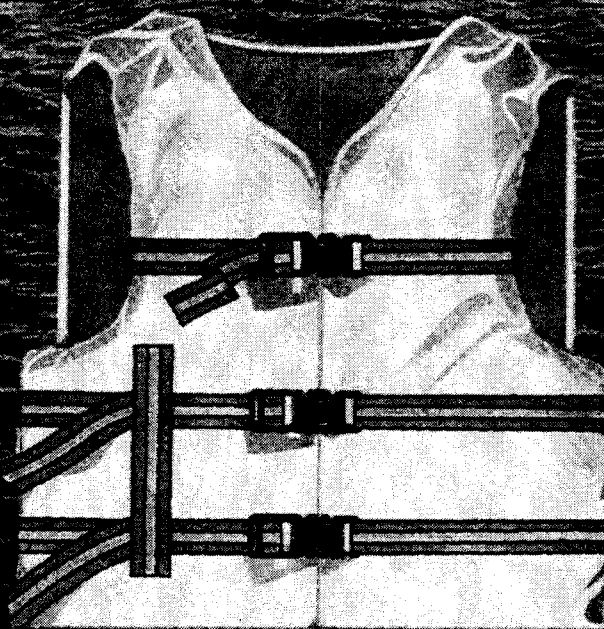




BOATING STATISTICS - 1995

**IT WON'T WORK
IF YOU DON'T
WEAR IT!**



**LIFE JACKETS
SAVE LIVES**



COMDTPUB P16754.9

MAR 12 1998

COMMANDANT PUBLICATION P16754.9


FOREWORD

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

Boating Statistics 1995, the 37th annual report, contains statistics on recreational boating accidents, and State and Coast Guard boat numbering activities. In 1995, the States and the Coast Guard worked together to implement a new electronic data transfer program that enables the States to electronically manage and transmit recreational boating accident report data to the Coast Guard. Incremental transition to this new system delayed the compilation and distribution of Boating Statistics 1995. In the future, the States have an efficient means to transmit, manage and analyze their accident data using the Boating Accident Report Database (BARD) program. The timely and accurate submission of accident data via electronic means also improves the Coast Guard's ability to analyze and publish national accident statistics. Our vision for the BARD program is a real time data capture process where customers have immediate access to the data via the Internet.

This publication is a result of the coordinated effort of the Coast Guard and those jurisdictions which have Federally approved boat numbering systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all States except Alaska.

Boating Statistics 1995 may be copied freely in the interest of boating safety. For questions and suggestions regarding content, availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Office of Boating Safety Web Site at www.uscgboating.org.



J. A. STIMATZ
Captain, U.S. Coast Guard
Chief, Office of Boating Safety

DISTRIBUTION -SDL No. 134

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INTRODUCTION

SCOPE

This report contains statistics on numbered boats and recreational boating accidents, and information on boating safety activities for calendar year 1995. States and jurisdictions with Federally approved boat numbering systems file official reports which the Coast Guard uses to provide the boat numbering statistics. Coast Guard numbering records cover the State of Alaska, which does not have a numbering system. Data for the accident statistics come from three sources: (1) Boating Accident Report data forwarded to the Coast Guard by jurisdictions with an approved numbering and casualty reporting system; (2) reports submitted directly to the Coast Guard in Alaska; and (3) reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational Boating Accident Investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigations, information is collected from the accident reports filed by boat operators.

ACCIDENT REPORTING

Current regulations (33 CFR 173-4) require the operator of any vessel, numbered or used for recreational purposes to file a Boating Accident Report (BAR) if the vessel is involved in an accident that results in:

1. Loss of life; or
2. Personal injury which requires medical treatment beyond first aid; or
3. Damage to the vessel and other property exceeding \$500; or
4. Complete loss of the vessel.

Boat operators are required to report their accidents to authorities in the State where the accident occurred, or directly to the Coast Guard if the accident occurred in Alaska. States with approved numbering systems furnish the Coast Guard with Boating Accident Report data. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. The statistics in this publication cover only accidents meeting the Federal minimum reporting requirements listed above.

The statistics in this publication cover boating accidents reported on waters of joint Federal and State jurisdiction and exclusive State jurisdiction. The statistics include any report data received of accidents on waters under exclusive jurisdiction of Alaska, even though the reports are not required.

Most States use Boating Accident Report forms that are similar to the Coast Guard form. A copy of the Coast Guard BAR form is on pages nine through eleven.

USE OF THE STATISTICS

Users of the statistics in this report need to be aware of the following facts that may affect results of analyses of non-fatal accidents:

1. The Boating Accident Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not required to be reported. Many more

accidents are not reported because of ignorance of the law and difficulty in enforcing the law. We believe that only a small fraction of all non-fatal boating accidents occurring in the United States are reported to the Coast Guard, State or local law enforcement agencies. However, we believe that nearly all fatal recreational boating accidents are included in these statistics. Overall, the more serious the accident, the more frequent the reporting.

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

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

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

CASES EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only slight injury which did not require medical treatment beyond first aid;
2. Accidents involving property damage of not more than \$500;
3. Accidents not caused by or contributed to by a vessel, its equipment, or its appendages; and
4. Accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Such cases are not included because the victims freely left the safety of their boat. However, if a victim is struck by their boat or another one, the accident is included because it involves a boat as the instrument striking the person.

FATALITY RATE

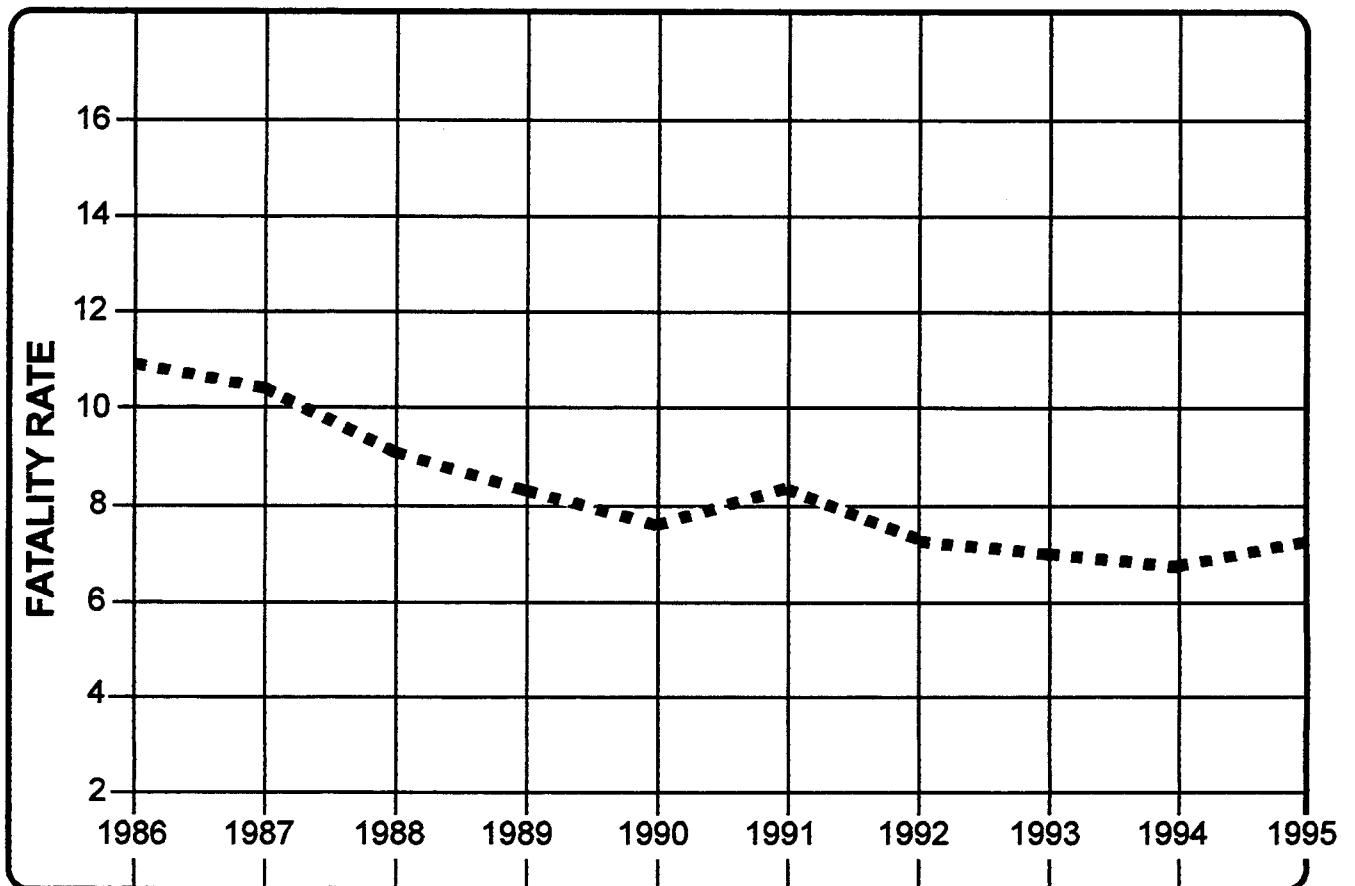
Historically, one indicator of safety in recreational boating is the fatality rate, e.g., the number of reported fatalities as compared to the number of numbered recreational boats. The numbered boat population is based on the annual Report of Certificates of Number Issued to Boats, each State and jurisdiction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

While a comparison between the 829 fatalities and the 11,734,710 numbered boats in 1995 for all States and jurisdictions allows one to estimate a national boating fatality rate, there are some serious limitations to this methodology. One is that fatality rate comparisons between States are invalid because of differences in the scope of each State's boat numbering system (see page 21). Another limitation is that fatalities occur on boats which are not numbered, and therefore not included in the boat numbering statistics. Users should be aware of these limitations when working with the fatality rate. A more reliable estimate of the fatality rate for each State or jurisdiction can be found by comparing fatalities occurring only on specific categories of numbered boats.

The graph on page three represents the fatality rate for 1995:

| YEAR | FATALITIES | NUMBER OF NUMBERED BOATS | FATALITY RATE PER 100,000 NUMBERED BOATS |
|------|------------|-----------------------------|--|
| 1986 | 1066 | 9,876,197 | 10.8 |
| 1987 | 1036 | 9,963,696 | 10.4 |
| 1988 | 946 | 10,362,613 | 9.1 |
| 1989 | 896 | 10,777,370 | 8.3 |
| 1990 | 865 | 10,996,253 | 7.8 |
| 1991 | 924 | 11,068,440 | 8.3 |
| 1992 | 816 | 11,132,386 | 7.3 |
| 1993 | 800 | 11,282,736 | 7.1 |
| 1994 | 784 | 11,429,585 | 6.9 |
| 1995 | 829 | 11,734,710 | 7.1 |

NUMBER OF FATALITIES PER 100,000 NUMBERED BOATS



EXECUTIVE SUMMARY BOATING STATISTICS - 1995

Boating Accidents at a Glance

The Coast Guard received reports for a total of 8,019 recreational boating accidents in 1995; the most ever reported. The casualty data for 1995 showed 829 fatalities and a record high 4,141 injuries. The 829 fatalities are up sharply from the 784 fatalities reported in 1994.

Life Jackets & Risk of Dying in an Accident

In 1995, 628 boaters drowned. Overall, approximately 85 percent of the victims involved in fatal boating accidents were not wearing life jackets. Life jackets could have saved the lives of at least 560 of the drowning victims, including 36 children under the age of 16.

Boaters involved in an accident are at greater risk of dying if it occurs during the fall and winter months than in the summer. When waters are below 60 degrees Fahrenheit, hypothermia can set in quickly. Sportsmen who hunt and fish from boats, especially in colder weather, need to wear their life jackets (Page 17).

Number of Fatalities by Known Boat Length

Almost 80 percent of fatalities occurred on boats less than 26 feet in length. Over 75 percent of the victims drowned (page 12). Specifically, 369 fatalities involved boats less than 16 feet in length and 280 involved boats 16 to less than 26 feet in length.

Alcohol Involvement in Boating Accidents

When there was enough data available to prove the level of impairment, alcohol involvement in reported accidents accounted for 20 percent of all fatal boating accidents. A recent Coast Guard study estimates that boat operators with a blood alcohol concentration above .10 percent are estimated to be more than 10 times as likely to be killed in a boating accident than boat operators with zero blood alcohol concentration.

Fatalities by Known Boat Operator Education

There was an increase in the number of fatal accidents involving recreational boat operators who had not completed a formal boating safety education course, as compared to 1994. In 1995, nearly 90 percent of all boating fatalities occurred on boats where the operator had not completed a boating safety education course.

EXECUTIVE SUMMARY BOATING STATISTICS - 1995

Accident Causes

Approximately 80 percent of all boats in reported accidents involve boat operator controllable factors. The remaining 20 percent involve boat or environmental factors. The primary causes of accidents are operator inattention, operator inexperience, no proper lookout and operating a boat in an unsafe manner.

Types of Boating Accidents

"Capsizings" and "Falls Overboard" accounted for over half of all boating fatalities. Over 90 percent of the victims drowned (page 28). "Collision with Another Vessel" was the most reported type of accident. These accidents resulted in 1,255 injuries and 6.7 million dollars in property damage (page 24).

Age of Boating Fatality Victims

Fifty-eight children age 15 and under lost their lives while boating in 1995. Forty-three of those children died as a result of drowning (page 13). Eight out of 10 of those drowning victims were not wearing their life jackets.

Types of Casualties: Injuries and Fatalities

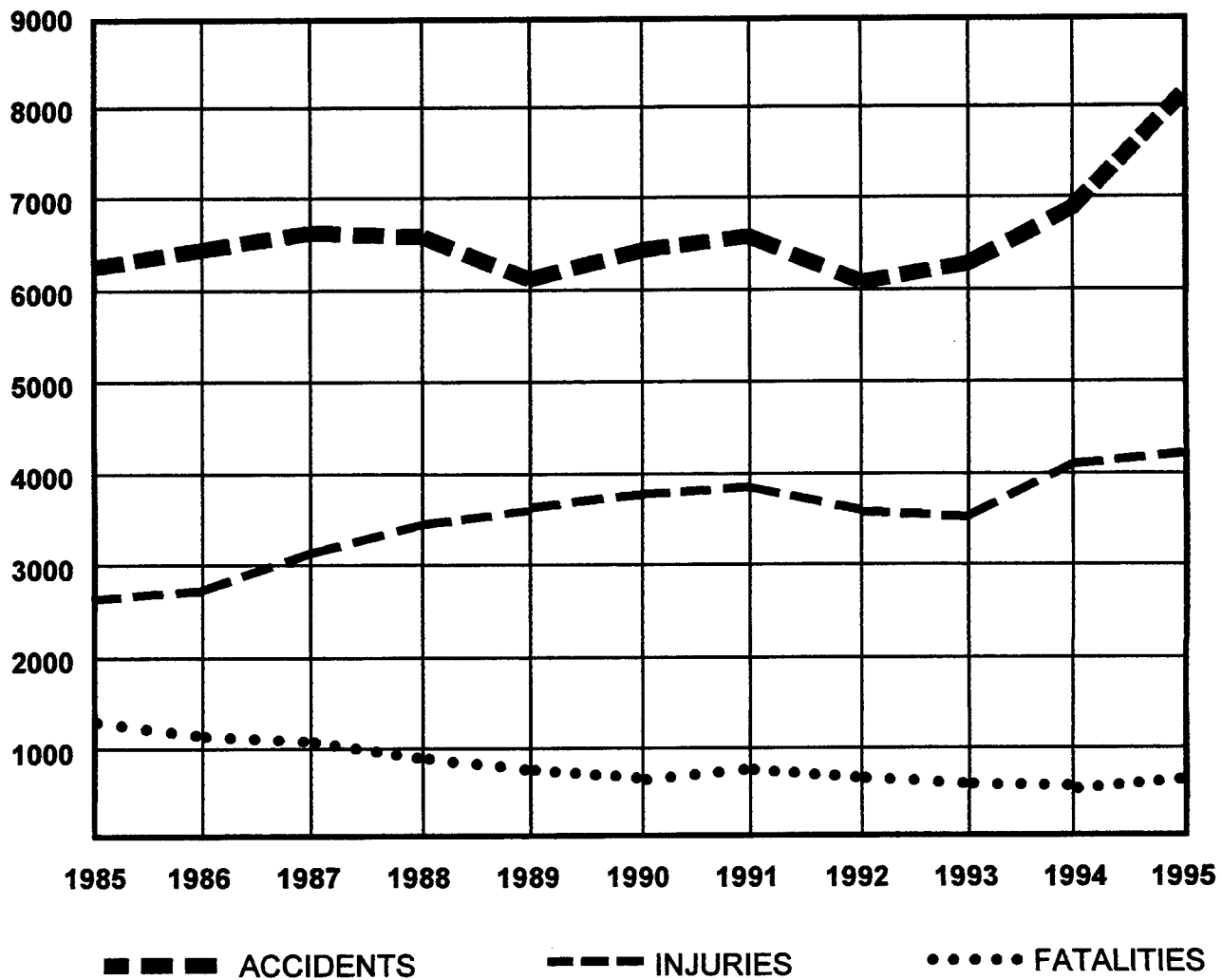
Over half of all reported boating injury victims were admitted to a hospital for medical treatment. The most frequently reported types of injuries suffered by boaters were lacerations, broken bones, and head injuries. Of the 829 total fatalities, only 68 involved the use of personal watercraft; 26 of those victims drowned. By comparison, 427 boaters died in accidents involving open motorboats, and 323 of those victims drowned.

