



BOATING STATISTICS - 2000



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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 2000. 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 173-4) 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. 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. 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 accident report data:

1. The Recreational Boat Casualty Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not required to be reported. Many 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 nonfatal boating accidents occurring in the United States are reported to the Coast Guard, State or local law enforcement agencies.

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. We quantified the scope of an underreporting area through a Fiscal Year 1995 and 1997 grant from the Aquatic Resources (Wallop-Breaux) Trust Fund. The purpose of the grant projects was to identify discrepancies that exist between the Coast Guard's Search and Rescue Management Information System (SARMIS) and the BARD system in capturing fatal accidents involving recreational vessels. Based on project findings, we estimate that an average of six percent (6%) per year of all recreational vessel fatalities that satisfy Federal reporting requirements were not captured by the BARD system over the three (3) year period. Using a factor of six percent (6%) to adjust the number of fatalities captured by BARD, 701 fatalities in 2000 times the six percent (6%) underreporting estimate, 742 fatalities occurred.

Starting in 2001, fatal data discrepancies between the SARMIS and BARD systems will be reconciled by providing a case history report to the appropriate State Boating Law Administrator (BLA) when Coast Guard Search and Rescue (SAR) personnel render assistance to recreational vessels involved in fatal boating accidents. Data gathered by the accident investigations are entered into the BARD system at the State level. State personnel subsequently forward the accident report data to Coast Guard Headquarters for inclusion in the national BARD system.

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

3. Nonfatal 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 nonfatal 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 which were not caused or contributed to by a vessel, its equipment, or its appendages;
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.

5. Accidents where a person dies primarily from natural causes while aboard a vessel;

6. A person drowns while 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.

Accident reports for thirteen (13) fatalities were entered into the BARD system -- but did not satisfy Federal reporting requirements for inclusion in this report. The following shows the number of fatalities for each "non-reportable" category:

Fatalities where a person died from natural causes while aboard the vessel..... 8
Fatalities where the vessel was used solely as a platform for swimming 3
A person died while swimming to retrieve a vessel adrift from its dock..... 1
A fatality occurred on a body of water where the State does not have jurisdiction1

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 701 fatalities and the 12,782,143 numbered boats in 2000 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.

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

EXECUTIVE SUMMARY BOATING STATISTICS - 2000

Boating Accidents at a Glance

The Coast Guard received reports for a total of 7,740 recreational boating accidents in 2000. The casualty data for 2000 showed 701 fatalities and 4,355 injuries (page 24).

Life Jackets & Risk of Dying in an Accident

Five hundred and nineteen (519) boaters drowned in 2000 (page 34). Life jackets could have saved the lives of approximately 445 boaters who drowned. In 2000, 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 (pages 17, 35 and 36). 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-three (83) percent of fatalities occurred on boats less than 26 feet in length (pages 12 and 37). Seventy-five (75) percent of those victims drowned (page 12). Specifically, 337 fatalities occurred on boats less than 16 feet in length and 245 occurred on boats 16 to less than 26 feet in length.

Alcohol Involvement in Boating Accidents

Alcohol involvement in reported accidents accounted for 31 percent of all boating fatalities (page 31) -- up five (5) 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

Eighty-four (84) percent of all boating fatalities occurred on boats where the operator had not completed a boating safety education course (page 15).

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 (page 16).

EXECUTIVE SUMMARY BOATING STATISTICS - 2000

Types of Boating Accidents

“Capsizings” and “Falls Overboard” accounted for 418 fatalities, almost two-thirds of all reported boating fatalities. Nearly nine out of every 10 of those victims drowned (page 28). “Collision with Another Vessel” was the most reported type of accident (page 24). These accidents resulted in 1,413 injuries and accounted for 8.7 million dollars in property damage.

Age of Boating Fatality Victims

Twenty-eight (28) children age 12 and under lost their lives while boating in 2000 (page 13). One hundred and thirty-four (134) boaters died in the 30-39 age group category -- the highest number reported for any age group.

Types of Injuries

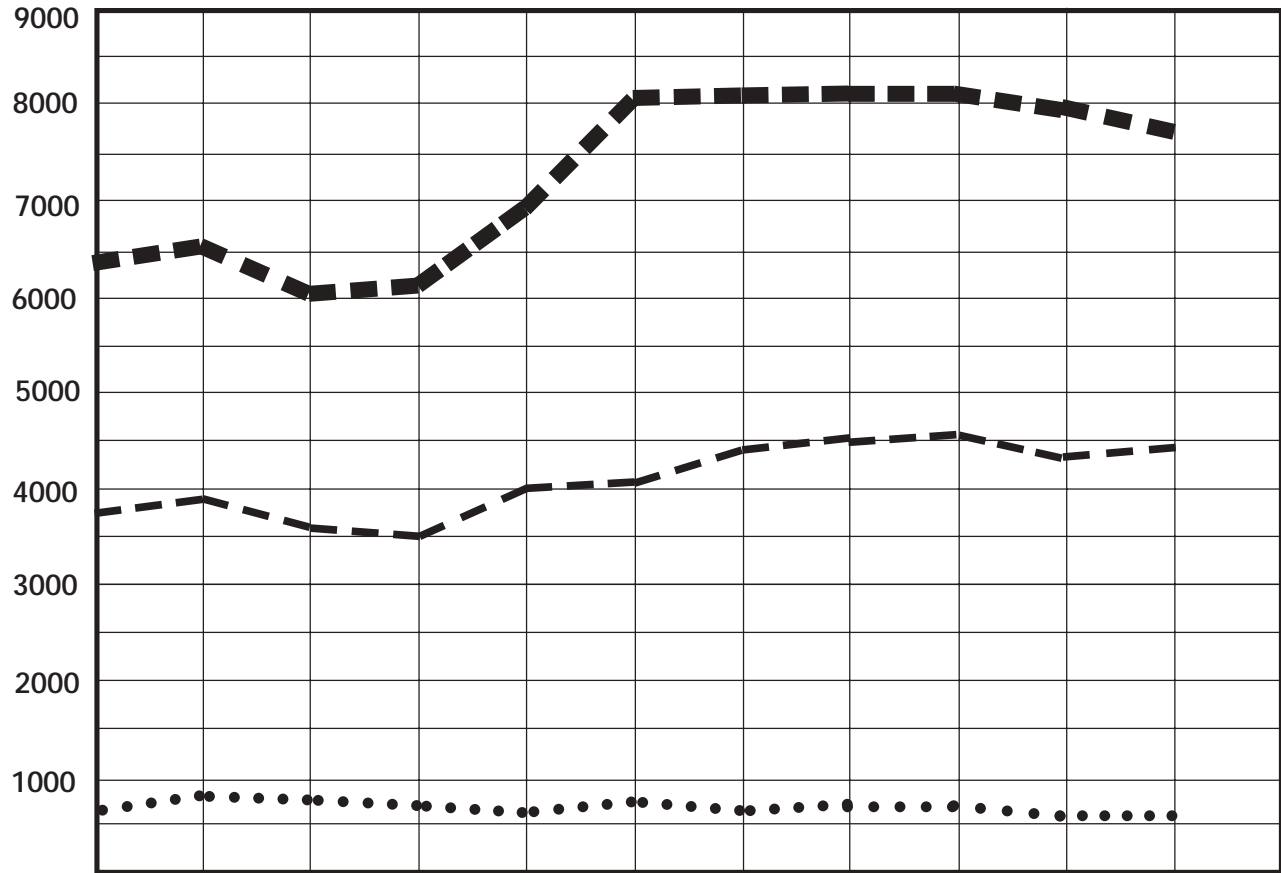
Approximately eighty (80) percent of all reported injuries were associated with the use of open motorboats (45%) and personal watercraft (PWC - 36%). Lacerations were the most reported type of injury for open motorboats. For PWC, broken bones accounted for the highest number of injuries (page 19).

Numbered Recreational Boats

States and jurisdictions numbered a total of 12,782,143 recreational boats (pages 20-22). The following is a breakdown of the numbered motorboats by length:

BOAT LENGTH	PERCENTAGE OF NUMBERED MOTORBOATS
Less than 16'	44.4
16' to less than 26'	51.1
26' to less than 40'	3.9
40' and greater	0.6

BOATING ACCIDENTS AT A GLANCE



■■■■■ ACCIDENTS

----- INJURIES

..... FATALITIES

YEAR	FATALITIES	INJURIES	ACCIDENTS
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
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

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.

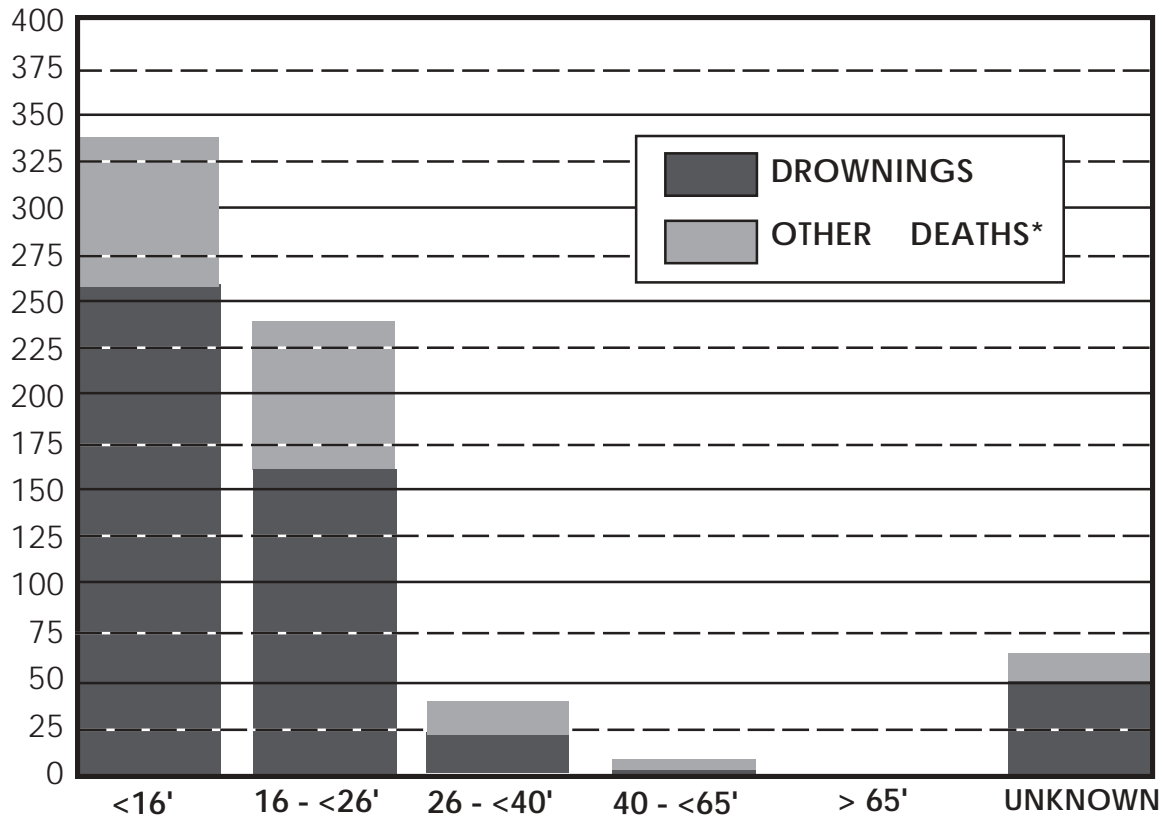
DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-3865 (Rev. 9/95)		BOATING ACCIDENT REPORT		FORM APPROVED OMB NO. 2115-0010	
		STATE ASSIGNED CASE NO. _____			
THE OPERATOR/OWNER OF A VESSEL USED FOR RECREATIONAL PURPOSES IS REQUIRED TO FILE A REPORT IN WRITING WHENEVER AN ACCIDENT RESULTS IN: LOSS OF 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 NIGHT <input type="checkbox"/> GOOD <input type="checkbox"/> <input type="checkbox"/> FAIR <input type="checkbox"/> <input type="checkbox"/> POOR <input type="checkbox"/>
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"/> NONE <input type="checkbox"/> UNDER 10 MPH <input type="checkbox"/> 10 - 20 MPH <input type="checkbox"/> 21 - 40 MPH <input type="checkbox"/> OVER 40 MPH					
		<input checked="" type="checkbox"/> HIT AND RUN			

