RECREATIONAL BOATING STATISTICS 2008

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

U.S. Department of Homeland Security

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FOREWORD

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

Recreational Boating Statistics 2008, the 50th annual report, contains statistics on recreational boating accidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally approved boat numbering and casualty reporting systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all states.

Recreational Boating Statistics 2008 may be copied and distributed freely in the interest of boating safety. For questions and suggestions regarding content, use the address, telephone number, or email address at the top of this page. For an electronic copy, visit the Boating Safety Division website at www.uscgboating.org.

KEVIN COOK
Rear Admiral, U.S. Coast Guard
Director, Prevention Policy

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2008 EXECUTIVE SUMMARY

- In 2008, the Coast Guard counted 4789 accidents that involved 709 deaths, 3331 injuries and approximately $54 million dollars of damage to property as a result of recreational boating accidents.
- Over two-thirds of all fatal boating accident victims drowned, and of those, ninety (90) percent were not wearing a life jacket.
- Only ten percent of deaths occurred on boats where the operator had received boating safety instruction.
- Seven out of every ten boaters who drowned were using boats less than 21 feet in length.
- Careless/reckless operation, operator inattention, no proper lookout, operator inexperience and passenger/skier behavior rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 17% of the deaths.
- Eleven children under age thirteen lost their lives while boating in 2008. 63% of the children who died in 2008 died from drowning.
- The most common types of vessels involved in reported accidents were open motorboats (43%), personal watercraft (23%), and cabin motorboats (15%).
- The 12,692,892 boats registered by the states in 2008 represent a 1.4% decrease from last year when 12,875,568 boats were registered.

Table 1 ▪ 2008 EXECUTIVE SUMMARY

TOP FIVE PRIMARY ACCIDENT TYPES

Accident Rank	Accident Type	Number of Accidents	Number of Deaths	Number of Injuries
1	Collision with Vessel	1237	60	856
2	Flooding/swamping	475	89	179
3	Collision with Fixed Object	446	53	328
4	Falls Overboard	431	188	257
5	Skier Mishap	383	10	397

VESSEL TYPES WITH THE TOP CASUALTY NUMBERS

Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open Motorboat	252	101	353	1669	2022
2	Personal Watercraft	17	28	45	920	965
3	Cabin Motorboat	27	32	59	296	355
4	Canoe/Kayak	100	14	114	129	243
5	Rowboat	39	4	43	48	91

LIFE JACKET WEAR BY CAUSE OF DEATH

Cause of Death Rank	Cause of Death	Number of Deaths	Life Jacket		
			Worn	Not Worn	Unknown if worn
1	Drowning	510	46	459	5
2	Trauma	124	33	90	1
3	Hypothermia	12	7	5	0
4	Carbon Monoxide Poisoning	11	0	11	0
5	Other	8	1	7	0
6	Cardiac Arrest	7	1	6	0
	Unknown	37	2	32	3

TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF ACCIDENTS

Accident Rank	Contributing Factor	Number of Accidents	Number of Deaths	Number of Injuries
1	Careless/Reckless Operation	492	32	390
2	Operator Inattention	488	28	329
3	No Proper Lookout	430	24	331
4	Operator Inexperience	429	40	315
5	Passenger/Skier Behavior	383	57	335
6	Machinery Failure	292	24	117
7	Excessive Speed	282	29	268
8	Alcohol Use	276	124	246
9	Weather	262	54	131
10	Force of Wave/Wake	216	4	193

Introduction
The purpose of the Coast Guard Recreational Boating Safety (RBS) program is to improve the safety of recreational boating so that the number of deaths and injuries decrease on the nation's waterways.

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

Overview of Statistics
This report contains statistics on recreational registered vessels and boating accidents during calendar year 2008. Data used to compile the recreational boating accident statistics come from three sources:

- Boating Accident Report data forwarded to the Coast Guard by states with an approved casualty reporting system; and

- Reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction. Recreational boating accident investigation data are used if submitted to the Coast Guard and are relied on as much as possible to provide accurate accident statistics. In the absence of investigation data, information is collected from the accident reports filed by boat operators; and

.

- Reports received from news media sources that the Coast Guard did not receive investigative data on by the state. The following table reflects the number of accidents, deaths, injuries, and losses of vessels that were captured in news media sources for which the Coast Guard did not receive a report:

Table 2 ▪ NEWS MEDIA ACCIDENTS AND CASUALTIES

	Accidents	Deaths	Injuries	Losses of vessels	Damages
Nationally	13	13	5	4	$472,865

* A glossary of jurisdiction codes is listed on page 72 of this report.

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

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

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

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

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

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

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

The statistics in this publication cover boating accidents reported on waters of joint federal and state jurisdiction 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 used for this report is on pages 65-68. A newer Coast Guard form was approved by the Office of Management and Budget in the summer of 2008. However, because the form was not updated in the Coast Guard's electronic accident reporting database until early 2009, the form was not used for this year's data collection.

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

The term "vessel" includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water. Terms used to describe the various types of watercraft are: airboats, auxiliary sailboats, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon boat, raft, rowboat, and sailboat. Unmodified inner tubes have not been determined to be "vessels" to date and thus any accident that only involves an unmodified inner tube has not been included in the statistics in the main body of this report.

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

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

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

"Non-Reportable" Boating Accidents

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or

swimming near an anchored vessel.
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve unmodified inner tubes.
- Casualties or damage that occur when the only vessels involved are being used solely for governmental, commercial or criminal activity.

Table 3 ▪ Non-Reportable Scenarios with their Casualty Count

Non-Reportable Scenarios	Deaths	Injuries	Damages	# Vessels Destroyed
Casualty/Damage not attributed to vessel	27	21	$146,100	2
Commercial	18	146	$1,223,291	3
Government	0	6	$59,400	1
Moored vessel maintenance issues	0	0	$226,760	7
Moored vessel encounters weather	0	1	$1,838,870	9
Craft not determined to be a "vessel"	2	1	$70	1
Vandalism/Criminal Activity/Malicious Intent	0	1	$8,301	1
Grand Total	47	176	$3,502,792	24

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

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

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

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

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

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

The statistics in this publication are based on accident data submitted by reporting states as of March 3, 2009 with subsequent updates as information is reviewed and standardized. This publication covers only accidents meeting the aforementioned reporting requirements.

RECREATIONAL BOATING STATISTICS 2008

ACCIDENT CAUSES & CONDITIONS

BOAT Responsibly

Explanation of Accident Causes and Conditions Section

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

Percent of Accidents that are Fatal by Month (Table 4 & Figure 1, Page 15)
This table provides information about total accidents, fatal accidents, non-fatal accidents, and deaths. The figure focuses on the percent of fatal accidents by month.

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

Primary Contributing Factor of Accidents & Casualties (Table 5, Page 16)
The "contributing factors" of an accident are the causes of the accident. In the Coast Guard's national accident reporting database, there are allowances for up to four causes. This table reflects the first cause listed for all accidents, deaths and injuries nationwide.

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

Machinery & Equipment Primary Contributing Factor of Accidents & Casualties (Table 6, Page 17)
This table reflects the number of accidents, deaths, and injuries where machinery or equipment failure was listed as a first cause of the accident. The table also delineates the different types of failure that were listed.

Primary Contributing Factor of Accidents (Figure 2, Page 18)
This figure reflects the first cause of accidents for all accidents nationwide.

Primary Contributing Factor of Deaths (Figure 3, Page 19)
This table reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 4, Page 20)
This table reflects the first cause listed for all injuries.

Number of Vessels in Accidents by Vessel Type & Primary Contributing Factor (Table 7, Page 21)
This table looks at the number of vessels involved in accidents by vessel type and the primary cause of the accident.

Alcohol Use as a Contributing Factor in Accidents & Casualties by State 04-08 (Table 8, Page 22)
This table reflects a tally of all four causes of accidents listed for all national accidents, deaths and injuries.

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

Vessel Operation at the Time of Accident (Table 9, Page 23)
This table focuses on the vessel and victim operation at the time of the accident. The table lists information about the number of vessels involved, the resulting number of deaths and the resulting number of

injuries.

Vessel Activity at the Time of Accident (Table 10, Page 23)
This table examines the vessel and victim activity at the time of the accident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries. There are a lot of “other” and “unknowns” for activity because the choices available in the national database that have been used historically are limited. For example, there is not a category for "recreational cruising" on the BAR form which a lot of vessel operators were doing. However, the field was populated in the Coast Guard’s database where it was indicated in the accident narrative that the vessel occupants were recreationally cruising.

Weather & Water Conditions (Table 11, Page 24)
This table documents some of the environmental characteristics of national accidents. It focuses on accidents, deaths and injuries by type of body of water, water conditions, wind level, visibility, and water temperature.

Time Related Data (Table 12, Page 25)
These three sections independently examine time-related information for national accidents, deaths and injuries. The top section documents the number of accidents, deaths and injuries that occurred during a time frame. The middle section documents the number of accidents, deaths and injuries that occurred during a given month. Finally, the bottom section documents the number of accidents, deaths and injuries that occurred during a given day of the week.

These sections each examine the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of accidents occur from 2:31 pm-4:30 pm in July on the weekends. However, you could deduce that 2:31 pm-4:30 pm was the time frame that accidents occurred during calendar year 2008. Furthermore, the month with the highest number of accidents was July. Finally, the two days of the week with the greatest number of accidents were Saturday and Sunday.

Vessel Information (Table 13, Page 26)
This table documents some of the characteristics of vessels involved in accidents nationwide. It provides information about the number of accidents, deaths and injuries by speed, horsepower, year built, length, and hull material.

Rental Status of Vessels Involved in Accidents (Table 14, Page 27)
This table examines whether a vessel involved in an accident was rented. It also provides information on whether deaths and injuries occurred on rented vessels.

Number & Percentage of Deaths by Vessel Length (Figure 5 & Table 15, Page 28)
This table focuses on the number of deaths by vessel length. Deaths are categorized into drownings and non-drownings. The table also provides a percentage of all deaths that were caused by drowning.

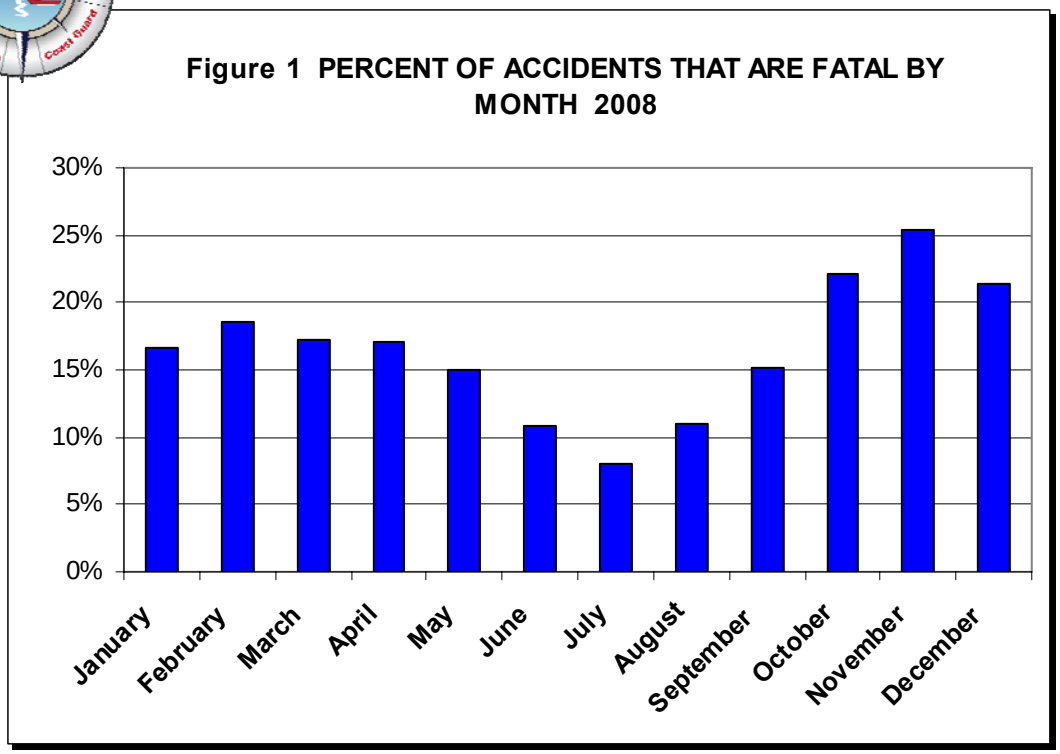


Table 4 ▪ PERCENT OF ACCIDENTS THAT ARE FATAL BY MONTH 2008

Month	Fatal Accidents	Non-Fatal Accidents	Total Accidents	Accidents Resulting in Deaths	Total Deaths
January	14	70	84	17%	16
February	18	79	97	19%	23
March	38	182	220	17%	53
April	41	199	240	17%	49
May	84	477	561	15%	94
June	79	654	733	11%	91
July	91	1045	1136	8%	100
August	104	844	948	11%	112
September	52	290	342	15%	56
October	48	169	217	22%	58
November	31	91	122	25%	36
December	19	70	89	21%	21
Total	619	4170	4789	13%	709

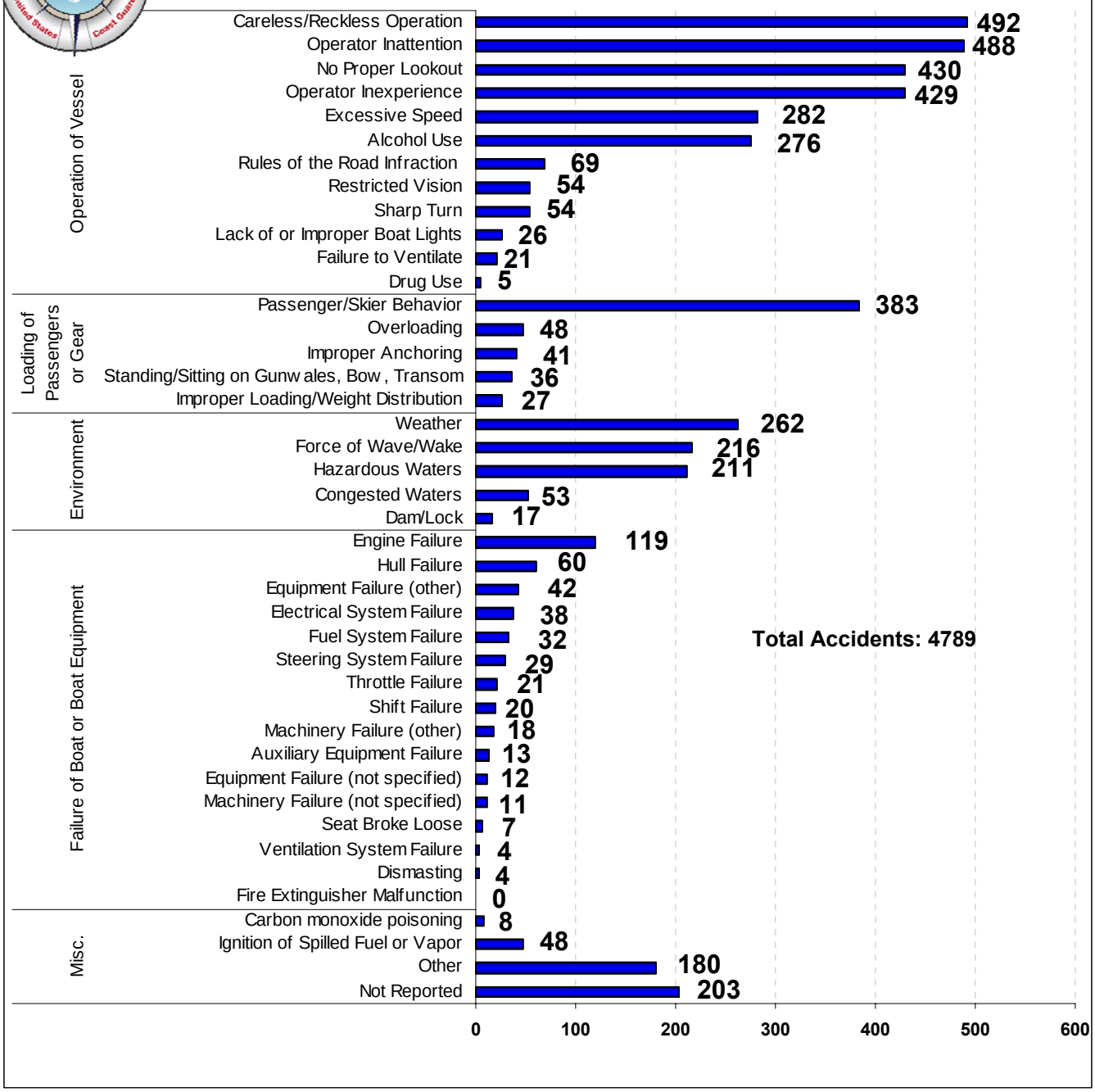
Table 5 ▪ PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2008

		Accidents	Deaths	Injuries
Operation of Vessel **2626 Accidents** **298 Deaths** **2081 Injuries**	Alcohol Use	276	124	246
	Careless/Reckless Operation	492	32	390
	Drug Use	5	2	7
	Excessive Speed	282	29	268
	Failure to Ventilate	21	2	29
	Lack of or Improper Boat Lights	26	9	13
	No Proper Lookout	430	24	331
	Operator Inattention	488	28	329
	Operator Inexperience	429	40	315
	Restricted Vision	54	2	42
	Rules of the Road Infraction	69	3	61
	Sharp Turn	54	3	50
Loading of Passengers or Gear **535 Accidents** **119 Deaths** **418 Injuries**	Improper Anchoring	41	4	9
	Improper Loading/Weight Distribution	27	14	16
	Overloading	48	29	37
	Passenger/Skier Behavior	383	57	335
	Standing/Sitting on Gunwales, Bow, Transom	36	15	21
Failure of Boat or Boat Equipment **430 Accidents** **39 Deaths** **160 Injuries**	Equipment Failure	78	6	28
	Hull Failure	60	9	15
	Machinery Failure	292	24	117
Environment **759 Accidents** **124 Deaths** **496 Injuries**	Congested Waters	53	0	31
	Dam/Lock	17	7	16
	Force of Wave/Wake	216	4	193
	Hazardous Waters	211	59	125
	Weather	262	54	131
Miscellaneous **439 Accidents** **129 Deaths** **176 Injuries**	Ignition of Spilled Fuel or Vapor	48	0	37
	Carbon Monoxide	8	3	9
	Other	180	33	80
	Unknown	203	93	50
All Categories Combined		**4789**	**709**	**3331**

Table 6 ▪ MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS & CASUALTIES 2008

		Accidents	Deaths	Injuries
Machinery Failure	Electrical System Failure	38	0	11
	Engine Failure	119	9	41
	Fuel System Failure	32	2	14
	Shift Failure	20	0	2
	Steering System Failure	29	1	17
	Throttle Failure	21	3	9
	Ventilation System Failure	4	5	9
	Other	18	2	10
	Not Specified	11	2	4
Equipment Failure	Auxiliary Equipment Failure	13	0	3
	Fire Extinguisher Failure	0	0	0
	Sail Dismasting	4	0	2
	Seat Broke Loose	7	5	2
	Other	42	1	16
	Not specified	12	0	5

