2024 Recreational Boating Statistics

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

U.S. Department of Homeland Security

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FOREWORD

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

Recreational Boating Statistics 2024, the 66th annual report, contains statistics on recreational boating incidents and state vessel registration. This publication is a result of the coordinated effort of the Coast Guard and those states and territories that have Federally-approved boat numbering and casualty reporting systems. These include all states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Commonwealth of the Northern Mariana Islands.

Recreational Boating Statistics 2024 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, then navigate to *Statistics* on the menu bar and select *Accident Statistics*.

/R. C. Compher/
Captain, U.S. Coast Guard
Director of Inspections & Compliance

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2024 EXECUTIVE SUMMARY

- In calendar year 2024, the Coast Guard verified 3,887 incidents that involved 556 deaths, 2,170 injuries and approximately $88 million of damage to property as a result of recreational boating incidents.

    ⇒ The fatality rate was 4.8 deaths per 100,000 registered recreational vessels. This rate represented a 2% decrease from the 2023 fatality rate of 4.9 deaths per 100,000 registered recreational vessels.

    ⇒ Compared to 2023, the number of incidents increased 1.1%, the number of deaths decreased 1.4%, and the number of injuries increased 2.1%.

- Where cause of death was known, 76% of fatal boating incident victims drowned. Where Personal Flotation Device usage was known, 87% were not wearing a Personal Floatation Device.

- Where length was known, 4 of every 5 boaters who drowned were aboard vessels less than 21 feet in length.

- Alcohol use is the leading known contributing factor in fatal boating incidents; where the primary cause was known, it was listed as the leading factor in 20% of deaths.

- Where instruction was known, 69% of deaths occurred on boats where the operator did not receive boating safety instruction. Only 19% of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.

- There were 169 incidents in which at least one person was struck by a propeller. Collectively, these incidents resulted in 30 deaths and 158 injuries.

- Operator inattention, improper lookout, operator inexperience, machinery failure, and navigation rules ranked as the top five primary contributing factors in incidents.

- Where data was known, navigation rules violations were a contributing factor in 55% of incidents, 34% of deaths, and 63% of injuries.

- Collisions (with vessels, objects, groundings) were the most frequent first event in incidents, attributing to 56% of incidents, 24% of deaths, and 54% of injuries.

- Where data was known, the most common vessel types involved in incidents were open motorboats (47%), personal watercraft (19%), and cabin motorboats (14%).

- Where data was known, the vessel types with the highest percentage of deaths were open motorboats (46%), paddlecraft (26%) and pontoons (8%).

    ⇒ Paddlecraft deaths include canoes (4.5%), kayaks (16%) and standup paddleboards (5%) or SUPs

- The 11,674,073 recreational vessels registered by the states in 2024 represent a 1.1% increase from last year when 11,546,512 recreational vessels were registered.

Table 1 - 2024 EXECUTIVE SUMMARY

TOP FIVE PRIMARY INCIDENT TYPES

Incident Rank	Incident Type	Number of Incidents	Number of Deaths	Number of Injuries
1	Collision with fixed object	929	69	333
2	Collision with vessel	747	43	570
3	Grounding	394	13	223
4	Swamping	262	57	72
5	Person falls overboard	239	138	104

VESSEL TYPES WITH THE TOP CASUALTY NUMBERS

Casualty Rank	Type of Boat	Drownings	Other Deaths	Total Deaths	Total Injuries	Total Casualties
1	Open motorboat	153	102	255	1091	1346
2	Personal watercraft	10	28	38	563	601
3	Paddlecraft (Canoe, Kayak and SUP)	124	19	143	73	216
4	Cabin motorboat	16	20	36	169	205
5	Pontoon	32	12	44	139	183

PERSONAL FLOTATION DEVICE WEAR BY TOP FIVE KNOWN CAUSES OF DEATH

Known Cause of Death Rank	Cause of Death	Number of Deaths	Personal Flotation Device		
			Worn	Not Worn	Unknown if worn
1	Drowning	365	48	310	7
2	Trauma	101	37	62	2
3	Hypothermia	8	6	2	0
4	Cardiac arrest	5	1	3	1
5	Carbon monoxide poisoning	2	0	2	0

TOP TEN KNOWN PRIMARY CONTRIBUTING FACTORS OF INCIDENTS

Incident Rank	Contributing Factor	Number of Incidents	Number of Deaths	Number of Injuries
1	Operator inattention	551	42	294
2	Improper lookout	464	24	348
3	Operator inexperience	436	42	213
4	Machinery failure	289	13	94
5	Navigation rules violation	288	17	163
6	Excessive speed	279	26	245
7	Alcohol use	244	92	192
8	Weather	188	55	53
9	Hazardous waters	172	53	69
10	Force of wave/wake	122	5	80

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

The Coast Guard has released the Strategic Plan of the National Recreational Boating Safety Program for 2022-2026 to address the following initiatives: 1) Positively influence recreational boater behavior; 2) Positively influence recreational boat and accessory manufacturers; and 3) Leverage recreational boating data. To view the Strategic Plan of the Program, please visit the Division's website at http://www.uscgboating.org/content/strategic-plan.php.

Overview of Statistics
This report contains statistics on registered recreational vessels and boating incidents during calendar year 2024. Data used to compile the recreational boating incident statistics come from four main sources: State marine agencies; Federal agencies, including the Coast Guard, National Park Service, Army Corps of Engineers, and Forest Service; the public, on a CG-3865 Recreational Boating Accident Report (BAR) form available at https://www.dcms.uscg.mil/forms/; and the news media. The Coast Guard collects data from multiple sources in an attempt to document all incidents that meet reporting requirements.

The data in this publication reflects a collaboration of state and Coast Guard efforts. After reports are submitted, the Coast Guard reviews them and standardizes the data so that it can be used for national comparison. The data in this publication reflects Coast Guard standardized values, which may be different from the state's original submission.

The following table reflects the number of incidents, deaths, injuries, and losses of vessels that were captured from federal and news media sources that met reporting requirements and are included in this report.

Table 2 - NEWS MEDIA AND FEDERALLY-SOURCED INCIDENTS AND CASUALTIES

State	Incidents	Deaths	Injuries	Vessel losses	Damages	Notes
AL	3	0	1	6	$900,000.00	2 incidents documented by Coast Guard assets
AT	8	4	1	6	$1,502,900.00	8 incidents documented by Coast Guard assets
AZ	3	3	0	0	$0.00	
FL	11	4	11	3	$2,583,880.00	5 incidents documented by Coast Guard assets
GA	3	1	2	1	$100,000.00	1 incident documented by Coast Guard assets
GL	3	1	2	1	$350,000.00	3 incidents documented by Coast Guard assets
KS	1	0	1	0	$0.00	
MA	1	1	3	1	$0.00	1 incident documented by Coast Guard assets
MT	4	2	3	0	$0.00	
NY	2	0	2	0	$50,000.00	
PC	1	0	0	1	$40,000.00	1 incident documented by Coast Guard assets
SC	3	0	1	1	$6,489,000.00	3 incidents documented by Coast Guard assets
TX	2	3	3	1	$218,150.00	2 incidents documented by Coast Guard assets
UT	2	1	1	0	$0.00	
VA	2	0	0	0	$535,000.00	2 incidents documented by Coast Guard assets
VI	1	1	0	0	$50,000.00	1 incident documented by Coast Guard assets
WA	2	0	1	0	$40,000.00	1 incident documented by Coast Guard assets
Nation	**52**	**21**	**32**	**21**	**$12,858,930.00**	

Major Changes to the Publication
The Coast Guard issued new policy that affected the incident reporting data collection. Revised in September 2023, policy letter 23-01 CH-1 posed changes in terminology and thresholds used in the data collection for any incident that occurred on or after January 1, 2024.

There were minor changes in reporting thresholds. The injury threshold, defined in the Code of Federal Regulations (CFR) as a person who "requires medical treatment beyond first aid," was clarified to mean, "any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment, including EMS personnel who arrive on scene but do not transport the victim to a medical facility, is not treatment beyond first aid and is not considered an injury beyond first aid." By providing more concrete parameters, the Coast Guard narrowed the threshold.

The damage threshold, defined in CFR as "damage to the vessels or other property totals $2,000 or more" was clarified to exclude the value of personal property on the vessel and include damage to the structural, mechanical, and electronic components of the vessel and its associated equipment, and the material cost of restoring boating infrastructure. Further, the data collection on damages should not include the cost to repair (i.e., does not include labor) the recreational vessel(s) involved. The policy thereby narrowed the types of damages represented.

The loss threshold, defined in CFR as, "…a complete loss of vessel" was clarified to include, "When the vessel is known or presumed to have been destroyed, is presumed to have sunk in an unknown location, has sunk in a known location but will not be recovered, or is a total constructive loss (i.e., so severely damaged it is not worth repairing)."

The definition of a vessels applicability to reporting requirements was narrowed. The policy letter introduced a list of craft that were not considered "vessels" including a pool float toy, innertube, float tube propelled by feet or fins, surfboard, submersible, diving propulsion aid, stock tank, air mattress, fish tote, floating dock, unmodified log, non-propelled residential platforms, snowmobile, and seaplane.

There were coding changes. The definition of "collision with fixed object" was expanded to include situations where an underway vessel contacted a docked vessel. Previously, this situation had been coded as "collision with a vessel."

Several terms were changed. The term "Fire/explosion (fuel)" was broken down into two subcategories to identify whether the source was generation-related. The term "Flooding/swamping" was separated to identify the means of water entry. The term "Collision with vessel" was introduced and replaced previous uses of "Collision with (recreational/commercial/governmental) vessel."

The data collection was narrowed in several respects. Incidents on private waters are now excluded. Situations involving "natural phenomena" were narrowed to reflect incidents that occurred underway and involved another event. Situations involving "joy-riding" are now coded as criminal activity and excluded from the statistics report. Medical emergencies are only reportable if another vessel was involved.

Based on an analysis of reportable incidents recorded by the Coast Guard from 2015-2019, the Coast Guard expected the following decreases in annual incident and casualty counts:

- 2.8% decrease in incidents
- 3.0% decrease in deaths
- 4.3% decrease in injuries
- 0.3% decrease in vessel losses
- 0.3% decrease in damages

The policy letter may be viewed by visiting https://uscgboating.org/library/regulations/BSX-Policy-Letter-23-01-Recreational-Boating-Incident -Reporting-Ch-1.pdf. Section 4 provides terms and definitions covered under the new policy; Section
5.a. represents incidents that are "reportable" and included in the main body of this statistics reports. Section 5.b represents incidents that are not considered "reportable" and are excluded in the main body of this report. Finally, Section 5.c. represents incidents that are considered "reportable" but are excluded in the main body of this report. Note that some terms have been truncated in publication tables.

Over the years the publication has had additional changes. In 2014, four of the statistics in the Executive Summary were changed to remove the records where values were unknown. To find information on the number of "unknown" cases excluded, please reference Tables 35 (on page 67), 22 (on page 47), 5 (on page 21), and 7 (on page 26).

In 2017, Table 37 was rearranged due to a change in data collection. On 1 January 2017, changes in regulation (33 CFR 174.19) necessitated revision to the Coast Guard's data collection on registration, which took place in early 2017. Due to delays in transitioning to a new form, the Coast Guard accepted registration data on the previous registration collection form used and the proposed form. Since the forms did not cover the same information, the publication table was amended.

The glossary was updated to reflect new definitions in the Code of Federal Regulations (CFR).

As a result of changes in 33 CFR 174.19 that took effect 1 January 2017, a new term "paddlecraft" was introduced and defined as "a vessel powered only by its occupants, using a single or double bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements". As such, the definition limits the use of the term "paddlecraft" to non-motorized vessels. Consequently, any canoe or kayak with a motor has been classified as an "open motorboat" for incident reporting and registration purposes. Though the term "paddlecraft" exists in regulation, for the purposes of this publication, the subcategories of canoe, kayak, and standup paddleboard have been retained; these represent non-motorized vessels, and data can be combined to represent paddlecraft.

In 2018, Table 10 was amended to provide a breakdown of the victim's role (operator, occupant, other/unknown). Examples of "other" include tuber, wakeboarder, water skier, kneeboarder, bystander, and swimmer.

In 2020, Table 4a was added to provide detail related to Figure 2. Figures 9a and 9b were added to provide a graphical depiction of information in Tables 26 and 27. Figures 12 and 16 were color-coded.

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

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

If the above conditions are met, the federal regulations state that the operator or owner must report their incident to a state reporting authority, abbreviated in this publication as "state." The reporting authority can be either the state where the incident 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 incident report must be submitted to the reporting authority. Boat operators or owners must submit:

1. Incident 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. Incident 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 incident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a state or its agent.

The statistics in this publication cover boating incidents reported on waters of joint federal and state jurisdiction and exclusive state jurisdiction. Most states use BAR forms that are similar to the Coast Guard form.

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

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

Reportable Boating Incidents
The following are a list of occurrences that will always or nearly always be considered "reportable" to the Coast Guard and included in the main body of this report:

- Capsizing.
- Carbon monoxide exposure.
- Collision with a fixed object (allision).
- Collision with a floating object.
- Collision with vessel.
- Electrical shock.
- Fire or explosion (fuel and non-fuel materials related), when the vessel is underway, at anchor, or is properly moored or docked and or involved in fueling or starting or when attributed to the vessel's equipment or electrical components.
- Flooding.
- Grounding.
- Interaction with natural phenomena, when the vessel is underway, and at least one federal regulatory reporting threshold in reference (b) was met, and another event occurred.
- Person departs vessel voluntarily, when: (a) the vessel is underway; or (b) the vessel was recently anchored for immediate repairs (e.g., unfouling an anchor or cleaning an intake).
- Person ejected from a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person falls overboard from a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person impacts a vessel, when: (a) underway or anchored; or (b) properly docked or moored, and due to another recreational vessel's actions.
- Person struck by propeller/propulsion unit/water jet.
- Person struck by vessel.
- Sinking.
- Swamping.
- Towed watersport mishap.
- Occurrences involving recreational vessels already underway, including during storms or unusual tides or sea conditions, that engage in Good Samaritan acts.
- Occurrences involving vessels engaged in sanctioned-activity unless they are specifically exempt from the numbering requirements per 33 CFR § 173.13.
- Other occurrences where the vessel operation, construction, seaworthiness, machinery, equipment, loading, or environmental forces were involved.

“Not Reportable” Boating Incidents
The Coast Guard issued new policy that affected the incident reporting data collection. Revised in September 2023, policy letter 23-01 CH-1 posed changes in terminology and thresholds used in the data collection for any incident that occurred on or after January 1, 2024.

The policy letter lists several occurrences that are not reportable under federal regulation and also excluded from the overall calculation of these statistics. These following occurrences are either not within the scope of the references in 33 CFR 173, subpart C or not germane to these statistics. These occurrences usually are not related to the practice of recreational boating and typically do not require reporting under Federal law. Please reference Table 3 for a representation of incident reports that were considered not reportable under policy and/or regulation. Please note that the number in the first column corresponds with the paragraph of the policy letter

Use of the word incident and accident in this publication
The Coast Guard issued new policy that affected incident reporting data collection. Revised in September 2023, policy letter 23-01 CH-1 posed changes in terminology including adoption of the term “incident” to replace the word “accident.” The term incident has been substituted where appropriate.

Use of the term personal flotation device in this publication
Personal flotation device has been substituted for the term lifejacket throughout this publication to align with the American National Standards Institute standards for personal flotation devices. These standards were incorporated by the Coast Guard in a rulemaking entitled Lifejacket Approval Harmonization effec-tive January 6, 2025. Visit https://www.federalregister.gov/d/2024-28264 to view the Final Rule.

Table 3 - "NOT REPORTABLE" SCENARIOS WITH THEIR CASUALTY COUNT					
Occurrences not within scope of 33 CFR 173 subpart C	Incidents	Deaths	Injuries	Vessels Losses	Damages
♦ 5.b.(1) All those on Private Waters.	9	7	1	0	$4,800.00
♦ 5.b.(2) Self-inflicted injuries, including wounds, alcohol/drug overdose, or poisoning that occur when unrelated to the vessel or its equipment and involving no other vessel.	4	3	0	0	$0.00
♦ 5.b.(3) Assaults.	2	0	1	0	$32,500.00
♦ 5.b.(4) A person suffers injury or death as a result of voluntarily entering the water from the shore or from another non-vessel place of inherent safety to swim to a vessel, to swim for pleasure, or to retrieve another object.	4	2	1	0	$0.00
♦ 5.b.(5) Person suffers injury or death as a result of voluntarily jumping, diving or swimming for pleasure from an anchored vessel, or a properly docked or moored vessel.	8	4	5	0	$8,000.00
♦ 5.b.(6) Medical emergencies unrelated to the vessel or its equipment and involving no other vessel. A medical emergency does not refer to physical impairments such as poor eyesight, hearing, or mobility.	9	6	3	0	$16,740.00
♦ 5.b.(7) Person ejected from a properly docked or moored vessel, when no other recreational vessel was involved	0	0	0	0	$0
♦ 5.b.(8) Person falls overboard from a properly docked or moored vessel, when no other recreational vessel was involved.	1	1	0	0	$0.00
♦ 5.b.(9) Person impacts a properly docked or moored vessel, when no other recreational vessel was involved.	1	0	1	0	$0.00
♦ 5.b.(10) Vessel damage or loss involving a properly docked or moored vessel and attributed to a lack of or improper maintenance.	22	0	0	0	$271,507.20
♦ 5.b.(11) Launching and recovery occurrences, including when the vessel is not on the water and capable of use or not free from the launching apparatus.	2	0	1	0	$5,000.00
♦ 5.b.(12)Failure of the vehicle used for trailering	0	0	0	0	0
♦ 5.b.(13) When, during storms or unusual tidal or sea conditions: (a) a properly docked or moored recreational vessel met a threshold in reference (b) and an underway or anchored vessel participating in recreational activity was not involved; or (b) a recreational vessel gets underway, including to effect a rescue, met a threshold in reference (b) and an underway or anchored vessel participating in recreational activity was not involved.	33	1	1	5	$1,402,100.00
♦ 5.b.(14) Occurrences that solely involve a pool float toy, innertube, float tube propelled by feet or fins, surfboard, submersible, diving propulsion aid, stock tank, air mattress, fish tote, floating dock, unmodified log, non-propelled residential platform, snowmobile, seaplane and/or a watercraft or artificial contrivance that has already been determined to not be a vessel.	1	1	0	0	$0.00
♦ 5.b.(15) Occurrences meeting vessel-use exceptions, including non-propelled residential platforms; vessels used for solely governmental or criminal activities; and vessels engaged in sanctioned-activity events that are exempted from being state numbered since they are used exclusively for racing.	53	4	35	4	$1,199,747.23
♦ 5.b.(16) Person suffers injury while boarding or departing a docked, moored, or anchored vessel, when no other occurrence and no other federal regulatory reporting threshold was met.	1	0	1	0	$0.00
♦ 5.b.(17) Interaction with natural phenomena, when no other event occurred and when no other federal regulatory threshold was met.	0	0	0	0	$0
♦ 5.b.(18) Fire or explosion when the vessel is not involved in fueling or starting or not attributed to the vessel's equipment or electrical components.	11	0	4	5	$174,500.00

Table 3 Continued - "NOT REPORTABLE" SCENARIOS WITH THEIR CASUALTY COUNT					
Reportable Incidents but excluded for statistical purposes from this publication	Incidents	Deaths	Injuries	Vessels Losses	Damages
♦ 5.c.(1) When the recreational vessel is foreign flagged and using waters subject to U.S. jurisdiction, unless a recreational U.S.-flagged vessel is involved.	15	0	8	2	$1,154,000.00
♦ 5.c.(2) Occurrences that solely involve a state-numbered uninspected commercial vessel.	62	13	32	8	$1,088,466.10
Incidents Reported in BARD that did not meet federal reporting requirements (33 CFR 173.55)	**281**	**0**	**46**	**0**	**$176,456.11**
Total	**519**	**42**	**140**	**24**	**$5,533,816.64**

Use of Statistics
The following are notes on using data on recreational boating incidents.

1) Normalizing data.
When analyzing recreational boating incident data, it is recommended that any researcher normalize it with a denominator.

The Coast Guard frequently uses recreational vessel registration as a denominator because of the availability of the data. The Coast Guard calculates a fatality rate expressed as the number of deaths per 100,000 registered recreational vessels. This measure is representative of the entire program (motorized and non-motorized activity) but necessitates a caveat that not all states register the same types of vessels (many do not register non-motorized vessels, which are represented in fatal incident data) and some states have longer boating seasons than others. Further, when examining a state fatality rate, it is important to note that the state fatality rate may include deaths from vessels that were registered by another state.

The Coast Guard also calculates a motorized fatality rate expressed as the number of deaths on motorized vessels per 100,000 registered motorized recreational vessels. While this measure is sound, it doesn't reflect all of recreational boating because it does not represent non-motorized activity.

The 2018 National Recreational Boating Safety Survey (NRBSS) estimated, by state, recreational boating exposure. These are expressed as: number of outings, boat days, boat hours, person boat days and person boat hours. Risk ratios were calculated by state in the NRBSS Exposure report and were expressed as the number of deaths per 100,000,000 person boat hours. The reports can be found on the Coast Guard's Boating Safety website at https://uscgboating.org/statistics/national-recreational-boating-safety-survey.php

The Coast Guard intends to conduct a National Recreational Boating Safety Survey in 2026.

2) Limitations on collection.
It is recommended that any researcher focus on fatal data since the confidence of this data is very high. The Coast Guard works with state marine agencies, other federal agencies, and news media aggregating services to identify boating incidents. Despite best efforts to document incidents, the Coast Guard is only confident in its capture of deceased victims since fatal incidents undoubtedly involve state or government oversight, and garner more attention in the news media.

Data on non-fatal incidents have a much lower confidence level. Non-fatal incidents are severely under-reported because boaters are unaware of reporting requirements or are unwilling to report. A 2006 study, "Recent Research on Recreational Boating Accidents and the Contribution of Boating Under the Influence," suggest that 20% of hospital-admitted injuries were not captured, and upwards of 93% of non-fatal, non-hospital admitted injuries were not captured in the data collection on boating incidents. The study is posted on the Coast Guard's website at http://www.uscgboating.org/library/bui-study/BUI_Study_Final.pdf.

There has been discussion about adjusting numbers to account for non-reporting, but results have not been published yet. The Coast Guard has studied alternate data sources including insurance claims to better gauge the gap between reported and unreported incidents. A May 2023 analysis of two states using data for years 2015-2018 suggested a significant degree of underreported damages and damage incidents. For every $1 of damage in the Coast Guard's database, the data suggested that $7.27-$21.77 actually occurred. For every property damage incident in the Coast Guard's database, the data suggested that 12-21 incidents actually occurred. The data indicated a degree of variability among the two states investigated, which suggests that a wider study would be necessary to understand the full extent of underreporting in the nation. The authors also examined the degree of injury underreporting in one state. They found that for every moderate injury reported, there were likely 30.4 that actually occurred; for every more severe injury, likely 1.65 actually occurred.

INCIDENT CAUSES & CONDITIONS

Explanation of Incident Causes and Conditions Section

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

Percent of Incidents that are Fatal by Month (Figure 1 & Table 4, Page 19)
This table provides information about total incidents, fatal incidents, non-fatal incidents, and deaths. The figure focuses on the percent of fatal incidents by month.

Percent of Incidents that are Fatal by Time Period (Figure 2 & Table 4a, Page 20)
This table and figure reflect the percent of incidents that are fatal by time period. Where data was known, the category in which incidents are more frequently fatal span the hours between 12:00 am and 2:30 am.

Primary Contributing Factor of Incidents & Casualties (Table 5, Page 21)
The "contributing factors" of an incident are the causes of the incident. In the Coast Guard's national incident reporting database, there are allowances for up to four causes. This table reflects the first cause listed for all incidents, deaths, and injuries nationwide.

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

Machinery & Equipment Primary Contributing Factor of Incidents & Casualties (Table 6, Page 23)
This table reflects the number of incidents, deaths, and injuries where machinery or equipment failure was listed as a first cause of the incident. The table also delineates the different types of failure that were listed.

Primary Contributing Factor of Incidents (Figure 3, Page 23)
This figure reflects the first cause of incidents for all incidents nationwide.