DECEASED (IF MORE THAN 2 FATALITIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		WAS PFD WORN? [] YES [] NO	
[] MALE [] FEMALE	DEATH CAUSED BY [] DROWNING [] OTHER [] DISAPPEARANCE		
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH		WAS PFD WORN? [] YES [] NO	
[] MALE [] FEMALE	DEATH CAUSED BY [] DROWNING [] OTHER [] DISAPPEARANCE		
INJURED (IF MORE THAN 2 INJURIES, ATTACH ADDITIONAL FORMS)			
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? ADMITTED TO HOSPITAL?	[] YES [] NO [] YES [] NO	DESCRIBE INJURY
WAS PFD WORN? WAS IT INFLATABLE?	[] YES [] NO [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	AS A RESULT OF ACCIDENT? [] YES [] NO
NAME OF VICTIM		ADDRESS OF VICTIM	
DATE OF BIRTH	MEDICAL TREATMENT BEYOND FIRST AID? ADMITTED TO HOSPITAL?	[] YES [] NO [] YES [] NO	DESCRIBE INJURY
WAS PFD WORN? WAS IT INFLATABLE?	[] YES [] NO [] YES [] NO	PRIOR TO ACCIDENT? [] YES [] NO	AS A RESULT OF ACCIDENT? [] YES [] NO
OTHER PEOPLE ABOARD THIS BOAT (IF MORE THAN 2 PEOPLE, ATTACH ADDITIONAL FORMS)			
NAME		ADDRESS	
DATE OF BIRTH			
NAME		ADDRESS	
DATE OF BIRTH			
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 [] OPERATOR [] OWNER [] INVESTIGATOR [] OTHER	DATE SUBMITTED	
FOR AGENCY USE ONLY			
CAUSES BASED ON (CHECK ONE): [] THIS REPORT [] INVESTIGATION [] INVESTIGATION AND THIS REPORT [] OTHER			
NAME OF REVIEWING OFFICE	DATE RECEIVED	RECREATIONAL [] NON-REPORTABLE [] COMMERCIAL []	
PRIMARY CAUSE	13 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 BOAT LENGTH - 2000



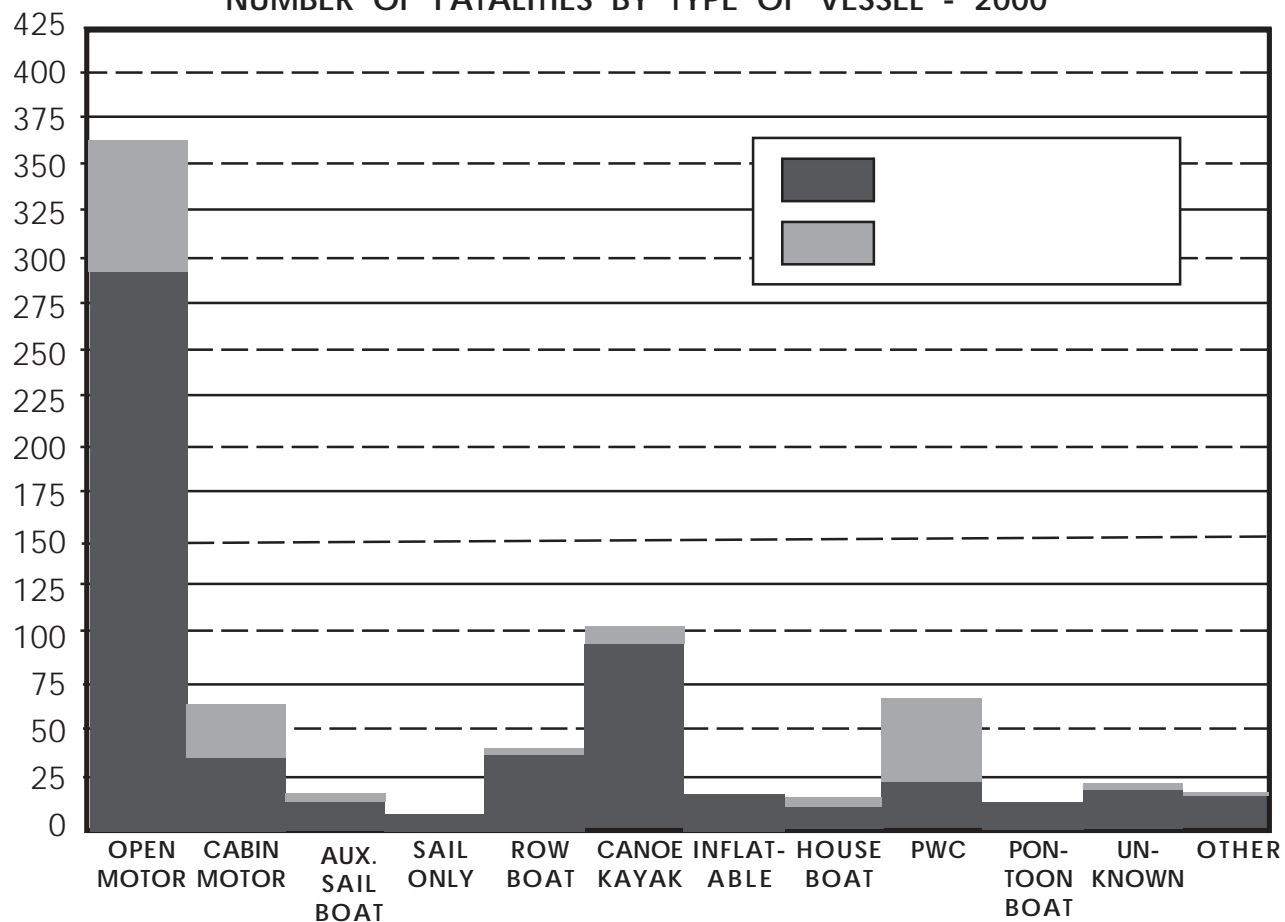
LENGTH	DROWNINGS	OTHER DEATHS*	TOTAL
Less than 16 feet	267	70	337
16 feet to less than 26 feet	164	81	245
26 feet to less than 40 feet	24	17	41
40 feet to 65 feet	6	3	9
More than 65 feet	3	0	3
Unknown	55	11	66
Total	519	182	701

*Other deaths denotes types of fatalities other than drownings.

AGE OF FATALITY VICTIMS - 2000

Age of Victim	Number of Drownings	Number of Other Deaths	Total Fatalities
4	1	2	3
6	1	0	1
7	0	1	1
8	6	1	7
9	1	2	3
10	1	5	6
11	4	2	6
12	0	1	1
0 - 12	14	14	28
13	3	2	5
14	4	1	5
15	3	4	7
16	9	3	12
17	7	0	7
18	12	4	16
19	16	4	20
13 - 19	54	18	72
20 - 29	89	30	119
30 - 39	99	35	134
40 - 49	94	33	127
50 - 59	78	22	100
60 - 69	51	15	66
70 - 79	25	5	30
80 - 89	8	5	13
Unknown	7	5	12
TOTAL	519	182	701

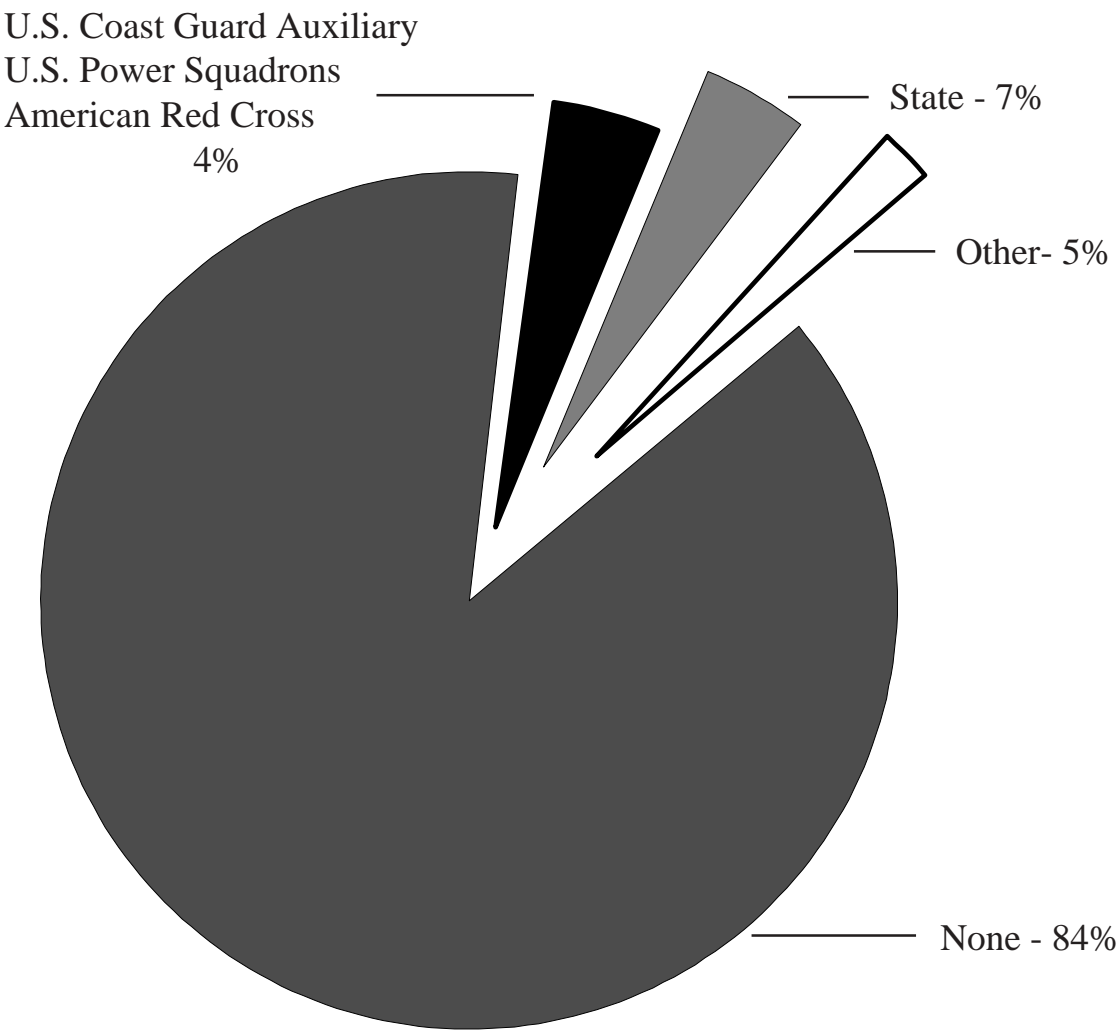
NUMBER OF FATALITIES BY TYPE OF VESSEL - 2000



BOAT TYPE	DROWNINGS	OTHER DEATHS (not drownings)	TOTAL
Airboat	1	0	1
Auxiliary Sail	12	0	12
Cabin Motorboat	32	33	65
Canoe/Kayak	93	11	104
Houseboat	7	2	9
Inflatable	15	1	16
Open Motorboat	280	81	361
Other*	9	2	11
Personal Watercraft	24	44	68
Pontoon Boat	3	0	3
Rowboat	35	3	38
Sail Only	4	3	7
Unknown	4	2	6

*Other includes 9 drownings and one other type of death involving a jet boat.