Figure 2 PRIMARY CONTRIBUTING FACTOR OF ACCIDENTS 2008



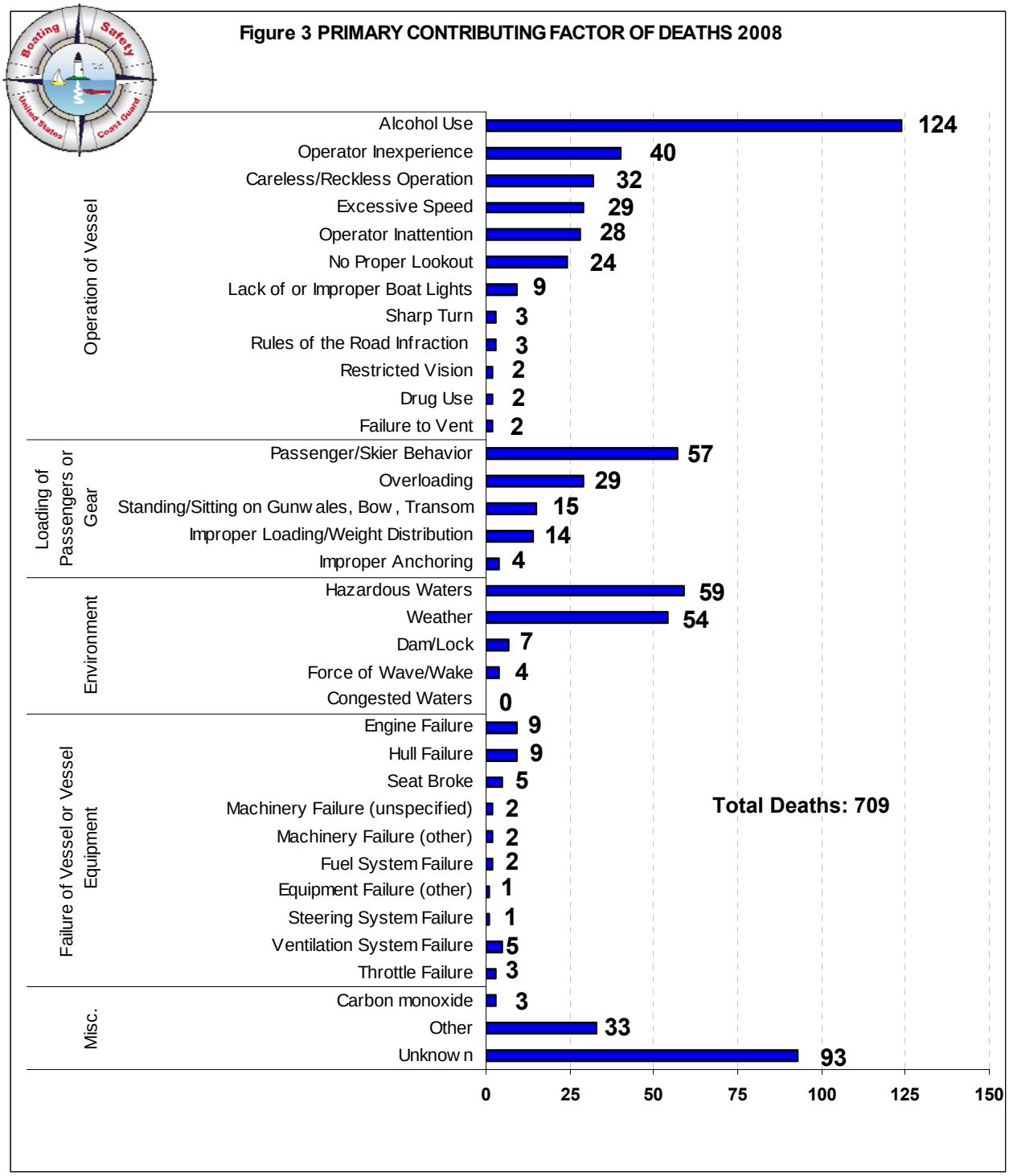


Figure 3 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2008
Operation of Vessel
Alcohol Use 124
Operator Inexperience 40
Careless/Reckless Operation 32
Excessive Speed 29
Operator Inattention 28
No Proper Lookout 24
Lack of or Improper Boat Lights 9
Sharp Turn 3
Rules of the Road Infraction 3
Restricted Vision 2
Drug Use 2
Failure to Vent 2
Loading of Passengers or Gear
Passenger/Skier Behavior 57
Overloading 29
Standing/Sitting on Gunwales, Bow, Transom 15
Improper Loading/Weight Distribution 14
Improper Anchoring 4
Environment
Hazardous Waters 59
Weather 54
Dam/Lock 7
Force of Wave/Wake 4
Congested Waters 0
Failure of Vessel or Vessel Equipment
Engine Failure 9
Hull Failure 9
Seat Broke 5
Machinery Failure (unspecified) 2
Machinery Failure (other) 2
Fuel System Failure 2
Equipment Failure (other) 1
Steering System Failure 1
Ventilation System Failure 5
Throttle Failure 3
Misc.
Carbon monoxide 3
Other 33
Unknown 93
Total Deaths: 709
0 25 50 75 100 125 150

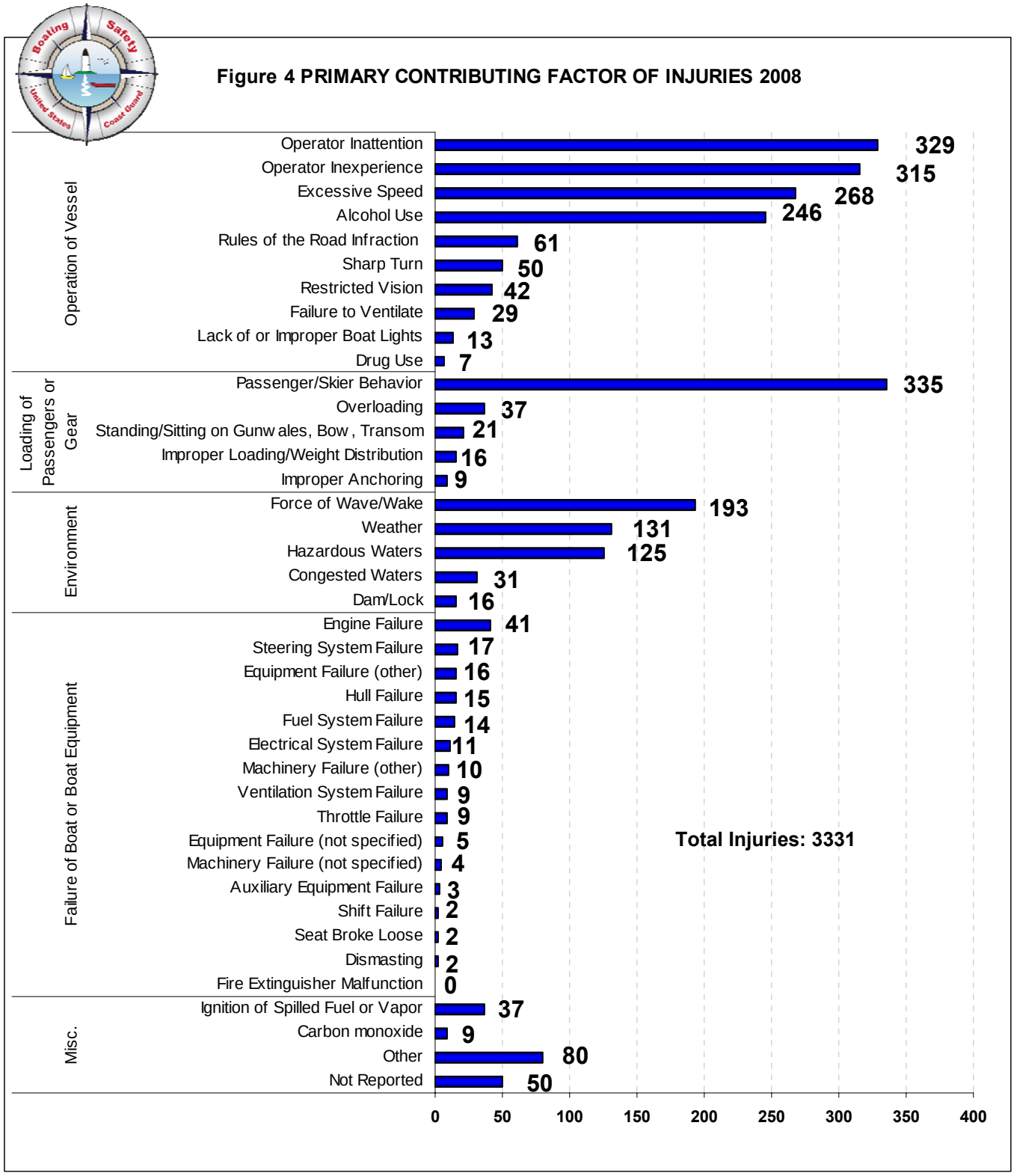


Figure 4 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2008
Operation of Vessel
Operator Inattention 329
Operator Inexperience 315
Excessive Speed 268
Alcohol Use 246
Rules of the Road Infraction 61
Sharp Turn 50
Restricted Vision 42
Failure to Ventilate 29
Lack of or Improper Boat Lights 13
Drug Use 7
Loading of Passengers or Gear
Passenger/Skier Behavior 335
Overloading 37
Standing/Sitting on Gunw ales, Bow , Transom 21
Improper Loading/Weight Distribution 16
Improper Anchoring 9
Environment
Force of Wave/Wake 193
Weather 131
Hazardous Waters 125
Congested Waters 31
Dam/Lock 16
Failure of Boat or Boat Equipment
Engine Failure 41
Steering System Failure 17
Equipment Failure (other) 16
Hull Failure 15
Fuel System Failure 14
Electrical System Failure 11
Machinery Failure (other) 10
Ventilation System Failure 9
Throttle Failure 9
Equipment Failure (not specified) 5
Machinery Failure (not specified) 4
Auxiliary Equipment Failure 3
Shift Failure 2
Seat Broke Loose 2
Dismasting 2
Fire Extinguisher Malfunction 0
Misc.
Ignition of Spilled Fuel or Vapor 37
Carbon monoxide 9
Other 80
Not Reported 50
Total Injuries: 3331
0 50 100 150 200 250 300 350 400

Table 7 - NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2008

All Vessels	Airboat	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon	Raft	Rowboat	Sail Only	Sail (unknown)	Other	Unknown
6347	33	258	940	138	68	17	73	2763	1459	221	37	74	56	2	60	148
356	1	8	54	11	4	0	3	198	42	25	3	1	0	0	2	4
8	0	0	3	0	1	0	0	4	0	0	0	0	0	0	0	0
775	10	19	67	8	2	1	0	227	390	25	2	2	1	0	5	16
92	0	5	19	0	0	0	2	38	13	6	0	1	1	0	1	6
17	0	0	0	5	0	2	1	3	3	0	1	2	0	0	0	0
8	0	0	3	0	0	0	0	3	2	0	0	0	0	0	0	0
83	0	11	26	0	4	0	0	35	4	1	0	0	1	0	0	1
405	4	8	27	1	0	0	0	187	154	14	0	0	1	1	0	6
22	0	0	8	0	1	0	0	10	3	0	0	0	0	0	0	0
248	0	2	29	0	2	0	0	144	51	3	0	0	0	0	1	16
221	2	5	13	26	1	7	26	93	12	2	16	11	1	0	5	1
61	1	3	14	4	1	0	0	32	1	3	0	0	0	0	2	0
55	0	2	19	0	0	0	0	23	4	1	0	0	0	0	1	5
54	0	11	12	0	1	0	0	22	0	1	0	1	4	0	2	0
29	0	0	2	1	0	0	0	19	0	0	0	5	1	0	1	0
53	0	0	5	0	0	0	0	32	4	8	0	0	0	0	1	2
380	2	28	145	0	11	0	0	154	16	12	0	1	0	0	5	6
678	1	48	119	5	5	1	1	290	157	19	0	2	6	0	7	17
690	0	32	129	4	8	0	8	301	155	24	0	8	5	0	7	9
599	6	16	65	26	5	2	15	152	251	23	9	6	7	0	5	11
48	0	0	0	3	0	0	0	34	0	1	0	9	0	0	0	1
392	0	4	31	13	1	3	0	279	26	21	2	6	1	0	0	5
76	2	4	6	1	0	0	0	47	5	3	1	0	3	0	1	3
133	0	6	8	0	0	0	0	38	75	5	0	0	1	0	0	0
62	2	1	1	0	0	0	0	21	34	2	0	0	1	0	0	0
36	0	0	2	2	0	0	0	23	0	6	0	2	0	0	1	0
311	0	22	51	12	12	0	6	163	11	6	0	3	17	1	3	4
194	2	3	27	3	1	0	2	111	27	4	2	6	0	0	2	4
261	0	20	55	13	8	1	8	80	19	6	1	8	5	1	5	31
Unknown	Other	Weather	Standing/sitting on Bow, Gunwale, Transom	Sharp Turn	Rules of the Road Infraction	Restricted Vision	Passenger/Skier Behavior	Overloading	Operator Inexperience	Operator Inattention	No Proper Lookout	Machinery Failure	Lack of or Improper Use of Lights	Improper Loading	Improper Anchoring	Ignition of Spilled Fuel or Vapor	Hull Failure	Hazardous Waters	Force of Wave/Wake	Failure to Vent	Excessive Speed	Equipment Failure	Drug Use	Dam/Lock	Congested Waters	Careless/reckless Operation	Carbon monoxide Exposure	Alcohol use	All Contributing Factors

Table 8 ▪ ALCOHOL USE AS A CONTRIBUTING FACTOR IN ACCIDENTS & CASUALTIES BY STATE 2004-2008

	Accidents					Deaths					Injuries				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
USA	331	402	403	421	387	124	157	148	157	153	388	493	366	373	346
AL	9	5	13	19	9	7	1	7	3	5	9	5	14	14	13
AK	4	9	6	8	7	4	5	5	7	6	0	5	11	4	3
AZ	15	16	10	13	11	2	0	1	3	1	18	15	12	21	8
AR	5	7	6	16	7	1	4	1	6	3	6	10	1	28	2
CA	25	34	26	34	36	12	13	7	11	15	49	28	24	38	38
CO	2	3	3	4	2	1	1	3	1	1	0	1	1	2	1
CT	1	4	1	5	6	0	1	0	3	4	0	2	0	4	9
DE	1	1	1	1	2	0	0	0	0	1	1	0	0	0	1
DC	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
FL	36	47	28	38	34	13	17	11	20	14	122	185	21	19	34
GA	9	11	9	8	15	5	5	4	3	4	9	11	9	5	13
HI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ID	8	6	11	3	9	3	4	4	0	5	6	3	7	0	3
IL	13	9	13	14	6	11	4	7	2	2	4	14	14	11	5
IN	6	5	2	3	1	3	0	0	4	0	1	3	2	2	3
IA	6	6	10	12	4	1	3	3	5	0	4	4	10	4	1
KS	5	4	1	3	0	0	1	1	1	0	3	2	0	3	0
KY	3	9	10	10	2	1	8	5	6	1	2	6	9	9	2
LA	14	18	10	18	18	3	7	2	6	13	10	19	11	17	23
ME	1	1	0	7	3	1	1	0	5	3	0	0	0	3	0
MD	8	7	10	8	11	3	1	3	2	1	8	8	10	5	22
MA	4	5	1	6	2	1	4	1	3	1	7	6	0	1	1
MI	1	11	13	5	7	0	6	0	4	3	0	12	19	2	2
MN	3	15	16	17	13	0	8	3	2	5	5	9	19	15	7
MS	3	3	4	4	3	1	0	2	1	0	3	6	5	6	2
MO	13	14	21	13	18	3	6	8	4	1	10	16	21	11	22
MT	3	1	3	3	9	3	1	1	0	4	1	0	2	4	5
NE	2	0	3	4	3	0	0	3	3	1	2	0	2	2	2
NV	6	7	6	2	11	0	2	2	0	4	6	11	4	2	2
NH	2	2	6	3	1	0	0	0	1	1	2	3	4	0	2
NJ	3	4	6	1	6	1	0	4	0	0	1	4	0	2	3
NM	1	2	1	2	1	0	2	0	1	0	1	0	1	4	1
NY	10	15	24	14	11	3	4	4	8	6	7	21	27	8	8
NC	17	15	16	19	19	5	3	5	4	5	20	6	13	24	19
ND	0	1	0	0	1	0	0	0	0	0	0	5	0	0	2
OH	5	12	17	17	9	1	6	5	5	3	4	11	13	13	7
OK	2	3	4	7	1	2	1	2	3	1	1	1	6	14	0
OR	3	2	0	2	4	1	1	0	1	2	2	0	0	2	3
PA	1	6	8	4	10	1	6	11	2	1	0	4	4	4	11
RI	1	0	0	4	1	1	0	0	0	0	1	0	0	5	0
SC	4	9	4	5	9	1	3	1	0	4	3	5	2	10	9
SD	3	2	5	1	2	2	1	2	0	0	1	3	7	1	3
TN	15	7	13	12	17	7	3	5	3	7	11	3	11	8	16
TX	11	15	16	17	16	4	4	7	7	11	14	7	10	11	11
UT	2	5	1	1	0	1	1	0	0	0	1	6	0	0	0
VT	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
VA	3	9	8	6	4	0	4	1	1	1	1	4	10	4	4
WA	21	19	23	13	9	7	8	9	10	6	15	13	18	7	10
WV	0	1	2	3	1	0	1	2	1	0	0	0	0	3	2
WI	16	12	9	10	16	6	4	4	4	7	15	15	11	18	11
WY	1	2	3	2	0	0	2	2	1	0	2	1	1	3	0
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 9 ▪ VESSEL OPERATION AT THE TIME OF ACCIDENT 2008			
	Vessels Involved	**Deaths**	**Injuries**
Totals	6347	709	3331
At Anchor	238	36	71
Being Towed	38	2	13
Changing Direction	562	34	336
Changing Speed	717	46	441
Cruising	2525	203	1523
Docking/Undocking	278	12	77
Drifting	578	150	291
Launching/Loading	43	6	24
Rowing/Paddling	161	78	121
Sailing	72	8	29
Tied to Dock/Moored	455	4	54
Towing	92	3	65
Other	37	8	24
Unknown	551	119	262

Table 10 ▪ VESSEL ACTIVITY AT THE TIME OF ACCIDENT 2008			
	Vessels Involved	**Deaths**	**Injuries**
Totals	6347	709	3331
Commercial	22	0	2
Fishing	573	210	298
Fueling	15	1	18
Hunting	35	18	27
Racing	48	8	12
Recreational Cruising	1377	104	737
Repairs	32	6	13
Starting Engine	59	4	35
Swimming/Snorkeling	38	14	29
Towed Watersports	535	16	500
Towing	11	0	2
Whitewater	42	22	24
Other	44	10	36
None	188	2	8
Unknown	3328	294	1590

Table 11 ▪ WEATHER AND WATER CONDITIONS 2008

		Accidents	Deaths	Injuries
		4789	709	3331
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	2267	334	1679
	Rivers, Streams, Creeks, Swamps, Bayous	1087	225	787
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs	973	94	608
	Ocean/Gulf	348	40	180
	Great Lakes (not tributaries)	112	15	76
	Unknown	2	1	1
WATER CONDITIONS	Calm (waves less than 6")	2481	335	1762
	Choppy (waves 6" to 2')	1368	155	997
	Rough (waves 2' to 6')	450	77	246
	Strong Current	156	56	84
	Very Rough (waves larger than 6')	137	32	86
	Unknown	197	54	156
WIND	None	480	78	337
	Light (0 - 6 mph)	2343	298	1701
	Moderate (7 - 14 mph)	1193	153	799
	Strong (15 - 25 mph)	450	87	255
	Storm (over 25 mph)	85	23	42
	Unknown	238	70	197
VISIBILITY	Poor - Day	54	11	40
	Poor - Night	122	32	95
	Poor - Unknown if day or night	3	1	1
	Fair - Day	185	33	144
	Fair - Night	132	42	97
	Fair - Unknown if day or night	3	2	0
	Good - Day	3446	420	2340
	Good - Night	457	96	306
	Good- Unknown if day or night	13	6	2
	Unknown - Day	286	40	219
	Unknown - Night	71	13	85
	Unknown - Unknown if day or night	17	13	2
WATER TEMPERATURE	39 degrees F and below	46	18	43
	40 - 49 degrees F	143	64	119
	50 - 59 degrees F	377	88	220
	60 - 69 degrees F	890	131	576
	70 - 79 degrees F	1463	150	1030
	80 - 89 degrees F	979	113	725
	90 degrees F and above	27	7	15
	Unknown	864	138	603

