

# 2016

## Boating Accidents Statistical Report



Florida Fish and Wildlife Conservation Commission  
Division of Law Enforcement

[www.MyFWC.com](http://www.MyFWC.com)



## 2016 Boating Officer of the Year



Officer Jarrod Molnar

Officer Jarrod Molnar was selected as the Florida Boating Officer of the Year. He has worked with the FWC for five years and is assigned to Okaloosa County. In 2015, Officer Molnar responded to 10 calls for service due to swimmers in distress or missing. He rescued 27 people from the water due to currents or tidal conditions. In one incident, he observed a kayak overturn while out on water patrol. Jarrod made his way over to the elderly gentlemen who was unable to right his kayak after multiple attempts. Jarrod assisted him into his patrol vessel, then recovered the kayak and as many of his belongings as they could find. In another incident Jarrod responded to a man that was in distress after falling off a PWC. When Jarrod arrived, the large man had exhausted himself while attempting to get back on his PWC. Jarrod and another officer had to hold onto the man and support him for approximately 30 minutes until a Good Samaritan with a pontoon boat came to their aid. With the help of the officers and those on the pontoon boat, they were able to get the man up the boarding ladder and onto the pontoon boat. He was transported to the beach, uninjured.

As a field training officer, he has assisted in training new FWC officers in the area. Along with the needed skills and training, Jarrod provides in depth instruction on BUI investigations and proper report writing. One of Officer Molnar's greatest strengths is his continuing commitment to keeping Florida waters safe by enforcing BUI laws. He is a certified breath test operator and made 13 BUI arrests in 2015. He also cited a number of underage individuals for possession of alcohol.

He has a strong desire and passion for boating safety enforcement and education, primarily accomplishing this through contact with the public while on patrol. His success in boating enforcement is centered on his knowledge of Florida statutes relating to; boat registration, titling, livery laws, marine sanitation, navigation rules, vessel safety requirements, boating accidents, and derelict vessel investigations.

Officer Molnar was selected as the Regional Boating Officer of the Year by the Southern Region Association of Boating Law Administrator's. In September, Jarrod was selected as the National Boating Law Enforcement Officer of the Year.

## 2016 Boating Educator of the Year



Ernie Martin

Ernie Martin was selected as the 2016 Boating Educator of the Year. He has dedicated 29 years to teaching and coaching in Northwest Florida schools. One of his passions is to work in the community and encourage participation in traditional outdoor activities.

Coach Martin teaches the Outdoor Life class each semester at Crestview High School. Within this course, he includes a number of outdoor skills, conservation, and boating safety elements. Although a basic-boating safety classroom course may involve eight hours of classroom instruction, the format developed by Coach Martin is more extensive and involves the use of hands-on training tools. In addition to using NASBLA approved content, he demonstrates the use of many safety items, personal floatation devices, visual distress signals, and VHF marine and emergency communications devices. Teacher-owned boats are used to identify safety requirements and document vessel safety checks. At the end of the course, the final exam includes the NASBLA and Florida approved boater safety course. Resulting in successful students receiving the Florida Safe Boater ID Card.

As an honorary member of Fort Walton Sail and Power Squadron, Coach Martin includes squadron members as co-teachers and uses both United States Power Squadron (USPS) and Florida boating safety materials to provide the highest learning level possible for the students. In support of the creation of outdoor and boating safety knowledge, he invites guest lecturers from FWC, commercial boat operators, military personnel, and emergency responders to provide a balanced and well-rounded understanding of the boating, hunting, and fishing environments.

The safety oriented program developed by Coach Martin has successfully educated over 1500 students during the past 10 years. Ernie is one of a very few teachers in Northwest Florida who teach this type of class. It has been so successful in that over 99 percent of the students passed the test and received their Florida Safe Boater ID cards. These same students go on to enjoy recreational boating activities and demonstrate skills as responsible skippers. Because of his efforts, many students receive a thorough indoctrination in the proper way to safely operate a boat. For some of these students, they never would have had an opportunity to receive dedicated, hands-on boating safety instruction.



## INTRODUCTION

The Florida Fish and Wildlife Conservation Commission (FWC), powered by science-based leadership, is committed to creating a sustainable and healthy future for Florida's fish, wildlife, water and habitat resources. The FWC serves Floridians and visitors alike in a variety of ways, most of which revolve around our mission of managing fish and wildlife resources for their long-term well-being and the benefit of people. The Division of Law Enforcement is perhaps the most visible tool within the FWC's "tool belt" used to meet its goal of providing healthy resources for safe, satisfied customers.

## THE DIVISION OF LAW ENFORCEMENT

### **Roles and Mission**

The FWC is the only state agency in Florida tasked with the management of the state's fish and wildlife resources. As a primary responsibility, the FWC's Division of Law Enforcement focuses on enforcing regulations aimed at protecting and sustaining these resources both for their long-term well-being and the benefit of Florida's residents and visitors, all the while blending in its unique and specialized public safety role. The Division's mission is clear: "Protecting Florida's natural resources and people through proactive and responsive law enforcement services."

### **Responsibilities**

The FWC Division of Law Enforcement (DLE) provides protection to those who enjoy Florida's natural resources, while also enforcing resource protection and boating safety laws. Officers patrol rural, wilderness, inshore and offshore areas, as well as areas where other law enforcement agencies do not routinely patrol. FWC officers have the authority to enforce all the laws of the state and are cross-deputized to enforce federal fisheries and wildlife laws.

In the course of carrying out their broad responsibilities, FWC officers seek every opportunity to educate and introduce Floridians and visitors to the wonders of Florida's fish, wildlife, and natural resources, as well as safe boat operation and safety equipment requirements.

The Division also provides general law enforcement services as part of Florida's statewide emergency response network. Because of their unique jurisdiction and specialized training and equipment, FWC is also charged with protecting the state's waterways and critical infrastructure during times of heightened security threat levels. As seasoned first responders, FWC officers are trained to move fast and efficiently.

Moving forward into the future, FWC will continue to pursue and apply advances in technology to improve response to both conservation and general law enforcement incidents. When duty calls, FWC will always be among the first to respond, providing aid as needed. Until then, FWC will continue to lead the way in natural resource protection, proactive boating safety law enforcement and education are what we do best.

### **Uniquely prepared**

On the water, in the woods and in the air, FWC law enforcement officers are uniquely situated and equipped to identify and respond to illegal activity and promote public safety, particularly in the maritime and wilderness areas.

### **Core Missions**

The FWC protects Florida's people and natural resources. The Division of Law Enforcement is an integral part of the agency and is vital in fulfilling the agency's responsibilities. These core missions reflect the unique capabilities, training and equipment our personnel use to achieve those responsibilities.

#### **Resource Protection and**

**Access:** State and federal fisheries and wildlife law enforcement. Threatened and endangered species protection. Captive and nonnative wildlife management. Habitat protection. Investigations. Education and outreach programs developing the next generation that cares.

#### **Environmental Protection:**

State and federal environmental law enforcement. Cultural and natural resources protection and preservation. State lands and water quality protection. Investigations. Education and outreach programs developing the next generation that cares.

#### **Boating and Waterways:**

Boating rules and regulation enforcement. Boating safety campaigns and education. Access to public waters. Waterway management and accurate signage. Boating accident investigations. Derelict vessel prevention and investigation. Vessel theft and title fraud investigation.

**Public Safety:** Provide a safe experience for residents and visitors engaged in outdoor activities. Interagency support and coordination. Specialized response units. Disaster response. Search and rescue. Intelligence and security. General and specialized law enforcement services. Critical incident investigations.

## Intervention equals prevention on the water

FWC officers help to ensure Floridians and visitors are safe when they are on the water. The FWC accomplishes this through proactive law enforcement, initiating boating safety and fisheries inspections, and identifying and minimizing potential navigation or environmental hazards in the waterways.

FWC's Boating and Waterways Section supports officer efforts by coordinating statewide boating safety efforts. Some examples of support are: education campaigns, ensuring waterway markers are accurate and maintained, permitting and marking speed-regulated areas, coordinating initiatives aimed at removing derelict vessels and improving public boating access.