Primary Contributing Factor of Deaths (Figure 4, Page 24)
This figure reflects the first cause listed for all deaths.

Primary Contributing Factor of Injuries (Figure 5, Page 25)
This figure reflects the first cause listed for all injuries.

Number of Vessels in Incidents by Vessel Type & Primary Contributing Factor (Table 7, Page 26)
This table looks at the number of vessels involved in incidents by vessel type and the primary cause of the incident.

Alcohol Use as a Contributing Factor in Incidents & Casualties by State 2020-2024 (Table 8, Page 27)
This table reflects a tally of all four causes of incidents listed for all national incidents, deaths, and injuries.

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

Vessel Operation at the Time of Incident (Table 9, Page 28)
This table focuses on the vessel operation at the time of the incident. 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 Incident (Table 10, Page 28)
This table examines the vessel and victim activity at the time of the incident. The table provides information about the number of vessels involved, the resulting number of deaths, and the resulting number of injuries.

Please note that vessels used for commercial or government activity were included in this recreational boating statistics publication if they were involved in a multi-vessel incident that involved at least one recreational vessel.

Also note that racing was included as an activity because either the vessels involved in racing were not exempted from reporting requirements, or the vessels were involved in a multi-vessel incident that involved at least one recreational vessel.

Weather & Water Conditions (Table 11, Page 29)
This table documents some of the environmental characteristics of incidents. It focuses on incidents, deaths, and injuries by type of body of water, water conditions, wind level, visibility, and water temperature.

Time Related Data (Table 12, Page 30)
These three sections independently examine time-related information for incidents, deaths, and injuries. The top section documents the number of incidents, deaths, and injuries that occurred during a time frame. The middle section documents the number of incidents, deaths, and injuries that occurred during a given month. Finally, the bottom section documents the number of incidents, deaths, and injuries that occurred during a given day of the week.

Each section examines the national data separately and should not be combined to draw conclusions. For instance, one cannot use them to deduce that the majority of incidents occur from 4:31 pm to 6:30 pm in July on the weekends. However, you could deduce that 4:31 pm to 6:30 pm was the time frame during which the highest number of incidents occurred in calendar year 2024. Furthermore, the month with the highest number of incidents was July. Finally, the two days of the week with the greatest number of incidents were Saturday and Sunday.

Vessel Information (Table 13, Page 31)
This table documents some of the characteristics of vessels involved in incidents. It provides information about the number of incidents, deaths, and injuries by horsepower, year built, length, and hull material.

Rental Status of Vessels Involved in Incidents (Table 14, Page 32)
This table examines whether a vessel involved in an incident was rented. It also provides information on whether deaths and injuries occurred on rented vessels. Please note that some states only document if a vessel was rented; they do not indicate whether a vessel was “not rented”. As a result, the rental status of many vessels is “unknown”.

Number & Percent of Deaths by Vessel Length (Figure 6 & Table 15, Page 33)
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.

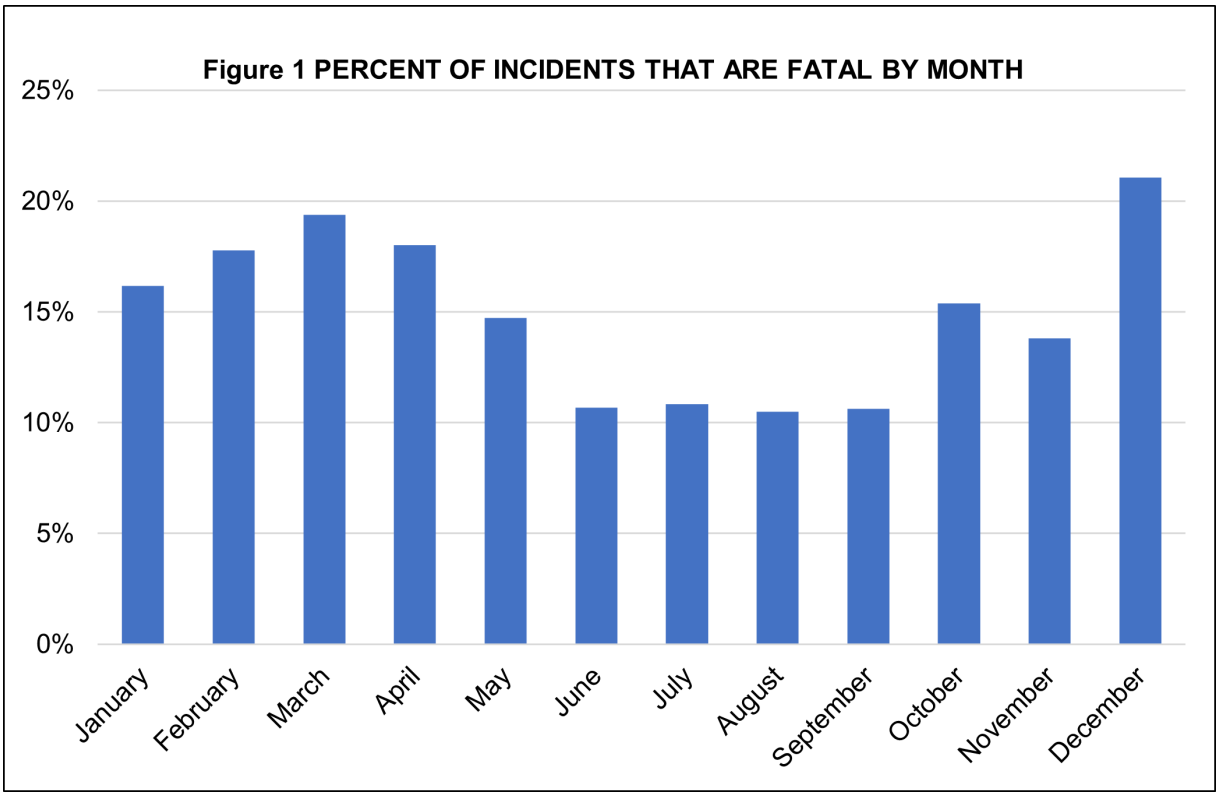


Table 4 - PERCENT OF INCIDENTS THAT ARE FATAL BY MONTH					
Month	Fatal Incidents	Non-Fatal Incidents	Total Incidents	Percent of Incidents Resulting in Deaths	Total Deaths
January	11	57	68	16%	12
February	16	74	90	18%	20
March	31	129	160	19%	35
April	38	173	211	18%	41
May	69	400	469	15%	75
June	72	603	675	11%	78
July	98	807	905	11%	115
August	61	520	581	10%	68
September	37	311	348	11%	41
October	26	143	169	15%	26
November	16	100	116	14%	21
December	20	75	95	21%	24
Total	**495**	**3392**	**3887**	**13%**	**556**

Figure 2 PERCENT OF INCIDENTS THAT ARE FATAL BY TIME PERIOD

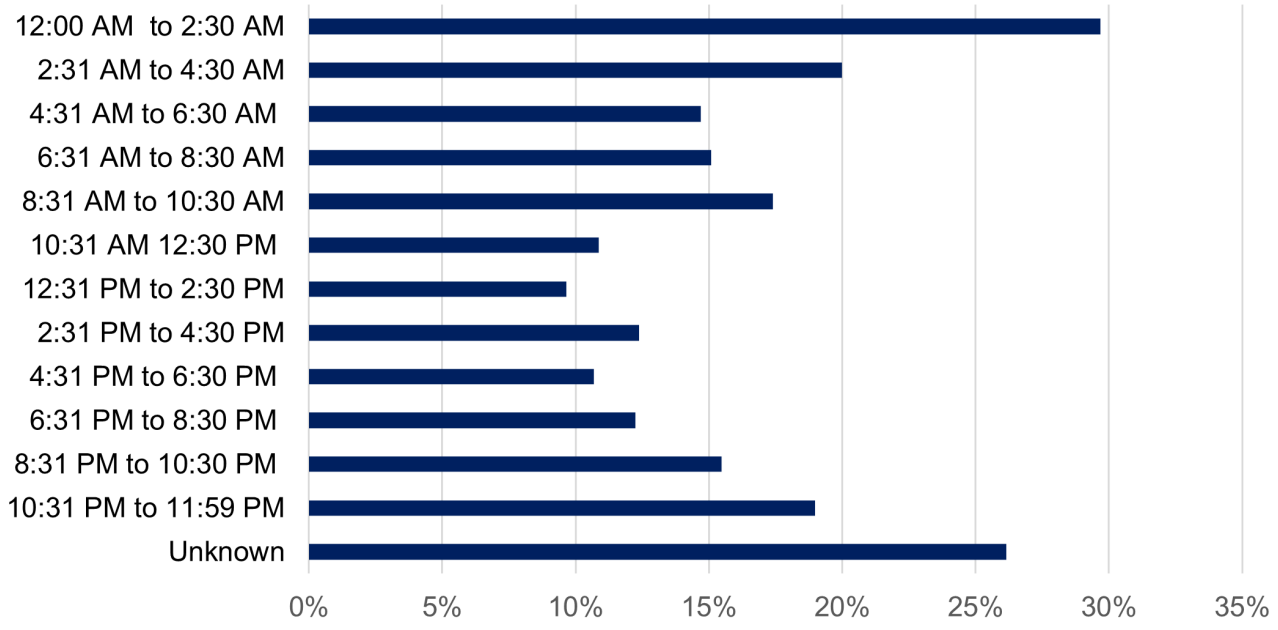


Table 4a - PERCENT OF INCIDENTS THAT ARE FATAL BY TIME PERIOD

Time period	Fatal Incidents	Non-Fatal Incidents	Total Incidents	Percent of Incidents Resulting in Deaths	Total Deaths
12:00 AM to 2:30 AM	19	45	64	30%	22
2:31 AM to 4:30 AM	7	28	35	20%	8
4:31 AM to 6:30 AM	10	58	68	15%	16
6:31 AM to 8:30 AM	16	90	106	15%	23
8:31 AM to 10:30 AM	40	190	230	17%	42
10:31 AM 12:30 PM	45	369	414	11%	48
12:31 PM to 2:30 PM	63	589	652	10%	64
2:31 PM to 4:30 PM	95	672	767	12%	108
4:31 PM to 6:30 PM	82	686	768	11%	90
6:31 PM to 8:30 PM	49	351	400	12%	56
8:31 PM to 10:30 PM	37	202	239	15%	43
10:31 PM to 11:59 PM	15	64	79	19%	16
Unknown	17	48	65	26%	20
All time periods	**495**	**3392**	**3887**	**13%**	**556**

Table 5 - PRIMARY CONTRIBUTING FACTOR OF INCIDENTS & CASUALTIES 2024				
		Incidents	Deaths	Injuries
Operation of Vessel **2385 Incidents** **268 Deaths** **1540 Injuries**	Alcohol use	244	92	192
	Drug use	7	5	1
	Excessive speed	279	26	245
	Failure to vent	27	2	25
	Improper lookout	464	24	348
	Inadequate onboard navigation lights	16	7	13
	Navigation rules violation	288	17	163
	Operator inattention	551	42	294
	Operator inexperience	436	42	213
	Restricted vision	36	2	19
	Sharp turn	35	9	27
	Starting in gear	2	0	0
Loading of Passengers or Gear **150 Incidents** **48 Deaths** **74 Injuries**	Improper anchoring	36	3	8
	Improper loading	54	25	27
	Overloading	27	10	18
	People on gunwale, bow or transom	33	10	21
Failure of Boat or Boat Equipment **384 Incidents** **18 Deaths** **104 Injuries**	Equipment failure	37	2	5
	Hull failure	58	3	5
	Machinery failure	289	13	94
Environment **562 Incidents** **120 Deaths** **235 Injuries**	Congested waters	32	1	17
	Dam/lock	8	4	1
	Force of wave/wake	122	5	80
	Hazardous waters	172	53	69
	Missing/inadequate navigation aid	40	2	15
	Weather	188	55	53
Miscellaneous **406 Incidents** **102 Deaths** **217 Injuries**	Carbon monoxide exposure	0	0	0
	Ignition of fuel or vapor	47	1	45
	Sudden medical condition	6	2	4
	Other	174	12	106
	Unknown	179	87	62
All categories combined		**3887**	**556**	**2170**

Table 6 - MACHINERY & EQUIPMENT PRIMARY CONTRIBUTING FACTOR OF INCIDENTS & CASUALTIES 2024				
		Incidents	Deaths	Injuries
Machinery Failure	Electrical system failure	39	1	10
	Engine failure	143	9	28
	Exhaust system failure	4	0	2
	Fuel system failure	20	0	8
	Shift failure	19	1	1
	Steering system failure	30	2	29
	Throttle failure	24	0	12
	Ventilation system failure	2	0	4
	Not specified	8	0	0
Equipment Failure	Auxiliary equipment failure	29	1	2
	Onboard navigation aid	0	0	0
	Sail dismasting	0	0	0
	Seat broke loose	3	1	2
	Other	2	0	1
	Not specified	3	0	0

Figure 3 PRIMARY CONTRIBUTING FACTOR OF INCIDENTS 2024

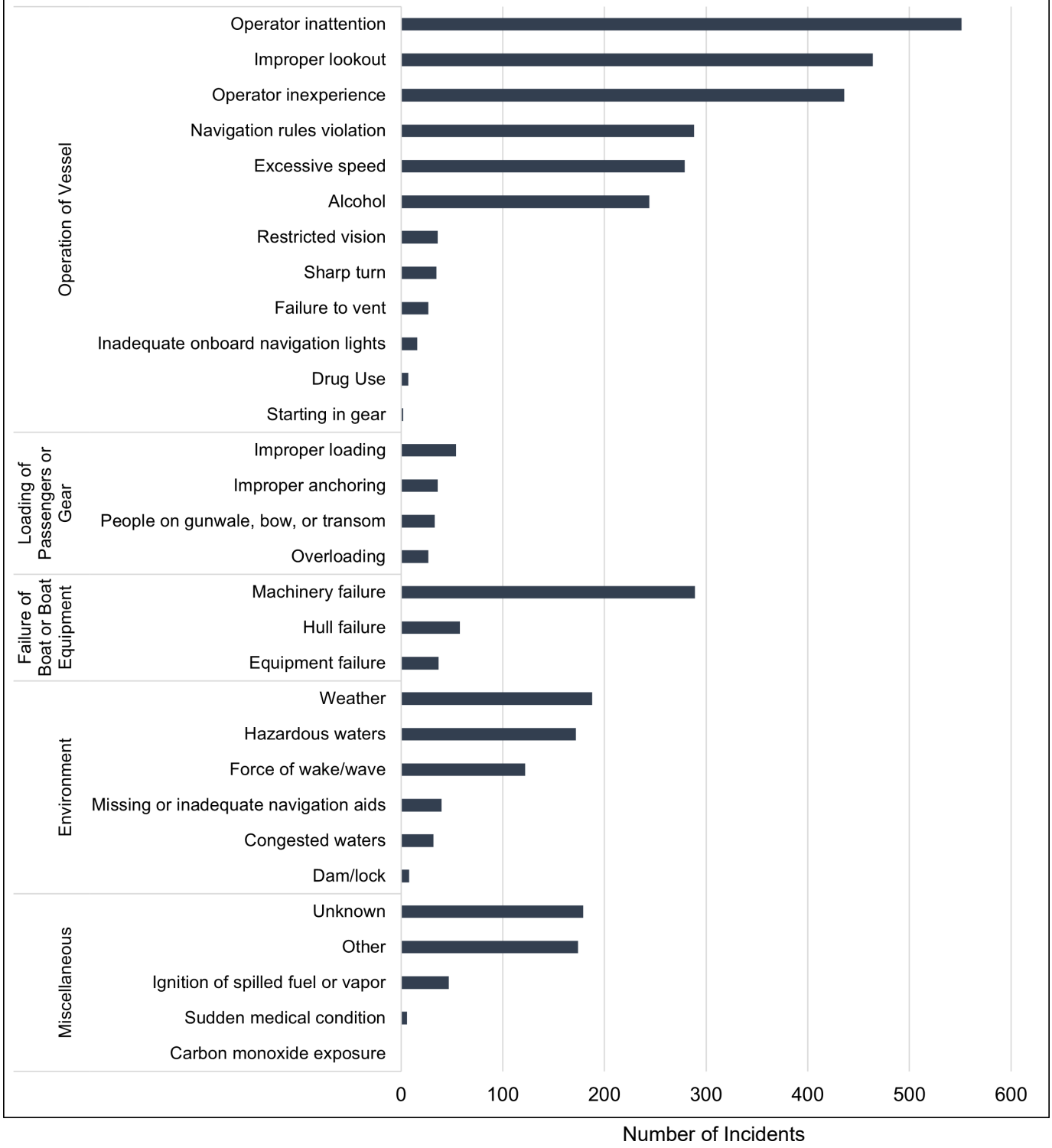


Figure 4 PRIMARY CONTRIBUTING FACTOR OF DEATHS 2024

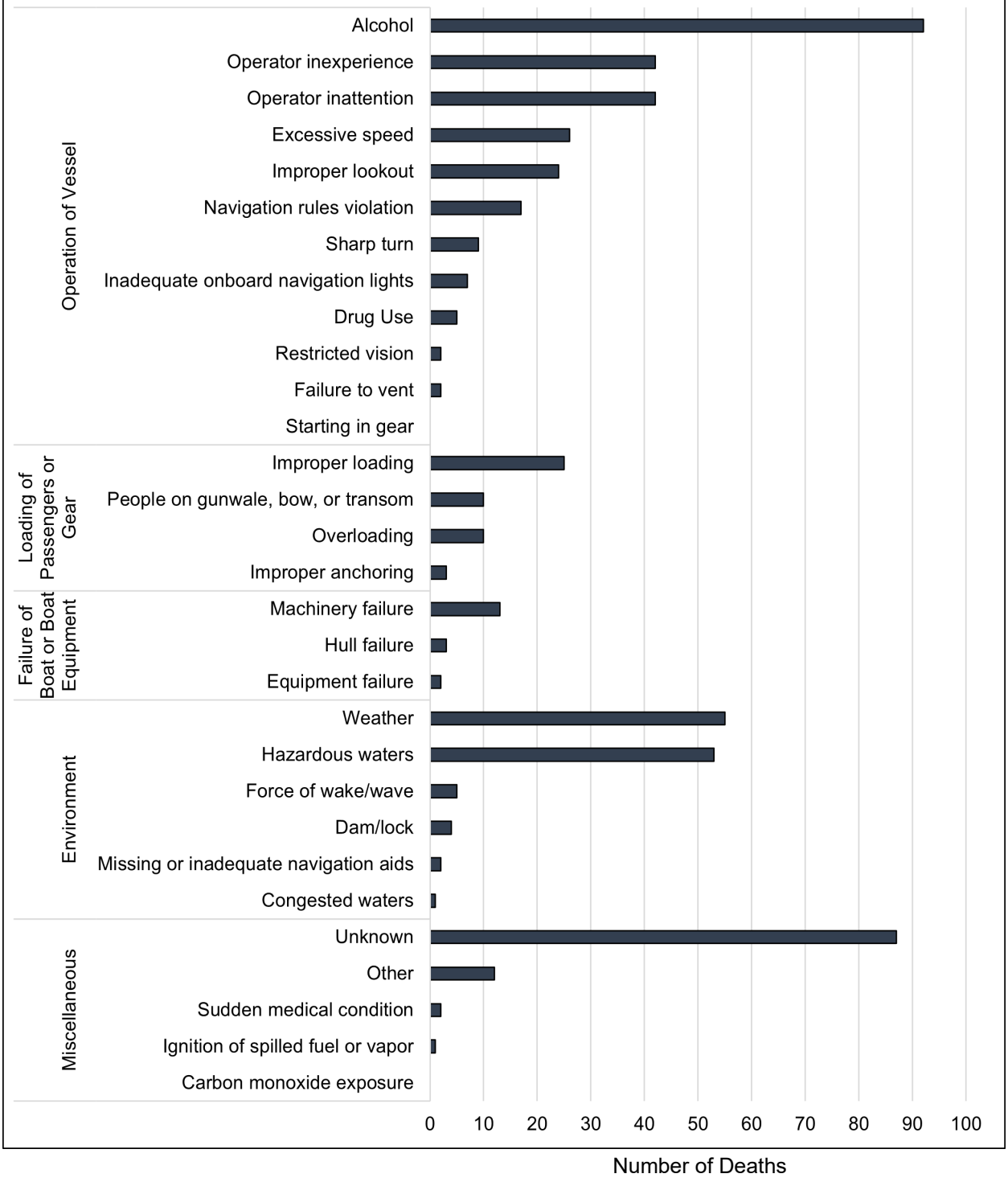


Figure 5 PRIMARY CONTRIBUTING FACTOR OF INJURIES 2024

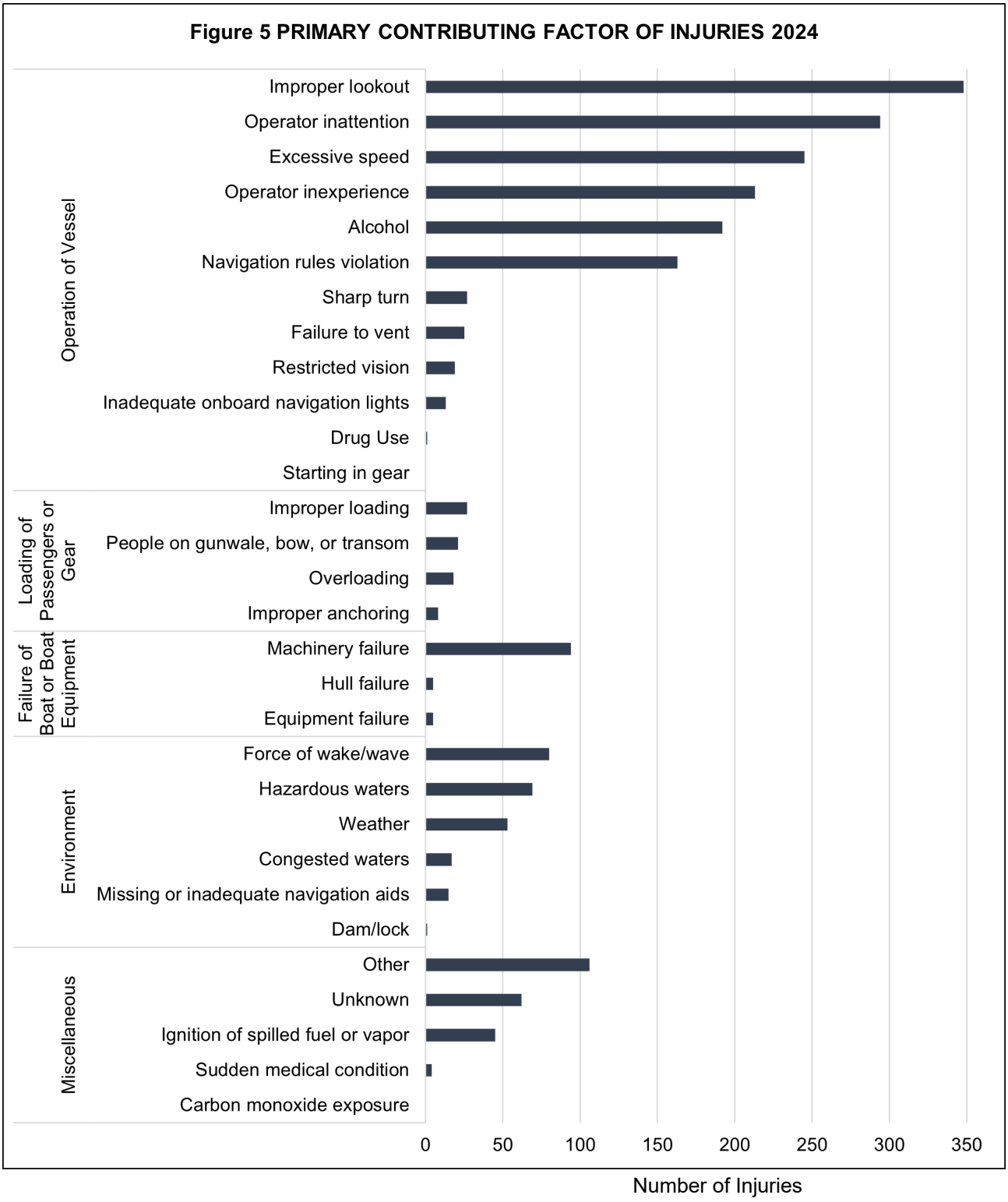


Table 7 - NUMBER OF VESSELS IN INCIDENTS BY VESSEL TYPE & PRIMARY CONTRIBUTING FACTOR 2024

	All contributing factors	Alcohol use	Carbon monoxide exposure	Congested waters	Dam/lock	Drug use	Equipment failure	Excessive speed	Failure to vent	Force of wave/wake	Hazardous waters	Hull failure	Ignition of fuel or vapor	Improper anchoring	Improper loading	Improper lookout	Inadequate onboard navigation lights	Machinery failure	Missing/inadequate navigation aid	Navigation rules violation	Operator inattention	Operator inexperience	Overloading	People on gunwale, bow or transom	Restricted vision	Sharp turn	Starting in gear	Sudden medical condition	Weather	Other	Unknown
All vessels	**5365**	**315**	**0**	**58**	**8**	**8**	**38**	**452**	**27**	**133**	**181**	**60**	**62**	**55**	**58**	**732**	**32**	**408**	**41**	**480**	**801**	**646**	**29**	**34**	**52**	**39**	**2**	**9**	**224**	**180**	**201**
Airboat	**45**	3	0	1	0	0	0	9	0	0	1	1	0	0	0	9	0	1	1	0	9	4	0	0	4	1	0	0	0	1	0
Auxiliary sailboat	**214**	5	0	4	1	1	1	16	0	0	7	2	2	13	0	26	0	24	0	15	37	23	1	0	1	3	0	0	22	2	8
Cabin motorboat	**712**	27	0	6	1	0	6	52	10	8	20	13	25	10	3	82	2	122	3	39	109	91	1	5	9	1	1	1	33	7	25
Canoe	**35**	4	0	0	0	0	0	0	0	0	5	0	0	0	4	1	0	0	0	0	4	7	0	0	0	0	0	0	2	0	8
Houseboat	**35**	0	0	1	0	0	2	2	0	1	0	1	0	1	0	3	1	5	0	2	8	2	0	0	0	0	0	0	2	1	3
Inflatable	**18**	0	0	1	0	0	0	0	0	0	10	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2
Kayak	**146**	14	0	1	3	1	0	0	0	2	37	0	0	1	4	4	0	0	0	2	10	29	2	0	0	0	0	1	12	0	23
Open motorboat	**2475**	162	0	28	3	4	25	175	16	80	75	34	25	16	31	342	24	180	32	182	412	217	23	18	31	18	0	5	111	123	83
Personal watercraft	**986**	49	0	8	0	0	2	161	0	29	9	5	8	1	1	195	1	14	1	161	115	182	1	0	2	11	1	0	2	12	15
Pontoon	**477**	45	0	8	0	0	2	30	1	6	6	1	2	8	11	50	2	21	3	52	81	79	1	10	3	5	0	1	15	31	3
Rowboat	**21**	1	0	0	0	0	0	0	0	0	7	1	0	2	3	2	0	1	0	1	1	1	0	0	0	0	0	0	0	0	1
Sail (only)	**31**	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	5	2	6	0	0	0	0	0	0	11	1	0
Sail (unknown)	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Standup paddleboard	**40**	2	0	0	0	2	0	0	0	1	4	1	0	0	0	2	0	0	0	0	3	5	0	0	0	0	0	0	12	0	8
Other	**32**	3	0	0	0	0	0	1	0	1	0	0	0	2	1	5	2	5	1	3	4	0	0	0	2	0	0	0	1	0	1
Unknown	**95**	0	0	0	0	0	0	6	0	4	0	0	0	0	0	5	0	35	0	18	4	0	0	1	0	0	0	1	1	1	19