Table 12 ▪ TIME RELATED DATA 2008				
		Accidents	**Deaths**	**Injuries**
		4789	709	3331
Time of Day	Midnight to 2:30 am	107	34	94
	2:31 am to 4:30 am	48	11	40
	4:31 am to 6:30 am	81	17	57
	6:31 am to 8:30 am	111	24	61
	8:31 am to 10:30 am	272	60	149
	10:31 am 12:30 pm	535	68	373
	12:31 pm to 2:30 pm	819	94	592
	2:31 pm to 4:30 pm	1001	104	690
	4:31 pm to 6:30 pm	909	112	684
	6:31 pm to 8:30 pm	485	77	312
	8:31 pm to 10:30 pm	226	36	177
	10:31 pm to Midnight	113	29	77
	Unknown	82	43	25
Month of Year	January	84	16	53
	February	97	23	45
	March	220	53	145
	April	240	49	162
	May	561	94	413
	June	733	91	492
	July	1136	100	857
	August	948	112	688
	September	342	56	246
	October	217	58	132
	November	122	36	51
	December	89	21	47
Day of Week	Sunday	1237	160	900
	Monday	421	67	275
	Tuesday	338	50	260
	Wednesday	330	54	209
	Thursday	371	75	222
	Friday	651	95	455
	Saturday	1441	208	1010

Table 13 ▪ VESSEL INFORMATION 2008				
		Vessels Involved	**Deaths**	**Injuries**
		6347	709	3331
Hull Material	Aluminum	852	224	418
	Fiberglass	4917	366	2650
	Plastic	77	39	52
	Rubber/Vinyl/Canvas	78	29	49
	Steel	44	1	7
	Wood	92	10	52
	Other	6	0	2
	Unknown	281	40	101
Speed	Not Moving	917	109	281
	Under 10 mph	1522	212	715
	10 to 20 mph	1064	41	596
	21 to 40 mph	970	47	689
	Over 40 mph	176	19	153
	Unknown	1698	281	897
Horsepower	No Engine	325	171	193
	10 hp or less	134	34	71
	11 - 25 hp	171	47	96
	26 - 75 hp	569	72	259
	76 - 150 hp	1412	80	790
	151 - 250 hp	910	60	546
	Over 250 hp	1165	62	528
	Unknown	1661	183	848
Year Built	2008	407	23	214
	2007	509	24	316
	2005 - 2006	710	49	416
	2003 - 2004	488	34	269
	2000 - 2002	677	56	352
	1995 - 1999	933	83	524
	Prior to 1995	1943	263	899
	Unknown	680	177	341
Length	Less than 16 feet	1967	292	1206
	16 feet to <26 feet	2734	281	1587
	26 feet to<40 feet	793	59	263
	40 feet to 65 feet	361	9	65
	More than 65 feet	54	1	0
	Unknown	438	67	210

Table 14 ▪ RENTAL STATUS OF VESSELS INVOLVED IN ACCIDENTS

	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Vessels	Rented	Not rented	Unknown if rented	# of Vessels	Rented	Not rented	Unknown if rented
All Vessels	6347	548	5532	267	709	36	626	47	3331	299	2909	123
Airboat	33	0	32	1	2	0	2	0	25	0	25	0
Auxiliary Sail	258	7	244	7	15	0	11	4	42	1	34	7
Cabin Motorboat	940	6	909	25	59	0	58	1	296	1	282	13
Canoe	138	14	120	4	80	8	69	3	96	9	87	0
Houseboat	68	14	52	2	5	1	4	0	16	9	6	1
Inflatable	17	4	12	1	8	1	6	1	14	6	8	0
Kayak	73	3	63	7	34	2	28	4	33	0	30	3
Open Motorboat	2763	109	2568	86	353	13	323	17	1669	65	1556	48
Personal Watercraft	1459	333	1090	36	45	3	40	2	920	178	717	25
Pontoon Boat	221	40	169	12	17	4	12	1	72	18	46	8
Raft	37	5	27	5	14	0	12	2	25	5	18	2
Rowboat	74	6	64	4	43	3	37	3	48	3	45	0
Sail (only)	56	2	48	6	9	0	7	2	26	2	23	1
Sail (unknown)	2	0	1	1	1	0	0	1	4	0	1	3
Other	60	4	52	4	18	1	16	1	10	2	7	1
Unknown	148	1	81	66	6	0	1	5	35	0	24	11

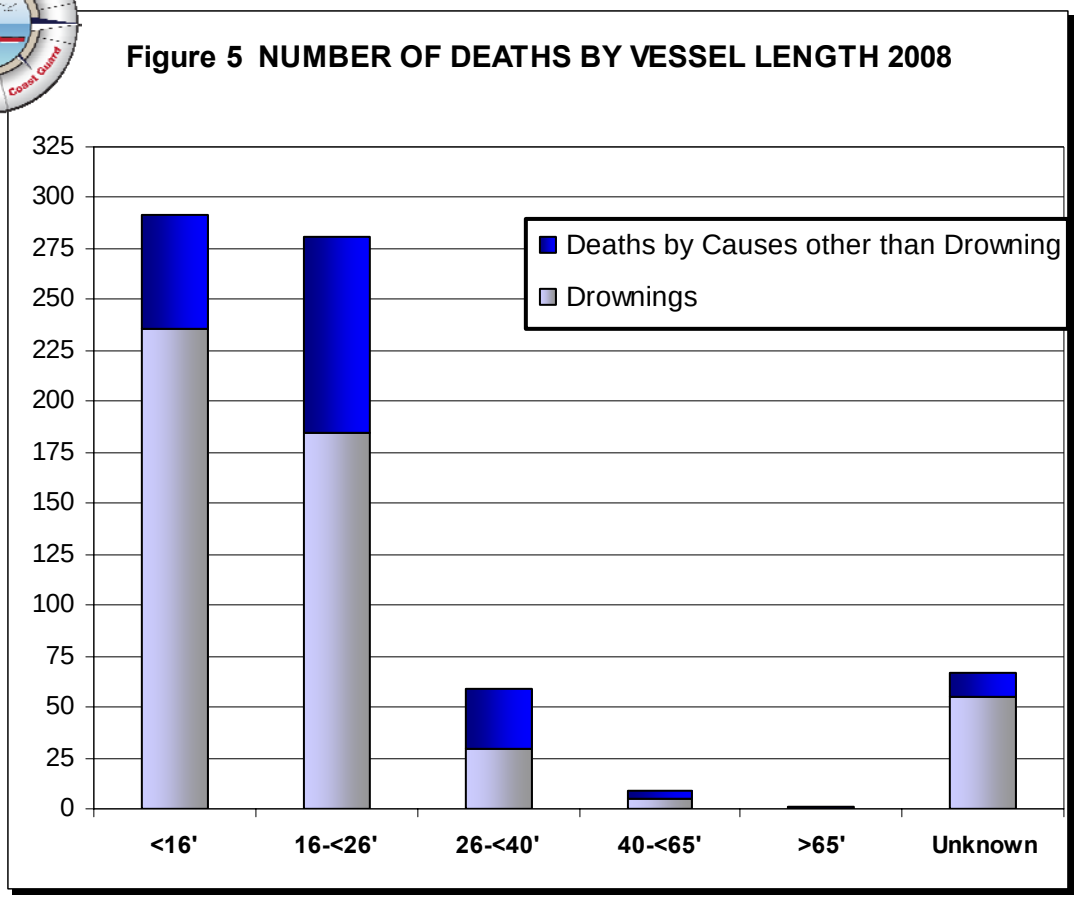


Table 15 ▪ NUMBER & PERCENTAGE OF DEATHS BY VESSEL LENGTH				
Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	236	56	292	81%
16-<26'	185	96	281	66%
26-<40'	29	30	59	49%
40-<65'	5	4	9	56%
>65'	0	1	1	0%
Unknown	55	12	67	82%
Total	510	199	709	72%

ACCIDENT TYPES

BOAT Responsibly

Explanation of Accident Types Section

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

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

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

Accident, Vessel & Casualty Numbers by Accident Type (Table 16, Page 32)
This table focuses on the first event in a boating accident and provides information on the number of accidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the categories drownings and non-drownings.

Five-year Summary of Accident Types (Table 17, Page 33-35)
These five tables provide the number of accidents, deaths, injuries, and property damage by accident type and by year.

Frequency of Accident Types in Accidents & Casualties Nationwide (Table 18, Page 36)
As mentioned in the introductory paragraph, there are four fields that can be used to define the series of events in an accident. This table focuses on the first three events in an accident and the number of casualties associated with each event. The Coast Guard leaves out the fourth because it is not a standardized field.

Using the example in the opening paragraphs, the flooding/swamping would fall under the intersection of the column "Primary Accident Type" and the row "Flooding/swamping". The capsizing would be marked under the column "Secondary Accident Type" and the row "Capsizing". Finally, the ejection would be marked under the column "Tertiary Accident Type" and the row "Ejected from Vessel".

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each accident type. If we turn back to our example and focus on flooding/swamping, we see that there were 475 accidents where flooding/swamping was the first event in the boating accident. There were 89 deaths associated with this first event type. However, there were other accidents that involved a flooding/swamping as a second or third occurrence. There were 12 deaths associated with flooding/swamping as a second event and 8 deaths associated with flooding/swamping as a third event. All combined, you get the last column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an accident. In the example, there were 109 deaths associated with flooding/swamping as a first, second, or third event.

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

Number of Vessels in Accidents by Vessel Length & Primary Accident Type (Table 19, Page 37)
This table displays the types of accidents by the length of vessel. The table lists vessel length by foot for vessels of lengths 4 ft-39 ft. After 39 ft, information is categorized in ranges. This table also provides

information about the number of casualties and vessels associated by length of vessel.

Number of Vessels in Accidents by Vessel Type & Primary Accident Type (Table 20, Page 38)
This table examines the first event of a boating accident for all vessels involved in an accident. It also provides information about the casualties associated with each vessel type.

Number of Vessels in Accidents by Primary Accident Type & Propulsion Type (Table 21, Page 39)
This table provides information about the number of vessels involved in accidents by primary accident type, propulsion, and engine type.

Number of Vessels in Accidents by Primary Accident Type & Engine Type (Table 22, Page 39)
This table provides information about the number of casualties and vessels associated by propulsion, engine and primary accident type.

Table 16 ▪ ACCIDENT, VESSEL & CASUALTY NUMBERS BY ACCIDENT TYPE 2008

	Accidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries
All Accident Types	**4789**	**6347**	**510**	**199**	**709**	**3331**
Capsizing	348	359	163	26	189	227
Carbon Monoxide Exposure	18	19	0	11	11	40
Collision with Fixed Object	446	501	23	30	53	328
Collision with Floating Object	59	64	4	1	5	30
Collision with Vessel	1237	2547	11	49	60	856
Departed Vessel	87	106	37	0	37	41
Ejected from Vessel	123	135	11	6	17	105
Electrocution	0	0	0	0	0	0
Fall in Vessel	140	147	1	1	2	148
Fall on Vessel	62	66	0	1	1	66
Falls Overboard	431	447	157	31	188	257
Fire/Explosion (fuel)	136	29	0	1	1	89
Fire/Explosion (non-fuel)	78	164	1	1	2	12
Fire/Explosion (Unknown origin)	25	84	2	0	2	10
Flooding/Swamping	475	497	80	9	89	179
Grounding	322	330	3	10	13	241
Sinking	16	16	0	2	2	3
Skier Mishap	383	398	6	4	10	397
Struck by Vessel	37	51	0	2	2	41
Struck by Propeller	83	86	0	5	5	80
Struck Submerged Object	154	154	4	1	5	70
Other	123	141	4	5	9	111
Unknown	6	6	3	3	6	0

2008

Table 17 ▪ FIVE YEAR SUMMARY OF BOATING ACCIDENT TYPES				
2008 Primary Accident Type	**Accidents**	**Deaths**	**Injuries**	**Property Damage**
Total	4789	709	3331	$54,282,587
Capsizing	348	189	227	$1,426,526
Carbon Monoxide Exposure	18	11	40	$0
Collision with Fixed Object	446	53	328	$4,696,802
Collision with Floating Object	59	5	30	$769,231
Collision with Another Vessel	1237	60	856	$8,584,700
Departed Vessel	87	37	41	$67,315
Ejected from Vessel	123	17	105	$514,877
Electrocution	0	0	0	$0
Fall in Vessel	140	2	148	$65,270
Fall on Vessel	62	1	66	$7,500
Falls Overboard	431	188	257	$502,615
Fire/Explosion (fuel)	136	1	89	$4,542,417
Fire/Explosion (non-fuel)	78	2	12	$3,183,410
Fire/Explosion (unknown origin)	25	2	10	$15,980,500
Flooding/Swamping	475	89	179	$5,743,606
Grounding	322	13	241	$3,433,256
Sinking	16	2	3	$471,184
Skier Mishap	383	10	397	$4,826
Struck by Vessel	37	2	41	$2,400
Struck by Propeller	83	5	80	$600
Struck Submerged Object	154	5	70	$4,077,332
Other	123	9	111	$207,720
Unknown	6	6	0	$500

2007

2007 Primary Accident Type	**Accidents**	**Deaths**	**Injuries**	**Property Damage**
Total	5191	685	3673	$53,106,495.78
Capsizing	398	204	284	$1,762,802.00
Carbon Monoxide Exposure	14	7	40	$0.00
Collision with Fixed Object	558	35	389	$9,206,067.12
Collision with Floating Object	143	4	97	$2,663,282.59
Collision with Another Vessel	1329	66	953	$11,498,216.24
Departed Vessel	69	33	35	$161,900.00
Ejected from Vessel	120	25	107	$483,410.55
Electrocution	0	0	0	$0.00
Falls in Vessel	211	1	229	$69,878.00
Falls on Vessel	10	0	10	$85,000.00
Falls Overboard	485	208	312	$257,181.00
Fire/Explosion (fuel)	113	3	63	$2,962,406.00
Fire/Explosion (non-fuel)	93	0	19	$7,164,222.01
Fire/Explosion (unknown origin)	16	0	12	$337,850.00
Flooding/Swamping	285	35	71	$3,749,039.00
Grounding	324	4	228	$4,618,245.88
Sinking	84	7	9	$863,903.00

Table 17 Continued ▪ FIVE YEAR SUMMARY OF BOATING ACCIDENT TYPES				
Skier Mishap	492	11	502	$9,915.00
Struck by Vessel	83	9	78	$41,540.00
Struck by Propeller	80	7	75	$8,950.00
Struck Submerged Object	157	4	58	$6,893,544.39
Other	111	15	98	$204,743.00
Unknown	16	7	4	$64,400.00
2006 Primary Accident Type	**Total**	**Deaths**	**Injuries**	**Property Damage**
Total	4967	710	3474	$43,670,424
Capsizing	455	215	237	$1,744,198
Carbon Monoxide Exposure	18	12	51	$99,500
Collision with Fixed Object	517	47	391	$5,073,039
Collision with Floating Object	142	8	86	$1,252,054
Collision with Vessel	1360	75	1001	$9,527,059
Departed Vessel	3	1	2	$0
Departed Vessel - Retrieval	4	3	1	$0
Departed Vessel - Swimming	36	31	6	$0
Ejected from Vessel	40	13	33	$463,573
Fall In Boat	199	4	221	$88,225
Fall On Boat	29	1	29	$7,050
Falls Overboard	485	202	306	$363,915
Fire or Explosion of Fuel	141	1	66	$6,022,964
Fire or Explosion - Other	63	1	14	$10,693,811
Flooding/Swamping	216	26	54	$2,095,852
Grounding	252	12	165	$2,797,198
Sinking	114	13	21	$2,657,135
Skier Mishap	510	12	514	$1,803
Struck by Boat	66	1	68	$21,402
Struck by Motor/Propeller	107	8	98	$19,300
Struck Submerged Object	86	2	30	$552,459
Other	101	10	72	$168,337
Unknown	23	12	8	$21,550
2005 Primary Accident Type	**Total**	**Deaths**	**Injuries**	**Property Damage**
Total	4969	697	3451	$38,721,088
Capsizing	442	199	264	$2,937,562
Carbon Monoxide Exposure	14	9	14	$0
Collision with Fixed Object	497	41	369	$4,534,455
Collision with Floating Object	128	12	71	$1,262,255
Collision with Vessel	1378	79	1024	$10,559,219
Departed Vessel	22	15	7	$0
Departed Vessel - Making Repairs	2	2	0	$400
Departed Vessel - Retrieval	4	4	0	$0
Departed Vessel - Swimming	23	19	6	$0
Ejected from Vessel	16	0	18	$75,000
Fall/Impact on Boat	47	1	44	$10,600
Falls In Boat	210	4	237	$110,200
Falls Overboard	498	213	305	$487,895

2006

2005

Table 17 Continued ▪ FIVE YEAR SUMMARY OF BOATING ACCIDENT TYPES				
Fire or Explosion of Fuel	141	0	90	$7,811,354
Fire or Explosion (Other than Fuel)	57	0	10	$2,115,731
Flooding/Swamping	224	33	45	$2,063,350
Grounding	291	14	201	$2,778,913
Sinking	125	11	17	$1,500,542
Skier Mishap	464	10	469	$6,550
Struck by Boat	68	6	67	$64,625
Struck by Motor/Propeller	100	6	97	$13,390
Struck Submerged Object	141	3	45	$1,609,891
Other	40	6	35	$155,205
Unknown	37	10	16	$623,951

2004

2004 Primary Accident Type	Total	Deaths	Injuries	Property Damage
Total	4904	676	3363	$35,038,302
Capsizing	393	184	229	$2,267,043
Carbon Monoxide Exposure	12	3	28	$0
Collision with Fixed Object	525	46	382	$4,271,785
Collision with Floating Object	95	6	62	$499,692
Collision with Vessel	1479	68	999	$8,037,552
Departed Vessel	19	9	10	$85
Departed Vessel - Making Repairs	2	2	0	$0
Departed Vessel - Retrieval	5	5	0	$0
Departed Vessel - Swimming	21	20	3	$1,000
Ejected from Vessel	45	16	32	$244,500
Electrocution	4	2	5	$12,000
Falls In Boat	176	3	189	$106,496
Falls On Vessel	50	2	49	$27,443
Falls Overboard	488	199	339	$288,205
Fire or Explosion of Fuel	162	4	89	$8,297,780
Fire or Explosion (Other than Fuel)	56	1	14	$2,462,181
Flooding/Swamping	257	52	81	$1,853,848
Grounding	215	5	159	$2,488,744
Sinking	131	10	30	$2,507,989
Skier Mishap	380	7	388	$25,050
Struck by Boat	108	6	96	$158,719
Struck by Motor/Propeller	64	5	61	$500
Struck Submerged Object	102	8	32	$974,112
Other	69	3	56	$93,200
Unknown	46	10	30	$420,378

