



BOATING STATISTICS - 2001



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INTRODUCTION

SCOPE

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

ACCIDENT REPORTING

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

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

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

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

USE OF THE STATISTICS

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

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

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

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

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

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

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

Recreational Boating Fatality Data Capture

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

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

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

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

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

CASES EXCLUDED FROM THE REPORT

This report does not include the following:

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

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

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

CASES THAT ARE INCLUDED IN THIS REPORT

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

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

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

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

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

BOATING ACCIDENT REPORT DATA ANALYSIS

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

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

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

FATALITY RATE

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

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

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

YEAR	FATALITIES	NUMBER OF NUMBERED BOATS	FATALITIES PER 100,000 NUMBERED BOATS
..... 1990	865	10,996,253	7.8
..... 1991	924	11,068,440	8.3
..... 1992	816	11,132,386	7.3
..... 1993	800	11,282,736	7.1
..... 1994	784	11,429,585	6.9
..... 1995	829	11,734,710	7.1
..... 1996	709	11,877,938	5.9
..... 1997	821	12,312,982	6.7
..... 1998	815	12,565,930	6.5
..... 1999	734	12,738,271	5.8
..... 2000	701	12,782,143	5.5
..... 2001	681	12,876,346	5.3

EXECUTIVE SUMMARY BOATING STATISTICS - 2001

Boating Accidents at a Glance

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

Life Jackets & Risk of Dying in an Accident

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

Fatalities by Known Boat Length

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

Alcohol Involvement in Fatal Boating Accidents

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

Fatalities by Known Boat Operator Education

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

Accident Causes

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

Types of Boating Accidents

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

EXECUTIVE SUMMARY BOATING STATISTICS - 2001

Risk of Events in Reported Accidents Being Fatal

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

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

Age of Boating Fatality Victims

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

Types of Casualties By Types of Vessels

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

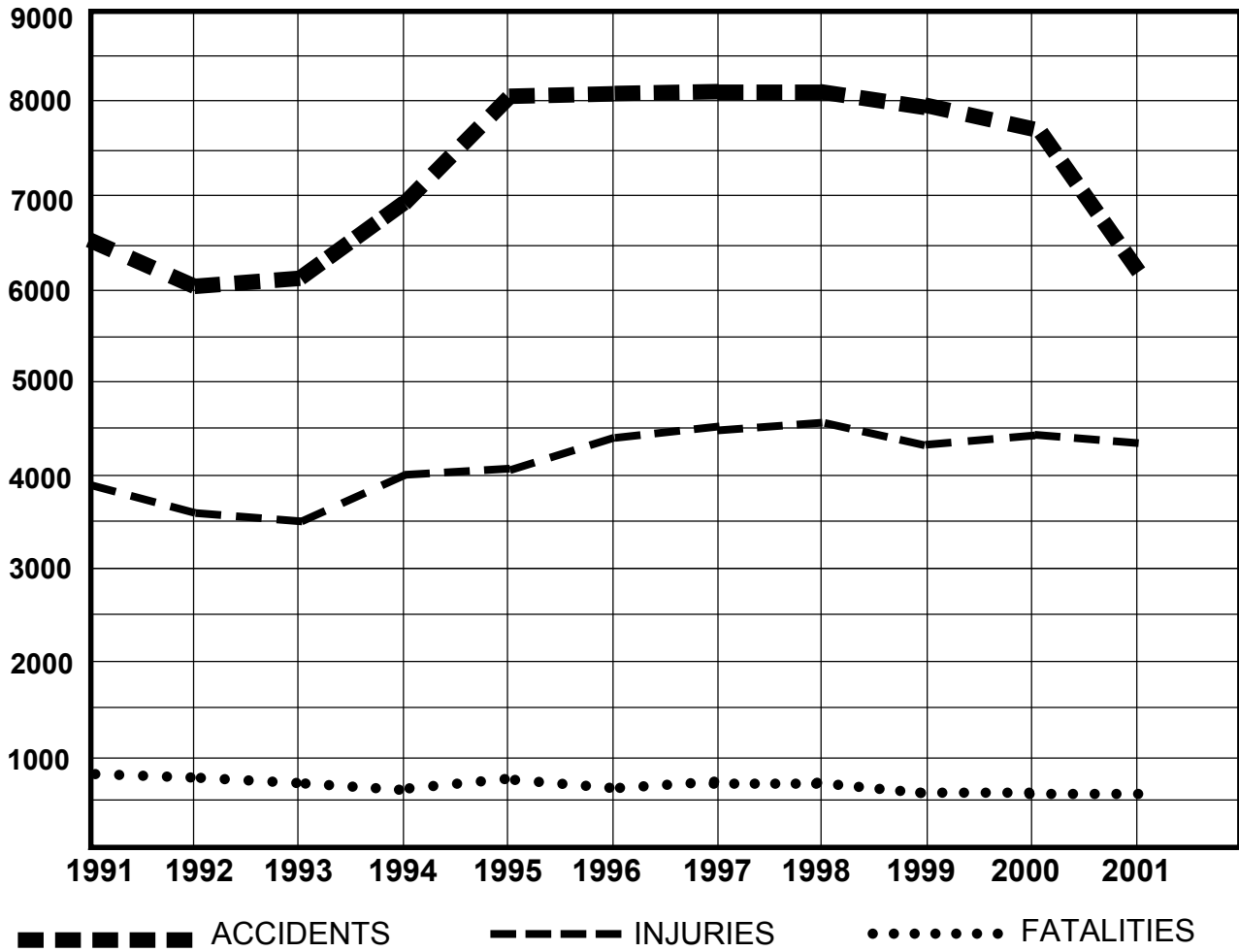
Approximately eighty (80) percent of all reported injuries were associated with the use of open motorboats (46%) and PWC (34%). Lacerations were the most reported type of injury for open motorboats. For PWC, broken bones were the most often reported type of injury.