PERCENT OF FATALITIES BY KNOWN BOAT OPERATOR INSTRUCTION - 2000

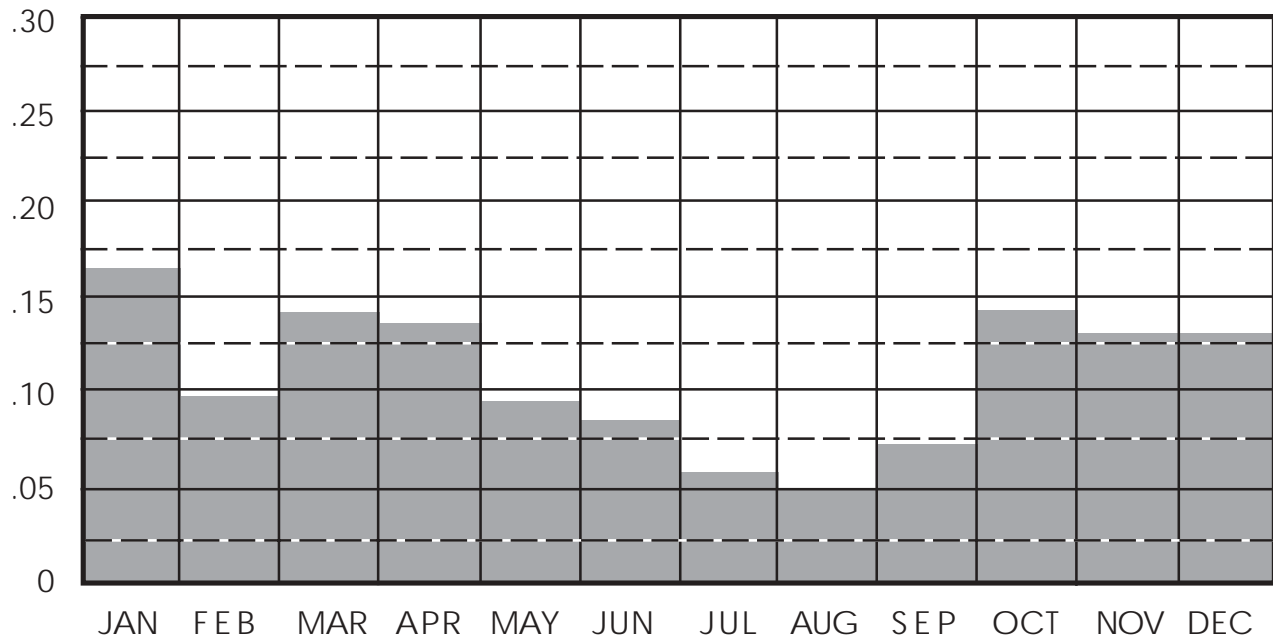


TYPE OF BOATING INSTRUCTION	FATALITIES
U.S. Coast Guard Auxiliary	15
U.S. Power Squadrons	
American Red Cross	
State	28
Other	19
None	328

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

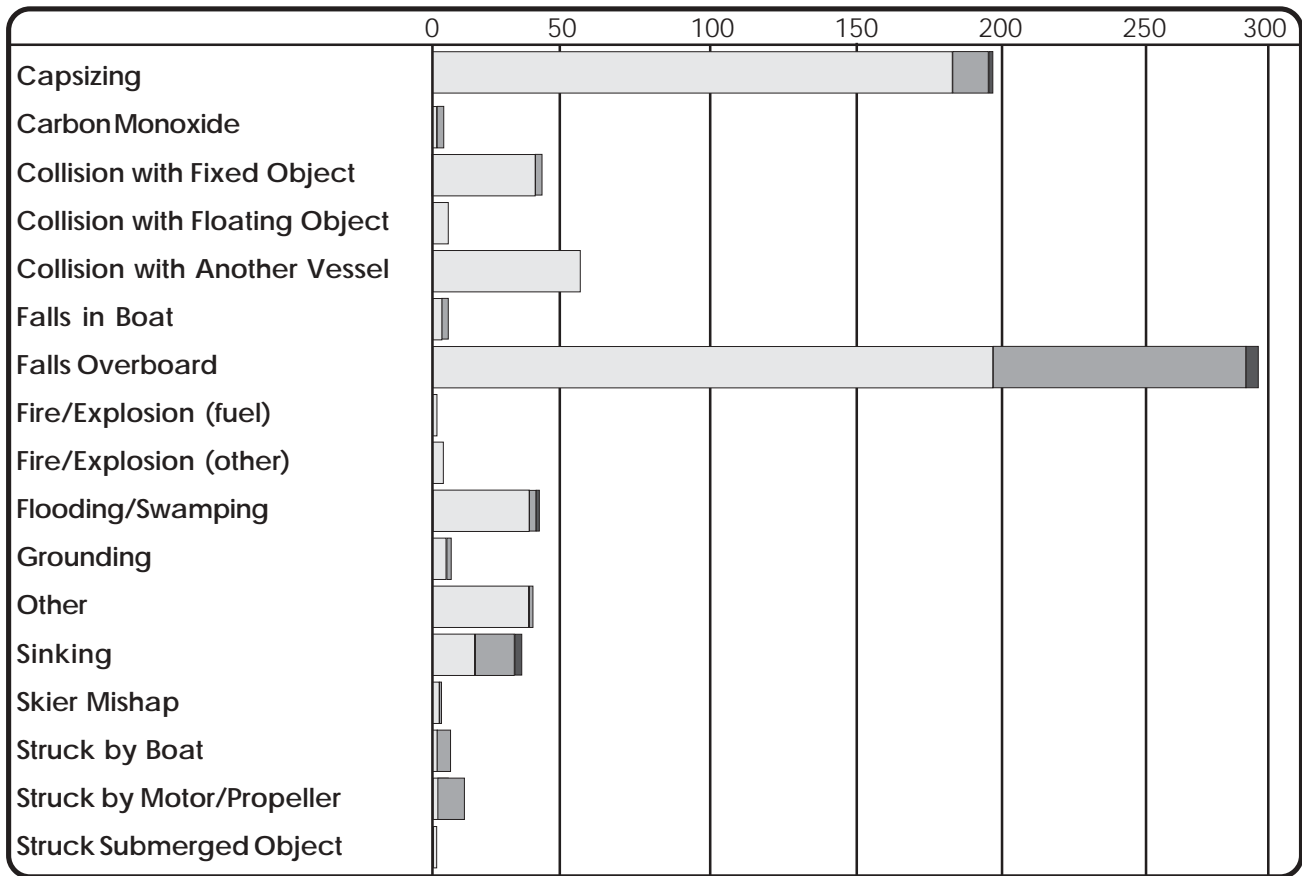
OPERATOR CONTROLLABLE	100	200	300	400	500	600	700	800	900	1000
Operator Inattention										959
Operator Inexperience									905	
Careless/Reckless Operation									907	
Excessive Speed						630				
No Proper Lookout						602				
Alcohol			346							
Passenger/Skier Behavior			306							
Restricted Vision	116									
Rules of the Road Infraction	107									
Improper Loading	51									
Sharp Turn	48									
Overloading	47									
Improper Anchoring	42									
Off-Throttle Steering - Jet	9									
Standing/Sitting on Gunwales,										
Bow, Transom	33									
Lack of or Improper Lights	14									
Failure to Ventilate	19									
Drug Use	3									
Unfamiliar Waters	5									
Starting In Gear	4									
ENVIRONMENTAL										
Hazardous Waters						551				
Weather			317							
Congested Waters	95									
Dam/Lock	4									
VESSEL EQUIPMENT										
Equipment Failure	142									
Aux. Equipment Failure	38									
Seat Broke Loose	6									
Sail Dismasting	4									
Anchor	1									
Bilge Pump	1									
Battery	1									
Fire Extinguisher	1									
Rope	1									
Transom	1									
VESSEL MACHINERY										
Engine Failure	106									
Machinery Failure	85									
Electrical System Failure	51									
Steering System Failure	46									
Shift Failure	35									
Fuel System Failure	24									
Throttle Failure	20									
Ventilation System Failure	12									
Starting Engine	3									
Trim Failure	1									
IGNITION OF SPILLED FUEL OR VAPOR	49									
HULL FAILURE	126									
Other				434						
Unknown				432						

FATAL ACCIDENTS AS A PERCENTAGE OF TOTAL ACCIDENTS BY MONTH - 2000



MONTH	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	TOTAL ACCIDENTS	TOTAL FATALITIES	AVG. WATER TEMP. (°F) IN FATAL ACCIDENTS
January	24	125	149	29	52
February	13	128	141	18	45
March	42	266	308	49	54
April	59	398	457	64	58
May	90	910	1,000	102	63
June	100	1,183	1,283	119	68
July	114	1,901	2,015	121	75
August	57	1,130	1,187	62	73
September	50	660	710	59	73
October	37	220	257	45	62
November	20	132	152	20	57
December	10	70	80	13	54
Unknown	0	1	1		
Total	616	7,124	7,740	701	

EVENTS IN FATAL BOATING ACCIDENT SEQUENCES - 2000



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, 25 fatal accidents 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
Capsizing	180	15	3	198
Carbon Monoxide	2	3	0	5
Collision with Fixed Object	41	4	0	45
Collision with Floating Object	8	0	0	8
Collision with Another Vessel	60	0	0	60
Falls In Boat	5	4	0	9
Falls Overboard	195	89	7	291
Fire/Explosion (fuel)	2	0	0	2
Fire/Explosion (other than fuel)	3	0	0	3
Flooding/Swamping	36	5	2	43
Grounding	7	3	0	10
Other	34	2	0	36
Sinking	17	19	5	41
Skier Mishap	4	1	0	5
Struck by Boat	5	8	0	13
Struck by Motor/Propeller	5	16	4	25
Struck Submerged Object	3	0	0	3