Table 18 ▪ FREQUENCY OF ACCIDENT TYPES IN ACCIDENTS & CASUALTIES NATIONWIDE 2008

Accident Types	Primary Accident Type of an Accident	Secondary Cause of an Accident	Tertiary Cause of an Accident	Total Times the Event Occurred in all Accidents	Deaths Associated with Accident Type in all Accidents	Injuries Associated with Accident Type in all Accidents
Capsizing	348	239	33	620	268	425
Carbon Monoxide Exposure	18	0	0	18	11	40
Collision with Fixed Object	446	47	9	502	56	368
Collision with Floating Object	59	1	0	60	5	30
Collision with Vessel	1237	63	7	1307	63	882
Departed Vessel	87	54	28	169	74	99
Ejected from Vessel	123	586	208	917	275	932
Electrocution	0	0	0	0	0	0
Fall in Boat	140	175	16	331	10	427
Fall on Boat	62	14	1	77	1	84
Falls Overboard	431	69	8	508	215	318
Fire/Explosion (Fuel)	136	3	0	139	1	91
Fire/Explosion (Non-fuel)	78	5	2	85	2	14
Fire/Explosion (unknown origin)	25	0	0	25	2	10
Flooding/Swamping	475	149	20	644	109	264
Grounding	322	63	19	404	29	279
Other	123	28	3	154	10	144
Sinking	16	189	80	285	51	89
Skier Mishap	383	0	1	384	10	397
Struck by Vessel	37	188	32	257	26	315
Struck by Propeller	83	80	18	181	21	176
Struck Submerged Object	154	2	1	157	5	71
Unknown	6	0	0	6	6	0

Table 19 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL LENGTH & PRIMARY ACCIDENT TYPE

	Total Vessels Involved	Capsizing	Carbon Monoxide	Collision with Fixed Object	Collision with Floating Object	Collision with Vessel	Departed Vessel	Ejected from Vessel	Electrocution	Fall in Boat	Fall on Boat	Falls Overboard	Fire/Explosion (Fuel)	Fire/Explosion (Non-fuel)	Fire/Explosion (unknown)	Flooding/ Swamping	Grounding	Sinking	Skier Mishap	Struck by Vessel	Struck by Propeller	Struck Submerged Object	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	6347	359	19	501	64	2547	106	135	0	147	66	447	164	84	29	497	330	16	398	51	86	154	141	6	510	199	709	3331
4 feet	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
5 feet	3	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
6 feet	19	3	0	0	0	6	2	1	0	0	3	1	0	0	0	1	0	0	1	0	0	0	1	0	2	1	3	12
7 feet	34	3	0	3	1	11	0	2	0	0	2	5	0	1	0	3	1	0	0	0	1	0	1	0	7	0	7	22
8 feet	191	11	0	7	2	107	4	6	0	6	1	26	2	1	0	6	4	0	3	3	0	1	1	0	13	8	21	124
9 feet	181	4	0	7	0	128	1	5	0	1	5	16	4	0	0	2	1	0	3	2	0	1	1	0	6	5	11	113
10 feet	841	19	0	37	6	524	11	32	0	15	16	101	2	2	1	10	16	0	22	12	2	3	10	0	34	14	48	504
11 feet	168	11	0	12	0	91	3	14	0	1	2	15	0	0	0	3	2	0	5	5	0	0	4	0	11	6	17	102
12 feet	128	24	0	8	2	34	2	4	0	2	1	27	0	0	0	14	4	0	2	0	0	2	2	0	37	4	41	82
13 feet	57	6	0	6	1	11	1	6	0	3	0	10	0	0	0	9	2	0	0	0	0	2	0	0	14	0	14	43
14 feet	193	41	0	14	1	21	2	3	0	6	0	35	0	0	0	46	7	0	2	1	1	8	4	1	70	8	78	109
15 feet	151	34	0	11	0	29	3	5	0	2	0	12	1	0	0	33	9	0	2	1	0	9	0	0	40	10	50	92
Under 16 ft	1967	157	0	107	13	962	29	78	0	36	30	249	9	4	1	127	46	0	40	24	4	26	24	1	236	56	292	1206
16 feet	300	46	0	27	6	71	4	8	0	4	0	31	6	0	0	50	7	1	17	1	4	9	8	0	65	12	77	176
17 feet	287	23	0	33	5	76	4	5	0	6	3	17	5	4	0	47	19	1	17	0	5	11	6	0	29	9	38	169
18 feet	394	12	1	36	4	120	11	4	0	11	5	22	9	3	2	46	24	1	42	1	13	13	14	0	22	21	43	253
19 feet	300	12	0	24	3	93	8	3	0	14	0	13	10	0	2	26	17	1	46	2	8	8	10	0	13	8	21	178
20 feet	384	7	0	31	3	125	8	10	0	11	5	14	9	5	0	28	18	2	68	7	11	13	9	0	16	15	31	234
21 feet	346	7	3	20	8	109	8	6	0	14	3	10	10	6	1	27	20	1	57	3	4	16	13	0	12	11	23	207
22 feet	226	5	1	22	3	73	7	4	0	3	3	11	5	5	1	20	9	2	33	1	6	6	6	0	11	5	16	135
23 feet	167	1	0	19	3	49	3	1	0	4	0	4	10	1	0	10	22	0	28	1	3	4	4	0	5	7	12	89
24 feet	208	4	0	20	5	73	4	2	0	6	3	13	11	4	1	12	18	1	13	1	5	4	8	0	9	6	15	98
25 feet	122	2	0	11	0	61	2	1	0	3	0	2	3	2	0	9	6	0	8	0	1	7	3	1	3	2	5	48
16 ft to less than 26 ft	2734	119	5	243	40	850	59	44	0	76	22	137	78	30	7	275	160	10	329	17	60	91	81	1	185	96	281	1587
26 feet	104	1	1	11	2	36	3	1	0	5	2	5	4	4	0	9	8	0	7	0	3	1	1	0	3	1	4	44
27 feet	70	3	0	5	1	33	2	0	0	2	0	3	3	1	2	2	6	1	1	0	2	0	3	0	6	1	7	23
28 feet	76	2	0	5	2	29	1	0	0	2	0	2	7	3	1	7	4	0	5	0	0	5	1	0	2	1	3	29
29 feet	46	1	0	4	0	19	0	5	0	0	0	2	4	0	1	3	4	0	0	1	0	2	0	0	2	4	6	25
30 feet	76	2	2	7	2	33	1	0	0	3	1	1	2	3	0	3	7	0	1	1	1	3	3	0	3	2	5	27
31 feet	39	1	1	3	2	15	0	0	0	0	1	1	1	1	1	4	6	0	0	0	0	2	0	0	1	3	4	12
32 feet	59	0	1	3	0	25	0	0	0	0	0	0	5	5	2	6	7	0	0	0	1	1	3	0	5	1	6	15
33 feet	48	0	1	2	0	24	0	1	0	3	1	2	3	3	0	1	4	0	0	0	0	2	0	1	2	1	3	8
34 feet	50	0	1	4	0	22	0	0	0	0	1	1	5	3	1	2	4	1	0	1	3	0	1	0	2	4	6	14
35 feet	38	0	1	2	0	17	1	1	0	1	1	1	0	4	0	0	5	0	1	1	0	2	0	0	0	5	5	14
36 feet	60	1	0	11	0	27	0	0	0	1	0	1	3	4	0	4	7	0	0	0	0	1	0	0	1	2	3	12
37 feet	40	0	0	3	1	20	0	0	0	0	0	0	4	2	2	2	3	0	0	0	1	2	0	0	0	4	4	7
38 feet	66	4	2	4	0	32	1	0	0	1	0	2	2	1	0	6	6	0	0	0	1	2	2	0	2	1	3	29
39 feet	21	0	0	4	0	9	0	0	0	1	0	0	1	0	1	1	2	0	0	0	1	0	1	0	0	0	0	4
26 ft to less than 40 ft	793	15	10	68	10	341	9	8	0	19	7	21	44	34	11	50	73	2	15	4	13	23	15	1	29	30	59	263
40 ft to 65 ft	361	4	2	33	0	191	1	1	0	7	0	6	23	12	7	17	35	2	0	1	2	10	7	0	5	4	9	65
Over 65 ft	54	0	2	11	0	33	0	0	0	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	1	1	0
Unknown	438	64	0	39	1	170	8	4	0	9	7	34	10	3	1	27	12	2	14	5	7	4	14	3	55	12	67	210

Table 20 ▪ NUMBER OF VESSELS IN ACCIDENTS BY VESSEL TYPE & PRIMARY ACCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2008

	All Accident Types	Capsizing	Carbon Monoxide Exposure	Collision with Fixed Object	Collision with Floating Object	Collision with Vessel	Departed Vessel	Ejected from Vessel	Electrocution	Fall in Vessel	Fall on Vessel	Falls Overboard	Fire/Explosion (Fuel)	Fire/Explosion (Non-fuel)	Fire/Explosion (unknown origin)	Flooding/Swamping	Grounding	Sinking	Skier Mishap	Struck by Vessel	Struck by Propeller	Struck Submerged Object	Other	Unknown	Drownings	Deaths by Causes other than Drowning	Total Deaths	Injuries
All boats	6347	359	19	501	64	2547	106	135	0	147	66	447	164	84	29	497	330	16	398	51	86	154	141	6	510	199	709	3331
Airboat	33	3	0	9	0	2	0	4	0	1	0	0	0	0	0	5	6	1	0	0	0	2	0	0	2	0	2	25
Auxiliary Sail	258	5	0	28	0	144	2	1	0	4	0	8	7	5	1	14	24	0	0	0	0	4	11	0	8	7	15	42
Cabin Motorboat	940	9	10	85	9	407	8	6	0	13	8	24	48	42	18	66	94	5	18	4	13	32	19	2	27	32	59	296
Canoe	138	87	0	12	1	2	0	0	0	0	0	15	0	0	0	14	1	1	0	1	0	2	1	1	70	10	80	96
Houseboat	68	2	3	6	0	28	0	0	0	1	0	0	13	3	0	4	6	0	0	0	0	2	0	0	0	5	5	16
Inflatable	17	2	0	6	1	0	1	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	8	0	8	14
Kayak	73	50	0	4	0	7	1	0	0	0	0	5	0	1	0	2	0	0	1	0	0	0	1	1	30	4	34	33
Open Motorboat	2763	120	6	230	38	780	56	59	0	91	24	177	74	23	7	340	146	8	332	17	63	98	72	2	252	101	353	1669
Personal Watercraft	1459	5	0	68	9	935	22	62	0	27	32	163	11	4	1	4	29	0	36	25	2	5	19	0	17	28	45	920
Pontoon Boat	221	2	0	17	3	115	11	1	0	3	0	18	3	4	0	7	8	1	10	3	5	2	8	0	15	2	17	72
Raft	37	8	0	7	1	3	1	0	0	2	0	12	0	0	0	0	0	0	0	0	0	1	2	0	12	2	14	25
Rowboat	74	28	0	7	2	5	0	0	0	0	0	11	0	0	0	18	1	0	0	0	0	2	0	0	39	4	43	48
Sail Only	56	22	0	1	0	14	0	0	0	2	0	1	1	0	0	1	8	0	0	0	0	1	5	0	9	0	9	26
Sail (unknown)	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	4
Other	60	6	0	3	0	29	2	1	0	1	0	4	2	0	0	11	1	0	0	0	0	0	0	0	15	3	18	10
Unknown	148	10	0	18	0	75	2	1	0	2	2	4	5	2	2	8	6	0	1	1	3	3	3	0	5	1	6	35

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

	Injuries	Total Deaths	Other Deaths	Drownings	Unknown	Other	Struck Submerged Object	Struck by Propeller	Struck by Vessel	Skier Mishap	Sinking	Grounding	Flooding/ Swamping	Fire or Explosion (unknown origin)	Fire or Explosion (Other)	Fire or Explosion (Fuel)	Falls Overboard	Fall on Vessel	Fall in Vessel	Electrocution	Ejected from Vessel	Departed Vessel	Collision with Vessel	Collision with Floating Object	Collision with Fixed Object	Carbon Monoxide	Capsizing	Total Vessels Involved
All Types	3331	709	199	510	6	141	154	86	51	398	16	330	497	29	84	164	447	66	147	0	135	106	2547	64	501	19	359	6347
Air Thrust	29	2	0	2	0	0	3	0	0	0	1	6	5	0	0	1	1	0	1	0	4	0	2	0	10	0	3	37
Manual	182	170	18	152	2	3	4	0	1	1	0	2	31	0	1	0	41	0	2	0	0	5	16	4	32	0	156	301
Propeller	1789	388	129	259	4	103	117	75	23	329	11	244	397	24	70	132	194	28	99	0	60	69	1273	37	308	17	131	3745
Sail	42	16	2	14	0	4	3	0	0	0	0	14	7	0	0	1	4	0	4	0	0	0	41	0	3	2	24	105
Water Jet	998	51	32	19	0	10	17	9	2	21	4	25	39	2	8	13	40	4	13	0	5	8	239	12	69	2	37	579
Unknown	291	82	18	64	0	21	10	2	25	47	0	39	18	3	5	17	167	34	28	0	66	24	976	11	79	0	8	1580

Table 22 - NUMBER OF VESSELS IN ACCIDENTS BY PRIMARY ACCIDENT TYPE & ENGINE TYPE

Engine Type	Injuries	Total Deaths	Other Deaths	Drownings	Unknown	Other	Struck Submerged Object	Struck by Propeller	Struck by Vessel	Skier Mishap	Sinking	Grounding	Flooding/ Swamping	Fire or Explosion (unknown origin)	Fire or Explosion (Other)	Fire or Explosion (Fuel)	Falls Overboard	Fall on Vessel	Fall in Vessel	Electrocution	Ejected from Vessel	Departed Vessel	Collision with Vessel	Collision with Floating Object	Collision with Fixed Object	Carbon Monoxide	Capsizing	Total Vessels Involved
Inboard	384	41	22	19	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	6
Electric Trolling	2	5	1	4	1	23	28	20	5	117	3	75	60	10	32	42	26	10	22	0	6	10	425	5	82	11	5	1018
Outboard	779	258	63	195	2	46	51	18	7	57	5	80	265	6	9	23	138	10	38	0	38	38	514	22	291	20	0	1624
Sterndrive	575	66	40	26	1	29	36	34	10	144	3	82	56	8	26	62	22	8	32	0	13	20	291	10	71	5	8	971
Unknown	49	18	3	15	0	5	2	3	1	11	0	7	14	0	3	5	7	0	7	0	3	1	43	0	8	1	5	126

RECREATIONAL BOATING STATISTICS 2008

OPERATOR & PASSENGER INFORMATION

BOAT Responsibly

Explanation of Operator/Passenger Information Section

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

Operator Information (Table 23, Page 42)
This table provides information about the operator. Information covers a variety of topics including age, boating operation hours experience, number of people onboard the vessel, and the boating safety instruction level of the operator.

Life Jacket Availability on Vessels & Use by Cause of Death (Table 24, Page 43)
This table examines the availability and accessibility of life jackets on vessels. It also provides information regarding the use of life jackets by deceased victims.

Number of Deaths by Type of Operator Boating Instruction (Table 25 & Figure 6, Page 44)
This table and accompanying figure focus on boating safety instruction for those operators who had one person die on their vessel. The table and figure both focus on instruction provided by the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, American Red Cross, and State sources. The figure examines only deaths where the operator instruction was known.

Number of Deaths by Vessel Type (Table 26 & Figure 7, Page 45)
This table documents the cause of death by vessel type and life jacket wear. It also provides the total number of deaths by type of vessel.

Number of Injured Victims by Age & Vessel Type (Table 27, Page 46)
This table documents the age of injured victims by vessel type.

Number of Deceased Victims by Age & Vessel Type (Table 28, Page 47)
This table documents the age of fatal victims by vessel type. It also delineates the number of drownings, non-drownings, and total deaths by age.

Table 23 ▪ OPERATOR INFORMATION 2008				
		Vessels Involved	Deaths	Injuries
		6347	709	3331
Age of Operator	12 years and under	31	1	22
	13 to 18 years	395	26	235
	19 to 25 years	680	76	428
	26 to 35 years	816	67	540
	36 to 55 years	1823	239	1112
	Over 55 years	692	148	326
	Unknown	1910	152	668
Operator's Experience	None	48	7	27
	Under 10 hours	465	36	249
	10 to 100 hours	1101	78	619
	101 to 500 hours	1887	155	1041
	Over 500 Hours	656	64	357
	Unknown	2190	369	1038
Number of Persons on Board	None	311	3	33
	One	1660	177	668
	Two	1604	244	891
	Three	705	98	474
	Four	509	54	378
	Five	316	23	233
	Six	258	28	203
	Seven	128	4	83
	Eight	80	7	61
	Nine	64	4	72
	Ten	38	7	29
	More than 10	46	2	23
	Unknown	628	58	183
Education of Operator	Informal	270	16	177
	American Red Cross	29	0	10
	State Course	597	28	355
	US Power Squadrons	106	4	55
	USCG Auxiliary	314	6	166
	Other	330	20	183
	None	2740	277	1582
	Unknown	1961	358	803

Table 24 ▪ LIFE JACKET INFORMATION

		Vessels Involved	Deaths	
Life Jackets on Vessels	Approved, Accessible	4548	405	
	Approved, Not Accessible	86	21	
	Approved, Not known if accessible	469	40	
	Not Onboard	223	131	
	Unknown	1021	112	
Life Jacket Usage Among Cause of Death Categories	**Cause of Death**	**Worn**	**Not Worn**	**Unknown if Worn**
	Carbon Monoxide	0	11	0
	Cardiac arrest	1	6	0
	Drowning	46	459	5
	Hypothermia	7	5	0
	Trauma	33	90	1
	Other	1	7	0
	Unknown	2	32	3
	Totals	90	610	9

BOATING SAFETY INSTRUCTION

Table 25 ▪ NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2008

Type of Boating Instruction	Deaths
American Red Cross	0
U.S. Power Squadron	4
U.S. Coast Guard Auxiliary	6
Informal	16
State	28
Other	20
None	277
Total Deaths - Known Operator Instruction	351
Total Deaths - Unknown Operator Instruction	358
Total Deaths - Known & Unknown Operator Instruction	709

Figure 6 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION 2008

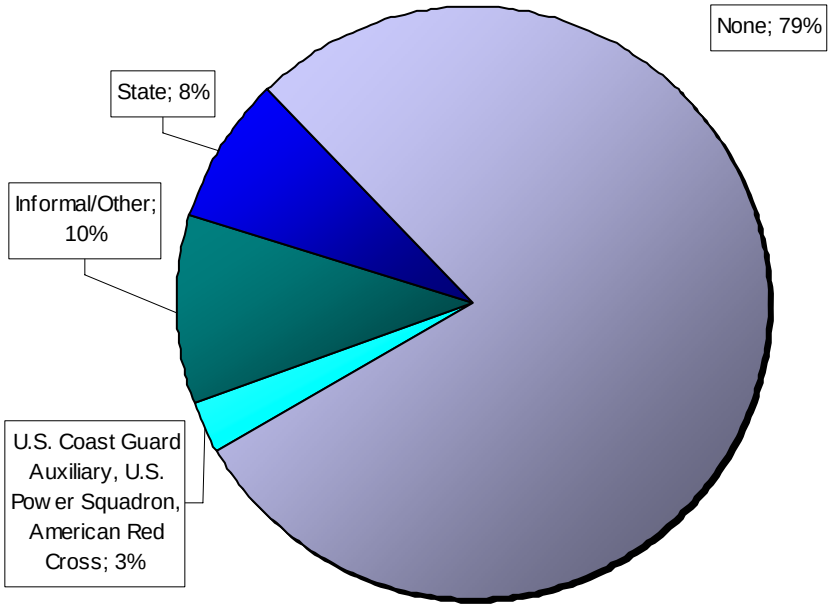


Table 26 ▪ NUMBER OF DEATHS BY VESSEL TYPE 2008

Boat Type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	2	0	2	100%
Auxiliary Sail	8	7	15	53%
Cabin Motorboat	27	32	59	46%
Canoe	70	10	80	88%
Houseboat	0	5	5	0%
Inflatable	8	0	8	100%
Kayak	30	4	34	88%
Open Motorboat	252	101	353	71%
Personal Watercraft	17	28	45	38%
Pontoon	15	2	17	88%
Raft	12	2	14	86%
Rowboat	39	4	43	91%
Sail (unknown)	1	0	1	100%
Sail Only	9	0	9	100%
Other	15	3	18	83%
Unknown	5	1	6	83%
Total	510	199	709	72%