Numbered Recreational Boats

States and jurisdictions numbered a total of 11,734,710 recreational boats. The Coast Guard estimates that approximately eight million recreational boats are not numbered. The following is a breakdown of the numbered motorboats by length:

| BOAT LENGTH | PERCENTAGE OF NUMBERED MOTORBOATS |
|----------------------------|--|
| Less than 16' | 49.0 |
| 16' to less than 26' | 47.0 |
| 26' to less than 40' | 3.0 |
| 40' and greater | 1.0 |

BOATING ACCIDENTS AT A GLANCE



| YEAR | FATALITIES | INJURIES | ACCIDENTS |
|------|------------|----------|-----------|
| 1985 | 1,116 | 2,757 | 6,237 |
| 1986 | 1,066 | 2,847 | 6,407 |
| 1987 | 1,036 | 3,051 | 6,746 |
| 1988 | 946 | 3,476 | 6,718 |
| 1989 | 896 | 3,635 | 6,063 |
| 1990 | 865 | 3,822 | 6,411 |
| 1991 | 924 | 3,967 | 6,573 |
| 1992 | 816 | 3,683 | 6,048 |
| 1993 | 800 | 3,559 | 6,335 |
| 1994 | 784 | 4,084 | 6,906 |
| 1995 | 829 | 4,141 | 8,019 |

REPORTABLE RECREATIONAL BOATING ACCIDENTS

Subpart C of Section 173 of Title 33, Code of Federal Regulations -- Casualty and Accident Reporting, applies to vessels that are used by their operators for recreational purposes, or that are required to be numbered (including those documented for pleasure), except for those vessels required by law to have a Certificate of Inspection. A casualty or accident report must be submitted to the reporting authority if an occurrence involving these vessels or their equipment results in one or more of the following:

- a. A person dies;
- b. A person is injured and requires medical treatment beyond first aid (i.e. treatment at a medical facility or by a physician other than at the accident scene);
- c. Damage to the vessel and other property totals more than \$500.00, or there is a complete loss of the vessel; or
- d. A person disappears from the vessel under circumstances that indicate death or injury.

The following are examples of accidents that **fall within the reporting criteria**, and that might have been prevented or their effects mitigated by specific components of a boating safety program (i.e. by boating courses, public information campaigns, law enforcement, development and enforcement of boat construction or equipment standards, etc.):

- a. A fire, explosion, sinking or other occurrence involving a vessel, if the vessel, its installed or associated equipment or appendages failed, malfunctioned, or otherwise caused or contributed to the accident or casualty. (A vessel could be docked, moored, or anchored.)
- b. A person is burned, or otherwise injured or dies from exposure or immersion which is the result of an accident involving the vessel where the vessel or its equipment or appendages contributed to the accident or casualty.
- c. A person dies, is injured, or property damage exceeding \$500.00 results from any occurrence or incident that was caused by careless or improper use of the vessel.
- d. An oar or other piece of essential gear associated with propulsion of the vessel is lost from a vessel and a person is injured, drowns or otherwise dies in an attempt to retrieve the lost item.
- e. A person dies having jumped from, or swimming around a vessel that is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution of the victim.

NON-REPORTABLE RECREATIONAL BOATING ACCIDENTS

The following are examples of occurrences directly or indirectly involving a vessel that are generally considered to be outside the scope of a boating safety program and, therefore, are **non-reportable** as boating accidents. While they may or may not be reported in a State, these accidents are not included in Boating Statistics (COMDTPUB P16754) published annually by the U.S. Coast Guard.

- a. A person dies from self-inflicted wounds, ingestion of barbituates or poison, or from gunshot wounds or other assault by another person or persons while aboard a vessel.
- b. A person dies primarily from natural causes while aboard a vessel; boat operation activities do not contribute.
- c. A person drowns in swimming to retrieve a vessel that is adrift from its mooring or dock, having departed from a position of inherent safety such as a shore or pier.
- d. A person drowns while swimming from a vessel for pleasure and the vessel does not contribute to the drowning; it is a platform only.
- e. A person drowns after falling from a raft that is moored or anchored for use as a swimming platform or other purpose.
- f. A person dies or is injured away from the water while preparing a boat for launching. (If in the act of launching into a body of water, it is a reportable boating accident).
- g. Damage, injury or death results from a fire on shore or a pier that spreads to a vessel or vessels.
- h. A person drowns or is injured while surfing. (A surfboard is not a vessel).
- i. A person dies in an "ice boat" accident. (An ice boat is not considered to be a vessel).
- j. A fatality or injury occurs to an operator or a crewmember while participating in an organized and sanctioned race, or warm-up or in a boat uniquely designed for racing.
- k. Damage, injury or death on a docked or moored vessel resulting from storms.
- l. Damage, injury or death on a docked or moored vessel resulting from unusual tidal, sea or swell conditions.
- m. Damage to a docked or moored vessel due to theft or any vandalism.
- n. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.

DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD CG-3865 (Rev. 9/95)

BOATING ACCIDENT REPORT

FORM APPROVED OMB NO. 2115-0010
EXPIRES 02/28/2000

STATE ASSIGNED CASE NO. _____

THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF LIFE OR DISAPPEARANCE FROM A VESSEL; AN INJURY WHICH REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR PROPERTY DAMAGE IN EXCESS OF \$500 OR COMPLETE LOSS OF THE VESSEL. REPORTS IN DEATH AND INJURY CASES MUST BE SUBMITTED WITHIN 48 HOURS. REPORTS IN OTHER CASES MUST BE SUBMITTED WITHIN 10 DAYS. REPORTS MUST BE SUBMITTED TO THE REPORTING AUTHORITY IN THE STATE WHERE THE ACCIDENT OCCURRED. THIS FORM IS PROVIDED TO ASSIST THE OPERATOR IN FILING THE REQUIRED WRITTEN REPORT.

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

ACCIDENT DATA

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

BOAT NO. 1 (THIS VESSEL)

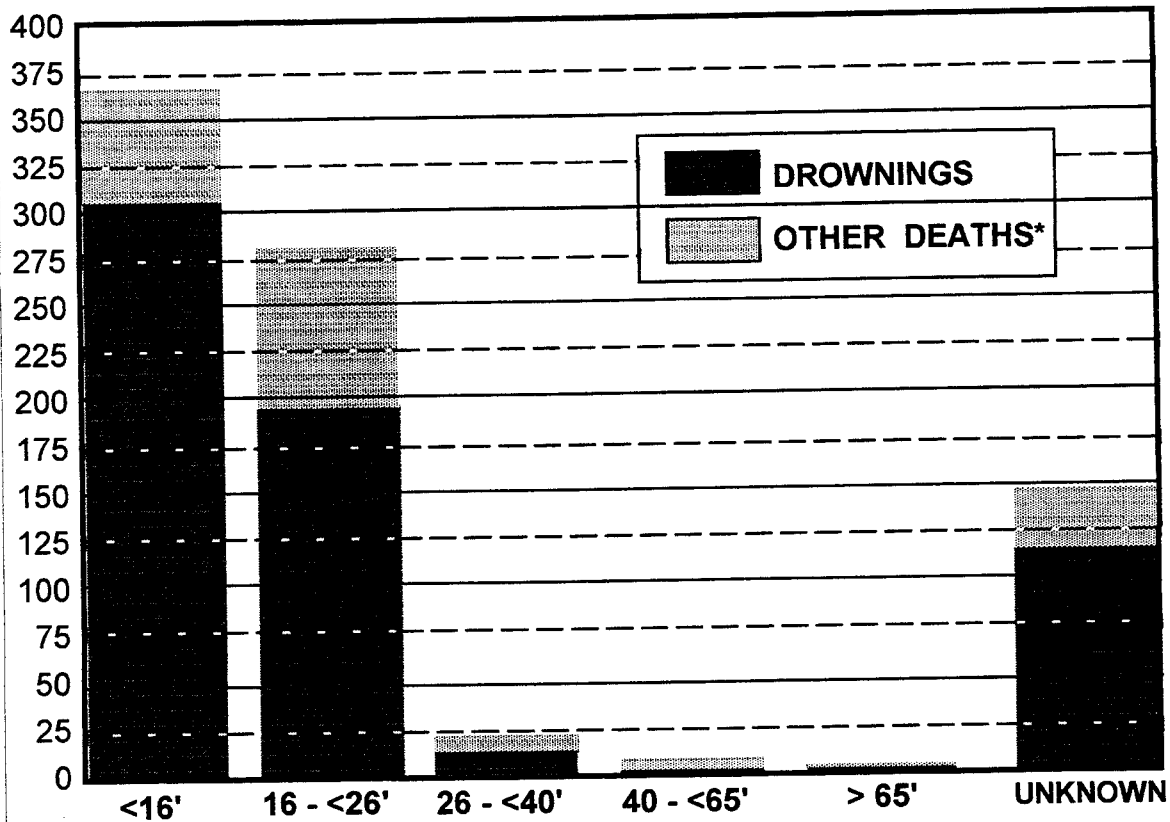
| | | | | | |
|--|---|--|---|---|------------|
| BOAT REGISTRATION OR DOCUMENTATION NUMBER | | STATE | HULL IDENTIFICATION NUMBER | | BOAT NAME |
| BOAT MANUFACTURER | | LENGTH | MODEL | | YEAR BUILT |
| TYPE OF BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input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

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

ACCIDENT DESCRIPTION

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

NUMBER OF FATALITIES BY KNOWN BOAT LENGTH CLASS - 1995



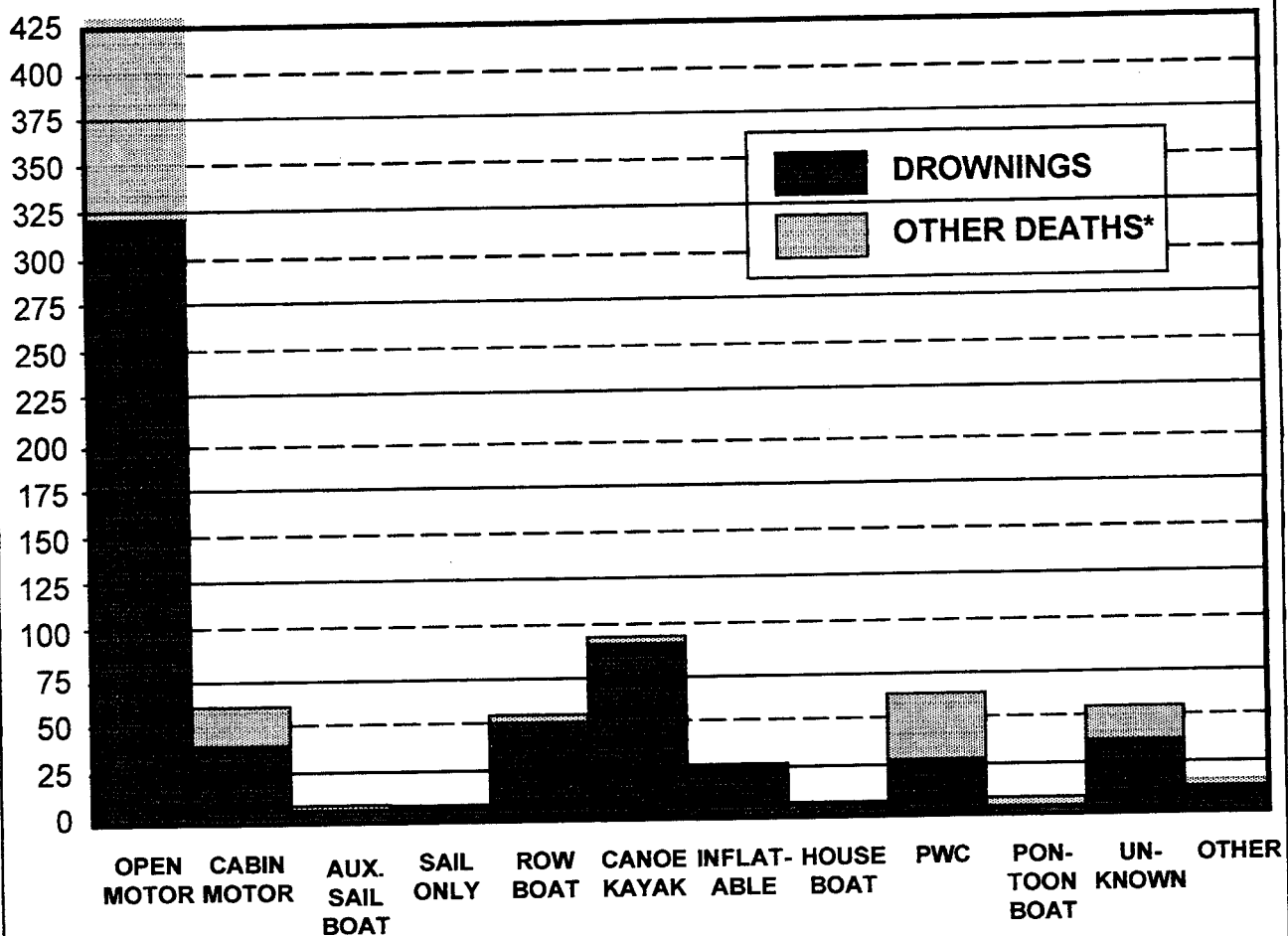
| LENGTH | DROWNINGS | OTHER DEATHS* | TOTAL |
|------------------------------|-----------|---------------|-------|
| Less than 16 feet | 302 | 67 | 369 |
| 16 feet to less than 26 feet | 195 | 85 | 280 |
| 26 feet to less than 40 feet | 11 | 11 | 22 |
| 40 feet to 65 feet | 2 | 4 | 6 |
| More than 65 feet | 1 | 1 | 2 |
| Unknown | 117 | 33 | 150 |
| Total | 628 | 201 | 829 |

*Other deaths denotes types of fatalities other than drownings.

AGE OF FATALITY VICTIMS - 1995

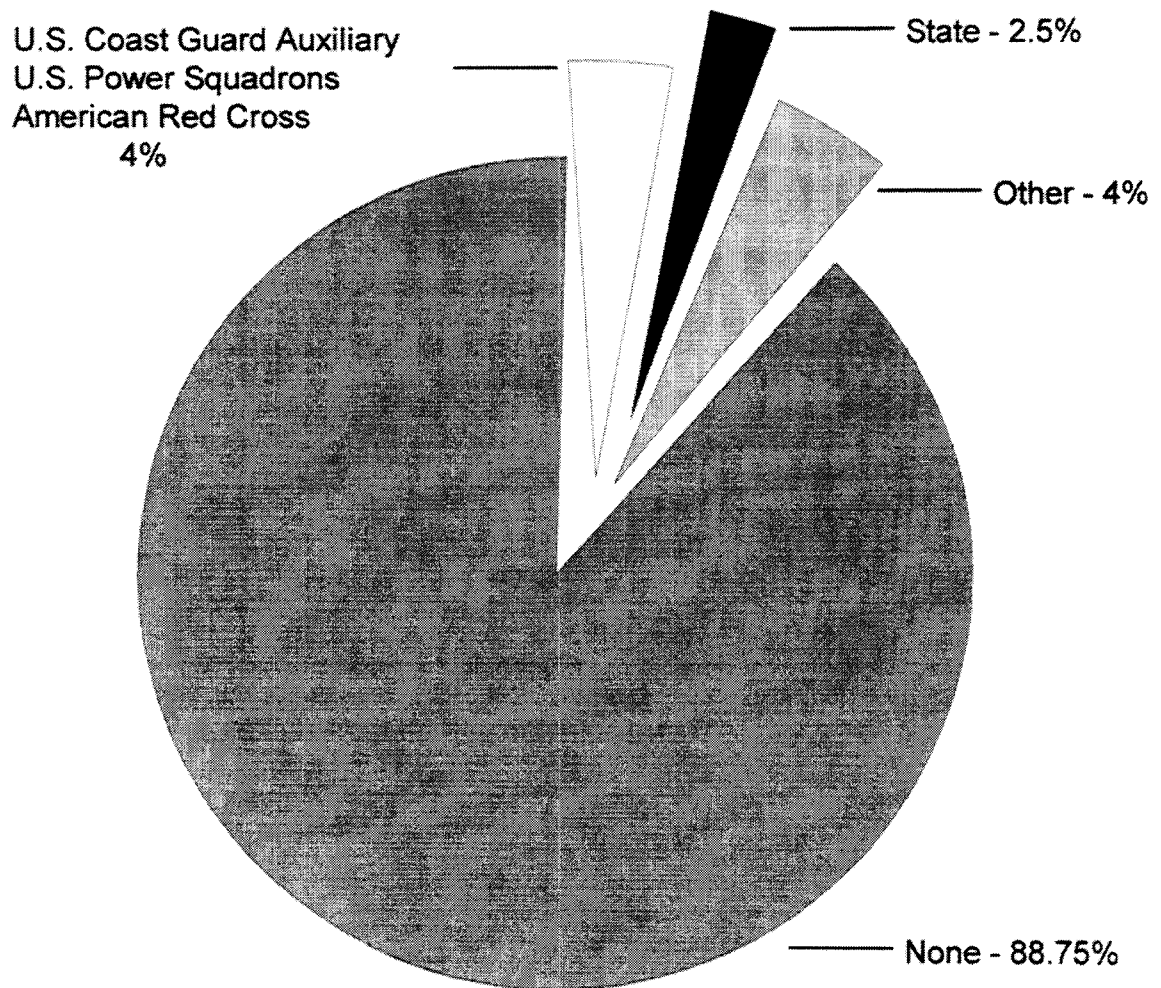
| Age of Victim | Number of Drownings | Number of Other Deaths | Total Fatalities |
|---------------------|---------------------|------------------------|------------------|
| 2 | 1 | 0 | 1 |
| 3 | 3 | 1 | 4 |
| 4 | 1 | 0 | 1 |
| 5 | 3 | 0 | 3 |
| 6 | 1 | 1 | 2 |
| 7 | 3 | 1 | 4 |
| 8 | 2 | 0 | 2 |
| 9 | 3 | 2 | 5 |
| 10 | 2 | 1 | 3 |
| 11 | 4 | 2 | 6 |
| 12 | 4 | 1 | 5 |
| 13 | 5 | 2 | 7 |
| 14 | 3 | 2 | 5 |
| 15 | 8 | 2 | 10 |
| 16 | 5 | 3 | 8 |
| 17 | 8 | 3 | 11 |
| 18 | 7 | 2 | 9 |
| 19 | 11 | 1 | 12 |
| 2 - 19 | 74 | 24 | 98 |
| 20 - 29 | 100 | 37 | 137 |
| 30 - 39 | 101 | 39 | 140 |
| 40 - 49 | 97 | 24 | 121 |
| 50 - 59 | 71 | 8 | 79 |
| 60 - 69 | 32 | 9 | 41 |
| 70 - 79 | 22 | 9 | 31 |
| older than 80 | 5 | 2 | 7 |
| Unknown | 126 | 49 | 175 |
| TOTAL | 628 | 201 | 829 |