With close to a million vessels, Florida leads the nation in the number of vessels registered in a state. As a negative consequence of high vessel numbers and our mild climate, Florida also has the highest number of boating fatalities in the nation annually. The vast size of our inland, coastal and offshore patrol areas combined with a significant population of avid and diverse boaters, presents a unique and daunting challenge for FWC and our local and federal maritime enforcement partners.

## Boating education is critical

The 2016 Boating Accidents Statistical Report indicates there were 714 reportable boating accidents and 67 boating related fatalities in the calendar year. This total includes seven missing persons who at the end of 2016 have not been located or accounted for and their circumstances suggest that death or serious injury has occurred. Many of the deaths were due to victims falling overboard and drowning. A large number of the deaths could have been prevented if the victims had worn life jackets. FWC continues to reduce the number of boating-related fatalities through education about the importance of wearing life jackets while boating.

Florida's current boating safety education law only applies to boaters born on or after January 1, 1988 operating a motorized vessel of 10 horsepower or greater. The face-to-face contacts by FWC officers and our partner agencies are a critical part of our outreach efforts and education to the boating public. These statistics show us that the boat operator most likely to be involved in a boating accident is a middle-age or older male who has boating experience yet has never learned the most important safety considerations by having taken a boating safety course. When officers observe boating violations or perform fresh and saltwater resource enforcement activities, they conduct boating safety inspections aimed at both identifying and preventing violations or accidents. FWC officers make boating safer and ultimately save lives.

## Safe boating is a choice

Florida is the leader in promoting boating accident prevention. The FWC, in association with the National Safe Boating Council, Bombardier Recreational Products Inc., West Marine, and the U.S. Coast Guard (USCG), has launched a statewide boating safety campaign as part of a national initiative. The "Wear It Florida" campaign encourages boaters to wear life jackets anytime they are on the water and educates boaters about the ease and convenience of inflatable life jackets. The campaign is designed to reach the public through a variety of methods including media events, exhibits, personal contacts, social media, radio and televised public service announcements.

### --- Division of Law Enforcement Values ---

#### Integrity

We value candor, honesty and the highest standards of ethical behavior and are committed to upholding our positions of public trust.

#### Professionalism

We value the skillful performance which demonstrates a clear sense of commitment and direction in an environment that encourages teamwork and innovation.

#### Dedication

We value the motivation and dedication with which our members serve the visitors and residents of Florida.

#### Adaptability

We value our unique capability to adapt and respond appropriately to diverse circumstances in all environments.



## ABOUT THIS REPORT

The 2016 Boating Accidents Statistical Report is compiled by the Boating and Waterways Section of the FWC's Division of Law Enforcement. Most of the data contained in this report is gathered from boating accident investigative reports submitted by FWC officers and our marine law enforcement partners.

At the end of each calendar year, boating accident data is compiled and assembled into Florida's annual report. The FWC's Boating and Waterways Section analyzes this information and uses it to formulate proactive plans aimed at reducing the number of boating accidents and their related injuries, fatalities and property damage. This information is also reported to the U.S. Coast Guard's Boating Safety Division in Washington, D.C., to be included in the national database consisting of data from all U.S. states and territories.

The statistics reflect data from "reportable boating accidents" that occurred in Florida. Boating accidents must meet at least one of the five criteria below to be classified as reportable:

- A person dies.
- A person disappears under circumstances that indicate possible death or injury.
- A person receives an injury requiring medical treatment beyond immediate first aid.
- There is at least \$2,000 aggregate property damage to the vessel(s) or other property.
- There is a total loss of a vessel.

The number of vessels registered in Florida increased slightly in 2016. With 931,450 registered vessels, Florida leads the nation in registered vessels. Additionally, it is estimated that up to one million non-registered vessels actively use Florida's waters, and this segment of the boating population appears to still be growing. Our waterways show the strains of congestion as each year brings more residents and visitors together to utilize our abundant water resources and enjoy Florida's boating lifestyle.



## 2016 SUMMARY

### BOATING ACCIDENT REVIEW

- Florida leads the nation with a total number of 931,450 **registered vessels** in 2016.
- There were a total of 714 reportable boating accidents in 2016.

### REPORTABLE BOATING ACCIDENT

- Collision with vessel was the leading type of accident with a total of 181 (25%).
- Towed watersport activities were involved in 13 accidents, resulting in 13 injuries.
- Paddlecraft (canoes, kayaks, rowboats, paddleboards) were involved in 10 accidents resulting in nine fatalities and three injuries.
- July was the month with the highest number of accidents (96).
- Monroe County reported the **highest number of accidents and injuries** (105 total accidents with three fatalities and 52 injuries).

### REPORTABLE BOATING FATALITIES

- **56 fatal accidents** for 2016 resulting in **67 fatalities**.
- **29%** of the fatal accidents were **falls overboard** (16 accidents). Boaters falling overboard remains the main cause of boating fatalities.
- **The leading cause of death** in fatal boating accidents was **drowning** with 40 fatalities (60%).
- **July** was the **deadliest month** in 2016 with 8 fatalities.
- **Alcohol or drug-use** is reported to have played a role in 24% boating fatalities.
- 95% (58) of the victims of fatal boating accidents were males.
- 65% (39) of the 60 operators involved in fatal accidents were age 36 or older.
- 78% (47) of all vessels involved in fatal accidents in 2016 were 21 feet in length or less.

### REPORTABLE BOATING INJURIES

- There were **714 accidents resulting in 421 injuries**. The rate of injury was 45 injuries per 100,000 registered vessels.

### REPORTABLE PERSONAL WATERCRAFT ACCIDENTS

- Personal watercraft (PWC) accounted for 13% of all registered vessels in Florida.
- PWC were involved in 26% (253) of reportable boating accidents.
- Rented PWC represented 41% (89) of PWC involved in accidents
- **42%** of PWC accidents involved a **collision with another vessel**.
- 45% of PWC accidents occurred in Miami-Dade (32), Monroe (20), and Pinellas (18) counties.
- 11 fatalities resulted from the 158 PWC accidents.

### BOATING EDUCATION STATISTICS

- FWC issued 47,307 Boating Safety Education ID Cards in 2016.
- 63% of the cards were issued to persons born on or after January 1, 1988.
- Of the 47,307 cards issued, 34,654 were issued to males, 12,606 were issued to females. An additional 1,132 cards were printed for lost, damaged and information changes.
- **70%** of the **operators** involved in fatal accidents had **no formal boater education**.

Boating accident statistics for 2016 were compiled on 3/27/2016. Reports received after that date are not included in the following data. In 2016, there were seven missing persons reported. There has not been any updated information as to their status. The seven missing persons have been included in the fatality data.

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Photo detail: Matching a broken propeller blade to a vessel that had struck a coral reef and had not reported the accident. The blade was recovered from the coral reef and brought to the marina where the vessel was being repaired to confirm the vessel was the one involved in the boating accident and coral damage.



# Boating Accident Review



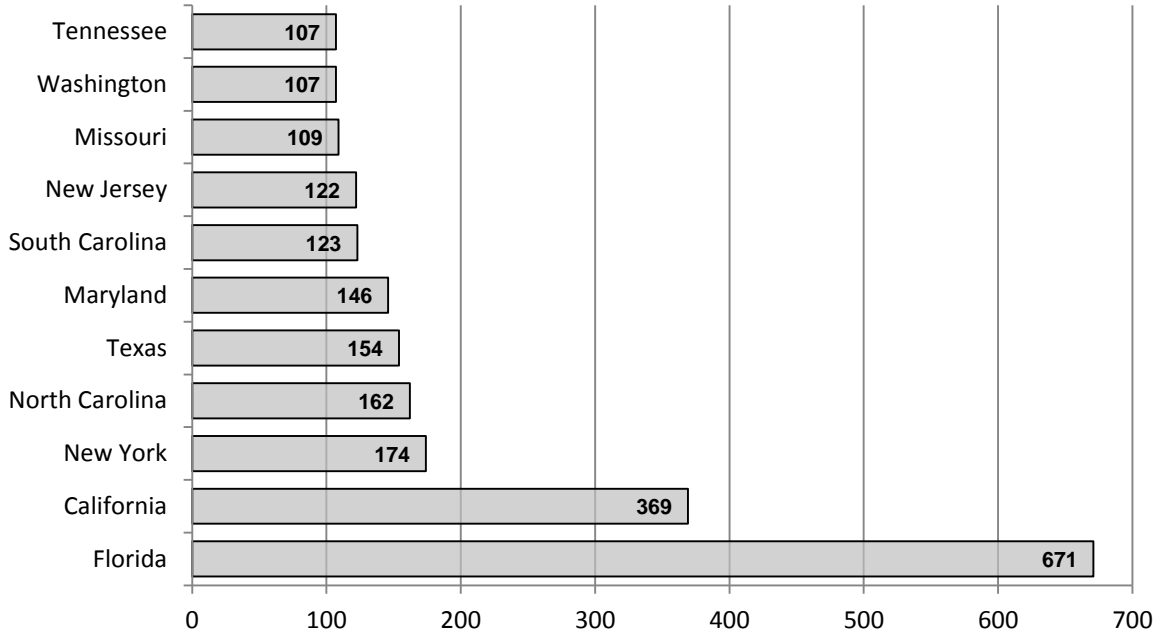
## **Boating Accident Review photo detail**