TYPE OF INJURY BY TYPE OF VESSEL - 2000															
	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	4,355	5	51	408	70	33	20	11	1,957	29	1,580	72	20	22	77
Type of Injury															
Amputation	38	0	1	8	1	1	0	0	13	0	9	3	0	0	2
Back Injury	264	0	2	22	1	2	2	2	137	2	91	2	0	0	1
Broken Bones	722	1	7	62	3	2	4	1	282	2	344	7	0	2	5
Burns	108	0	3	33	1	2	0	0	53	0	12	3	0	1	0
Contusion	574	1	2	42	3	6	3	3	241	1	250	16	2	0	4
Dislocation	74	0	0	4	3	0	1	1	40	0	23	0	1	1	0
Head Injury	438	2	5	38	7	1	2	1	193	3	175	1	1	2	7
Hypothermia	183	1	3	20	36	2	1	0	94	0	6	0	11	8	1
Internal Injuries	151	0	2	13	1	0	0	1	65	0	65	1	1	1	1
Laceration	833	0	14	77	8	5	2	0	407	7	269	23	2	2	17
Neck Injury	105	0	2	8	1	1	0	0	64	0	25	2	0	1	1
Other	6	0	0	0	0	0	0	0	2	0	4	0	0	0	0
Shock	19	0	0	1	0	0	0	0	12	1	3	0	2	0	0
Spinal Injury	14	0	0	1	0	0	0	0	9	0	4	0	0	0	0
Sprain/Strain	149	0	0	12	1	0	0	1	82	0	50	2	0	0	1
Teeth	29	0	0	2	0	0	0	1	15	0	11	0	0	0	0
Trauma	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Unknown	647	0	10	65	4	11	5	0	247	13	239	12	0	4	37

TYPE OF DEATH BY PFD WEAR AND VESSEL - 2000															
	Was PFD Worn?	Number of Fatalities	Airboat	Aux. Sailboat	Cabin/Motorboat	Canoe/Kayak	Houseboat	Inflatable	Jet Boat	Open/Motorboat	Other	Personal Watercraft	Pontoon Boat	Rowboat	Unknown
TYPE OF DEATH															
Totals		701	1	12	65	104	9	16	1	361	10	68	3	38	7
Carbon Monoxide	No	5	0	0	4	0	1	0	0	0	0	0	0	0	0
Drowning	Yes	74	0	0	5	28	0	7	0	19	0	13	0	1	0
Drowning	No	445	1	12	27	65	7	8	0	261	9	11	3	34	4
Hypothermia	Yes	12	0	0	8	3	0	0	0	1	0	0	0	0	0
Hypothermia	No	10	0	0	0	3	0	0	0	7	0	0	0	0	0
Other	Yes	6	0	0	0	2	0	0	0	0	0	4	0	0	0
Other	No	21	0	0	4	1	0	1	0	11	0	2	0	2	0
Trauma	Yes	48	0	0	0	0	0	0	0	18	0	30	0	0	0
Trauma	No	71	0	0	15	1	1	0	1	42	1	8	0	1	0
Unknown	No	9	0	0	2	1	0	0	0	2	0	0	0	0	3

BOATNUMBERING

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 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 1977- 2000

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
		2000	1999	
TOTAL		12,782,143	12,738,271	
	RANK			
Alabama	18	265,458	267,868	All motorboats, sailboats and rental boats
Alaska	49	29,113	25,960	All watercraft except sailboats; unpowered boats if requested
Arizona	29	148,748	153,517	All watercraft, except inflatables 12 feet in length or less
Arkansas	27	177,912	173,437	All motorboats and sailboats
California	2	904,863	955,700	All motorboats; sailboats over 8 feet in length
Colorado	32	104,880	101,137	All watercraft powered by motor or sail
Connecticut	33	103,218	102,071	All motorboats; sailboats 19.5 feet or more in length
Delaware	46	46,719	45,854	All motorboats
Dist. of Col.	54	2,791	1,811	All watercraft
Florida	3	840,684	805,079	All motorboats
Georgia	14	322,681	316,770	All motorboats; sailboats 12 feet or more in length
Hawaii	51	13,807	15,147	All motorboats; sailboats over 8 feet in length
Idaho	36	85,438	83,554	All motorboats and sailboats
Illinois	10	372,162	372,618	All watercraft, except non-profit org. owned canoes and kayaks
Indiana	24	219,189	219,089	All motorboats
Iowa	23	223,573	203,081	All watercraft with exceptions ¹
Kansas	34	103,190	102,424	All motorboats and sailboats
Kentucky	28	169,670	169,759	All motorboats, except electric motors 1 hp or less
Louisiana	15	314,321	313,035	All motorboats; sailboats more than 12 feet in length
Maine	31	119,243	120,197	All motorboats
Maryland	25	208,186	208,766	All motorboats
Massachusetts	30	138,861	149,170	All motorboats
Michigan	1	1,000,049	985,732	All watercraft with exceptions ²
Minnesota	4	812,247	793,107	All motorboats with exceptions ³
Mississippi	16	292,335	281,958	All motorboats and sailboats
Missouri	13	334,460	331,693	All motorboats; sailboats over 12 feet in length
Montana	43	51,325	50,687	All motorboats; sailboats 12 feet or more in length
Nebraska	38	73,638	72,153	All watercraft
Nevada	40	61,722	60,644	All motorboats
New Hampshire	35	97,925	96,456	All motorboats; sailboats 20 feet or more in length
New Jersey	20	243,281	221,152	All watercraft with exceptions ⁴
New Mexico	39	70,464	78,945	All motorboats and sailboats
New York	7	525,436	524,326	All motorboats
North Carolina	12	349,631	353,166	All motorboats; sailboats more than 14 feet in length
North Dakota	45	47,722	42,380	All motorboats
Ohio	8	416,798	407,347	All watercraft
Oklahoma	22	230,524	229,770	All watercraft
Oregon	26	195,691	196,102	All motorboats; sailboats 12 feet or more in length
Pennsylvania	11	359,360	352,231	All motorboats and certain non-powered craft ⁵
Rhode Island	47	40,265	36,522	All watercraft except rowboats, canoes, kayaks & ferries
South Carolina	9	383,734	414,527	All watercraft
South Dakota	44	50,935	52,499	All motorboats; all other boats over 12 feet in length
Tennessee	17	269,583	314,624	All motorboats and sailboats
Texas	5	626,761	629,640	All motorboats and sailboats 14 feet or more in length
Utah	37	79,397	77,171	All motorboats and sailboats
Vermont	48	33,686	37,932	All motorboats
Virginia	21	237,228	235,330	All motorboats
Washington	19	257,625	250,606	All motorboats with exceptions ⁶ ; sailboats ≥ 16 ft in length
West Virginia	41	60,895	54,477	All motorboats
Wisconsin	6	573,920	564,313	All motorboats; sailboats over 12 feet in length
Wyoming	50	26,926	26,287	All motorboats and sailboats
Guam	53	3,000	3,000	All watercraft (estimated)
Puerto Rico	42	54,912	52,186	All motorboats; vessels adapted to hold a motor
Virgin Islands	52	4,675	4,072	All watercraft
Am. Samoa	56	173	146	All watercraft
N. Marianas	55	1,113	1,046	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 duck hunting 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 STATE AND TYPE OF PROPULSION¹

	POWERED					NON-POWERED			OTHER	TOTAL
2000	INBOARD	OUTBOARD	STERNDRIIVE	AUXILIARY SAIL	PWC	ROWBOAT	CANOE OR KAYAK	SAIL ONLY	OTHER BOATS	TOTAL
TOTALS	1,344,478	8,044,614	1,574,027	142,482	543,168	97,769	283,659	165,843	590,103	12,782,143
Alabama	17,639	207,465	20,920	1,045	13,908	600	154	2,848	879	265,458
Alaska	2,791	20,091	4,419	602	866	0	0	83	261	29,113
Arizona	44,077	67,904	0	1,273	28,492	53	86	27	6,836	148,748
Arkansas	26,794	134,130	0	0	0	0	0	390	16,598	177,912
California	68,875	350,039	186,213	20,219	0	8,903	7,112	36,628	226,874	904,863
Colorado	25,290	54,759	2,861	0	16,729	0	0	4,496	745	104,880
Connecticut	7,563	66,789	17,236	5,230	5,413	408	50	223	6,400	103,218
Delaware	9,317	30,733	6,140	0	0	0	0	0	529	46,719
Dist. of Col.	714	817	440	230	61	0	235	140	154	2,791
Florida	49,123	445,127	70,511	9,573	93,083	4,250	1,326	4,371	163,320	840,684
Georgia	16,849	220,918	36,220	0	32,108	0	0	4,766	11,820	322,681
Hawaii	4,448	4,631	2,170	1,148	1,126	0	0	284	0	13,807
Idaho	20,925	44,003	15,779	891	0	0	0	827	3,013	85,438
Illinois	27,253	236,333	53,034	3,066	14,993	16,167	0	8,985	12,331	372,162
Indiana	24,538	147,031	36,238	695	0	0	0	1,366	9,321	219,189
Iowa	20,423	140,956	24,455	503	0	1,041	24,022	4,845	7,348	223,573
Kansas	7,280	70,012	9,627	496	10,769	1,336	300	3,020	350	103,190
Kentucky	16,487	119,530	15,835	318	7,026	0	0	0	10,474	169,670
Louisiana	0	288,107	15,822	0	10,392	0	0	0	0	314,321
Maine	8,914	98,465	11,864	0	0	0	0	0	0	119,243
Maryland	16,659	115,378	37,375	11,754	16,239	0	0	517	10,264	208,186
Massachusetts	8,938	77,528	16,673	0	7,173	0	0	0	28,549	138,861
Michigan	281,867	614,594	29,572	15,124	0	9,024	16,135	29,586	4,147	1,000,049
Minnesota	20,369	500,341	51,358	3,014	33,939	13,799	161,457	16,664	11,306	812,247
Mississippi	20,743	248,612	17,028	5,558	0	0	0	394	0	292,335
Missouri	11,384	233,134	49,231	151	37,076	588	554	2,313	29	334,460
Montana	17,202	33,480	0	132	0	163	23	325	0	51,325
Nebraska	4,372	49,768	9,156	69	8,041	351	447	416	1,018	73,638
Nevada	3,155	23,169	19,124	527	14,797	273	0	197	480	61,722
New Hampshire	16,172	55,003	12,782	2,371	7,350	0	0	4,247	0	97,925
New Jersey	20,737	132,228	43,486	10,322	22,519	7,963	0	5,658	368	243,281
New Mexico	5,222	41,869	10,979	331	8,561	0	0	2,417	1,085	70,464
New York	96,020	285,341	128,752	6,453	0	0	0	0	8,870	525,436
North Carolina	18,191	238,942	44,642	3,711	35,459	0	0	1,835	6,851	349,631
North Dakota	3,340	35,642	4,407	126	3,316	0	499	59	333	47,722
Ohio	35,237	197,393	66,400	2,391	41,175	11,661	44,198	9,639	8,704	416,798
Oklahoma	37,093	169,921	21,975	1,535	0	0	0	0	0	230,524
Oregon	62,350	125,506	0	4,934	0	0	0	0	2,901	195,691
Pennsylvania	34,982	246,751	42,922	355	0	2,436	23,468	1,910	6,536	359,360
Rhode Island	6,501	25,222	5,940	2,602	0	0	0	0	0	40,265
South Carolina	13,291	285,398	35,166	6,178	21,177	18,531	209	1,682	2,102	383,734
South Dakota	5,117	35,284	6,030	259	0	0	0	0	4,245	50,935
Tennessee	39,675	198,824	27,432	1,583	0	0	0	2,069	0	269,583
Texas	111,010	419,703	86,145	0	0	0	0	1,978	7,925	626,761
Utah	0	26,524	41,150	207	10,248	0	0	1,268	0	79,397
Vermont	8,035	25,513	0	0	0	0	0	0	138	33,686
Virginia	5,868	155,544	42,765	4,615	22,247	0	0	247	5,942	237,228
Washington	0	153,862	93,124	10,639	0	0	0	0	0	257,625
West Virginia	4,401	40,679	13,444	0	2,371	0	0	0	0	60,895
Wisconsin	14,672	468,024	79,509	0	0	0	2,942	8,622	151	573,920
Wyoming	14,675	3,868	5,776	0	2,288	0	116	203	0	26,926
Guam	0	0	0	0	0	0	0	0	3,000	3,000
Puerto Rico	7,390	30,968	1,610	967	13,977	0	0	0	0	54,912
Virgin Islands	388	1,946	263	1,285	242	211	67	273	0	4,675
Amer. Samoa	21	97	0	0	7	11	12	25	0	173
No. Marianas	101	718	27	0	0	0	267	0	0	1,113