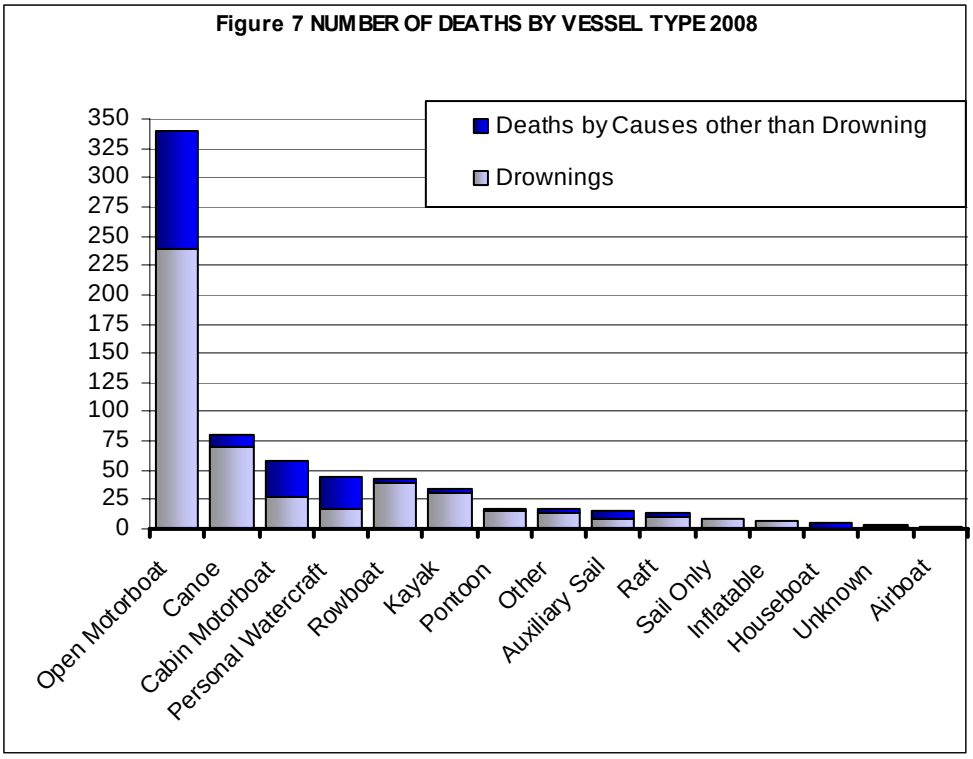


Table 27 ▪ NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2008

Age of Injured Victim	Total Injuries	Airboat	Aux. Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	PWC	Pontoon Boat	Raft	Rowboat	Sailboat (only)	Sailboat (unknown)	Other	Not Reported
Total	3331	25	42	296	96	16	14	33	1669	920	72	25	48	26	4	10	35
0	4	0	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0
1	6	0	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0
2	6	0	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0
3	10	0	0	0	2	0	0	0	5	2	0	0	0	1	0	0	0
4	10	1	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0
5	17	0	0	2	0	0	0	0	11	4	0	0	0	0	0	0	0
6	19	0	0	3	2	1	0	0	7	4	1	0	0	1	0	0	0
7	8	0	0	1	0	0	0	0	4	2	1	0	0	0	0	0	0
8	17	0	0	0	1	0	1	1	10	4	0	0	0	0	0	0	0
9	20	0	0	2	1	0	0	0	9	7	1	0	0	0	0	0	0
10	33	0	0	4	1	0	1	0	17	9	0	0	1	0	0	0	0
11	30	0	0	2	1	0	2	0	16	6	3	0	0	0	0	0	0
12	44	0	0	1	0	0	0	0	31	7	2	0	0	3	0	0	0
0 - 12	224	1	0	17	9	1	4	1	128	47	9	0	1	6	0	0	0
13 - 19	445	3	0	8	15	1	0	1	190	208	7	3	3	2	0	1	3
20 - 29	579	1	1	26	12	1	1	6	282	220	12	2	4	1	0	2	8
30 - 39	439	2	4	53	9	1	2	6	221	124	8	2	3	4	0	0	0
40 - 49	421	9	3	65	11	2	1	1	208	100	11	5	1	1	0	1	2
50 - 59	287	3	4	38	12	5	1	7	166	34	8	1	5	1	1	1	0
60 - 69	122	3	6	13	3	1	2	1	74	11	0	0	4	2	0	1	1
70 - 79	53	0	3	9	1	2	0	0	31	3	0	0	1	1	0	2	0
80 and Over	10	0	0	2	0	0	0	0	8	0	0	0	0	0	0	0	0
Unknown	751	3	21	65	24	2	3	10	361	173	17	12	26	8	3	2	21

Table 28 ▪ NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2008

Age of Deceased Victim	Type of Vessel																Drownings	Other Deaths	Total Deaths
	Airboat	Auxiliary sail	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Raft	Rowboat	Sail (only)	Sail (unknown)	Other	Unknown			
Total	2	15	59	80	5	8	34	353	45	17	14	43	9	1	18	6	510	199	709
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
11	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2
12	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2
0-12	0	0	1	2	0	0	0	4	3	0	0	0	1	0	0	0	7	4	11
13 - 19	0	0	0	7	0	1	5	20	12	1	0	3	1	0	10	0	46	14	60
20 - 29	0	0	3	22	0	2	3	50	10	3	2	5	1	0	2	1	73	31	104
30 - 39	1	1	5	6	1	0	7	30	5	0	0	3	0	0	1	1	45	16	61
40 - 49	1	1	15	20	2	2	3	65	6	3	4	3	1	0	2	3	92	39	131
50 - 59	0	3	11	6	1	1	5	59	2	3	6	3	1	0	0	0	76	25	101
60 - 69	0	8	5	6	1	0	3	42	2	2	0	12	1	1	1	0	57	27	84
70 - 79	0	1	4	1	0	0	2	20	0	1	0	5	0	0	0	1	31	4	35
80 and Over	0	0	0	0	0	1	0	9	0	1	0	3	0	0	0	0	13	1	14
Unknown	0	1	15	10	0	1	6	54	5	3	2	6	3	0	2	0	70	38	108

CASUALTY DATA

BOAT Responsibly

Explanation of Casualty Data Section

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

Accidents & Casualties by Year, 1996-2008 (Figure 8 & Table 29, Page 50)
This figure and table document the number of accidents and casualties from 1996-2008.

Accident, Casualty & Damage Data by State (Table 30, Page 51)
This table provides accident, casualty, and damage information by state for the year 2008. Accidents are broken down into three levels of severity– fatal accidents, non-fatal injury accidents, and property damage only accidents. This table also provides the number of casualties and property damage by state.

Distribution of Recreational Boating Deaths by State (Figure 9, Page 52)
This figure provides the percentage that each state contributed to the national death count. So, for instance, Texas had 61 deaths. Out of the total national death count of 709, Texas contributed 8.6% ((61/709) * 100) of deaths to the national count.

Annual Recreational Boating Fatality Rates 1996-2008 (Figure 10 & Table 31, Page 53)
This table provides the fatality rates from 1996-2008. The fatality rate is calculated by dividing the number of fatalities by the total national vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. The accompanying figure shows the trend of fatality rates from 1996-2008.

States Coded by their 2008 Fatality Rate (Figure 11, Page 54)
This figure displays states that are color-coded depending on their fatality rate which is expressed as the number of deaths that occurred in that state per 100,000 vessels that that state registered. It is important to note that not all states register the same types of vessels which could skew the fatality rates provided. Please see Table 38, Recreational Registration Data by State 2007-2008 to view the Scope of each state's registration system.

Five-year Summary of Selected Accident Data by State (Table 32, Page 55)
This table examines the number of accidents, fatal accidents, and fatalities by state for years 2004-2008.

Number of Accidents by Primary Accident Type & State (Table 33, Page 56-57)
This table documents the first accident event by state. It also provides information about the total number of accidents and casualties by state.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 58)
This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Life Jacket Wear, Cause of Death, & Vessel Type (Table 35, Page 58)
This table displays the number of fatal victims by vessel type and cause of death. The table also provides information on whether the deceased victim was wearing a life jacket.

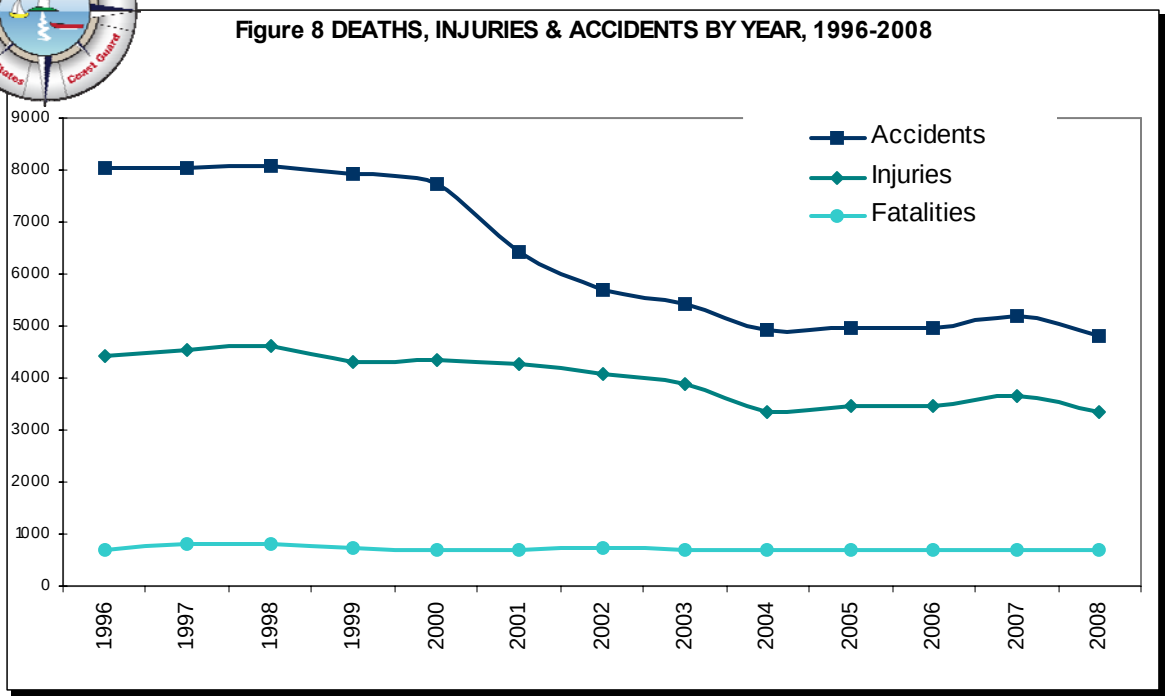


Table 29 ▪ DEATHS, INJURIES & ACCIDENTS BY YEAR, 1996-2008			
Year	Fatalities	Injuries	Accidents
1996	709	4442	8026
1997	821	4555	8047
1998	815	4612	8061
1999	734	4315	7931
2000	701	4355	7740
2001	681	4274	6419
2002	750	4062	5705
2003	703	3888	5438
2004	676	3363	4904
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789

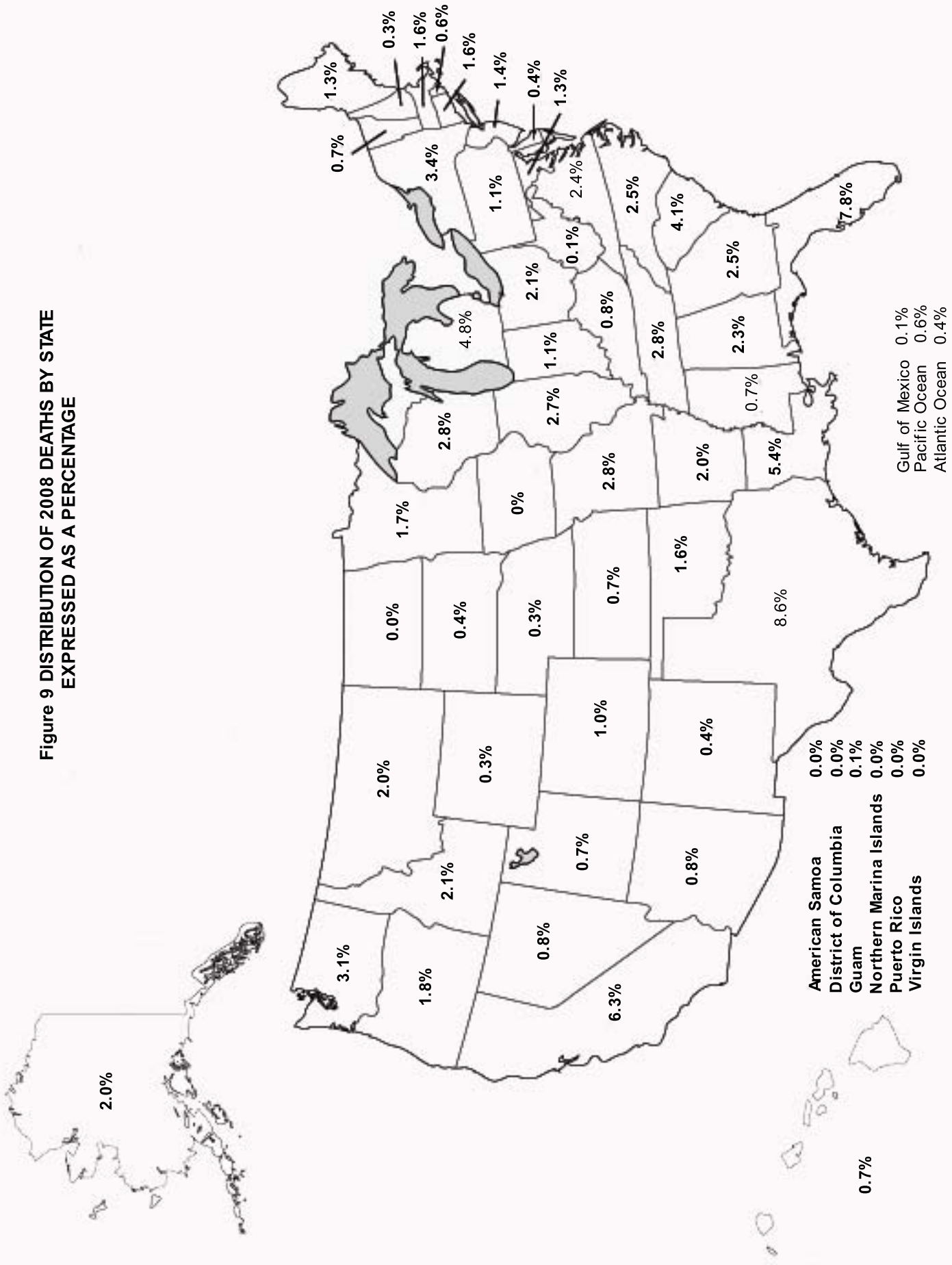
* On July 2, 2001, the Federal threshold of property damage for reports of accidents involving recreational vessels changed from $500 to $2000.

Table 30 ▪ ACCIDENT, CASUALTY & DAMAGE DATA BY STATE 2008

Jurisdiction	Number of Accidents				Persons Involved		
	Total Accidents	Fatal Accidents	Non-Fatal Injury Accidents	Property Damage Accidents	Deaths	Injured	Property Damage
Totals	**4789**	**619**	**2379**	**1791**	**709**	**3331**	**$54,282,587**
Alabama	76	11	25	40	16	44	$2,226,628
Alaska	44	11	12	21	14	24	$743,719
Arizona	158	5	99	54	6	116	$463,031
Arkansas	66	13	30	23	14	42	$259,021
California	520	39	279	202	45	376	$5,554,554
Colorado	39	7	17	15	7	33	$111,338
Connecticut	53	9	20	24	11	31	$1,133,366
Delaware	11	3	4	4	3	6	$280,765
Dist. of Columbia	2	0	1	1	0	2	$3,000
Florida	616	50	267	299	55	371	$22,715,343
Georgia	150	16	85	49	18	104	$425,433
Hawaii	21	5	0	16	5	0	$189,441
Idaho	65	15	29	21	15	34	$241,298
Illinois	119	14	52	53	19	79	$449,550
Indiana	55	7	28	20	8	38	$256,988
Iowa	38	0	25	13	0	30	$357,200
Kansas	38	4	14	20	5	16	$175,737
Kentucky	46	5	23	18	6	32	$707,302
Louisiana	110	31	55	24	38	98	$685,780
Maine	32	8	15	9	9	26	$96,226
Maryland	159	8	102	49	9	135	$872,979
Massachusetts	64	11	33	20	11	46	$510,118
Michigan	187	30	94	63	34	116	$858,762
Minnesota	86	12	50	24	12	59	$690,837
Mississippi	24	4	13	7	5	22	$364,800
Missouri	135	19	75	41	20	101	$706,889
Montana	31	12	14	5	14	20	$102,200
Nebraska	20	2	9	9	2	11	$98,650
Nevada	80	6	40	34	6	49	$367,937
New Hampshire	28	2	15	11	2	17	$53,087
New Jersey	140	7	64	69	10	97	$141,002
New Mexico	30	2	21	7	3	28	$77,845
New York	160	17	62	81	24	98	$1,789,950
North Carolina	148	16	89	43	18	121	$1,018,695
North Dakota	15	0	10	5	0	12	$47,990
Ohio	125	12	71	42	15	112	$902,722
Oklahoma	54	10	26	18	11	37	$716,700
Oregon	53	11	23	19	13	36	$465,563
Pennsylvania	59	8	37	14	8	54	$191,489
Rhode Island	35	4	10	21	4	15	$377,700
South Carolina	107	25	41	41	29	59	$1,603,152
South Dakota	16	3	5	8	3	10	$78,750
Tennessee	130	18	68	44	20	91	$1,493,851
Texas	218	55	104	59	61	167	$1,340,402
Utah	80	5	61	14	5	78	$172,800
Vermont	8	5	3	0	5	4	$21,600
Virginia	95	15	43	37	17	56	$370,168
Washington	98	18	46	34	22	72	$849,200
West Virginia	11	1	5	5	1	8	$28,000
Wisconsin	110	19	56	35	20	82	$345,964
Wyoming	11	2	6	3	2	7	$96,000
Guam	1	1	0	0	1	0	$0
Puerto Rico	1	0	1	0	0	3	$1,000
Virgin Islands	0	0	0	0	0	0	$0
Am. Samoa	0	0	0	0	0	0	$0
N. Marianas	1	0	0	1	0	0	$200
*Atlantic Ocean	6	3	1	2	3	5	$398,865
*Gulf	1	1	0	0	1	0	$0
*Pacific Ocean	3	2	1	0	4	1	$51,000

*1997 was the first year statistics were compiled for accidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf (of Mexico, Alaska, etc.). NJ did not submit property damage estimates to boats in 2008. However, NJ noted that accidents submitted to the Coast Guard that did not have an injury or death were considered to have $2000 or more in damages. The Coast Guard adjusted NJ's property damages to boats such that each accident without an injury or death had $2000 damages.

