure 4 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2013

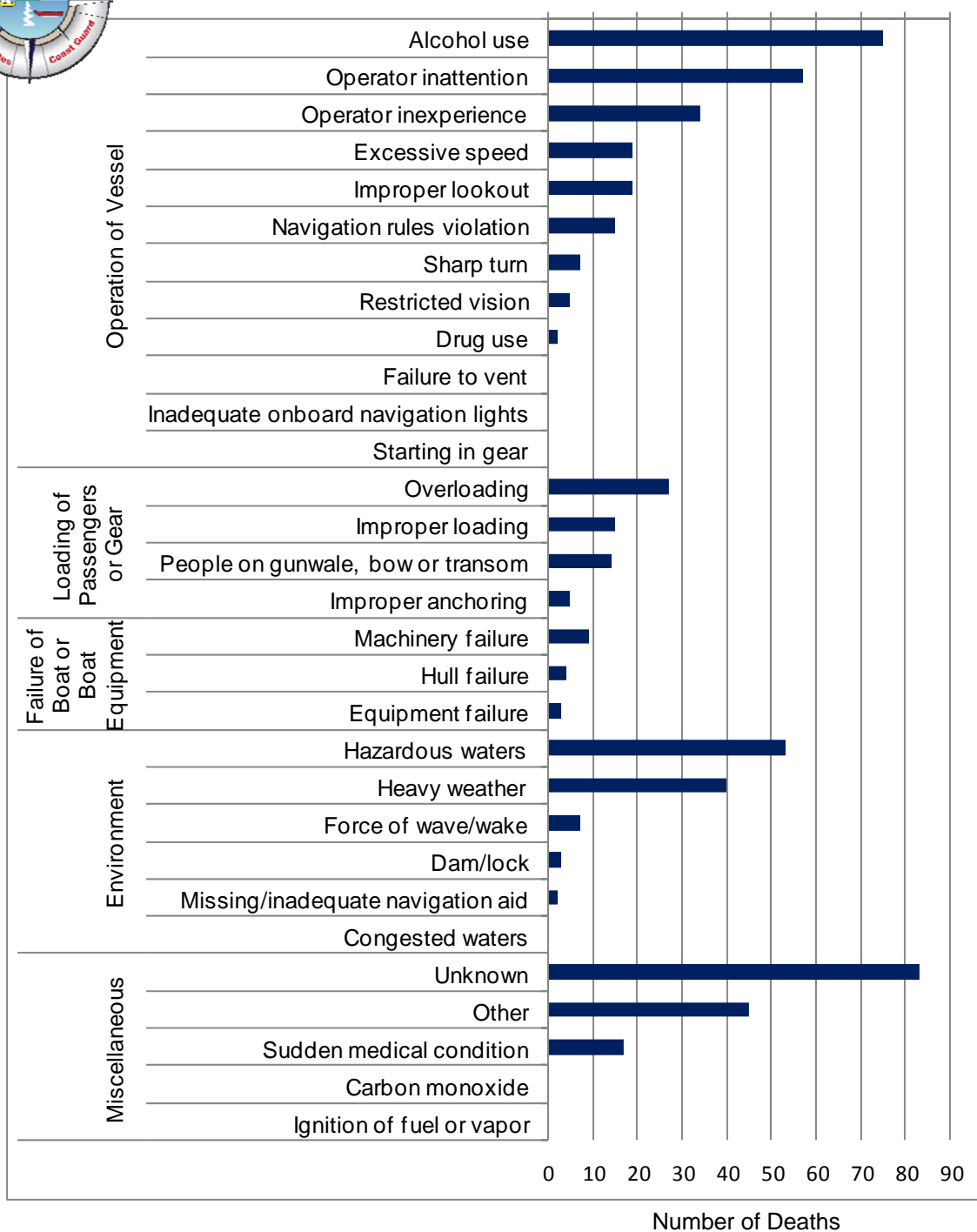




Figure 5 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2013

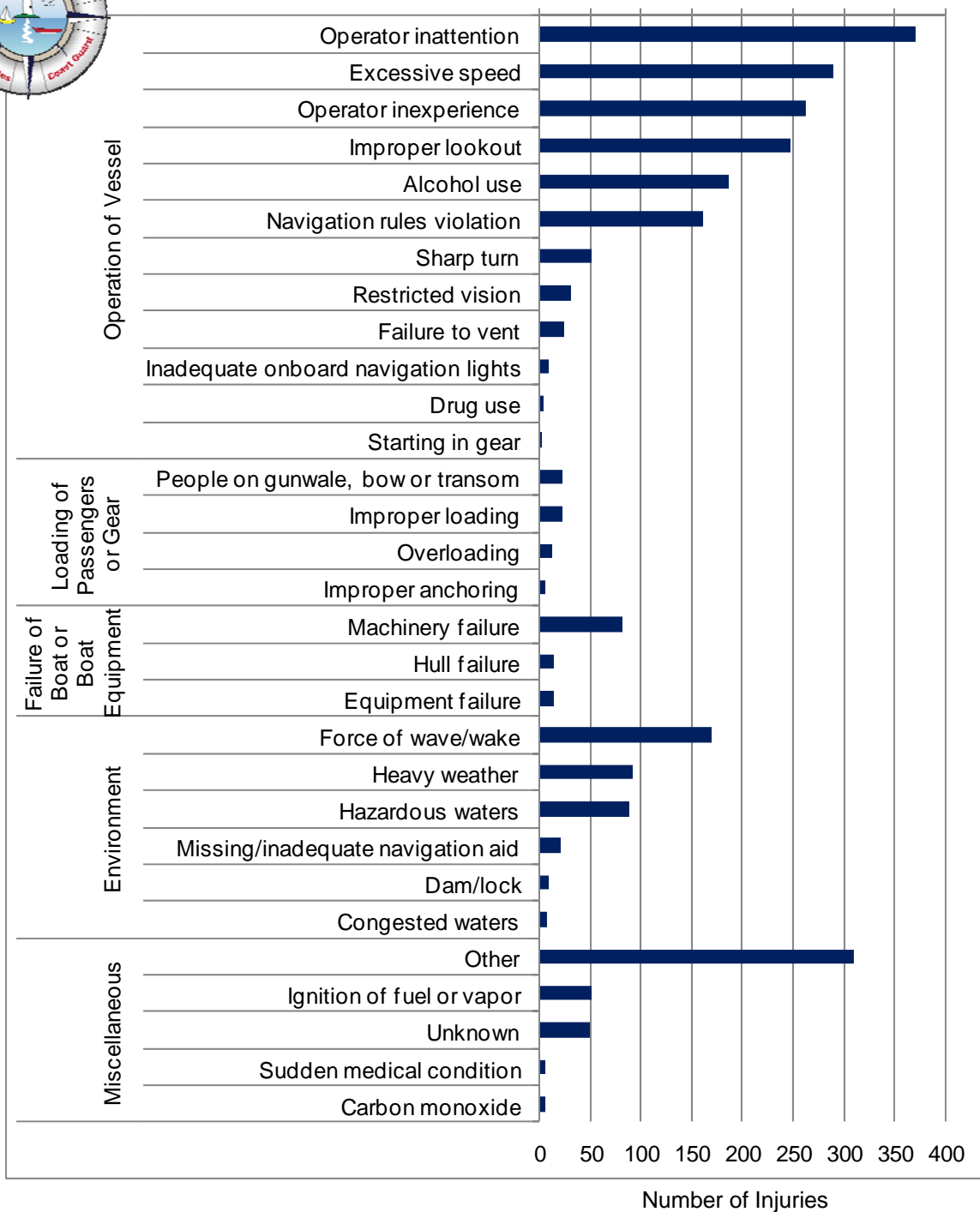


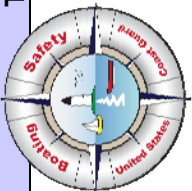
Table 7 ■ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2013																																
	All contributing factors	5458	311	2	28	8	8	55	497	31	228	202	57	71	33	44	631	22	394	45	365	775	552	35	40	71	65	1	26	225	412	224
	Unknown																															
	Alcohol use																															
	Carbon monoxide exposure																															
	Congested waters																															
	Dam/lock																															
	Drug use																															
	Equipment failure																															
	Excessive speed																															
	Failure to vent																															
	Force of wave/wake																															
	Hazardous waters																															
	Hull failure																															
	Ignition of fuel or vapor																															
	Improper anchoring																															
	Improper loading																															
	Improper lookout																															
	Inadequate onboard navigation lights																															
	Machinery failure																															
	Missing/inadequate navigation aid																															
Navigation rules violation																																
Operator inattention																																
Operator inexperience																																
Overloading																																
People on gunwale, bow or transom																																
Restricted vision																																
Sharp turn																																
Starting in gear																																
Sudden medical condition																																
Weather																																
Other																																
Unknown																																



Table 8 • ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2009-2013

	Accidents					Deaths					Injuries				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
USA	397	395	361	368	305	165	154	149	140	94	422	344	306	313	251
AL	10	12	8	11	7	4	5	6	1	4	9	8	11	13	5
AK	4	1	8	2	2	3	1	8	2	4	2	0	0	0	0
AZ	9	9	7	7	7	1	3	0	3	2	10	10	8	7	9
AR	9	2	7	8	5	4	0	4	2	2	5	2	3	10	3
CA	22	15	13	14	17	11	4	3	6	2	28	17	13	13	15
CO	9	1	3	10	4	3	0	0	4	0	11	0	3	8	5
CT	9	4	1	6	2	5	2	0	4	0	11	1	7	4	1
DE	0	2	0	2	1	0	2	0	1	0	0	0	0	1	2
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	33	39	25	30	32	17	15	7	9	10	43	27	24	30	22
GA	12	11	16	8	11	3	5	0	4	4	11	6	18	8	7
HI	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
ID	9	14	7	10	8	4	6	4	2	2	13	11	4	12	8
IL	11	18	18	13	6	3	6	9	5	1	15	18	13	10	3
IN	2	2	7	4	2	0	0	4	0	0	2	0	3	3	2
IA	5	10	2	7	4	2	2	1	7	2	2	6	0	7	0
KS	0	1	3	3	2	0	0	0	1	1	0	0	0	0	1
KY	10	10	4	6	5	3	5	2	2	0	8	10	6	2	6
LA	23	9	6	16	9	17	5	2	6	3	36	13	12	11	12
ME	5	4	6	3	3	2	1	4	1	0	4	7	2	3	2
MD	13	11	12	11	10	6	1	3	4	1	14	10	14	16	5
MA	5	11	5	10	8	4	6	4	5	3	3	3	3	8	6
MI	12	16	11	8	6	9	8	4	1	1	10	11	9	4	4
MN	12	6	8	9	8	4	3	6	3	3	13	2	7	7	5
MS	2	4	4	4	7	2	4	2	1	3	2	1	1	5	5
MO	11	14	9	12	15	3	2	2	2	6	12	11	13	8	20
MT	3	0	1	0	1	1	0	1	0	0	6	0	2	0	0
NE	6	4	4	4	1	2	2	2	1	0	4	4	5	14	2
NV	6	3	4	3	2	1	1	2	0	1	7	2	2	7	1
NH	3	0	2	3	1	1	0	1	2	0	4	0	1	0	4
NJ	4	2	9	6	6	1	2	3	2	0	4	0	2	6	3
NM	2	5	1	3	2	1	6	0	1	0	1	0	0	1	3
NY	11	22	17	16	14	7	4	7	11	6	13	21	19	9	12
NC	13	15	11	11	12	5	6	2	3	4	11	18	8	10	8
ND	2	1	1	2	2	0	1	0	1	1	0	0	0	0	1
OH	9	17	18	10	7	2	8	5	4	1	9	9	21	12	3
OK	3	11	12	8	3	3	5	6	3	3	3	5	6	8	4
OR	5	6	4	1	3	1	1	2	1	3	4	8	1	0	2
PA	6	2	8	9	4	2	1	4	5	1	10	2	2	4	3
RI	2	2	1	1	1	0	2	0	1	0	2	3	0	0	6
SC	5	7	7	14	6	0	4	5	5	4	5	5	3	12	4
SD	5	1	2	1	3	0	0	0	1	0	6	2	1	0	3
TN	15	16	5	6	7	4	8	2	1	3	11	17	6	3	5
TX	17	31	15	21	19	9	8	5	6	5	14	46	8	16	17
UT	1	4	6	1	2	0	1	2	0	1	0	8	5	0	0
VT	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
VA	7	2	5	3	3	2	1	2	1	0	5	5	10	0	3
WA	11	3	14	14	14	6	1	7	7	5	13	6	11	7	8
WV	3	5	4	1	0	1	3	4	0	0	3	1	2	1	0
WI	18	6	19	14	9	5	3	11	8	2	15	4	17	9	9
WY	2	3	1	2	0	1	0	1	0	0	7	3	0	4	0
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0


Table 9 • VESSEL OPERATION AT THE TIME OF ACCIDENT 2013

	Vessels Involved	Deaths	Injuries
Totals	5458	560	2620
At anchor	184	23	65
Being towed	39	2	6
Changing direction	548	22	360
Changing speed	475	20	269
Cruising	2232	176	1284
Docking/undocking	212	3	52
Drifting	534	137	241
Idling	52	6	42
Launching/loading	51	3	24
Rowing/paddling	203	100	91
Sailing	99	13	37
Tied to dock/moored	622	1	63
Towing	32	1	12
Trolling	21	9	11
Other	43	4	18
Unknown	111	40	45

Table 10 • VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2013

	Vessels Involved	Deaths	Injuries
Totals	5458	560	2620
Boating/relaxation	3245	262	1635
Commercial	67	0	9
Fishing	656	199	299
Fueling	25	1	29
Government	20	0	2
Hunting	35	12	23
Racing	29	5	16
Repairs	52	5	21
Starting engine	58	1	34
Swimming/snorkeling	66	28	36
Towed watersports	499	20	464
Towing	63	4	15
Whitewater	39	20	13
Other	19	1	13
None; not in operation	532	0	5
Unknown	53	2	6

**Table 11 • WEATHER AND WATER CONDITIONS 2013**

		Accidents	Deaths	Injuries
		4062	560	2620
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	1805	265	1280
	Rivers, Streams, Creeks, Swamps, Bayous	870	169	574
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	974	74	560
	Ocean/Gulf	297	40	150
	Great Lakes (not tributaries)	113	12	52
	Unknown	3	0	4
WATER CONDITIONS	Calm (waves less than 6")	2298	253	1538
	Choppy (waves 6" to 2')	1108	152	716
	Rough (waves 2' to 6')	395	67	209
	Very Rough (waves larger than 6')	58	15	35
	Unknown	203	73	122
WIND	None	340	38	219
	Light (0 - 6 mph)	2231	262	1577
	Moderate (7 - 14 mph)	1000	143	585
	Strong (15 - 25 mph)	309	55	138
	Storm (over 25 mph)	44	18	22
	Unknown	138	44	79
VISIBILITY	Poor - Day	58	13	28
	Poor - Night	104	16	70
	Poor - Unknown if day or night	9	10	10
	Fair - Day	168	29	89
	Fair - Night	123	22	78
	Fair- Unknown if day or night	20	3	12
	Good - Day	2938	349	1948
	Good - Night	338	45	203
	Good- Unknown if day or night	126	26	71
	Unknown - Day	100	35	58
	Unknown - Night	33	7	30
	Unknown - Unknown if day or night	45	5	23
WATER TEMPERATURE	39 degrees F and below	29	8	16
	40 - 49 degrees F	110	30	79
	50 - 59 degrees F	325	70	168
	60 - 69 degrees F	688	109	433
	70 - 79 degrees F	1383	119	904
	80 - 89 degrees F	858	101	593
	90 degrees F and above	18	4	12
	Unknown	651	119	415