¹ The figures in this table are derived from reports from the States and jurisdictions. There are a total of 12,782,143 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.

FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE
1996 - 2000

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	1996	1997	1998	1999	2000	1996	1997	1998	1999	2000	1996	1997	1998	1999	2000
TOTALS	8,026	8,047	8,061	7,931	7,740	610	716	709	639	616	709	821	815	734	701
Alabama	120	173	138	118	114	21	24	27	17	11	24	25	32	17	11
Alaska	91	90	99	77	68	13	19	24	21	16	14	23	38	26	18
Arizona	327	321	239	302	331	7	7	10	7	9	8	8	14	9	12
Arkansas	92	111	115	91	87	19	14	18	14	9	20	15	20	15	10
California	849	920	770	894	900	48	41	45	36	40	56	42	56	42	49
Colorado	77	66	91	85	98	10	5	9	9	10	12	6	9	11	11
Connecticut	52	70	63	72	64	5	5	6	5	4	6	5	8	5	4
Delaware	27	27	37	22	23	2	1	5	3	2	2	2	6	3	2
Dist. of Columbia	0	5	2	16	7	0	1	0	0	1	0	1	0	0	1
Florida	1,261	1,215	1,255	1,299	1,204	52	53	67	52	43	59	67	73	58	46
Georgia	98	147	155	195	194	16	24	15	16	9	17	27	16	16	9
Hawaii	18	23	39	15	17	2	3	4	0	0	2	3	4	0	0
Idaho	86	58	49	68	72	6	16	10	12	9	6	20	10	13	9
Illinois	156	145	159	159	155	22	13	16	13	13	27	14	19	13	14
Indiana	143	115	132	150	115	12	9	10	4	7	15	11	12	4	7
Iowa	66	93	82	86	67	8	5	3	6	5	10	5	4	6	5
Kansas	59	60	78	50	45	4	6	4	5	0	6	7	4	5	0
Kentucky	95	79	63	75	98	7	18	10	14	13	8	19	10	20	15
Louisiana	146	123	171	178	220	31	25	29	30	44	37	31	35	35	46
Maine	42	72	70	55	73	0	7	8	6	9	0	10	8	7	10
Maryland	197	223	215	182	198	16	6	9	6	11	19	6	11	6	13
Massachusetts	21	47	58	49	66	4	11	9	10	5	5	11	9	10	5
Michigan	478	354	451	343	227	19	22	21	27	26	20	22	25	28	31
Minnesota	138	178	165	160	143	12	16	13	17	16	12	21	13	22	19
Mississippi	98	71	74	87	82	9	15	11	17	11	13	19	11	24	15
Missouri	315	333	238	240	282	18	22	22	19	10	22	25	23	23	11
Montana	32	23	14	25	15	11	9	6	5	7	13	12	7	6	7
Nebraska	40	40	53	54	57	5	4	4	3	5	6	4	4	4	5
Nevada	193	153	118	129	123	8	6	7	2	3	9	6	7	2	3
New Hampshire	37	81	74	109	94	4	6	6	6	7	4	6	8	6	7
New Jersey	260	237	225	212	199	17	6	10	7	12	17	6	10	7	17
New Mexico	72	56	65	37	44	2	1	1	0	5	3	2	1	0	5
New York	325	322	326	314	287	15	32	26	22	17	23	37	28	25	17
North Carolina	190	198	223	187	172	18	21	30	20	19	20	25	34	29	20
North Dakota	16	13	25	15	23	3	2	2	1	3	3	3	4	1	3
Ohio	242	197	228	232	198	9	12	17	19	22	10	15	18	19	25
Oklahoma	117	133	105	92	104	9	9	11	12	10	11	9	12	16	13
Oregon	106	108	120	95	97	8	15	16	13	13	8	19	20	16	14
Pennsylvania	117	119	122	125	88	7	17	10	10	11	7	18	10	10	12
Rhode Island	36	18	33	38	57	1	2	3	3	1	1	2	5	3	1
South Carolina	115	125	165	120	134	17	22	25	16	15	20	30	28	18	15
South Dakota	20	29	18	8	20	1	0	1	1	0	1	0	1	1	0
Tennessee	154	119	166	130	196	26	14	9	16	16	31	16	11	19	19
Texas	160	215	228	210	219	24	53	39	42	45	28	61	46	51	55
Utah	170	77	156	156	143	3	8	10	4	6	4	8	10	4	7
Vermont	7	10	7	13	7	1	0	4	2	2	1	0	4	0	4
Virginia	176	222	182	184	175	10	24	17	19	15	13	27	20	21	17
Washington	131	169	144	114	131	21	29	20	28	19	25	30	22	31	22
West Virginia	18	20	18	25	20	6	4	6	3	3	7	4	8	3	5
Wisconsin	225	211	205	167	144	18	24	15	16	20	20	28	15	18	25
Wyoming	9	11	12	24	12	1	2	1	2	2	0	2	1	3	3
Guam	0	7	2	5	3	0	0	0	0	0	0	0	0	0	0
Puerto Rico	2	0	9	13	13	2	0	3	0	1	3	0	3	0	1
Virgin Islands	4	3	5	5	5	0	3	0	0	2	0	3	0	2	3
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	1	0		2	3	1	0
Gulf of Mexico		1	1	0	0		0	1	0	0		0	3	0	0
Pacific Ocean		5	2	13	3		1	2	0	2		1	2	0	3

*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

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
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

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

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
1996 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TOTAL	8,026	709	4,442	\$23,164,623
Grounding	363	10	147	\$1,553,309
Capsizing	471	207	217	\$1,059,708
Swamping/Flooding	295	42	87	\$879,148
Sinking	202	27	29	\$1,010,774
Fire or Explosion of Fuel	190	0	97	\$1,360,368
Other Fire or Explosion	72	3	10	\$1,553,505
Collision with Another Vessel	2,639	77	1,283	\$6,612,180
Collision with Fixed Object	580	32	339	\$1,963,508
Collision with Floating Object	203	14	73	\$550,918
Falls Overboard	648	180	480	\$295,829
Falls Within Boat	316	4	333	\$81,501
Struck by Boat	147	11	125	\$71,443
Struck by Motor/Propeller	119	5	114	\$10,120
Skier Mishap	378	3	372	\$15,576
Struck Submerged Object	110	0	16	\$420,862
Other Casualty; Unknown	1,293	94	720	\$5,725,876
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
1996	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	8,026	709	4,442	\$23,164,623

ACCIDENT DATA BY STATE - 2000

	NUMBER OF ACCIDENTS				NO. OF PERSONS		PROP. 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	7,740	616	3,292	3,832	701	4,355	\$34,699,989
Alabama	114	11	42	61	11	66	\$1,077,374
Alaska	68	16	13	39	18	18	\$1,310,150
Arizona	331	9	163	159	12	182	\$870,572
Arkansas	87	9	38	40	10	53	\$266,614
California	900	40	411	449	49	519	\$3,042,917
Colorado	98	10	37	51	11	41	\$117,667
Connecticut	64	4	20	40	4	34	\$340,037
Delaware	23	2	9	12	2	12	\$175,750
District of Columbia	7	1	1	5	1	1	\$3,006
Florida	1,204	43	483	678	46	612	\$8,148,920
Georgia	194	9	121	64	9	137	\$562,574
Hawaii	17	0	7	10	0	7	\$186,952
Idaho	72	9	24	39	9	34	\$119,892
Illinois	155	13	57	85	14	76	\$545,824
Indiana	115	7	48	60	7	59	\$267,998
Iowa	67	5	30	32	5	34	\$107,238
Kansas	45	0	18	27	0	20	\$63,468
Kentucky	98	13	46	39	15	64	\$409,240
Louisiana	220	44	106	70	46	184	\$724,685
Maine	73	9	27	37	10	41	\$158,331
Maryland	198	11	80	107	13	106	\$1,323,315
Massachusetts	66	5	28	33	5	36	\$289,550
Michigan	227	26	103	98	31	138	\$344,417
Minnesota	143	16	80	47	19	97	\$329,769
Mississippi	82	11	35	36	15	57	\$292,548
Missouri	282	10	122	150	11	180	\$1,260,918
Montana	15	7	6	2	7	11	\$7,051
Nebraska	57	5	26	26	5	31	\$116,165
Nevada	123	3	59	61	3	74	\$213,541
New Hampshire	94	7	27	60	7	33	\$149,315
New Jersey	199	12	79	108	17	108	\$238,400
New Mexico	44	5	17	22	5	22	\$62,984
New York	287	17	92	178	17	127	\$1,351,142
North Carolina	172	19	81	72	20	110	\$797,885
North Dakota	23	3	10	10	3	12	\$140,332
Ohio	198	22	65	111	25	86	\$658,229
Oklahoma	104	10	57	37	13	75	\$953,416
Oregon	97	13	35	49	14	51	\$396,287
Pennsylvania	88	11	52	25	12	67	\$185,721
Rhode Island	57	1	15	41	1	23	\$508,250
South Carolina	134	15	41	78	15	54	\$1,471,504
South Dakota	20	0	5	15	0	6	\$176,103
Tennessee	196	16	99	81	19	129	\$759,188
Texas	219	45	81	93	55	117	\$1,019,139
Utah	143	6	62	75	7	81	\$333,332
Vermont	7	2	4	1	4	5	\$9,000
Virginia	175	15	86	74	17	127	\$1,051,790
Washington	131	19	46	66	22	70	\$559,686
West Virginia	20	3	6	11	5	8	\$93,153
Wisconsin	144	20	71	53	25	92	\$839,198
Wyoming	12	2	2	8	3	2	\$40,969
Guam	3	0	3	0	0	3	\$23,501
Puerto Rico	13	1	10	2	1	17	\$52,502
American Samoa	0	0	0	0	0	0	0
N. Marianas	0	0	0	0	0	0	0
Virgin Islands	5	2	2	1	3	2	\$31,000
Offshore*							
Atlantic Ocean	7	0	4	3	0	4	\$58,800
Gulf of Mexico	0	0	0	0	0	0	0
Pacific Ocean	3	2	0	1	3	0	\$62,500
*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.							