NUMBER OF FATALITIES BY TYPE OF VESSEL - 1995



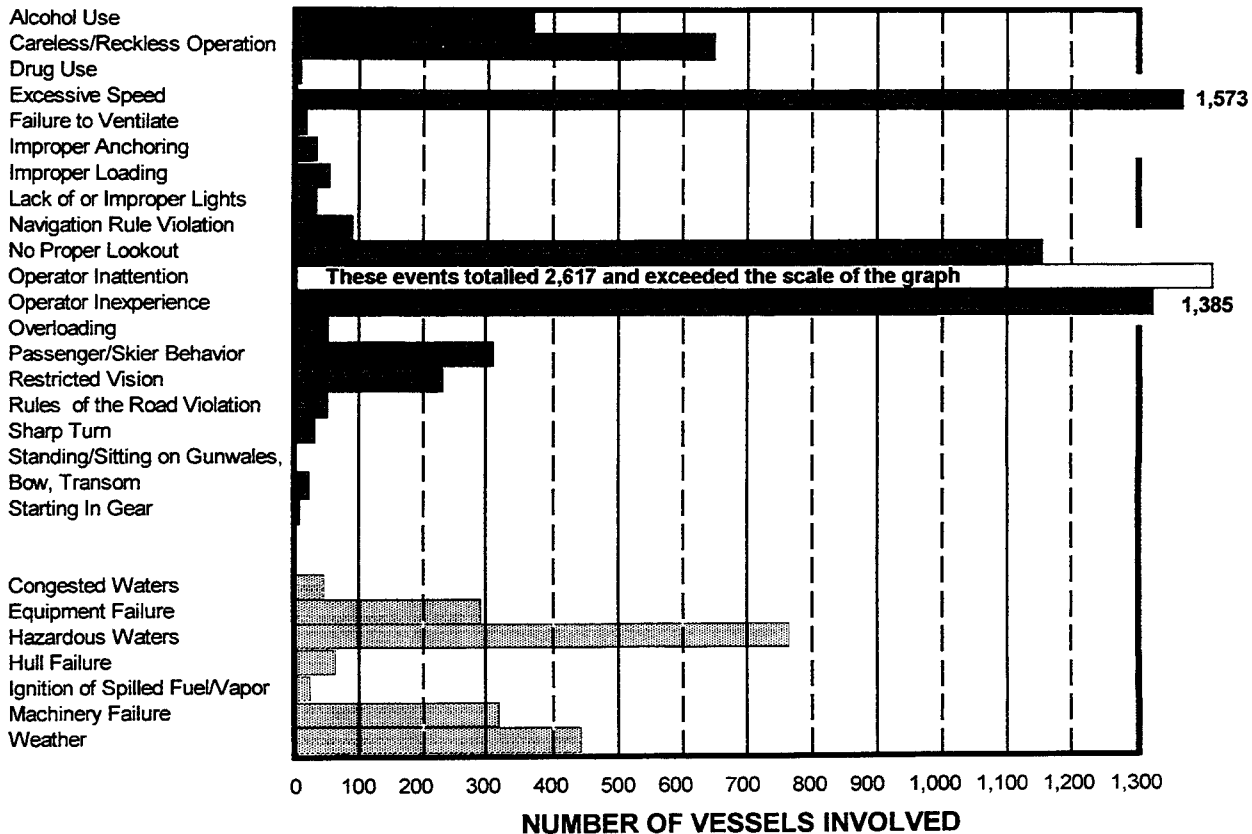
*Other deaths denotes types of fatalities other than drownings

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 1995



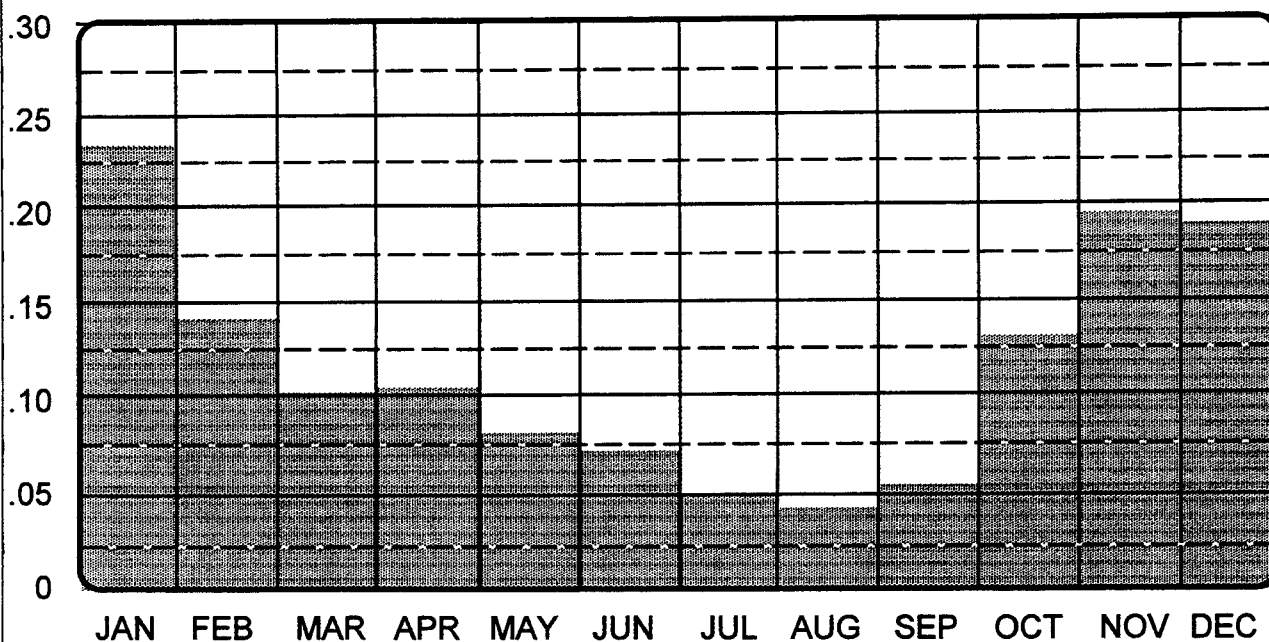
| TYPE OF BOATING INSTRUCTION | FATALITIES |
|--|------------|
| U.S. Coast Guard Auxiliary U.S. Power Squadrons American Red Cross | 19 |
| State | 10 |
| Other | 16 |
| None | 355 |

FACTORS IN SPECIFIC ACCIDENT CAUSES DIVIDED BY OPERATOR CONTROLLABLE FACTORS AND VESSEL/ENVIRONMENTAL FACTORS



| ACCIDENTS INVOLVING OPERATOR CONTROLLABLE FACTORS | VESSELS INVOLVED | ACCIDENTS INVOLVING VESSEL/ENVIRONMENTAL FACTORS | VESSELS INVOLVED |
|---|---------------------|--|---------------------|
| Alcohol Use | 372 | Congested Waters | 45 |
| Careless/Reckless Operation | 647 | Equipment Failure | 298 |
| Drug Use | 5 | Hazardous Waters | 761 |
| Excessive Speed | 1,573 | Hull Failure | 70 |
| Failure to Ventilate | 8 | Ignition of Spilled Fuel or Vapor | 19 |
| Improper Anchoring | 31 | Machinery Failure | 311 |
| Improper Loading | 58 | Weather | 436 |
| Lack of or Improper Lights | 43 | Other | 456 |
| Navigation Rule Violation | 95 | | |
| No Proper Lookout | 1,196 | | |
| Operator Inattention | 2,617 | | |
| Operator Inexperience | 1,385 | | |
| Overloading | 48 | | |
| Passenger/Skier Behavior | 310 | | |
| Restricted Vision | 227 | | |
| Rules of the Road Violation | 143 | | |
| Sharp Turn | 23 | | |
| Standing/Sitting on Gunwales, Bow, Transom | 21 | | |
| Starting In Gear | 1 | | |
| Unknown | 335 | | |

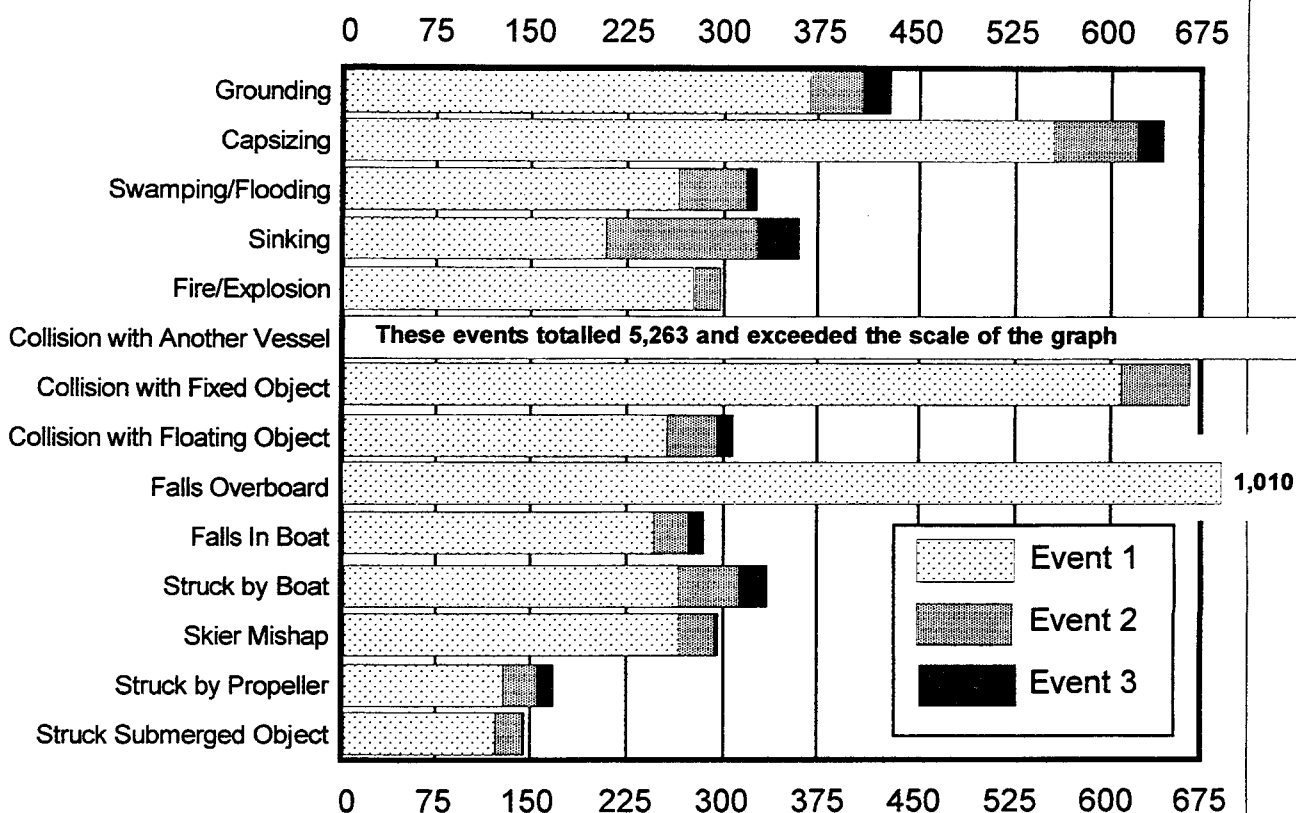
RISK OF DYING IN AN ACCIDENT BY MONTH - 1995*



*When month reported

| MONTH | VESSELS INVOLVED | FATALITIES | RISK OF DYING |
|-----------|------------------|------------|---------------|
| January | 155 | 36 | .23 |
| February | 175 | 24 | .14 |
| March | 379 | 39 | .10 |
| April | 703 | 79 | .11 |
| May | 1,216 | 102 | .08 |
| June | 1,727 | 122 | .07 |
| July | 3,173 | 144 | .05 |
| August | 2,008 | 90 | .04 |
| September | 1,207 | 76 | .06 |
| October | 427 | 54 | .13 |
| November | 204 | 38 | .19 |
| December | 137 | 22 | .17 |

EVENTS IN BOATING ACCIDENT SEQUENCES - 1995

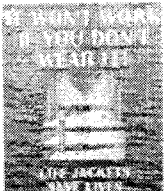


Events in Boating Accident Sequences

Published statistics on the types of boating accidents refer only to the first event occurring in the accident sequence. However, many accidents involve more than one event. For example, 232 cases involve a person being struck by motor/propeller, either as the first, second, or third event in the accident sequence.

| | Event No. 1 | Event No. 2 | Event No. 3 | Total |
|-------------------------------------|-------------|-------------|-------------|-------|
| Grounding | 373 | 40 | 10 | 423 |
| Capsizing | 548 | 73 | 9 | 630 |
| Swamping/Flooding | 249 | 56 | 2 | 307 |
| Sinking | 213 | 121 | 19 | 353 |
| Fire/Explosion..... | 260 | 9 | 0 | 269 |
| Collision with Another Vessel..... | 5,229 | 32 | 2 | 5,263 |
| Collision with Fixed Object..... | 609 | 59 | 10 | 678 |
| Collision with Floating Object..... | 242 | 22 | 6 | 270 |
| Falls Overboard | 684 | 287 | 39 | 1,010 |
| Falls In Boat..... | 232 | 16 | 5 | 253 |
| Struck by Boat..... | 260 | 85 | 14 | 359 |
| Struck by Motor/Propeller..... | 129 | 89 | 14 | 232 |
| Skier Mishap | 363 | 33 | 2 | 398 |
| Struck Submerged Object | 100 | 7 | 1 | 108 |

TYPE OF INJURY BY TYPE OF VESSEL - 1995

| | Number of Injuries | Aux. Sailboat | Cabin Motorboat | Canoe/Kayak | Houseboat | Inflatable | Open Motorboat | Other | Personal Watercraft | Pontoon Boat | Rowboat | Sailboat | Unknown |
|---|-----------------------|---------------|--------------------|-------------|-----------|------------|-------------------|------------|------------------------|-----------------|-----------|-----------|-----------|
|  | | | | | | | | | | | | | |
| Total | 4,141 | 39 | 372 | 69 | 15 | 25 | 1,729 | 110 | 1,617 | 33 | 35 | 36 | 61 |
| Type of Injury | | | | | | | | | | | | | |
| Amputation | 18 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 5 | 1 | 0 | 0 | 0 |
| Back Injury | 232 | 3 | 21 | 1 | 0 | 1 | 117 | 0 | 81 | 1 | 0 | 3 | 4 |
| Broken Bones | 591 | 7 | 44 | 1 | 2 | 2 | 194 | 2 | 328 | 6 | 0 | 0 | 5 |
| Burns | 79 | 1 | 21 | 0 | 0 | 0 | 45 | 0 | 8 | 1 | 1 | 1 | 1 |
| Contusion | 215 | 4 | 19 | 1 | 0 | 1 | 89 | 0 | 93 | 4 | 2 | 0 | 2 |
| Dislocation | 84 | 0 | 5 | 1 | 0 | 0 | 34 | 0 | 38 | 0 | 0 | 2 | 4 |
| Head Injury | 376 | 3 | 18 | 1 | 1 | 1 | 164 | 1 | 173 | 2 | 3 | 5 | 4 |
| Hypothermia | 164 | 1 | 4 | 37 | 1 | 10 | 75 | 4 | 6 | 1 | 11 | 9 | 5 |
| Internal Injuries | 227 | 1 | 14 | 2 | 1 | 1 | 84 | 1 | 114 | 1 | 3 | 1 | 4 |
| Laceration | 692 | 3 | 59 | 6 | 4 | 5 | 359 | 1 | 230 | 11 | 1 | 2 | 11 |
| Neck Injury | 76 | 1 | 6 | 2 | 2 | 1 | 46 | 0 | 15 | 0 | 0 | 2 | 1 |
| Shock | 8 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 |
| Spinal Injury | 22 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 6 | 0 | 0 | 1 | 2 |
| Sprain/Strain | 109 | 2 | 8 | 2 | 0 | 0 | 42 | 0 | 47 | 1 | 2 | 0 | 5 |
| Teeth | 23 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 10 | 0 | 0 | 0 | 1 |
| Unknown | 1,225 | 13 | 147 | 15 | 3 | 3 | 443 | 101 | 462 | 4 | 12 | 10 | 12 |

ADMITTED TO HOSPITAL BY TYPE OF VESSEL - 1995

| | Number of Injuries | Admitted to Hospital | Not Admitted |
|-----------------|--------------------|----------------------|--------------|
| TOTALS | 4,141 | 2,159 | 1,982 |
| Open motorboat | 1,729 | 955 | 774 |
| Cabin motorboat | 372 | 150 | 222 |
| Auxiliary Sail | 39 | 12 | 27 |
| Sail Only | 36 | 22 | 14 |
| Rowboat | 35 | 18 | 17 |
| Canoe/Kayak | 69 | 48 | 21 |
| Inflatable | 25 | 12 | 13 |
| Houseboat | 15 | 9 | 6 |
| Pontoon Boat | 33 | 28 | 5 |
| Unknown | 61 | 36 | 25 |
| PWC | 1,617 | 861 | 756 |
| Other | 110 | 8 | 102 |

BOAT NUMBERING

Chapter 123 of Title 46, United States Code requires each undocumented vessel equipped with propulsion machinery to be numbered in the State in which it is principally operated. The law allows the States and other jurisdictions to create their own numbering systems as long as they meet or exceed Federal requirements. At the end of 1995, only Alaska lacked its own approved numbering system. In that jurisdiction, the Coast Guard performs the numbering function and requires only undocumented vessels equipped with propulsion machinery used on waters subject to the jurisdiction of the United States to be numbered. Many States require the numbering of non-powered boats, such as sailboats. A list of the numbering requirements of the States is found on page 21.