Figure 9 DISTRIBUTION OF 2008 DEATHS BY STATE EXPRESSED AS A PERCENTAGE



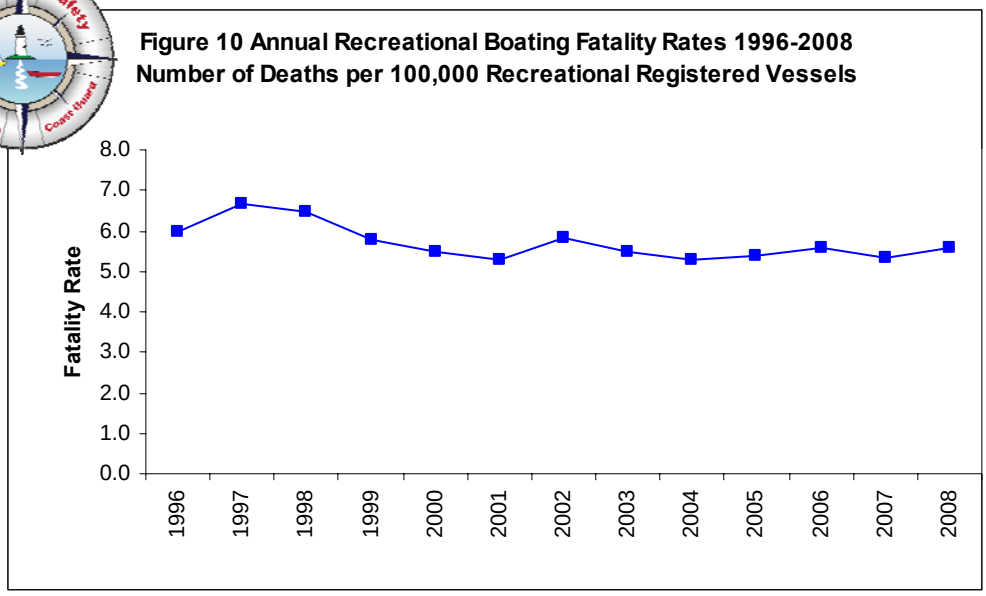
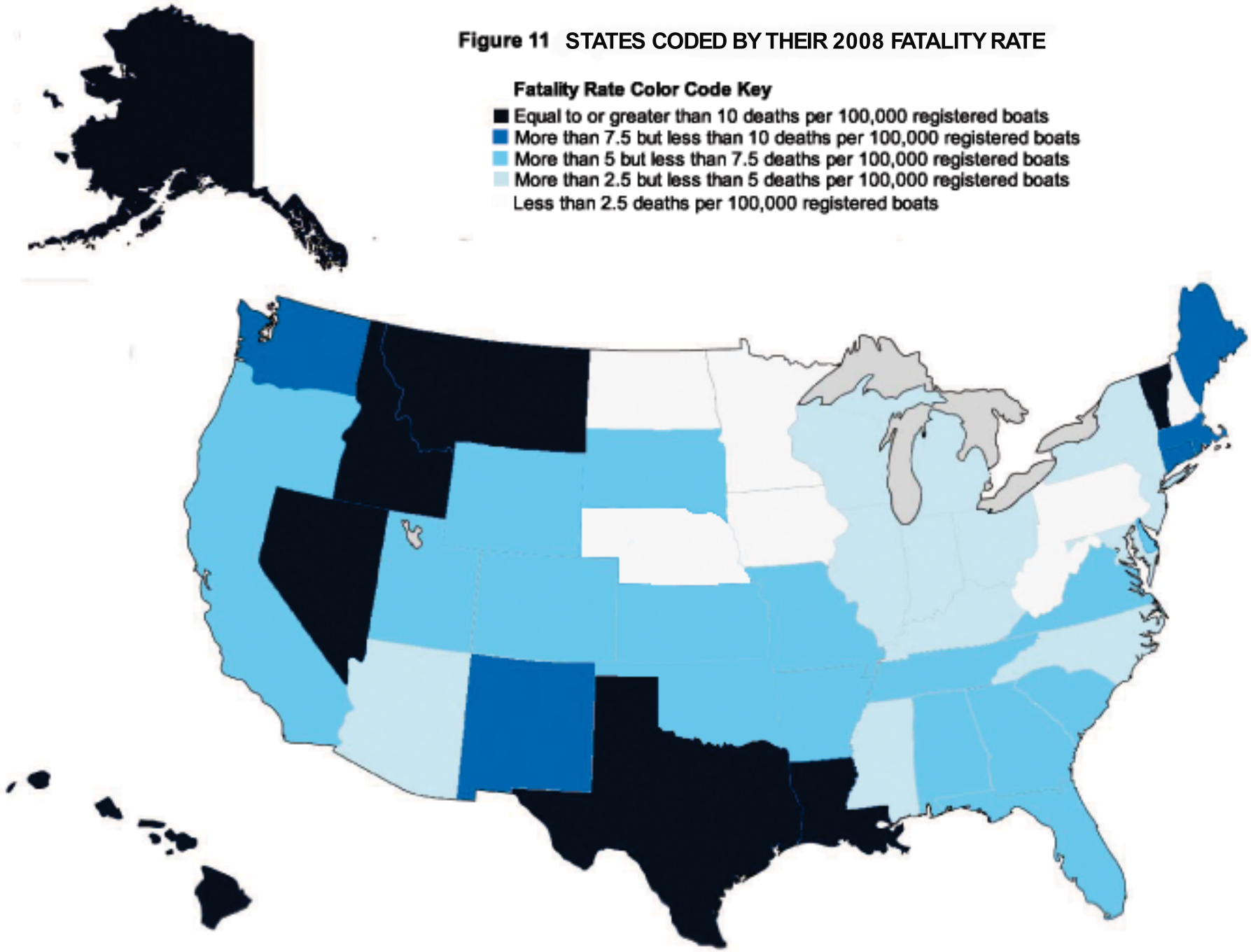


Table 31 ▪ ANNUAL RECREATIONAL BOATING FATALITY RATES 1996-2008			
Year	Total Deaths	Total Registered Vessels	Number of Deaths Per 100,000 Registered Vessels
1996	709	11,877,938	6.0
1997	821	12,312,982	6.7
1998	815	12,565,930	6.5
1999	734	12,738,271	5.8
2000	701	12,782,143	5.5
2001	681	12,876,346	5.3
2002	750	12,854,054	5.8
2003	703	12,794,616	5.5
2004	676	12,781,476	5.3
2005	697	12,942,414	5.4
2006	710	12,746,126	5.6
2007	685	12,875,568	5.3
2008	709	12,692,892	5.6

Figure 11 STATES CODED BY THEIR 2008 FATALITY RATE



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

Table 32 ▪ FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 2004-2008

	Total Number of Accidents					Fatal Accidents					Deaths				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Totals	4904	4969	4967	5191	4789	612	626	633	605	619	676	697	710	685	709
Alabama	70	69	87	96	76	17	15	19	10	11	20	16	24	11	16
Alaska	52	54	48	48	44	14	14	11	11	11	16	20	13	17	14
Arizona	174	194	209	167	158	10	5	14	8	5	11	5	14	8	6
Arkansas	55	68	55	81	66	5	12	6	15	13	8	13	8	18	14
California	603	630	569	601	520	35	55	39	48	39	43	58	42	55	45
Colorado	38	45	44	54	39	6	10	11	7	7	6	11	11	7	7
Connecticut	58	49	42	61	53	3	5	5	7	9	3	5	5	8	11
Delaware	16	18	9	15	11	1	1	2	2	3	1	1	2	2	3
Dist. of Columbia	3	1	1	4	2	2	0	1	0	0	2	0	1	0	0
Florida	713	603	633	663	616	60	67	60	67	50	66	78	68	75	55
Georgia	118	111	149	139	150	21	13	18	14	16	24	16	18	18	18
Hawaii	8	10	4	10	21	1	5	4	2	5	2	5	4	2	5
Idaho	70	54	74	63	65	9	5	7	7	15	10	6	10	8	15
Illinois	72	101	70	107	119	17	16	15	11	14	18	16	18	13	19
Indiana	51	41	51	32	55	7	3	6	5	7	7	4	6	7	8
Iowa	32	53	40	47	38	2	8	4	7	0	2	9	5	9	0
Kansas	36	24	39	24	38	2	4	5	5	4	2	4	5	6	5
Kentucky	46	58	65	59	46	9	14	13	13	5	9	20	15	13	6
Louisiana	156	126	119	119	110	35	33	21	28	31	44	35	24	30	38
Maine	41	46	56	90	32	6	13	12	13	8	6	16	12	15	9
Maryland	178	183	138	170	159	12	14	8	8	8	16	15	8	10	9
Massachusetts	55	45	46	36	64	9	8	9	9	11	9	9	10	9	11
Michigan	143	161	185	185	187	26	26	24	30	30	27	28	30	34	34
Minnesota	88	114	113	123	86	15	21	11	12	12	15	24	14	15	12
Mississippi	35	23	31	31	24	11	6	7	7	4	11	6	7	7	5
Missouri	172	202	175	168	135	15	22	16	7	19	15	24	17	7	20
Montana	12	12	16	24	31	5	5	6	4	12	5	7	6	4	14
Nebraska	36	28	33	31	20	6	2	4	6	2	6	2	6	7	2
Nevada	65	93	82	76	80	6	5	4	5	6	6	5	4	5	6
New Hampshire	35	45	79	54	28	2	1	5	5	2	2	1	5	6	2
New Jersey	124	100	84	136	140	8	4	10	8	7	8	4	11	8	10
New Mexico	21	31	34	38	30	0	5	0	1	2	0	5	0	1	3
New York	178	190	152	180	160	17	15	14	18	17	18	15	14	21	24
North Carolina	140	164	175	158	148	19	16	20	19	16	20	17	24	19	18
North Dakota	7	9	7	10	15	3	0	0	0	0	4	0	0	0	0
Ohio	105	132	111	121	125	7	11	12	11	12	7	12	12	14	15
Oklahoma	55	62	71	56	54	13	10	13	11	10	13	13	17	12	11
Oregon	50	51	47	60	53	9	14	17	9	11	9	15	20	9	13
Pennsylvania	58	61	56	64	59	11	9	19	10	8	11	12	25	11	8
Rhode Island	41	38	37	44	35	4	0	3	4	4	7	0	5	4	4
South Carolina	83	83	93	104	107	12	12	13	15	25	13	13	14	16	29
South Dakota	8	18	16	12	16	1	2	3	2	3	2	2	3	2	3
Tennessee	173	114	149	146	130	28	10	15	16	18	32	10	16	17	20
Texas	159	144	195	197	218	30	30	44	40	55	32	32	45	46	61
Utah	56	79	85	71	80	3	9	11	5	5	3	9	12	5	5
Vermont	5	2	1	3	8	1	0	1	1	5	1	0	1	1	5
Virginia	136	127	137	145	95	20	12	20	11	15	20	14	23	12	17
Washington	134	128	96	97	98	20	24	20	22	18	22	25	21	26	22
West Virginia	9	14	21	26	11	2	6	8	5	1	3	6	8	7	1
Wisconsin	107	127	99	119	110	24	17	10	18	19	24	20	10	18	20
Wyoming	3	10	19	8	11	1	2	3	3	2	1	3	3	4	2
Guam	2	5	2	1	1	2	2	1	0	1	6	2	1	0	1
Puerto Rico	8	7	10	7	1	3	1	4	1	0	3	1	5	2	0
Virgin Islands	5	0	0	3	0	1	0	0	0	0	1	0	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Marianas	3	4	3	0	1	1	1	0	0	0	1	1	0	0	0
*Atlantic Ocean	1	3	2	2	6	1	3	2	1	3	1	3	5	3	3
*Gulf	1	3	1	5	1	1	3	1	1	1	1	4	1	1	1
*Pacific Ocean	1	2	2	0	3	1	0	2	0	2	1	0	2	0	4

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

Table 33 - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2008

	Total Accidents	Capsizing	Carbon Monoxide	Collision with Fixed Object	Collision with Floating Object	Collision with Vessel	Departed Vessel	Ejected From Vessel	Electrocution	Fall in Vessel	Fall on Vessel	Falls Overboard	Fire/Explosion (fuel)	Fire/Explosion (non-fuel)	Fire/Explosion (unknown origin)	Flooding/Swamping	Grounding	Sinking	Skier Mishap	Struck by Vessel	Struck by Propeller	Struck Submerged Object	Other	Unknown	Drownings	Other Deaths	Total Deaths	Injuries
	4789	**348**	**18**	**446**	**59**	**1237**	**87**	**123**	**0**	**140**	**62**	**431**	**136**	**78**	**25**	**475**	**322**	**16**	**383**	**37**	**83**	**154**	**123**	**6**	**510**	**199**	**709**	**3331**
Totals	76	2	0	9	1	17	1	1	0	3	0	6	3	8	0	16	2	2	2	1	0	0	2	0	13	3	16	44
AL	44	5	0	0	2	9	2	1	0	0	1	2	2	0	0	8	7	0	0	0	0	1	3	0	6	8	14	24
AK	158	1	1	9	2	48	3	4	0	8	1	5	6	1	0	15	9	1	30	1	6	2	6	0	2	4	6	116
AZ	66	9	0	11	5	11	0	1	0	3	1	6	1	0	0	4	7	0	3	2	0	0	2	0	11	3	14	42
AR	520	35	1	21	2	152	7	7	0	15	0	53	13	10	0	57	48	0	54	7	9	11	18	0	29	16	45	376
CA	39	7	0	6	0	4	0	1	0	1	0	3	0	0	0	11	3	1	1	0	0	1	2	0	6	1	7	33
CO	53	9	0	2	0	17	0	0	0	0	0	5	1	1	0	4	7	0	2	0	0	5	0	0	9	2	11	31
CT	11	2	0	3	0	2	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	3	6
DE	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DC	616	30	1	106	5	190	8	25	0	11	16	45	8	6	11	66	31	1	8	5	13	20	10	0	42	13	55	371
FL	150	4	2	25	1	25	4	4	0	6	3	18	3	4	0	7	9	0	25	1	3	1	5	0	13	5	18	104
GA	21	4	0	0	0	2	0	0	0	0	0	1	0	0	0	6	6	1	0	0	0	0	0	1	4	1	5	0
HI	65	9	0	4	0	17	0	2	0	0	0	1	2	2	0	3	2	0	15	0	3	2	3	0	9	6	15	34
ID	119	2	2	10	1	39	4	4	0	5	0	9	4	3	0	20	4	0	6	1	1	2	2	0	12	7	19	79
IL	55	11	0	4	0	13	4	1	0	0	0	4	0	1	0	4	1	0	6	0	1	3	2	0	8	0	8	38
IN	38	3	0	5	1	14	2	0	0	0	0	1	1	1	0	3	2	0	2	0	0	2	1	0	0	0	0	30
IA	38	3	0	1	0	10	1	2	0	0	1	5	6	1	0	5	0	0	0	0	1	1	1	0	5	0	5	16
KS	46	2	0	4	0	15	0	0	0	2	2	3	0	1	0	6	6	0	4	0	0	1	0	0	3	3	6	32
KY	110	2	0	28	5	26	1	2	0	4	0	18	1	0	0	6	4	0	3	1	3	6	0	0	28	10	38	98
LA	32	4	1	1	0	7	1	1	0	0	0	4	0	0	0	7	1	0	2	0	0	1	2	0	7	2	9	26
ME	159	10	1	10	2	24	3	7	0	13	4	27	0	2	8	16	9	0	19	0	1	1	2	0	7	2	9	135
MD	64	7	0	1	4	23	1	0	0	1	4	10	2	1	0	2	5	1	1	1	0	0	0	0	8	3	11	46
MA	187	15	1	15	1	47	8	2	0	6	0	26	6	4	0	23	8	0	17	1	2	1	4	0	25	9	34	116
MI	86	8	0	4	0	24	1	1	0	1	1	13	3	1	0	6	4	0	12	0	0	4	3	0	10	2	12	59
MN	24	2	0	2	0	6	0	0	0	0	0	2	3	1	0	1	1	1	3	0	0	2	0	0	4	1	5	22
MS	135	10	0	14	2	33	2	5	0	16	1	10	8	2	0	10	3	0	11	2	3	3	0	0	15	5	20	101
MO	31	5	0	6	0	7	3	0	0	1	0	2	0	0	0	2	3	1	1	0	0	0	0	0	11	3	14	20
MT	20	1	0	1	0	6	0	0	0	1	0	1	0	0	0	1	4	1	4	0	0	0	0	0	1	1	2	11
NE	80	2	0	1	0	18	3	5	0	1	1	4	1	0	0	13	15	0	9	0	1	3	0	0	4	2	6	49
NV																												

Table 33 Continued - NUMBER OF ACCIDENTS BY PRIMARY ACCIDENT TYPE & STATE 2008

	Injuries	Total Deaths	Other Deaths	Drownings	Unknown	Other	Struck Submerged Object	Struck by Propeller	Struck by Vessel	Skier Mishap	Sinking	Grounding	Flooding/Swamping	Fire/Explosion (unknown origin)	Fire/Explosion (non-fuel)	Fire/Explosion (fuel)	Falls Overboard	Fall on Vessel	Fall in Vessel	Electrocution	Ejected From Vessel	Departed Vessel	Collision with Vessel	Collision with Floating Object	Collision with Fixed Object	Carbon Monoxide	Capsizing	Total Accidents
NH	17	2	1	1	0	0	2	0	0	9	0	4	0	0	2	0	1	1	2	0	1	0	3	0	2	0	1	28
NJ	97	10	5	5	1	4	7	0	0	1	1	13	11	0	6	3	5	8	4	0	2	1	51	2	11	0	9	140
NM	28	3	0	3	0	2	2	0	0	3	0	3	3	0	0	1	2	1	0	0	1	0	5	0	2	0	5	30
NY	98	24	8	16	1	8	17	4	0	11	1	14	9	1	1	12	4	1	5	0	7	3	34	3	12	0	16	160
NC	121	18	3	15	0	2	4	1	2	11	0	9	11	1	4	2	18	1	5	0	3	3	45	1	24	0	1	148
ND	12	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	2	0	0	0	1	0	8	0	1	0	0	15
OH	112	15	3	12	0	5	3	4	0	13	1	10	21	0	3	5	4	3	4	0	7	2	18	2	13	0	2	125
OK	37	11	5	6	0	0	1	3	0	5	0	3	8	0	0	5	4	0	2	0	2	2	11	0	5	0	3	54
OR	36	13	2	11	0	2	8	1	1	4	0	1	3	0	1	2	3	1	1	0	4	0	7	1	7	0	2	53
PA	54	8	4	4	1	1	1	3	0	4	1	1	2	0	1	2	8	0	1	0	4	0	17	1	15	0	1	59
RI	15	4	1	3	0	2	4	0	0	0	0	8	4	0	0	1	2	0	1	0	0	0	11	2	0	0	0	35
SC	59	29	11	18	0	6	7	0	0	1	0	7	9	0	2	3	14	0	1	0	1	1	30	2	15	1	7	107
SD	10	3	1	2	1	0	2	0	1	1	0	2	1	0	0	0	0	0	0	0	1	0	3	1	3	0	0	16
TN	91	20	4	16	0	3	6	3	1	15	1	10	10	0	4	7	20	4	3	0	0	2	22	3	7	2	0	130
TX	167	61	12	49	0	3	11	5	6	15	0	18	28	1	1	5	16	1	1	0	5	11	59	1	12	0	0	218
UT	78	5	2	3	0	7	1	2	0	27	0	4	4	0	1	4	7	2	5	0	1	2	9	0	0	0	0	80
VT	4	5	1	4	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2	0	0	0	0	8
VA	56	17	2	15	0	1	2	4	0	6	0	3	9	0	2	1	14	1	1	0	2	1	26	2	15	0	2	95
WA	72	22	12	10	0	1	1	4	3	3	1	6	7	0	1	6	3	1	3	0	6	1	27	2	8	0	2	98
WV	8	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	4	1	0	0	0	11
WI	82	20	3	17	0	3	0	2	0	11	0	4	5	4	0	2	17	0	5	0	3	2	30	3	5	0	14	110
WY	7	2	1	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	2	11
GU	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
VI	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
AT	5	3	1	2	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
GL	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PC	1	4	2	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3