*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 - 2000

	NUMBER OF ACCIDENTS																			VICTIMS		
	TOTAL ACCIDENTS* *Historically reported as vessels involved	CAPSIZING	CARBON MONOXIDE	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	INJURIES
TOTALS	7,740	502	8	851	151	2,706	316	610	183	116	419	494	252	187	442	157	88	199	59	519	182	4,355
Alabama	114	9	0	14	5	30	1	10	7	3	2	11	7	8	1	2	2	1	1	6	5	66
Alaska	68	7	0	1	1	6	2	7	4	3	10	14	2	4	0	2	0	5	0	16	2	18
Arizona	331	12	1	22	6	160	11	15	3	4	8	20	6	8	34	15	5	1	0	2	10	182
Arkansas	87	8	0	9	3	25	1	2	4	4	2	12	1	5	5	1	5	0	0	9	1	53
California	900	49	0	39	5	338	17	69	23	18	81	84	9	7	113	11	11	26	0	38	11	519
Colorado	98	13	0	3	4	32	3	14	2	0	8	4	2	3	7	0	0	3	0	10	1	41
Connecticut	64	4	0	4	0	25	1	4	1	2	5	7	0	1	1	2	1	6	0	4	0	34
Delaware	23	1	0	7	0	4	4	1	0	1	2	0	0	1	0	1	0	1	0	2	0	12
District of Columbia	7	0	0	1	0	0	0	1	0	1	1	1	0	0	0	0	0	2	0	1	0	1
Florida	1,204	36	0	239	0	392	99	57	35	17	105	86	27	20	29	30	7	21	4	22	24	612
Georgia	194	9	0	22	0	61	6	23	11	0	5	12	33	5	0	7	0	0	0	6	3	137
Hawaii	17	2	0	0	0	5	2	1	0	0	0	3	1	1	1	1	0	0	0	0	0	7
Idaho	72	6	0	4	7	19	1	5	2	1	3	8	1	0	9	3	0	1	2	6	3	34
Illinois	155	13	0	10	2	71	10	4	4	1	7	6	1	2	11	2	0	10	1	11	3	76
Indiana	115	7	0	6	4	47	4	17	2	0	2	3	1	4	7	0	1	10	0	6	1	59
Iowa	67	2	0	6	2	27	0	11	0	3	1	2	2	3	5	2	0	1	0	4	1	34
Kansas	45	1	0	2	1	22	0	1	0	2	3	1	1	2	1	2	1	3	2	0	0	20
Kentucky	98	9	0	3	10	32	3	10	5	0	4	3	6	4	4	2	2	0	1	14	1	64
Louisiana	220	15	0	51	6	63	1	34	3	2	11	8	4	4	7	1	1	7	2	33	13	184
Maine	73	14	0	4	5	21	2	5	1	1	1	7	9	1	0	0	2	0	0	10	0	41
Maryland	198	20	2	26	3	78	6	24	2	8	3	6	3	7	3	6	0	1	0	12	1	106
Massachusetts	66	5	0	10	1	33	2	5	1	1	1	2	1	3	0	0	0	0	1	5	0	36
Michigan	227	16	0	22	8	79	15	23	5	5	2	8	15	7	12	1	7	0	2	23	8	138
Minnesota	143	18	1	15	0	40	5	14	3	2	2	3	15	2	16	3	2	1	1	13	6	97
Mississippi	82	2	0	7	2	23	0	8	2	3	9	4	4	5	3	0	2	7	1	14	1	57
Missouri	282	9	2	31	6	95	19	26	8	3	25	19	5	1	17	1	5	10	0	9	2	180
Montana	15	6	0	0	1	3	0	1	0	0	0	1	3	0	0	0	0	0	0	5	2	11
Nebraska	57	4	0	6	0	24	2	8	0	0	0	3	1	0	8	1	0	0	0	5	0	31
Nevada	123	3	0	9	1	45	3	4	4	1	8	11	6	3	14	4	0	3	4	2	1	74
New Hampshire	94	8	0	19	1	14	1	0	0	1	0	1	12	3	8	2	1	23	0	6	1	33
New Jersey	199	13	0	26	5	90	16	15	2	5	4	5	2	7	7	1	1	0	0	7	10	108
New Mexico	44	1	0	11	0	14	1	3	0	0	2	4	2	1	2	1	0	1	1	5	0	22
New York	287	20	0	17	6	104	11	23	12	2	10	34	4	5	9	6	5	17	2	9	8	127
North Carolina	172	10	0	17	2	65	1	31	4	4	5	8	4	7	8	2	4	0	0	18	2	110
North Dakota	23	1	0	0	0	9	1	2	0	0	0	3	0	2	2	1	2	0	0	2	1	12
Ohio	198	8	0	21	8	59	9	17	2	4	18	12	7	3	14	2	1	13	0	19	6	86
Oklahoma	104	11	0	5	3	39	6	13	8	1	0	4	2	4	6	1	1	0	0	7	6	75
Oregon	97	16	0	10	5	25	3	9	1	2	9	9	2	0	2	1	1	2	0	9	5	51
Pennsylvania	88	14	0	10	3	18	6	9	1	0	4	1	2	2	7	3	5	1	2	8	4	67
Rhode Island	57	4	0	4	1	33	1	1	0	1	4	4	0	1	0	0	1	0	2	0	1	23
South Carolina	134	9	0	20	5	51	3	5	4	2	10	6	0	3	11	1	0	4	0	10	5	54
South Dakota	20	0	0	2	0	9	0	1	0	2	1	2	1	0	0	0	0	2	0	0	0	6
Tennessee	196	11	1	22	2	61	17	10	5	1	7	10	7	9	16	11	3	1	2	11	8	129
Texas	219	22	0	30	8	87	1	11	5	0	2	14	13	11	0	6	2	0	7	50	5	117
Utah	143	4	1	13	6	50	9	6	0	1	2	9	6	6	11	3	2	0	14	4	3	81
Vermont	7	3	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	5
Virginia	175	18	0	24	4	56	2	13	3	3	9	7	11	7	9	4	1	4	0	14	3	127
Washington	131	12	0	10	1	59	1	14	0	1	8	3	5	1	6	3	1	3	3	17	5	70
West Virginia	20	3	0	1	3	8	0	0	1	0	2	0	0	1	0	1	0	0	0	5	0	8
Wisconsin	144	6	0	12	4	42	5	19	3	0	9	4	3	1	16	7	2	8	3	19	6	92
Wyoming	12	4	0	1	0	4	0	0	0	0	0	1	0	1	0	0	0	0	1	3	0	2
Guam	3	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Puerto Rico	13	2	0	0	0	5	0	2	0	0	0	2	0	0	0	1	1	0	0	1	0	17
Virgin Islands	5	0	0	2	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	2
Atlantic Ocean	7	0	0	0	1	1	2	0	0	0	1	0	1	1	0	0	0	0	0	0	0	4
Pacific Ocean	3	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0
Gulf of Mexico	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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. ¹Includes swamping.

TYPES OF BOATING ACCIDENTS - 2000

	ACCIDENTS	VESSELS INVOLVED	DROWNING DEATHS	OTHER DEATHS	TOTAL FATALITIES
TOTALS	7,740	10,984	519	182	701
Capsizing	502	519	189	16	205
Carbon Monoxide	8	8	0	3	3
Collision with Fixed Object	851	969	24	18	42
Collision with Floating Object	151	187	4	5	9
Collision with Another Vessel	2,706	5,437	8	59	67
Falls Within Boat	316	343	0	5	5
Falls Overboard	610	643	182	31	213
Fire/Explosion (fuel)	183	188	1	1	2
Fire/Explosion (other than fuel)	116	144	4	3	7
Flooding/Swamping	419	440	40	7	47
Grounding	494	517	5	3	8
Other	252	304	26	12	38
Sinking	187	194	22	0	22
Skier Mishap	442	480	0	4	4
Struck by Boat	157	235	2	3	5
Struck Submerged Object	199	201	2	1	3
Struck by Motor or Propeller	88	100	1	6	7
Unknown	59	75	9	5	14

TYPES OF ACCIDENTS BY TYPE OF VESSEL - 2000

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS					
	TOTAL VESSELS INVOLVED	CAPISIZING	CARBON MONOXIDE	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	COLLISION WITH ANOTHER VESSEL	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK SUBMERGED OBJECT	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	10,984	519	8	969	187	5,437	343	643	188	144	440	517	304	194	480	235	100	201	75	519	182	701	4,355
Airboat	10	5	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	1	5
Auxiliary Sail	432	12	0	51	2	275	1	14	1	7	11	35	7	4	0	6	0	3	3	12	0	12	51
Cabinmotorboat	1,628	21	4	219	47	731	50	36	57	68	47	129	62	42	18	16	9	65	7	32	33	65	408
Canoe/Kayak	159	104	0	9	1	8	3	11	0	0	9	2	7	2	0	0	0	2	1	93	11	104	70
Houseboat	164	3	3	8	1	96	8	2	7	7	5	6	7	3	0	3	2	0	3	7	2	9	33
Inflatable	40	9	0	10	0	6	0	9	0	0	0	2	4	0	0	0	0	0	0	15	1	16	20
Jet Boat	20	0	0	3	0	12	3	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	11
Openmotorboat	4,318	277	1	399	81	1,530	132	241	97	47	334	259	134	117	391	81	64	111	22	280	81	361	1,957
Other	122	6	0	22	4	55	3	5	4	3	2	4	8	1	2	0	0	1	2	9	1	10	29
PWC ²	3,268	30	0	185	33	2,287	129	277	17	5	4	54	43	3	49	109	12	12	19	24	44	68	1,580
Pontoon Boat	254	3	0	20	3	143	5	20	2	6	10	10	10	4	8	3	3	4	0	3	0	3	72
Rowboat	65	22	0	6	2	7	0	11	0	0	7	1	3	5	1	0	0	0	0	35	3	38	20
Sail Only	110	19	0	4	4	59	2	4	1	1	2	4	2	2	1	1	0	0	4	4	3	7	22
Unknown	394	8	0	33	8	227	7	12	2	0	8	11	16	11	10	16	10	3	12	4	2	6	77