The statistics on pages 21 and 22 are derived from reports of the actual counts of valid boat numbers that have been issued by States and other jurisdictions. Their accuracy is affected by several factors, including compliance of the boat owners with numbering and registration laws. The numbering requirements for each jurisdiction are given so that comparisons may be made. Estimates are provided for non-reporting jurisdictions based on the growth in numbering as reported in the past.

TOTAL NUMBER OF NUMBERED BOATS 1975 - 1995

| | |
|------|------------|
| 1995 | 11,734,710 |
| 1994 | 11,429,585 |
| 1993 | 11,282,736 |
| 1992 | 11,132,386 |
| 1991 | 11,068,440 |
| 1990 | 10,996,253 |
| 1989 | 10,777,370 |
| 1988 | 10,362,613 |
| 1987 | 9,963,696 |
| 1986 | 9,876,197 |
| 1985 | 9,589,483 |
| 1984 | 9,420,011 |
| 1983 | 9,165,094 |
| 1982 | 9,073,972 |
| 1981 | 8,905,097 |
| 1980 | 8,577,857 |
| 1979 | 8,278,723 |
| 1978 | 8,035,905 |
| 1977 | 7,975,587 |
| 1976 | 7,671,213 |
| 1975 | 7,303,286 |

NUMBERING DATA BY STATE

| | | TOTAL BOATS NUMBERED | | SCOPE OF CURRENT BOAT NUMBERING SYSTEM (Does not include sailboats which are numbered in some States) |
|---------------------|------|----------------------|------------|--|
| | | 1995 | 1994 | |
| TOTAL | RANK | 11,734,710 | 11,429,585 | |
| Alabama | 17 | 257,589 | 250,323 | All motorboats, sailboats and rental boats |
| Alaska ¹ | 50 | 24,004 | 31,909 | All motorboats used on Federal waters |
| Arizona | 29 | 145,156 | 137,968 | All watercraft, except inflatables 12 feet in length or less |
| Arkansas | 27 | 167,222 | 161,344 | All motorboats |
| California | 2 | 809,738 | 838,541 | All motorboats; sailboats over 8 feet in length |
| Colorado | 35 | 88,565 | 91,579 | All motorboats and sailboats |
| Connecticut | 32 | 98,648 | 97,617 | All motorboats; sailboats 19.5 feet or more in length |
| Delaware | 45 | 42,479 | 40,985 | All motorboats |
| Dist. of Col. | 54 | 1,556 | 6,614 | All watercraft |
| Florida | 4 | 744,123 | 698,795 | All motorboats |
| Georgia | 14 | 299,097 | 290,490 | All motorboats; sailboats 12 feet or more in length |
| Hawaii | 51 | 14,478 | 13,839 | All motorboats; sailboats over 8 feet in length |
| Idaho | 36 | 79,492 | 77,285 | All motorboats and sailboats |
| Illinois | 9 | 367,562 | 360,979 | All watercraft, except canoes and kayaks |
| Indiana | 22 | 208,119 | 191,462 | All motorboats |
| Iowa | 26 | 175,147 | 196,813 | All watercraft with exceptions ² |
| Kansas | 33 | 98,241 | 97,481 | All motorboats and sailboats |
| Kentucky | 28 | 153,600 | 146,006 | All motorboats, except electric motors 1 hp or less |
| Louisiana | 15 | 297,437 | 288,908 | All motorboats; sailboats more than 12 feet in length |
| Maine | 31 | 107,798 | 107,216 | All motorboats |
| Maryland | 25 | 182,379 | 179,263 | All motorboats |
| Massachusetts | 30 | 131,781 | 129,250 | All motorboats |
| Michigan | 1 | 947,601 | 898,265 | All watercraft with exceptions ³ |
| Minnesota | 3 | 748,769 | 738,029 | All motorboats with exceptions ⁴ |
| Mississippi | 19 | 236,400 | 218,317 | All motorboats and sailboats |
| Missouri | 13 | 307,668 | 298,152 | All motorboats; sailboats over 12 feet in length |
| Montana | 42 | 45,650 | 42,082 | All motorboats; sailboats 12 feet or more in length |
| Nebraska | 38 | 65,467 | 63,210 | All motorboats |
| Nevada | 41 | 51,584 | 47,897 | All motorboats |
| New Hampshire | 34 | 96,433 | 82,161 | All motorboats; sailboats 20 feet or more in length |
| New Jersey | 24 | 183,569 | 173,979 | All watercraft with exceptions ⁵ |
| New Mexico | 39 | 54,902 | 47,375 | All motorboats and sailboats |
| New York | 7 | 455,189 | 441,897 | All motorboats |
| North Carolina | 12 | 311,630 | 300,827 | All motorboats; sailboats more than 14 feet in length |
| North Dakota | 44 | 43,876 | 39,422 | All motorboats |
| Ohio | 8 | 394,885 | 385,206 | All watercraft |
| Oklahoma | 21 | 216,350 | 211,196 | All watercraft except jonboats with less than 10 hp |
| Oregon | 23 | 191,915 | 188,803 | All motorboats; sailboats 12 feet or more in length |
| Pennsylvania | 11 | 330,193 | 322,318 | All motorboats |
| Rhode Island | 48 | 31,607 | 35,766 | All motorboats; sailboats; rowboats > 12 feet in length |
| South Carolina | 10 | 343,985 | 333,218 | All motorboats |
| South Dakota | 43 | 44,475 | 47,599 | All motorboats; all other boats over 12 feet in length |
| Tennessee | 16 | 288,834 | 275,597 | All motorboats and sailboats |
| Texas | 5 | 615,372 | 602,375 | All motorboats and sailboats |
| Utah | 37 | 75,748 | 70,154 | All motorboats and sailboats |
| Vermont | 46 | 38,922 | 39,485 | All motorboats |
| Virginia | 20 | 220,308 | 212,180 | All motorboats |
| Washington | 18 | 242,594 | 234,263 | All motorboats with exceptions ⁶ ; sailboats ≥ 16 ft in length |
| West Virginia | 40 | 53,202 | 48,352 | All motorboats |
| Wisconsin | 6 | 534,828 | 526,973 | All motorboats; sailboats over 12 feet in length |
| Wyoming | 49 | 26,014 | 27,269 | All motorboats except motors less than 5 horsepower |
| Guam | 53 | 2,000 | 1,737 | All motorboats (unconfirmed) |
| Puerto Rico | 47 | 35,930 | 35,930 | All motorboats; vessels adapted to hold a motor |
| Virgin Islands | 52 | 3,446 | 3,822 | All motorboats |
| Am. Samoa | 56 | 153 | 149 | All motorboats (unconfirmed) |
| N. Marianas | 55 | 1,000 | 913 | All motorboats (unconfirmed) |

¹ Alaska did not have an approved numbering system as of December 31, 1995. The Coast Guard is the numbering authority.

² Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length.

³ Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks.

⁴ Minnesota excludes duckboats during duckhunting season, and riceboats during harvest season. Minnesota's total includes vessels that are licensed, but not required to be numbered in accordance with 33 CFR 173.

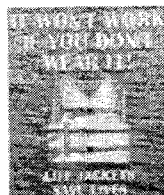
⁵ New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls.

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

BOAT NUMBERING DATA BY STATE AND TYPE OF PROPULSION¹

| | POWERED | | | | | NON-POWERED | | | OTHER | TOTAL |
|----------------|------------------|------------------|------------------|----------------|----------------|---------------|----------------|----------------|----------------|-------------------|
| | INBOARD | OUTBOARD | STERNDRIE | AUXILIARY SAIL | PWC | ROWBOAT | CANOE OR KAYAK | SAIL ONLY | OTHER BOATS | TOTAL |
| TOTALS | 1,317,234 | 7,836,015 | 1,374,579 | 197,434 | 340,181 | 79,173 | 222,900 | 142,328 | 224,866 | 11,734,710 |
| Alabama | 15,162 | 209,133 | 17,403 | 1,115 | 10,321 | 0 | 239 | 3,615 | 601 | 257,589 |
| Alaska | 2,473 | 16,817 | 3,902 | 545 | 0 | 0 | 0 | 71 | 196 | 24,004 |
| Arizona | 38,449 | 67,750 | 0 | 255 | 17,760 | 32 | 114 | 1,027 | 19,769 | 145,156 |
| Arkansas | 0 | 130,789 | 21,502 | 0 | 0 | 0 | 0 | 76 | 14,855 | 167,222 |
| California | 62,643 | 369,574 | 167,752 | 21,986 | 13,639 | 9,731 | 1,237 | 41,713 | 21,463 | 809,738 |
| Colorado | 5,371 | 53,850 | 16,557 | 0 | 7,265 | 0 | 0 | 4,660 | 862 | 88,565 |
| Connecticut | 11,259 | 66,634 | 14,475 | 5,538 | 0 | 341 | 0 | 257 | 144 | 98,648 |
| Delaware | 4,094 | 29,590 | 5,837 | 568 | 2,390 | 0 | 0 | 0 | 0 | 42,479 |
| Dist. of Col. | 796 | 386 | 128 | 246 | 0 | 0 | 0 | 0 | 0 | 1,556 |
| Florida | 119,659 | 530,944 | 75,170 | 11,226 | 0 | 0 | 0 | 0 | 7,124 | 744,123 |
| Georgia | 23,307 | 65,160 | 191,971 | 18,659 | 0 | 0 | 0 | 0 | 0 | 299,097 |
| Hawaii | 916 | 8,482 | 2,138 | 1,205 | 823 | 0 | 191 | 698 | 25 | 14,478 |
| Idaho | 19,718 | 44,415 | 10,106 | 250 | 0 | 102 | 0 | 867 | 3,334 | 79,492 |
| Illinois | 19,309 | 249,729 | 49,428 | 3,212 | 11,331 | 14,591 | 0 | 10,610 | 9,352 | 365,780 |
| Indiana | 16,622 | 140,725 | 32,074 | 624 | 8,960 | 0 | 0 | 1,196 | 7,918 | 208,119 |
| Iowa | 26,936 | 119,639 | 0 | 366 | 0 | 983 | 18,290 | 4,500 | 4,433 | 175,147 |
| Kansas | 5,896 | 72,530 | 8,136 | 569 | 5,363 | 1,360 | 197 | 3,792 | 11,110 | 98,241 |
| Kentucky | 17,058 | 115,557 | 15,893 | 277 | 0 | 0 | 0 | 0 | 4,815 | 153,600 |
| Louisiana | 18,690 | 278,747 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297,437 |
| Maine | 5,549 | 92,866 | 9,383 | 0 | 0 | 0 | 0 | 0 | 0 | 107,798 |
| Maryland | 22,122 | 110,426 | 33,665 | 11,842 | 0 | 0 | 0 | 472 | 3,852 | 182,379 |
| Massachusetts | 10,688 | 79,062 | 11,530 | 0 | 2,942 | 0 | 0 | 0 | 27,559 | 131,781 |
| Michigan | 246,156 | 611,244 | 17,534 | 50,954 | 0 | 0 | 0 | 0 | 21,713 | 947,601 |
| Minnesota | 16,728 | 477,732 | 42,410 | 3,016 | 18,484 | 14,092 | 147,451 | 19,067 | 9,789 | 748,769 |
| Mississippi | 12,150 | 201,440 | 13,042 | 3,321 | 6,085 | 0 | 0 | 0 | 362 | 236,400 |
| Missouri | 9,147 | 233,504 | 41,236 | 116 | 20,303 | 537 | 488 | 2,307 | 30 | 307,668 |
| Montana | 12,668 | 32,387 | 0 | 92 | 0 | 169 | 16 | 318 | 0 | 45,650 |
| Nebraska | 3,233 | 47,626 | 8,247 | 150 | 4,335 | 241 | 558 | 425 | 652 | 65,467 |
| Nevada | 2,337 | 22,404 | 15,949 | 569 | 9,628 | 317 | 0 | 211 | 169 | 51,584 |
| New Hampshire | 14,652 | 61,484 | 9,583 | 2,912 | 2,372 | 0 | 0 | 5,430 | 0 | 96,433 |
| New Jersey | 16,386 | 99,914 | 33,768 | 10,306 | 14,481 | 985 | 0 | 7,183 | 546 | 183,569 |
| New Mexico | 5,477 | 33,752 | 10,058 | 266 | 3,439 | 0 | 0 | 1,910 | 0 | 54,902 |
| New York | 63,880 | 270,782 | 106,265 | 0 | 0 | 0 | 0 | 0 | 14,262 | 455,189 |
| North Carolina | 21,756 | 225,620 | 39,674 | 3,841 | 10,705 | 0 | 0 | 2,141 | 7,893 | 311,630 |
| North Dakota | 3,059 | 35,450 | 4,306 | 118 | 0 | 0 | 535 | 87 | 321 | 43,876 |
| Ohio | 42,231 | 189,425 | 49,983 | 1,624 | 24,105 | 18,829 | 39,960 | 12,879 | 15,759 | 394,885 |
| Oklahoma | 42,520 | 173,830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216,350 |
| Oregon | 51,339 | 131,377 | 0 | 5,413 | 0 | 0 | 0 | 0 | 3,786 | 191,915 |
| Pennsylvania | 40,924 | 244,958 | 5,789 | 4,841 | 15,464 | 2,091 | 12,490 | 1,418 | 2,218 | 330,193 |
| Rhode Island | 4,667 | 20,755 | 3,904 | 2,281 | 0 | 0 | 0 | 0 | 0 | 31,607 |
| South Carolina | 16,011 | 268,728 | 26,818 | 6,630 | 6,286 | 14,603 | 970 | 2,210 | 1,729 | 343,985 |
| South Dakota | 2,847 | 32,801 | 5,008 | 289 | 0 | 0 | 0 | 0 | 3,530 | 44,475 |
| Tennessee | 30,253 | 226,378 | 27,737 | 4,466 | 0 | 0 | 0 | 0 | 0 | 288,834 |
| Texas | 71,350 | 453,398 | 81,109 | 0 | 0 | 0 | 0 | 110 | 9,405 | 615,372 |
| Utah | 37,568 | 29,452 | 0 | 201 | 7,100 | 0 | 0 | 1,427 | 0 | 75,748 |
| Vermont | 8,104 | 30,818 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38,922 |
| Virginia | 5,014 | 154,484 | 41,468 | 4,044 | 10,328 | 0 | 0 | 0 | 3,970 | 220,308 |
| Washington | 0 | 148,397 | 83,664 | 10,533 | 0 | 0 | 0 | 0 | 0 | 242,594 |
| West Virginia | 4,246 | 36,293 | 12,663 | 0 | 0 | 0 | 0 | 0 | 0 | 53,202 |
| Wisconsin | 62,757 | 460,782 | 0 | 0 | 0 | 0 | 0 | 11,289 | 0 | 534,828 |
| Wyoming | 16,930 | 2,747 | 6,035 | 0 | 0 | 0 | 138 | 164 | 0 | 26,014 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 2,000 |
| Puerto Rico | 5,710 | 23,001 | 1,153 | 55 | 6,011 | 0 | 0 | 0 | 0 | 35,930 |
| Virgin Islands | 213 | 1,589 | 98 | 1,172 | 0 | 169 | 19 | 186 | 0 | 3,446 |
| Amer. Samoa | 23 | 36 | 5 | 33 | 5 | 0 | 7 | 12 | 32 | 153 |
| No. Marianas | 91 | 622 | 23 | 8 | 256 | 0 | 0 | 0 | 256 | 1,000 |

¹ The figures in this table are derived from reports from the States and jurisdictions. There are a total of 11,734,710 numbered recreational vessels. This table classifies numbered motorboats and numbered non-powered boats for each State and jurisdiction. Please note that the scope of the boat numbering system for each State and jurisdiction is not the same (page 20). This explains why some States report the number of non-powered vessels such as rowboats, canoes, and non-powered sailboats and others do not. Also notice that some States and jurisdictions report Personal Watercraft (PWC) as a separate vessel category and others report PWC as an inboard motorboat. A more accurate figure on the number of PWC will be provided when all States and jurisdictions classify and report PWC as a separate vessel category.



FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 1991 - 1995

| | TOTAL NUMBER OF ACCIDENTS | | | | | FATAL ACCIDENTS | | | | | FATALITIES | | | | |
|----------------|------------------------------|--------------|--------------|--------------|--------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 1991 | 1992 | 1993 | 1994 | 1995 | 1991 | 1992 | 1993 | 1994 | 1995 | 1991 | 1992 | 1993 | 1994 | 1995 |
| TOTALS | 6,573 | 6,048 | 6,335 | 6,906 | 8,019 | 779 | 693 | 674 | 692 | 711 | 924 | 816 | 800 | 784 | 829 |
| Alabama | 126 | 162 | 136 | 117 | 159 | 20 | 24 | 19 | 16 | 22 | 20 | 29 | 23 | 16 | 26 |
| Alaska | 34 | 44 | 18 | 29 | 24 | 21 | 9 | 8 | 12 | 12 | 29 | 13 | 9 | 18 | 18 |
| Arizona | 145 | 180 | 259 | 222 | 281 | 4 | 5 | 10 | 11 | 7 | 5 | 6 | 11 | 12 | 9 |
| Arkansas | 69 | 74 | 55 | 73 | 66 | 21 | 17 | 12 | 15 | 10 | 25 | 20 | 19 | 16 | 11 |
| California | 750 | 689 | 717 | 696 | 823 | 46 | 47 | 56 | 34 | 50 | 58 | 59 | 67 | 41 | 53 |
| Colorado | 67 | 51 | 60 | 59 | 78 | 8 | 4 | 8 | 2 | 10 | 10 | 4 | 12 | 2 | 11 |
| Connecticut | 72 | 53 | 54 | 54 | 65 | 10 | 1 | 3 | 4 | 2 | 11 | 1 | 3 | 4 | 2 |
| Delaware | 19 | 20 | 11 | 23 | 24 | 1 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 2 | 5 |
| Dist. of Col. | 3 | 2 | 2 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Florida | 1,019 | 930 | 995 | 1,196 | 1,365 | 76 | 67 | 54 | 67 | 71 | 93 | 75 | 63 | 74 | 81 |
| Georgia | 110 | 87 | 92 | 104 | 87 | 22 | 18 | 12 | 25 | 15 | 24 | 22 | 13 | 27 | 16 |
| Hawaii | 19 | 21 | 19 | 25 | 27 | 4 | 2 | 3 | 4 | 5 | 5 | 3 | 3 | 5 | 7 |
| Idaho | 70 | 49 | 50 | 81 | 101 | 9 | 4 | 7 | 7 | 11 | 9 | 4 | 9 | 7 | 12 |
| Illinois | 159 | 146 | 130 | 149 | 164 | 28 | 26 | 28 | 17 | 15 | 32 | 29 | 32 | 18 | 16 |
| Indiana | 133 | 91 | 119 | 131 | 154 | 10 | 9 | 11 | 12 | 16 | 12 | 9 | 12 | 13 | 20 |
| Iowa | 49 | 43 | 45 | 69 | 65 | 8 | 7 | 4 | 8 | 8 | 13 | 10 | 5 | 9 | 8 |
| Kansas | 30 | 38 | 39 | 43 | 63 | 4 | 7 | 4 | 8 | 5 | 6 | 7 | 4 | 8 | 5 |
| Kentucky | 61 | 73 | 56 | 79 | 83 | 18 | 10 | 6 | 13 | 18 | 22 | 22 | 9 | 14 | 23 |
| Louisiana | 87 | 95 | 122 | 120 | 145 | 31 | 18 | 32 | 25 | 37 | 32 | 19 | 36 | 27 | 38 |
| Maine | 51 | 52 | 45 | 62 | 61 | 5 | 13 | 9 | 7 | 3 | 5 | 13 | 9 | 7 | 3 |
| Maryland | 185 | 131 | 244 | 243 | 205 | 24 | 11 | 14 | 22 | 12 | 26 | 13 | 15 | 24 | 14 |
| Massachusetts | 38 | 29 | 62 | 65 | 83 | 3 | 6 | 10 | 6 | 12 | 3 | 7 | 15 | 8 | 14 |
| Michigan | 357 | 306 | 346 | 269 | 395 | 38 | 29 | 33 | 35 | 22 | 56 | 38 | 41 | 39 | 29 |
| Minnesota | 162 | 144 | 121 | 162 | 151 | 16 | 20 | 15 | 17 | 20 | 17 | 22 | 18 | 20 | 20 |
| Mississippi | 62 | 64 | 59 | 43 | 65 | 26 | 21 | 17 | 10 | 10 | 30 | 21 | 21 | 11 | 10 |
| Missouri | 203 | 214 | 228 | 316 | 278 | 14 | 14 | 19 | 16 | 16 | 15 | 18 | 23 | 18 | 20 |
| Montana | 17 | 23 | 25 | 28 | 29 | 4 | 5 | 5 | 8 | 6 | 5 | 5 | 8 | 9 | 6 |
| Nebraska | 29 | 21 | 34 | 29 | 32 | 3 | 2 | 4 | 3 | 1 | 3 | 4 | 4 | 3 | 1 |
| Nevada | 129 | 123 | 132 | 212 | 233 | 3 | 0 | 3 | 6 | 5 | 4 | 0 | 3 | 9 | 6 |
| New Hampshire | 43 | 51 | 49 | 44 | 67 | 5 | 8 | 6 | 7 | 4 | 7 | 9 | 6 | 7 | 4 |
| New Jersey | 241 | 197 | 253 | 167 | 278 | 5 | 5 | 4 | 11 | 7 | 8 | 7 | 5 | 14 | 7 |
| New Mexico | 30 | 27 | 64 | 26 | 45 | 1 | 2 | 5 | 2 | 3 | 1 | 2 | 7 | 3 | 4 |
| New York | 257 | 222 | 219 | 221 | 292 | 20 | 30 | 26 | 24 | 25 | 22 | 36 | 26 | 30 | 31 |
| North Carolina | 137 | 135 | 160 | 173 | 220 | 23 | 20 | 24 | 21 | 22 | 27 | 22 | 29 | 21 | 25 |
| North Dakota | 12 | 9 | 7 | 18 | 22 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 3 |
| Ohio | 168 | 156 | 136 | 176 | 291 | 17 | 26 | 14 | 20 | 10 | 19 | 32 | 21 | 23 | 13 |
| Oklahoma | 87 | 103 | 107 | 83 | 77 | 16 | 14 | 15 | 8 | 11 | 18 | 16 | 15 | 8 | 12 |
| Oregon | 106 | 89 | 76 | 118 | 133 | 19 | 8 | 18 | 9 | 15 | 22 | 9 | 24 | 11 | 18 |
| Pennsylvania | 110 | 117 | 92 | 109 | 95 | 14 | 16 | 7 | 14 | 8 | 16 | 17 | 9 | 15 | 10 |
| Rhode Island | 3 | 21 | 36 | 33 | 28 | 2 | 4 | 2 | 4 | 2 | 2 | 4 | 2 | 4 | 2 |
| South Carolina | 85 | 109 | 98 | 109 | 148 | 29 | 23 | 26 | 27 | 23 | 35 | 27 | 30 | 31 | 27 |
| South Dakota | 25 | 11 | 12 | 27 | 22 | 1 | 3 | 1 | 0 | 2 | 2 | 4 | 4 | 0 | 2 |
| Tennessee | 84 | 74 | 80 | 99 | 46 | 18 | 11 | 13 | 11 | 6 | 20 | 11 | 14 | 11 | 7 |
| Texas | 227 | 209 | 133 | 163 | 164 | 56 | 58 | 34 | 45 | 52 | 61 | 71 | 39 | 55 | 65 |
| Utah | 83 | 103 | 100 | 112 | 177 | 2 | 0 | 6 | 6 | 15 | 2 | 0 | 7 | 8 | 18 |
| Vermont | 4 | 15 | 5 | 11 | 3 | 2 | 1 | 5 | 2 | 3 | 2 | 3 | 5 | 2 | 3 |
| Virginia | 106 | 114 | 121 | 128 | 160 | 18 | 12 | 13 | 13 | 19 | 20 | 13 | 15 | 13 | 22 |
| Washington | 188 | 162 | 155 | 150 | 156 | 25 | 27 | 20 | 28 | 31 | 30 | 30 | 22 | 34 | 37 |
| West Virginia | 21 | 13 | 19 | 25 | 27 | 5 | 3 | 5 | 5 | 4 | 5 | 3 | 6 | 5 | 8 |
| Wisconsin | 208 | 143 | 133 | 173 | 231 | 18 | 20 | 17 | 19 | 14 | 23 | 23 | 19 | 22 | 16 |
| Wyoming | 10 | 4 | 7 | 3 | 21 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 3 | 0 | 6 |
| Guam | 3 | 0 | 6 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Puerto Rico | 6 | 5 | 0 | 31 | 3 | 0 | 1 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 5 |
| Virgin Islands | 17 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 3 | 0 |
| Am. Samoa | 4 | 4 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 |
| N. Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

| 1995 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 8,019 | 829 | 4,141 | \$21,548,133 |
| Grounding | 360 | 5 | 137 | \$1,347,134 |
| Capsizing | 520 | 255 | 216 | \$808,642 |
| Swamping/Flooding | 236 | 51 | 63 | \$529,153 |
| Sinking | 210 | 20 | 38 | \$1,056,490 |
| Fire or Explosion of Fuel | 204 | 1 | 81 | \$3,794,340 |
| Other Fire or Explosion | 42 | 2 | 12 | \$950,920 |
| Collision with Another Vessel | 2,687 | 86 | 1,255 | \$6,787,719 |
| Collision with Fixed Object | 584 | 59 | 281 | \$1,707,667 |
| Collision with Floating Object | 201 | 5 | 68 | \$471,310 |
| Falls Overboard | 660 | 215 | 455 | \$132,460 |
| Falls Within Boat | 219 | 4 | 224 | \$48,815 |
| Struck by Boat | 185 | 5 | 142 | \$101,735 |
| Struck by Motor/Propeller | 117 | 2 | 109 | \$17,400 |
| Skier Mishap | 346 | 10 | 328 | \$7,197 |
| Struck Submerged Object | 100 | 2 | 12 | \$373,891 |
| Other Casualty; Unknown | 1,348 | 107 | 720 | \$3,413,260 |

| 1994 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 6,906 | 784 | 4,084 | \$25,190,200 |
| Grounding | 329 | 15 | 152 | \$3,475,100 |
| Capsizing | 433 | 219 | 216 | \$1,555,900 |
| Swamping/Flooding | 374 | 73 | 82 | \$1,554,100 |
| Sinking | 125 | 14 | 25 | \$674,700 |
| Fire or Explosion of fuel | 171 | 2 | 82 | \$2,556,200 |
| Other Fire or Explosion | 95 | 4 | 15 | \$2,591,900 |
| Collision with Another Vessel | 2,685 | 91 | 1,590 | \$7,859,200 |
| Collision with Fixed Object | 944 | 58 | 520 | \$3,633,200 |
| Collision with Floating Object | 213 | 12 | 68 | \$466,700 |
| Falls Overboard | 583 | 208 | 496 | \$291,500 |
| Falls Within Boat | 230 | 2 | 245 | \$68,100 |
| Struck by Boat or Propeller | 139 | 13 | 126 | \$9,100 |
| Fallen Skier | 307 | 7 | 305 | \$5,900 |
| Other Casualty; Unknown | 278 | 66 | 162 | \$448,600 |

| 1993 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 6,335 | 800 | 3,559 | \$20,220,500 |
| Grounding | 363 | 17 | 156 | \$1,480,100 |
| Capsizing | 453 | 239 | 245 | \$780,500 |
| Swamping/Flooding | 415 | 90 | 105 | \$1,464,900 |
| Sinking | 139 | 29 | 27 | \$490,300 |
| Fire or Explosion of Fuel | 207 | 5 | 114 | \$3,026,200 |
| Other Fire or Explosion | 98 | 0 | 31 | \$3,568,000 |
| Collision with Another Vessel | 2,379 | 78 | 1,290 | \$5,845,600 |
| Collision with Fixed Object | 789 | 47 | 470 | \$2,362,100 |
| Collision with Floating Object | 203 | 24 | 72 | \$545,700 |
| Falls Overboard | 498 | 208 | 323 | \$333,000 |
| Falls Within Boat | 169 | 2 | 183 | \$146,800 |
| Struck by Boat or Propeller | 183 | 10 | 173 | \$32,900 |
| Fallen Skier | 271 | 7 | 270 | \$5,800 |
| Other Casualty; Unknown | 168 | 44 | 100 | \$138,600 |

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

| 1992 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 6,048 | 816 | 3,683 | \$34,766,700 |
| Grounding | 341 | 16 | 203 | \$3,140,600 |
| Capsizing | 458 | 248 | 222 | \$2,912,300 |
| Swamping/Flooding | 323 | 82 | 93 | \$1,120,200 |
| Sinking | 202 | 30 | 25 | \$1,353,900 |
| Fire or Explosion of Fuel | 194 | 1 | 213 | \$3,126,100 |
| Other Fire or Explosion | 101 | 3 | 22 | \$11,043,600 |
| Collision with Another Vessel | 2,203 | 79 | 1,369 | \$5,778,600 |
| Collision with Fixed Object | 839 | 74 | 503 | \$5,389,300 |
| Collision with Floating Object | 211 | 5 | 83 | \$633,200 |
| Falls Overboard | 431 | 212 | 257 | \$84,200 |
| Falls Within Boat | 167 | 3 | 172 | \$43,200 |
| Struck by Boat or Propeller* | 116 | 8 | 111 | \$2,200 |
| Fallen Skier | 299 | 9 | 293 | \$3,800 |
| Other Casualty; Unknown | 163 | 46 | 117 | \$135,500 |

| 1991 TYPE OF ACCIDENT | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|--------------------------------|--------------|------------|--------------|---------------------|
| TOTAL | 6,573 | 924 | 3,967 | \$24,772,300 |
| Grounding | 378 | 15 | 225 | \$3,180,300 |
| Capsizing | 553 | 326 | 249 | \$1,223,900 |
| Swamping/Flooding | 334 | 60 | 117 | \$1,064,700 |
| Sinking | 199 | 11 | 33 | \$1,408,000 |
| Fire or Explosion of Fuel | 267 | 5 | 177 | \$3,826,200 |
| Other Fire or Explosion | 94 | 9 | 25 | \$2,928,000 |
| Collision with Another Vessel | 2,311 | 82 | 1,406 | \$6,379,100 |
| Collision with Fixed Object | 869 | 67 | 576 | \$3,844,200 |
| Collision with Floating Object | 217 | 19 | 71 | \$663,200 |
| Falls Overboard | 479 | 260 | 254 | \$110,100 |
| Falls Within Boat | 157 | 1 | 167 | \$15,900 |
| Struck by Boat or Propeller | 188 | 9 | 191 | \$1,600 |
| Fallen Skier | 344 | 6 | 340 | \$400 |
| Other Casualty; Unknown | 183 | 54 | 136 | \$126,700 |

| 1995 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|------|-------|------------|----------|-----------------|
| | 8,019 | 829 | 4,141 | \$21,548,133 |

| 1994 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|------|-------|------------|----------|-----------------|
| | 6,906 | 784 | 4,084 | \$25,903,600 |

| 1993 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|------|-------|------------|----------|-----------------|
| | 6,335 | 800 | 3,559 | \$20,220,500 |

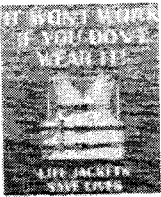
| 1992 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|------|-------|------------|----------|-----------------|
| | 6,048 | 816 | 3,683 | \$34,766,700 |

| 1991 | TOTAL | FATALITIES | INJURIES | PROPERTY DAMAGE |
|------|-------|------------|----------|-----------------|
| | 6,573 | 924 | 3,967 | \$24,772,300 |