Table 8 - ALCOHOL USE AS A CONTRIBUTING FACTOR IN INCIDENTS & CASUALTIES BY STATE 2020-2024

	Incidents					Deaths					Injuries				
State	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
USA	**353**	**330**	**270**	**262**	**293**	**130**	**110**	**108**	**97**	**112**	**315**	**280**	**204**	**242**	**234**
AK	5	2	2	5	0	6	2	3	5	0	0	0	0	2	0
AL	11	7	9	7	9	2	1	1	3	2	4	6	4	6	2
AR	4	8	6	5	6	2	6	3	4	2	2	0	1	6	4
AZ	7	7	3	4	3	0	0	1	1	0	5	7	0	0	3
CA	21	18	13	16	22	10	3	2	2	6	24	15	11	11	16
CO	4	5	4	3	4	3	4	1	0	2	2	1	2	3	5
CT	0	1	2	2	3	0	1	2	1	5	0	0	1	0	7
DE	1	0	4	1	0	0	0	2	1	0	1	0	3	0	0
DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FL	36	39	29	30	44	13	13	9	11	24	27	17	18	31	33
GA	11	9	7	4	5	0	4	6	2	2	27	16	12	3	3
HI	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
IA	8	5	4	8	3	2	0	1	3	1	4	2	1	5	1
ID	6	8	10	8	3	0	3	10	0	1	9	6	4	7	2
IL	6	6	2	7	12	4	4	0	2	7	2	1	4	11	7
IN	4	5	8	3	4	2	3	1	0	0	1	4	11	3	2
KS	0	1	1	2	1	0	0	0	0	0	0	1	2	7	1
KY	9	6	5	8	8	1	2	1	3	5	7	5	5	4	7
LA	10	16	9	5	10	2	8	5	2	5	21	20	7	4	16
MA	6	4	3	4	3	2	2	1	3	2	3	7	4	7	0
MD	17	13	10	2	9	3	1	2	1	2	21	14	13	7	14
ME	3	1	5	4	3	1	1	3	1	2	1	0	1	2	1
MI	14	10	8	12	5	4	3	2	6	3	12	4	3	5	4
MN	12	14	10	11	6	5	6	5	1	2	5	9	5	9	2
MO	13	10	6	5	11	2	2	4	1	1	20	9	4	17	4
MS	4	4	2	3	3	1	0	1	2	0	4	7	1	2	2
MT	1	2	3	2	0	0	2	2	1	0	1	0	2	2	0
NC	22	11	12	5	9	10	1	4	2	1	18	7	3	7	4
ND	2	2	0	2	2	0	0	0	0	1	3	3	0	2	4
NE	1	3	1	1	1	0	0	0	0	0	2	3	1	2	1
NH	1	2	2	0	3	0	2	0	0	1	1	0	0	0	2
NJ	1	5	4	5	2	0	1	1	1	0	0	15	7	4	1
NM	2	3	1	3	1	1	1	1	2	0	1	0	0	1	0
NV	1	1	2	2	3	1	0	1	2	0	0	1	1	2	1
NY	9	13	10	5	7	3	4	3	1	3	7	17	7	3	6
OH	12	12	10	4	13	9	4	2	1	6	9	9	7	2	6
OK	4	2	3	9	9	2	1	2	3	5	3	1	2	6	12
OR	4	3	3	2	4	2	1	1	1	3	1	2	2	1	3
PA	3	3	5	3	4	2	2	3	1	2	0	0	2	11	2
RI	2	2	2	1	3	0	0	1	0	2	3	4	1	1	1
SC	6	14	6	11	13	3	3	4	6	3	4	15	4	4	17
SD	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0
TN	7	12	8	9	9	6	6	3	3	1	8	10	6	10	3
TX	29	18	14	11	15	8	7	2	4	4	35	21	18	20	17
UT	6	0	2	6	5	5	0	1	0	3	1	0	0	3	1
VA	7	1	4	3	3	4	0	3	0	0	4	1	1	2	1
VT	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
WA	6	8	5	3	1	3	2	3	2	1	6	5	4	1	0
WI	12	14	9	12	7	4	4	5	12	1	6	15	19	3	16
WV	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0
WY	0	0	0	1	0	0	0	0	0	0	0	0	0	2	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
GU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	0	0	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
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 INCIDENT 2024			
	Vessels Involved	**Deaths**	**Injuries**
Totals	**5365**	**556**	**2170**
At anchor	211	16	53
Being towed	35	5	5
Changing direction	730	39	351
Changing speed	529	19	249
Cruising	2165	158	1098
Docking/undocking	75	0	8
Drifting	436	129	189
Idling	41	7	22
Launching/loading	35	1	9
Rowing/paddling	163	99	57
Sailing	55	9	20
Tied to dock/moored	654	2	57
Towing	34	0	2
Trolling	33	18	10
Other	27	0	11
Unknown	142	54	29

Table 10 - VESSEL ACTIVITY AT THE TIME OF INCIDENT 2024									
		Deaths				**Injuries**			
	Vessels Involved	**Total**	**Operator**	**Occupant**	**Other/ unknown role**	**Total**	**Operator**	**Occupant**	**Other/ unknown role**
Totals	**5365**	**556**	**338**	**191**	**27**	**2170**	**851**	**1056**	**263**
Boating/relaxation	3405	291	193	95	3	1494	662	785	47
Commercial	56	0	0	0	0	11	2	8	1
Fishing	634	178	107	66	5	268	124	142	2
Fueling	23	1	1	0	0	3	2	0	1
Government	18	0	0	0	0	0	0	0	0
Hunting	44	7	4	2	1	19	10	9	0
Racing	30	1	1	0	0	13	8	5	0
Repairs	37	5	2	3	0	15	7	8	0
Starting engine	51	2	1	0	1	44	14	26	4
Swimming/snorkeling	78	34	14	18	2	38	2	33	3
Towed watersports	276	19	4	1	14	242	8	29	205
Towing	58	4	0	3	1	6	2	4	0
Whitewater	22	10	8	2	0	10	9	1	0
Other	17	3	3	0	0	3	1	2	0
None; not in operation	602	1	0	1	0	4	0	4	0
Unknown	14	0	0	0	0	0	0	0	0

Table 11 - WEATHER AND WATER CONDITIONS 2024				
		Incidents	**Deaths**	**Injuries**
		3887	**556**	**2170**
TYPE OF BODY OF WATER	Lakes, Ponds, Reservoirs, Dams, Gravel Pits	1702	254	1033
	Rivers, Streams, Creeks, Swamps, Bayous	1008	154	594
	Bays, Inlets, Marinas, Sounds, Harbors, Channels, Canals, Sloughs, Coves	791	80	353
	Ocean/Gulf	267	45	132
	Great Lakes (not tributaries)	119	23	58
WATER CONDITIONS	Calm (waves less than 6")	2398	282	1398
	Choppy (waves >6" to 2')	952	132	502
	Rough (waves >2' to 6')	308	64	139
	Very Rough (waves larger than 6')	49	14	24
	Unknown	180	64	107
WIND	None	333	46	185
	Light (1 - 6 mph)	2196	263	1317
	Moderate (7 - 14 mph)	929	135	478
	Strong (15 - 25 mph)	243	46	74
	Storm (over 25 mph)	39	15	11
	Unknown	147	51	105
VISIBILITY	Poor - Day	50	12	24
	Poor - Night	119	18	71
	Poor - Unknown if day or night	1	1	0
	Fair - Day	182	31	61
	Fair - Night	111	26	87
	Fair– Unknown if day or night	1	0	0
	Good - Day	2855	346	1551
	Good - Night	364	69	263
	Good- Unknown if day or night	8	3	0
	Unknown - Day	126	30	57
	Unknown - Night	51	16	44
	Unknown - Unknown if day or night	19	4	12
WATER TEMPERATURE	39 degrees F and below	19	10	5
	40 - 49 degrees F	104	40	54
	50 - 59 degrees F	276	76	109
	60 - 69 degrees F	661	91	337
	70 - 79 degrees F	1217	114	699
	80 - 89 degrees F	998	111	614
	90 degrees F and above	48	6	20
	Unknown	564	108	332

Table 12 - TIME RELATED DATA 2024				
		Incidents	**Deaths**	**Injuries**
		3887	**556**	**2170**
Time of Day	12:00 AM to 2:30 AM	64	22	63
	2:31 AM to 4:30 AM	35	8	18
	4:31 AM to 6:30 AM	68	16	20
	6:31 AM to 8:30 AM	106	23	54
	8:31 AM to 10:30 AM	230	42	89
	10:31 AM 12:30 PM	414	48	205
	12:31 PM to 2:30 PM	652	64	336
	2:31 PM to 4:30 PM	767	108	419
	4:31 PM to 6:30 PM	768	90	426
	6:31 PM to 8:30 PM	400	56	278
	8:31 PM to 10:30 PM	239	43	189
	10:31 PM to 11:59 PM	79	16	53
	Unknown	65	20	20
Month of Year	January	68	12	38
	February	90	20	37
	March	160	35	95
	April	211	41	118
	May	469	75	258
	June	675	78	373
	July	905	115	557
	August	581	68	305
	September	348	41	215
	October	169	26	73
	November	116	21	59
	December	95	24	42
Day of Week	Sunday	872	135	492
	Monday	344	56	183
	Tuesday	271	41	115
	Wednesday	322	48	192
	Thursday	378	51	215
	Friday	529	66	256
	Saturday	1171	159	717

Table 13 - VESSEL INFORMATION 2024				
		Vessels Involved	**Deaths**	**Injuries**
		5365	**556**	**2170**
Hull Material	Aluminum	1028	144	462
	Fiberglass	3793	232	1534
	Plastic	181	88	73
	Rubber/Vinyl/Canvas	63	39	20
	Steel	37	4	2
	Wood	38	2	7
	Other	5	3	0
	Unknown	220	44	72
Horsepower	No Engine	299	173	100
	10 hp or less	83	17	38
	11 - 25 hp	113	13	54
	26 - 75 hp	410	36	142
	76 - 150 hp	1032	88	462
	151 - 250 hp	805	57	374
	Over 250 hp	1225	57	467
	Unknown	1398	115	533
Year Built	2024	290	24	120
	2023	397	22	177
	2021 - 2022	562	47	270
	2019- 2020	352	31	169
	2017 - 2018	269	25	118
	2011 - 2016	536	41	211
	Prior to 2011	2405	217	912
	Unknown	554	149	193
Length	Less than 16 feet	1394	217	751
	16 feet to <26 feet	2429	238	1025
	26 feet to <40 feet	812	42	216
	40 feet to 65 feet	346	7	62
	More than 65 feet	56	0	4
	Unknown	328	52	112

Table 14 - RENTAL STATUS OF VESSELS INVOLVED IN INCIDENTS												
	Vessels				Deaths				Injuries			
	# of Vessels	Rented	Not Rented	Unknown if rented	# of Deaths	Rented	Not rented	Unknown if rented	# of Injuries	Rented	Not rented	Unknown if rented
All Vessels	**5365**	**588**	**3921**	**856**	**556**	**45**	**405**	**106**	**2170**	**242**	**1629**	**299**
Airboat	45	0	42	3	**3**	0	2	1	**40**	0	39	1
Auxiliary sailboat	214	9	175	30	**6**	4	1	1	**23**	1	17	5
Cabin motorboat	712	7	614	91	**36**	0	25	11	**169**	0	148	21
Canoe	35	2	28	5	**25**	1	20	4	**16**	2	13	1
Houseboat	35	2	22	11	**0**	0	0	0	**26**	1	3	22
Inflatable	18	4	9	5	**14**	2	8	4	**5**	1	3	1
Kayak	146	15	106	25	**89**	8	66	15	**44**	5	30	9
Open motorboat	2475	114	1996	365	**255**	8	213	34	**1091**	36	908	147
Personal watercraft	986	304	557	125	**38**	6	21	11	**563**	157	353	53
Pontoon	477	123	279	75	**44**	13	24	7	**139**	34	87	18
Rowboat	21	1	16	4	**8**	0	6	2	**9**	0	8	1
Sailboat (only)	31	2	24	5	**4**	0	1	3	**12**	1	10	1
Sailboat (unknown)	3	0	0	3	**0**	0	0	0	**3**	0	0	3
Standup paddleboard	40	5	21	14	**29**	3	16	10	**13**	4	4	5
Other	32	0	21	11	**2**	0	1	1	**3**	0	2	1
Unknown	95	0	11	84	**3**	0	1	2	**14**	0	4	10

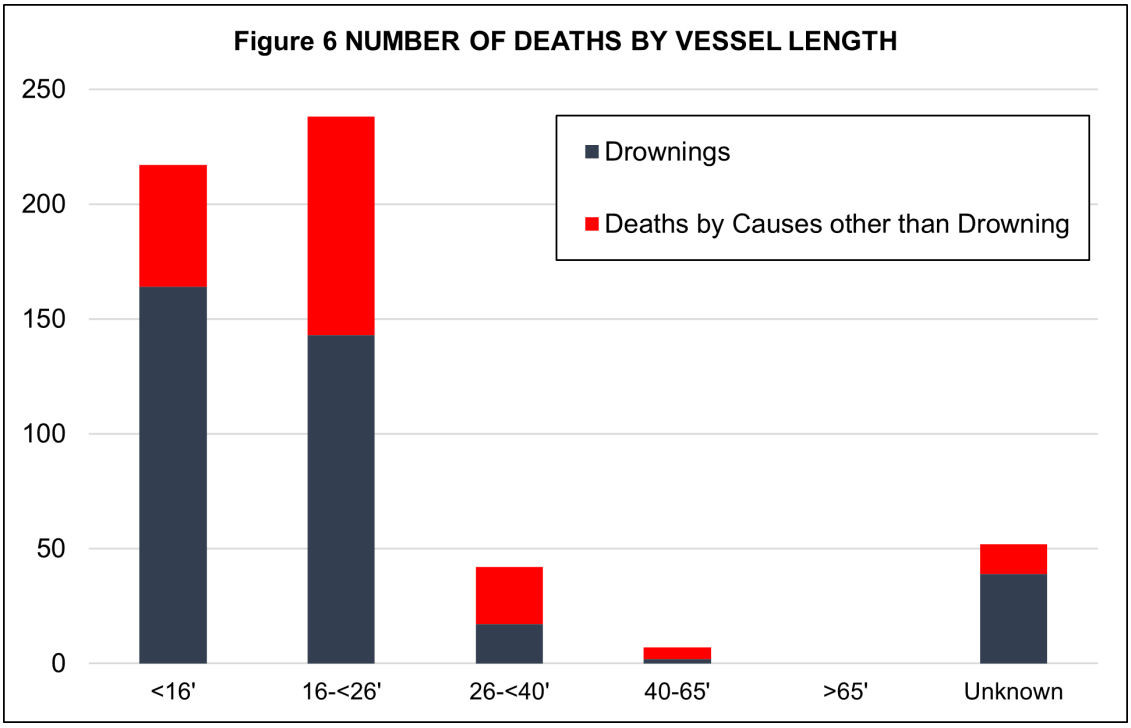


Table 15 - NUMBER & PERCENT OF DEATHS BY VESSEL LENGTH				
Length	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percent of Deaths from Drowning
<16'	164	53	217	76%
16-<26'	143	95	238	60%
26-<40'	17	25	42	40%
40-65'	2	5	7	29%
>65'	0	0	0	0%
Unknown	39	13	52	75%
Total	**365**	**191**	**556**	**66%**

INCIDENT TYPES

Explanation of Incident Types Section

The Coast Guard issued new policy that affected the incident reporting data collection. Revised in September 2023, policy letter 23-01 CH-1 posed changes in terminology and thresholds used in the data collection for any incident that occurred on or after January 1, 2024.

The following section contains six tables that examine data related to the events in incidents (termed “incident types”). 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 incident. By events, we mean the series of occurrences during an incident. If a wave broke over a vessel causing it to take on water, capsize, and eject its occupant, the Coast Guard would categorize this incident by three events. First, there was a swamping. Second, there was a capsizing. Third, there was an ejection.

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

Incident, Vessel & Casualty Numbers by Primary Incident Type (Table 16, Page 37)
This table focuses on the first event in a boating incident and provides information on the number of incidents, vessels, and casualties attributed to that first event. The deaths section is also separated by the categories drownings and non-drownings.

Five-year Summary of Frequency of Events in Incidents & Casualties Nationwide (Table 17, Pages 38-41)
As mentioned in the second paragraph of this section, there are four fields that can be used to define the series of events in an incident. This table focuses on the first three events in an incident and the number of casu-alties 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 swamping would fall under the intersection of the column "First Event in an Incident" and the row "Swamping”. The capsizing would be marked under the column "Second Event in an Incident" and the row "Capsizing". Finally, the ejection would be marked under the column "Third Event in an Incident" and the row "Person ejected from a vessel”.

This table focuses on the frequency that these events occurred nationally and the total number of deaths that were associated with each incident type. If we turn back to our example and focus on deaths as a result of swamping, we see that there were 262 incidents where swamping was the first event in the boating incident. There were 57 deaths associated with this first event type. However, there were other incidents that involved a swamping as a second or third occurrence. There were 61 incidents and 9 deaths associated with swamping as a second event and 20 incidents and 3 deaths associated with swamping as a third event. All combined, you get the sixth column of the table that looks at how many deaths were associated with an event that occurred either as the first, second, or third occurrence in an incident. Please note that in this table deaths are not separated by first, second and third event. In the example, there were 343 incidents and 69 deaths associated with swamping as a first, second, or third event.

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

Number of Vessels in Incidents by Vessel Length & Primary Incident Type (Table 18, Page 42) This table displays the types of incidents 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 Incidents by Vessel Type & Primary Incident Type (Table 19, Page 43) This table examines the first event of a boating incident for all vessels involved in an incident. It also provides information about the casualties associated with each vessel type.

Number of Vessels in Incidents by Primary Incident Type & Propulsion Type (Table 20, Page 44) This table provides information about the number of vessels involved in incidents by primary incident type and propulsion type.

Number of Vessels with Propellers by Primary Incident Type & Engine Type (Table 21, Page 44) This table provides information about the number of casualties and vessels associated by primary incident type and engine type. This table is a subset of information from Table 20 and represents all vessels propelled by a propeller.