Table 12 • TIME RELATED DATA 2013				
		Accidents	Deaths	Injuries
		4062	560	2620
Time of Day	12:00 am to 2:30 am	105	21	54
	2:31 am to 4:30 am	39	9	19
	4:31 am to 6:30 am	52	10	25
	6:31 am to 8:30 am	112	15	66
	8:31 am to 10:30 am	275	40	154
	10:31 am 12:30 pm	459	51	295
	12:31 pm to 2:30 pm	651	82	440
	2:31 pm to 4:30 pm	863	115	537
	4:31 pm to 6:30 pm	698	82	467
	6:31 pm to 8:30 pm	439	64	283
	8:31 pm to 10:30 pm	230	33	171
	10:31 pm to 11:59 pm	87	12	86
	Unknown	52	26	23
Month of Year	January	92	19	43
	February	79	8	52
	March	150	32	90
	April	188	35	108
	May	470	76	303
	June	735	99	500
	July	920	83	649
	August	657	64	458
	September	416	72	238
	October	152	25	77
	November	116	21	61
	December	87	26	41
Day of Week	Sunday	994	109	684
	Monday	367	67	236
	Tuesday	288	42	173
	Wednesday	326	51	171
	Thursday	382	55	210
	Friday	497	75	323
	Saturday	1208	161	823



Table 13 • VESSEL INFORMATION 2013

		Vessels Involved	Deaths	Injuries
		5458	560	2620
Hull Material	Aluminum	862	190	425
	Fiberglass	4087	253	2013
	Plastic	126	48	55
	Rubber/Vinyl/Canvas	55	19	28
	Steel	36	1	12
	Wood	84	13	22
	Other	3	0	1
	Unknown	205	36	64
Horsepower	No Engine	367	158	165
	10 hp or less	122	34	62
	11 - 25 hp	157	31	67
	26 - 75 hp	476	68	213
	76 - 150 hp	1109	87	623
	151 - 250 hp	778	35	378
	Over 250 hp	1066	28	451
	Unknown	1383	119	661
Year Built	2013	236	22	123
	2012	237	21	131
	2010 - 2011	285	24	145
	2008 - 2009	295	15	169
	2006 - 2007	459	37	229
	2000 - 2005	1103	70	584
	Prior to 2000	2267	231	1037
	Unknown	576	140	202
Length	Less than 16 feet	1514	264	905
	16 feet to <26 feet	2412	219	1297
	26 feet to <40 feet	804	30	255
	40 feet to 65 feet	348	5	59
	More than 65 feet	84	7	5
	Unknown	296	35	99

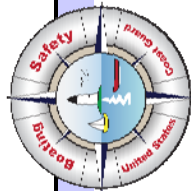


Table 14 • RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS 2013

	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
All Vessels	5458	533	3543	1382	560	55	365	140	2620	320	1685	615
Airboat	60	0	58	2	3	0	3	0	43	0	43	0
Auxiliary sailboat	274	2	191	81	6	0	3	3	53	0	32	21
Cabin motorboat	890	8	697	185	25	0	19	6	223	8	189	26
Canoe	108	20	55	33	55	8	28	19	70	10	40	20
Houseboat	77	15	32	30	3	1	1	1	26	3	7	16
Inflatable	32	8	16	8	14	4	5	5	18	5	10	3
Kayak	113	11	68	34	54	4	31	19	40	5	24	11
Open motorboat	2435	124	1701	610	272	11	207	54	1380	90	959	331
Personal watercraft	954	281	480	193	36	7	21	8	601	178	306	117
Pontoon	249	55	137	57	36	16	18	2	80	19	46	15
Rowboat	58	2	44	12	30	1	21	8	14	0	11	3
Sailboat (only)	53	1	32	20	5	0	4	1	24	0	15	9
Sailboat (unknown)	8	1	0	7	8	0	0	8	5	1	0	4
Stand up paddleboard	8	2	4	2	5	2	3	0	3	0	1	2
Other	29	3	13	13	2	1	1	0	5	1	1	3
Unknown	110	0	15	95	6	0	0	6	35	0	1	34

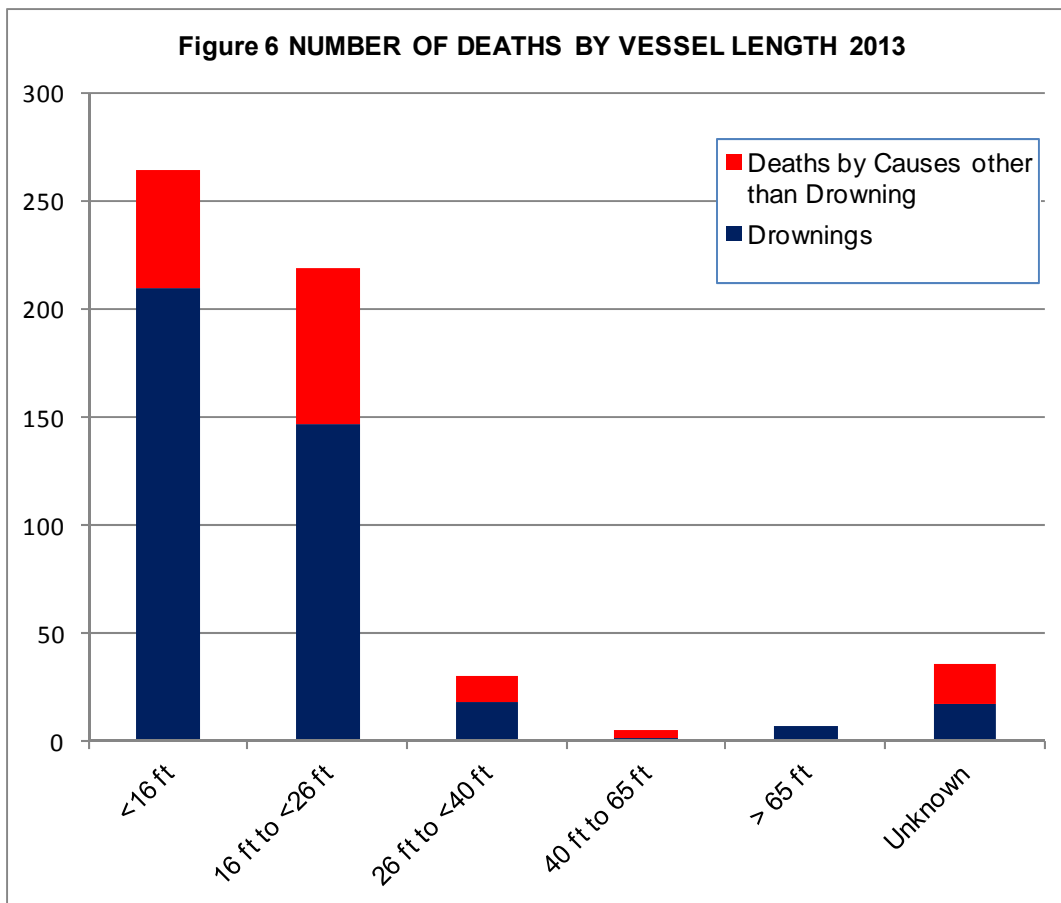


Table 15 • NUMBER & PERCENT OF DEATHS BY VESSEL LENGTH 2013

Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	209	55	264	79%
16-<26'	146	73	219	67%
26-<40'	18	12	30	60%
40-<65'	1	4	5	20%
>65'	7	0	7	100%
Unknown	17	18	35	49%
Total	398	162	560	71%

Accident Types



Explanation of Accident Types Section

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

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

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

Accident, Vessel & Casualty Numbers by Primary Accident Type (Table 16, Page 35)

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

Five-year Summary of Frequency of Events in Accidents & Casualties Nationwide 2009-2013 (Table 17, Pages 36-39)

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

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

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on deaths as a result of flooding/swamping, we see that there were 430 accidents where flooding/swamping was the first event in the boating accident. There were 67 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 228 accidents and 16 deaths associated with flooding/swamping as a second event and 54 accidents and 11 deaths associated with flooding/swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. Please note that in this table deaths are not separated by first, second and third event. In the example, there were 712 accidents and 94 deaths associated with flooding/swamping as a first, second or third event.

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

Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 18, Page 40)

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

Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 19, Page 41)

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

Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 20, Page 42)

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

Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 21, Page 42)

This table provides information about the number of casualties and vessels associated by engine and primary accident type. This table focuses on vessels propelled by a propeller.



Table 16 - ACCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY ACCIDENT TYPE 2013

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
All Accident Types	4062	5458	398	162	560	2620	39,175,826
Capsizing	256	273	93	19	112	147	\$2,083,107
Carbon monoxide poisoning	11	11	0	4	4	31	\$0
Collision with fixed object	427	502	36	20	56	269	\$4,165,670
Collision with floating object	43	44	2	0	2	16	\$452,523
Collision with commercial vessel	19	38	1	4	5	6	\$266,270
Collision with governmental vessel	9	18	0	0	0	10	\$78,528
Collision with recreational vessel	947	1993	5	31	36	619	\$6,188,215
Collision with submerged object	145	149	6	4	10	60	\$3,002,991
Departed vessel	85	89	44	8	52	38	\$4,500
Ejected from vessel	167	178	16	6	22	155	\$509,435
Electrocution	4	4	0	2	2	2	\$5,000
Fall in vessel	136	152	1	2	3	138	\$73,384
Falls overboard	281	301	120	29	149	131	\$83,350
Fire/explosion (fuel)	137	164	0	0	0	101	\$5,706,234
Fire/explosion (non-fuel)	73	132	0	0	0	3	\$5,655,767
Fire/explosion (unknown origin)	9	13	0	0	0	3	\$370,900
Flooding/swamping	430	468	58	9	67	144	\$5,556,883
Grounding	399	411	3	12	15	255	\$4,544,759
Person struck by propeller	58	59	0	1	1	58	\$500
Person struck by vessel	26	37	0	1	1	31	\$2,500
Sinking	0	0	0	0	0	0	\$0
Skier mishap	332	348	4	7	11	352	\$810
Sudden medical condition	4	4	4	0	4	0	\$0
Other	57	63	0	1	1	50	\$421,500
Unknown	7	7	5	2	7	1	\$3,000


Table 17 ▪ FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2013	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	256	262	41	559	175	333	\$4,568,312
Carbon monoxide poisoning	11	0	0	11	4	31	\$0
Collision with fixed object	427	64	4	495	60	291	\$4,778,809
Collision with floating object	43	2	0	45	2	17	\$455,023
Collision with commercial vessel	19	1	0	20	5	6	\$270,470
Collision with governmental vessel	9	1	0	10	0	10	\$86,128
Collision with recreational vessel	947	52	3	1002	37	656	\$6,495,709
Collision with submerged object	145	1	0	146	10	60	\$3,022,991
Departed vessel	85	34	11	130	66	61	\$326,635
Ejected from vessel	167	541	319	1027	268	925	\$6,463,758
Electrocution	4	0	0	4	2	2	\$5,000
Fall in vessel	136	286	48	470	22	655	\$4,069,745
Falls overboard	281	31	1	313	156	158	\$89,135
Fire/explosion (fuel)	137	6	0	143	0	101	\$6,309,934
Fire/explosion (non-fuel)	73	1	0	74	0	3	\$5,905,767
Fire/explosion (unknown origin)	9	0	0	9	0	3	\$370,900
Flooding/swamping	430	228	54	712	94	249	\$12,762,290
Grounding	399	50	12	461	21	278	\$5,771,281
Person struck by boat	58	85	31	174	23	162	\$160,560
Person struck by propeller	26	207	18	251	24	309	\$653,828
Sinking	0	90	56	146	20	23	\$5,077,352
Skier mishap	332	9	0	341	12	365	\$1,110
Sudden medical condition	4	3	1	8	5	3	\$0
Other	57	9	0	66	1	59	\$436,500
Unknown	7	0	0	7	7	1	\$3,000
2012							
Capsizing	289	295	38	622	194	385	\$3,587,942
Carbon monoxide poisoning	13	0	0	13	3	25	\$0
Collision with fixed object	475	53	3	531	51	367	\$4,110,405
Collision with floating object	33	0	0	33	2	19	\$182,267
Collision with commercial vessel	20	2	0	22	1	16	\$296,968
Collision with governmental vessel	7	1	0	8	0	7	\$26,900
Collision with recreational vessel	1010	33	5	1048	47	727	\$6,787,720
Collision with submerged object	161	1	1	163	12	56	\$1,019,215


Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2012 continued	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Departed vessel	104	40	5	149	96	77	\$113,749
Ejected from vessel	151	618	316	1085	269	1018	\$5,120,544
Electrocution	1	0	0	1	2	6	\$0
Fall in vessel	190	295	61	546	34	776	\$2,588,780
Falls overboard	331	28	1	360	210	183	\$201,491
Fire/explosion (fuel)	157	9	1	167	5	99	\$2,979,827
Fire/explosion (non-fuel)	96	3	0	99	0	7	\$9,929,520
Fire/explosion (unknown origin)	11	0	0	11	2	0	\$940,500
Flooding/swamping	509	220	50	779	101	301	\$11,888,553
Grounding	422	58	16	496	26	286	\$7,811,552
Person struck by boat	37	215	18	270	30	319	\$741,967
Person struck by propeller	55	99	27	181	19	187	\$125,099
Sinking	0	130	61	191	28	64	\$5,622,918
Skier mishap	387	19	0	406	20	414	\$6,773
Sudden medical condition	2	0	0	2	1	1	\$0
Other	53	4	0	57	4	48	\$71,775
Unknown	1	0	0	1	1	0	\$0
2011							
Capsizing	316	271	41	628	249	381	\$3,131,990
Carbon Monoxide Poisoning	7	0	0	7	3	14	\$0
Collision with Fixed Object	460	47	6	513	59	406	\$4,928,304
Collision with Floating Object	42	0	1	43	4	15	\$579,330
Collision with Commercial Vessel	25	1	0	26	1	23	\$575,665
Collision with Governmental Vessel	4	1	0	5	1	3	\$13,000
Collision with Recreational Vessel	1002	48	4	1054	41	691	\$6,575,400
Collision with Submerged Object	196	2	0	198	19	71	\$2,134,076
Departure from Vessel	115	38	4	157	97	69	\$71,515
Ejected from Vessel	222	597	308	1127	354	1072	\$4,593,528
Electrocution	2	0	0	2	0	2	\$0
Fall in Vessel	196	274	51	521	40	735	\$3,164,234
Falls Overboard	359	30	1	390	213	182	\$147,764
Fire/Explosion (fuel)	135	2	0	137	5	99	\$3,349,516
Fire/Explosion (non-fuel)	72	1	0	73	1	8	\$24,142,289
Fire/Explosion (unknown origin)	11	0	0	11	1	2	\$1,059,368
Flooding/Swamping	501	185	29	715	111	246	\$11,118,756


Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
2011 continued							
Grounding	338	36	16	390	24	224	\$5,301,218
Person Struck by Propeller	57	124	16	197	35	192	\$91,412
Person Struck by Vessel	36	226	21	283	35	342	\$545,642
Sinking	0	122	46	168	34	51	\$4,079,266
Skier Mishap	436	4	0	440	14	461	\$8,700
Sudden Medical Condition	2	0	0	2	1	1	0
Other	53	4	0	57	1	52	\$64,350
Unknown	1	0	0	1	0	1	\$0
2010							
Capsizing	335	225	27	587	238	346	\$3,125,976
Carbon Monoxide Poisoning	12	2	0	14	6	24	\$15,750
Collision with Fixed Object	456	42	3	501	40	346	\$4,275,598
Collision with Floating Object	52	0	0	52	8	27	\$438,259
Collision with Commercial Vessel	29	2	0	31	8	22	\$653,226
Collision with Governmental Vessel	8	1	0	9	0	4	\$46,567
Collision with Recreational Vessel	1088	43	1	1132	68	769	\$7,550,040
Collision with Submerged Object	169	1	0	170	8	43	\$2,179,935
Departure from Vessel	100	39	3	142	85	65	\$483,635
Ejected from Vessel	240	594	270	1104	310	1018	\$6,046,912
Electrocution	4	0	1	5	2	8	\$0
Fall in Vessel	207	341	45	593	29	866	\$3,203,432
Falls Overboard	291	13	1	305	165	154	\$139,335
Fire/Explosion (fuel)	159	2	0	161	2	92	\$4,587,022
Fire/Explosion (non-fuel)	81	2	1	84	0	12	\$6,428,251
Fire/Explosion (unknown origin)	6	0	0	6	0	0	\$749,079
Flooding	448	155	31	634	94	236	\$9,961,999
Grounding	309	47	15	371	20	236	\$4,184,050
Person Struck by Propeller	49	114	16	179	27	178	\$109,985
Person Struck by Vessel	31	221	19	271	32	325	\$700,418
Sinking	2	108	40	150	28	45	\$4,563,582
Skier Mishap	447	4	0	451	16	476	\$42,045
Other	80	7	1	88	8	79	\$90,125
Unknown	1	0	0	1	0	0	\$0


Table 17 Continued • FREQUENCY OF EVENTS IN ACCIDENTS & CASUALTIES NATIONWIDE							
 2009	First Event in an Accident	Second Event in an Accident	Third Event in an Accident	Total Times Event Occurred in all Accidents	Deaths Associated with Event in all Accidents	Injuries Associated with Event in all Accidents	Damages Associated with Event in all Accidents
Capsizing	369	246	27	642	280	373	\$2,694,728.00
Carbon Monoxide Poisoning	17	0	0	17	1	39	\$0
Collision with Fixed Object	446	45	7	498	41	358	\$5,331,520.99
Collision with Floating Object	73	2	0	75	3	38	\$579,379.00
Collision with Commercial Vessel	29	1	1	31	13	29	\$315,343.00
Collision with Governmental Vessel	2	0	0	2	0	0	\$7,250.00
Collision with Recreational Vessel	1100	50	7	1157	54	858	\$7,490,097.82
Collision with Submerged Object	165	5	0	170	13	58	\$1,573,118.72
Departed Vessel	100	60	22	182	85	100	\$843,575.00
Ejected from Vessel	176	636	225	1037	335	976	\$3,717,657.00
Electrocution	0	0	1	1	0	1	\$40,450.00
Fall in Boat	207	233	26	466	30	643	\$1,692,143.08
Falls Overboard	349	32	3	384	201	204	\$144,100.00
Fire/Explosion (fuel)	174	4	0	178	3	113	\$5,692,477.00
Fire/Explosion (non-fuel)	74	12	1	87	4	19	\$6,917,936.00
Fire/Explosion (unknown origin)	12	0	0	12	0	4	\$1,646,100.00
Flooding/Swamping	436	151	30	617	122	207	\$7,493,097.26
Grounding	308	52	17	377	19	244	\$4,533,175.12
Sinking	8	129	85	222	49	45	\$7,221,576.00
Skier mishap	464	1	0	465	13	491	\$5,960.00
Person Struck by Propeller	67	97	20	184	25	182	\$58,950.00
Person Struck by Vessel	49	205	27	281	26	355	\$619,535.10
Other	101	18	0	119	1	120	\$120,360.00
Unknown	4	0	0	4	4	4	\$1,648,100.00



Table 18 • NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE 2013

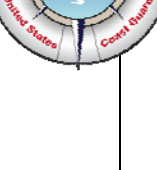
																															
Injuries	Total Deaths	Other Deaths	Drownings	Unknown	Other	Sudden medical condition	Skier mishap	Sinking	Person struck by vessel	Person struck by propeller	Grounding	Flooding/ swamping	Fire/explosion (unknown)	Fire/explosion (non-fuel)	Fire/explosion (fuel)	Falls overboard	Fall in vessel	Electrocution	Ejected from vessel	Departed vessel	Collision with submerged object	Collision with recreational vessel	Collision with governmental vessel	Collision with commercial vessel	Collision with floating object	Collision with fixed object	Carbon monoxide poisoning	Capsizeing	Total vessels involved		
All lengths	5458	273	11	502	44	38	18	1993	149	89	178	4	152	301	164	132	13	468	411	59	37	0	348	4	63	7	398	162	560	2620	
4 feet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 feet	7	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	1	4	3
6 feet	17	9	0	1	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	6	6
7 feet	22	3	0	1	0	0	0	8	0	0	2	0	1	4	1	0	0	0	1	0	0	1	0	0	0	0	0	3	2	5	13
8 feet	112	19	0	4	0	0	2	46	0	2	5	0	0	13	1	3	0	4	5	0	3	0	0	0	3	2	16	10	26	64	
9 feet	113	6	0	6	0	0	0	70	1	0	6	0	5	8	2	1	0	3	1	0	2	0	2	0	0	0	0	8	3	11	68
10 feet	555	32	0	37	1	2	5	310	2	4	45	0	18	36	7	4	0	14	7	0	7	0	19	0	4	1	28	11	39	351	
11 feet	213	11	0	18	1	1	0	113	1	0	30	0	6	14	0	0	0	6	3	0	1	0	6	1	1	0	10	6	16	124	
12 feet	126	18	0	13	2	0	0	33	6	2	7	0	4	16	0	0	0	18	3	0	0	0	2	1	1	0	39	3	42	67	
13 feet	65	11	0	8	0	1	0	10	1	0	3	0	3	8	0	0	0	10	6	0	0	0	3	0	0	1	13	4	17	43	
14 feet	148	30	0	18	2	0	0	26	6	0	7	1	5	25	0	1	1	20	3	0	0	0	2	0	1	0	43	6	49	93	
15 feet	136	24	0	5	2	0	0	25	6	1	3	0	1	15	0	2	0	37	8	0	0	0	4	1	2	0	41	8	49	73	
Under 16 ft	1514	165	0	111	8	4	7	643	23	10	110	1	43	142	11	11	1	114	38	0	14	0	38	3	13	4	209	55	264	905	
16 feet	228	20	0	26	2	1	0	53	11	1	4	1	5	17	3	1	0	45	25	2	0	0	9	1	0	1	26	11	37	123	
17 feet	262	10	0	30	3	0	1	54	12	5	14	0	7	21	8	2	0	48	20	2	1	0	24	0	0	0	31	6	37	158	
18 feet	321	9	0	29	3	3	0	87	15	7	7	0	9	18	10	3	0	42	31	8	4	0	31	0	5	0	27	15	42	195	
19 feet	249	3	0	17	2	0	2	65	10	9	8	0	3	13	16	1	0	21	20	8	2	0	46	0	3	0	13	4	17	166	
20 feet	379	9	2	31	5	2	2	113	18	8	5	0	14	17	10	2	1	40	36	8	4	0	51	0	1	0	16	9	25	186	
21 feet	292	2	3	15	1	1	0	89	11	5	3	1	10	11	9	5	0	25	31	5	3	0	56	0	6	0	6	11	17	170	
22 feet	218	2	0	25	3	1	0	85	6	6	4	0	3	9	13	1	0	4	20	5	1	0	28	0	2	0	6	8	14	110	
23 feet	155	2	0	21	4	0	0	46	7	2	0	0	6	5	8	1	0	15	13	3	0	0	18	0	4	0	4	1	5	62	
24 feet	203	4	0	13	1	1	0	73	5	9	1	0	4	7	11	2	0	14	26	4	2	0	22	0	4	0	10	4	14	97	
25 feet	105	1	1	9	2	1	1	36	3	6	1	0	2	6	6	4	0	6	12	4	0	0	4	0	0	0	7	4	11	30	
16 ft to less than 26 ft	2412	62	6	216	26	10	6	701	98	58	47	2	63	124	94	22	1	260	234	49	17	0	289	1	25	1	146	73	219	1297	
26 feet	112	1	0	10	0	0	0	49	3	2	0	0	2	6	6	5	0	9	10	1	0	0	7	0	1	0	5	2	7	42	
27 feet	83	2	0	3	3	1	0	35	1	1	1	0	2	2	6	5	0	3	12	1	1	0	2	0	2	0	3	2	5	35	
28 feet	85	0	1	8	1	0	0	38	1	2	3	0	3	0	7	4	0	8	8	0	0	0	1	0	0	0	0	1	1	25	
29 feet	42	1	0	3	0	1	1	12	5	0	1	0	0	0	5	1	0	3	7	0	1	0	1	0	0	0	0	2	2	14	
30 feet	79	1	0	9	0	2	0	31	4	1	0	0	5	3	3	1	1	5	11	1	0	0	0	0	1	0	1	1	2	23	
31 feet	44	1	0	5	1	0	0	16	1	0	0	0	1	1	1	4	0	5	4	0	0	0	0	0	4	0	3	0	3	6	
32 feet	64	0	0	8	1	3	1	23	2	0	1	0	0	0	3	8	1	3	8	1	0	0	0	0	1	0	0	1	1	19	
33 feet	43	0	0	6	0	0	1	20	0	0	1	0	1	0	1	5	1	2	3	1	0	0	0	0	1	0	0	0	0	10	
34 feet	51	0	1	4	2	1	0	17	1	0	0	0	2	0	3	7	0	5	8	0	0	0	0	0	0	0	3	1	4	18	
35 feet	41	0	0	7	0	0	0	17	1	0	1	0	1	0	3	0	1	1	5	0	0	0	0	0	4	0	0	0	0	13	
36 feet	56	1	0	8	0	1	0	24	0	0	0	0	2	0	1	9	0	0	9	0	0	0	0	0	1	0	0	0	0	16	
37 feet	50	0	0	6	0	0	0	20	0	2	1	0	4	2	0	5	0	3	7	0	0	0	0	0	0	0	0	1	2	3	16
38 feet	38	1	0	5	0	1	0	17	1	1	0	0	0	0	2	5	0	2	3	0	0	0	0	0	0	0	0	0	0	9	
39 feet	16	0	1	1	0	0	0	4	1	0	0	0	1	1	1	2	1	1	2	0	0	0	0	0	0	0	2	0	2	9	
26 ft to less than 40 ft	804	8	3	83	8	10	3	323	21	9	9	0	24	15	42	61	5	50	97	5	2	0	11	0	15	0	18	12	30	255	
40 ft to 65 ft	348	3	2	53	1	7	0	163	7	4	1	0	5	4	13	29	1	17	28	0	3	0	1	0	6	0	1	4	5	59	
Over 65 ft	84	0	0	17	0	5	1	49	0	0	0	0	0	0	0	1	0	3	7	1	0	0	0	0	0	7	0	7	5		
Unknown	296	35	0	22	1	2	1	114	0	8	11	1	17	16	4	8	5	24	7	4	1	0	9	0	4	2	17	18	35	99	



Table 19 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2013			
	Injuries		2620
	Total deaths		560
	Deaths by causes other than drowning		162
	Drownings		398
	Unknown		7
	Other		63
	Sudden medical condition		4
	Skier mishap		348
	Sinking		0
	Person struck by vessel		37
	Person struck by propeller		59
	Grounding		411
	Flooding/swamping		468
	Fire/explosion (unknown origin)		13
	Fire/explosion (non-fuel)		132
	Fire/explosion (fuel)		164
	Falls overboard		301
	Fall in vessel		152
	Electrocution		4
	Ejected from vessel		178
	Departed vessel		89
	Collision with submerged object		149
	Collision with recreational vessel		1993
	Collision with governmental vessel		18
	Collision with commercial vessel		38
	Collision with floating object		44
	Collision with fixed object		502
	Carbon monoxide exposure		11
	Capsizing		273
	All accident types		5458
	All vessels		
	Airboat		60
	Auxiliary sailboat		274
	Cabin motorboat		890
	Canoe		108
	Houseboat		77
	Inflatable		32
	Kayak		113
	Open motorboat		2435
	Personal watercraft		954
	Pontoon		249
	Rowboat		58
	Sailboat (only)		53
	Sailboat (unknown)		8
	Stand up paddleboard		8
	Other		29
	Unknown		110

Table 20 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & PROPULSION TYPE 2013

Table 21 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & ENGINE TYPE 2013

The seal of the United States Coast Guard is a circular emblem. It features a central shield with a white anchor on a blue background, a red vertical stripe, and a yellow wave. The shield is surrounded by a white ring with the words "United States" at the bottom and "Coast Guard" at the top. The entire seal is set against a blue background with white stars.

Operator & Passenger Information



Explanation of Operator & Passenger Information Section

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

Operator Information (Table 22, Page 45)

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

Examples of “other” boating safety instruction include licenses issued from the Coast Guard, military training, police academy training, rental operator training, commercially-available courses, and camp training. Informal training signifies that the operator did not receive instruction in a formal classroom setting but rather learned from experience.

Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 7, Page 46)

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

Number of Deaths by Vessel Type (Table 24 & Figure 8, Page 47)

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

Percentage of Deaths by Vessel Type 2004-2013 (Figure 9 & Table 25, Page 48)

This table and accompanying figure focus on the percentage of deaths that occurred on each vessel type for the past ten years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year.

Please note that the percentages in the table have been rounded up.

Number of Deceased Victims by Age & Vessel Type (Table 26, Page 49)

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

Number of Injured Victims by Age & Vessel Type (Table 27, Page 50)


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

Nature of Primary Injury Type by Area of Injury (Table 28, Page 51)

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

Number of Injured Victims under Age 18 by Age Group and Injury Type on Personal Watercraft (Figure 10, Page 51)

This table focuses on the number of injured victims from personal watercraft for specific age groups and by type of injury.