Numbered Recreational Boats

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

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

BOATING ACCIDENTS AT A GLANCE



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

REPORTING CRITERIA AND GUIDELINES FOR RECREATIONAL VESSEL ACCIDENTS

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

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

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

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

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

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

NON-REPORTABLE GUIDELINES

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

STATE ASSIGNED CASE NO. _____

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

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

ACCIDENT DATA

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

BOAT NO. 1 (THIS VESSEL)

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

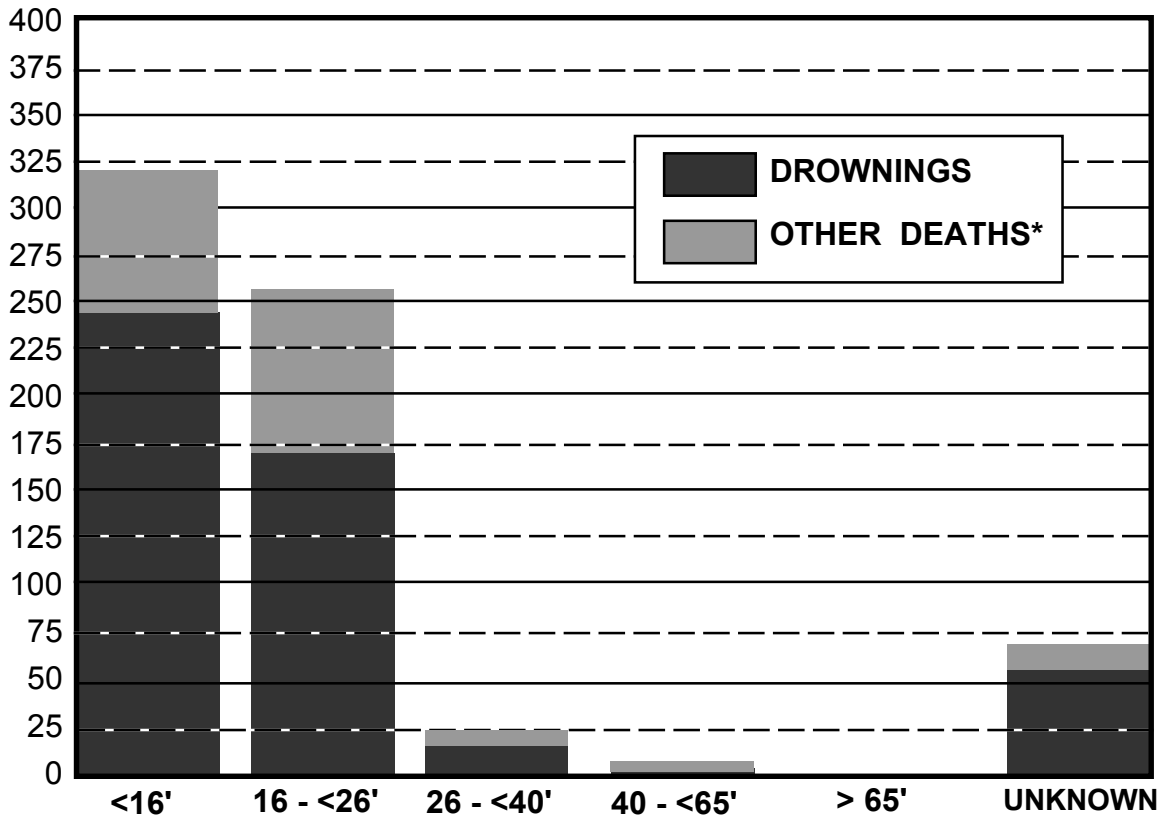
DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		DEATH CAUSED BY	
<input type="checkbox"/> MALE	<input type="checkbox"/> FEMALE	<input type="checkbox"/> DROWNING	<input type="checkbox"/> OTHER
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF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