Table 16 - INCIDENT, VESSEL & CASUALTY NUMBERS BY PRIMARY INCIDENT TYPE 2024							
	Incidents	Vessels Involved	Drowning Deaths	Other Deaths	Total Deaths	Total Injuries	Damages
All Incident Types	**3887**	**5365**	**365**	**191**	**556**	**2170**	**$88,319,135.32**
Capsizing	202	214	92	19	111	106	$1,854,700.00
Carbon monoxide exposure	5	5	0	2	2	26	$10,000.00
Collision with fixed object	929	1430	35	34	69	333	$15,205,958.23
Collision with floating object	109	121	6	1	7	43	$3,733,269.17
Collision with vessel	747	1516	5	38	43	570	$9,421,762.01
Electric shock	1	1	0	0	0	1	$10,000.00
Fire/explosion (fuel - engine)	124	138	1	0	1	74	$6,343,579.82
Fire/explosion (fuel - not engine)	10	11	0	0	0	9	$681,600.00
Fire/explosion (non-fuel)	48	60	0	0	0	7	$6,379,583.00
Fire/explosion (unknown origin)	26	69	0	1	1	10	$6,716,641.06
Flooding	162	168	12	2	14	9	$11,118,465.00
Grounding	394	404	1	12	13	223	$21,529,659.12
Natural phenomena	2	2	0	1	1	2	$55,000.00
Person departs vessel	92	98	44	4	48	41	$190,400.00
Person ejected from a vessel	170	182	22	9	31	160	$1,099,804.00
Person falls overboard	239	269	106	32	138	104	$646,789.51
Person impacts vessel	109	113	1	0	1	120	$146,505.00
Person struck by propeller	30	32	0	2	2	29	$0.00
Person struck by vessel	21	25	0	1	1	24	$4,500.00
Swamping	262	283	34	23	57	72	$3,073,977.40
Towed watersport mishap	185	201	6	9	15	189	$64,442.00
Other	20	23	0	1	1	18	$32,500.00

Table 17 - FREQUENCY OF EVENTS IN INCIDENTS & CASUALTIES NATIONWIDE							
2024	First Event in an Incident	Second Event in an Incident	Third Event in an Incident	Total Times Event Occurred in all Incidents	Deaths Associated with Event in all Incidents	Injuries Associated with Event in all Incidents	Damages Associated with Event in all Incidents
Capsizing	202	254	53	509	180	210	$12,786,275.40
Carbon monoxide exposure	5	0	0	5	2	26	$10,000.00
Collision with fixed object	929	68	14	1011	75	378	$16,258,260.74
Collision with floating object	109	3	1	113	9	44	$3,765,069.17
Collision with vessel	747	27	0	774	44	592	$9,868,990.01
Electric shock	1	0	0	1	0	1	$10,000.00
Fire/explosion (fuel - engine)	124	4	0	128	1	75	$6,376,579.82
Fire/explosion (fuel - not engine)	10	0	0	10	0	9	$681,600.00
Fire/explosion (non-fuel)	48	1	0	49	0	7	$6,384,583.00
Fire/explosion (unknown origin)	26	1	0	27	1	10	$6,860,521.06
Flooding	162	230	57	449	24	108	$40,197,016.07
Grounding	394	59	29	482	27	269	$23,738,060.12
Natural phenomena	2	0	0	2	1	2	$55,000.00
Person departs vessel	92	78	27	197	67	84	$1,644,106.00
Person ejected from a vessel	170	538	369	1077	306	880	$20,625,970.54
Person falls overboard	239	28	8	275	149	127	$738,984.51
Person impacts vessel	109	259	67	435	16	669	$17,967,032.78
Person struck by propeller	30	111	28	169	30	158	$436,588.51
Person struck by vessel	21	185	20	226	30	286	$1,342,757.67
Sinking	0	114	99	213	28	56	$14,677,695.05
Sudden medical condition	0	2	0	2	2	0	$0.00
Swamping	262	61	20	343	69	95	$4,779,235.22
Towed watersport mishap	185	6	3	194	17	199	$120,442.00
Other	20	9	1	30	2	25	$118,450.00
2023							
Capsizing	234	229	49	512	190	230	$6,048,938.00
Carbon monoxide poisoning	4	1	0	5	2	18	$0.00
Collision with fixed object	449	89	10	548	61	345	$12,921,092.33
Collision with floating object	51	2	1	54	5	19	$849,939.06
Collision with commercial vessel	31	0	0	31	8	39	$643,120.00
Collision with governmental vessel	6	1	0	7	0	0	$73,580.00
Collision with recreational vessel	1053	62	5	1120	43	562	$12,851,480.84
Collision with submerged object	187	1	1	189	12	53	$5,576,340.40

Table 17 Continued - FREQUENCY OF EVENTS IN INCIDENTS & CASUALTIES NATIONWIDE							
2023 continued	First Event in an Incident	Second Event in an Incident	Third Event in an Incident	Total Times Event Occurred in all Incidents	Deaths Associated with Event in all Incidents	Injuries Associated with Event in all Incidents	Damages Associated with Event in all Incidents
Departed vessel	113	47	27	187	69	84	$3,147,977.00
Ejected from vessel	150	533	249	932	286	786	$9,379,573.91
Electrocution	3	3	0	6	1	8	$5,350.00
Fall in vessel	134	221	34	389	21	531	$5,271,639.38
Falls overboard	227	36	12	275	149	124	$1,016,149.00
Fire/explosion (fuel)	117	3	0	120	3	114	$6,661,964.23
Fire/explosion (non-fuel)	73	4	1	78	0	8	$5,079,273.00
Fire/explosion (unknown origin)	33	1	0	34	0	7	$6,647,725.00
Flooding/swamping	386	255	60	701	67	186	$22,369,100.76
Grounding	359	55	13	427	21	248	$9,802,359.77
Person struck by propeller	35	83	27	145	23	133	$120,150.00
Person struck by vessel	18	167	31	216	32	263	$1,515,005.00
Sinking	0	120	85	205	9	55	$7,009,901.00
Skier mishap	157	10	3	170	16	183	$33,050.00
Sudden medical condition	0	3	0	3	2	2	$0.00
Other	24	8	1	33	2	33	$155,120.00
Unknown	0	0	0	0	0	0	$0.00
2022							
Capsizing	234	197	52	483	178	212	$4,369,238.01
Carbon monoxide poisoning	3	1	0	4	1	5	$0.00
Collision with fixed object	477	95	13	585	59	366	$11,531,388.91
Collision with floating object	57	1	1	59	9	29	$1,110,007.45
Collision with commercial vessel	22	0	2	24	7	37	$719,267.00
Collision with governmental vessel	10	5	0	15	1	4	$135,815.55
Collision with recreational vessel	1085	75	2	1162	42	531	$17,721,991.61
Collision with submerged object	203	2	0	205	10	74	$4,535,212.55
Departed vessel	116	78	18	212	97	96	$4,312,791.00
Ejected from vessel	172	580	232	984	294	883	$10,139,037.16
Electrocution	0	0	0	0	0	0	$0.00
Fall in vessel	126	217	53	396	25	566	$7,620,353.09
Falls overboard	260	33	5	298	187	125	$664,085.00
Fire/explosion (fuel)	130	2	1	133	3	113	$6,627,421.00
Fire/explosion (non-fuel)	66	2	1	69	0	11	$4,237,594.00
Fire/explosion (unknown origin)	36	0	0	36	2	10	$4,332,258.00
Flooding/swamping	422	184	43	649	98	182	$14,198,552.00

Table 17 Continued - FREQUENCY OF EVENTS IN INCIDENTS & CASUALTIES NATIONWIDE							
2022 continued	First Event in an Incident	Second Event in an Incident	Third Event in an Incident	Total Times Event Occurred in all Incidents	Deaths Associated with Event in all Incidents	Injuries Associated with Event in all Incidents	Damages Associated with Event in all Incidents
Grounding	350	77	22	449	24	270	$10,245,390.50
Person struck by propeller	33	110	30	173	41	182	$662,416.68
Person struck by vessel	24	181	23	228	30	264	$1,821,244.02
Sinking	0	117	55	172	27	30	$9,659,246.00
Skier mishap	183	3	0	186	17	199	$71,509.00
Sudden medical condition	0	0	0	0	0	0	$0.00
Other	31	9	1	41	4	38	$858,100.00
Unknown	0	0	0	0	0	0	$0
2021							
Capsizing	264	279	55	598	210	226	$5,264,097.00
Carbon monoxide poisoning	8	0	0	8	6	13	$15,000.00
Collision with fixed object	508	79	9	596	46	447	$9,087,710.10
Collision with floating object	49	4	0	53	7	26	$813,450.00
Collision with commercial vessel	18	0	0	18	9	21	$160,545.00
Collision with governmental vessel	10	3	0	13	0	4	$170,001.00
Collision with recreational vessel	1226	64	5	1295	33	768	$14,259,172.64
Collision with submerged object	209	3	0	212	11	80	$3,772,330.49
Departed vessel	158	114	47	319	130	134	$3,428,406.00
Ejected from vessel	189	568	229	986	280	927	$8,836,437.81
Electrocution	0	1	0	1	1	0	$1,000.00
Fall in vessel	149	226	47	422	16	597	$5,285,969.39
Falls overboard	273	47	11	331	188	137	$430,254.00
Fire/explosion (fuel)	138	2	0	140	1	117	$6,386,889.38
Fire/explosion (non-fuel)	93	1	1	95	5	18	$6,085,373.00
Fire/explosion (unknown origin)	38	1	0	39	2	4	$5,417,050.00
Flooding/swamping	461	222	84	767	81	235	$26,484,046.00
Grounding	308	72	26	406	23	242	$13,613,056.42
Person struck by propeller	45	112	31	188	24	191	$141,670.00
Person struck by vessel	30	201	30	261	20	328	$1,296,933.91
Sinking	0	132	114	246	16	41	$9,299,622.00
Skier mishap	213	13	1	227	11	257	$26,050.00
Sudden medical condition	3	2	1	6	1	5	$0.00
Other	49	11	0	60	2	51	$1,491,335.00
Unknown	0	0	0	0	0	0	$0.00

Table 17 Continued - FREQUENCY OF EVENTS IN INCIDENTS & CASUALTIES NATIONWIDE							
2020	First Event in an Incident	Second Event in an Incident	Third Event in an Incident	Total Times Event Occurred in all Incidents	Deaths Associated with Event in all Incidents	Injuries Associated with Event in all Incidents	Damages Associated with Event in all Incidents
Capsizing	309	315	72	696	226	284	$6,195,036.34
Carbon monoxide poisoning	15	0	0	15	5	41	$2,000.00
Collision with fixed object	542	93	19	654	69	445	$7,027,142.79
Collision with floating object	82	4	0	86	5	28	$966,005.00
Collision with commercial vessel	15	1	1	17	2	10	$195,005.00
Collision with governmental vessel	10	2	0	12	0	3	$92,600.00
Collision with recreational vessel	1379	89	10	1478	68	854	$14,437,120.93
Collision with submerged object	149	1	0	150	6	51	$2,810,220.14
Departed vessel	171	97	19	287	119	130	$2,153,967.00
Ejected from vessel	248	717	475	1440	351	1186	$9,893,195.46
Electrocution	3	1	0	4	2	5	$20,950.00
Fall in vessel	169	259	54	482	22	691	$4,360,490.00
Falls overboard	335	49	5	389	200	189	$408,911.00
Fire/explosion (fuel)	176	1	2	179	3	171	$7,505,475.00
Fire/explosion (non-fuel)	87	3	1	91	8	24	$6,350,364.88
Fire/explosion (unknown origin)	53	0	0	53	0	21	$5,323,450.00
Flooding/swamping	589	343	75	1007	117	284	$24,329,920.03
Grounding	484	80	34	598	34	319	$12,528,222.55
Person struck by propeller	55	148	44	247	39	241	$511,850.00
Person struck by vessel	30	314	26	370	54	442	$1,717,942.00
Sinking	0	112	99	211	40	62	$7,737,499.00
Skier mishap	303	28	2	333	22	353	$142,285.00
Sudden medical condition	0	0	0	0	0	0	$0.00
Other	61	12	1	74	4	60	$557,601.00
Unknown	0	0	0	0	0	0	$0.00

Table 18 - NUMBER OF VESSELS IN INCIDENTS BY VESSEL LENGTH & PRIMARY INCIDENT TYPE

	Total vessels involved	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with vessel	Electric shock	Fire/explosion (fuel - engine)	Fire/explosion (fuel - not engine)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding	Grounding	Natural phenomena	Person departs vessel	Person ejected from a vessel	Person falls overboard	Person impacts vessel	Person struck by propeller	Person struck by vessel	Sinking	Sudden medical condition	Swamping	Towed watersport mishap	Other	Drownings	Other Deaths	Total Deaths	Injuries
All lengths	**5365**	**214**	**5**	**1430**	**121**	**1516**	**1**	**138**	**11**	**60**	**69**	**168**	**404**	**2**	**98**	**182**	**269**	**113**	**32**	**25**	**0**	**0**	**283**	**201**	**23**	**365**	**191**	**556**	**2170**
4 feet	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0
5 feet	**2**	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2	0
6 feet	**6**	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	4
7 feet	**10**	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	6	0	6	3
8 feet	**40**	8	0	2	0	10	0	0	0	0	0	2	1	0	1	7	2	1	0	0	0	0	5	1	0	12	1	13	16
9 feet	**74**	9	0	8	0	38	0	0	0	0	0	3	3	0	1	4	5	1	0	0	0	0	2	0	0	10	1	11	40
10 feet	**341**	39	0	38	1	145	0	3	0	1	0	4	11	0	1	27	41	9	1	2	0	0	9	9	0	56	19	75	185
11 feet	**537**	6	0	46	6	326	0	6	0	3	1	6	18	0	7	50	24	15	0	7	0	0	4	12	0	15	16	31	290
12 feet	**130**	16	0	19	3	35	0	0	0	0	0	1	9	1	3	13	12	1	0	3	0	0	11	2	1	21	5	26	82
13 feet	**49**	4	0	9	3	8	0	0	0	1	0	0	1	0	1	3	5	2	2	2	0	0	8	0	0	8	1	9	32
14 feet	**90**	12	0	13	1	19	0	0	0	0	0	4	2	0	0	6	10	0	0	1	0	0	22	0	0	20	3	23	46
15 feet	**114**	13	0	21	3	21	0	1	0	0	0	9	7	0	1	7	6	2	0	0	0	0	20	2	1	13	6	19	53
Under 16 ft	**1394**	113	0	158	17	605	0	10	0	5	1	29	52	1	16	118	110	31	3	15	0	0	82	26	2	164	53	217	751
16 feet	**210**	12	0	40	6	55	0	4	0	0	1	15	7	0	5	13	9	4	1	0	0	0	36	2	0	17	10	27	90
17 feet	**196**	8	0	38	6	49	0	4	0	0	0	14	18	0	6	5	11	2	1	0	0	0	32	2	0	21	6	27	81
18 feet	**239**	7	0	58	7	58	0	10	0	1	0	12	24	0	5	2	19	6	1	1	0	0	17	10	1	21	13	34	109
19 feet	**186**	2	0	46	6	45	0	10	1	2	1	11	14	0	6	4	7	7	1	1	0	0	8	14	0	15	7	22	87
20 feet	**346**	9	0	85	15	82	0	12	0	1	0	12	29	0	15	3	13	11	4	1	0	0	24	28	2	20	18	38	157
21 feet	**285**	3	0	83	6	63	0	12	0	4	3	10	33	1	0	5	6	8	5	0	0	0	19	23	1	10	12	22	106
22 feet	**312**	3	1	113	2	67	0	10	1	2	0	3	25	0	14	3	20	3	2	2	0	0	10	27	4	19	11	30	106
23 feet	**228**	2	0	70	6	42	0	5	0	5	1	8	31	0	2	5	7	6	2	0	0	0	9	26	1	4	8	12	131
24 feet	**241**	0	0	85	15	55	0	3	1	6	1	5	22	0	8	2	7	6	3	0	0	0	8	13	1	5	6	11	76
25 feet	**186**	3	0	59	6	38	0	10	1	2	2	4	22	0	5	4	7	4	1	0	0	0	6	9	3	11	4	15	82
16 ft to less than 26 ft	**2429**	49	1	677	75	554	0	80	4	23	9	94	225	1	66	46	106	57	21	5	0	0	169	154	13	143	95	238	1025
26 feet	**109**	2	0	38	3	31	0	2	1	0	1	3	13	0	0	1	4	1	1	0	0	0	3	4	1	2	2	4	49
27 feet	**109**	2	0	36	5	24	0	3	1	4	1	2	16	0	2	1	2	2	3	0	0	0	4	1	0	1	3	4	29
28 feet	**76**	1	0	30	1	15	0	2	0	3	1	2	6	0	0	1	1	5	0	0	0	0	4	4	0	2	7	9	18
29 feet	**57**	1	0	28	1	11	0	2	0	0	0	2	5	0	0	1	1	3	2	0	0	0	0	0	0	2	0	2	18
30 feet	**80**	1	0	34	1	14	1	6	0	1	1	6	8	0	1	0	1	2	0	1	0	0	2	0	0	1	0	1	16
31 feet	**39**	0	0	14	0	8	0	2	0	2	1	1	5	0	1	1	2	0	0	0	0	0	1	1	0	1	4	5	14
32 feet	**57**	0	0	20	1	17	0	5	0	1	1	3	4	0	1	0	0	1	1	0	0	0	2	0	0	0	1	1	12
33 feet	**40**	0	0	17	1	10	0	2	0	2	1	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	9
34 feet	**41**	0	1	20	0	7	0	2	0	0	1	2	5	0	0	1	1	1	0	0	0	0	0	0	0	2	1	3	6
35 feet	**48**	0	1	21	2	8	0	3	0	1	3	3	3	0	1	0	0	0	0	0	0	0	0	0	2	2	2	4	9
36 feet	**55**	0	0	22	1	10	0	3	0	5	1	2	7	0	1	0	2	1	0	0	0	0	0	0	0	0	2	2	9
37 feet	**42**	0	0	19	0	12	0	2	1	1	1	1	2	0	1	1	1	0	0	0	0	0	0	0	0	2	1	3	7
38 feet	**34**	1	1	13	1	11	0	1	0	1	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
39 feet	**25**	1	0	9	0	3	0	1	0	1	0	0	6	0	1	2	0	0	0	0	0	0	0	0	1	2	1	3	16
26 ft to less than 40 ft	**812**	9	3	321	17	181	1	36	3	22	13	27	88	0	9	9	18	16	7	1	0	0	16	11	4	17	25	42	216
40 ft to 65 ft	**346**	1	0	180	5	69	0	10	3	9	6	13	33	0	2	1	5	2	0	1	0	0	3	2	1	2	5	7	62
Over 65 ft	**56**	0	0	28	2	17	0	0	1	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Unknown	**328**	42	1	66	5	90	0	2	0	0	37	4	3	0	5	8	30	7	1	3	0	0	13	8	3	39	13	52	112

Table 19 - NUMBER OF VESSELS IN INCIDENTS BY VESSEL TYPE & PRIMARY INCIDENT TYPE WITH NUMBER OF CASUALTIES BY CASUALTY TYPE & VESSEL TYPE 2024

	All incident types	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with vessel	Electric shock	Fire/explosion (fuel - engine)	Fire/explosion (fuel - not engine)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding	Grounding	Natural phenomena	Person departs vessel	Person ejected from a vessel	Person falls overboard	Person impacts vessel	Person struck by propeller	Person struck by vessel	Sinking	Sudden medical condition	Swamping	Towed watersport mishap	Other	Drownings	Deaths by causes other than drowning	Total deaths	Injuries
All vessels	**5365**	**214**	**5**	**1430**	**121**	**1516**	**1**	**138**	**11**	**60**	**69**	**168**	**404**	**2**	**98**	**182**	**269**	**113**	**32**	**25**	**0**	**0**	**283**	**201**	**23**	**365**	**191**	**556**	**2170**
Airboat	**45**	0	0	12	3	17	0	0	0	0	0	2	8	0	0	0	1	0	1	0	0	0	1	0	0	1	2	3	40
Auxiliary sailboat	**214**	4	0	102	3	50	1	2	0	2	5	8	28	0	2	0	3	1	0	1	0	0	0	0	2	5	1	6	23
Cabin motorboat	**712**	4	4	291	16	131	0	48	7	30	13	30	80	0	6	5	13	8	0	0	0	0	21	2	3	16	20	36	169
Canoe	**35**	18	0	1	0	1	0	0	0	0	0	2	0	0	2	0	4	0	0	1	0	0	6	0	0	21	4	25	16
Houseboat	**35**	1	1	15	0	6	0	0	2	2	3	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	26
Inflatable	**18**	3	0	6	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	13	1	14	5
Kayak	**146**	73	0	21	0	7	0	0	0	0	0	1	3	0	2	5	24	1	0	0	0	0	9	0	0	77	12	89	44
Open motorboat	**2475**	56	0	651	77	573	0	72	2	20	11	106	209	2	47	62	110	63	29	7	0	0	222	147	9	153	102	255	1091
Personal watercraft	**986**	16	0	82	9	602	0	9	0	3	1	9	34	0	7	99	41	30	0	14	0	0	1	26	3	10	28	38	563
Pontoon	**477**	8	0	208	7	91	0	6	0	2	0	3	36	0	28	5	33	7	1	2	0	0	10	24	6	32	12	44	139
Rowboat	**21**	6	0	2	0	3	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	6	0	0	6	2	8	9
Sailboat (only)	**31**	11	0	5	0	9	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3	1	4	12
Sailboat (unknown)	**3**	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Standup paddleboard	**40**	6	0	2	2	2	0	0	0	0	0	1	0	0	2	1	24	0	0	0	0	0	0	0	0	26	3	29	13
Other	**32**	1	0	6	3	16	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	1	1	2	3
Unknown	**95**	6	0	26	1	7	0	1	0	1	36	1	0	0	1	0	6	2	1	0	0	0	4	2	0	1	2	3	14

Table 20 - NUMBER OF VESSELS IN INCIDENTS BY PRIMARY INCIDENT TYPE & PROPULSION TYPE

	All Types	Air Thrust	Manual	Propeller	Sail	Water Jet	Unknown
Injuries	**2170**	40	88	1387	12	612	31
Total deaths	**556**	3	169	319	4	53	8
Other deaths	**191**	2	23	123	1	35	7
Drownings	**365**	1	146	196	3	18	1
Other	**23**	0	0	19	0	4	0
Towed watersport mishap	**201**	0	0	163	0	34	4
Swamping	**283**	1	22	238	0	13	9
Sudden medical condition	**0**	0	0	0	0	0	0
Sinking	**0**	0	0	0	0	0	0
Person struck by vessel	**25**	0	1	8	0	15	1
Person struck by propeller	**32**	1	0	31	0	0	0
Person falls overboard	**269**	1	58	159	1	43	7
Person impacts vessel	**113**	0	1	77	0	32	3
Person ejected from a vessel	**182**	0	10	69	1	100	2
Person departs vessel	**98**	0	7	78	0	11	2
Natural phenomena	**2**	0	0	2	0	0	0
Grounding	**404**	8	4	343	2	45	2
Flooding	**168**	2	6	138	2	18	2
Fire/explosion (unknown origin)	**69**	0	0	30	0	1	38
Fire/explosion (non-fuel)	**60**	0	0	54	0	4	2
Fire/explosion (fuel - not engine)	**11**	0	0	11	0	0	0
Fire/explosion (fuel - engine)	**138**	0	0	122	0	11	5
Electric shock	**1**	0	0	1	0	0	0
Collision with vessel	**1516**	17	13	821	9	629	27
Collision with floating object	**121**	3	3	101	0	11	3
Collision with fixed object	**1430**	12	36	1218	5	113	46
Carbon monoxide exposure	**5**	0	0	5	0	0	0
Capsizing	**214**	0	107	69	11	20	7
Total vessels involved	**5365**	**45**	**268**	**3757**	**31**	**1104**	**160**

Table 21 - NUMBER OF VESSELS WITH PROPELLERS BY PRIMARY INCIDENT TYPE & ENGINE TYPE

Engine Type	Inboard	Outboard	Pod drive	Sterndrive	Unknown
Injuries	321	864	0	166	36
Total deaths	32	255	0	29	3
Other deaths	12	94	0	15	2
Drownings	20	161	0	14	1
Other	3	12	0	3	1
Towed watersport mishap	70	48	0	41	4
Swamping	25	189	0	19	5
Sudden medical condition	0	0	0	0	0
Sinking	0	0	0	0	0
Person struck by vessel	4	3	0	1	0
Person struck by propeller	6	16	0	8	1
Person falls overboard	25	119	0	12	3
Person impacts vessel	12	51	0	14	0
Person ejected from a vessel	7	58	0	3	1
Person departs vessel	16	47	0	12	3
Natural phenomena	0	2	0	0	0
Grounding	122	163	0	51	7
Flooding	40	74	0	18	6
Fire/explosion (unknown origin)	15	6	0	5	4
Fire/explosion (non-fuel)	29	12	0	10	3
Fire/explosion (fuel - not engine)	8	2	0	1	0
Fire/explosion (fuel - engine)	53	30	0	35	4
Electric shock	1	0	0	0	0
Collision with vessel	174	555	2	61	29
Collision with floating object	25	64	0	11	1
Collision with fixed object	378	718	0	93	29
Carbon monoxide exposure	4	0	0	1	0
Capsizing	5	62	0	2	0
Total vessels involved	**1022**	**2231**	**2**	**401**	**101**

Operator & passenger information

Explanation of Operator/Passenger Information Section

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

Operator Information (Table 22, Page 47)
This table provides information about the operator. Information covers a variety of topics including age, operator's experience, number of people onboard the vessel, and the boating safety instruction level of the operator.

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

Number of Deaths by Type of Operator Boating Instruction (Table 23 & Figure 7, Page 48)
This table and accompanying figure focus on boating safety instruction for those operators who had a person die on their vessel. The table and figure both focus on instruction provided by the U.S. Coast Guard Auxiliary, U.S. Power Squadrons, American Red Cross, and state sources. The figure examines only deaths where the operator instruction was known.

Number of Deaths by Vessel Type (Table 24 & Figure 8, Page 49)
This table documents deaths by vessel type with a focus on drownings. It also provides the percentage of deaths by drowning by type of vessel.

Percentage of Deaths by Vessel Type, 2010-2024 (Figure 9 & Table 25, Page 50)
This table and accompanying figure focus on the percentage of deaths that occurred on each vessel type over the years. The figure may be interpreted by measuring the upper and lower bounds of the color-coded vessel type to obtain the percentage of deaths attributed to that vessel type within the year.

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

Number of Deceased Victims by Age & Vessel Type (Table 26 and Figure 9a, Pages 51 and 52)
This table documents the age of fatal incident victims by vessel type, and delineates the number of drownings, non-drownings, and total deaths by age. The accompanying figure charts the percent of deceased victims by age group and vessel type.