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

Primary Injury	# of Injuries	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Raft	Rowboat	Sailboat	Sail (unknown)	Other	Not Reported
Abrasion	8	0	0	1	1	0	0	1	3	1	0	0	0	0	0	1	0
Amputation	46	0	1	4	0	0	1	0	25	11	3	0	0	0	0	0	1
Back Injury	215	1	3	14	1	0	0	0	131	55	6	1	0	0	0	1	2
Broken Bones	610	4	6	40	3	2	1	4	282	256	5	4	0	0	0	1	2
Burns	87	0	3	33	0	3	0	0	37	6	1	0	0	1	0	1	2
Carbon Monoxide	40	0	0	18	0	8	0	0	14	0	0	0	0	0	0	0	0
Contusion	428	7	5	31	5	1	1	4	186	167	10	3	1	2	1	0	4
Dislocation	64	0	1	4	1	0	0	2	33	19	0	1	0	2	0	1	0
Electrocution	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head Injury	432	2	3	37	1	0	0	1	235	137	12	2	1	0	0	0	1
Hypothermia	357	2	6	22	77	2	9	14	150	4	0	4	41	11	2	3	10
Internal Injuries	100	0	0	6	3	0	1	1	40	44	1	4	0	0	0	0	0
Laceration	604	6	8	57	1	0	0	2	329	153	24	4	3	7	1	2	7
Neck Injury	85	2	0	7	0	0	0	0	55	17	3	0	0	1	0	0	0
Shock	9	0	0	0	0	0	0	0	5	2	0	1	1	0	0	0	0
Spinal Injury	29	0	0	2	0	0	0	0	23	4	0	0	0	0	0	0	0
Sprain/Strain	102	1	0	10	0	0	1	1	63	24	1	0	0	0	0	0	1
Teeth and Jaw	20	0	0	2	2	0	0	0	7	9	0	0	0	0	0	0	0
Other	19	0	0	1	0	0	0	0	14	2	0	1	1	0	0	0	0
Unknown	76	0	6	7	1	0	0	3	37	9	6	0	0	2	0	0	5
All Injuries	3331	25	42	296	96	16	14	33	1669	920	72	25	48	26	4	10	35

Table 35 ▪ NUMBER OF FATAL VICTIMS BY LIFE JACKET WEAR, CAUSE OF DEATH & VESSEL TYPE 2008

Cause of Death	Life Jacket Worn?	Number of Deaths	Airboat	Auxiliary Sailboat	Cabin Motorboat	Canoe	Houseboat	Inflatable	Kayak	Open Motorboat	Personal Watercraft	Pontoon Boat	Raft	Rowboat	Sailboat	Sailboat	Other	Not Reported
Carbon Monoxide	No	11	0	0	5	0	5	0	0	1	0	0	0	0	0	0	0	0
Cardiac Arrest	Yes	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Cardiac Arrest	No	6	0	0	1	0	0	0	0	4	0	0	0	1	0	0	0	0
Drowning	Yes	46	0	1	3	6	0	2	9	14	4	0	2	1	2	0	0	2
Drowning	No	459	2	6	23	64	0	6	21	236	13	15	10	38	7	0	15	3
Drowning	Unk	5	0	1	1	0	0	0	0	2	0	0	0	0	0	1	0	0
Hypothermia	Yes	7	0	0	0	4	0	0	1	1	0	0	0	1	0	0	0	0
Hypothermia	No	5	0	0	2	1	0	0	0	1	0	0	0	1	0	0	0	0
Other	Yes	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Other	No	7	0	0	1	2	0	0	0	2	0	1	1	0	0	0	0	0
Trauma	Yes	33	0	0	0	0	0	0	1	10	21	0	0	0	0	0	1	0
Trauma	No	90	0	3	18	0	0	0	0	60	7	1	0	0	0	0	1	0
Trauma	Unk	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Unknown	Yes	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Unknown	No	32	0	3	4	3	0	0	2	18	0	0	0	1	0	0	1	0
Unknown	Unk	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
All Causes		709	2	15	59	80	5	8	34	353	45	17	14	43	9	1	18	6

RECREATIONAL BOATING STATISTICS 2008

REGISTRATION DATA

BOAT Responsibly

Explanation of Registration Data Section

The following section contains fives tables and figures that examine boat registration information. Registered vessels are those vessels that are required to be recorded by a state, which includes numbered vessels and other forms of registration. Without a record, a vessel cannot be legally operated. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

There are a few notes about the data in this section. First, Connecticut reported that their 2007 registration should have been 112,163. Total registration in the tables and graphs have not been updated to reflect this change. Ohio included 5576 livery vessels in their 2008 figures; they did not include 5522 livery vessels in their 2007 figure.

Recreational Vessel Registration by Year, 1980-2008 (Table 36 & Figure 12, Page 61)
This table provides information about recreational vessel registration for each year from 1980-2008. The accompanying figure displays a trend line from 1980-2008.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 62)
The top section of the table provides tallies for the number of mechanically-propelled vessels, the number of manually-propelled vessels, and a summation of these two categories. The middle section of the table documents mechanically-propelled vessel registration by length category and engine type. The bottom section of the table focuses on mechanically propelled vessels.

Registration Data by State (Table 38, Page 63)
This table examines recreational vessel registration by state. It provides a ranking of states by vessel registration, specifies the scope of the state's registration program, and provides a two-year comparison of registration information.

Distribution of 2008 Recreational Vessel Registration by State (Figure 13, Page 64)
This figure provides the percentage that each state contributed to national registration. So, for instance, California registered 858,853 vessels. Out of the total national registration of 12,692,892, California contributed 6.8% ((858,853/12,692,892) * 100) of registered vessels to the national count.

Table 36 - RECREATIONAL VESSELS REGISTERED BY YEAR, 1980-2008	
Year	Registered
1980	8,577,857
1981	8,905,097
1982	9,073,972
1983	9,165,094
1984	9,420,011
1985	9,589,483
1986	9,876,197
1987	9,963,696
1988	10,362,613
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,873,091
2008	12,692,892

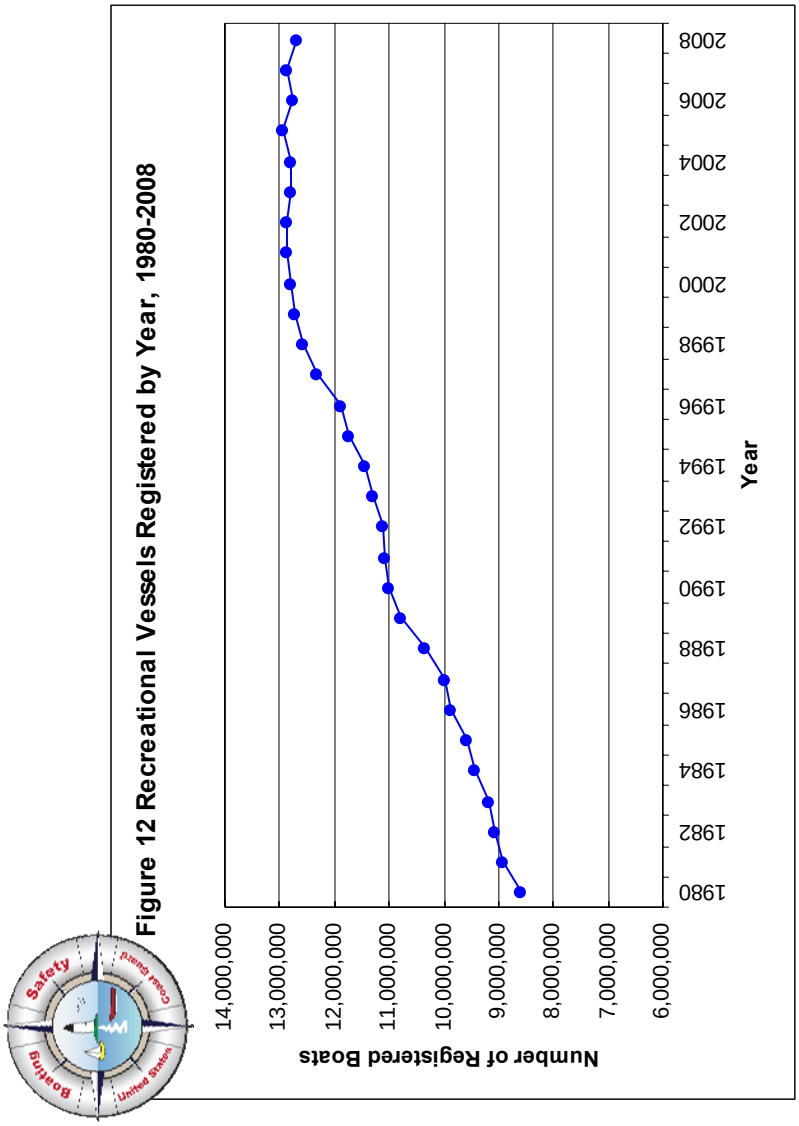


Table 37 ▪ RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2008

Mechanically Propelled	Not Mechanically Propelled	Total
11,841,281	851,611	12,692,892

STATE REGISTERED BOATS THAT ARE MECHANICALLY PROPELLED

	Means of Mechanical Propulsion			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Under 16 feet	1,363,596	3,424,355	179,860	9,672	12,406	4,989,889
16 to less than 26 feet	734,433	4,197,363	1,278,980	16,190	40,514	6,267,480
26 to less than 40 feet	173,974	113,352	162,540	40,381	11,332	501,579
40 to 65 feet	43,898	7,368	12,958	5,804	791	70,819
Over 65 feet	6,037	2,458	2,897	99	23	11,514
Total	2,321,938	7,744,896	1,637,235	72,146	65,066	11,841,281

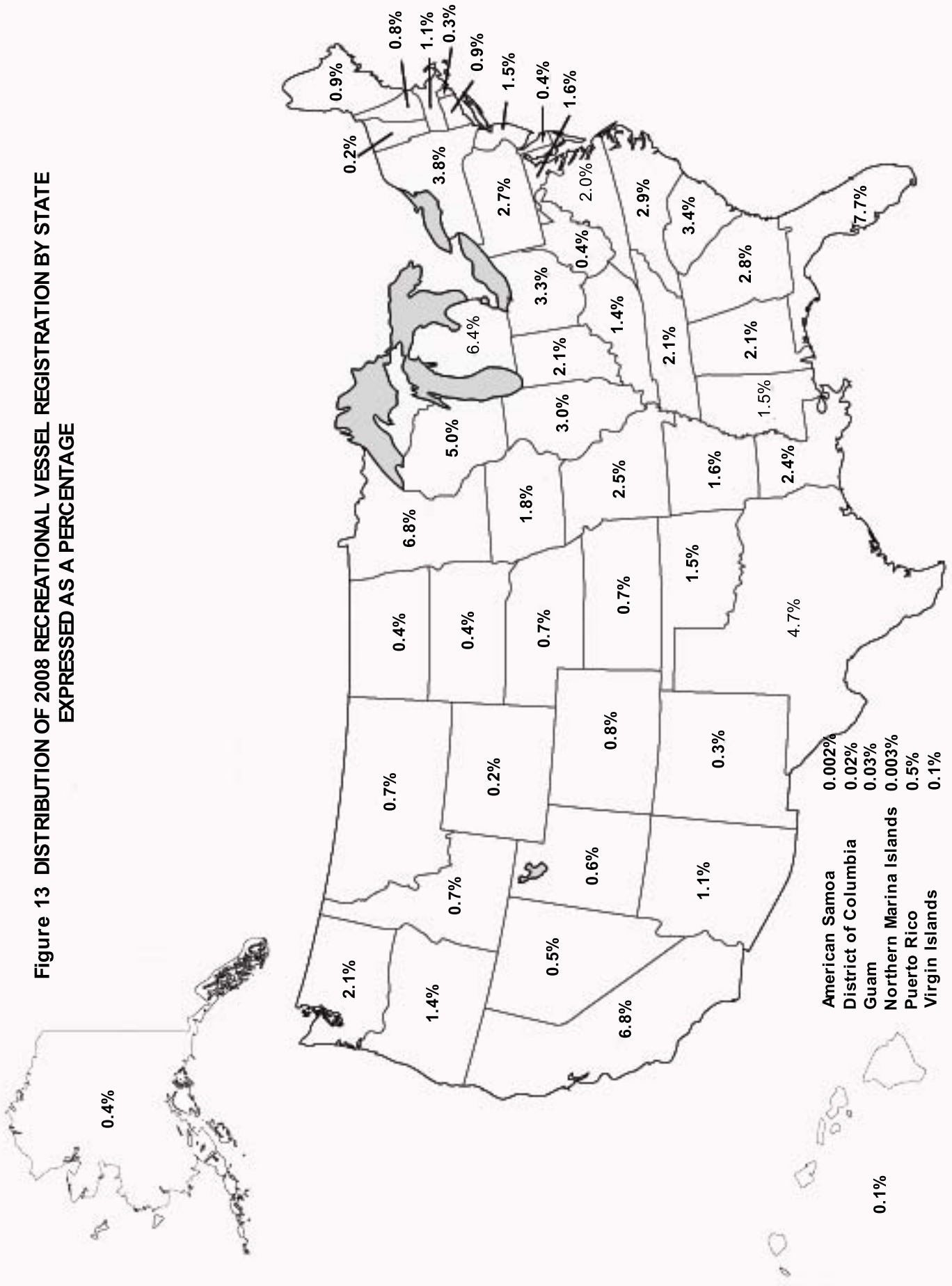
STATE REGISTERED BOATS NOT MECHANICALLY PROPELLED

Rowboats	Sailboats	Canoes/Kayaks	Other Boats	Total
105,790	127,869	384,770	233,182	851,611

Table 38 ▪ RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2007-2008				
	Rank	2008	2007	Scope of Current Boat Registration System
Nationally		**12,692,892**	**12,875,568**	
AL	16	272,558	274,176	All motorboats, sailboats and rental boats
AK	45	47,534	47,548	All undocumented powerboats
AS	56	27	106	All watercraft
AZ	30	140,291	144,570	All watercraft, except inflatables 12 feet in length or less
AR	22	199,104	206,195	All motorboats and sailboats
CA	3	858,853	964,881	All motorboats; sailboats over 8 feet in length
CO	34	95,330	98,055	All watercraft powered by motor or sail - sailboards exempt
CT**	31	110,650	108,539	All motorboats; sailboats 19.5 feet or more in length
DE	42	56,669	61,569	All motorboats
DC	54	2,922	2,866	All watercraft
FL	1	974,553	991,680	All motorboats
GA	12	350,479	344,597	All motorboats; sailboats 12 feet or more in length
GU	53	3,277	3,278	All watercraft (estimated)
HI	51	15,404	15,094	All motorboats; sailboats over 8 feet in length
ID	36	89,026	91,612	All motorboats and sailboats
IL	10	378,208	379,454	All watercraft, except non-profit org. owned canoes and kayaks
IN	17	271,532	241,474	All motorboats
IA	21	231,333	213,767	All watercraft with exceptions (a)
KS	35	91,067	93,900	All motorboats and sailboats
KY	28	173,981	176,716	All motorboats, except electric motors 1 hp or less
LA	15	302,753	301,249	All motorboats; sailboats more than 12 feet in length
ME	32	109,657	112,818	All motorboats
MD	23	199,087	202,892	All motorboats
MA	29	145,113	145,496	All motorboats
MI	4	816,752	830,743	All watercraft with exceptions (b)
MN	2	867,446	866,496	All motorboats with exceptions (c)
MS	25	191,312	180,356	All motorboats and sailboats
MO	14	322,253	321,782	All motorboats; sailboats over 12 feet in length
MT	37	84,988	79,651	All motorboats; sailboats 12 feet or more in length
NE	38	83,280	83,722	All motorboats
NV	41	57,519	59,895	All motorboats, sailboats, rowboats
NH	33	96,205	100,261	All motorboats; sailboats 20 feet or more in length
NJ	26	185,359	183,147	All watercraft with exceptions (d)
NM	48	33,304	38,100	All motorboats and sailboats
NY	7	485,541	494,020	All motorboats
NC	11	371,879	375,815	All motorboats; sailboats more than 14 feet in length
ND	46	46,067	53,519	All watercraft
CNMI	55	330	380	All motorboats
OH*	9	416,586	415,228	All watercraft; *5576 livery vessels included in '08; 5522 livery vessels not included in '07
OK	24	196,052	223,758	All watercraft
OR	27	180,063	184,147	All motorboats; sailboats 12 feet or more in length
PA	13	338,316	342,427	All motorboats and certain non-powered craft (e)
PR	40	59,580	62,360	All motorboats; vessels adapted to hold a motor
RI	47	42,524	43,665	All watercraft except canoes, kayaks & rowboats < 12 feet
SC	8	436,844	442,040	All watercraft
SD	43	56,604	53,570	All motorboats; all other boats over 12 feet in length
TN	18	271,475	274,914	All motorboats and sailboats
TX	6	597,428	599,567	All motorboats and sailboats 14 feet or more in length
UT	39	73,009	76,921	All motorboats and sailboats
VT	49	30,429	31,482	All motorboats
VI	52	6,915	5,455	All watercraft
VA	20	249,312	251,440	All motorboats
WA	19	264,393	270,789	All motorboats with exceptions (f); sailboats >16 ft in length
WV	44	49,930	63,064	All motorboats
WI	5	634,546	617,366	All motorboats; sailboats over 12 feet in length
WY	50	27,243	26,956	All motorboats and sailboats

(a) Iowa excludes inflatables under 7 feet in length and canoes/kayaks under 13 feet in length. (b) Michigan excludes manually propelled boats 16 feet or less in length, and nonmotorized rafts, canoes, and kayaks. (c) Minnesota excludes nonmotorized boats nine feet or less in length, duckboats during duckhunting season, and riceboats during harvest season and seaplanes. (d) New Jersey excludes non-motorized boats 12 feet or less in length and canoes, kayaks, racing shells and rowing sculls. (e) Pennsylvania registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission. (f) Washington excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive state waters. *OH included 5576 livery vessels in their 2008 figures; they did not include 5522 livery vessels in their 2007 figure; **CT reported that their 2007 number should have been 112,163. Totals for 2007 have not been updated to reflect this revision.