ACCIDENT DESCRIPTION

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

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

NUMBER OF FATALITIES BY BOAT LENGTH - 2001



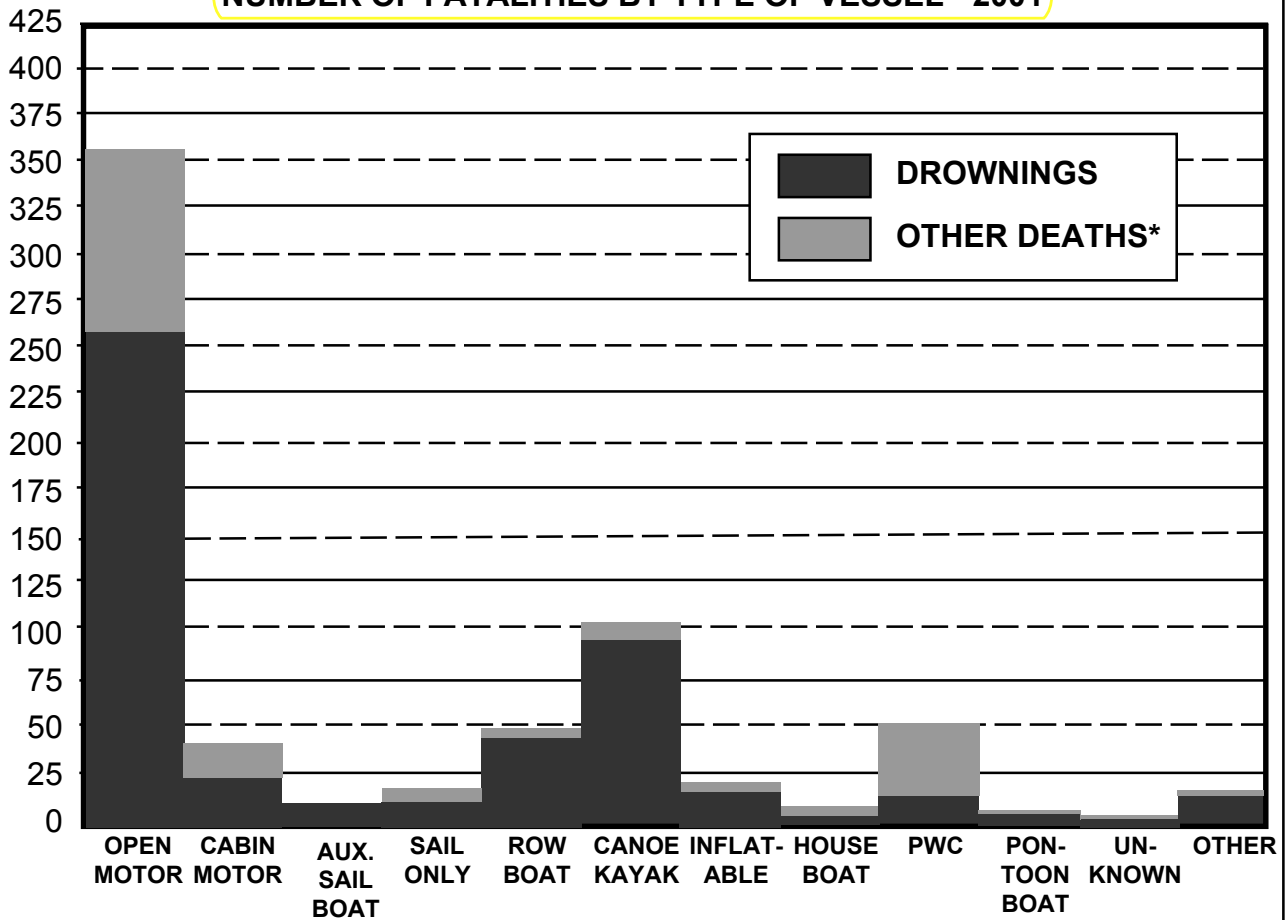
LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	245	77	322
16 feet to less than 26 feet	172	82	254
26 feet to less than 40 feet	17	8	25
40 feet to 65 feet	4	3	7
More than 65 feet	2	1	3
Unknown	58	12	70
Total	498	183	681