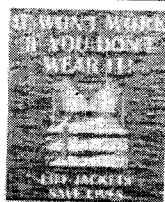
ACCIDENT DATA BY STATE - 1995

| | NUMBER OF ACCIDENTS | | | | NUMBER OF PERSONS | | PROPERTY DAMAGE |
|--|------------------------|-------|---------------------|--------------------|----------------------|---------|--------------------|
| *These accidents fall into one category only, with fatal being the highest priority, followed by non-fatal injury, followed by property damage. For example, if two vessels are in an accident resulting in a fatality and a non-fatal injury, the accident is counted as a fatal accident involving two vessels. If two vessels are in an accident resulting in a non-fatal injury and property damage, the accident is counted as a non-fatal injury accident involving two vessels. | | | | | | | |
| | TOTAL | FATAL | NON-FATAL INJURY | PROPERTY DAMAGE | KILLED | INJURED | PROPERTY DAMAGE |
| TOTALS | 8,019 | 711 | 3,373 | 3,935 | 829 | 4,141 | 21,548,133 |
| Alabama | 159 | 22 | 80 | 57 | 26 | 105 | 509,418 |
| Alaska | 24 | 12 | 7 | 5 | 18 | 12 | 69,700 |
| Arkansas | 66 | 10 | 22 | 34 | 11 | 26 | 98,700 |
| Arizona | 281 | 7 | 126 | 148 | 9 | 172 | 579,919 |
| California | 823 | 50 | 375 | 398 | 53 | 482 | 2,492,600 |
| Colorado | 78 | 10 | 29 | 39 | 11 | 38 | 75,835 |
| Connecticut | 65 | 2 | 29 | 34 | 2 | 44 | 198,139 |
| Delaware | 24 | 5 | 5 | 14 | 5 | 5 | 47,673 |
| Florida | 1,365 | 71 | 604 | 690 | 81 | 789 | 3,135,238 |
| Georgia | 87 | 15 | 40 | 32 | 16 | 47 | 131,921 |
| Hawaii | 27 | 5 | 3 | 19 | 7 | 3 | 172,738 |
| Idaho | 101 | 11 | 35 | 55 | 12 | 43 | 249,190 |
| Illinois | 164 | 15 | 70 | 79 | 16 | 81 | 260,057 |
| Indiana | 154 | 16 | 70 | 68 | 20 | 76 | 248,555 |
| Iowa | 65 | 8 | 32 | 25 | 8 | 38 | 160,820 |
| Kansas | 63 | 5 | 24 | 34 | 5 | 25 | 95,945 |
| Kentucky | 83 | 18 | 32 | 33 | 23 | 34 | 170,722 |
| Louisiana | 145 | 37 | 64 | 44 | 38 | 68 | 368,279 |
| Maine | 61 | 3 | 23 | 35 | 3 | 26 | 145,072 |
| Maryland | 205 | 12 | 65 | 128 | 14 | 91 | 1,261,448 |
| Massachusetts | 83 | 12 | 23 | 48 | 14 | 36 | 198,942 |
| Michigan | 395 | 22 | 182 | 191 | 29 | 213 | 569,243 |
| Minnesota | 151 | 20 | 73 | 58 | 20 | 85 | 213,497 |
| Mississippi | 65 | 10 | 30 | 25 | 10 | 37 | 208,940 |
| Missouri | 278 | 16 | 133 | 129 | 20 | 137 | 662,576 |
| Montana | 29 | 6 | 7 | 16 | 6 | 8 | 45,032 |
| Nebraska | 32 | 1 | 18 | 13 | 1 | 18 | 107,520 |
| Nevada | 233 | 5 | 90 | 138 | 6 | 91 | 573,378 |
| New Hampshire | 67 | 4 | 35 | 28 | 4 | 37 | 50,325 |
| New Jersey | 278 | 7 | 113 | 158 | 7 | 125 | 350,832 |
| New Mexico | 45 | 3 | 22 | 20 | 4 | 26 | 93,650 |
| New York | 292 | 25 | 87 | 180 | 31 | 120 | 895,973 |
| North Carolina | 220 | 22 | 113 | 85 | 25 | 116 | 418,588 |
| North Dakota | 22 | 2 | 6 | 14 | 3 | 6 | 34,039 |
| Ohio | 291 | 10 | 80 | 201 | 13 | 115 | 1,281,370 |
| Oklahoma | 77 | 11 | 24 | 42 | 12 | 29 | 214,044 |
| Oregon | 133 | 15 | 36 | 82 | 18 | 46 | 354,173 |
| Pennsylvania | 95 | 8 | 48 | 39 | 10 | 55 | 184,213 |
| Rhode Island | 28 | 2 | 7 | 19 | 2 | 10 | 85,558 |
| South Carolina | 148 | 23 | 55 | 70 | 27 | 60 | 383,795 |
| South Dakota | 22 | 2 | 9 | 11 | 2 | 13 | 79,614 |
| Tennessee | 46 | 6 | 16 | 24 | 7 | 16 | 1,634,891 |
| Texas | 164 | 52 | 59 | 53 | 65 | 70 | 403,493 |
| Utah | 177 | 15 | 80 | 82 | 18 | 103 | 391,199 |
| Vermont | 3 | 3 | 0 | 0 | 3 | 0 | 0 |
| Virginia | 160 | 19 | 78 | 63 | 22 | 78 | 383,614 |
| Washington | 156 | 31 | 73 | 52 | 37 | 78 | 495,540 |
| West Virginia | 27 | 4 | 8 | 15 | 8 | 27 | 117,780 |
| Wisconsin | 231 | 14 | 127 | 90 | 16 | 170 | 539,399 |
| Wyoming | 21 | 4 | 1 | 16 | 6 | 5 | 49,648 |
| Guam | 7 | 0 | 5 | 2 | 0 | 6 | 55,000 |
| Puerto Rico | 3 | 3 | 0 | 0 | 5 | 0 | 300 |
| American Samoa | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| N. Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Virgin Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

TYPES OF ACCIDENTS BY STATE - 1995

|  | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | | VICTIMS | | | |
|---|---|-----------|-----------------------------|--------------------------------|-------------------------------|-------------------|-----------------|------------------|-------------------|-----------------------|-----------|-------|---------|--------------|----------------|----------------------------------|---------------|---------|-----------|--------------|----------|
| | TOTAL VESSELS INVOLVED | CAPSIZING | FIXED OBJECT COLLISION WITH | FLOATING OBJECT COLLISION WITH | ANOTHER VESSEL COLLISION WITH | FALLS WITHIN BOAT | FALLS OVERBOARD | FIRE /EXPL. FUEL | FIRE /EXPL. OTHER | FLOODING ¹ | GROUNDING | OTHER | SINKING | SKIER MISHAP | STRUCK BY BOAT | AND/OR PROPELLER STRUCK BY MOTOR | SUBMERGED OBJ | UNKNOWN | DROWNINGS | OTHER DEATHS | INJURIES |
| TOTALS | 11,534 | 548 | 609 | 242 | 5,229 | 232 | 684 | 217 | 44 | 249 | 373 | 2,016 | 213 | 363 | 260 | 129 | 100 | 27 | 628 | 201 | 4,141 |
| Alabama | 218 | 12 | 23 | 8 | 93 | 3 | 24 | 6 | 0 | 7 | 3 | 5 | 7 | 4 | 19 | 2 | 0 | 2 | 20 | 6 | 105 |
| Alaska | 28 | 6 | 4 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 14 | 4 | 12 |
| Arizona | 464 | 16 | 4 | 10 | 342 | 6 | 14 | 10 | 0 | 5 | 20 | 1 | 13 | 15 | 2 | 5 | 0 | 1 | 4 | 5 | 172 |
| Arkansas | 93 | 3 | 4 | 4 | 48 | 0 | 10 | 3 | 0 | 4 | 6 | 3 | 5 | 0 | 2 | 1 | 0 | 0 | 4 | 7 | 26 |
| California | 1,279 | 48 | 30 | 8 | 827 | 19 | 48 | 19 | 3 | 39 | 55 | 32 | 21 | 72 | 32 | 9 | 17 | 0 | 39 | 14 | 482 |
| Colorado | 107 | 21 | 2 | 2 | 57 | 3 | 5 | 0 | 0 | 4 | 2 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 11 | 0 | 38 |
| Connecticut | 94 | 8 | 4 | 3 | 41 | 0 | 3 | 4 | 0 | 2 | 7 | 12 | 2 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 44 |
| Delaware | 33 | 2 | 5 | 1 | 18 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 5 |
| Florida | 2,066 | 0 | 0 | 0 | 0 | 64 | 92 | 0 | 0 | 0 | 0 | 1,818 | 0 | 30 | 44 | 18 | 0 | 0 | 48 | 33 | 789 |
| Georgia | 114 | 6 | 11 | 4 | 52 | 1 | 12 | 1 | 0 | 3 | 4 | 4 | 5 | 4 | 7 | 0 | 0 | 0 | 14 | 2 | 47 |
| Hawaii | 31 | 11 | 1 | 1 | 9 | 0 | 0 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 3 |
| Idaho | 131 | 9 | 11 | 14 | 56 | 1 | 9 | 0 | 1 | 4 | 7 | 4 | 6 | 8 | 0 | 1 | 0 | 0 | 11 | 1 | 43 |
| Illinois | 225 | 11 | 20 | 22 | 104 | 1 | 16 | 3 | 1 | 6 | 10 | 7 | 11 | 4 | 6 | 2 | 1 | 0 | 13 | 3 | 81 |
| Indiana | 216 | 11 | 17 | 7 | 116 | 2 | 17 | 5 | 1 | 2 | 2 | 0 | 11 | 12 | 5 | 8 | 0 | 0 | 15 | 5 | 76 |
| Iowa | 94 | 7 | 5 | 6 | 51 | 2 | 3 | 0 | 0 | 2 | 1 | 4 | 4 | 2 | 5 | 2 | 3 | 0 | 7 | 1 | 38 |
| Kansas | 79 | 3 | 8 | 0 | 32 | 0 | 1 | 7 | 0 | 0 | 9 | 3 | 3 | 3 | 0 | 2 | 0 | 1 | 2 | 3 | 25 |
| Kentucky | 100 | 6 | 11 | 4 | 44 | 2 | 6 | 6 | 0 | 2 | 3 | 0 | 6 | 2 | 6 | 1 | 0 | 0 | 14 | 9 | 34 |
| Louisiana | 198 | 8 | 33 | 2 | 100 | 2 | 29 | 3 | 2 | 2 | 2 | 0 | 6 | 2 | 6 | 1 | 0 | 0 | 28 | 10 | 68 |
| Maine | 88 | 3 | 7 | 2 | 49 | 0 | 9 | 3 | 0 | 3 | 0 | 1 | 0 | 2 | 3 | 1 | 4 | 1 | 2 | 1 | 26 |
| Maryland | 291 | 7 | 23 | 6 | 158 | 6 | 15 | 7 | 6 | 15 | 8 | 19 | 3 | 2 | 2 | 5 | 9 | 0 | 9 | 5 | 91 |
| Massachusetts | 112 | 8 | 2 | 10 | 52 | 5 | 9 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 12 | 2 | 36 |
| Michigan | 573 | 18 | 33 | 7 | 354 | 11 | 53 | 10 | 1 | 7 | 10 | 15 | 14 | 26 | 6 | 8 | 0 | 0 | 22 | 7 | 213 |
| Minnesota | 209 | 15 | 15 | 6 | 112 | 3 | 20 | 2 | 0 | 7 | 4 | 2 | 4 | 12 | 5 | 1 | 1 | 0 | 17 | 3 | 85 |
| Mississippi | 77 | 4 | 5 | 1 | 26 | 1 | 9 | 5 | 4 | 0 | 1 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | 2 | 37 |
| Missouri | 387 | 13 | 21 | 2 | 219 | 20 | 35 | 15 | 1 | 9 | 20 | 0 | 1 | 18 | 2 | 2 | 9 | 0 | 20 | 0 | 137 |
| Montana | 40 | 2 | 5 | 0 | 22 | 0 | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 8 |
| Nebraska | 47 | 1 | 4 | 0 | 32 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 18 |
| Nevada | 320 | 9 | 26 | 9 | 164 | 7 | 15 | 14 | 0 | 6 | 35 | 0 | 5 | 16 | 4 | 5 | 3 | 2 | 3 | 3 | 91 |
| New Hampshire | 73 | 8 | 6 | 2 | 11 | 5 | 14 | 1 | 0 | 0 | 7 | 5 | 2 | 6 | 3 | 2 | 1 | 0 | 3 | 1 | 37 |
| New Jersey | 416 | 24 | 22 | 9 | 254 | 18 | 13 | 8 | 2 | 12 | 24 | 2 | 4 | 4 | 10 | 3 | 4 | 3 | 4 | 3 | 125 |
| New Mexico | 61 | 5 | 1 | 2 | 32 | 0 | 4 | 1 | 0 | 2 | 1 | 3 | 3 | 1 | 1 | 5 | 0 | 0 | 4 | 0 | 26 |
| New York | 412 | 19 | 25 | 4 | 255 | 8 | 16 | 9 | 3 | 23 | 25 | 5 | 2 | 5 | 2 | 3 | 8 | 0 | 22 | 9 | 120 |
| North Carolina | 299 | 17 | 31 | 4 | 171 | 3 | 27 | 9 | 1 | 6 | 6 | 1 | 2 | 5 | 9 | 4 | 3 | 0 | 21 | 4 | 116 |
| North Dakota | 33 | 1 | 2 | 1 | 22 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 6 |
| Ohio | 416 | 33 | 41 | 16 | 189 | 5 | 6 | 8 | 5 | 17 | 15 | 23 | 16 | 11 | 25 | 0 | 0 | 6 | 5 | 8 | 115 |
| Oklahoma | 104 | 3 | 6 | 3 | 57 | 0 | 9 | 5 | 1 | 6 | 4 | 0 | 5 | 1 | 3 | 0 | 1 | 0 | 12 | 2 | 29 |
| Oregon | 175 | 30 | 16 | 13 | 72 | 0 | 6 | 6 | 1 | 2 | 13 | 1 | 4 | 3 | 3 | 1 | 4 | 0 | 16 | 1 | 46 |
| Pennsylvania | 133 | 12 | 13 | 8 | 52 | 1 | 12 | 3 | 2 | 2 | 2 | 8 | 2 | 4 | 8 | 4 | 0 | 0 | 9 | 0 | 55 |
| Rhode Island | 40 | 6 | 0 | 1 | 22 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 10 |
| South Carolina | 214 | 18 | 18 | 9 | 122 | 2 | 11 | 4 | 0 | 1 | 8 | 2 | 9 | 6 | 1 | 3 | 0 | 0 | 25 | 2 | 60 |
| South Dakota | 33 | 3 | 1 | 0 | 20 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 13 |
| Tennessee | 61 | 8 | 1 | 2 | 18 | 2 | 4 | 11 | 2 | 1 | 3 | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 6 | 1 | 16 |
| Texas | 243 | 22 | 33 | 3 | 135 | 1 | 12 | 5 | 0 | 6 | 6 | 9 | 3 | 4 | 3 | 1 | 0 | 0 | 50 | 15 | 70 |
| Utah | 256 | 19 | 9 | 4 | 147 | 5 | 13 | 3 | 1 | 8 | 10 | 8 | 6 | 13 | 3 | 4 | 0 | 3 | 13 | 5 | 103 |
| Vermont | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Virginia | 215 | 12 | 17 | 9 | 112 | 5 | 29 | 3 | 2 | 3 | 7 | 1 | 5 | 7 | 1 | 0 | 2 | 0 | 18 | 4 | 78 |
| Washington | 202 | 21 | 14 | 8 | 103 | 1 | 12 | 7 | 1 | 3 | 5 | 3 | 2 | 12 | 4 | 5 | 1 | 0 | 34 | 3 | 78 |
| West Virginia | 46 | 2 | 0 | 1 | 38 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 3 | 27 |
| Wisconsin | 342 | 6 | 15 | 4 | 189 | 15 | 28 | 3 | 1 | 7 | 14 | 0 | 0 | 36 | 10 | 4 | 10 | 0 | 9 | 7 | 170 |
| Wyoming | 28 | 5 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 5 |
| Guam | 11 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Puerto Rico | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 |

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



TYPES OF BOATING ACCIDENTS - 1995

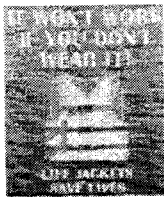
| | VESSELS INVOLVED | DROWNING DEATHS | OTHER DEATHS | TOTAL FATALITIES |
|----------------------------------|------------------|-----------------|--------------|------------------|
| TOTALS | 11,534 | 628 | 201 | 829 |
| Grounding | 373 | 4 | 1 | 5 |
| Capsizing | 548 | 244 | 11 | 255 |
| Swamping/Flooding | 249 | 44 | 7 | 51 |
| Sinking | 213 | 17 | 3 | 20 |
| Fire/Explosion (fuel) | 217 | 0 | 1 | 1 |
| Fire/Explosion (other than fuel) | 43 | 1 | 1 | 2 |
| Collision with another vessel | 5,229 | 26 | 60 | 86 |
| Collision with fixed object | 609 | 35 | 24 | 59 |
| Collision with floating object | 242 | 2 | 3 | 5 |
| Struck submerged object | 100 | 2 | 0 | 2 |
| Skier mishap | 363 | 3 | 7 | 10 |
| Falls overboard | 684 | 183 | 32 | 215 |
| Falls within boat | 232 | 2 | 2 | 4 |
| Struck by boat | 260 | 3 | 2 | 5 |
| Struck by propeller/motor | 129 | 0 | 2 | 2 |
| Other | 2,016 | 54 | 40 | 94 |
| Unknown | 27 | 8 | 5 | 13 |