 Table 22 • OPERATOR INFORMATION 2013				
		Vessels Involved	Deaths	Injuries
		5458	560	2620
Age of Operator	12 years and under	28	2	18
	13 to 18 years	276	15	169
	19 to 25 years	518	46	348
	26 to 35 years	727	80	432
	36 to 55 years	1797	214	1016
	Over 55 years	1056	168	473
	Unknown	336	29	100
	No operator	720	6	64
Operator's Experience	No Experience	49	6	27
	Under 10 hours	447	39	286
	10 to 100 hours	900	84	562
	101 to 500 hours	1626	133	857
	Over 500 Hours	545	47	296
	Unknown	1171	245	528
	No Operator	720	6	64
Number of Persons on Board	None	500	0	3
	One	1431	220	496
	Two	1507	151	795
	Three	619	82	382
	Four	477	38	313
	Five	262	13	170
	Six	214	23	176
	Seven	103	11	99
	Eight	85	6	67
	Nine	40	3	38
	Ten	31	2	20
	More than 10	54	8	31
	Unknown	135	3	30
Education of Operator	American Red Cross	16	0	13
	Informal	218	8	133
	Internet Course	99	2	57
	State Course	591	32	318
	US Power Squadrons	70	4	24
	USCG Auxiliary	206	4	104
	Other	152	10	67
	No Education	2095	241	1213
	Unknown	1291	253	627
	No Operator	720	6	64

BOATING SAFETY INSTRUCTION


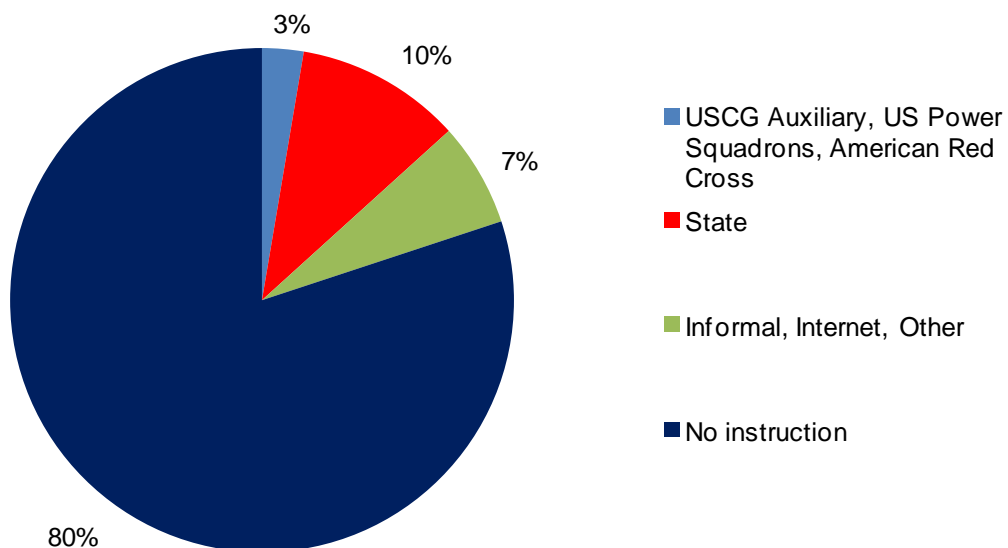
 Table 23 • NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2013	
Type of Boating Instruction	Deaths
American Red Cross	0
Informal	8
Internet Course	2
State	32
U.S. Coast Guard Auxiliary	4
U.S. Power Squadron	4
Other	10
No Education	241
Total Deaths - Known Operator Instruction	301
Total Deaths - Unknown Operator Instruction	253
Total Deaths - No Operator	6
Total Deaths - Known & Unknown Operator Instruction	560

Figure 7 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION 2013



**Table 24 • NUMBER OF DEATHS BY VESSEL TYPE 2013**

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	3	0	3	100%
Auxiliary Sailboat	3	3	6	50%
Cabin Motorboat	17	8	25	68%
Canoe	48	7	55	87%
Houseboat	1	2	3	33%
Inflatable	10	4	14	71%
Kayak	45	9	54	83%
Open Motorboat	189	83	272	69%
Personal Watercraft	13	23	36	36%
Pontoon	27	9	36	75%
Rowboat	26	4	30	87%
Sailboat (only)	2	3	5	40%
Sailboat (unknown)	7	1	8	88%
Stand up paddleboard	5	0	5	100%
Other	2	0	2	100%
Unknown	0	6	6	0%
Total	398	162	560	71%

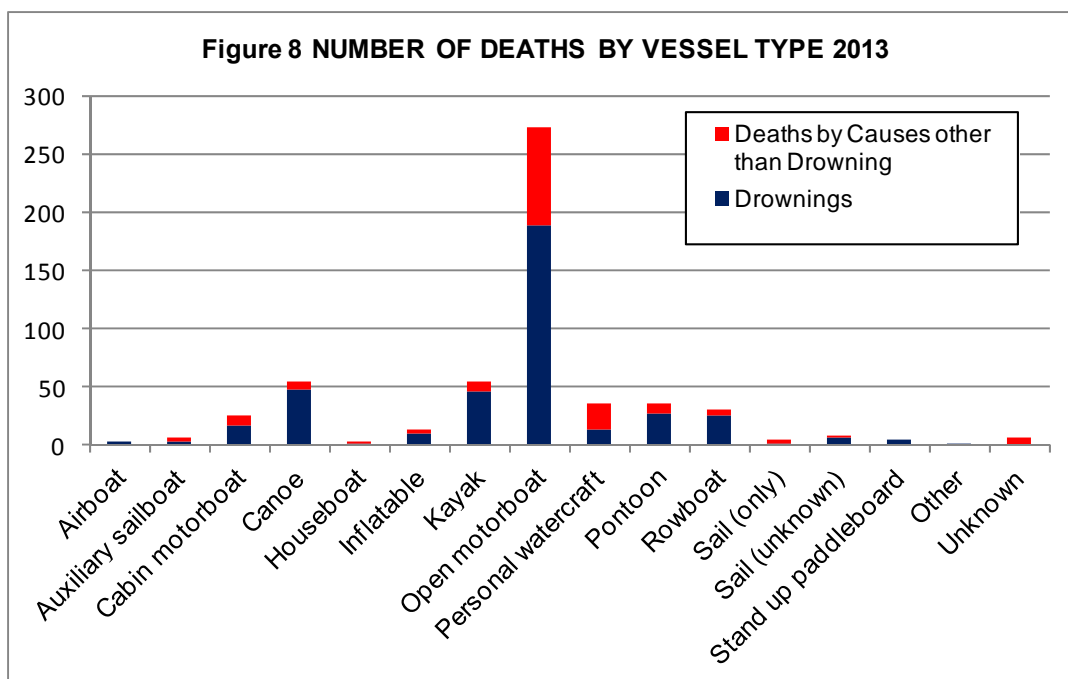
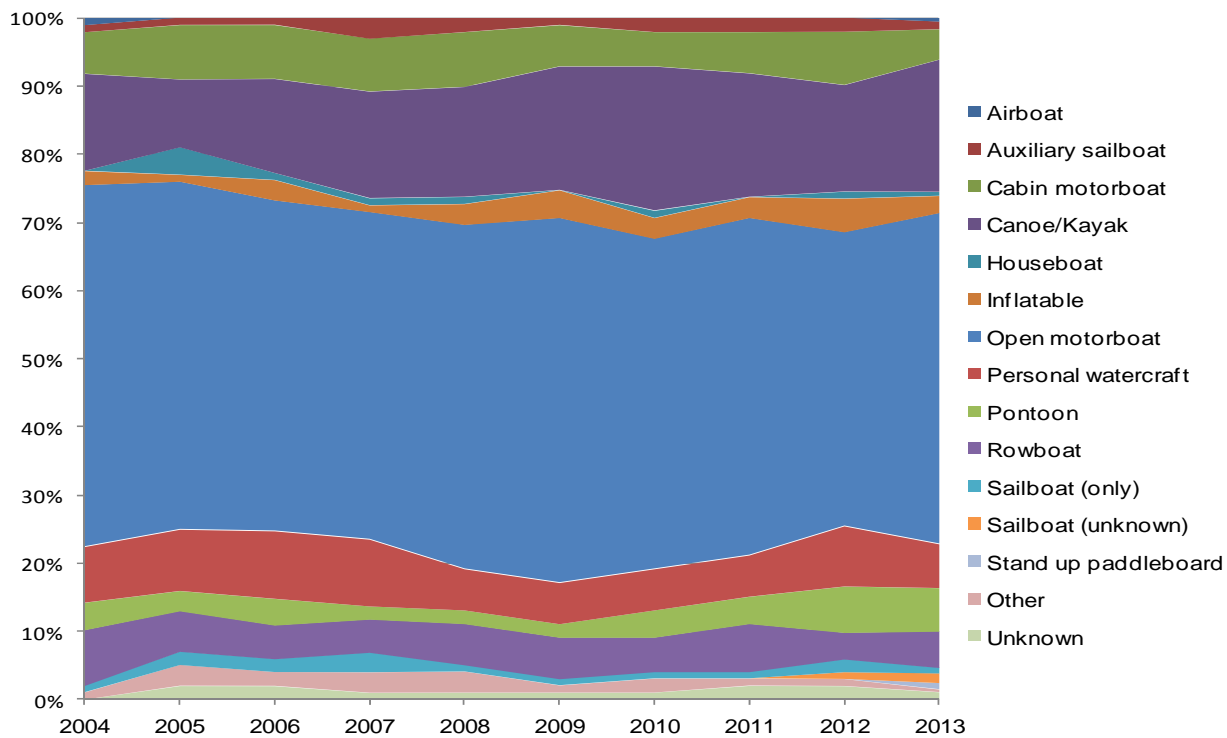


Figure 9 PERCENT OF DEATHS BY VESSEL TYPE 2004-2013**Table 25 • PERCENT OF DEATHS BY VESSEL TYPE 2004-2013**

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Airboat	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Auxiliary sailboat	1%	1%	1%	3%	2%	1%	2%	2%	2%	1%
Cabin motorboat	6%	8%	8%	8%	8%	6%	5%	6%	8%	4%
Canoe/kayak	14%	10%	14%	16%	16%	18%	21%	18%	16%	19%
Houseboat	0%	4%	1%	1%	1%	0%	1%	0%	1%	1%
Inflatable	2%	1%	3%	1%	3%	4%	3%	3%	5%	3%
Open motorboat	52%	51%	49%	49%	50%	53%	48%	49%	44%	49%
Personal watercraft	8%	9%	10%	10%	6%	6%	6%	6%	9%	6%
Pontoon	4%	3%	4%	2%	2%	2%	4%	4%	7%	6%
Rowboat	8%	6%	5%	5%	6%	6%	5%	7%	4%	5%
Sailboat (only)	1%	2%	2%	3%	1%	1%	1%	1%	2%	1%
Sailboat (unknown)	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
Stand up paddleboard	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Other	1%	3%	2%	3%	3%	1%	2%	1%	1%	0%
Unknown	0%	2%	2%	1%	1%	1%	1%	2%	2%	1%



**Table 26 • NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE
2013**

Age of Deceased Victim	Type of Vessel															Drownings	Other deaths	Total deaths	
	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other				Unknown
All ages	3	6	25	55	3	14	54	272	36	36	30	5	8	5	2	6	398	162	560
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2
6	0	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	2	3	5
7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3	3
9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
10	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
11	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4
12	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
0-12	0	0	0	5	0	0	1	5	6	3	2	0	0	0	0	0	8	14	22
13 - 19	0	0	1	3	1	0	2	8	3	0	4	0	2	1	1	1	20	7	27
20 - 29	0	0	4	15	1	2	11	41	5	9	6	0	1	1	0	0	68	28	96
30 - 39	1	1	2	10	0	2	10	31	7	7	4	0	2	0	1	0	56	22	78
40 - 49	1	1	10	2	0	3	4	46	4	6	4	1	0	1	0	0	64	19	83
50 - 59	0	1	5	11	1	5	15	69	7	4	2	1	1	0	0	1	92	31	123
60 - 69	1	3	2	7	0	2	8	47	2	6	2	0	1	1	0	1	57	26	83
70 - 79	0	0	1	1	0	0	3	17	0	1	4	3	1	1	0	1	25	8	33
80 and Over	0	0	0	1	0	0	0	5	0	0	2	0	0	0	0	0	5	3	8
Unknown	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	3	4	7


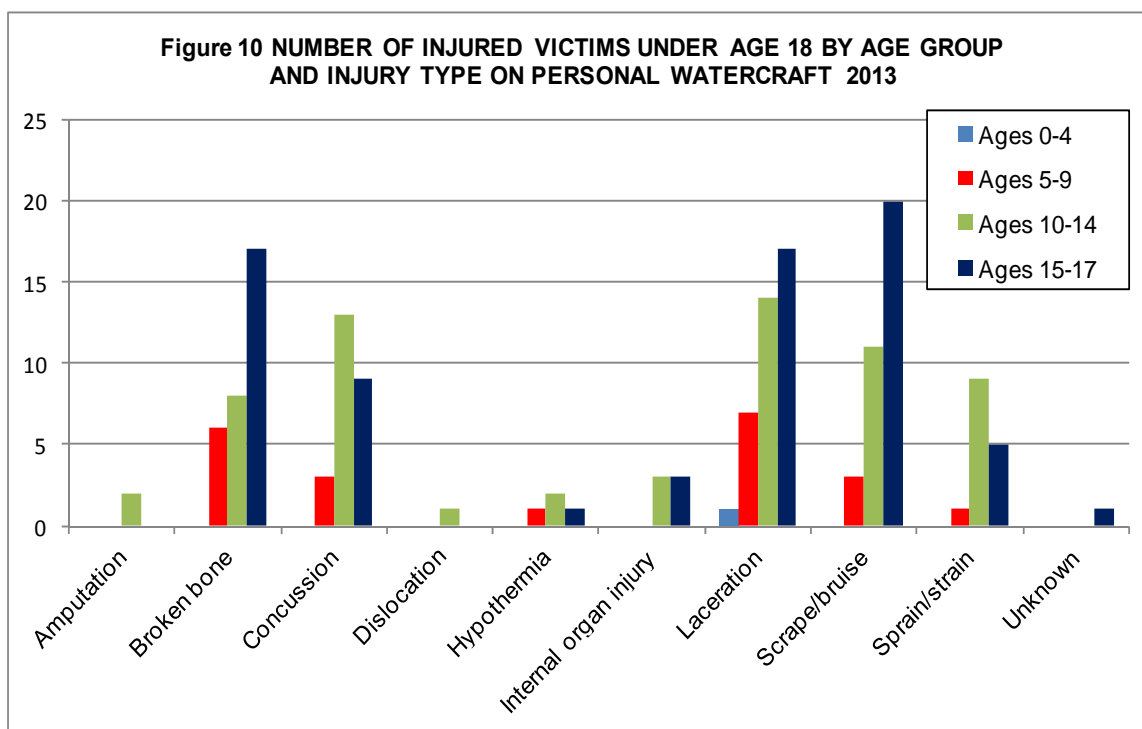


Table 27 • NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2013

Age of Injured Victim	Total injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
All ages	2620	43	53	223	70	26	18	40	1380	601	80	14	24	5	3	5	35
0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4	8	0	0	0	1	0	0	0	5	1	0	0	0	0	0	0	1
5	8	1	0	0	0	0	0	1	4	1	0	0	1	0	0	0	0
6	11	0	0	0	0	0	0	0	6	2	2	1	0	0	0	0	0
7	18	0	0	0	0	0	0	0	11	5	2	0	0	0	0	0	0
8	15	0	0	0	0	0	0	0	7	4	3	0	0	0	0	0	1
9	19	0	0	4	0	0	0	0	5	9	0	0	1	0	0	0	0
10	29	0	0	2	0	3	1	0	14	9	0	0	0	0	0	0	0
11	27	0	0	1	1	1	0	0	11	10	0	0	3	0	0	0	0
12	37	0	0	2	0	0	1	0	22	11	1	0	0	0	0	0	0
0 - 12	180	1	0	9	3	4	2	1	91	52	8	1	6	0	0	0	2
13 - 19	409	1	1	15	7	8	4	4	204	149	11	2	1	0	0	0	2
20 - 29	538	6	2	24	23	0	4	6	280	168	18	0	2	0	0	2	3
30 - 39	377	6	6	33	13	5	2	9	201	90	8	1	1	0	1	1	0
40 - 49	371	6	12	46	13	7	2	7	192	70	9	1	4	1	1	0	0
50 - 59	326	12	12	54	4	0	2	6	173	41	10	4	4	1	0	1	2
60 - 69	197	3	8	18	3	0	2	1	135	11	9	2	3	0	0	1	1
70 - 79	66	5	3	9	1	1	0	1	41	0	2	2	0	0	0	0	1
80 and Over	22	2	3	4	0	0	0	0	10	0	2	1	0	0	0	0	0
Unknown	134	1	6	11	3	1	0	5	53	20	3	0	3	3	1	0	24