Cover Photo: (Courtesy of FWC)

On June 11, 2016, at approximately 1:30 pm, a 39' Yellowfin vessel was traveling South at approximately 40 knots on autopilot. At the same time, a 39' Hatteras was trolling at approximately 5 knots. The operator of the Yellowfin was not paying attention to traffic on the water and crashed into the starboard stern of the Hatteras. Three occupants of the Hatteras vessel jumped overboard prior to impact. The operator of the Hatteras was ejected upon impact. The Yellowfin ramped over the Hatteras and after settling back in the water turned around to pick up the occupants and operator of the Hatteras. While the Hatteras was being towed back, it began to take on water and sank approximately four miles offshore. Only minor lacerations and bruising were sustained by the operator of the Hatteras.

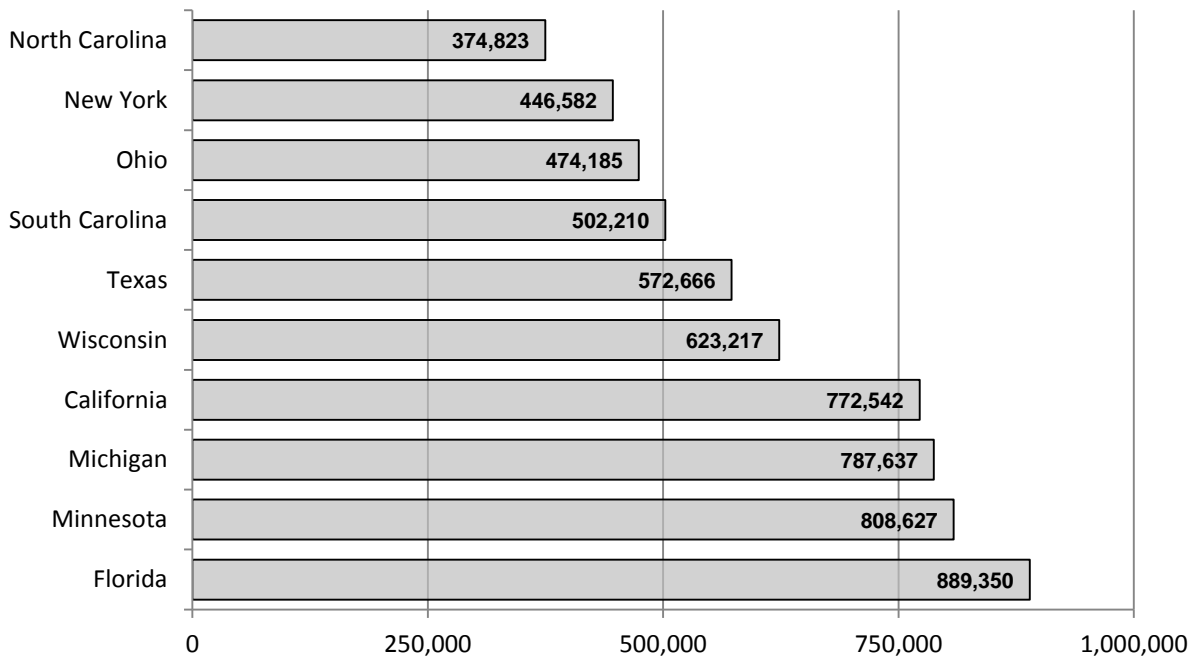
## 2016 BOATING ACCIDENT REVIEW

### NUMBER OF ACCIDENTS - TOP ELEVEN STATES 2015 (RECREATIONAL)



\*based on \$2,000 damage threshold, eleven states due to ties.  
Source: U.S. Coast Guard Boating Safety Division

### REGISTERED VESSELS - TOP TEN STATES 2015 (RECREATIONAL)

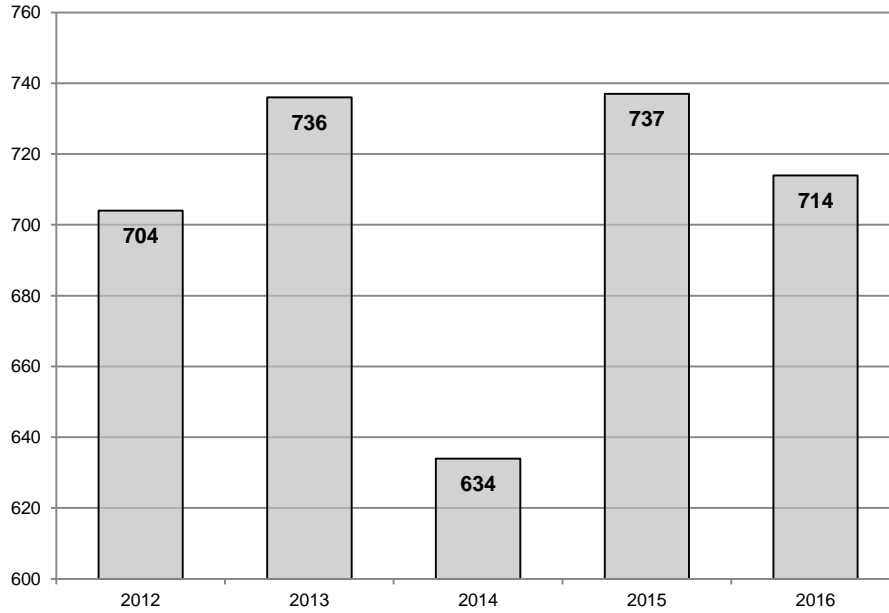


\* Totals represent number of recreationally registered vessels in 2015.  
Source: U.S. Coast Guard Boating Safety Division

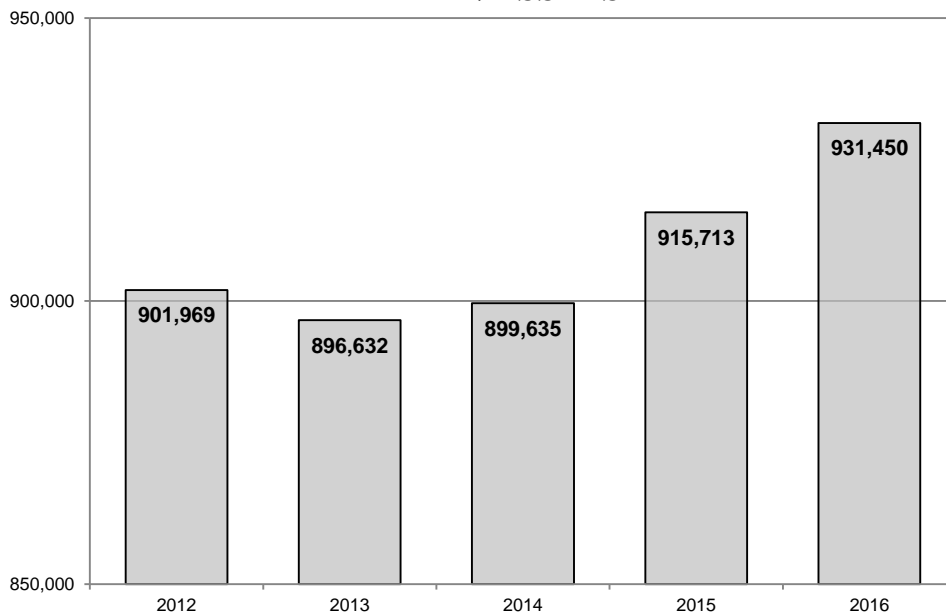


## 2016 BOATING ACCIDENT REVIEW

### 2012 - 2016 FLORIDA REPORTABLE ACCIDENTS



### 2012-2016 FLORIDA TOTAL REGISTERED VESSELS



\*Totals represent all currently registered vessels for that year.  
Source: Florida DHSMV