TYPES OF ACCIDENTS BY TYPE OF VESSEL

| | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | | VICTIMS | | |
|------------------|---|------------|------------|-----------------------|------------|--------------------------|---------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------|-----------------|-------------------|------------------------------|----------------|--------------|-------------------------------|--------------|------------|--------------|
| | TOTAL VESSELS INVOLVED | GROUNDING | CAPSIZING | FLOODING ¹ | SINKING | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | COLLISION WITH ANOTHER VESSEL | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | STRUCK SUBMERGED OBJECT | FALLS OVERBOARD | FALLS WITHIN BOAT | STRUCK BY MOTOR OR PROPELLER | STRUCK BY BOAT | SKIER MISHAP | OTHER CASUALTIES ² | OTHER DEATHS | DROWNINGS | INJURIES |
| TOTALS | 11,534 | 373 | 548 | 249 | 213 | 217 | 43 | 5,229 | 609 | 242 | 100 | 684 | 232 | 129 | 260 | 363 | 2,016 | 201 | 628 | 4,141 |
| Open motorboat | 4,139 | 179 | 258 | 183 | 162 | 118 | 16 | 1,419 | 280 | 120 | 52 | 299 | 83 | 80 | 86 | 260 | 544 | 104 | 323 | 1,729 |
| Cabin motorboat | 1,393 | 101 | 21 | 26 | 20 | 67 | 20 | 457 | 97 | 47 | 34 | 33 | 30 | 17 | 23 | 23 | 377 | 29 | 34 | 372 |
| Auxiliary Sail | 373 | 29 | 10 | 2 | 2 | 4 | 2 | 191 | 14 | 2 | 5 | 8 | 2 | 0 | 2 | 2 | 98 | 2 | 6 | 39 |
| Sail Only | 140 | 2 | 24 | 1 | 4 | 1 | 1 | 48 | 4 | 9 | 0 | 2 | 2 | 1 | 5 | 1 | 35 | 1 | 6 | 36 |
| Rowboat | 88 | 0 | 45 | 4 | 1 | 0 | 0 | 10 | 5 | 1 | 1 | 13 | 0 | 0 | 1 | 0 | 7 | 3 | 49 | 35 |
| Canoe/Kayak | 160 | 0 | 86 | 9 | 1 | 0 | 0 | 12 | 17 | 2 | 1 | 23 | 0 | 0 | 0 | 0 | 9 | 5 | 91 | 69 |
| Inflatable | 42 | 0 | 14 | 0 | 0 | 0 | 1 | 7 | 6 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 0 | 26 | 25 |
| Houseboat | 106 | 6 | 3 | 3 | 3 | 5 | 1 | 57 | 8 | 3 | 0 | 4 | 1 | 4 | 2 | 0 | 6 | 1 | 3 | 15 |
| Pontoon Boat | 134 | 3 | 2 | 2 | 1 | 3 | 0 | 81 | 11 | 4 | 1 | 11 | 2 | 2 | 5 | 5 | 1 | 2 | 2 | 33 |
| Unknown | 611 | 10 | 24 | 9 | 5 | 7 | 0 | 378 | 22 | 16 | 2 | 20 | 6 | 5 | 14 | 14 | 79 | 11 | 44 | 61 |
| PWC ³ | 3,986 | 41 | 43 | 6 | 9 | 12 | 1 | 2,480 | 141 | 35 | 4 | 249 | 94 | 20 | 117 | 53 | 681 | 42 | 26 | 1,617 |
| Other | 362 | 2 | 18 | 4 | 5 | 0 | 1 | 89 | 4 | 3 | 0 | 12 | 10 | 0 | 5 | 5 | 204 | 1 | 18 | 110 |

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping. ² Includes unknowns. ³ Personal watercraft

TYPES OF ACCIDENTS BY LENGTH OF VESSEL

|  | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | | VICTIMS | | |
|---|---|-----------|-----------|-----------------------|---------|--------------------------|---------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------|-----------------|-------------------|------------------------------|----------------|---------------------------|------------------|-----------|--------------|----------|
| | TOTAL VESSELS INVOLVED | GROUNDING | CAPSIZING | FLOODING ¹ | SINKING | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | COLLISION WITH ANOTHER VESSEL | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | STRUCK SUBMERGED OBJECT | FALLS OVERBOARD | FALLS WITHIN BOAT | STRUCK BY MOTOR OR PROPELLER | STRUCK BY BOAT | SKIER MISHAP ² | OTHER CASUALTIES | DROWNINGS | OTHER DEATHS | INJURIES |
| TOTALS | 11,534 | 373 | 548 | 249 | 213 | 217 | 43 | 5,229 | 609 | 242 | 100 | 684 | 232 | 129 | 260 | 363 | 2,043 | 628 | 201 | 4,141 |
| 4 FT | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 5 FT | 19 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 13 |
| 6 FT | 67 | 3 | 2 | 0 | 1 | 0 | 0 | 45 | 4 | 1 | 1 | 3 | 1 | 0 | 2 | 1 | 3 | 6 | 1 | 20 |
| 7 FT | 270 | 7 | 6 | 0 | 0 | 0 | 0 | 186 | 11 | 2 | 0 | 18 | 7 | 0 | 7 | 3 | 23 | 8 | 0 | 125 |
| 8 FT | 1,144 | 9 | 23 | 6 | 4 | 2 | 0 | 744 | 44 | 10 | 1 | 77 | 23 | 5 | 35 | 7 | 152 | 21 | 13 | 490 |
| 9 FT | 1,528 | 12 | 17 | 4 | 3 | 4 | 0 | 799 | 43 | 2 | 1 | 90 | 35 | 6 | 41 | 17 | 453 | 16 | 10 | 605 |
| 10 FT | 569 | 6 | 30 | 3 | 3 | 0 | 0 | 369 | 26 | 8 | 1 | 39 | 12 | 2 | 18 | 2 | 49 | 31 | 10 | 218 |
| 11 FT | 106 | 1 | 10 | 4 | 0 | 1 | 0 | 56 | 4 | 2 | 0 | 11 | 1 | 0 | 2 | 4 | 10 | 16 | 0 | 44 |
| 12 FT | 171 | 0 | 48 | 8 | 9 | 0 | 0 | 33 | 7 | 2 | 0 | 34 | 2 | 1 | 1 | 1 | 25 | 75 | 5 | 68 |
| 13 FT | 101 | 0 | 15 | 6 | 1 | 0 | 0 | 23 | 5 | 1 | 0 | 10 | 2 | 0 | 2 | 5 | 30 | 12 | 3 | 50 |
| 14 FT | 337 | 2 | 64 | 29 | 22 | 3 | 0 | 77 | 13 | 2 | 4 | 53 | 7 | 4 | 4 | 2 | 50 | 70 | 13 | 125 |
| 15 FT | 342 | 10 | 39 | 21 | 15 | 8 | 0 | 94 | 20 | 9 | 0 | 24 | 9 | 5 | 7 | 12 | 69 | 45 | 12 | 142 |
| 16 FT | 598 | 23 | 64 | 29 | 29 | 17 | 3 | 198 | 58 | 12 | 11 | 38 | 3 | 12 | 6 | 34 | 65 | 47 | 13 | 250 |
| 17 FT | 608 | 26 | 52 | 26 | 22 | 15 | 5 | 208 | 41 | 23 | 9 | 36 | 10 | 8 | 13 | 38 | 75 | 40 | 10 | 260 |
| 18 FT | 671 | 40 | 25 | 22 | 20 | 27 | 2 | 234 | 53 | 21 | 12 | 36 | 16 | 17 | 17 | 44 | 83 | 33 | 15 | 290 |
| 19 FT | 591 | 37 | 16 | 13 | 17 | 20 | 4 | 230 | 38 | 15 | 10 | 34 | 9 | 21 | 14 | 64 | 47 | 17 | 14 | 242 |
| 20 FT | 492 | 19 | 17 | 22 | 11 | 13 | 2 | 174 | 39 | 17 | 12 | 27 | 14 | 8 | 6 | 41 | 69 | 20 | 18 | 228 |
| 21 FT | 258 | 23 | 8 | 8 | 5 | 11 | 2 | 79 | 18 | 9 | 3 | 15 | 7 | 8 | 4 | 18 | 39 | 10 | 1 | 102 |
| 22 FT | 209 | 15 | 5 | 5 | 6 | 3 | 0 | 67 | 16 | 8 | 8 | 10 | 10 | 6 | 6 | 10 | 34 | 6 | 4 | 77 |
| 23 FT | 198 | 17 | 6 | 0 | 3 | 3 | 2 | 71 | 14 | 13 | 3 | 6 | 5 | 1 | 7 | 6 | 41 | 6 | 2 | 59 |
| 24 FT | 236 | 13 | 9 | 3 | 2 | 12 | 0 | 101 | 13 | 10 | 6 | 10 | 2 | 1 | 6 | 2 | 45 | 8 | 3 | 65 |
| 25 FT | 155 | 10 | 4 | 2 | 3 | 8 | 0 | 50 | 11 | 9 | 4 | 7 | 7 | 1 | 0 | 2 | 37 | 8 | 5 | 46 |
| 26 FT | 117 | 14 | 0 | 0 | 1 | 9 | 3 | 47 | 10 | 7 | 2 | 2 | 2 | 0 | 4 | 1 | 15 | 0 | 3 | 32 |
| 27 FT | 106 | 6 | 0 | 1 | 1 | 2 | 4 | 49 | 7 | 2 | 2 | 3 | 2 | 0 | 4 | 1 | 22 | 2 | 0 | 26 |
| 28 FT | 113 | 7 | 2 | 2 | 0 | 3 | 4 | 41 | 5 | 5 | 0 | 3 | 2 | 3 | 2 | 2 | 32 | 2 | 2 | 32 |
| 29 FT | 48 | 1 | 0 | 1 | 2 | 2 | 0 | 18 | 3 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 14 | 2 | 0 | 11 |
| 30 FT | 93 | 4 | 3 | 1 | 5 | 4 | 0 | 36 | 6 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 26 | 1 | 4 | 21 |
| 31 FT | 56 | 5 | 0 | 1 | 0 | 0 | 0 | 23 | 3 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 17 | 3 | 0 | 17 |
| 32 FT | 80 | 2 | 0 | 0 | 1 | 5 | 2 | 36 | 4 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 23 | 1 | 0 | 21 |
| 33 FT | 49 | 5 | 0 | 0 | 0 | 2 | 0 | 19 | 2 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 16 | 0 | 0 | 6 |
| 34 FT | 53 | 8 | 0 | 2 | 0 | 3 | 0 | 23 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 7 |
| 35 FT | 42 | 2 | 0 | 0 | 1 | 3 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 1 | 15 |
| 36 FT | 65 | 3 | 0 | 1 | 2 | 0 | 1 | 30 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 24 | 0 | 0 | 6 |
| 37 FT | 44 | 3 | 0 | 0 | 1 | 2 | 0 | 21 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 4 |
| 38 FT | 39 | 2 | 1 | 0 | 1 | 2 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 6 |
| 39 FT | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 |
| 40 FT | 41 | 0 | 0 | 0 | 2 | 5 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 7 |
| 41 FT | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 |
| 42 FT | 42 | 1 | 0 | 0 | 0 | 1 | 0 | 22 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 4 |
| 43 FT | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 |
| 44 FT | 22 | 2 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 |
| 45 FT | 21 | 1 | 1 | 1 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 |
| 46 TO 65 FT | 235 | 9 | 6 | 3 | 3 | 6 | 3 | 91 | 10 | 4 | 0 | 4 | 4 | 5 | 1 | 0 | 82 | 2 | 1 | 18 |
| > 65 FT | 51 | 23 | 0 | 0 | 0 | 3 | 0 | 15 | 4 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 25 | 1 | 1 | 12 |
| UNKNOWN | 1,485 | 22 | 73 | 25 | 16 | 18 | 0 | 829 | 53 | 36 | 3 | 83 | 27 | 13 | 42 | 44 | 189 | 117 | 33 | 367 |

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

TYPES OF ACCIDENTS BY TYPE OF PROPULSION - 1995

| | NUMBER OF VESSELS INVOLVED IN ACCIDENTS | | | | | | | | | | | | | | | | | VICTIMS | | |
|--|---|------------|------------|-----------------------|------------|--------------------------|---------------------------|-------------------------------|-----------------------------|--------------------------------|-------------------------|-----------------|-------------------|------------------------------|----------------|--------------|-------------------------------|------------|--------------|--------------|
| | TOTAL VESSELS INVOLVED | GROUNDING | CAPSIZING | FLOODING ¹ | SINKING | FIRE OR EXPLOSION (FUEL) | FIRE OR EXPLOSION (OTHER) | COLLISION WITH ANOTHER VESSEL | COLLISION WITH FIXED OBJECT | COLLISION WITH FLOATING OBJECT | STRUCK SUBMERGED OBJECT | FALLS OVERBOARD | FALLS WITHIN BOAT | STRUCK BY MOTOR OR PROPELLER | STRUCK BY BOAT | SKIER MISHAP | OTHER CASUALTIES ² | DROWNINGS | OTHER DEATHS | INJURIES |
| TOTALS | 11,534 | 373 | 548 | 249 | 213 | 217 | 43 | 5,229 | 609 | 242 | 100 | 684 | 232 | 129 | 260 | 363 | 2,043 | 628 | 201 | 4,141 |
| Air thrust | 29 | 1 | 3 | 1 | 0 | 0 | 0 | 15 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 3 |
| Manual | 182 | 0 | 92 | 9 | 2 | 1 | 1 | 12 | 20 | 0 | 2 | 35 | 2 | 0 | 1 | 0 | 5 | 140 | 8 | 58 |
| Other | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 21 | 7 | 1 | 9 |
| Sail | 246 | 10 | 28 | 1 | 3 | 2 | 2 | 105 | 12 | 10 | 3 | 5 | 2 | 3 | 7 | 0 | 53 | 4 | 0 | 50 |
| Unknown | 1,275 | 32 | 111 | 39 | 30 | 21 | 4 | 577 | 69 | 36 | 3 | 56 | 23 | 8 | 36 | 32 | 198 | 98 | 24 | 269 |
| Water Jet | 4,008 | 47 | 46 | 13 | 17 | 12 | 2 | 2,530 | 148 | 37 | 4 | 250 | 86 | 18 | 110 | 64 | 624 | 25 | 43 | 1,634 |
| Propeller | 5,770 | 283 | 268 | 186 | 161 | 181 | 34 | 1,990 | 358 | 157 | 88 | 333 | 119 | 100 | 106 | 267 | 1,139 | 351 | 124 | 2,118 |
| TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE | | | | | | | | | | | | | | | | | | | | |
| Outboard | 3,237 | 140 | 226 | 151 | 113 | 71 | 10 | 1,090 | 211 | 94 | 37 | 261 | 72 | 52 | 58 | 137 | 514 | 299 | 79 | 1,222 |
| Inboard | 1,442 | 83 | 16 | 12 | 34 | 73 | 12 | 508 | 70 | 32 | 18 | 31 | 29 | 18 | 34 | 62 | 410 | 13 | 16 | 414 |
| Stern drive | 980 | 53 | 18 | 21 | 13 | 37 | 12 | 350 | 76 | 30 | 33 | 38 | 17 | 27 | 12 | 67 | 176 | 28 | 27 | 438 |
| Unknown | 111 | 7 | 8 | 2 | 1 | 0 | 0 | 42 | 1 | 1 | 0 | 3 | 1 | 3 | 2 | 1 | 39 | 11 | 2 | 44 |

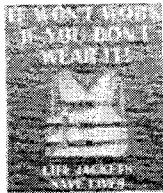
Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes swamping. ² Includes unknowns.

REPORTING OF ALCOHOL INVOLVEMENT

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

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

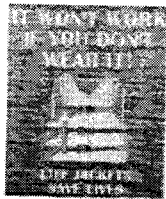
The table on page 31 shows alcohol involvement reporting for the last four years. These statistics include all victims in reported alcohol-related accidents, where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.



ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 1991- 1995

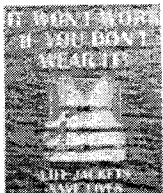
Accidents where there was evidence or a reasonable likelihood that alcohol was consumed by a boat's occupants.