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 - 2000

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																	VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING	CARBON MONOXIDE	FIXED OBJECT COLLISION WITH	FLOATING OBJECT COLLISION WITH	ANOTHER VESSEL	FALLS IN BOAT	FALLS OVERBOARD	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	FLOODING ¹	GROUNDING	OTHER CASUALTIES	SINKING	SKIER MISHAP	STRUCK BY BOAT	STRUCK BY MOTOR OR PROPELLER	STRUCK SUBMERGED OBJECT	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	10,984	519	8	969	187	5,437	343	643	188	144	440	517	304	194	480	235	100	201	75	519	182	701	4,355
3feet	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4feet	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5feet	4	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
6feet	25	2	0	3	0	15	0	3	0	0	0	0	0	0	0	2	0	0	0	3	1	4	10
7feet	76	2	0	3	1	44	4	11	1	0	0	3	1	1	2	2	1	0	0	1	1	2	44
8feet	642	5	0	32	6	431	26	71	6	1	2	17	6	2	8	23	3	2	1	14	10	24	344
9feet	864	14	0	49	9	602	35	70	5	2	1	15	10	1	13	29	3	3	3	11	12	23	433
10feet	1,613	33	0	99	18	1,130	60	116	4	3	8	19	25	4	22	49	5	7	11	34	18	52	711
11feet	74	6	0	4	2	36	2	8	0	0	3	4	1	0	1	5	0	0	2	5	2	7	37
12feet	189	52	0	16	1	57	6	28	0	0	8	4	5	5	3	0	1	0	3	55	6	61	88
13feet	80	10	0	13	0	22	4	9	0	1	8	5	1	0	3	2	0	1	1	13	4	17	38
14feet	294	67	0	21	1	65	3	46	4	3	35	8	10	9	9	3	3	4	3	85	9	94	114
15feet	294	48	0	37	5	63	3	26	3	2	46	15	7	23	5	6	1	3	1	46	7	53	124
16feet	508	63	0	44	10	153	6	31	11	10	64	18	14	25	31	10	4	12	2	50	16	66	221
17feet	549	47	0	46	16	205	13	34	11	2	38	29	16	11	58	6	4	10	3	31	11	42	267
18feet	626	33	0	65	13	224	16	28	17	6	45	33	16	13	61	14	12	27	3	26	7	33	278
19feet	512	16	0	38	11	189	16	24	16	5	24	35	19	11	66	6	11	24	1	9	18	27	273
20feet	578	15	1	45	9	230	33	15	15	3	27	41	21	14	67	11	9	20	2	12	11	23	253
21feet	380	15	0	35	8	158	10	10	5	6	17	23	14	4	46	5	9	14	1	13	5	18	188
22feet	268	6	0	21	4	125	12	7	5	4	7	26	8	4	18	6	3	11	1	5	2	7	80
23feet	207	6	0	20	4	94	7	4	13	5	8	21	5	2	8	3	1	5	1	6	2	8	82
24feet	295	4	0	29	8	143	6	21	7	10	6	22	11	4	8	3	2	9	2	10	8	18	88
25feet	203	4	0	25	6	98	6	7	8	5	10	13	2	5	4	2	3	3	2	2	1	3	58
26feet	139	2	0	15	2	61	6	7	3	6	3	15	9	3	2	0	0	4	1	4	7	11	38
27feet	129	0	0	17	2	58	3	5	1	2	8	11	2	8	1	1	3	5	2	4	0	4	40
28feet	120	1	1	17	2	54	5	4	7	5	6	5	3	2	0	2	0	5	1	3	2	5	56
29feet	69	1	0	10	5	32	3	0	1	0	3	5	2	5	0	0	0	2	0	0	1	1	12
30feet	132	3	0	15	2	70	4	5	3	4	2	10	4	3	0	4	0	1	2	2	1	3	29
31feet	68	0	2	10	1	33	2	2	0	1	2	9	1	2	1	1	0	0	1	1	4	5	13
32feet	84	1	0	13	0	45	4	2	3	4	1	4	5	1	0	1	0	0	0	0	1	1	21
33feet	71	2	0	12	1	30	0	1	6	4	1	7	2	1	0	2	0	1	1	1	1	2	19
34feet	72	2	0	8	2	43	4	0	2	3	0	6	0	0	0	1	0	0	1	0	0	0	12
35feet	56	0	0	8	0	35	0	1	0	2	3	4	2	1	0	0	0	0	0	1	0	1	12
36feet	63	0	0	9	0	33	0	1	0	4	4	4	1	3	0	0	0	4	0	0	0	0	6
37feet	60	1	1	7	1	32	1	3	2	3	1	5	2	0	0	1	0	0	0	5	0	5	13
38feet	58	1	0	11	1	32	0	2	3	1	0	2	2	1	0	1	0	0	1	2	0	2	11
39feet	45	0	0	8	0	28	0	2	0	1	1	2	1	0	0	1	0	1	0	1	0	1	5
40feet	60	1	0	7	0	28	1	1	3	5	2	6	4	1	0	0	0	0	1	1	1	2	2
41feet	37	0	0	3	0	20	0	1	0	1	1	8	2	1	0	0	0	0	0	1	0	1	11
42feet	55	0	1	8	3	24	1	0	1	5	1	5	4	1	0	0	0	1	0	0	1	1	4
43feet	38	1	0	5	1	16	2	0	0	2	1	4	1	1	0	0	1	3	0	0	0	0	10
44feet	26	0	0	5	0	12	1	1	2	0	0	3	1	0	0	1	0	0	0	0	0	0	5
45feet	32	0	0	6	1	19	1	0	0	0	0	1	2	1	0	0	0	1	0	1	0	1	2
46 to 65 feet	297	1	1	35	5	164	13	1	6	13	3	12	16	6	0	6	2	10	3	3	1	4	39
More than 65 feet	114	2	1	21	1	60	3	3	3	4	3	6	3	1	0	0	0	2	1	3	0	3	10
Unknown	874	52	0	74	25	418	21	31	11	6	37	32	43	14	42	26	19	6	17	55	11	66	248

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 - 2000

	NUMBER OF VESSELS INVOLVED IN ACCIDENTS																			VICTIMS					
	TOTAL VESSELS INVOLVED	CAPSIZING		CARBON MONOXIDE	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	OR PROPELLER	STRUCK BY MOTOR	STRUCK SUBMERGED OBJECT	UNKNOWN	DROWNINGS	OTHER DEATHS	TOTAL DEATHS	INJURIES
TOTALS	10,984	519	8	969	187	5,437	343	643	188	144	440	517	304	194	480	235	100	201	75	519	182	701	4,355		
Air Thrust	57	7	0	10	1	15	0	6	0	1	4	8	1	1	1	0	1	0	1	3	1	4	37		
Manual	231	128	0	20	3	10	4	27	0	1	13	3	12	7	0	0	0	2	1	126	11	137	92		
Propeller	6,209	295	8	653	123	2,533	182	297	156	127	358	402	191	154	360	103	69	168	30	322	117	439	2,297		
Sail	204	26	0	12	0	116	2	12	1	2	7	8	5	4	1	4	0	1	3	12	2	14	35		
Water Jet	3,567	37	0	205	36	2,408	138	274	25	9	39	71	51	12	98	106	14	24	20	25	45	70	1,709		
Unknown	716	26	0	69	24	355	17	27	6	4	19	25	44	16	20	22	16	6	20	31	6	37	185		
	TYPES OF ACCIDENTS BY TYPE OF PROPELLER DRIVEN ENGINE																								
Inboard	1,676	17	4	206	26	785	45	43	62	66	37	123	58	36	73	25	13	41	16	36	12	48	486		
Inboard/Sterndrive	1,491	11	4	134	38	560	65	36	64	31	56	115	42	34	180	25	30	62	4	19	30	49	636		
Outboard	2,902	258	0	298	57	1,120	66	210	28	29	257	156	87	83	103	52	24	65	9	255	73	328	1,130		
Unknown	140	9	0	15	2	68	6	8	2	1	8	8	4	1	4	1	2	0	1	12	2	14	45		

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

REPORTING OF ALCOHOL INVOLVEMENT

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

Historically, the reporting of alcohol involvement in recreational boating accidents has been lower than expected. Beginning in 1987 the recommended Boating Accident Report (BAR) form contained a block for indicating the involvement of alcohol. Obviously operators are not motivated to report themselves as having had alcohol before a boating accident occurred. Many 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 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 1996 - 2000

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				
	1996	1997	1998	1999	2000	1996	1997	1998	1999	2000	1996	1997	1998	1999	2000
TOTAL	190	223	217	191	215	428	566	535	476	542	601	698	704	633	696
Alabama	2	5	7	2	2	2	8	4	16	4	5	12	12	12	4
Alaska	4	7	9	3	4	1	5	2	3	0	12	14	10	8	5
Arizona	5	5	6	2	5	9	15	14	5	14	18	23	11	15	18
Arkansas	8	4	2	2	3	6	11	7	11	13	15	13	8	11	17
California	15	9	12	12	15	19	27	21	24	24	32	39	33	40	30
Colorado	2	0	3	3	1	3	0	4	1	5	5	3	8	5	8
Connecticut	0	1	5	1	2	0	5	10	4	14	1	6	9	5	8
Delaware	0	0	0	0	0	0	12	0	0	0	0	5	0	0	0
Dist. of Columbia	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Florida	20	32	26	28	19	66	73	58	57	40	77	83	94	85	51
Georgia	6	6	3	2	3	4	8	8	14	12	13	15	14	16	19
Hawaii	0	0	0	0	0	0	0	1	0	0	0	2	2	0	0
Idaho	4	12	4	4	2	9	8	1	4	6	14	14	11	8	8
Illinois	12	2	11	8	2	7	13	55	13	9	19	10	36	21	12
Indiana	2	1	6	0	2	1	8	21	10	8	5	6	14	12	12
Iowa	5	1	4	5	3	8	9	1	11	5	8	5	4	13	11
Kansas	2	3	3	0	0	5	0	4	0	3	7	3	7	2	5
Kentucky	2	6	4	12	6	4	2	11	3	14	4	5	9	6	15
Louisiana	2	2	4	7	16	4	7	13	8	45	8	10	8	13	33
Maine	0	0	0	1	1	1	3	1	0	2	3	3	2	1	4
Maryland	2	0	1	3	8	3	1	6	6	15	9	3	4	14	20
Massachusetts	2	2	2	3	2	2	0	0	5	5	2	2	2	4	8
Michigan	5	3	7	6	7	44	31	33	32	22	36	39	48	3	25
Minnesota	6	8	6	7	10	20	32	32	23	18	31	41	43	26	27
Mississippi	1	5	4	2	0	7	3	3	2	12	5	6	8	4	10
Missouri	10	10	10	13	6	50	54	48	63	39	58	76	67	64	58
Montana	4	3	2	2	1	0	5	1	5	2	4	5	2	3	2
Nebraska	3	0	1	0	1	2	17	3	0	2	5	2	3	1	4
Nevada	2	2	3	1	1	4	4	6	3	8	9	6	10	6	11
New Hampshire	2	1	2	1	2	0	2	0	1	4	2	2	1	3	11
New Jersey	2	1	2	2	5	12	15	11	7	10	15	8	11	7	14
New Mexico	3	2	0	0	2	9	3	4	5	7	8	5	5	3	7
New York	4	11	5	5	4	17	26	31	22	18	24	35	27	30	17
North Carolina	2	2	11	6	9	9	18	20	15	20	14	18	35	22	28
North Dakota	1	1	0	0	1	4	0	0	0	0	2	1	1	0	2
Ohio	2	3	8	6	8	3	22	21	12	12	8	20	19	16	23
Oklahoma	3	2	2	2	2	12	7	7	14	22	9	9	9	10	24
Oregon	1	6	1	2	4	3	4	5	1	7	5	6	6	3	9
Pennsylvania	1	4	3	3	3	4	4	1	6	13	4	11	4	8	8
Rhode Island	0	2	0	2	0	0	2	2	4	5	0	4	2	4	4
South Carolina	5	9	7	5	5	4	19	6	4	4	10	21	15	12	6
South Dakota	0	0	0	0	0	1	0	0	1	0	1	2	1	1	0
Tennessee	1	4	0	1	8	4	5	3	5	18	6	8	6	8	27
Texas	8	14	8	11	10	4	7	8	12	7	15	17	17	18	17
Utah	1	3	2	0	2	1	2	3	5	10	4	4	7	3	11
Vermont	0	0	2	0	0	0	0	1	0	1	0	0	2	1	2
Virginia	3	3	1	3	0	3	5	14	1	13	6	9	8	5	9
Washington	10	7	8	7	11	12	19	13	6	18	17	21	23	14	28
West Virginia	3	2	5	1	0	3	4	1	11	1	3	4	3	4	2
Wisconsin	12	14	5	5	11	41	35	16	20	11	42	37	23	26	18
Wyoming	0	1	0	0	1	1	2	0	0	0	1	2	0	0	1
Guam	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Virgin Islands	0	1	0	0	2	0	0	0	0	0	0	1	0	0	1
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 - 2000