# Reportable Boating Accidents



## Reportable Boating Accidents photo detail

Cover Photo: (Courtesy of FWC)

On January 30, 2016, at approximately 7:15 am, a 37' open motorboat was travelling east cruising at approximately 25 mph with a total of three people onboard. The operator was behind the helm looking down at a chart. One occupant was standing next to him and the other was on the stern, rigging bait fish. None of them were looking in the direction the vessel was traveling. A 54' cabin motorboat was idling, bow facing north, while setting up kites for the purpose of fishing. A few seconds before impact, the operator of the cabin boat, observed the other vessel heading for the port side of his vessel. He was able to reverse his vessel a few feet before impact. The open motorboat impacted the cabin boat's port side, penetrating the vessel above the water line. One occupant was below deck in the cabin and missed being struck by the penetrating vessel's bow and anchor by just a few feet. No serious injuries were sustained. Both vessels remained operable after the accident and were able to safely return to land.

## 2016 REPORTABLE BOATING ACCIDENTS

2016 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY								
County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Alachua	10,252	10,530	0	0	0	\$0	53	0
Baker	2,464	2,475	0	0	0	\$0	53	0
Bay	17,240	18,043	13	2	11	\$98,150	17	1:1,388
Bradford	2,305	2,321	0	0	0	\$0	0	0
<b>Brevard</b>	<b>32,731</b>	<b>33,999</b>	<b>27</b>	<b>0</b>	<b>21</b>	<b>\$183,530</b>	<b>8</b>	<b>1:1,259</b>
<b>Broward</b>	<b>42,773</b>	<b>44,212</b>	<b>38</b>	<b>1</b>	<b>14</b>	<b>\$1,353,302</b>	<b>6</b>	<b>1:1,163</b>
Calhoun	1,589	1,620	0	0	0	\$0	53	0
<b>Charlotte</b>	<b>21,633</b>	<b>22,310</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>\$79,350</b>	<b>10</b>	<b>1:1,239</b>
Citrus	15,825	16,444	13	2	6	\$55,659	16	1:1,265
Clay	12,409	12,616	6	0	7	\$11,000	28	1:2,103
<b>Collier</b>	<b>21,816</b>	<b>22,846</b>	<b>31</b>	<b>0</b>	<b>20</b>	<b>\$1,174,700</b>	<b>7</b>	<b>1:737</b>
Columbia	4,415	4,455	0	0	0	\$0	53	0
Desoto	2,268	2,350	2	0	3	\$2,000	42	1:1,175
Dixie	2,266	2,568	2	1	1	\$100	43	1:1,284
<b>Duval</b>	<b>26,060</b>	<b>26,764</b>	<b>18</b>	<b>0</b>	<b>9</b>	<b>\$106,700</b>	<b>11</b>	<b>1:1,487</b>
Escambia	15,115	15,503	5	1	2	\$62,500	29	1:3,101
Flagler	5,408	5,512	0	0	0	\$0	53	0
Franklin	2,368	3,265	4	0	5	\$13,500	33	1:816
Gadsden	2,257	2,290	0	0	0	\$0	53	0
Gilchrist	1,705	1,730	0	0	0	\$0	53	0
Glades	1,229	1,259	4	2	2	\$53,500	34	1:315
Gulf	2,780	3,086	4	0	3	\$22,700	35	1:772
Hamilton	881	895	0	0	0	\$0	53	0
Hardee	1,623	1,650	0	0	0	\$0	53	0
Hendry	2,856	2,971	1	0	0	\$12,000	50	1:2,971
Hernando	9,413	9,627	7	1	4	\$17,600	25	1:1,375
Highlands	8,894	8,986	1	0	0	\$4,000	47	1:8,986
<b>Hillsborough</b>	<b>39,910</b>	<b>40,782</b>	<b>20</b>	<b>3</b>	<b>9</b>	<b>\$135,000</b>	<b>9</b>	<b>1:2,039</b>
Holmes	2,044	2,067	0	0	0	\$0	53	0
Indian River	10,356	10,800	9	2	6	\$141,500	23	1:1,200
Jackson	4,691	4,726	2	1	1	\$14,450	41	1:2,363
Jefferson	1,256	1,277	0	0	0	\$0	53	0
Lafayette	905	910	1	0	1	\$0	49	1:910
Lake	20,801	21,071	11	3	6	\$38,150	20	1:1,916
<b>Lee</b>	<b>45,759</b>	<b>47,189</b>	<b>39</b>	<b>6</b>	<b>29</b>	<b>\$1,417,000</b>	<b>5</b>	<b>1:1,210</b>
Leon	12,726	12,906	0	0	0	\$0	53	0
Levy	4,049	4,409	6	1	5	\$25,700	27	1:735



## 2016 REPORTABLE BOATING ACCIDENTS

2016 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY								
County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Liberty	1,073	1,094	0	0	0	\$0	53	0
Madison	1,167	1,174	0	0	0	\$0	53	0
Manatee	17,662	18,527	11	3	7	\$62,300	21	1:1,684
Marion	18,561	18,828	1	1	1	\$0	48	1:18,828
Martin	16,778	17,548	17	4	2	\$164,863	12	1:1,032
<b>Miami-Dade</b>	<b>63,670</b>	<b>66,422</b>	<b>67</b>	<b>7</b>	<b>37</b>	<b>\$438,000</b>	<b>2</b>	<b>1:991</b>
<b>Monroe</b>	<b>26,233</b>	<b>29,106</b>	<b>105</b>	<b>3</b>	<b>52</b>	<b>\$1,061,329</b>	<b>1</b>	<b>1:277</b>
Nassau	6,122	6,294	1	1	0	\$0	45	1:6,294
Okaloosa	17,909	18,583	14	3	15	\$231,500	15	1:1,327
Okeechobee	4,819	5,000	2	0	2	\$11,500	44	1:2,500
Orange	26,335	26,789	10	2	8	\$72,500	22	1:2,679
Osceola	7,911	8,055	1	0	1	\$0	46	1:8,055
<b>Palm Beach</b>	<b>36,493</b>	<b>37,750</b>	<b>62</b>	<b>3</b>	<b>19</b>	<b>\$1,008,962</b>	<b>3</b>	<b>1:609</b>
Pasco	23,643	24,136	8	1	4	\$38,500	24	1:3,017
<b>Pinellas</b>	<b>48,029</b>	<b>49,754</b>	<b>44</b>	<b>2</b>	<b>37</b>	<b>\$473,650</b>	<b>4</b>	<b>1:1,131</b>
Polk	28,062	28,562	4	0	4	\$8,000	31	1:7,141
Putnam	7,311	7,611	5	1	2	\$37,500	30	1:1,522
Santa Rosa	14,150	14,443	3	0	2	\$7,200	36	1:4,814
Sarasota	21,696	22,328	14	0	10	\$1,168,500	14	1:1,595
Seminole	17,981	18,281	7	0	6	\$12,700	26	1:2,611
St. Johns	14,015	14,473	12	1	11	\$29,600	18	1:1,206
St. Lucie	12,376	12,950	12	1	6	\$50,800	19	1:1,079
Sumter	4,416	4,471	2	0	1	\$5,000	39	1:2,236
Suwannee	2,736	2,762	2	0	2	\$4,000	40	1:1,381
Taylor	3,577	3,741	3	0	1	\$21,300	37	1:1,247
Union	990	998	1	1	0	\$0	52	1:998
Volusia	26,573	27,506	17	2	7	\$77,000	13	1:1,618
Wakulla	4,770	5,073	2	0	1	\$35,000	38	1:2,537
Walton	5,522	5,685	4	1	6	\$9,500	32	1:1,421
Washington	2,380	2,403	1	0	1	\$1,200	51	1:2,403
DHSMV	3,253	4,639						
<b>TOTAL</b>	<b>899,235</b>	<b>931,450</b>	<b>714</b>	<b>67</b>	<b>421</b>	<b>\$10,052,495</b>		<b>1:1,305</b>