| | FATALITIES | | | | | INJURIES | | | | | BOATING ACCIDENT REPORTS WITH ALCOHOL INVOLVED | | | | |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---|------------|------------|------------|------------|
| | 1991 | 1992 | 1993 | 1994 | 1995 | 1991 | 1992 | 1993 | 1994 | 1995 | 1991 | 1992 | 1993 | 1994 | 1995 |
| TOTAL | 179 | 166 | 160 | 113 | 171 | 424 | 311 | 221 | 258 | 323 | 513 | 504 | 381 | 389 | 472 |
| Alabama | 1 | 3 | 7 | 3 | 3 | 4 | 9 | 6 | 7 | 6 | 6 | 9 | 13 | 6 | 8 |
| Alaska | 11 | 0 | 3 | 8 | 2 | 0 | 0 | 2 | 1 | 0 | 8 | 0 | 3 | 5 | 1 |
| Arizona | 3 | 3 | 1 | 3 | 1 | 14 | 13 | 3 | 3 | 7 | 11 | 21 | 11 | 5 | 7 |
| Arkansas | 3 | 3 | 1 | 1 | 5 | 3 | 12 | 0 | 10 | 5 | 6 | 13 | 2 | 15 | 8 |
| California | 7 | 6 | 8 | 3 | 13 | 12 | 9 | 11 | 14 | 23 | 23 | 30 | 27 | 27 | 29 |
| Colorado | 2 | 2 | 4 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 3 | 3 | 3 | 1 |
| Connecticut | 4 | 0 | 1 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 7 | 1 | 2 | 2 | 3 |
| Delaware | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 0 |
| Dist. of Columbia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Florida | 12 | 21 | 19 | 11 | 34 | 71 | 52 | 48 | 44 | 104 | 85 | 72 | 56 | 57 | 109 |
| Georgia | 1 | 1 | 0 | 4 | 2 | 6 | 4 | 2 | 3 | 5 | 7 | 8 | 5 | 8 | 9 |
| Hawaii | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Idaho | 1 | 1 | 1 | 1 | 3 | 7 | 5 | 1 | 2 | 4 | 7 | 7 | 4 | 5 | 5 |
| Illinois | 9 | 8 | 11 | 2 | 7 | 23 | 14 | 8 | 15 | 13 | 15 | 20 | 19 | 17 | 15 |
| Indiana | 6 | 2 | 3 | 3 | 0 | 10 | 4 | 3 | 22 | 4 | 16 | 12 | 7 | 13 | 9 |
| Iowa | 5 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 24 | 2 | 6 | 6 | 0 | 30 | 7 |
| Kansas | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 7 | 0 | 5 | 2 |
| Kentucky | 1 | 14 | 3 | 3 | 3 | 7 | 4 | 1 | 1 | 3 | 5 | 8 | 4 | 5 | 5 |
| Louisiana | 12 | 1 | 4 | 4 | 6 | 14 | 4 | 6 | 4 | 5 | 18 | 4 | 7 | 11 | 15 |
| Maine | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 6 |
| Maryland | 5 | 2 | 7 | 1 | 4 | 2 | 1 | 8 | 1 | 2 | 8 | 6 | 14 | 4 | 6 |
| Massachusetts | 2 | 3 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 6 |
| Michigan | 3 | 8 | 5 | 1 | 3 | 10 | 9 | 8 | 2 | 2 | 21 | 18 | 12 | 6 | 5 |
| Minnesota | 6 | 8 | 10 | 4 | 5 | 25 | 12 | 10 | 7 | 3 | 29 | 28 | 18 | 13 | 14 |
| Mississippi | 6 | 3 | 3 | 2 | 1 | 2 | 7 | 3 | 0 | 1 | 5 | 8 | 6 | 2 | 4 |
| Missouri | 2 | 3 | 10 | 1 | 3 | 15 | 40 | 18 | 4 | 5 | 17 | 44 | 22 | 11 | 13 |
| Montana | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 2 | 1 |
| Nebraska | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 3 |
| Nevada | 0 | 0 | 0 | 2 | 1 | 6 | 3 | 2 | 10 | 3 | 9 | 6 | 3 | 13 | 9 |
| New Hampshire | 5 | 1 | 1 | 0 | 1 | 6 | 1 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 2 |
| New Jersey | 3 | 2 | 0 | 1 | 1 | 16 | 19 | 6 | 6 | 1 | 8 | 15 | 6 | 8 | 2 |
| New Mexico | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 5 | 0 | 2 |
| New York | 5 | 8 | 4 | 3 | 8 | 27 | 19 | 23 | 4 | 14 | 20 | 20 | 22 | 10 | 21 |
| North Carolina | 7 | 8 | 5 | 3 | 8 | 13 | 7 | 8 | 15 | 10 | 21 | 19 | 12 | 15 | 18 |
| North Dakota | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| Ohio | 4 | 14 | 5 | 6 | 1 | 21 | 9 | 4 | 6 | 5 | 21 | 20 | 5 | 9 | 5 |
| Oklahoma | 2 | 6 | 2 | 0 | 3 | 20 | 3 | 2 | 0 | 4 | 11 | 8 | 7 | 0 | 3 |
| Oregon | 4 | 0 | 5 | 1 | 3 | 7 | 3 | 0 | 1 | 0 | 6 | 5 | 5 | 3 | 6 |
| Pennsylvania | 10 | 7 | 3 | 6 | 5 | 15 | 3 | 1 | 4 | 1 | 13 | 11 | 5 | 8 | 8 |
| Rhode Island | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 |
| South Carolina | 2 | 0 | 5 | 5 | 2 | 4 | 2 | 9 | 5 | 2 | 5 | 4 | 13 | 7 | 7 |
| South Dakota | 2 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 4 | 4 | 0 | 1 | 1 | 2 |
| Tennessee | 7 | 2 | 2 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 9 | 2 | 3 | 0 | 2 |
| Texas | 2 | 3 | 1 | 5 | 8 | 0 | 0 | 1 | 0 | 8 | 3 | 7 | 4 | 6 | 14 |
| Utah | 1 | 0 | 0 | 0 | 1 | 5 | 2 | 1 | 11 | 2 | 5 | 3 | 3 | 10 | 4 |
| Vermont | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Virginia | 9 | 5 | 2 | 3 | 2 | 7 | 6 | 5 | 1 | 0 | 13 | 8 | 13 | 8 | 5 |
| Washington | 6 | 6 | 5 | 10 | 4 | 14 | 8 | 9 | 7 | 4 | 18 | 11 | 14 | 15 | 8 |
| West Virginia | 2 | 1 | 1 | 0 | 5 | 2 | 5 | 2 | 0 | 7 | 5 | 2 | 3 | 1 | 3 |
| Wisconsin | 5 | 7 | 7 | 4 | 8 | 13 | 8 | 4 | 14 | 53 | 20 | 21 | 15 | 19 | 54 |
| Wyoming | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Puerto Rico | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Virgin Islands | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Am. Samoa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| No. Marianas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



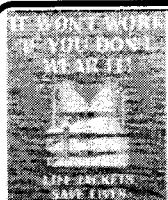
CAUSES OF BOATING ACCIDENTS - 1995

| | VESSELS INVOLVED | FATALITIES |
|---|------------------|------------|
| TOTALS | 11,534 | 829 |
| LOADING OF PASSENGERS OR GEAR | | |
| Passenger/Skier Behavior | 310 | 36 |
| Improper Loading | 58 | 18 |
| Overloading | 48 | 30 |
| Improper Anchoring | 31 | 0 |
| Sitting on gunwale, transom, bow or seat back | 21 | 15 |
| HULL FAILURE | 70 | 4 |
| MACHINERY FAILURE | 311 | 10 |
| EQUIPMENT | | |
| Equipment Failure | 298 | 11 |
| Lack of or improper lights | 43 | 3 |
| OPERATION OF VESSEL | | |
| Operator Inattention | 2,617 | 65 |
| Excessive Speed | 1,573 | 45 |
| Operator Inexperience | 1,385 | 45 |
| No proper Lookout | 1,196 | 22 |
| Careless/Reckless Operation | 647 | 20 |
| Alcohol Use | 372 | 122 |
| Restricted Vision | 227 | 2 |
| Other violation of the Rules of the Road | 143 | 2 |
| Navigational Error | 95 | 1 |
| Sharp Turn | 23 | 2 |
| Drug Use | 5 | 4 |
| Failure to Ventilate | 8 | 0 |
| Starting in Gear | 1 | 0 |
| ENVIRONMENT | | |
| Hazardous Waters | 761 | 160 |
| Weather | 436 | 43 |
| Congested Waters | 45 | 1 |
| IGNITION OF SPILLED FUEL OR VAPOR | 19 | 1 |
| OTHER | 456 | 18 |
| UNKNOWN | 335 | 149 |



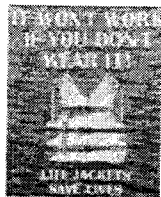
OPERATION AT TIME OF ACCIDENTS - 1995

| | VESSELS INVOLVED | FATALITIES |
|----------------------|------------------|------------|
| TOTALS | 11,534 | 829 |
| Cruising | 6,057 | 388 |
| At anchor | 353 | 37 |
| Drifting | 968 | 220 |
| Launching | 17 | 5 |
| Rowing/paddling | 66 | 37 |
| Sailing | 104 | 3 |
| Changing direction | 1,103 | 25 |
| Changing speed | 111 | 11 |
| Docking/Leaving dock | 452 | 6 |
| Tied to Dock/Moored | 659 | 13 |
| Being towed | 50 | 3 |
| Towing another boat | 58 | 1 |
| Other | 418 | 27 |
| Unknown | 1,118 | 53 |



ACTIVITY AT TIME OF ACCIDENT - 1995

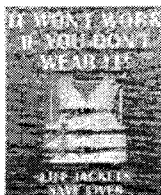
| | VESSELS INVOLVED | FATALITIES |
|-------------------|------------------|------------|
| TOTALS | 11,534 | 829 |
| Diving/Swimming | 31 | 6 |
| Fishing | 493 | 224 |
| Fueling | 29 | 0 |
| Hunting | 23 | 15 |
| Racing | 83 | 13 |
| Repairs | 19 | 5 |
| Skiing/Tubing | 628 | 30 |
| Starting Engine | 23 | 0 |
| Tournament | 2 | 1 |
| Whitewater Sports | 71 | 54 |
| Unknown | 10,075 | 477 |
| Other | 57 | 4 |



OPERATOR INFORMATION - 1995

| | | VESSELS INVOLVED | FATALITIES |
|---|------------------------------|------------------|------------|
| TOTALS | | 11,534 | 829 |
| AGE OF OPERATOR | Under 12 years | 85 | 4 |
| | 12 to 18 years | 1,302 | 42 |
| | 19 to 25 years | 1,768 | 95 |
| | 26 to 50 years | 5,466 | 407 |
| | Over 50 years | 1,466 | 166 |
| | Unknown | 1,467 | 115 |
| OPERATOR'S EXPERIENCE | Less than 10 hours | 1,440 | 104 |
| | 10 to 100 hours | 3,576 | 163 |
| | Over 100 hours | 3,813 | 204 |
| | Unknown | 2,705 | 358 |
| NUMBER OF PERSONS ON BOARD | None | 687 | 4 |
| | One | 4,212 | 216 |
| | Two | 2,894 | 261 |
| | Three | 1,123 | 138 |
| | Four | 910 | 73 |
| | Five | 451 | 30 |
| | Six | 254 | 20 |
| | Seven | 115 | 13 |
| | Eight | 75 | 8 |
| | Nine | 49 | 4 |
| | Ten | 21 | 3 |
| | More than 10 | 35 | 10 |
| | Unknown | 708 | 49 |
| EDUCATION OF OPERATOR ¹ | USCG Auxiliary | 702 | 13 |
| | US Power Squadrons | 417 | 5 |
| | American Red Cross | 118 | 1 |
| | State | 403 | 10 |
| | Other | 412 | 16 |
| | None | 6,012 | 355 |
| | Unknown | 3,470 | 429 |
| LIFE JACKETS | Approved, accessible | 6,218 | 186 |
| | Approved, not accessible | 1,206 | 139 |
| | Not approved, accessible | 80 | 87 |
| | Not approved, not accessible | 4,030 | 417 |
| TYPE OF DEATH AND LIFE JACKET STATUS | Drowning | PFD worn | 68 |
| | Drowning | PFD not worn | 560 |
| | Hypothermia | PFD worn | 2 |
| | Hypothermia | PFD not worn | 4 |
| | Other | PFD worn | 2 |
| | Other | PFD not worn | 32 |
| | Trauma | PFD worn | 22 |
| | Trauma | PFD not worn | 88 |
| | Unknown | | 51 |

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

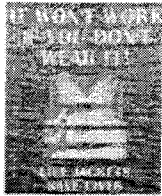


WEATHER AND WATER CONDITIONS - 1995

| | | VESSELS INVOLVED | FATALITIES |
|-------------------------------------|---|------------------|------------|
| TOTALS | | 11,534 | 829 |
| TYPE OF BODY OF WATER | Ocean/Gulf | 613 | 46 |
| | Great Lakes (not tributaries) | 160 | 15 |
| | Bays, inlets, sounds, harbors, Intracoastal waterways | 1,867 | 78 |
| | Rivers, streams, creeks | 2,743 | 266 |
| | Lakes, ponds, reservoirs, dams, gravel pits | 5,113 | 353 |
| | Other | 909 | 60 |
| | Unknown | 129 | 11 |
| WATER CONDITIONS¹ | Calm | 6,056 | 362 |
| | Choppy | 3,757 | 164 |
| | Rough | 906 | 110 |
| | Very rough | 298 | 68 |
| | Strong current | 383 | 118 |
| | Unknown | 482 | 123 |
| WIND | None | 1,703 | 115 |
| | Light (0 - 6 mph) | 5,774 | 322 |
| | Moderate (7 - 14 mph) | 2,706 | 139 |
| | Strong (15 - 25 mph) | 775 | 110 |
| | Storm (over 25 mph) | 183 | 39 |
| | Unknown | 393 | 104 |
| VISIBILITY² | Good - Day | 9,696 | 527 |
| | Fair - Day | 441 | 57 |
| | Poor - Day | 146 | 16 |
| | Dark | 923 | 120 |
| | Unknown | 328 | 109 |
| WATER TEMPERATURE | Below 30 degrees F | 67 | 1 |
| | 30 - 39 degrees F | 49 | 28 |
| | 40 - 49 degrees F | 206 | 68 |
| | 50 - 59 degrees F | 753 | 102 |
| | 60 - 69 degrees F | 1,908 | 125 |
| | 70 - 79 degrees F | 3,039 | 140 |
| | 80 - 89 degrees F | 1,433 | 83 |
| | 90 degrees F and above | 96 | 8 |
| | Unknown | 3,983 | 274 |

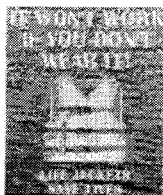
¹ A BAR may indicate strong current and any one of the other types of water conditions.

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



MISCELLANEOUS DATA - 1995

| | | VESSELS INVOLVED | FATALITIES |
|----------------------|----------------------|------------------|------------|
| TOTALS | | 11,534 | 829 |
| TIME OF DAY | Midnight to 2:30 am | 293 | 48 |
| | 2:30 am to 4:30 am | 84 | 9 |
| | 4:30 am to 6:30 am | 74 | 15 |
| | 6:30 am to 8:30 am | 179 | 22 |
| | 8:30 am to 10:30 am | 427 | 39 |
| | 10:30 am to 12:30 pm | 1,101 | 73 |
| | 12:30 pm to 2:30 pm | 1,931 | 90 |
| | 2:30 pm to 4:30 pm | 2,707 | 157 |
| | 4:30 pm to 6:30 pm | 2,240 | 107 |
| | 6:30 pm to 8:30 pm | 1,346 | 91 |
| | 8:30 pm to 10:30 pm | 514 | 52 |
| | 10:30 pm to midnight | 214 | 20 |
| | Unknown | 424 | 106 |
| MONTH OF YEAR | January | 155 | 36 |
| | February | 175 | 24 |
| | March | 379 | 39 |
| | April | 703 | 79 |
| | May | 1,216 | 102 |
| | June | 1,727 | 122 |
| | July | 3,173 | 144 |
| | August | 2,008 | 90 |
| | September | 1,207 | 76 |
| | October | 427 | 54 |
| | November | 204 | 38 |
| | December | 137 | 22 |
| | Not reported | 23 | 3 |
| DAY OF WEEK | Sunday | 1,610 | 156 |
| | Monday | 942 | 81 |
| | Tuesday | 909 | 86 |
| | Wednesday | 313 | 44 |
| | Thursday | 277 | 60 |
| | Friday | 344 | 78 |
| | Saturday | 968 | 144 |
| | Not reported | 6,171 | 180 |
| RENTED | Boat was rented | 1,495 | 39 |
| | Boat was not rented | 10,039 | 790 |



VESSEL INFORMATION - 1995

| | | VESSELS INVOLVED | | FATALITIES | |
|--|----------------------------------|------------------|--------------|------------|------------|
| TOTALS | | 11,534 | | 829 | |
| TYPE OF BOAT WHETHER BORROWED¹ | Open motorboat | Borrowed | Not | Borrowed | Not |
| | Cabin motorboat | 979 | 3,160 | 89 | 338 |
| | Auxiliary sailboat | 206 | 1,187 | 13 | 50 |
| | Sailboat only | 42 | 331 | 1 | 7 |
| | Rowboat | 29 | 111 | 1 | 6 |
| | Canoe or kayak | 21 | 67 | 12 | 40 |
| | Inflatable boat | 44 | 116 | 22 | 74 |
| | Houseboat | 12 | 30 | 6 | 20 |
| | Pontoon Boat | 50 | 56 | 1 | 3 |
| | Personal Watercraft | 39 | 95 | 2 | 2 |
| | Other | 2,009 | 1,977 | 29 | 39 |
| | Unknown | 54 | 308 | 1 | 18 |
| | Total | 69 | 542 | 1 | 54 |
| | | 3,554 | 7,980 | 178 | 651 |
| HULL MATERIAL | Wood | 227 | | 30 | |
| | Aluminum | 960 | | 242 | |
| | Steel | 95 | | 4 | |
| | Fiberglass | 9,205 | | 388 | |
| | Rubber, vinyl, canvas | 94 | | 49 | |
| | Other | 77 | | 5 | |
| | Unknown | 876 | | 111 | |
| SPEED | Not moving | 522 | | 26 | |
| | Under 10 mph | 453 | | 20 | |
| | 10 to 20 mph | 637 | | 6 | |
| | 21 to 40 mph | 589 | | 10 | |
| | Over 40 mph | 71 | | 5 | |
| | Not Reported | 9,262 | | 762 | |
| HORSEPOWER | No engine | 531 | | 58 | |
| | 10 hp or less | 267 | | 80 | |
| | 11-25 hp | 311 | | 52 | |
| | 26-75 hp | 2,379 | | 105 | |
| | Over 75 hp | 4,751 | | 192 | |
| | Unknown | 3,295 | | 342 | |
| YEAR BUILT | 1995 | 2,259 | | 63 | |
| | 1994 | 1,342 | | 34 | |
| | 1992-1993 | 1,128 | | 47 | |
| | 1990-1991 | 710 | | 32 | |
| | 1987-1989 | 1,226 | | 49 | |
| | 1982-1986 | 1,022 | | 71 | |
| | Prior to 1982 | 2,102 | | 181 | |
| LENGTH | Unknown | 1,745 | | 352 | |
| | Less than 16 feet | 4,656 | | 369 | |
| | 16 feet to less than 26 feet | 4,016 | | 280 | |
| | 26 feet to less than 40 feet | 928 | | 22 | |
| | 40 feet to not more than 65 feet | 398 | | 6 | |
| | More than 65 feet | 51 | | 2 | |
| | | 1,485 | | 150 | |

¹ The operator of the boat involved in the accident was not the owner of the boat.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

U.S. Department
of Transportation

**United States
Coast Guard**

2100 Second St., S.W.
Washington, D.C. 20593

Official Business
Penalty for Private Use \$300