**Table 28 • NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2013**

	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Other	Unknown
All primary injury types	2620	240	327	117	114	620	536	79	434	0	153
Amputation	28	2	0	2	19	0	5	0	0	0	0
Broken bone	451	66	0	33	22	58	164	7	87	0	14
Burn	88	8	15	4	8	8	28	2	2	0	13
Carbon monoxide	31	0	31	0	0	0	0	0	0	0	0
Concussion	259	0	0	0	0	259	0	0	0	0	0
Dislocation	70	48	0	1	3	1	15	0	1	0	1
Electric shock	0	0	0	0	0	0	0	0	0	0	0
Hypothermia	225	0	225	0	0	0	0	0	0	0	0
Internal organ injury	127	5	6	0	1	1	3	1	105	0	5
Laceration	618	47	2	43	42	233	181	4	36	0	30
Scrape/bruise	369	39	31	11	13	57	100	9	74	0	35
Shock	11	0	11	0	0	0	0	0	0	0	0
Spinal cord Injury	43	0	0	0	0	0	0	7	36	0	0
Sprain/strain	239	22	6	21	6	2	39	49	90	0	4
Other	0	0	0	0	0	0	0	0	0	0	0
Unknown	61	3	0	2	0	1	1	0	3	0	51



Casualty Data



Explanation of Casualty Data Section

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

Deaths, Injuries & Accidents by Year 1997-2013 (Figure 11 & Table 29, Page 54)

This figure and table document the number of accidents and casualties from 1997-2013.

Accident, Casualty & Damage Data by State (Table 30, Page 55)

This table provides accident, casualty, and damage information by state for the year 2013. Accidents are broken down into three levels of severity— fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 12, Page 56)

This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 21 deaths. Out of the total national death count of 560, Michigan contributed 3.8% $((21/560) * 100)$ of deaths to the national count. Please note that percentages have been rounded.

Annual Recreational Boating Fatality Rates 1997-2013 (Figure 13 & Table 31, Page 57)

This table and accompanying figure provide two fatality rates for years 1997-2013. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. One fatality rate takes into account all fatalities and all recreational registration data collected. The second fatality rate takes into account only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

States Coded by their 2013 Fatality Rate (Figure 14, Page 58)

This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2012-2013 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State 2009-2013 (Table 32, Page 59)

This table examines the number of accidents, fatal accidents, and fatalities by state for years 2009-2013.

Number of Accidents by Primary Accident Type & State (Table 33, Page 60-61)

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

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 62)

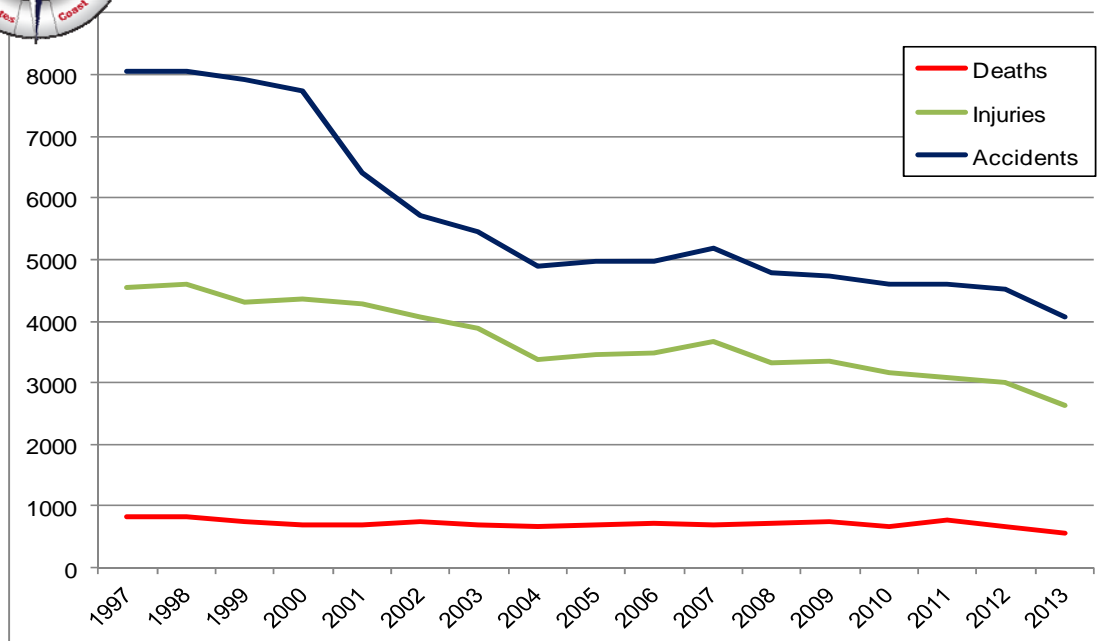
This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 35, Page 62)

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



Figure 11 DEATHS, INJURIES, & ACCIDENTS BY YEAR 1997-2013



Year	Deaths	Injuries	Accidents
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001*	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3081	4588
2012	651	3000	4515
2013	560	2620	4062

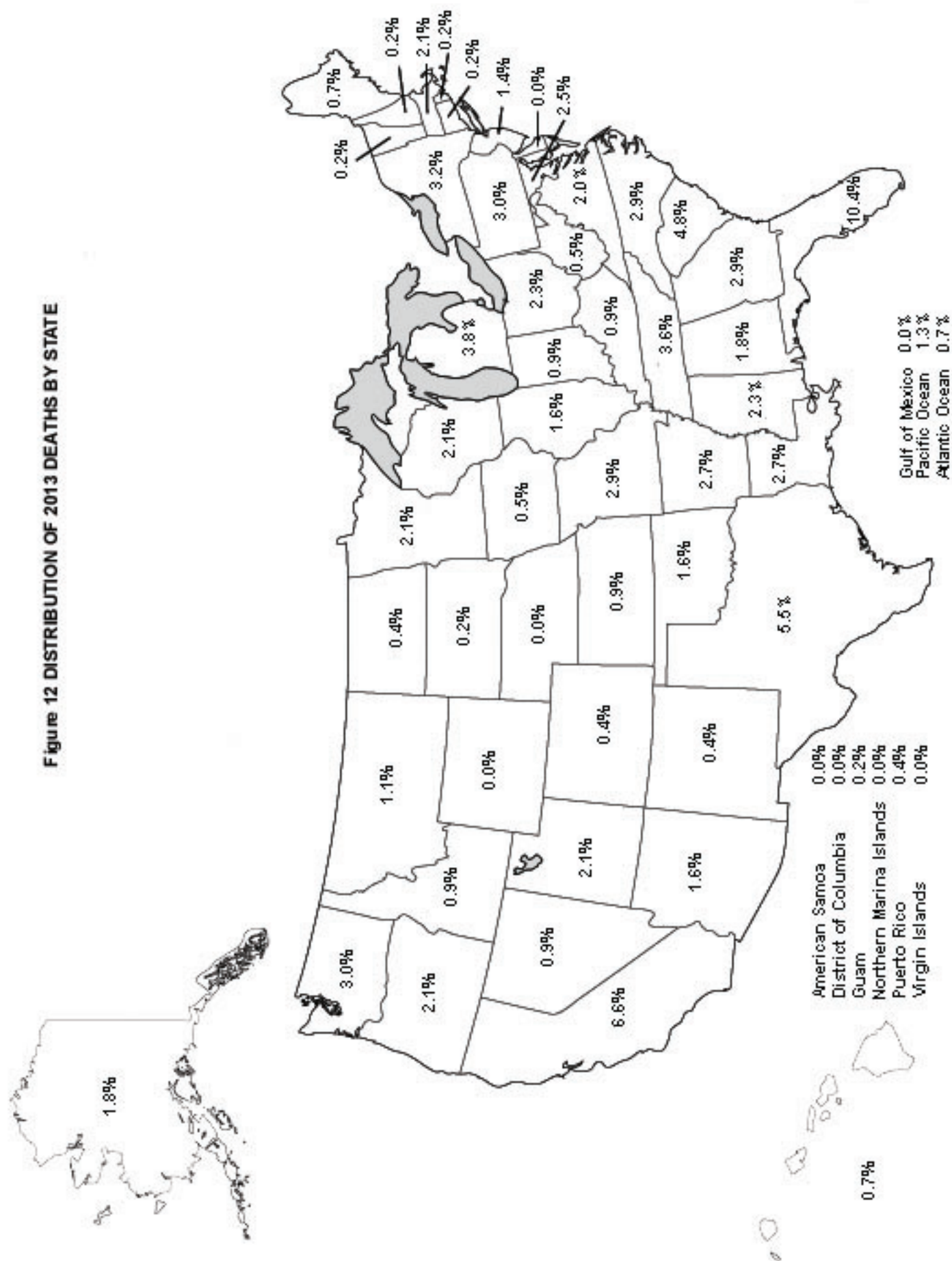
* On July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels changed from \$500 to \$2000.

Table 30 • ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2013

	Number of Accidents				Persons Involved		Damages
	Total	Fatal	Non-Fatal Injury	Property Damage	Deaths	Injured	
Totals	4062	510	1907	1645	560	2620	\$39,175,826
AK	18	7	6	5	10	12	\$195,000
AL	62	10	26	26	10	46	\$1,319,016
AR	56	13	21	22	15	27	\$206,600
AZ	95	9	62	24	9	84	\$348,259
CA	426	34	206	186	37	277	\$2,244,460
CO	32	2	24	6	2	30	\$27,407
CT	35	1	13	21	1	18	\$1,813,784
DE	8	0	4	4	0	5	\$28,500
DC	5	0	2	3	0	2	\$41,750
FL	685	51	295	339	58	406	\$9,490,497
GA	92	15	55	22	16	73	\$443,549
HI	14	4	4	6	4	6	\$217,200
IA	24	3	15	6	3	17	\$60,600
ID	42	5	24	13	5	31	\$169,050
IL	59	8	24	27	9	38	\$380,559
IN	44	4	25	15	5	31	\$129,071
KS	24	5	8	11	5	9	\$51,745
KY	31	4	16	11	5	19	\$977,850
LA	96	15	57	24	15	92	\$601,310
MA	83	12	33	38	12	47	\$813,970
MD	110	13	62	35	14	77	\$713,016
ME	54	3	29	22	4	35	\$400,396
MI	92	19	36	37	21	47	\$322,207
MN	75	10	37	28	12	47	\$958,061
MO	111	16	59	36	16	86	\$1,036,819
MS	41	12	20	9	13	31	\$257,325
MT	16	6	5	5	6	10	\$56,700
NC	139	14	70	55	16	90	\$754,480
ND	5	2	3	0	2	3	\$0
NE	25	0	19	6	0	24	\$37,750
NH	40	1	19	20	1	23	\$140,297
NJ	123	8	49	66	8	60	\$151,590
NM	16	2	7	7	2	11	\$86,097
NV	48	5	20	23	5	41	\$388,030
NY	180	15	79	86	18	113	\$2,699,367
OH	108	13	30	65	13	41	\$1,412,163
OK	42	8	17	17	9	25	\$458,800
OR	59	12	25	22	12	37	\$453,925
PA	71	16	35	20	17	42	\$132,623
RI	42	1	13	28	1	20	\$935,476
SC	104	26	43	35	27	59	\$710,700
SD	10	1	4	5	1	6	\$36,300
TN	119	17	58	44	20	75	\$2,373,362
TX	146	28	71	47	31	106	\$976,580
UT	76	10	47	19	12	52	\$111,873
VA	64	10	33	21	11	44	\$720,195
VT	2	1	0	1	1	2	\$100,000
WA	94	17	39	38	17	51	\$983,840
WI	79	12	44	23	12	59	\$847,905
WV	16	3	8	5	3	20	\$59,587
WY	6	0	4	2	0	9	\$9,845
AS	0	0	0	0	0	0	\$0
GU	1	1	0	0	1	0	\$12,790
CNMI	0	0	0	0	0	0	\$0
PR	2	2	0	0	2	1	\$0
VI	0	0	0	0	0	0	\$0
Atlantic Ocean*	10	3	1	6	4	1	\$712,190
Gulf of Mexico*	3	0	1	2	0	2	\$551,975
Pacific Ocean*	2	1	0	1	7	0	\$13,385