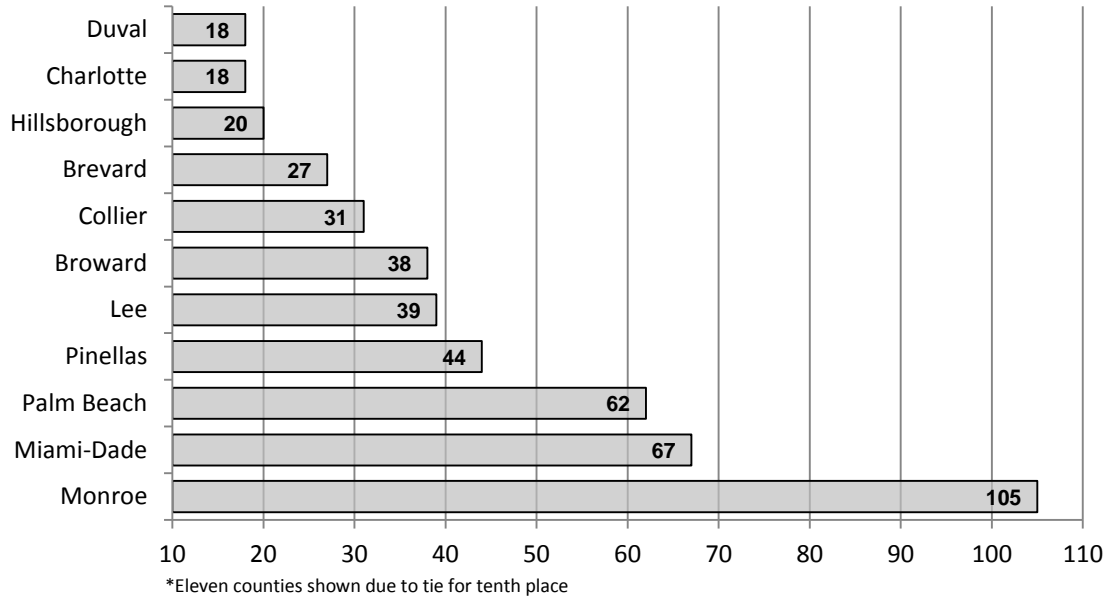
\*Accident Rate =  $\frac{\text{\# of Registered Vessels}}{\text{\# of Accidents}}$

Those counties in bold print represent the top eleven counties.

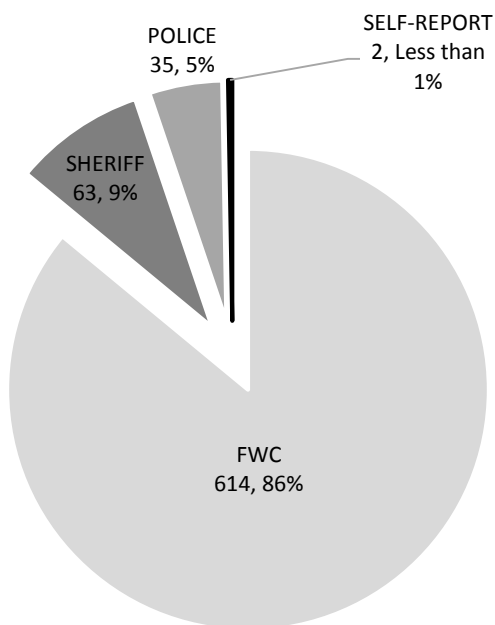
DHSMV numbers represent registrations issued at main office instead of at the county level.