*Other deaths denotes types of fatalities other than drownings.

AGE OF FATALITY VICTIMS - 2001

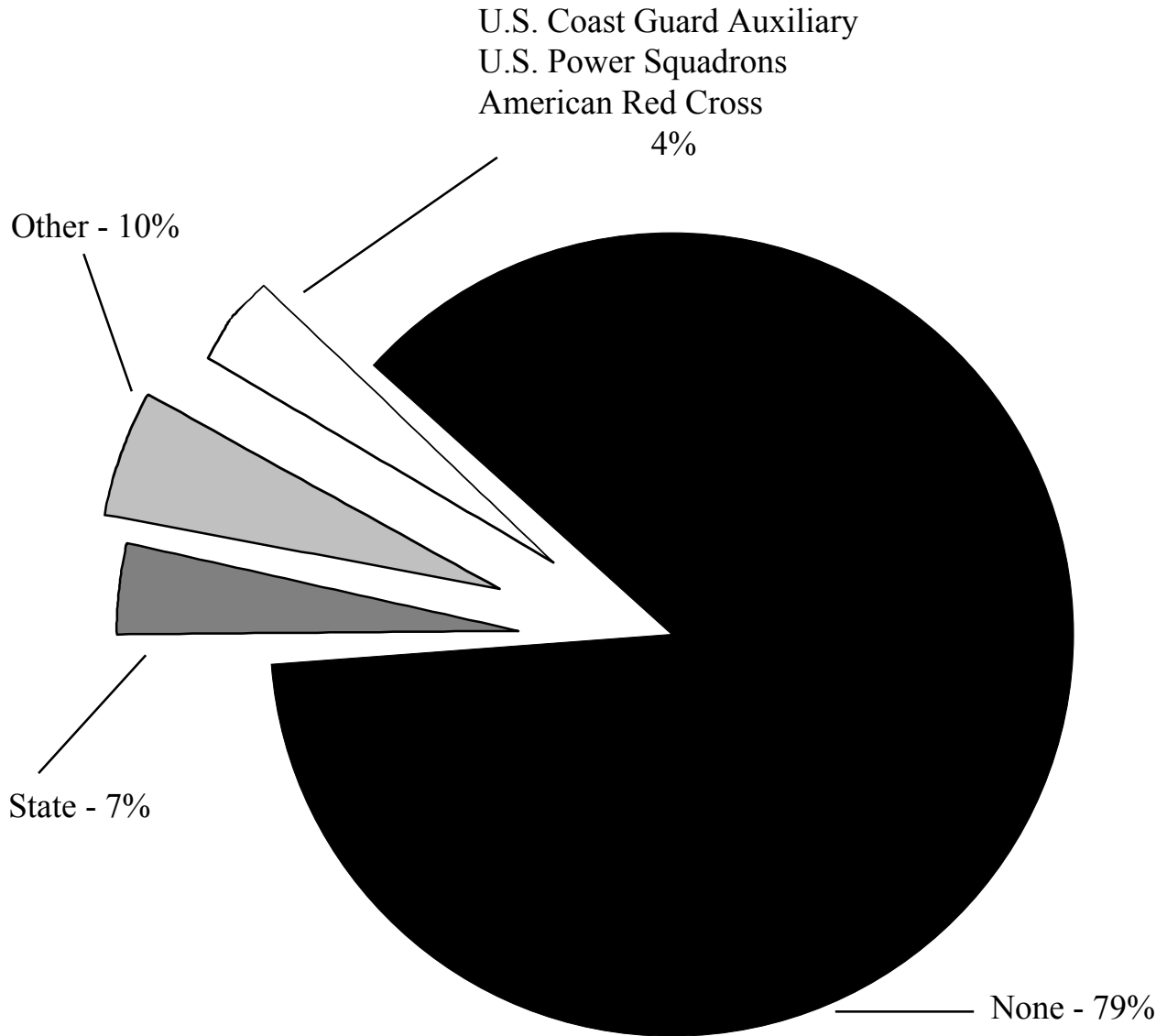
Age of Victim	Number of Drownings	Number of Other Deaths	Total Fatalities
1	2	0	2
3	1	2	3
4	0	3	3
6	2	0	2
7	0	1	1
8	0	1	1
9	0	7	7
10	1	0	1
11	1	2	3
12	3	0	3
0 - 12	10	16	26
13	2	0	2
14	3	2	5
15	7	2	9
16	3	5	8
17	4	8	12
18	9	3	12
19	12	8	20
13 - 19	40	28	68
20 - 29	75	29	104
30 - 39	83	33	118
40 - 49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