Percent of Injured Victims by Age & Vessel Type (Figure 9b and Table 27, Pages 52 and 53)
This figure charts the percent of injured victims by age group and vessel type, and the accompanying table documents the age of injured victims by vessel type.

Nature of Primary Injury Type by Area of Injury 2024 (Table 28, Page 54)
This table focuses on the nature and area of the primary injury of injured victims.

Number of Injured Victims under Age 18 by Age Group and Injury Type on Personal Watercraft, 2024 (Figure 10, Page 54)
This figure focuses on the number of injured victims from personal watercraft for specific age groups and by type of injury.

Table 22 - OPERATOR INFORMATION 2024				
		Vessels Involved	Deaths	Injuries
		5365	**556**	**2170**
Age of Operator	12 years and under	16	4	7
	13 to 18 years	317	17	177
	19 to 25 years	510	49	283
	26 to 35 years	572	92	278
	36 to 55 years	1528	183	784
	Over 55 years	1339	185	517
	Unknown	333	22	81
	No operator	750	4	43
Operator's Experience	No Experience	83	9	56
	Under 10 hours	515	60	241
	10 to 100 hours	917	75	472
	101 to 500 hours	1472	148	680
	Over 500 Hours	511	34	198
	Unknown	1117	226	480
	No Operator	750	4	43
Number of Persons on Board	None	394	0	0
	One	1689	212	458
	Two	1395	146	690
	Three	490	78	267
	Four	379	36	218
	Five	250	25	143
	Six	163	20	103
	Seven	101	10	86
	Eight	79	10	62
	Nine	45	5	45
	Ten	29	1	14
	More than 10	69	11	62
	Unknown	282	2	22
Education of Operator	American Red Cross	0	0	0
	Informal	118	13	65
	Internet Course	109	13	61
	State Course	1058	48	485
	US Power Squadrons	23	2	4
	USCG Auxiliary	77	3	26
	Other	113	8	38
	No Education	1634	195	831
	Unknown	1483	270	617
	No Operator	750	4	43

BOATING SAFETY INSTRUCTION

Table 23 - NUMBER OF DEATHS BY TYPE OF OPERATOR BOATING INSTRUCTION 2024	
Type of Boating Instruction	Deaths
American Red Cross	0
Informal	13
Internet Course	13
State Course	48
US Power Squadrons	2
USCG Auxiliary	3
Other	8
No Education	195
Total Deaths - Known Operator Instruction	312
Total Deaths - Unknown Operator Instruction	270
Total Deaths - No Operator	4
Total Deaths - Known & Unknown Operator Instruction	556

Figure 7 PERCENT OF DEATHS BY KNOWN OPERATOR INSTRUCTION, 2024

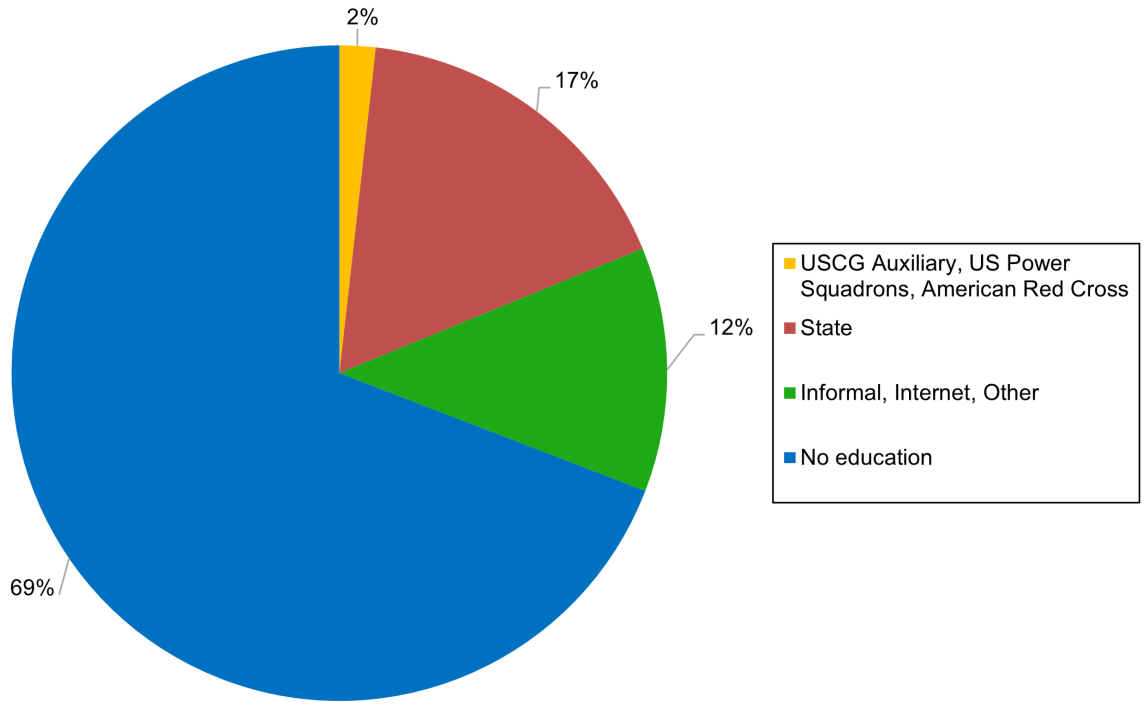


Table 24 - NUMBER OF DEATHS BY VESSEL TYPE 2024				
Vessel type	Drownings	Deaths by Causes other than Drowning	Total Deaths	Percentage of Deaths from Drowning
Airboat	1	2	3	33%
Auxiliary Sailboat	5	1	6	83%
Cabin Motorboat	16	20	36	44%
Canoe	21	4	25	84%
Houseboat	0	0	0	0%
Inflatable	13	1	14	93%
Kayak	77	12	89	87%
Open Motorboat	153	102	255	60%
Personal Watercraft	10	28	38	26%
Pontoon	32	12	44	73%
Rowboat	6	2	8	75%
Sailboat (only)	3	1	4	75%
Sailboat (unknown)	0	0	0	0%
Standup paddleboard	26	3	29	90%
Other	1	1	2	50%
Unknown	1	2	3	33%
Total	**365**	**191**	**556**	**66%**

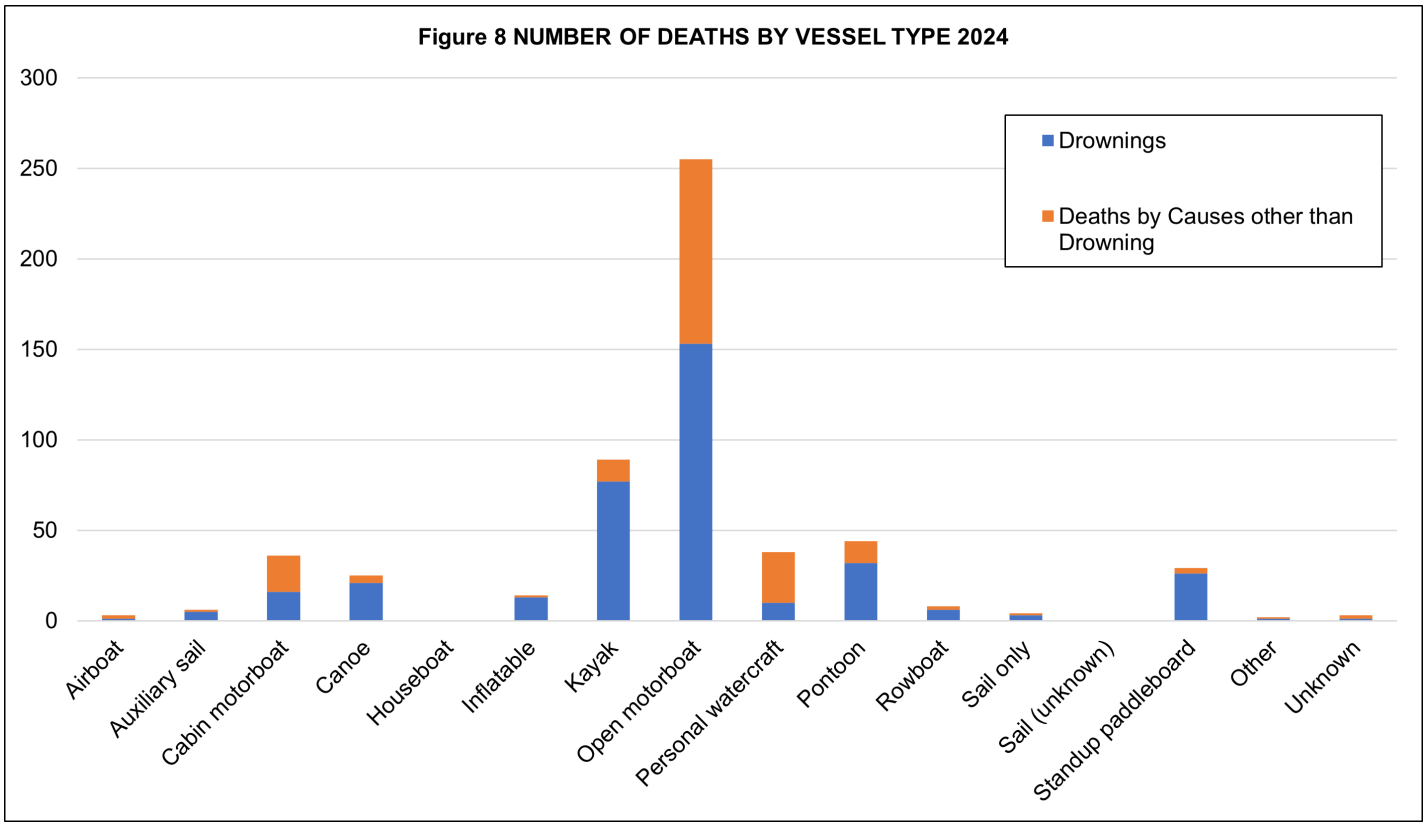


Figure 9 PERCENT OF DEATHS BY VESSEL TYPE, 2010-2024

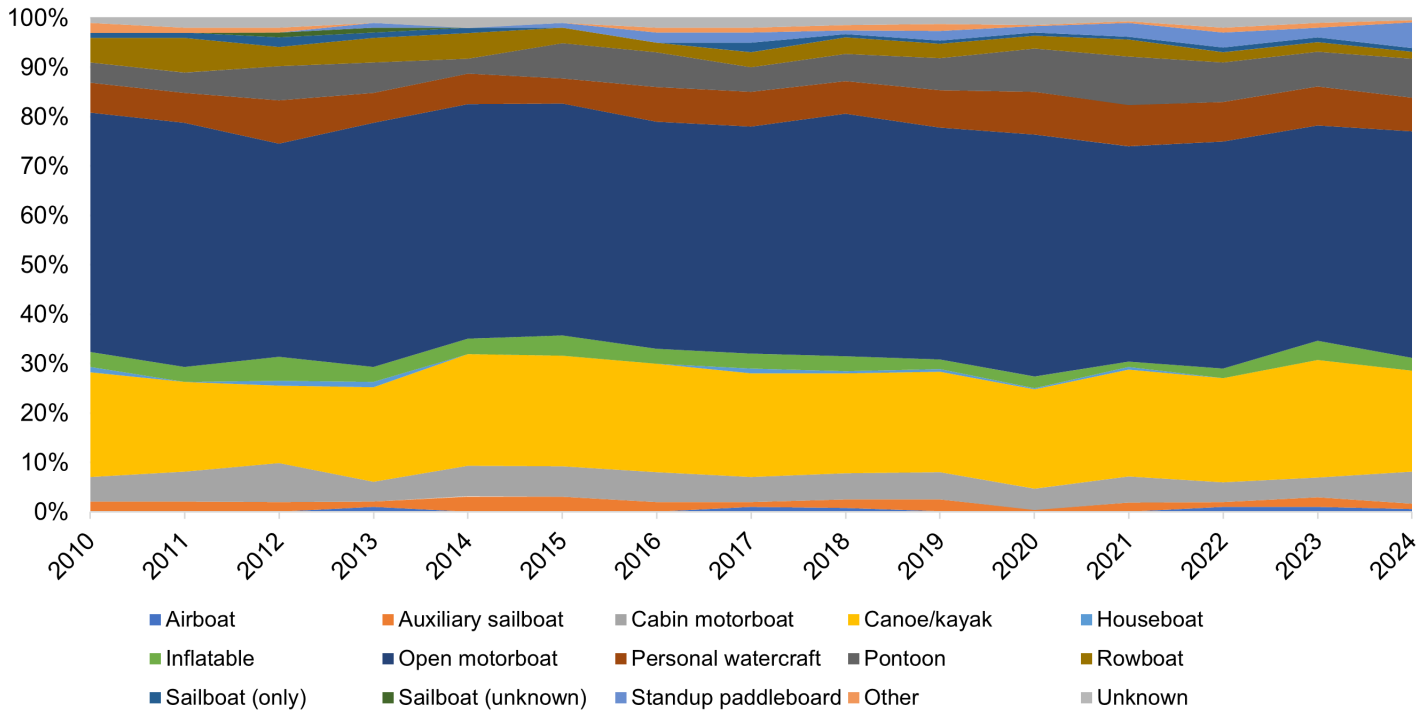


Table 25 - PERCENT OF DEATHS BY VESSEL TYPE, 2010-2024

Vessel Type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Airboat	0%	0%	0%	1%	0%	0%	0%	1%	1%	0%	0%	0%	1%	1%	1%
Auxiliary sailboat	2%	2%	2%	1%	3%	3%	2%	1%	2%	2%	0%	2%	1%	2%	1%
Cabin motorboat	5%	6%	8%	4%	6%	6%	6%	5%	5%	6%	4%	5%	4%	4%	6%
Canoe/kayak	21%	18%	16%	19%	22%	22%	22%	21%	20%	20%	20%	22%	21%	24%	21%
Houseboat	1%	0%	1%	1%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%
Inflatable	3%	3%	5%	3%	3%	4%	3%	3%	3%	2%	2%	1%	2%	4%	3%
Open motorboat	48%	49%	44%	49%	46%	46%	46%	46%	49%	47%	49%	44%	46%	44%	46%
Personal watercraft	6%	6%	9%	6%	6%	5%	7%	7%	7%	8%	9%	8%	8%	8%	7%
Pontoon	4%	4%	7%	6%	3%	7%	7%	5%	6%	7%	9%	10%	8%	7%	8%
Rowboat	5%	7%	4%	5%	5%	3%	2%	3%	3%	3%	3%	3%	2%	2%	1%
Sailboat (only)	1%	1%	2%	1%	1%	0%	0%	2%	1%	1%	1%	1%	1%	1%	1%
Sailboat (unknown)	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Standup paddleboard	0%	0%	0%	1%	0%	1%	2%	2%	1%	2%	1%	3%	3%	2%	5%
Other	2%	1%	1%	0%	0%	0%	1%	1%	1%	1%	0%	0%	1%	1%	0%
Unknown	1%	2%	2%	1%	2%	1%	2%	2%	1%	1%	1%	1%	2%	1%	1%

Table 26 - NUMBER OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2024

Age of Deceased Victim	Type of Vessel																Drownings	Other deaths	Total deaths
	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown			
Total	**3**	**6**	**36**	**25**	**0**	**14**	**89**	**255**	**38**	**44**	**8**	**4**	**0**	**29**	**2**	**3**	**365**	**191**	**556**
1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	0	3
5	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2
6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
7	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
9	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
10	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	2
11	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	2	3
12	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	2	3
0-12	0	2	2	0	0	0	4	7	2	4	0	0	0	1	0	0	13	9	22
13 - 19	0	0	3	2	0	0	11	8	4	3	0	0	0	3	0	0	21	13	34
20 - 29	0	0	7	7	0	0	16	30	9	5	1	1	0	10	0	0	59	27	86
30 - 39	0	1	3	3	0	1	15	41	8	6	0	0	0	3	0	2	53	30	83
40 - 49	2	0	4	4	0	2	17	36	7	6	1	2	0	4	1	0	53	33	86
50 - 59	1	0	6	3	0	5	9	47	0	6	0	1	0	4	1	0	56	27	83
60 - 69	0	2	9	5	0	4	11	46	6	9	2	0	0	3	0	0	67	30	97
70 - 79	0	1	1	1	0	2	4	30	0	5	4	0	0	1	0	0	32	17	49
80 and Over	0	0	1	0	0	0	1	9	1	0	0	0	0	0	0	0	9	3	12
Unknown	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	2	2	4

Figure 9a PERCENT OF DECEASED VICTIMS BY AGE AND VESSEL TYPE 2024

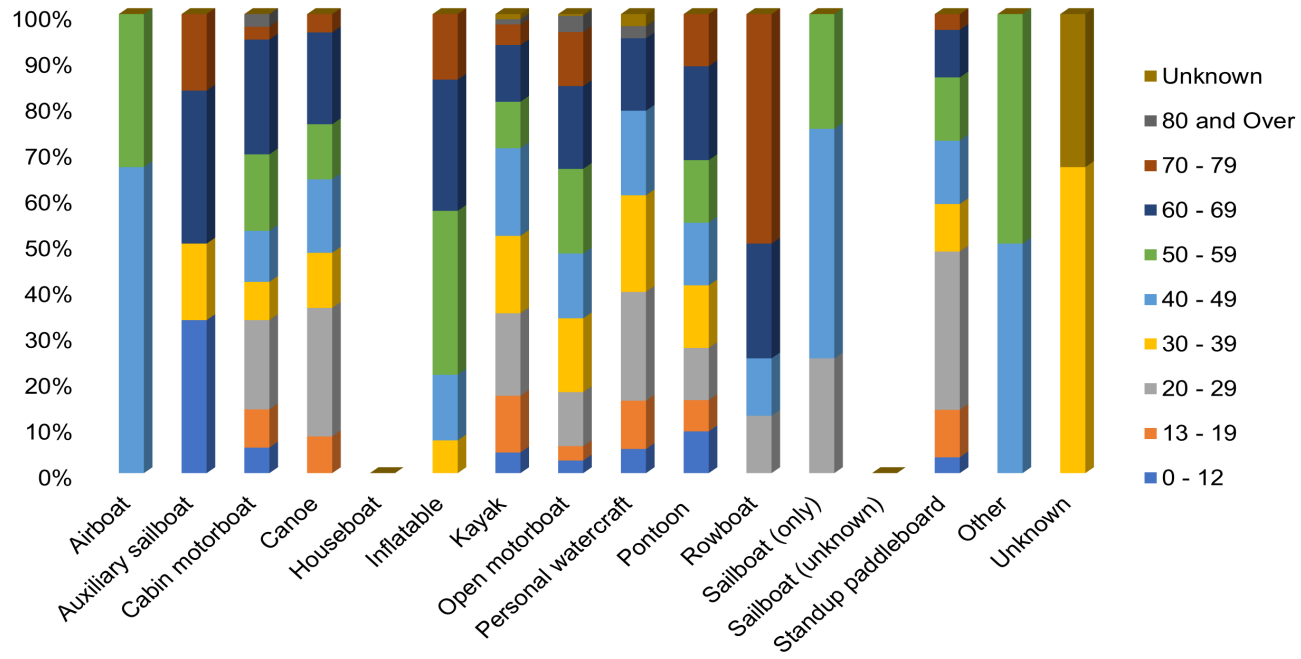


Figure 9b PERCENT OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2024

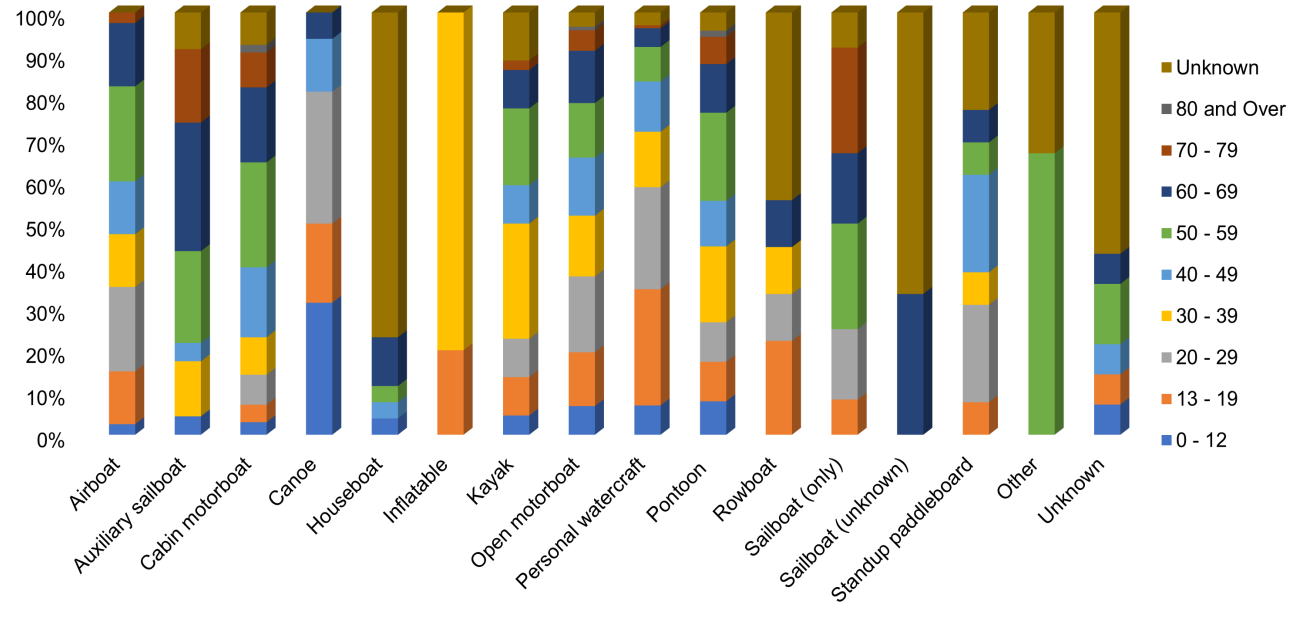
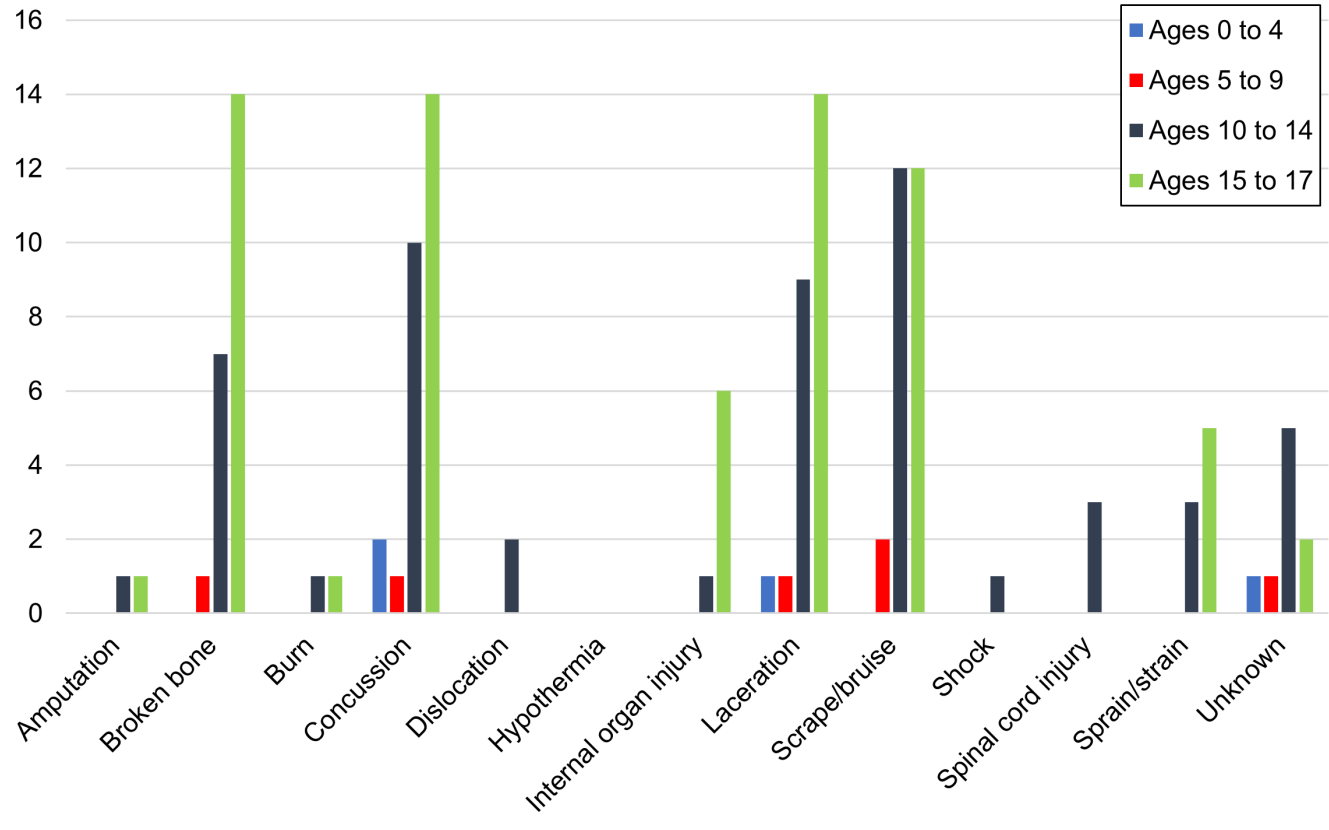