# 2016 REPORTABLE BOATING ACCIDENTS

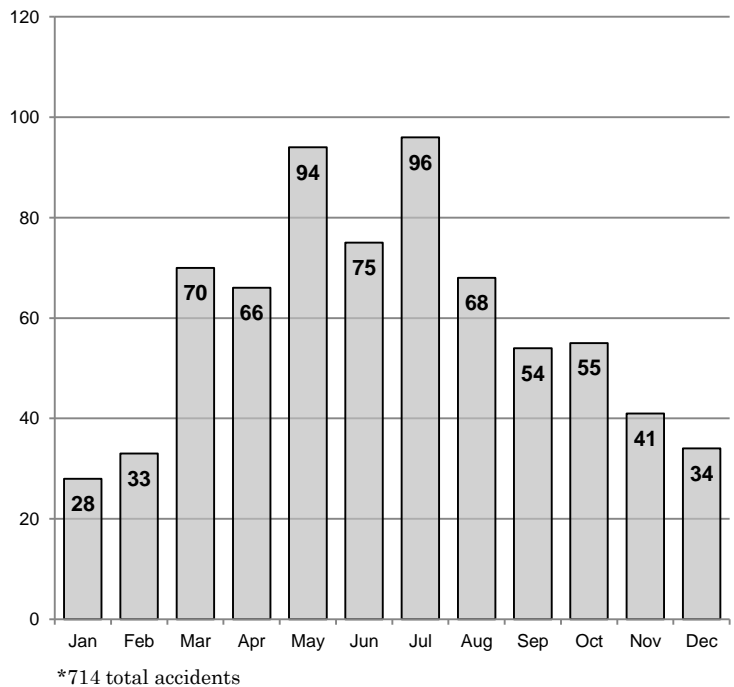
## TOP ELEVEN COUNTIES



## INVESTIGATING AGENCY

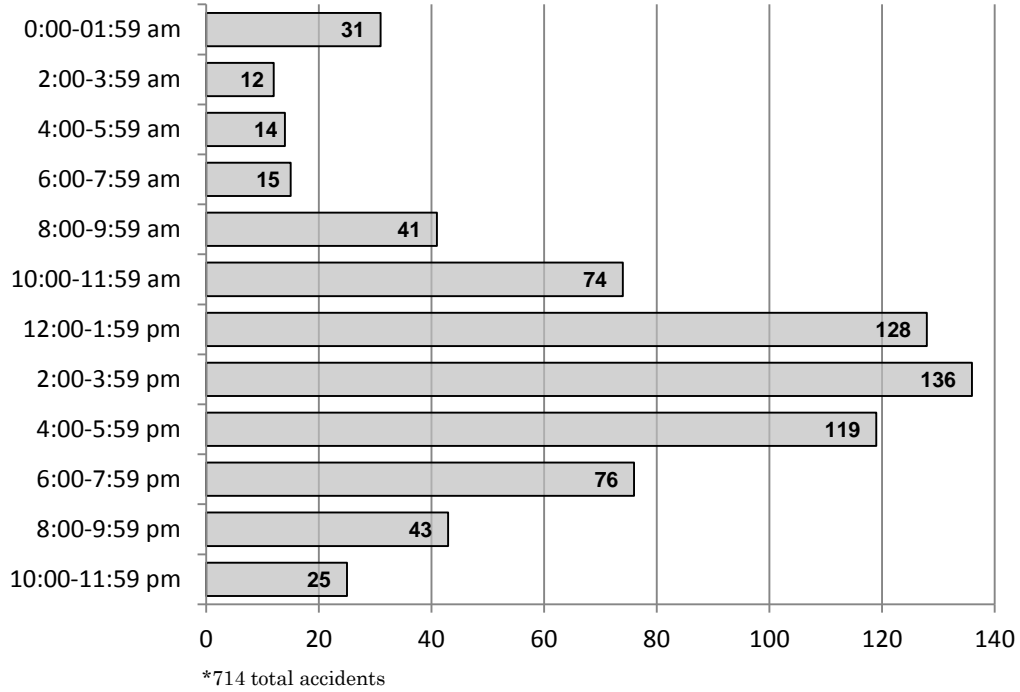


## ACCIDENTS BY MONTH

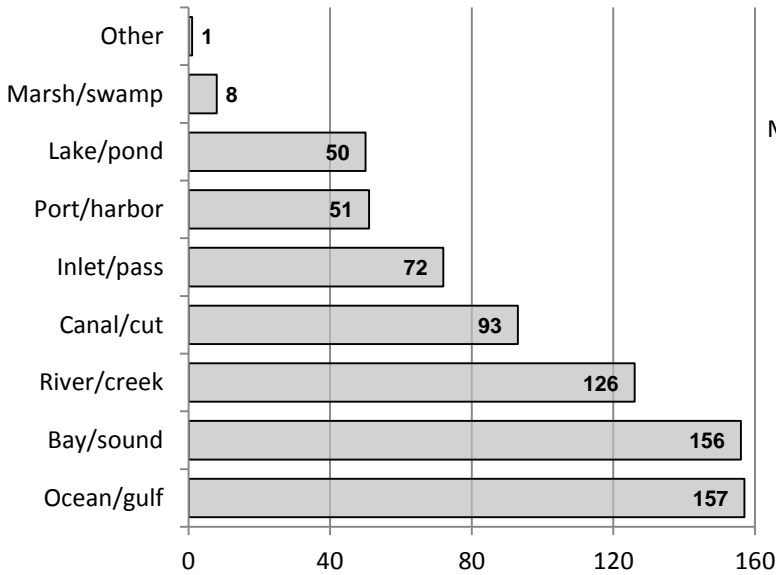


## 2016 REPORTABLE BOATING ACCIDENTS

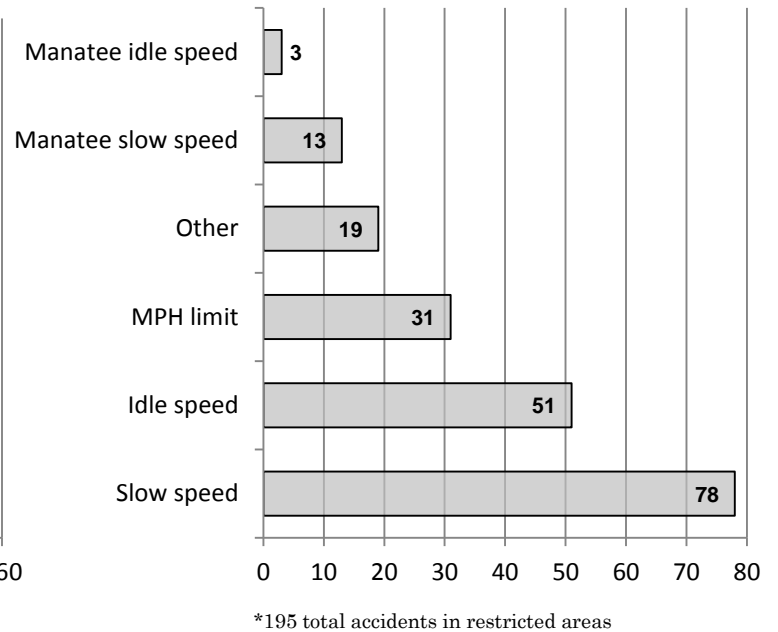
### TIME OF DAY



### ACCIDENT SITE LOCATION



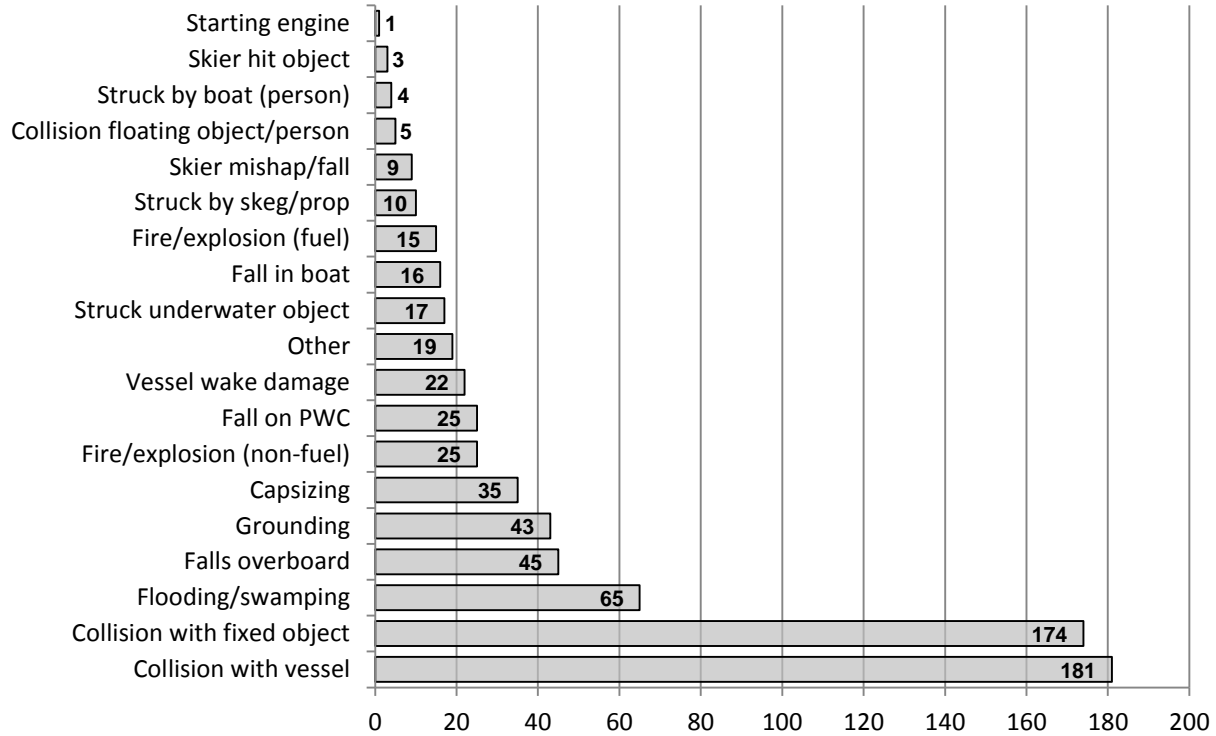
### RESTRICTED AREA ACCIDENTS





## 2016 REPORTABLE BOATING ACCIDENTS

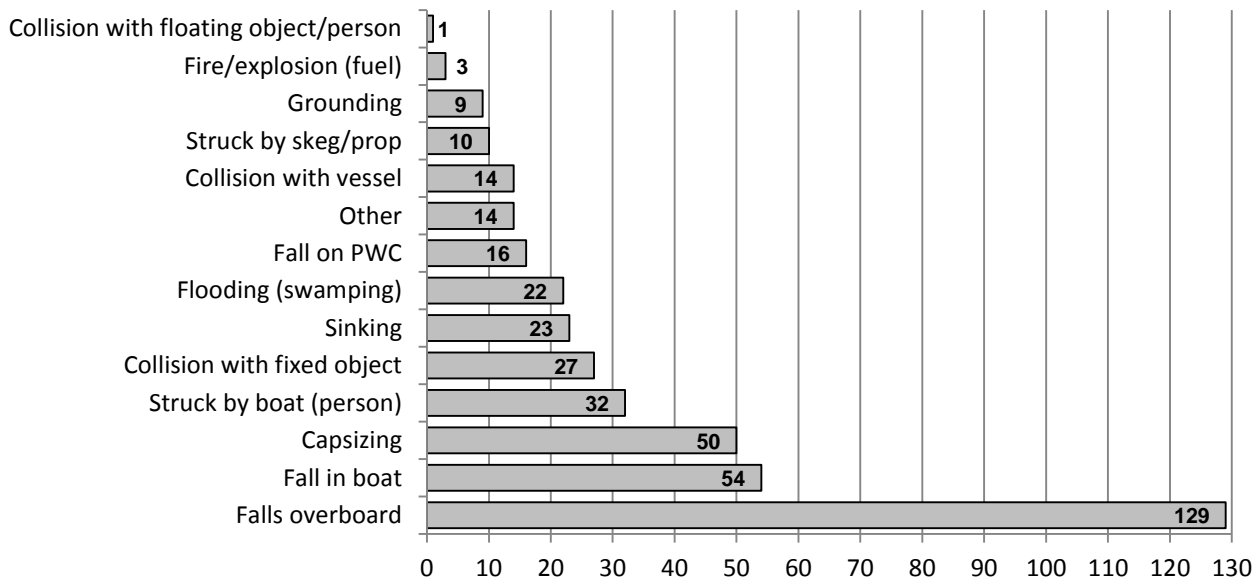
### PRIMARY TYPE OF ACCIDENT



\*714 accidents involving 991 vessels

(Based on first harmful event as determined by the state reviewing authority.)