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

Figure 12 DISTRIBUTION OF 2013 DEATHS BY STATE





**Figure 13 ANNUAL RECREATIONAL BOATING FATALITY RATES
1997-2013**

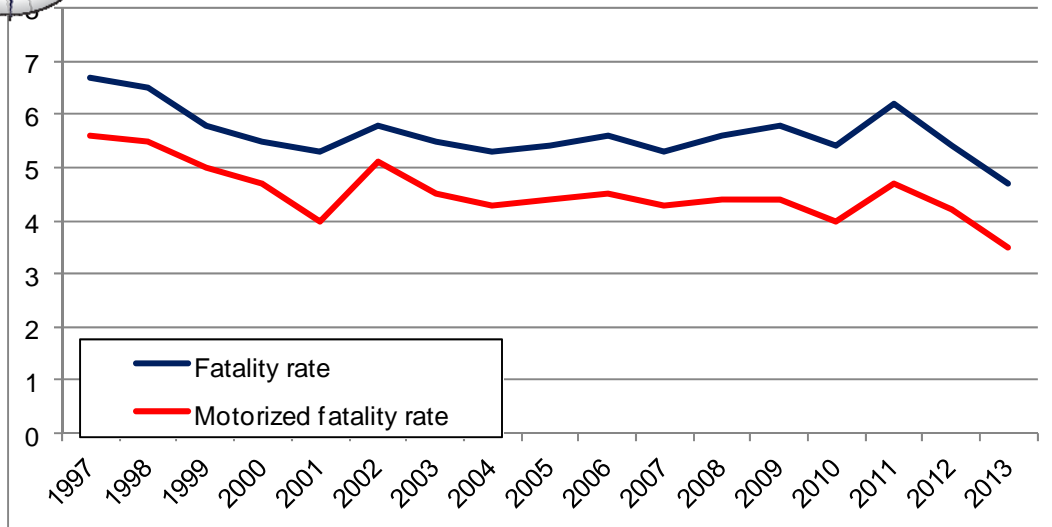
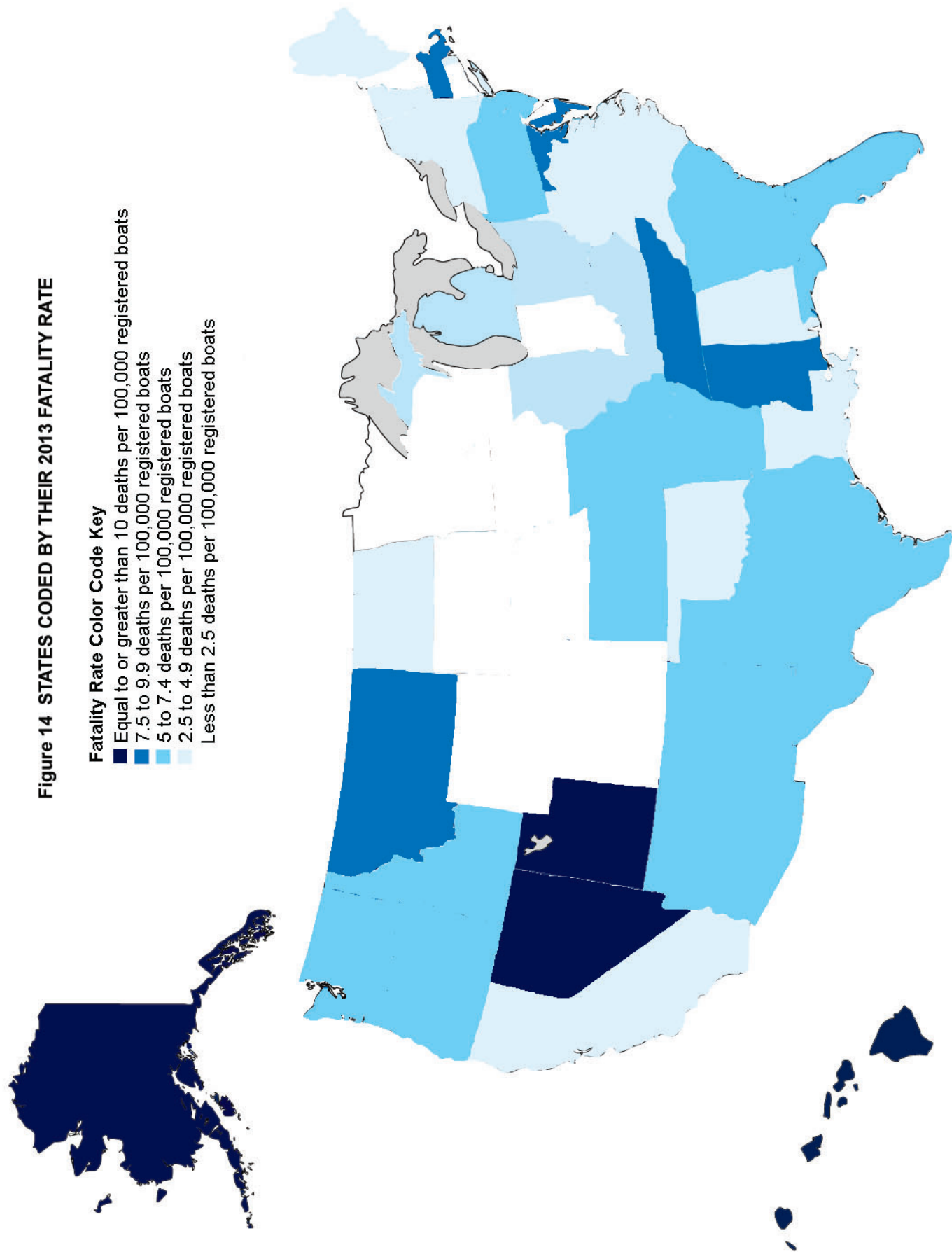


Table 31 • ANNUAL RECREATIONAL BOATING FATALITY RATES 1997-2013

	All Deaths	All Registered Vessels	Fatality Rate	Motorized Vessel Deaths	Registered Motorized Vessels	Motorized Vessel Fatality Rate
1997	821	12,312,982	6.7	645	11,591,194	5.6
1998	815	12,565,930	6.5	637	11,637,361	5.5
1999	734	12,738,271	5.8	586	11,811,562	5.0
2000	701	12,782,143	5.5	543	11,648,769	4.7
2001	681	12,876,346	5.3	484	12,100,439	4.0
2002	750	12,854,054	5.8	612	11,918,688	5.1
2003	703	12,794,616	5.5	536	11,946,576	4.5
2004	676	12,781,476	5.3	515	11,878,783	4.3
2005	697	12,942,414	5.4	528	11,998,728	4.4
2006	710	12,746,126	5.6	535	11,802,419	4.5
2007	685	12,875,568	5.3	515	11,966,627	4.3
2008	709	12,692,892	5.6	518	11,841,281	4.4
2009	736	12,721,541	5.8	522	11,834,872	4.4
2010	672	12,438,926	5.4	469	11,597,326	4.0
2011	758	12,173,935	6.2	527	11,326,848	4.7
2012	651	12,101,936	5.4	476	11,226,268	4.2
2013	560	11,999,067	4.7	391	11,103,006	3.5

Figure 14 STATES CODED BY THEIR 2013 FATALITY RATE



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

Table 32 • FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2009-2013															
	Total Number of Accidents					Fatal Accidents					Deaths				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Totals	4730	4604	4588	4515	4062	646	605	686	578	510	736	672	758	651	560
Alabama	75	90	73	71	62	11	20	14	16	10	14	20	19	17	10
Alaska	19	24	20	23	18	13	8	13	15	7	14	11	15	22	10
Arizona	151	113	158	99	95	3	3	10	3	9	3	6	11	4	9
Arkansas	78	60	55	68	56	16	12	13	8	13	17	14	15	8	15
California	478	412	399	365	426	42	44	47	37	34	47	48	52	49	37
Colorado	60	53	58	46	32	12	6	9	8	2	13	7	10	9	2
Connecticut	56	52	42	49	35	8	6	8	6	1	8	7	8	6	1
Delaware	16	21	10	13	8	1	1	3	2	0	1	2	3	2	0
DC	0	1	4	2	5	0	0	1	0	0	0	0	1	0	0
Florida	610	608	685	662	685	53	65	56	48	51	67	69	61	50	58
Georgia	145	135	96	111	92	11	18	14	11	15	12	19	14	13	16
Hawaii	19	15	17	28	14	7	4	6	5	4	7	4	6	5	4
Idaho	74	67	57	66	42	13	9	11	11	5	15	13	12	11	5
Illinois	96	97	106	101	59	15	14	20	15	8	16	15	23	17	9
Indiana	42	43	50	43	44	13	6	10	2	4	13	8	10	2	5
Iowa	37	54	38	33	24	3	6	4	8	3	3	6	4	11	3
Kansas	27	30	40	27	24	5	4	7	2	5	6	6	7	2	5
Kentucky	62	75	46	47	31	17	14	9	7	4	21	14	10	8	5
Louisiana	120	105	112	116	96	26	16	30	23	15	33	21	36	25	15
Maine	44	34	48	48	54	8	6	11	6	3	8	8	12	6	4
Maryland	174	196	184	145	110	16	9	17	11	13	17	9	19	11	14
Massachusetts	51	60	46	68	83	10	16	9	16	12	10	16	9	17	12
Michigan	131	132	129	103	92	32	25	24	14	19	36	27	26	16	21
Minnesota	82	82	75	84	75	14	11	14	12	10	15	12	16	15	12
Mississippi	39	17	34	57	41	15	7	11	11	12	16	8	11	12	13
Missouri	150	161	128	141	111	16	13	17	10	16	17	14	20	12	16
Montana	20	11	19	17	16	6	2	9	9	6	6	2	10	10	6
Nebraska	31	24	22	45	25	5	5	4	8	0	6	5	5	8	0
Nevada	67	59	42	57	48	6	2	7	3	5	7	2	7	4	5
New Hampshire	60	46	36	40	40	6	3	2	4	1	7	3	2	4	1
New Jersey	126	116	119	115	123	6	8	8	7	8	6	8	8	7	8
New Mexico	34	37	24	18	16	3	7	1	1	2	3	8	2	1	2
New York	148	211	173	197	180	19	24	25	21	15	23	27	28	27	18
North Carolina	144	148	144	145	139	19	23	27	22	14	19	24	28	23	16
North Dakota	7	11	10	10	5	0	3	3	1	2	0	3	5	1	2
Ohio	105	127	135	136	108	9	15	13	11	13	9	16	15	11	13
Oklahoma	55	51	57	71	42	10	12	10	12	8	14	13	11	15	9
Oregon	67	60	66	70	59	11	10	10	17	12	13	11	10	19	12
Pennsylvania	58	70	87	59	71	11	6	22	9	16	11	7	22	11	17
Rhode Island	50	34	26	31	42	1	1	2	3	1	1	2	2	3	1
South Carolina	95	102	93	108	104	7	25	17	13	26	11	27	19	14	27
South Dakota	21	18	13	18	10	3	2	2	3	1	3	4	2	4	1
Tennessee	117	116	117	147	119	19	17	21	16	17	22	19	22	21	20
Texas	168	163	197	162	146	34	27	34	32	28	38	28	37	32	31
Utah	87	103	109	99	76	8	10	8	6	10	11	10	8	8	12
Vermont	4	2	7	3	2	2	0	3	0	1	2	0	3	0	1
Virginia	137	102	121	89	64	23	14	19	13	10	27	14	21	15	11
Washington	111	72	93	105	94	17	14	14	28	17	22	18	15	30	17
West Virginia	32	23	17	19	16	13	7	6	4	3	15	8	8	4	3
Wisconsin	102	104	110	110	79	15	17	19	23	12	16	18	22	23	12
Wyoming	18	15	16	9	6	4	1	5	1	0	4	1	6	1	0
Guam	1	1	2	1	1	0	0	2	0	1	0	0	2	0	1
Puerto Rico	9	12	3	1	2	3	2	1	1	2	4	3	1	2	2
Virgin Islands	1	2	0	2	0	1	2	0	1	0	1	3	0	1	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	2	1	5	1	0	0	0	0	0	0	0	0	0	0	0
*AT	4	18	9	4	10	1	2	2	0	3	1	3	4	0	4
*GL	4	2	4	6	3	2	0	1	1	0	2	0	2	1	0
*PC	8	6	1	4	2	1	1	0	1	1	1	1	0	1	7
Federal	1	0	1	0	0	1	0	1	0	0	2	0	1	0	0

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

Table 33 - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2013

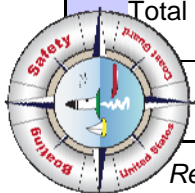
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Table 33 Continued - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2013

Injuries	23	1	0	1	2	11	113	90	3	41	25	37	42	20	59	6	75	106	52	2	44	51	20	59	9	0	1	0	0
Total deaths	60	8	2	1	2	11	113	16	90	13	9	12	17	1	27	1	20	31	12	1	11	17	3	12	0	0	1	0	0
Other deaths	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drownings	1	6	1	1	1	13	5	11	5	12	5	9	16	0	22	1	17	18	4	1	6	13	3	11	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	5	0	0	0	3	1	2	0	2	0	1	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0
Sudden medical condition	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Skier mishap	4	6	1	0	1	7	0	12	0	3	2	7	13	0	3	0	12	12	20	0	6	4	0	1	0	0	0	0	0
Sinking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Person struck by vessel	0	1	0	0	0	1	0	3	0	0	1	4	2	0	1	0	1	3	1	0	2	1	0	0	0	0	0	0	0
Person struck by propeller	2	1	0	0	0	2	1	3	0	0	1	4	2	0	1	0	1	3	3	0	2	1	0	0	0	0	0	0	0
Grounding	13	15	6	2	6	28	16	13	0	10	3	12	3	9	7	4	18	11	8	1	9	9	4	5	2	0	0	0	0
Flooding/swamping	3	8	2	0	0	16	0	12	0	19	5	5	3	4	11	0	11	13	7	0	7	17	4	0	0	0	0	0	0
Fire/explosion (unknown origin)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Fire/explosion (non-fuel)	0	9	0	0	0	5	0	3	0	5	0	1	3	0	7	0	5	2	0	0	0	3	0	0	0	0	0	0	0
Fire/explosion (fuel)	1	4	0	0	0	10	3	10	0	3	4	1	0	2	7	1	4	2	1	0	2	1	0	3	0	0	0	0	0
Falls overboard	2	4	1	1	1	6	1	3	0	10	1	2	8	1	15	0	12	10	13	0	8	9	0	8	0	0	0	0	0
Fall in vessel	2	1	1	1	1	6	1	6	0	3	1	4	4	1	2	0	4	1	2	0	3	1	0	0	0	0	0	0	0
Electrocution	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Ejected from vessel	1	6	2	11	6	2	6	0	0	4	5	2	0	0	4	1	7	7	3	0	4	1	0	2	0	0	0	0	0
Departed vessel	2	1	0	2	2	2	2	2	1	0	2	1	0	0	0	0	5	6	3	0	1	3	0	4	0	0	0	0	0
Collision with submerged object	0	7	1	5	2	9	0	0	0	5	2	1	0	0	2	0	5	7	0	0	2	0	1	4	0	0	0	0	0
Collision with recreational	6	33	2	53	30	9	1	15	13	9	8	8	0	28	3	16	39	10	0	0	11	26	5	22	1	0	0	0	0
Collision with governmental	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
Collision with commercial	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Collision with floating object	0	1	0	3	1	15	0	2	0	1	0	1	0	1	0	3	0	1	0	0	1	3	0	2	0	0	0	0	0
Collision with fixed object	2	15	0	13	15	0	0	11	0	1	5	0	3	15	0	9	13	0	0	0	4	7	1	4	0	0	0	0	0
Carbon monoxide	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capsizing	2	4	0	17	9	1	11	0	0	11	4	23	6	6	0	2	14	1	1	0	2	9	3	4	0	0	1	0	0
Total accidents	40	123	16	180	139	5	108	42	59	71	42	104	10	119	146	76	2	64	94	16	79	6	1	2	0	0	0	0	0
NH																													
NJ																													
NM																													
NY																													
NC																													
ND																													
OH																													
OK																													
OR																													
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CNMI																													
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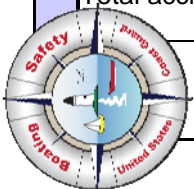