Table 27 - NUMBER OF INJURED VICTIMS BY AGE AND VESSEL TYPE 2024																	
Age of Injured Victim	Total injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
Total	**2170**	**40**	**23**	**169**	**16**	**26**	**5**	**44**	**1091**	**563**	**139**	**9**	**12**	**3**	**13**	**3**	**14**
0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
2	4	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0
3	9	1	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0
4	8	0	0	0	1	0	0	0	5	1	1	0	0	0	0	0	0
5	12	0	1	1	1	0	0	1	7	1	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0
7	8	0	0	1	0	0	0	0	5	1	1	0	0	0	0	0	0
8	14	0	0	0	1	0	0	1	8	3	1	0	0	0	0	0	0
9	11	0	0	1	0	0	0	0	7	3	0	0	0	0	0	0	0
10	13	0	0	0	0	0	0	0	6	5	2	0	0	0	0	0	0
11	22	0	0	0	0	0	0	0	12	7	2	0	0	0	0	0	1
12	28	0	0	1	0	0	0	0	12	15	0	0	0	0	0	0	0
0 - 12	140	1	1	5	5	1	0	2	74	39	11	0	0	0	0	0	1
13 - 19	332	5	0	7	3	0	1	4	139	155	13	2	1	0	1	0	1
20 - 29	380	8	0	12	5	0	0	4	196	136	13	1	2	0	3	0	0
30 - 39	297	5	3	15	0	0	4	12	157	74	25	1	0	0	1	0	0
40 - 49	277	5	1	28	2	1	0	4	150	67	15	0	0	0	3	0	1
50 - 59	289	9	5	42	0	1	0	8	141	46	29	0	3	0	1	2	2
60 - 69	233	6	7	30	1	3	0	4	135	25	16	1	2	1	1	0	1
70 - 79	89	1	4	14	0	0	0	1	53	4	9	0	3	0	0	0	0
80 and Over	14	0	0	3	0	0	0	0	9	0	2	0	0	0	0	0	0
Unknown	119	0	2	13	0	20	0	5	37	17	6	4	1	2	3	1	8

Table 28 - NATURE OF PRIMARY INJURY TYPE BY AREA OF INJURY 2024										
	All Areas	Arm	Body	Foot	Hand	Head	Leg	Neck	Trunk	Unknown
All primary injury types	**2170**	**206**	**205**	**80**	**80**	**556**	**413**	**38**	**438**	**154**
Amputation	**25**	2	0	2	15	0	6	0	0	0
Broken bone	**382**	51	1	22	22	44	132	5	101	4
Burn	**71**	8	5	2	4	7	22	0	11	12
Carbon monoxide	**26**	0	26	0	0	0	0	0	0	0
Concussion	**239**	0	0	0	0	239	0	0	0	0
Dislocation	**43**	29	0	2	3	1	5	0	1	2
Electric shock	**3**	0	3	0	0	0	0	0	0	0
Hypothermia	**129**	0	129	0	0	0	0	0	0	0
Internal organ injury	**106**	0	0	0	0	5	0	0	100	1
Laceration	**505**	56	7	33	23	186	128	4	41	27
Scrape/bruise	**322**	34	17	9	5	59	71	5	75	47
Shock	**8**	0	8	0	0	0	0	0	0	0
Spinal cord Injury	**41**	0	0	0	0	0	0	7	34	0
Sprain/strain	**92**	10	7	10	4	1	26	10	19	5
Other	**0**	0	0	0	0	0	0	0	0	0
Unknown	**178**	16	2	0	4	14	23	7	56	56

Figure 10 NUMBER OF INJURED VICTIMS UNDER AGE 18 BY AGE AND INJURY TYPE ON PERSONAL WATERCRAFT, 2024



Casualty data

Explanation of Casualty Data Section

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

Deaths, Injuries & Incidents by Year, 2005-2024 (Figure 11 & Table 29, Page 57)
This figure and table document the number of incidents and casualties from 2005-2024.

Incident, Casualty & Damage Data by State (Table 30, Page 58)
This table provides incident, casualty, and damage information by state for the year 2024. Incidents are broken down into three levels of severity– fatal incidents, non-fatal injury incidents, and property damage only incidents. Please note that under this categorization, incidents are represented by their greatest severity. If an incident resulted in one death, two injured victims, and $5,000 damages, the incident would be represented under the fatal incident column under the greater "Number of Incidents" heading. The death, injured victims, and damages would be represented in the totals under the "Persons Involved" and "Damages" headings.

Distribution of Recreational Boating Deaths by State (Figure 12, Page 59)
This figure provides the percentage that each state contributed to the national death count. So, for instance, Michigan had 28 deaths. Out of the total national death count of 556, Michigan contributed 5.0% ((28/556) × 100) of deaths to the national count. Please note that percentages have been rounded.

Fatal Incidents by Location (Figures 12a-c, Pages 60-61)
These figures plot the location of fatal incidents in four different regions. 12a represents the continental United States and the U.S. Virgin Islands. 12b represents Alaska. 12c represents Hawaii. In many cases, the location was plotted using coordinates. When coordinates were not available, other fields such as the name of body of water, nearest city or town, county, and the narrative were used to approximate the location. The size of the plot correlates to the number of deaths in the fatal incident.

Annual Recreational Boating Fatality Rates, 2005-2024 (Figure 13 & Table 31, Page 62)
This table and accompanying figure provide two fatality rates for years 2005-2024. 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 fatality rate takes into account all fatalities and all recreational registration data collected. The motorized fatality rate takes into account only fatalities that occurred on motorized vessels and only motorized recreational vessels registered.

States Coded by their 2024 Fatality Rate (Figure 14, Page 63)
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 the 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 2023-2024 to view the Scope of each state's registration system. Further, when examining a state fatality rate, it is important to note that the state fatality rate may include deaths from vessels that were registered in another state.

Five-year Summary of Selected Incident Data by State, 2020-2024 (Table 32, Page 64)
This table examines the number of incidents, fatal incidents, and fatalities by state for years 2020-2024.

Number of Incidents by Primary Incident Type & State (Table 33, Page 65-66)
This table documents the first incident event by state. It also provides information about the total number of incidents and casualties by state. Policy letter 23-01 CH-1 posed changes in incident types for any incident that occurred on or after January 1, 2024.

Number of Injured Victims by Primary Injury & Vessel Type (Table 34, Page 67)
This table displays the number of injured victims by primary injury and vessel type.

Number of Fatal Victims by Personal Flotation Device Wear, Cause of Death, & Vessel Type (Table 35, Page 67)
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 Personal Flotation Device.

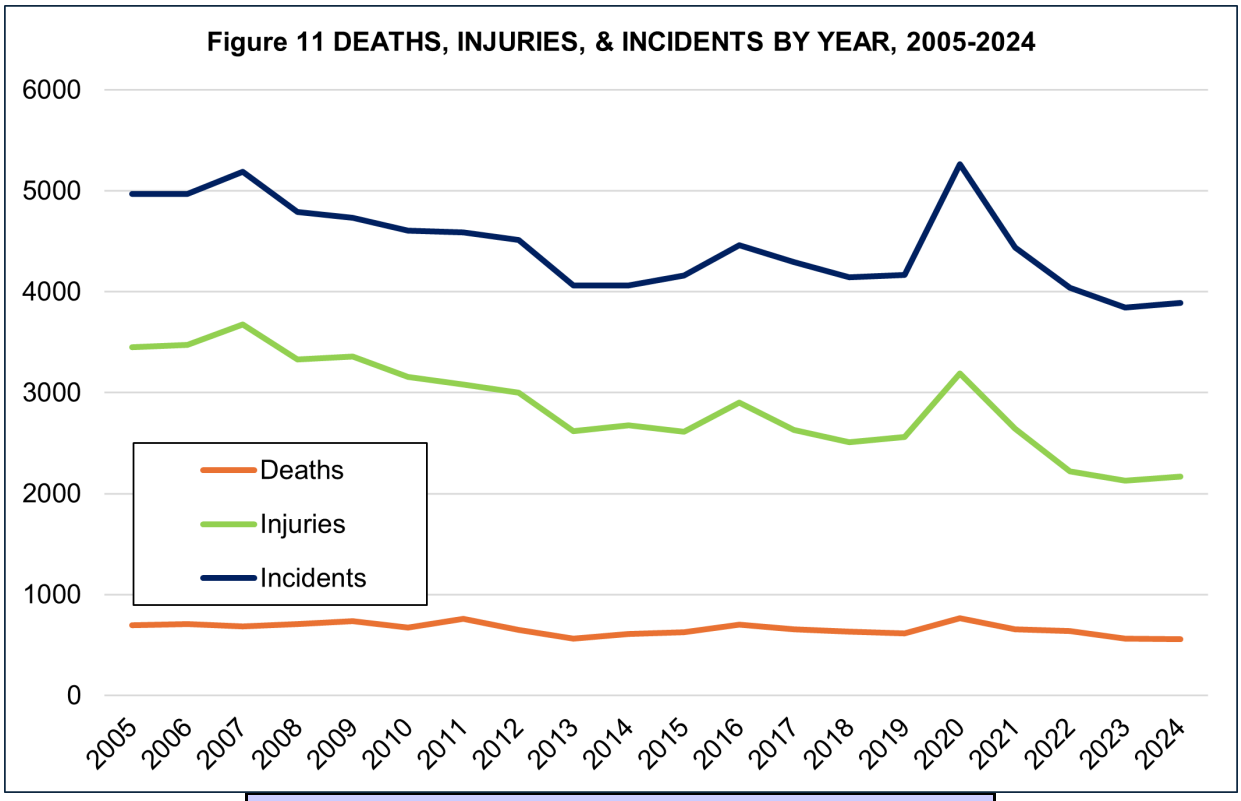


Table 29 - DEATHS, INJURIES & INCIDENTS BY YEAR, 2005-2024

Year	Deaths	Injuries	Incidents
2005	697	3451	4969
2006	710	3474	4967
2007	685	3673	5191
2008	709	3331	4789
2009	736	3358	4730
2010	672	3153	4604
2011	758	3081	4588
2012	651	3000	4515
2013	560	2620	4062
2014	610	2678	4064
2015	626	2613	4158
2016	701	2903	4463
2017	658	2629	4291
2018	633	2511	4145
2019	613	2559	4168
2020	767	3191	5265
2021	658	2641	4439
2022	636	2222	4040
2023	564	2126	3844
2024	556	2170	3887

Table 30 - INCIDENT, CASUALTY & DAMAGE DATA BY STATE 2024

	Number of Incidents				Persons Involved		
	Total	Fatal	Non-Fatal Injury	Property Damage	Deaths	Injured	Damages
Totals	**3887**	**495**	**1464**	**1928**	**556**	**2170**	**$88,319,135.32**
AK	22	11	8	3	20	13	$202,000.00
AL	81	8	24	49	8	43	$1,997,877.00
AR	56	8	18	30	9	25	$599,056.39
AZ	97	9	39	49	11	79	$1,049,044.00
CA	377	38	138	201	45	203	$6,588,237.00
CO	44	20	14	10	21	18	$83,849.00
CT	35	5	11	19	8	19	$1,315,523.99
DC	3	0	2	1	0	3	$29,000.00
DE	18	0	5	13	0	5	$503,100.00
FL	632	70	241	321	75	370	$23,173,353.00
GA	93	10	41	42	11	46	$954,090.72
HI	11	1	3	7	1	3	$507,500.00
IA	22	4	11	7	6	15	$116,898.60
ID	39	4	16	19	4	16	$286,437.50
IL	68	13	22	33	15	31	$1,531,991.00
IN	46	3	13	30	4	14	$256,700.00
KS	15	0	8	7	0	10	$62,801.00
KY	31	7	11	13	8	22	$446,161.87
LA	92	8	40	44	9	65	$1,567,956.00
MA	64	9	19	36	9	39	$1,081,100.00
MD	112	6	54	52	6	72	$8,204,920.88
ME	29	3	10	16	3	11	$368,780.85
MI	120	27	40	53	28	63	$1,570,450.00
MN	58	8	33	17	9	39	$925,875.34
MO	102	10	45	47	12	64	$1,065,495.17
MS	20	1	10	9	1	12	$177,200.00
MT	15	7	3	5	7	5	$50,736.00
NC	142	13	59	70	13	77	$1,731,933.00
ND	9	2	3	4	3	8	$30,188.00
NE	10	1	5	4	1	8	$56,500.00
NH	49	3	5	41	3	6	$371,642.44
NJ	113	4	28	81	4	50	$3,277,626.82
NM	24	2	12	10	2	14	$152,686.00
NV	39	4	17	18	4	24	$1,880,388.06
NY	110	8	42	60	8	57	$2,965,150.00
OH	106	14	36	56	16	47	$685,593.00
OK	49	13	25	11	14	40	$432,900.00
OR	58	17	18	23	19	29	$451,997.40
PA	59	10	28	21	10	36	$194,623.00
RI	26	2	7	17	3	9	$415,358.74
SC	154	10	53	91	10	82	$7,917,420.00
SD	10	2	5	3	2	6	$51,500.00
TN	129	15	42	72	15	56	$1,227,426.81
TX	174	23	86	65	27	128	$4,521,901.46
UT	50	9	23	18	10	33	$565,300.00
VA	85	14	24	47	16	44	$1,260,341.00
VT	6	4	2	0	4	8	$2,000.00
WA	36	13	11	12	13	15	$1,972,275.00
WI	104	11	44	49	14	73	$1,206,464.28
WV	15	5	5	5	6	8	$21,000.00
WY	13	2	4	7	2	4	$234,500.00
AS	0	0	0	0	0	0	$0.00
CNMI	0	0	0	0	0	0	$0.00
GU	0	0	0	0	0	0	$0.00
PR	1	0	0	1	0	0	$20,000.00
VI	1	1	0	0	1	0	$50,000.00
Atlantic Ocean	8	1	1	6	4	1	$1,502,900.00
Gulf of America	4	2	0	2	2	2	$363,385.00
Pacific Ocean	1	0	0	1	0	0	$40,000.00

USCG compiles boating incidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of America.

Figure 12 - DISTRIBUTION OF 2024 DEATHS BY STATE

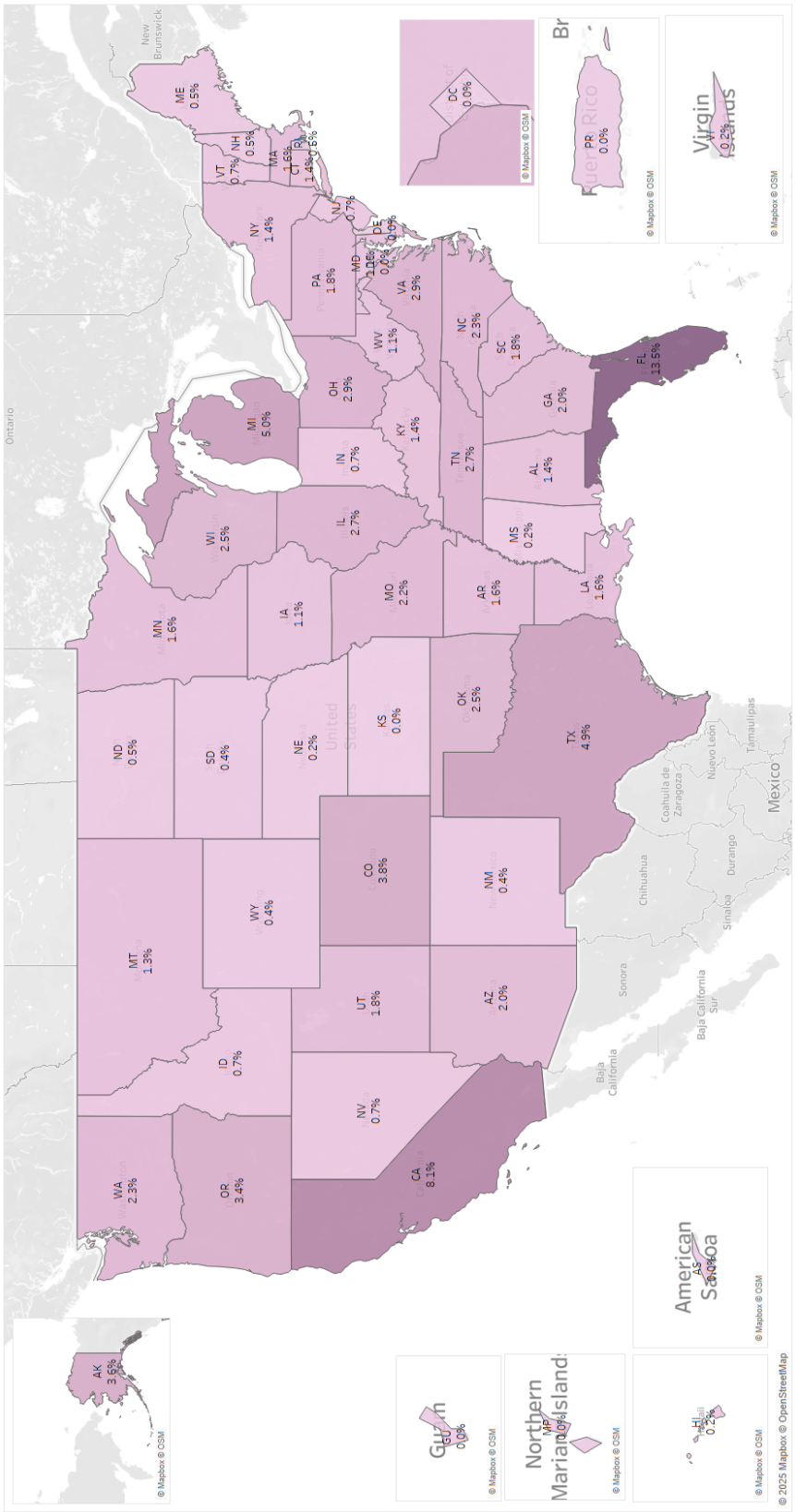
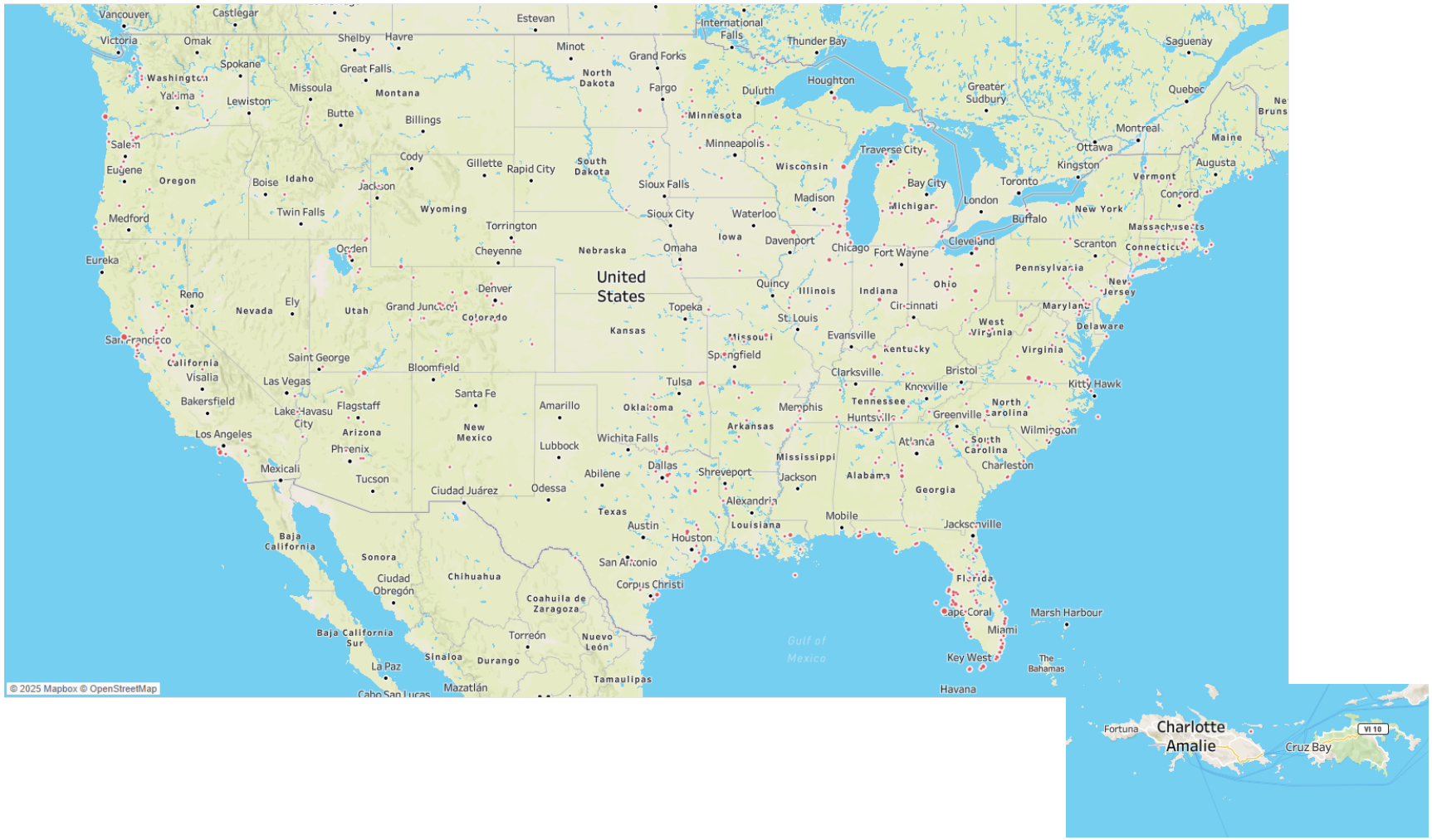


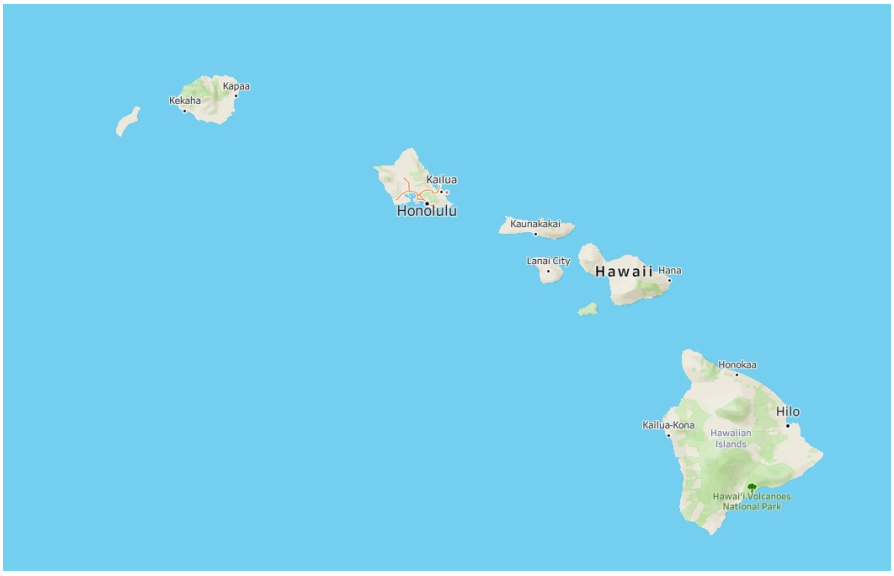
Figure 12a - FATAL INCIDENTS BY LOCATION– CONTINENTAL U.S. AND U.S. VIRGIN ISLANDS



Plots represent fatal incidents; the size of the plot correlates to the number of deaths in a fatal incident. The largest plot represents five deaths.