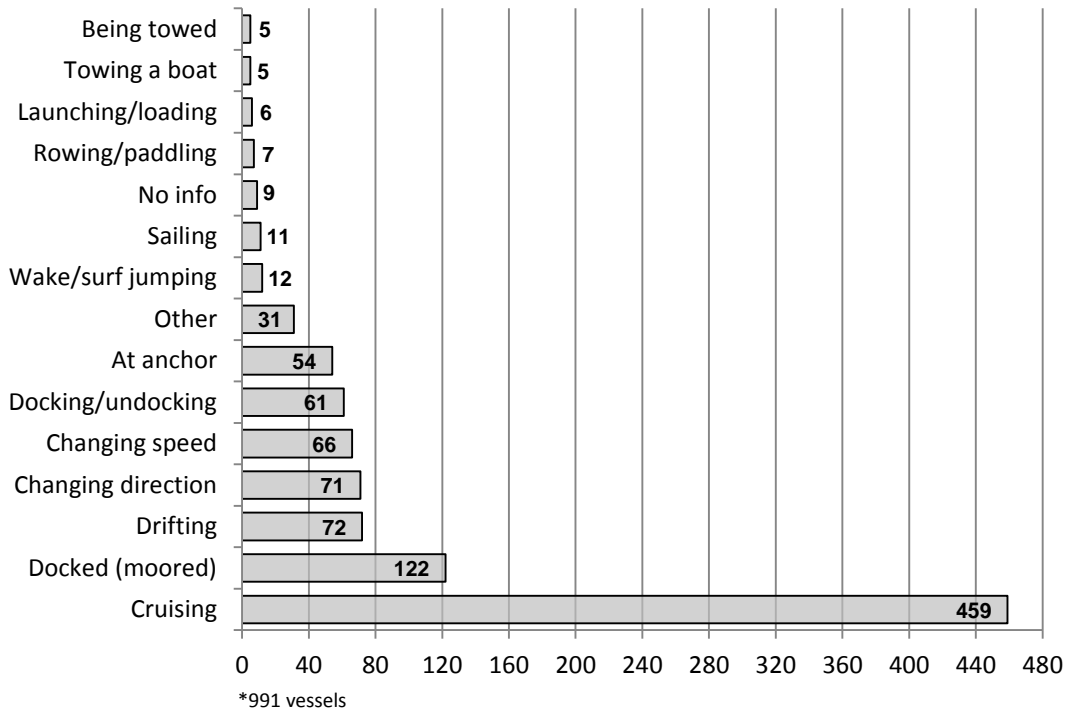
### SECONDARY TYPE OF ACCIDENT



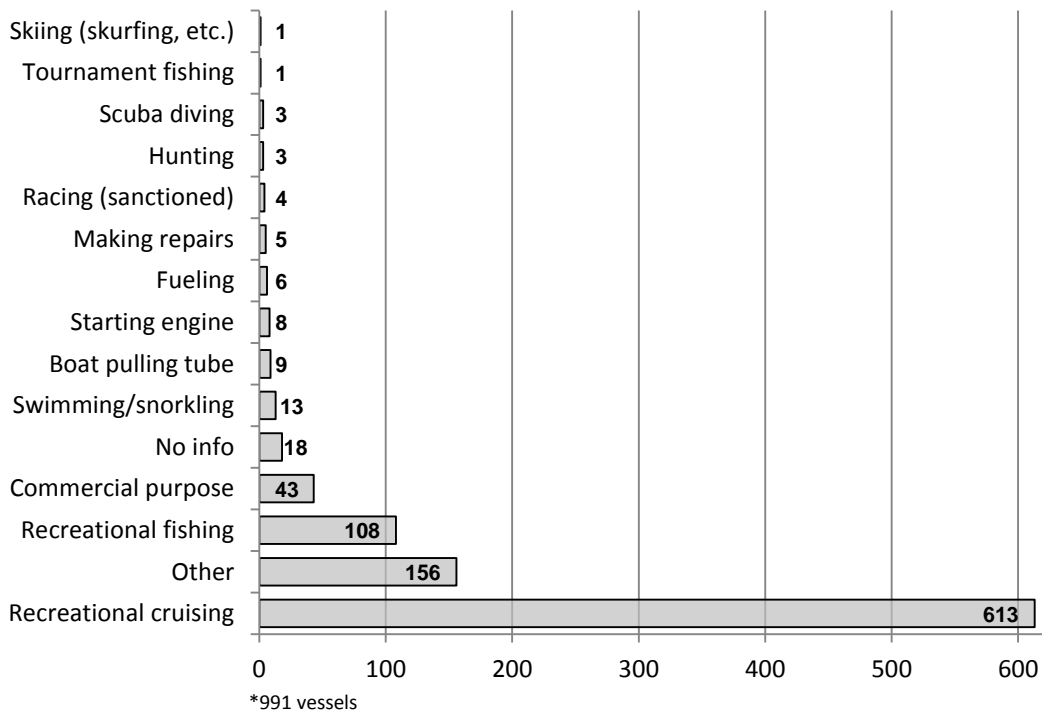
\*310 of the 714 accidents did not have a secondary type of accident