NUMBER OF FATALITIES BY TYPE OF VESSEL - 2001



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

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2001

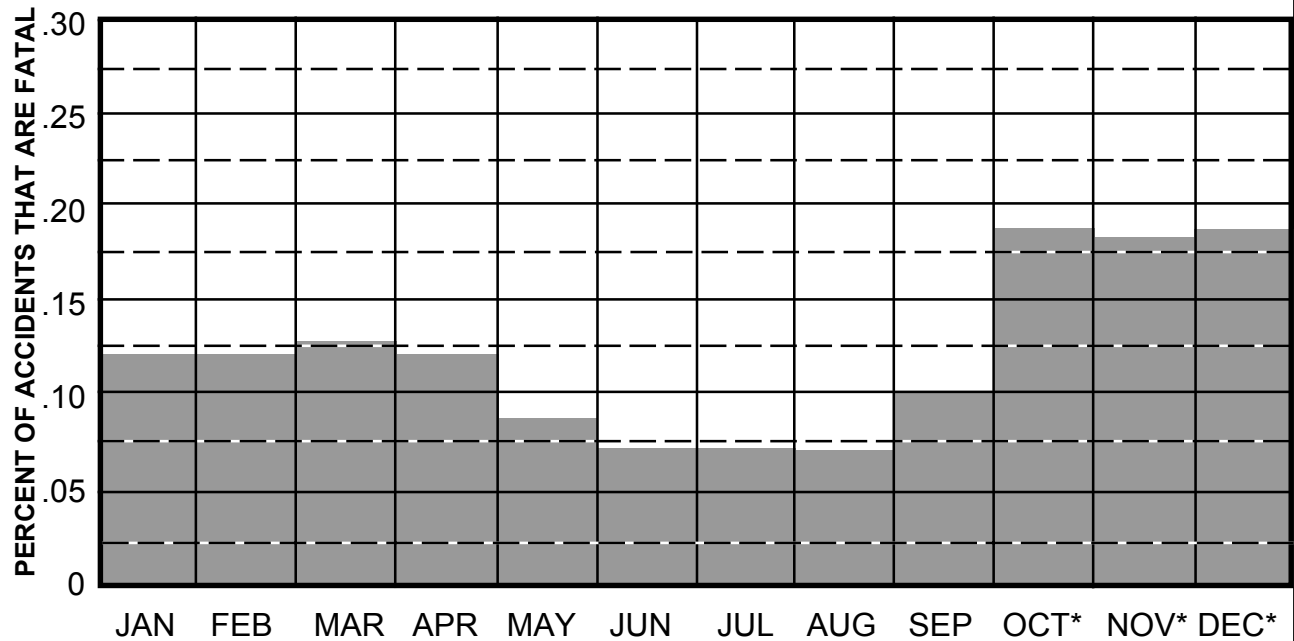


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary	14
U.S. Power Squadrons American Red Cross	
State	23
Other	32
None	259