Figure 12b - FATAL INCIDENTS BY LOCATION– ALASKA

Figure 12c - FATAL INCIDENTS BY LOCATION– HAWAII



Plots represent fatal incidents; the size of the plot correlates to the number of deaths in a fatal incident. The largest plot represents four deaths.

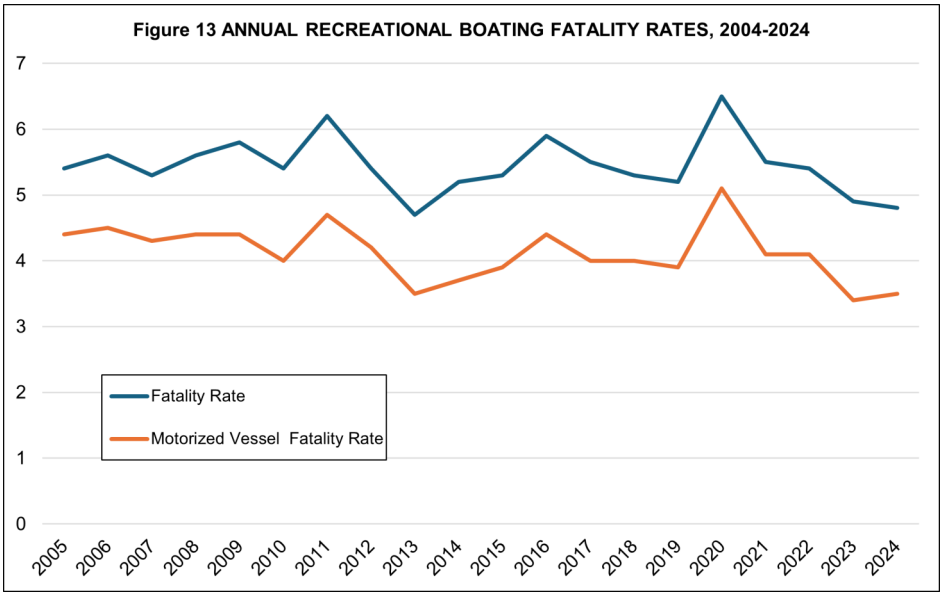
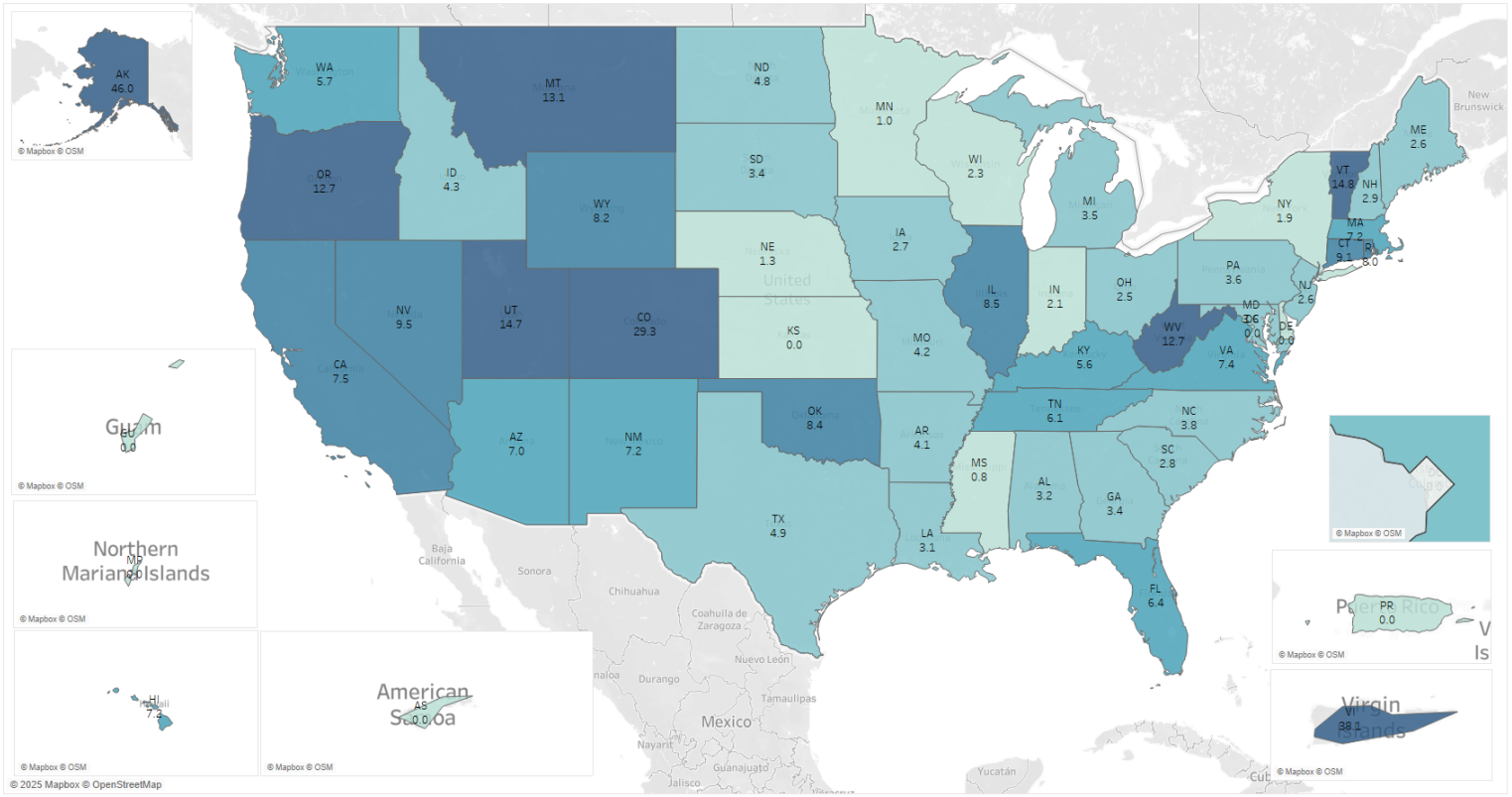


Table 31 - ANNUAL RECREATIONAL BOATING FATALITY RATES 2005-2024						
	All Deaths	All Registered Vessels	Fatality Rate	Motorized Vessel Deaths	Registered Motorized Vessels	Motorized Vessel Fatality Rate
2005	697	12,942,414	5.4	528	11,998,728	4.4
2006	710	12,746,126	5.6	535	11,802,419	4.5
2007	685	12,875,568	5.3	515	11,966,627	4.3
2008	709	12,692,892	5.6	518	11,841,281	4.4
2009	736	12,721,541	5.8	522	11,834,872	4.4
2010	672	12,438,926	5.4	469	11,597,326	4.0
2011	758	12,173,935	6.2	527	11,326,848	4.7
2012	651	12,101,936	5.4	476	11,226,268	4.2
2013	560	12,013,496	4.7	391	11,128,052	3.5
2014	610	11,804,002	5.2	411	10,960,861	3.7
2015	626	11,867,049	5.3	434	11,034,479	3.9
2016	701	11,861,811	5.9	481	11,005,841	4.4
2017	658	11,961,568	5.5	440	11,090,600	4.0
2018	633	11,852,969	5.3	441	10,994,900	4.0
2019	613	11,878,542	5.2	426	11,052,684	3.9
2020	767	11,838,188	6.5	556	10,987,619	5.1
2021	658	11,957,886	5.5	458	11,064,813	4.1
2022	636	11,770,383	5.4	442	10,889,031	4.1
2023	564	11,546,512	4.9	370	10,728,774	3.4
2024	556	11,674,073	4.8	382	10,852,992	3.5

Figure 14 - STATES CODED BY THEIR 2024 FATALITY RATE



Note: The fatality rate is calculated using the number of deaths in each state and the number of recreational registered vessels in each state. Please be aware that, for some states, the fatality rate includes deaths that occurred on vessels that were not registered. Further, it is important to note that the state fatality rate may include deaths from vessels that were registered in another state.

Table 32 - FIVE YEAR SUMMARY OF SELECTED INCIDENT DATA BY STATE 2020-2024															
	Total Number of Incidents					Fatal Incidents					Deaths				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Totals	5265	4439	4040	3844	3887	692	602	589	529	495	767	658	636	564	556
Alabama	96	69	72	58	81	12	10	11	11	8	19	10	11	12	8
Alaska	22	14	16	26	22	15	12	7	18	11	24	14	10	21	20
Arizona	162	118	124	95	97	7	12	12	7	9	10	13	13	9	11
Arkansas	75	54	60	61	56	13	9	13	8	8	13	11	15	9	9
California	493	454	387	339	377	37	37	42	30	38	39	39	43	33	45
Colorado	46	30	31	35	44	16	8	13	15	20	17	8	14	15	21
Connecticut	54	43	34	28	35	3	7	7	5	5	3	7	9	6	8
Delaware	19	17	23	19	18	5	2	2	1	0	6	2	2	1	0
DC	3	1	1	4	3	1	0	0	1	0	3	0	0	1	0
Florida	804	723	712	619	632	70	60	65	54	70	72	61	66	56	75
Georgia	107	91	97	101	93	10	15	18	16	10	11	17	23	16	11
Hawaii	10	15	11	14	11	1	5	4	3	1	1	5	4	3	1
Idaho	77	57	42	48	39	5	10	12	7	4	5	10	15	7	4
Illinois	85	88	53	70	68	16	14	5	11	13	19	15	5	13	15
Indiana	52	40	46	37	46	8	6	10	4	3	8	7	11	4	4
Iowa	38	33	28	37	22	7	2	4	6	4	8	3	4	7	6
Kansas	32	25	16	27	15	8	2	1	2	0	8	4	1	2	0
Kentucky	44	48	33	45	31	7	14	4	7	7	9	17	4	8	8
Louisiana	124	111	103	94	92	23	23	24	7	8	24	27	29	7	9
Maine	41	23	31	25	29	11	3	8	4	3	11	4	9	4	3
Maryland	148	138	126	116	112	6	6	11	10	6	7	6	11	10	6
Massachusetts	75	65	68	41	64	7	6	5	9	9	8	6	5	9	9
Michigan	159	110	88	82	120	29	18	17	20	27	31	21	17	21	28
Minnesota	105	87	90	68	58	16	18	14	9	8	16	18	15	9	9
Mississippi	25	20	27	31	20	4	4	2	7	1	6	4	2	7	1
Missouri	152	159	114	122	102	13	28	16	6	10	14	28	17	6	12
Montana	25	16	21	10	15	7	4	8	3	7	7	5	8	3	7
Nebraska	13	14	14	8	10	2	1	2	1	1	2	1	2	1	1
Nevada	66	32	21	34	39	3	3	5	6	4	3	3	5	8	4
New Hampshire	59	34	38	40	49	2	3	4	5	3	2	3	4	5	3
New Jersey	135	100	110	131	113	9	7	4	7	4	9	8	4	7	4
New Mexico	18	16	12	17	24	4	1	2	8	2	4	1	2	8	2
New York	175	162	154	105	110	25	15	24	17	8	28	17	24	18	8
North Carolina	183	171	143	155	142	23	20	20	19	13	27	20	20	20	13
North Dakota	18	13	10	16	9	1	2	1	2	2	1	2	1	2	3
Ohio	163	140	119	92	106	20	16	17	10	14	25	19	17	10	16
Oklahoma	59	49	38	58	49	17	11	11	11	13	17	12	14	11	14
Oregon	91	42	52	60	58	24	15	16	11	17	26	18	16	13	19
Pennsylvania	58	56	41	48	59	9	9	9	7	10	11	9	9	8	10
Rhode Island	57	33	33	31	26	2	1	3	1	2	2	2	3	1	3
South Carolina	153	184	152	156	154	21	16	22	23	10	25	18	22	24	10
South Dakota	25	16	11	23	10	3	2	0	2	2	3	2	0	2	2
Tennessee	155	123	116	117	129	27	20	24	21	15	30	21	27	22	15
Texas	281	238	201	189	174	55	52	30	33	23	59	58	34	33	27
Utah	90	43	43	51	50	10	9	4	3	9	10	11	4	3	10
Vermont	6	6	2	5	6	3	5	1	1	4	4	7	2	1	4
Virginia	102	89	85	58	85	18	16	13	7	14	21	18	16	8	16
Washington	114	81	53	52	36	26	13	15	23	13	28	14	18	23	13
West Virginia	16	4	11	8	15	5	1	3	2	5	5	1	3	2	6
Wisconsin	133	111	108	116	104	22	21	20	24	11	22	23	20	28	14
Wyoming	4	5	5	7	13	1	1	1	1	2	1	1	1	1	2
AS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CNMI	1	1	0	4	0	0	1	0	0	0	0	1	0	0	0
Guam	0	2	2	2	0	0	1	1	0	0	0	1	1	0	0
Puerto Rico	0	0	2	4	1	0	0	2	1	0	0	0	4	1	0
Virgin Islands	1	3	0	0	1	1	1	0	0	1	1	1	0	0	1
Atlantic Ocean	7	13	7	4	8	0	2	0	2	1	0	2	0	5	4
Gulf of America	5	3	3	0	4	1	0	0	0	2	1	0	0	0	2
Pacific Ocean	4	6	0	1	1	1	2	0	0	0	1	2	0	0	0

USCG compiles boating incidents that occurred three or more miles offshore in the Atlantic Ocean and Pacific Ocean and nine or more miles in the Gulf of America.

Table 33 - NUMBER OF INCIDENTS BY PRIMARY INCIDENT TYPE & STATE 2024

	Total incidents	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with vessel	Electric Shock	Fire/explosion (fuel - engine)	Fire/explosion (fuel - not engine)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding	Grounding	Natural phenomena	Person departs vessel	Person ejected from a vessel	Person falls overboard	Person impacts vessel	Person struck by propeller	Person struck by vessel	Sinking	Sudden medical condition	Swamping	Towed watersport mishap	Other	Drownings	Other deaths	Total deaths	Injuries
Totals	**3887**	**202**	**5**	**929**	**109**	**747**	**1**	**124**	**10**	**48**	**26**	**162**	**394**	**2**	**92**	**170**	**239**	**109**	**30**	**21**	**0**	**0**	**262**	**185**	**20**	**365**	**191**	**556**	**2170**
AK	**22**	4	0	2	1	2	0	0	0	0	0	1	0	0	1	2	5	0	0	0	0	0	4	0	0	9	11	20	13
AL	**81**	0	0	17	4	19	0	5	0	2	1	7	12	0	0	2	4	3	0	0	0	0	4	1	0	5	3	8	43
AR	**56**	0	0	15	2	10	0	1	0	1	0	4	8	0	1	2	4	1	1	0	0	0	2	4	0	5	4	9	25
AZ	**97**	6	1	10	2	26	0	1	0	1	1	2	8	0	5	6	8	4	0	1	0	0	10	5	0	9	2	11	79
CA	**377**	31	0	71	11	64	0	11	4	5	10	19	47	0	10	14	20	8	0	4	0	0	20	26	2	24	21	45	203
CO	**44**	8	0	4	1	7	0	0	0	0	0	1	2	0	0	2	9	3	0	0	0	0	6	1	0	20	1	21	18
CT	**35**	3	0	10	1	4	0	1	0	1	0	2	5	0	1	0	3	0	0	0	0	0	2	1	1	6	2	8	19
DC	**3**	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DE	**18**	1	0	9	2	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	5
FL	**632**	18	1	213	7	158	1	16	0	13	3	20	35	0	11	25	27	19	10	5	0	0	38	10	2	32	43	75	370
GA	**93**	4	0	23	1	15	0	6	0	1	0	3	7	0	2	7	8	5	1	0	0	0	3	6	1	8	3	11	46
HI	**11**	2	0	1	0	0	0	1	0	0	0	0	3	0	1	0	0	0	0	1	0	0	2	0	0	0	1	1	3
IA	**22**	1	0	8	0	2	0	1	0	0	0	1	0	0	1	0	4	1	0	0	0	0	0	3	0	6	0	6	15
ID	**39**	3	0	11	0	3	0	2	1	0	0	2	4	0	0	0	0	1	2	0	0	0	2	7	1	4	0	4	16
IL	**68**	6	0	20	2	11	0	1	0	2	1	5	5	0	2	5	1	1	0	3	0	0	3	0	0	11	4	15	31
IN	**46**	2	0	11	3	6	0	4	0	1	0	3	2	0	0	0	2	1	1	0	0	0	6	4	0	2	2	4	14
KS	**15**	0	0	1	0	4	0	0	0	1	0	2	0	0	1	2	0	1	0	0	0	0	3	0	0	0	0	0	10
KY	**31**	0	0	7	3	9	0	1	0	0	0	2	1	0	1	0	2	1	0	0	0	0	1	3	0	3	5	8	22
LA	**92**	4	0	23	16	17	0	1	0	1	0	3	7	0	0	5	4	2	0	0	0	0	7	2	0	5	4	9	65
MA	**64**	3	0	11	1	17	0	2	1	4	0	1	5	0	1	4	5	2	0	1	0	0	5	1	0	7	2	9	39
MD	**112**	8	0	18	6	22	0	7	0	3	1	5	5	0	1	4	5	8	1	0	0	0	11	5	2	5	1	6	72
ME	**29**	3	0	9	0	5	0	1	0	1	0	0	2	0	0	4	3	0	0	0	0	0	1	0	0	1	2	3	11
MI	**120**	9	0	27	0	31	0	3	0	0	0	7	7	0	1	5	12	3	1	0	0	0	11	3	0	21	7	28	63
MN	**58**	7	0	10	0	11	0	1	1	1	0	0	3	0	3	5	5	2	0	0	0	0	2	7	0	9	0	9	39
MO	**102**	2	0	24	2	20	0	4	0	2	2	3	7	0	6	4	3	11	1	0	0	0	2	8	1	9	3	12	64
MS	**20**	0	0	6	1	5	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	12
MT	**15**	1	0	5	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	2	0	0	5	2	7	5
NC	**142**	5	0	42	1	25	0	4	0	2	0	7	13	0	6	11	9	5	1	1	0	0	4	6	0	11	2	13	77
ND	**9**	0	0	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	3	0	3	8

Table 33 - Continued - NUMBER OF INCIDENTS BY PRIMARY INCIDENT TYPE & STATE 2024

	Total incidents	Capsizing	Carbon monoxide exposure	Collision with fixed object	Collision with floating object	Collision with vessel	Electric Shock	Fire/explosion (fuel - engine)	Fire/explosion (fuel - not engine)	Fire/explosion (non-fuel)	Fire/explosion (unknown origin)	Flooding	Grounding	Natural phenomena	Person departs vessel	Person ejected from a vessel	Person falls overboard	Person impacts vessel	Person struck by propeller	Person struck by vessel	Sinking	Sudden medical condition	Swamping	Towed watersport mishap	Other	Drownings	Other deaths	Total deaths	Injuries
NE	**10**	0	0	0	0	4	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	1	1	0	1	0	1	8
NH	**49**	1	0	12	0	3	0	2	0	0	0	0	25	1	1	1	4	0	0	0	0	0	2	0	1	1	0	3	6
NJ	**113**	3	0	46	2	26	0	5	0	1	1	5	8	0	0	4	3	3	0	0	0	0	4	1	1	2	2	4	50
NM	**24**	1	0	7	1	1	0	1	0	0	0	1	5	0	0	0	3	0	0	0	0	0	1	3	0	0	2	2	14
NV	**39**	2	0	4	0	16	0	0	0	1	1	1	4	0	2	0	2	2	1	0	0	0	3	0	0	4	0	4	24
NY	**110**	8	1	26	5	24	0	5	1	0	0	1	17	0	2	1	4	2	3	1	0	0	4	3	2	5	3	8	57
OH	**106**	6	1	19	6	6	0	1	0	0	0	8	18	0	4	10	11	0	1	0	0	0	10	4	1	12	4	16	47
OK	**49**	0	0	6	0	10	0	4	0	0	0	0	5	0	3	3	6	1	1	0	0	0	4	5	1	9	5	14	40
OR	**58**	3	0	10	1	9	0	2	0	0	0	4	5	0	1	3	6	3	0	0	0	0	5	6	0	14	5	19	29
PA	**59**	5	0	13	0	8	0	4	0	0	0	1	6	0	1	3	6	2	0	0	0	0	4	6	0	9	1	10	36
RI	**26**	5	0	5	1	7	0	0	0	0	0	2	3	0	0	0	1	0	0	0	0	0	2	0	0	2	1	3	9
SC	**154**	3	0	56	8	33	0	1	0	1	0	2	23	0	3	8	3	0	1	1	0	0	7	4	0	8	2	10	82
SD	**10**	1	0	0	0	1	0	0	0	1	0	1	2	0	0	0	2	1	0	0	0	0	0	1	0	2	0	2	6
TN	**129**	6	0	23	6	17	0	2	0	1	1	8	21	0	6	3	10	2	0	0	0	0	10	10	3	7	8	15	56
TX	**174**	4	0	35	3	34	0	5	1	0	0	6	18	0	5	12	9	3	2	3	0	0	19	15	0	13	14	27	128
UT	**50**	3	0	6	0	3	0	1	0	0	0	5	9	1	3	2	4	1	1	0	0	0	2	9	0	9	1	10	33
VA	**85**	8	0	21	3	10	0	6	0	1	1	3	11	0	1	3	5	3	0	0	0	0	6	3	0	11	5	16	44
VT	**6**	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	1	4	8
WA	**36**	3	0	4	1	7	0	1	0	0	2	1	5	0	1	2	5	0	0	0	0	0	4	0	0	10	3	13	15
WI	**104**	5	1	19	4	25	0	6	0	0	0	1	13	0	2	2	5	1	0	0	0	0	11	8	1	11	3	14	73
WV	**15**	1	0	2	1	2	0	0	1	0	0	2	0	0	1	2	0	0	0	0	0	0	0	2	0	6	0	6	8
WY	**13**	2	0	1	0	2	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	1	0	2	0	2	4
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	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	0	0	0
GU	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PR	**1**	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	0	0
VI	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
AT	**8**	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	1
GL	**4**	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
PC	**1**	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Primary Injury	Number of injuries	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
Amputation	**25**	1	0	1	0	0	0	0	15	3	3	0	0	0	0	1	1
Broken bone	**382**	5	5	21	2	2	1	7	188	125	24	0	1	0	0	0	1
Burns	**71**	0	0	28	0	1	0	0	38	3	0	0	0	0	0	0	1
Carbon monoxide	**26**	0	0	5	0	21	0	0	0	0	0	0	0	0	0	0	0
Concussion	**239**	3	3	15	2	0	0	3	124	77	12	0	0	0	0	0	0
Dislocation	**43**	0	1	4	0	0	1	2	20	15	0	0	0	0	0	0	0
Electric shock	**3**	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hypothermia	**129**	0	0	15	10	0	0	16	64	3	1	4	4	2	5	0	5
Internal organ injury	**106**	0	1	4	1	0	1	6	44	37	8	1	0	0	2	0	1
Laceration	**505**	11	8	30	0	1	0	3	278	116	47	2	4	1	3	0	1
Scrape/bruise	**322**	12	0	28	0	1	1	1	149	99	25	2	3	0	1	0	0
Shock	**8**	0	0	1	0	0	0	2	1	1	1	0	0	0	2	0	0
Spinal cord injury	**41**	1	0	2	0	0	0	1	26	10	1	0	0	0	0	0	0
Sprain/strain	**92**	4	1	2	0	0	0	1	45	33	5	0	0	0	0	1	0
Other	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	**178**	3	3	13	1	0	1	2	97	41	12	0	0	0	0	1	4
All Injuries	**2170**	**40**	**23**	**169**	**16**	**26**	**5**	**44**	**1091**	**563**	**139**	**9**	**12**	**3**	**13**	**3**	**14**

Table 35 - NUMBER OF FATAL VICTIMS BY PERSONAL FLOTATION DEVICE WEAR, CAUSE OF DEATH & VESSEL TYPE 2024

Cause of Death	Personal Flotation Device worn?	Number of deaths	Airboat	Auxiliary sailboat	Cabin motorboat	Canoe	Houseboat	Inflatable	Kayak	Open motorboat	Personal watercraft	Pontoon	Rowboat	Sailboat (only)	Sailboat (unknown)	Standup paddleboard	Other	Unknown
	Yes	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Carbon monoxide	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	No	**3**	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0
Cardiac arrest	Unknown	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	**48**	0	2	3	0	0	5	16	9	4	5	1	1	0	2	0	0
	No	**310**	1	3	12	21	0	8	60	140	6	27	4	2	0	24	1	1
Drowning	Unknown	**7**	0	0	1	0	0	0	1	4	0	0	1	0	0	0	0	0
	Yes	**6**	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0
	No	**2**	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Hypothermia	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	**2**	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Other	Unknown	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	**37**	1	1	1	0	0	0	0	11	23	0	0	0	0	0	0	0
	No	**62**	1	0	2	1	0	0	0	48	1	8	1	0	0	0	0	0
Trauma	Unknown	**2**	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	Yes	**12**	0	0	0	0	0	0	2	8	1	0	0	1	0	0	0	0
	No	**45**	0	0	9	2	0	0	7	22	1	2	1	0	0	1	0	0
Unknown	Unknown	**16**	0	0	3	0	0	1	1	6	2	0	0	0	0	1	1	1
All Causes		**556**	**3**	**6**	**36**	**25**	**0**	**14**	**89**	**255**	**38**	**44**	**8**	**4**	**0**	**29**	**2**	**3**

Registration data

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. Not all states have the same registration requirements. While some states may only register vessels with a motor, others may register sailboats, canoes, kayaks, and rowboats in addition to those vessels with a motor.