Table 34 • NUMBER OF INJURED VICTIMS BY PRIMARY INJURY & VESSEL TYPE 2013

Primary Injury	Number of injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up	Other	Unknown
Amputation	28	0	1	4	0	1	0	0	12	5	3	1	0	0	0	0	1
Broken bone	451	15	3	33	1	4	1	3	221	150	15	1	0	0	2	0	2
Burns	88	1	2	41	0	1	0	0	39	2	1	0	0	0	0	0	1
Carbon monoxide	31	0	0	6	0	18	0	0	7	0	0	0	0	0	0	0	0
Concussion	259	2	4	16	1	0	1	2	147	73	7	0	6	0	0	0	0
Dislocation	70	1	1	2	2	0	1	2	43	14	2	0	2	0	0	0	0
Electric shock	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hypothermia	225	0	13	2	46	0	8	16	109	7	4	7	8	3	0	0	2
Internal organ injury	127	1	3	14	5	0	2	2	50	37	7	3	0	1	0	0	2
Laceration	618	14	12	50	6	1	3	7	362	129	21	1	4	1	1	0	6
Scrape/bruise	369	6	8	29	6	0	2	2	197	103	11	0	2	0	0	3	0
Shock	11	0	0	0	0	0	0	0	7	3	0	0	1	0	0	0	0
Spinal cord injury	43	1	0	5	0	0	0	0	29	6	1	0	0	0	0	1	0
Sprain/strain	239	2	4	19	3	1	0	4	137	60	7	1	1	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	61	0	2	2	0	0	0	2	20	12	1	0	0	0	0	1	21
All Injuries	2620	43	53	223	70	26	18	40	1380	601	80	14	24	5	3	5	35

Table 35 • NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2013

Cause of Death	Life jacket worn?	Number of deaths	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Stand up paddleboard	Other	Unknown
Carbon monoxide	No	5	0	0	2	0	1	0	0	2	0	0	0	0	0	0	0	0
Cardiac arrest	Yes	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Cardiac arrest	No	8	0	0	0	1	0	0	0	4	0	2	1	0	0	0	0	0
Drowning	Yes	61	0	0	2	7	0	3	21	16	5	2	4	1	0	0	0	0
Drowning	No	328	3	3	15	41	1	7	24	172	7	25	22	1	0	5	2	0
Drowning	Unknown	9	0	0	0	0	0	0	0	1	1	0	0	0	7	0	0	0
Hypothermia	Yes	4	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0
Hypothermia	No	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Other	Yes	3	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0
Other	No	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Trauma	Yes	39	0	0	1	0	0	0	1	15	19	3	0	0	0	0	0	0
Trauma	No	50	0	0	3	1	0	0	1	39	1	4	0	1	0	0	0	0
Trauma	Unknown	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Unknown	Yes	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Unknown	No	33	0	1	2	2	1	1	4	19	0	0	2	1	0	0	0	0
Unknown	Unknown	11	0	1	0	0	0	0	2	1	0	0	0	0	1	0	0	6
All Causes		560	3	6	25	55	3	14	54	272	36	36	30	5	8	5	2	6

Registration Data



Explanation of Registration Data Section

The following section contains five tables and figures that examine boat registration information. Registered vessels are those vessels that are required to be recorded by a state, which includes numbered vessels and other forms of registration. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

Recreational Vessel Registration by Year 1980-2013 (Table 36 & Figure 15, Page 65)

This table provides information about recreational vessel registration for each year from 1980-2013. The accompanying figure displays a trend line from 1980-2013.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 66)

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

Registration Data by State 2012-2013 (Table 38, Page 67)

This table examines recreational vessel registration, deaths, and fatality rates by state for years 2013 and 2012. The fatality rate is calculated by dividing the number of fatalities by the total vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. This table also specifies the scope of the state's registration program.

Distribution of 2013 Recreational Vessel Registration by State (Figure 16, Page 68)

This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 820,490 vessels. Out of the total national registration of 11,993,067, California contributed 6.8% $((820,490/11,993,067) * 100)$ of registered vessels. Please note that percentages have been rounded.

Table 36 - RECREATIONAL VESSELS REGISTERED BY YEAR 1980-2013	
Year	Registered Vessels
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,875,568
2008	12,692,892
2009	12,721,541
2010	12,438,926
2011	12,173,935
2012	12,101,936
2013	11,993,067

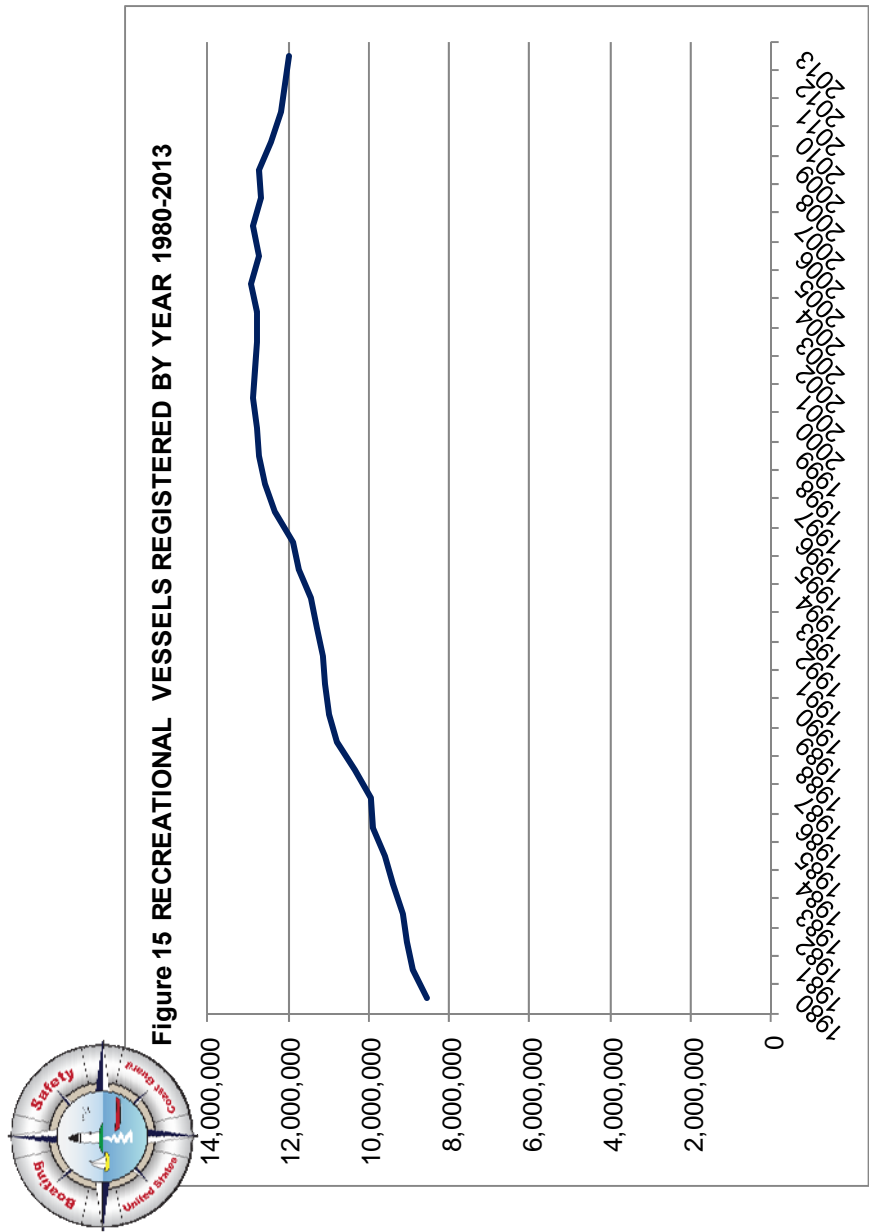




Table 37 • RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2013

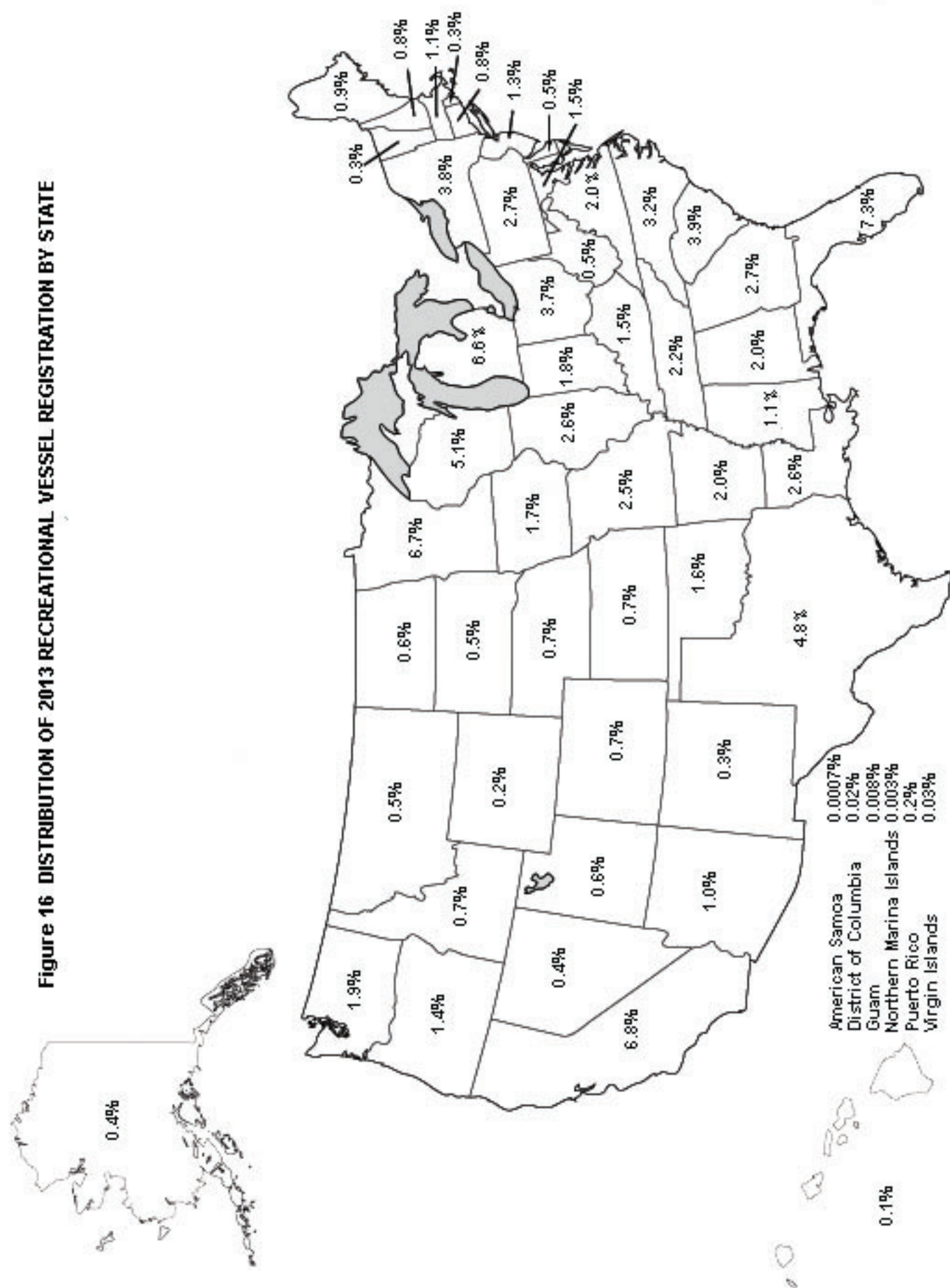
Mechanically Propelled		Not Mechanically Propelled			Total	
11,103,006		890,061			11,993,067	
STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED						
	Means of Mechanical Propulsion			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Under 16 feet	1,201,371	2,991,453	171,446	9,371	15,939	4,389,580
16 to less than 26 feet	695,469	4,257,795	1,146,963	12,779	36,139	6,149,145
26 to less than 40 feet	159,995	120,743	152,931	37,210	10,230	481,109
40 to 65 feet	43,834	6,971	12,118	5,530	716	69,169
Over 65 feet	5,820	1,981	2,901	3,276	25	14,003
Total	2,106,489	7,378,943	1,486,359	68,166	63,049	11,103,006
STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED						
Rowboats	Sailboats		Canoes/Kayaks		Other Boats	Total
102,557	113,440		429,003		245,061	890,061