Figure 13 DISTRIBUTION OF 2008 RECREATIONAL VESSEL REGISTRATION BY STATE EXPRESSED AS A PERCENTAGE



U.S. DEPARTMENT OF HOMELAND SECURITY U. S. COAST GUARD CG-3865 (Rev. 12-06)	BOATING ACCIDENT REPORT	FORM APPROVED OMB NO. 1625-0003 EXPIRATION DATE

THE OPERATOR OF A VESSEL IS REQUIRED TO SUBMIT A REPORT IN WRITING TO THE STATE REPORTING AUTHORITY WHEN AS A RESULT OF AN OCCURRENCE THAT INVOLVES THE VESSEL OR ITS EQUIPMENT: (1) A PERSON DIES; OR (2) A PERSON IS INJURED AND REQUIRES MEDICAL TREATMENT BEYOND FIRST AID; OR (3) DAMAGE TO THE VESSEL AND OTHER PROPERTY TOTALS $2,000 OR MORE OR THERE IS A COMPLETE LOSS OF THE VESSEL; OR (4) A PERSON DISAPPEARS FROM THE VESSEL UNDER CIRCUMSTANCES THAT INDICATE DEATH OR INJURY. REPORTING AUTHORITIES MAY REQUIRE REPORTS OF PROPERTY DAMAGE LESS THAN $ 2,000. THIS REPORT MUST BE SUBMITTED WITHIN 48 HOURS OF THE OCCURRENCE IF A PERSON DIES, IS INJURED, OR DISAPPEARS FROM THE VESSEL. THE REPORT MUST BE SUBMITTED WITHIN 10 DAYS OF THE OCCURRENCE IF THERE IS ONLY DAMAGE TO THE VESSEL AND OTHER PROPERTY.
THE OWNER OF THE VESSEL SHALL SUBMIT THIS REPORT TO THE STATE REPORTING AUTHORITY IF THE OPERATOR CANNOT.

OVERALL ACCIDENT INFORMATION – TO BE COMPLETED BY THE OPERATOR OF THIS VESSEL (VESSEL A)

STATE	DATE OF ACCIDENT	TIME ☐ AM ☐ PM	NUMBER OF VESSELS INVOLVED
COUNTY		LOCATION ON THE WATER	
NEAREST CITY OR TOWN		NAME OF BODY OF WATER	

WEATHER FORECASTS / REPORTS AVAILABLE TO AND USED BY THE OPERATOR BEFORE AND DURING USE OF THE VESSEL ☐ YES ☐ NO

WEATHER (CHECK ALL THAT APPLY))	WATER CONDITIONS	WIND	VISIBILITY	ESTIMATED TEMPERATURE (DEGREES FAHRENHEIT)
☐ CLEAR ☐ RAIN ☐ CLOUDY ☐ SNOW ☐ FOG ☐ HAZY	☐ CALM (WAVES LESS THAN 6") ☐ CHOPPY (WAVES 6" TO 2') ☐ ROUGH (WAVES 2' TO 6') ☐ VERY ROUGH (GREATER THAN 6')	☐ NONE ☐ LIGHT (0 - 12 MPH) ☐ MODERATE (13 - 24 MPH) ☐ STRONG (25 - 54 MPH) ☐ STORM (55 MPH AND OVER)	DAY NIGHT ☐ GOOD ☐ ☐ FAIR ☐ ☐ POOR ☐	AIR ( ) WATER ( ) STRONG CURRENT ☐ YES ☐ NO

OPERATOR INFORMATION – TO BE COMPLETED BY THE OPERATOR OF VESSEL A

NAME	LAST	FIRST	MIDDLE INITIAL	☐ MALE ☐ FEMALE
ADDRESS	STREET	CITY	STATE	ZIP CODE
TELEPHONE NUMBER ( )		DATE OF BIRTH (MO/DAY/YR)		AGE IN YEARS

EXPERIENCE OPERATING THIS VESSEL	FORMAL INSTRUCTION (TRAINING) COURSE COMPLETED IN BOATING SAFETY
☐ UNDER 10 HOURS ☐ 10 TO 100 HOURS ☐ 100 TO 500 HOURS ☐ OVER 500 HOURS ☐ OTHER (SPECIFY)	☐ NONE ☐ STATE COURSE ☐ USCG AUXILIARY ☐ U.S. POWER SQUADRONS ☐ INTERNET (SPECIFY) ☐ OTHER (SPECIFY)
OPERATOR WEARING A USCG APPROVED LIFE JACKET AT THE TIME OF THE ACCIDENT ☐ YES ☐ NO	OPERATOR WEARING A SAFETY LANYARD (ENGINE SHUT OFF DEVICE) AT THE TIME OF THE ACCIDENT ☐ YES ☐ NO

INFORMATION ASSOCIATED WITH VESSEL A – TO BE COMPLETED BY THE OPERATOR OF VESSEL A

NUMBER OF PERSONS WHO DIED	NUMBER OF PERSONS DISAPPEARED	WAS VESSEL A TOTAL LOSS ☐ YES ☐ NO
NUMBER OF PERSONS INJURED REQUIRING MEDICAL TREATMENT BEYOND FIRST AID		AMOUNT OF DAMAGE TO THIS VESSEL $
AMOUNT OF DAMAGE TO OTHER PROPERTY $	TOTAL PROPERTY DAMAGE AMOUNT $	
DESCRIBE VESSEL DAMAGE	DESCRIBE OTHER PROPERTY DAMAGE	
VESSEL REGISTRATION NUMBER	HULL IDENTIFICATION NUMBER (HIN)	
VESSEL NAME	NAME OF VESSEL MANUFACTURER	
VESSEL MODEL	YEAR BUILT	VESSEL LENGTH (FEET AND INCHES)
VESSEL BEAM WIDTH AT WIDEST POINT (FEET AND INCHES)	DEPTH FROM TRANSOM (STERN) TO KEEL (BOTTOMMOST POINT) OF VESSEL	
VESSEL DOCUMENTATION NUMBER		NUMBER OF PERSONS ON BOARD VESSEL
RENTED VESSEL ☐ YES ☐ NO	CURRENT VESSEL SAFETY CHECK (VSC) DECAL ☐ YES ☐ NO	NUMBER OF PERSONS BEING TOWED

USCG APPROVED LIFE JACKETS ON BOARD THE VESSEL ☐ YES ☐ NO LIFE JACKETS ACCESSIBLE (CAPABLE OF BEING REACHED) ☐ YES ☐ NO NUMBER OF VESSEL OCCUPANTS (OPERATOR AND PASSENGERS) WEARING LIFE JACKETS AT THE TIME OF THE ACCIDENT	OPERATOR ARRESTED DUE TO BOATING UNDER THE INFLUENCE (BUI) FOR THIS ACCIDENT ONLY ☐ YES ☐ NO OPERATOR BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL	FIRE EXTINGUISHERS ON BOARD ☐ YES ☐ NO USED ☐ YES ☐ NO

VESSEL INFORMATION – TO BE COMPLETED BY THE OPERATOR OF VESSEL A

TYPE OF VESSEL

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

TYPE OF HULL MATERIAL

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

TYPE OF ENGINE USED TO PROPEL THE VESSEL

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

ENGINE (S) USED TO PROPEL THE VESSEL

NUMBER OF ENGINES

TOTAL HORSEPOWER

TYPE OF PROPULSION

- ☐ PROPELLER
- ☐ WATER JET
- ☐ MANUAL
- ☐ SAIL
- ☐ AIR THRUST
- ☐ OTHER (SPECIFY)

TYPE OF FUEL

- ☐ GASOLINE
- ☐ DIESEL
- ☐ ELECTRIC

OPERATION AT TIME OF ACCIDENT

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

ACTIVITY AT TIME OF ACCIDENT

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

TYPE OF ACCIDENT (NUMBER BY ORDER OF OCCURRENCE)

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

DID THE ACCIDENT RESULT IN A "HIT AND RUN"

- ☐ YES
- ☐ NO

VESSEL SPEED AT THE TIME OF THE ACCIDENT

- ☐ NOT MOVING
- ☐ UNDER 10 MPH
- ☐ 10 - 20 MPH
- ☐ 21 - 40 MPH
- ☐ OVER 40 MPH

CONTRIBUTING FACTORS (CHECK ALL THAT APPLY)

- ☐ ALCOHOL USE
- ☐ CARELESS/RECKLESS OPERATION
- ☐ CONGESTED WATERS
- ☐ DAM / LOCK
- ☐ DRUG USE
- ☐ EQUIPMENT FAILURE
- ☐ EXCESSIVE SPEED
- ☐ FAILURE TO VENT
- ☐ FORCE OF WAKE / WAKE
- ☐ HAZARDOUS WATERS
- ☐ HULL FAILURE
- ☐ IGNITION OF SPILLED FUEL OR VAPOR
- ☐ IMPROPER ANCHORING
- ☐ IMPROPER LOADING
- ☐ FAILURE TO YIELD
- ☐ LACK OF / OR IMPROPER BOAT LIGHTS
- ☐ MACHINERY FAILURE
- ☐ NO PROPER LOOKOUT
- ☐ NAVIGATION AID MISSING / INADEQUATE
- ☐ OPERATOR INATTENTION
- ☐ OPERATOR INEXPERIENCE
- ☐ OVERLOADING
- ☐ PASSENGER / SKIER BEHAVIOR
- ☐ RESTRICTED VISION
- ☐ RULES OF THE ROAD VIOLATION
- ☐ SHARP TURN
- ☐ STANDING / SITTING ON GUNWHALE, BOW, OR TRANSOM
- ☐ STARTING IN GEAR
- ☐ SUDDEN MEDICAL CONDITION (HEART ATTACK, STROKE, SEIZURE)
- ☐ WEATHER (HEAVY)
- ☐ LACK OF / IMPROPER SKI OBSERVER
- ☐ OTHER (SPECIFY):

SPECIFY "EQUIPMENT FAILURE"

- ☐ AUXILIARY EQUIPMENT FAILURE (e.g., GENERATOR)
- ☐ COMMUNICATION EQUIPMENT FAILURE
- ☐ FIRE EXTINGUISHER NOT SERVICEABLE
- ☐ SAIL DISMASTING
- ☐ SEAT BROKE LOOSE
- ☐ SOUND PRODUCING EQUIPMENT FAILURE
- ☐ VISUAL DISTRESS SIGNALS FAILED

SPECIFY "MACHINERY FAILURE"

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

INJURED VICTIMS ASSOCIATED WITH VESSEL A (IF MORE THAN 1 INJURY, ATTACH ADDITIONAL FORMS)

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

INJURY REQUIRING MEDICAL TREATMENT BEYOND FIRST AID ☐ YES ☐ NO
WAS INJURED VICTIM ADMITTED TO A HOSPITAL ☐ YES ☐ NO

WAS A LIFE JACKET WORN BY THE VICTIM ☐ YES ☐ NO

WAS THE LIFE JACKET WORN BY THE VICTIM INFLATABLE ☐ YES ☐ NO

TYPE OF LIFE JACKET WORN ☐ TYPE I ☐ TYPE II ☐ TYPE III ☐ TYPE V

TYPE IV PERSONAL FLOTATION DEVICE (THROWABLE) USED ☐ YES ☐ NO

INJURY CAUSED BY (CHECK ALL THAT APPLY)

EXPOSURE TO ELEMENTS	☐ YES	☐ NO
IMPACT WITH FIXED / FLOATING OBJECT	☐ YES	☐ NO
IMPACT WITH VESSEL	☐ YES	☐ NO
IMPACT WITH WATER	☐ YES	☐ NO
BEING STRUCK BY THE VESSEL	☐ YES	☐ NO
BEING STRUCK BY THE PROPELLER	☐ YES	☐ NO

OTHER (PLEASE SPECIFY):

ALCOHOL USE APPARENT BY THE INJURED VICTIM ☐ YES ☐ NO

BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL:

DRUG USE APPARENT BY THE INJURED VICTIM ☐ YES ☐ NO

SPECIFY THE TYPE (S) OF DRUGS BEING USED:

TYPE OF PRIMARY INJURY (CHECK ONE IN EACH COLUMN BELOW)

BODY REGION (CHECK ONE)

___ HEAD / FACE
___ NECK
___ BACK
___ CHEST / ABDOMEN
___ SHOULDER / ARM
___ WRIST / HAND / FINGER
___ PELVIS / HIP
___ KNEE / LEG
___ ANKLE / FOOT / TOE

NATURE OF INJURY (CHECK ONE)

___ ABRASION / CONTUSION (BRUISE)
___ AMPUTATION
___ CARBON MONOXIDE POISONING
___ CONCUSSION / BRAIN INJURY
___ DISLOCATION
___ FRACTURE / BROKEN BONE
___ HEART ATTACK
___ INTERNAL ORGAN INJURY
___ LACERATION / CUT
___ SPINAL CORD INJURY
___ SPRAIN / STRAIN

PRIMARY INJURY:
BODY REGION: ___
OTHER (SPECIFY):

PRIMARY INJURY:
NATURE OF INJURY: ___
OTHER (SPECIFY):

SECONDARY INJURY:
BODY REGION: ___
OTHER (SPECIFY):

SECONDARY INJURY:
NATURE OF INJURY: ___
OTHER (SPECIFY):

VICTIM STATUS AT THE TIME OF THE ACCIDENT

☐ OPERATOR ☐ PASSENGER ☐ SWIMMER ☐ WATER SKIER
☐ OTHER (SPECIFY)

VICTIM ACTIVITY AT THE TIME OF THE ACCIDENT

☐ FISHING ☐ HUNTING ☐ SCUBA DIVING / SNORKLING
☐ SWIMMING ☐ TUBING ☐ WATERSKIING
☐ OTHER (SPECIFY):

DECEASED VICTIMS ASSOCIATED WITH VESSEL A (IF MORE THAN 1 DEATH, ATTACH ADDITIONAL FORMS)

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

CAUSE OF DEATH

☐ DROWNING
☐ TRAUMA
☐ CARBON MONOXIDE POISONING
☐ HEART ATTACK
☐ HYPOTHERMIA
☐ ELECTROCUTION
☐ OTHER (SPECIFY)

WAS VICTIM STRUCK BY THE PROPELLER
☐ YES ☐ NO

WAS VICTIM STRUCK BY THE VESSEL
☐ YES ☐ NO

VICTIM STATUS AT THE TIME OF THE ACCIDENT

☐ OPERATOR
☐ PASSENGER
☐ SWIMMER
☐ WATER SKIER
☐ OTHER (SPECIFY):

WAS A LIFE JACKET WORN BY THE VICTIM ☐ YES ☐ NO

WAS THE LIFE JACKET WORN BY THE VICTIM INFLATABLE ☐ YES ☐ NO

TYPE OF LIFE JACKET WORN ☐ TYPE I ☐ TYPE II ☐ TYPE III ☐ TYPE V

TYPE IV PERSONAL FLOTATION DEVICE (THROWABLE) USED ☐ YES ☐ NO

VICTIM ACTIVITY AT THE TIME OF THE ACCIDENT

☐ FISHING ☐ HUNTING ☐ SCUBA DIVING / SNORKLING
☐ SWIMMING ☐ TUBING ☐ WATERSKIING
☐ OTHER (SPECIFY)

DISAPPEARANCE
☐ YES ☐ NO

ALCOHOL USE APPARENT BY THE VICTIM ☐ YES ☐ NO
BLOOD ALCOHOL CONCENTRATION (BAC) LEVEL:

DRUG USE APPARENT BY THE VICTIM ☐ YES ☐ NO
TYPE(S) OF DRUGS BEING USED:

ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (SEQUENCE OF EVENTS) AND CONTRIBUTING FACTORS. INCLUDE FAILURE OF MACHINERY OR EQUIPMENT. INCLUDE A DIAGRAM AND CONTINUE ON ADDITIONAL SHEETS IF NECESSARY. INCLUDE ANY INFORMATION REGARDING THE INVOLVEMENT OF ALCOHOL AND / OR DRUGS IN CAUSING OR CONTRIBUTING TO THE ACCIDENT. INCLUDE ANY DESCRIPTIVE INFORMATION ABOUT THE USE OF PERSONAL FLOATATION DEVICES (PFDS). PLEASE DO NOT LIST ANY PERSONAL IDENTIFIERS IN THIS SECTION – SUCH AS NAMES OF INDIVIDUALS, TELEPHONE NUMBERS, STREET ADDRESSES, ETC. REFER TO INDIVIDUALS AS OPERATOR A, OPERATOR B, VICTIM 1, VICTIM 2, ETC. AND TO THE VESSEL(S) INVOLVED AS VESSEL A, VESSEL B, ETC. FOR EXAMPLE: OPERATOR OF VESSEL (A) DID NOT HAVE A PROPER LOOKOUT AND RAN INTO VESSEL (B) INJURING VICTIMS (1) AND (2) ON VESSEL (B).

WITNESSES FOR THIS ACCIDENT (IF MORE THAN ONE – LIST ON A SEPARATE SHEET)

NAME	LAST	FIRST	TELEPHONE NUMBER ( )	
ADDRESS	STREET	CITY	STATE	ZIP CODE

OWNERS OF PROPERTY INVOLVED (IF MORE THAN ONE – LIST ON A SEPARATE SHEET)

NAME	LAST	FIRST	TELEPHONE NUMBER ( )	
ADDRESS	STREET	CITY	STATE	ZIP CODE

OWNER INFORMATION FOR VESSEL A

NAME	LAST	FIRST	MIDDLE INITIAL
ADDRESS	STREET	CITY	
TELEPHONE NUMBER ( )		STATE	ZIP CODE

PERSON SUBMITTING THIS REPORT FOR VESSEL A

STATUS OF PERSON COMPLETING THIS REPORT ☐ OPERATOR ☐ OWNER

☐ OTHER (OPERATOR AND OWNER ARE UNABLE TO COMPLETE THIS REPORT) – SPECIFY WHO IS COMPLETING THIS REPORT:

NAME	LAST	FIRST	TELEPHONE NUMBER ( )	
ADDRESS	STREET	CITY	STATE	ZIP CODE
SIGNATURE			DATE SUBMITTED	

OPERATOR OR OWNER OF THE OTHER VESSEL (VESSEL B) INVOLVED IN THE ACCIDENT

EACH VESSEL OPERATOR OR OWNER IS REQUIRED TO FILE A SEPARATE AND COMPLETE REPORT

NAME	LAST	FIRST	TELEPHONE NUMBER ( )	
ADDRESS	STREET	CITY	STATE	ZIP CODE

FOR STATE AGENCY USE ONLY

OFFICIAL	LAST NAME	FIRST	TELEPHONE NUMBER ( )
PRIMARY CAUSE OF THE ACCIDENT		SECONDARY CAUSE OF THE ACCIDENT	
SIGNATURE OF REVIEWING OFFICIAL		DATE REVIEWED	

An Agency may not conduct or sponsor and a person is not required to respond to an information collection, unless it displays a currently valid OMB Control Number. The Coast Guard estimates that the average burden for this report form is 30 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-3PCB), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0003), Washington, DC 20593.

Glossary

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

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

Auxiliary Sail - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

Careless/Reckless Operation - A vessel is being operated carelessly or negligently when it endangers the life, limb or property of persons onboard or other vessels.

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

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

Collision with vessel - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision.

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

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

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

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

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

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

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

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

Falls on Boat - Any operator or passenger who impacts the vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Inflatable - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible. On larger inflatables, the boat often has a rigid floor and solid hull capable of supporting a more powerful transom mounted outboard engine or even an inboard engine.

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

Lack of or improper boat lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

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

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

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.

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

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

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

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

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

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

Passenger/Skier Behavior - Behavior by any of the boats passengers as well as those being towed that interferes with the safe operation of a vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

Struck by Boat - A person is struck by a boat.

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

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

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

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

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

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

Glossary of State Codes

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