Recreational Vessel Registration by Year, 1989-2024 (Table 36 & Figure 15, Page 70)
This table provides information about recreational vessel registration for each year from 1989-2024. The accompanying figure displays a trend line from 1989-2024.

Recreational Vessel Registration by Length & Means of Propulsion (Table 37, Page 71)
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. The bottom section of the table focuses on manually-propelled vessels.

Registration Data by State (Table 38, Page 72)
This table examines recreational vessel registration, deaths, and fatality rates by state for years 2023 and 2024. The fatality rate is calculated by dividing the number of fatalities by the total vessel registration. The Coast Guard then multiplied by a factor of 100,000 to arrive at the number of deaths per 100,000 registered vessels. When examining a state fatality rate, it is important to note that the state fatality rate may include deaths from vessels that were registered in another state. This table also specifies the scope of the state's registration program.

Distribution of 2024 Recreational Vessel Registration by State (Figure 16, Page 73)
This figure provides the percentage that each state contributed to national registration figures. So, for instance, California registered 596,703 vessels. Out of the total national registration of 11,674,073 California contributed 5.1% ((596,703/11,674,073) × 100) of registered vessels. Please note that percentages have been rounded.

Table 36 - RECREATIONAL VESSELS REGISTERED BY YEAR, 1989-2024	
Year	Registered Vessels
1989	10,777,370
1990	10,996,253
1991	11,068,440
1992	11,132,386
1993	11,282,736
1994	11,429,585
1995	11,734,710
1996	11,877,938
1997	12,312,982
1998	12,565,930
1999	12,738,271
2000	12,782,143
2001	12,876,346
2002	12,854,054
2003	12,794,616
2004	12,781,476
2005	12,942,414
2006	12,746,126
2007	12,875,568
2008	12,692,892
2009	12,721,541
2010	12,438,926
2011	12,173,935
2012	12,101,936
2013	12,013,496
2014	11,804,002
2015	11,867,049
2016	11,861,811
2017	11,961,568
2018	11,852,969
2019	11,878,542
2020	11,838,188
2021	11,957,886
2022	11,770,383
2023	11,546,512
2024	11,674,073

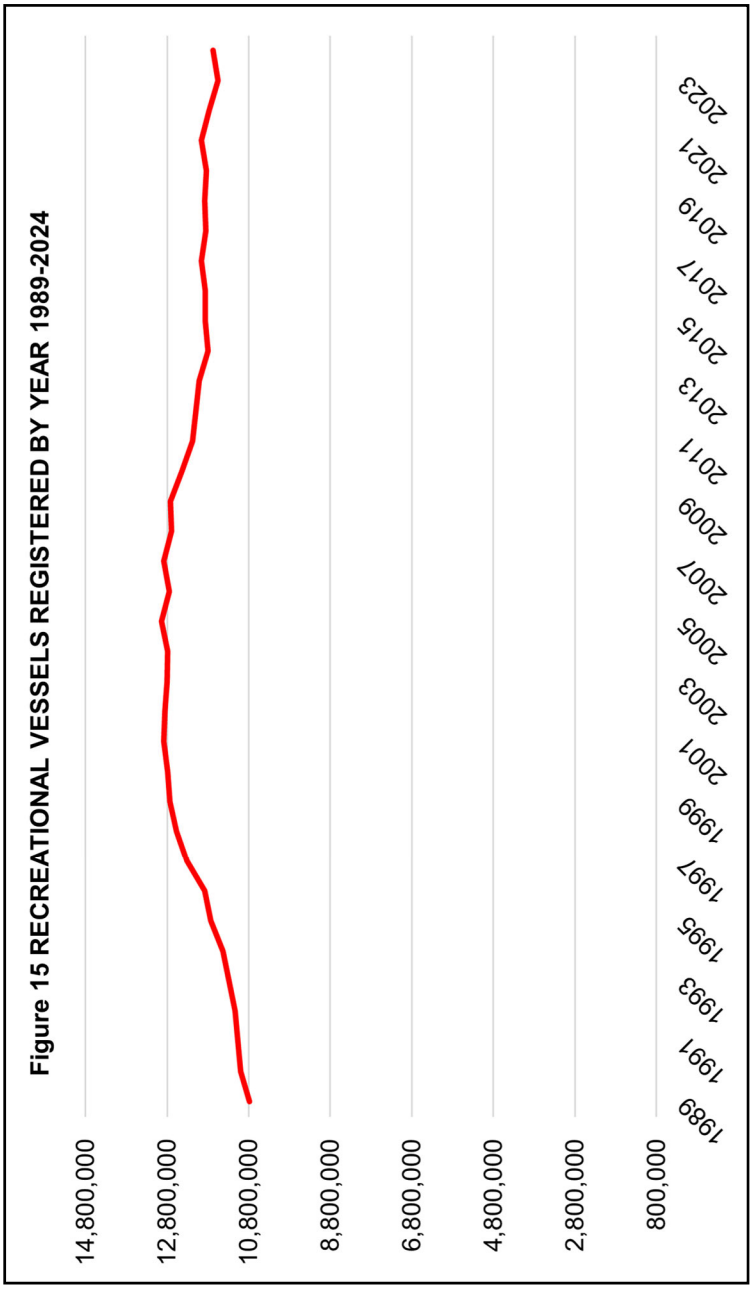


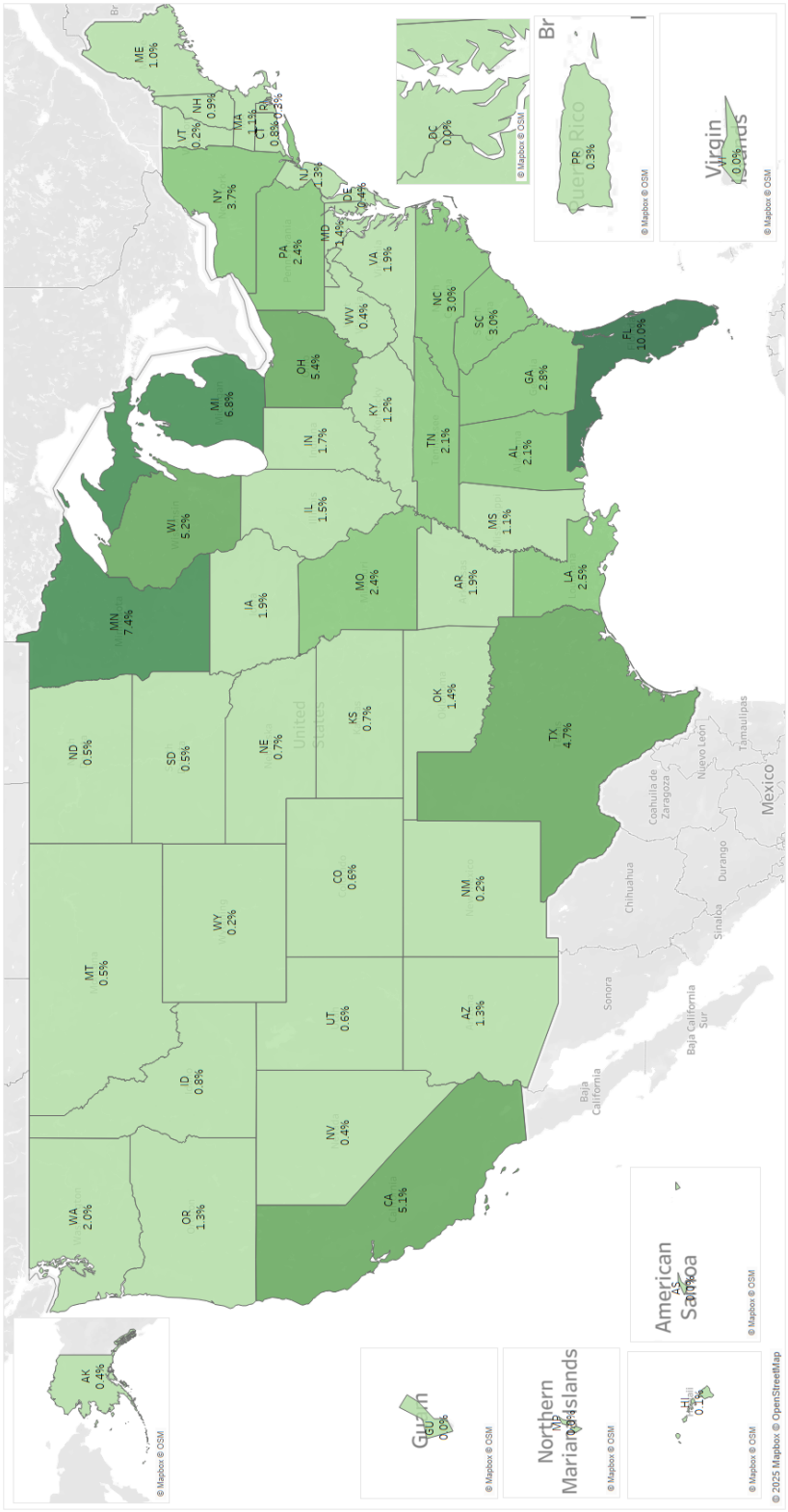
Table 37 - RECREATIONAL VESSEL REGISTRATION BY LENGTH AND MEANS OF PROPULSION 2024	
MECHANICALLY PROPELLED	**10,852,992**
Under 16 feet	3,731,822
16 to less than 26 feet	6,480,886
26 to less than 40 feet	552,622
40 to 65 feet	76,407
Over 65 feet	11,255
NOT MECHANICALLY PROPELLED	**821,081**
Rowboats	36,290
Sailboats	81,783
Paddlecraft	628,507
Other	74,501
TOTAL	**11,674,073**

Table 38 - RECREATIONAL VESSEL REGISTRATION DATA BY STATE 2023-2024

	2024			2023			
	Registration	Deaths	Fatality Rate	Registration	Deaths	Fatality Rate	Scope of Current Boat Registration System
Nation	**11,674,073**	**556**	**4.8**	11,546,512	564	4.9	
AK	43,440	20	46	44,969	21	46.7	All motorized vessels; non-motorized is voluntary
AL	247,730	8	3.2	249,684	12	4.8	All motorized vessels, sailboats, and boats for hire
AR	217,397	9	4.1	229,497	9	3.9	All watercraft
AZ	156,978	11	7	136,602	9	6.6	All motorized vessels
CA	596,703	45	7.5	672,103	33	4.9	All motorized vessels. All sailboats over 8 feet in length.
CO	71,617	21	29.3	72,676	15	20.6	All watercraft powered by motor or sail; sailboards exempt
CT	88,378	8	9.1	89,172	6	6.7	All motorized vessels; sailboats 19.5 feet or more in length
DC	1,742	0	0	1,869	1	53.5	All watercraft
DE	43,209	0	0	48,703	1	2.1	All motorized vessels; non-motorized is voluntary
FL	1,171,432	75	6.4	922,915	56	6.1	All motorboats; all non-motorized vessels over 16 feet in length
GA	324,676	11	3.4	323,965	16	4.9	All motorized vessels and sailboats >12' in length
HI	13,881	1	7.2	12,236	3	24.5	All watercraft
IA	220,207	6	2.7	211,177	7	3.3	All watercraft with exceptions (a)
ID	92,501	4	4.3	89,332	7	7.8	All motorized vessels and sailboats
IL	176,560	15	8.5	183,689	13	7.1	All motorized vessels; non-motorized is voluntary
IN	193,554	4	2.1	200,616	4	2.0	All motorized vessels on public waterways
KS	78,666	0	0	79,812	2	2.5	All motorized vessels and sailboats
KY	141,751	8	5.6	141,525	8	5.7	All motorized vessels, except electric motors 1 hp or less
LA	286,912	9	3.1	290,341	7	2.4	All motorized vessels; sailboats more than 12 feet in length
MA	125,670	9	7.2	127,685	9	7.0	All motorized vessels
MD	168,202	6	3.6	169,900	10	5.9	All motorized vessels; vessels that may become motorized
ME	114,772	3	2.6	113,698	4	3.5	All motorized vessels
MI	795,494	28	3.5	815,317	21	2.6	All watercraft with exceptions (b)
MN	865,379	9	1	811,085	9	1.1	All watercraft with exceptions (c)
MO	282,983	12	4.2	288,280	6	2.1	All motorized vessels; sailboats over 12 feet in length
MS	131,643	1	0.8	125,315	7	5.6	All motorized vessels and sailboats
MT	53,525	7	13.1	53,525	3	5.6	All motorized vessels
NC	345,699	13	3.8	339,851	20	5.9	All motorized vessels; sailboats more than 14 feet in length
ND	61,981	3	4.8	54,978	2	3.6	All motorized vessels; non-motorized is voluntary
NE	76,931	1	1.3	78,894	1	1.3	All motorized vessels
NH	102,728	3	2.9	102,187	5	4.9	All motorized vessels; sailboats 12 feet or more in length
NJ	153,292	4	2.6	157,391	7	4.4	All watercraft with exceptions (d)
NM	27,956	2	7.2	28,680	8	27.9	All motorized vessels and sailboats
NV	42,020	4	9.5	42,045	8	19.0	All motorized vessels; non-motorized is voluntary
NY	428,445	8	1.9	430,569	18	4.2	All motorized vessels
OH	630,288	16	2.5	649,051	10	1.5	All watercraft
OK	165,771	14	8.4	189,871	11	5.8	All watercraft with exceptions (e)
OR	150,115	19	12.7	152,440	13	8.5	All motorized vessels; sailboats 12 feet or more in length
PA	280,098	10	3.6	287,740	8	2.8	All motorized vessels and certain non-powered craft (f)
RI	37,725	3	8	38,025	1	2.6	All motorized vessels and rowboats over 12 feet
SC	353,906	10	2.8	366,322	24	6.6	All watercraft
SD	59,671	2	3.4	60,365	2	3.3	All motorized vessels ; all other boats over 12 feet in length
TN	244,031	15	6.1	244,601	22	9.0	All motorized vessels and sailboats
TX	552,138	27	4.9	559,355	33	5.9	All motorized vessels and sailboats 14 feet or more in length
UT	67,852	10	14.7	65,306	3	4.6	All motorized vessels and sailboats
VA	216,494	16	7.4	221,641	8	3.6	All motorized vessels
VT	27,029	4	14.8	27,223	1	3.7	All motorized vessels
WA	228,692	13	5.7	233,372	23	9.9	All motorboats with exceptions (g); sailboats >16 ft in length
WI	602,849	14	2.3	611,024	28	4.6	All motorized vessels & sailboats over 12 feet in length
WV	47,378	6	12.7	40,166	2	5.0	All motorized vessels
WY	24,339	2	8.2	24,631	1	4.1	All motorized vessels ; non-motorized is voluntary
AS	93	0	0	90		0.0	All motorized vessels
CNMI	364	0	0	391	0	0.0	All watercraft
GU	781	0	0	726	0	0.0	All motorized vessels and sailboats
PR	37,778	0	0	31,093	1	3.2	All motorized vessels
VI	2,627	1	38.1	2,796	0	0.0	All watercraft
Offshore		6			5		

(a) IA excludes inflatables under 7 feet in length and canoes, kayaks, and SUPs under 13 feet in length. (b) MI excludes manually propelled boats 16 feet or less in length (c) MN excludes non-motorized boats 10 feet or less in length, waterfowl during waterfowl season, riceboats during harvest season, and seaplanes. (d) NJ excludes non-motorized boats less than 12 feet in length and canoes and kayaks. (e) OK excludes kiteboards; Canoes, kayaks, and paddleboats are optional. (f) PA registers non-powered craft using lakes or access areas owned by the State Fish & Boat Commission. (g) WA excludes motorboats < 16 feet with motors 10 horsepower or less used solely on exclusive state waters.

Figure 16 - DISTRIBUTION OF 2024 RECREATIONAL VESSEL REGISTRATION BY STATE



Glossary

Airboat - A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine.

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 vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.

Beyond first aid - Means any physical harm or hurt for which a person received treatment by a medical professional at a licensed medical facility. Observation without treatment is not treatment beyond first aid and is not considered an injury beyond first aid.

Cabin motorboat - A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.

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 exposure - Death or injury resulting from an odorless, colorless gas generated from auxiliary vessel equipment (including but not limited to stoves, heaters, refrigerators, generators, and hot water heaters), another vessel's exhaust, or the exhaust of the vessel on which persons were either aboard or in close proximity. Introduced in the calendar year 2024 reporting cycle, this term replaces the term “**Carbon monoxide poisoning**” used in predecessor reports.

Collision with fixed object (allision) - The striking of any fixed object, above or below the surface of the water, except the bottom of the body of water. This includes a vessel striking another vessel moored to a dock, pier, or similar structure; and a vessel striking timber or stumps.

Collision with floating object - The striking of a floating object other than a vessel, above or below the surface of the water, which is not fixed or held in place by any means (e.g., barrels, logs, or other debris).

Collision with vessel - A striking together of two or more vessels, including colliding with an anchored vessel, a vessel secured to a mooring buoy or the tow of another vessel with exception of a towed watersport participant(s). This does not include a vessel striking a vessel moored to a dock, pier, or similar structure (see collision with fixed object (allision)). Introduced in the calendar year 2024 reporting cycle, this term replaces the terms “**Collision with commercial/governmental/recreational vessel**” used in predecessor reports.

Collision with submerged object - A boat’s collision with any waterborne or fixed object that is below the surface of the water. This is an obsolete term as of the calendar year 2024 reporting cycle.

Complete vessel loss - When the vessel is known or presumed to have been destroyed, is presumed to have sunk in an unknown location, has sunk in a known location but will not be recovered, or is a total constructive loss (i.e., so severely damaged it is not worth repairing).

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.

Electrical shock - When a person makes contact with electrical current from a vessel or its equipment. This includes system failure and stray current. It does not include lightning (see natural phenomena). Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Electrocution**" used in predecessor reports.

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.

Fiberglass 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 (engine (propulsion) or generator related)**. Incidental burning or explosion of a vessel due to combustion of vessel fuels or their vapors used for electrical generation or propulsion. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fire/Explosion (fuel)"** used in predecessor reports.

Fire/Explosion - **Fuel (not engine (propulsion) or generator related)**. Incidental burning or explosion of a vessel due to combustion of fuels or their vapors not used for electrical generation or propulsion. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fire/ Explosion (fuel)"** used in predecessor reports.

Fire/Explosion (non-fuel) - Incidental burning or explosion of any material onboard a vessel except vessel fuels or their vapors.

Fire/Explosion (unknown origin) - Incidental burning or explosion of any material onboard a vessel where the cause of the fire/explosion is unknown.

Flooding - The manner by which water enters the vessel through a fitting, a drain plug, a hole or crack in the hull, or other means that allows ingress of water through the hull, not over the top of the gunwale, transom, or decking of the vessel. Flooding is not the same as swamping.

Flooding/Swamping - Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface. This is an obsolete term as of the calendar year 2024 reporting cycle.

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

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

Grounding - Running aground of a vessel, including the striking or pounding on rocks, reefs, shoals, or the bottom of the body of water; includes a stranded vessel.

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 that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.

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 - Incidental 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.

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

Inboard - An engine mounted inside the confines of a vessel which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end.

Inflatable - A vessel that uses air-filled flexible fabric for buoyancy.

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

Machinery failure - Defect and/or failure in the machinery or material, design or construction, or components installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

Missing or inadequate navigation aids - The absence of or ineffective presence of navigation aids.

Motorboat - Any vessel equipped with propulsion machinery.

Natural phenomena - Includes interaction with things such as lightning, being struck or bitten by a fish, or falling debris from a cliff.

Navigation rules violation - Violation of the statutory and regulatory rules governing the navigation of vessels.

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 - A vessel equipped with propulsion machinery and having an open load carrying area that does not have a continuous deck to protect it from the entry of water.

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 incident.

Outboard - An engine with propeller or water jet integrally attached, which is usually mounted at the stern of a vessel.

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

Paddlecraft - A vessel powered only by its occupants, using a single or double- bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.

People on gunwale, bow or transom - Standing/Sitting on the upper edge of the side of a boat, usually

on a small projection above the deck; and/or standing/sitting on the most forward part of the boat; and/or standing/sitting on the back of the boat.

Person departs vessel voluntarily - A person, acting of their own free will, enters the water from a vessel, resulting in the person's injury or death. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Departed Vessel**" used in predecessor reports.

Person ejected from a vessel - A person is thrown out of a vessel involuntarily by a non- human force such as a wake, wave, collision, or unexpected change in direction of the vessel.

Person falls overboard - A person involuntarily falls off a vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Falls Overboard**" used in predecessor reports.

Person impacts vessel - A person slips, trips, falls, or strikes a surface on or in a vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Fall in Vessel**" used in predecessor reports.

Person struck by propeller/propulsion unit/water jet - A person who is located on, inside, or outside of a vessel is struck by the propeller or propulsion unit of a vessel or high velocity water leaving the propulsion unit. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Person struck by propeller**" used in predecessor reports.

Person struck by vessel - A person who is located inside or outside of a vessel is struck by a vessel.

Personal watercraft - A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull.

Pod drive - An engine mounted in front of the transom of a vessel and attached through the bottom of the hull to a steerable propulsion unit.

Pontoon boat - A vessel with a broad, flat deck that is affixed on top of closed cylinders which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran.

Properly docked or moored vessel - A vessel secured to a fixed structure, such as a dock, pier, or wharf, or to a mooring buoy or other floating object (excluding another vessel, a floating dock, or ATONs).

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 - An open vessel manually propelled by oars.

Sail (only) - A vessel propelled only by sails.

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

Sinking - After swamping, flooding, or capsizing, the vessel loses enough buoyancy to submerge entirely below the surface of the water.

Standup paddleboard - A vessel, typically 7' – 15' in length with enough width and flotation to stay afloat without momentum while boarded, that is propelled by a standing operator with the use of a single or double-bladed paddle.

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 engine, powering a propeller through a series of shafts and gears, mounted in front of the transom of a vessel and attached through the transom to a drive unit that is similar to the lower unit of an outboard; and may also be known as an inboard-outdrive or an inboard-outboard.

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

Swamping - The manner by which water enters the vessel over the top of the gunwale, transom, or decking of the vessel, not through a fitting, drain plug, hole or crack in the hull, or other means that allows ingress of water through the hull. Swamping is not the same as flooding.

Towed watersport mishap - Associated with vessel passenger(s) or person(s) being towed or surfing the wake created by the vessel, including but not limited to persons falling or ejected during their activity; being struck by or entangled in the activity equipment; or running into a person, object or vessel. Introduced in the calendar year 2024 reporting cycle, this term replaces the term "**Skier Mishap**" used in predecessor reports.

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

Weather - As a contributing factor of an incident, "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 America
NV	Nevada	PC	Pacific Ocean
NH	New Hampshire		