Table 38 • RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2012-2013

	2013			2012			Scope of Current Boat Registration System
	Registration	Deaths	Fatality Rate	Registration	Deaths	Fatality Rate	
Totals	11,993,067	560	4.7	12,101,936	651	5.4	
AL	245,197	10	4.1	268,374	17	6.3	All motorboats, sailboats and rental boats
AK	49,939	10	20.0	50,142	22	43.9	All undocumented powerboats
AS	88	0	0	74	0	0.0	All watercraft
AZ	125,646	9	7.2	129,221	4	3.1	All watercraft, except inflatables 12 feet in length or less
AR	237,466	15	6.3	199,546	8	4.0	All motorboats and sailboats
CA	820,490	37	4.5	776,584	49	6.3	All motorboats; sailboats over 8 feet in length
CO	83,549	2	2.4	87,225	9	10.3	All watercraft powered by motor or sail - sailboards exempt
CT	101,887	1	1.0	103,992	6	5.8	All motorboats; sailboats 19.5 feet or more in length
DE	59,186	0	0	58,541	2	3.4	All motorboats
DC	2,622	0	0	2,118	0	0.0	All watercraft
FL	870,749	58	6.7	870,031	50	5.7	All motorboats
GA	319,871	16	5.0	323,116	13	4.0	All motorboats; sailboats 12 feet or more in length
GU	996	1	100.4	1,631	0	0.0	All watercraft (estimated)
HI	13,367	4	29.9	14,098	5	35.5	All motorboats; sailboats over 8 feet in length
ID	85,780	5	5.8	85,749	11	12.8	All motorboats and sailboats
IL	310,853	9	2.9	368,224	17	4.6	All watercraft, except non-profit org. owned canoes and kayaks
IN	214,889	5	2.3	214,487	2	0.9	All motorboats
IA	202,886	3	1.5	235,095	11	4.7	All watercraft with exceptions (a)
KS	83,422	5	6.0	85,840	2	2.3	All motorboats and sailboats
KY	174,218	5	2.9	175,286	8	4.6	All motorboats, except electric motors 1 hp or less
LA	307,464	15	4.9	305,081	25	8.2	All motorboats; sailboats more than 12 feet in length
ME	107,211	4	3.7	108,502	6	5.5	All motorboats
MD	181,544	14	7.7	185,626	11	5.9	All motorboats
MA	137,668	12	8.7	139,123	17	12.2	All motorboats
MI	795,875	21	2.6	804,088	16	2.0	All watercraft with exceptions (b)
MN	808,744	12	1.5	817,996	15	1.8	All watercraft with exceptions (c)
MS	130,959	13	9.9	133,556	12	9.0	All motorboats and sailboats
MO	297,562	16	5.4	300,714	12	4.0	All motorboats; sailboats over 12 feet in length
MT	63,438	6	9.5	54,642	10	18.3	All motorboats; sailboats 12 feet or more in length
NE	87,078	0	0	86,248	8	9.3	All motorboats
NV	46,327	5	10.8	50,499	4	7.9	All motorboats, sailboats, rowboats
NH	92,046	1	1.1	92,976	4	4.3	All motorboats; sailboats 20 feet or more in length
NJ	154,178	8	5.2	160,345	7	4.4	All watercraft with exceptions (d)
NM	34,862	2	5.7	36,846	1	2.7	All motorboats and sailboats
NY	456,909	18	3.9	463,539	27	5.8	All motorboats
NC	386,884	16	4.1	391,711	23	5.9	All motorboats; sailboats more than 14 feet in length
ND	69,381	2	2.9	62,799	1	1.6	All watercraft
CNMI	389	0	0	365	0	0.0	All motorboats
OH	449,541	13	2.9	441,732	11	2.5	All watercraft
OK	194,801	9	4.6	201,069	15	7.5	All watercraft
OR	166,664	12	7.2	169,188	19	11.2	All motorboats; sailboats 12 feet or more in length
PA	329,578	17	5.2	332,431	11	3.3	All motorboats and certain non-powered craft (e)
PR	23,882	2	8.4	30,342	2	6.6	All motorboats; vessels adapted to hold a motor
RI	39,602	1	2.5	40,451	3	7.4	All watercraft except canoes, kayaks & rowboats < 12 feet
SC	466,589	27	5.8	460,564	14	3.0	All watercraft
SD	57,209	1	1.7	58,449	4	6.8	All motorboats; all other boats over 12 feet in length
TN	258,167	20	7.7	259,632	21	8.1	All motorboats and sailboats
TX	575,402	31	5.4	580,064	32	5.5	All motorboats and sailboats 14 feet or more in length
UT	66,012	12	18.2	70,144	8	11.4	All motorboats and sailboats
VT	30,008	1	3.2	28,987	0	0.0	All motorboats
VI	3,480	0	0	6,023	1	16.6	All watercraft
VA	237,551	11	4.6	239,878	15	6.3	All motorboats
WA	229,403	17	7.4	230,684	30	13.0	All motorboats with exceptions (f); sailboats >16 ft in length
WV	61,961	3	4.8	57,085	4	7.0	All motorboats
WI	613,516	12	2.0	622,563	23	3.7	All motorboats; sailboats over 12 feet in length
WY	28,081	0	0	28,620	1	3.5	All motorboats and sailboats
Offshore/Fed		11			2		

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

Figure 16 DISTRIBUTION OF 2013 RECREATIONAL VESSEL REGISTRATION BY STATE



DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
RECREATIONAL BOATING ACCIDENT REPORT

OMB Control Number: 1625-0003

Expires: 12/31/2015

INSTRUCTIONS: Use "Report required because" section below to determine if a report is required for your accident. If required, please have each vessel owner or operator involved in the accident submit a report to their state reporting authority. Each boat operator/owner involved in an accident should submit a separate report. For each question below, please provide answers if applicable and if known; otherwise leave blank. Privacy Act Notice: Authority- 46 U.S.C. 6102 and 33 CFR 173 & 174 authorize the collection of information on boating accidents. Purpose-The Coast Guard uses this information for statistical purposes, chiefly to inform the public, to measure the Program's efforts, and to regulate issues relating to boating safety. Routine Uses-The Coast Guard shares this information within the agency, and if state and federal law permit it, to the public.

REPORT SUBMISSION

Report required because (select all that apply):

- ☐ At least one person in this accident *died*: If so, how many? _____
- ☐ At least one injured person in this accident *required or was in need of treatment beyond first aid*: If so, how many? _____
- ☐ At least one person in this accident *disappeared* and has not yet been recovered: If so, how many? _____
- ☐ All boat and other property *damage (e.g., fishing/hunting gear)* caused by this accident *totaled (or likely totaled)* \$2,000 or more:
- Approximate value of damage to *your* boat: \$ _____
- Approximate value of damage to *your* other property: \$ _____
- ☐ Your or another *boat* in this accident was (or likely was) a *total loss*

Report submitted by (select all that apply):

- ☐ Boat Operator (*required if possible*)
- ☐ Boat Owner (*if operator unable, or same as operator*)
- ☐ Other (*describe*): _____

To be submitted within:

48 hours (*if injury, disappearance or death*)
10 days (*if boat/property damage only*)

To be submitted to: (*Local State Reporting Authority*)

Phone:

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

For State Agency Use Only

First Name

Last Name

Phone:

First Name

Last Name

Phone

Primary Cause of Accident

ACCIDENT SUMMARY

WHEN

Date: _____ Time: _____ am ☐ pm ☐
(mm/dd/yyyy) (select one)

WHERE

Body of Water Name

Location (*on water*) description

Nearest city/town

County:

State:

YOUR BOAT – PEOPLE
people on board (*including operator*):# people being towed (*e.g., on tubes, skis*):# people wearing lifejackets (*on board or towed*):
OTHER BOATS INVOLVED IN ACCIDENT
of *other* boats involved:

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

DAMAGE TO YOUR BOAT: *Briefly summarize any damage to your boat*

DAMAGE TO YOUR OTHER PROPERTY: (NOT BOAT)
Briefly summarize any damage to your other property (not boat)

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

YOUR BOAT**BOAT IDENTIFICATION**

Your Boat Name:										Manufacturer:									
Model Name:										Model Year:									
Registration #:										Documentation #:									
Hull Identification # (HIN)										Rented: <input type="checkbox"/> Yes <input type="checkbox"/> No									

SIZE ESTIMATES

Length:	ft.	Depth from transom (stern) to keel (bottommost point):	ft.	in.	Beam width at widest point:	ft.
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HULL MATERIAL**Type of Hull Material (select one)**

<input type="checkbox"/> Fiberglass	<input type="checkbox"/> Wood	<input type="checkbox"/> Rubber/vinyl/canvas	<input type="checkbox"/> Other (describe):
<input type="checkbox"/> Aluminum	<input type="checkbox"/> Steel	<input type="checkbox"/> Plastic	

BOAT TYPE**Boat Type (select one)****Available Propulsion (select all that apply)**

<input type="checkbox"/> Cabin motorboat	<input type="checkbox"/> Inflatable	<input type="checkbox"/> Canoe	<input type="checkbox"/> Personal watercraft (PWC) (e.g., Wave Runner™, Jet Ski™, Sea-Doo™)	<input type="checkbox"/> Propeller	<input type="checkbox"/> Air thrust
<input type="checkbox"/> Open motorboat	<input type="checkbox"/> Houseboat	<input type="checkbox"/> Rowboat		<input type="checkbox"/> Sail	<input type="checkbox"/> Other (describe):
<input type="checkbox"/> Auxiliary sail	<input type="checkbox"/> Sail (only)	<input type="checkbox"/> Air boat		<input type="checkbox"/> Manual	
<input type="checkbox"/> Pontoon boat	<input type="checkbox"/> Kayak			<input type="checkbox"/> Water jet	

ENGINE

# Engines	Engine type and horsepower (select one)				Fuel type (select all that apply)			
Manufacturer	<input type="checkbox"/> Outboard	<input type="checkbox"/> Sterndrive (I/O)	<input type="checkbox"/> Inboard	<input type="checkbox"/> None	<input type="checkbox"/> Gasoline	<input type="checkbox"/> Diesel	<input type="checkbox"/> Electric	
Total horsepower: hp								

SAFETY MEASURES

Organizations that have conducted a vessel safety check (VSC) on board your boat within the past year (including carriage of safety equipment, e.g., lifejackets, anchor and line, fire extinguishers):

US Coast Guard Auxiliary: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No	Federal Agency (Name)	
US Power Squadrons: VSC Decal? <input type="checkbox"/> Yes <input type="checkbox"/> No	State Agency (Name)	
	Other Agency (Name)	
# Life jackets on board:	# Fire extinguishers on board:	Type of fire extinguishers (e.g., ABC):
	# Fire extinguishers used:	Amount of fire extinguishers used:

ACCIDENT DETAILS – EXTERNAL CONDITIONS**WEATHER**

Overall weather was (select one)		It was (select one)		Visibility was (select one)		Wind was (select one)	
<input type="checkbox"/> Clear	<input type="checkbox"/> Raining	<input type="checkbox"/> Day	<input type="checkbox"/> Night	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	0 mph (none)
<input type="checkbox"/> Cloudy	<input type="checkbox"/> Snowing						Over 0, up to 12 mph (light)
<input type="checkbox"/> Foggy	<input type="checkbox"/> Hazy						Over 12, up to 25 mph (moderate)
<input type="checkbox"/> Other (describe):		Approximate air temperature: °F				Over 25, up to 55 mph (strong)	
						Over 55 mph (stormy)	

WATER

Overall water conditions (select one):		Other water conditions:			
<input type="checkbox"/> Up to 6 in. waves (calm)		Approximate water temperature: °F			
<input type="checkbox"/> Over 6 in., up to 2 ft. waves (choppy)		Strong current?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Over 2 ft., up to 6 ft. waves (rough)		Hazardous waters? (e.g., rapid tidal flow, currents)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Over 6 ft. waves (very rough)		Congested waters?		<input type="checkbox"/> Yes	<input type="checkbox"/> No

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

ACCIDENT DETAILS – ACTIVITIES AND OPERATIONS ON YOUR BOAT**OPERATOR/PASSENGER ACTIVITIES****Operator/passenger activities on your boat at time of accident:****Activities were (select one)****Operator/Passenger activities (select all that apply)**

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

BOAT OPERATIONS**Your boat operations at time of accident (select all that apply)**

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

ACCIDENT DETAILS – CONTRIBUTING FACTORS ON YOUR BOAT**CONTRIBUTING FACTORS****Indicate factors on your boat which may have contributed to this accident (select all that apply)**

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

ACCIDENT DETAILS – YOUR BOAT**MACHINERY/EQUIPMENT FAILURE****Failure of the following machinery/equipment on your boat contributed to this accident (select all that apply)**

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

ACCIDENT DETAILS – EVENTS ON YOUR BOAT**ACCIDENT EVENTS****Types of events occurring to/on your boat during accident (select all that apply)**

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

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

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

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

INJURED PERSON

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

INJURY DETAILS

Injury caused when person (select all that apply)	Nature of most serious injury (select one)
Struck the (e.g., boat, water):	Scrape/bruise
Was struck by a (e.g., boat, propeller):	Cut
Was exposed to carbon monoxide poisoning	Sprain/strain
Received an electric shock	Concussion/brain injury
Other (describe):	Spinal cord injury
Person was wearing lifejacket?	Broken/fractured bone
Person received treatment beyond first aid?	Body part of most serious injury (e.g., head, trunk, leg):
Person was admitted to a hospital?	

ACCIDENT DETAILS – YOUR BOAT – DEATHS/DISAPPEARANCES

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

PERSON WHO DIED/DISAPPEARED

First Name	MI	Last Name
Street		
City	State	Zip
Phone	Date of Birth (mm/dd/yyyy)	Age

DETAILS OF DEATH/DISAPPEARANCE

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

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

ACCIDENT DETAILS – YOUR BOAT OPERATOR

OPERATOR INSTRUCTION

Boating safety instruction completed (select all that apply)

<input type="checkbox"/> None
<input type="checkbox"/> State course
<input type="checkbox"/> USCG Auxiliary course
<input type="checkbox"/> US Power Squadrons course
<input type="checkbox"/> Internet (name of sponsoring organization)
<input type="checkbox"/> Other (describe)

OPERATOR SAFETY MEASURES

On board, prior to accident, was operator wearing:

A lifejacket?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
An engine cut-off switch (Lanyard or wireless device) if equipped?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
On board, prior to accident, was operator using:				
Alcohol?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Drugs?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Operator arrested for Boating Under the Influence?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
Weather reports consulted prior to accident?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

OPERATOR EXPERIENCE

Experience operating this type of boat (select one)

<input type="checkbox"/> 0 to 10 hours	<input type="checkbox"/> Over 10, up to 100 hours	<input type="checkbox"/> Over 100, up to 500 hours	<input type="checkbox"/> Over 500 hours
--	---	--	---

ACCIDENT DETAILS – OTHER KEY PEOPLE

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

NAME/ADDRESS

This other key person was a(n) (select all that apply)

☐ Other boat operator ☐ Other boat owner ☐ Owner of *other* damaged property ☐ Passenger on *your* boat ☐ Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name (if any)		Other boat registration # (if any)	

NAME/ADDRESS

This other key person was a(n) (select all that apply)

☐ Other boat operator ☐ Other boat owner ☐ Owner of *other* damaged property ☐ Passenger on *your* boat ☐ Witness

First Name	MI	Last Name	
Street			
City	State	Zip	Phone
Other boat name (if any)		Other boat registration # (if any)	

USCG Boating Accident Report Form

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

YOUR BOAT OPERATOR

NAME/ADDRESS

First Name	MI	Last Name
Street		
City	State	Zip

AGE/GENDER/PHONE

Date of Birth (mm/dd/yyyy)	Age	Gender	Male	Female	Phone
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YOUR BOAT OWNER

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

NAME/ADDRESS/PHONE

First Name	MI	Last Name
Street		
City	State	Zip
		Phone

PERSON SUBMITTING THIS REPORT

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

NAME/ADDRESS/PHONE/ROLE

First Name	MI	Last Name
Street		
City	State	Zip
		Phone

I was a(n) (select one)

<input type="checkbox"/>	Other person on board <i>this</i> boat
<input type="checkbox"/>	Accident witness <i>not</i> on board <i>this</i> boat
<input type="checkbox"/>	Other (<i>describe</i>):

SIGNATURE OF PERSON SUBMITTING THIS REPORT

Your signature	Date (mm/dd/yyyy)
----------------	-------------------

An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number.

The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-5422), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20503.

Glossary

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

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

Auxiliary Sailboat - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Inflatable - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible.

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

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

Machinery Failure - Defect and/or failure in the machinery or material, design or construction, or com-

ponents installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

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

Motorboat - Any vessel equipped with propulsion machinery.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Glossary of State Codes

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