	ACCIDENTS	FATALITIES
TOTALS	7,740	701
LOADING OF PASSENGERS OR GEAR		
Passenger/Skier behavior	306	29
Improper loading	51	20
Overloading	47	31
Improper anchoring	42	5
Standing/Sitting on gunwale, transom, bow or seat back	33	14
HULL FAILURE	126	17
MACHINERY		
Machinery Failure	85	3
Electrical System Failure	51	0
Engine Failure	106	5
Fuel System Failure	24	0
Shift Failure	35	0
Steering System Failure	46	8
Starting Engine	3	1
Throttle Failure	20	0
Trim Failure	1	0
Ventilation System Failure	12	0
EQUIPMENT		
Equipment Failure	142	3
Anchor	1	0
Auxiliary Equipment Failure	38	4
Bilge Pump	1	0
Battery	1	0
Fire extinguisher not serviceable	1	0
Rope	1	0
Sailboat dismasting	4	1
Seat Broke Loose	6	2
Transom	1	0
OPERATION OF VESSEL		
Alcohol use	346	100
Careless/Reckless Operation	907	34
Drug Use	3	0
Excessive Speed	630	33
Failure to ventilate	19	0
Lack of or improper lights	14	2
No proper Lookout	602	13
Off-Throttle Steering - Jet	9	1
Operator inattention	959	49
Operator inexperience	905	60
Restricted Vision	116	6
Rules of the Road Infraction	107	1
Sharp Turn	48	4
Starting in Gear	4	1
Unfamiliar Waters	5	0
ENVIRONMENT		
Congested Waters	95	0
Dam or Lock	4	5
Hazardous Waters	551	65
Weather	317	49
IGNITION OF SPILLED FUEL OR VAPOR	49	0
OTHER	434	63
UNKNOWN	432	72

OPERATION AT TIME OF ACCIDENTS - 2000

	VESSELS INVOLVED	FATALITIES
TOTALS	10,984	701
At anchor	431	39
Being towed	46	0
Changing direction	1,216	54
Changing speed	325	8
Cruising	4,957	230
Docking/Leaving dock	601	17
Drifting	708	116
Launching	69	8
Other	427	16
Rowing/paddling	118	75
Sailing	113	5
Tied to Dock/Moored	897	10
Towing another boat	70	1
Unknown	1,006	122

ACTIVITY AT TIME OF ACCIDENTS - 2000

	VESSELS INVOLVED	FATALITIES
TOTALS	10,984	701
Diving/Swimming	72	10
Fishing	725	212
Fueling	49	1
Hunting	23	10
Making Repairs	47	3
Not Reported	9,079	418
Other	85	1
Racing	57	2
Skiing/Tubing	741	20
Starting Engine	55	3
Whitewater Sports	51	21

OPERATOR INFORMATION - 2000

			VESSELS INVOLVED	FATALITIES
TOTALS			10,984	701
AGE OF OPERATOR	Under 12 years		53	5
	12 to 18 years		1,062	41
	19 to 25 years		1,411	83
	26 to 35 years		2,021	129
	36 to 55		3,544	259
	Over 55 years		1,060	129
	Unknown		1,833	55
OPERATOR'S EXPERIENCE	Under 10 hours		1,202	69
	Under 20 hours		137	11
	Under 100 hours		2,131	116
	Over 100 hours		3,972	207
	Under 500 hours		180	15
	Over 500 hours		209	18
	Unknown		3,153	265
NUMBER OF PERSONS ON BOARD	None		819	1
	One		4,042	226
	Two		2,639	254
	Three		1,105	98
	Four		808	56
	Five		482	24
	Six		327	15
	Seven		143	9
	Eight		101	10
	Nine		55	2
	Ten		35	0
	More than 10		71	4
	Unknown		357	2
EDUCATION OF OPERATOR ¹	American Red Cross		62	1
	Informal		326	8
	None		4,944	328
	Other		262	11
	State		617	28
	USCG Auxiliary		706	7
	US Power Squadrons		251	7
	Unknown		3,816	311
LIFE JACKETS	Approved, accessible		5,792	266
	Approved, not accessible		2,819	224
	Not approved, not accessible		2,373	211
TYPE OF DEATH AND LIFE JACKET STATUS	Carbon Monoxide	Not Worn		5
	Drowning	Worn		74
	Drowning	Not Worn		445
	Hypothermia	Worn		12
	Hypothermia	Not Worn		10
	Other	Worn		6
	Other	Not Worn		21
	Trauma	Worn		48
	Trauma	Not Worn		71
	Unknown	Worn		0
	Unknown	Not Worn		9

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

WEATHER AND WATER CONDITIONS - 2000

		ACCIDENTS	FATALITIES
TOTALS		7,740	701
TYPE OF BODY OF WATER	Ocean/Gulf	616	33
	Great Lakes (not tributaries)		
	Lake Erie	88	7
	Lake Huron	8	2
	Lake Michigan	52	12
	Lake Ontario	13	2
	Lake Superior	2	0
	Bays, inlets, sounds, harbors,	1,080	68
	Rivers, streams, creeks	2,010	234
	Lakes, ponds, reservoirs, dams, gravel pits	3,646	304
	Other	16	4
	Not Reported	209	35
WATER CONDITIONS¹	Calm (waves less than 6")	3,853	326
	Choppy (waves 6" to 2')	2,349	158
	Rough (waves 2' to 6')	724	76
	Very Rough (waves larger than 6')	165	37
	Strong current	1,557	112
	Unknown	640	100
WIND	None	849	73
	Light (0 - 6 mph)	3,667	312
	Moderate (7 - 14 mph)	1,892	133
	Strong (15 - 25 mph)	631	82
	Storm (over 25 mph)	105	13
	Unknown	596	88
VISIBILITY²	Fair - Day	286	45
	Fair - Night	159	31
	Good - Day	5,790	434
	Good - Night	537	63
	Poor - Day	91	11
	Poor - Night	143	24
	Unknown - Day	626	70
	Unknown - Night	108	23
WATER TEMPERATURE	Below 30 degrees F	0	0
	30 - 39 degrees F	27	8
	40 - 49 degrees F	140	53
	50 - 59 degrees F	475	95
	60 - 69 degrees F	1,376	117
	70 - 79 degrees F	2,298	121
	80 - 89 degrees F	1,394	73
	90 degrees F and above	49	2
	Unknown	1,981	232

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 - 2000

		VESSELS INVOLVED	FATALITIES
TOTALS		10,984	701
HULL MATERIAL	Aluminum	1,090	229
	Fiberglass	8,737	376
	Other	30	6
	Rubber, vinyl, canvas	78	26
	Steel	124	4
	Not Reported	735	45
	Wood	190	15
SPEED	Not moving	1,439	85
	Under 10 mph	1,779	114
	10 to 20 mph	1,498	44
	21 to 40 mph	1,371	47
	Over 40 mph	241	22
	Not Reported	4,656	389
HORSEPOWER	Unknown	3,719	182
	No engine	438	147
	10 hp or less	228	64
	11-25 hp	242	47
	26-75 hp	1,196	75
	Over 75 hp	5,161	186
YEAR BUILT	2000	1,041	27
	1999	885	25
	1997 - 1998	1,366	47
	1995 - 1996	1,332	50
	1992 - 1994	816	36
	1987 - 1991	1,157	69
	Prior to 1987	2,386	184
	Unknown	2,001	263
LENGTH	Less than 16 feet	4,159	337
	16 feet to less than 26 feet	4,126	245
	26 feet to less than 40 feet	1,166	41
	40 feet to not more than 65 feet	545	9
	More than 65 feet	114	3
	Unknown	874	66
RENTAL STATUS		Vessels Rented Not Rented in Accidents	Fatalities Rented Not Rented
Airboat		10 1 9	1 1 0
Auxiliary Sail		432 14 418	12 0 12
Cabin Motorboat		1,628 17 1,611	65 0 65
Canoe/Kayak		159 22 137	104 15 89
Houseboat		164 60 104	9 4 5
Inflatable		40 12 28	16 6 10
Jet Boat		20 1 19	1 0 1
Open Motorboat		4,318 221 4,097	361 7 354
Other		122 5 117	10 1 9
Personal Watercraft		3,268 857 2,411	68 9 59
Pontoon Boat		254 59 195	3 0 3
Rowboat		65 4 61	38 1 37
Sail (only)		110 2 108	7 0 7
Unknown		394 7 387	6 0 6

MISCELLANEOUS DATA - 2000

			ACCIDENTS	FATALITIES
TOTALS			7,740	701
TIME OF DAY	Midnight to 2:30 am		173	41
	2:31 am to 4:30 am		65	13
	4:31 am to 6:30 am		73	12
	6:31 am to 8:30 am		180	24
	8:31 am to 10:30 am		417	42
	10:31 am to 12:30 pm		857	53
	12:31 pm to 2:30 pm		1,335	96
	2:31 pm to 4:30 pm		1,695	117
	4:31 pm to 6:30 pm		1,458	116
	6:31 pm to 8:30 pm		788	94
	8:31 pm to 10:30 pm		337	35
	10:31 pm to midnight		163	21
	Unknown		199	37
MONTH OF YEAR	January		149	29
	February		141	18
	March		308	49
	April		457	64
	May		1,000	102
	June		1,283	119
	July		2,015	121
	August		1,187	62
	September		710	59
	October		257	45
	November		152	20
	December		80	13
	Notreported		1	0
DAY OF WEEK	Sunday		2,079	138
	Monday		765	75
	Tuesday		647	73
	Wednesday		540	72
	Thursday		555	73
	Friday		887	84
	Saturday		2,266	186
	Notreported		1	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.