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

	100	200	300	400	500	600	700	800	900	1000
OPERATOR CONTROLLABLE										
Operator Inattention									815	
Careless/Reckless Operation								754		
Operator Inexperience								735		
Excessive Speed						531				
No Proper Lookout				424						
Passenger/Skier Behavior			323							
Alcohol			273							
Rules of the Road Infraction	80									
Restricted Vision	71									
Sharp Turn	63									
Improper Loading	61									
Overloading	55									
Improper Anchoring	52									
Standing/Sitting on Gunwales, Bow, Transom	38									
Off-Throttle Steering - Jet	23									
Lack of or Improper Lights	16									
Failure to Ventilate	7									
Drug Use	6									
Starting In Gear	1									
ENVIRONMENTAL										
Hazardous Waters				437						
Weather		223								
Congested Waters	66									
Dam/Lock	3									
VESSEL MACHINERY										
Machinery Failure		140								
Engine Failure	81									
Electrical System Failure	37									
Steering System Failure	34									
Shift Failure	25									
Fuel System Failure	16									
Ventilation System Failure	10									
Throttle Failure	5									
VESSEL EQUIPMENT										
Equipment Failure		137								
Auxiliary Equipment Failure	15									
Bilge Pump Failure	7									
Seat Broke Loose	2									
HULL FAILURE	68									
IGNITION OF SPILLED FUEL OR VAPOR										
	59									
Other			281							
Unknown				437						

THE EFFECTS OF COLD WEATHER ON FATAL ACCIDENT RISK - 2001



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

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


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

Events in Fatal Boating Accident Sequences


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

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

TYPE OF INJURY BY TYPE OF VESSEL - 2001

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

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

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

BOAT NUMBERING

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

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

TOTAL NUMBER OF NUMBERED BOATS 1977- 2001

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

NUMBERING DATA BY STATE

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

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

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

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

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

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

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

BOAT NUMBERING DATA BY STATE¹

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

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

FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 1997 - 2001



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

Offshore*

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

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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

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

2000 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	7,740	701	4,355	\$34,699,989
Grounding	494	8	257	\$3,377,481
Capsizing	502	205	207	\$1,615,898
Swamping/Flooding	419	47	61	\$3,713,370
Sinking	187	22	40	\$2,407,431
Fire or Explosion of Fuel	183	2	93	\$2,580,764
Other Fire or Explosion	116	7	25	\$5,459,739
Collision with Another Vessel	2,706	67	1,413	\$8,757,705
Collision with Fixed Object	851	42	484	\$3,765,616
Collision with Floating Object	151	9	73	\$626,078
Falls Overboard	610	213	434	\$300,918
Falls Within Boat	316	5	327	\$134,423
Struck by Boat	157	5	131	\$186,405
Struck by Motor/Propeller	88	7	86	\$12,751
Skier Mishap	442	4	459	\$13,470
Struck Submerged Object	199	3	41	\$1,354,440
Other Casualty, Unknown	260	41	180	\$253,199

1999 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	7,931	734	4,315	\$28,890,185
Grounding	507	13	190	\$2,974,355
Capsizing	549	223	269	\$1,571,236
Swamping/Flooding	460	43	91	\$1,808,487
Sinking	220	29	53	\$1,631,420
Fire or Explosion of Fuel	222	2	125	\$2,804,796
Other Fire or Explosion	141	2	18	\$2,782,633
Collision with Another Vessel	2,729	93	1,406	\$8,411,006
Collision with Fixed Object	881	44	460	\$4,902,059
Collision with Floating Object	172	5	63	\$516,931
Falls Overboard	624	200	439	\$247,933
Falls Within Boat	352	3	362	\$35,181
Struck by Boat	132	5	112	\$115,699
Struck by Motor/Propeller	99	9	98	\$9,253
Struck Submerged Object	161	6	42	\$621,997
Skier Mishap	450	14	444	\$20,301
Other Casualty; Unknown	232	43	143	\$436,898

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

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

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

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

ACCIDENT DATA BY STATE - 2001

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

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

TYPES OF ACCIDENTS BY STATE - 2001

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

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



TYPES OF BOATING ACCIDENTS - 2001

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



TYPES OF ACCIDENTS BY TYPE OF VESSEL - 2001

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

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



TYPES OF ACCIDENTS BY LENGTH OF VESSEL - 2001

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

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

¹ Includes swamping.

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

REPORTING OF ALCOHOL INVOLVEMENT

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

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

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



ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 1997 - 2001

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

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



CAUSES OF BOATING ACCIDENTS - 2001

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



OPERATION AT TIME OF ACCIDENTS - 2001

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



ACTIVITY AT TIME OF ACCIDENTS - 2001

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



OPERATOR INFORMATION - 2001

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

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



WEATHER AND WATER CONDITIONS - 2001

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

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

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



VESSEL INFORMATION - 2001

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



MISCELLANEOUS DATA - 2001

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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