## 2016 REPORTABLE BOATING ACCIDENTS

### OPERATION AT TIME OF ACCIDENT

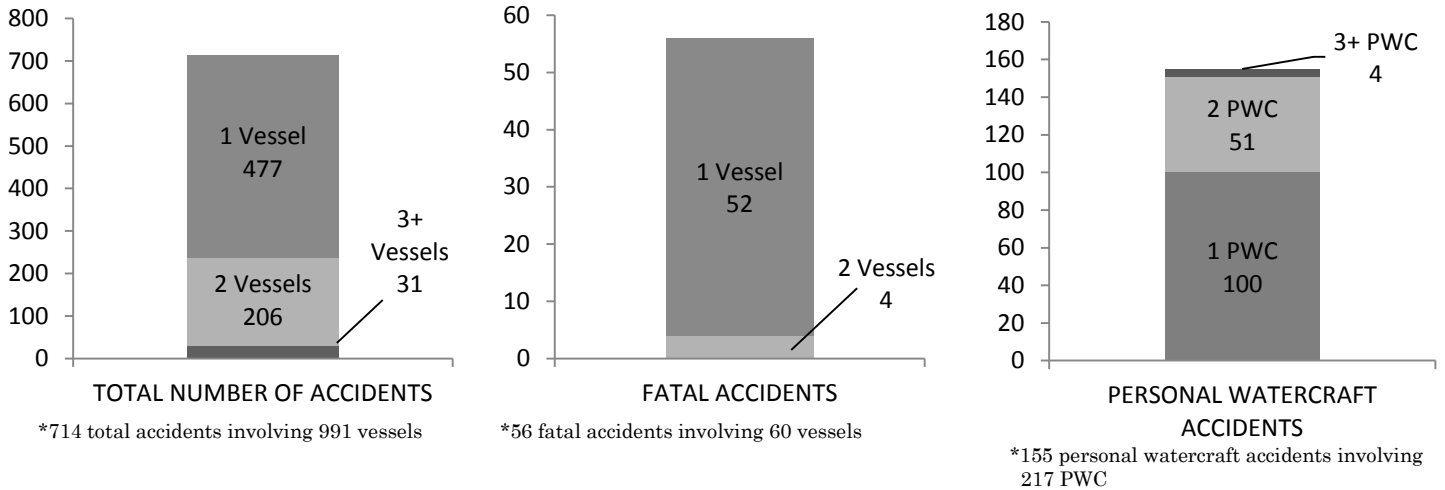


### ACTIVITY AT TIME OF ACCIDENT

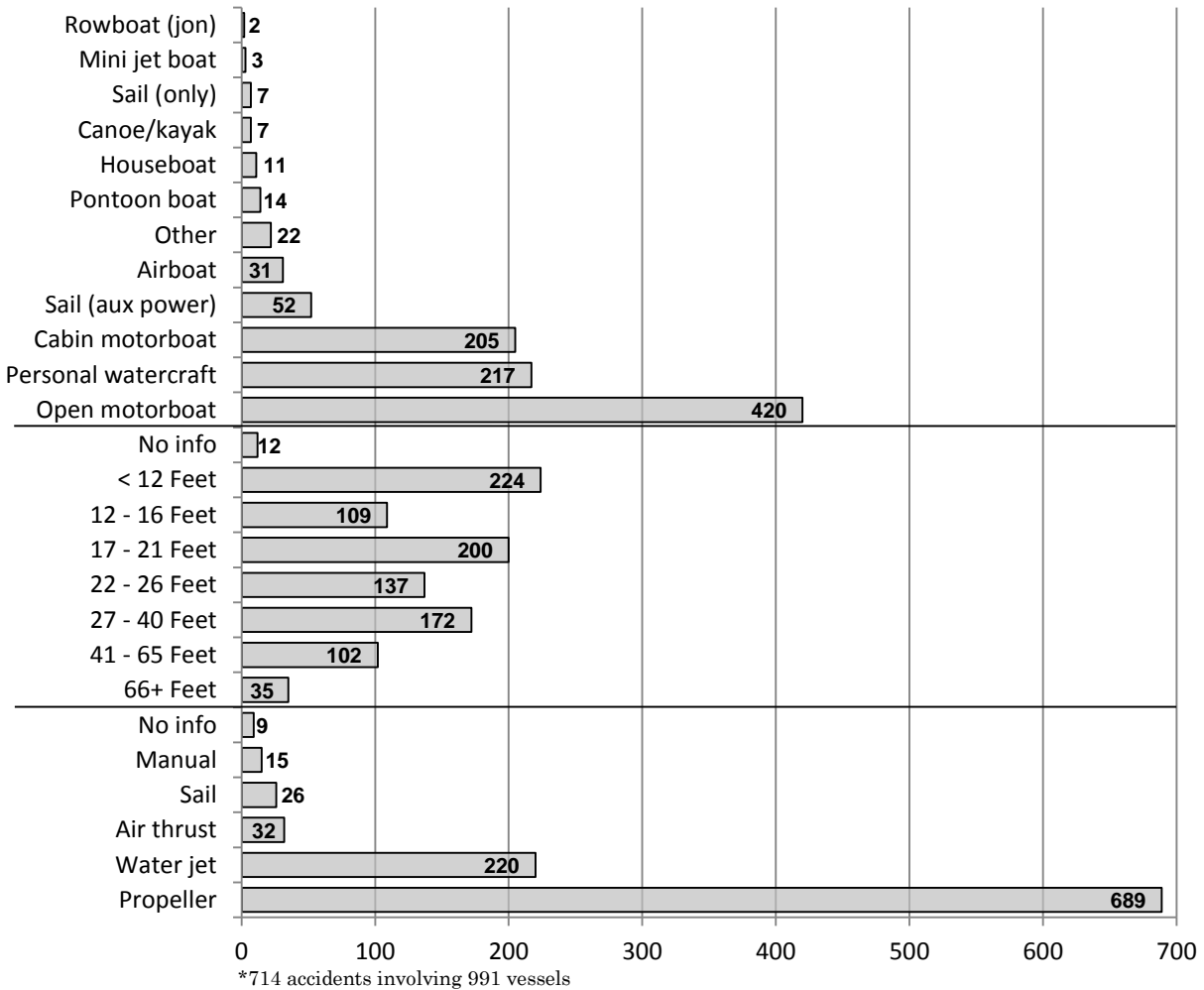


# 2016 REPORTABLE BOATING ACCIDENTS

## VESSEL COUNT IN REPORTABLE ACCIDENTS



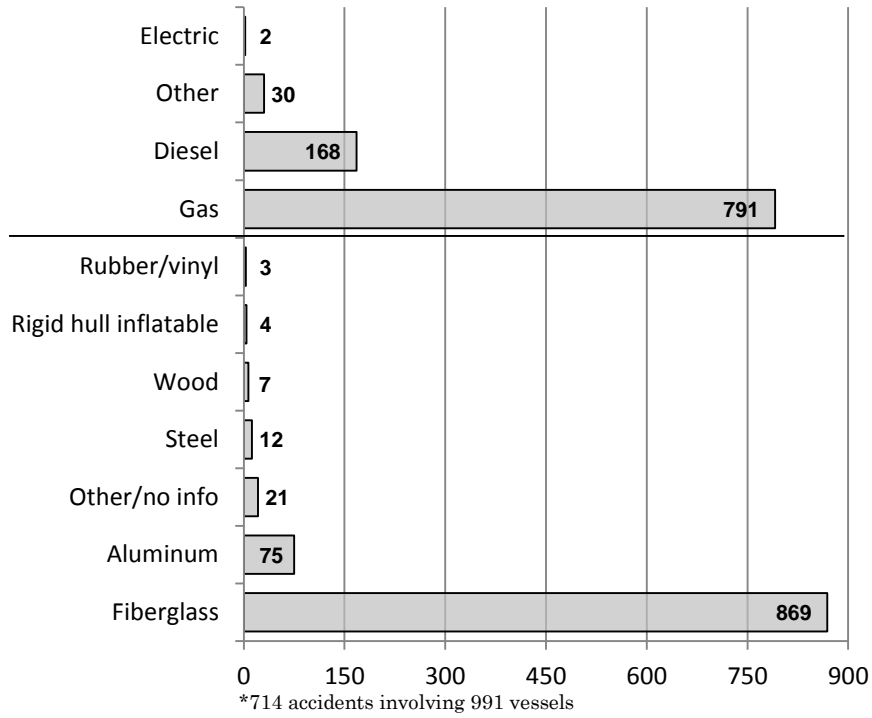
## VESSEL TYPE, LENGTH & PROPULSION



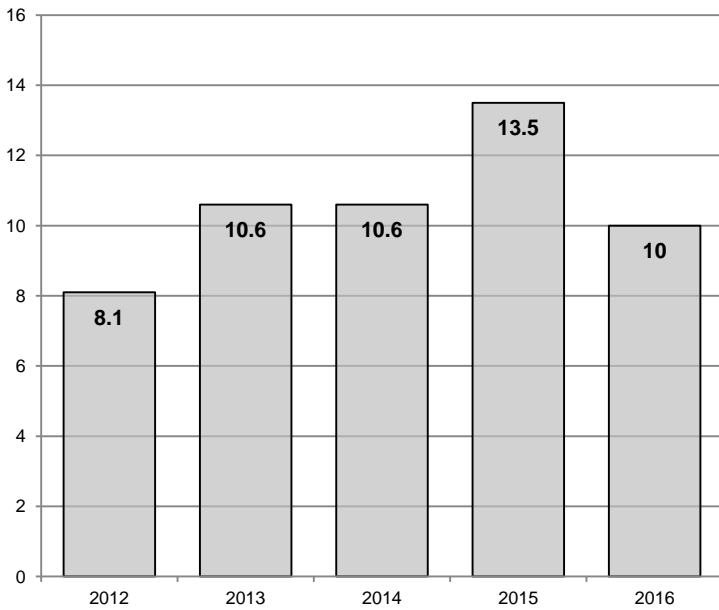


## 2016 REPORTABLE BOATING ACCIDENTS

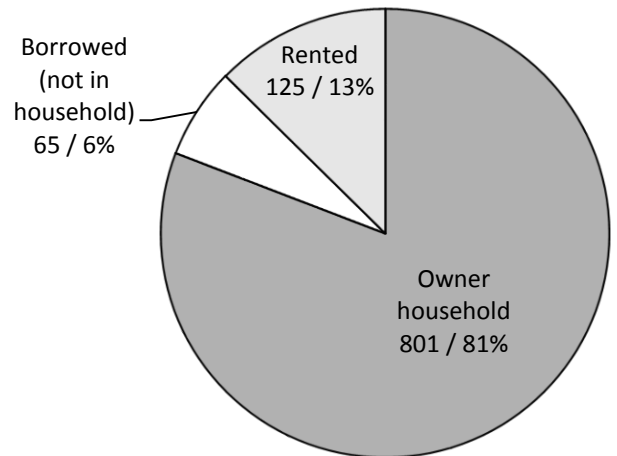
### VESSEL FUEL & HULL TYPE



### VESSEL & PROPERTY DAMAGE FIGURES (IN MILLIONS)

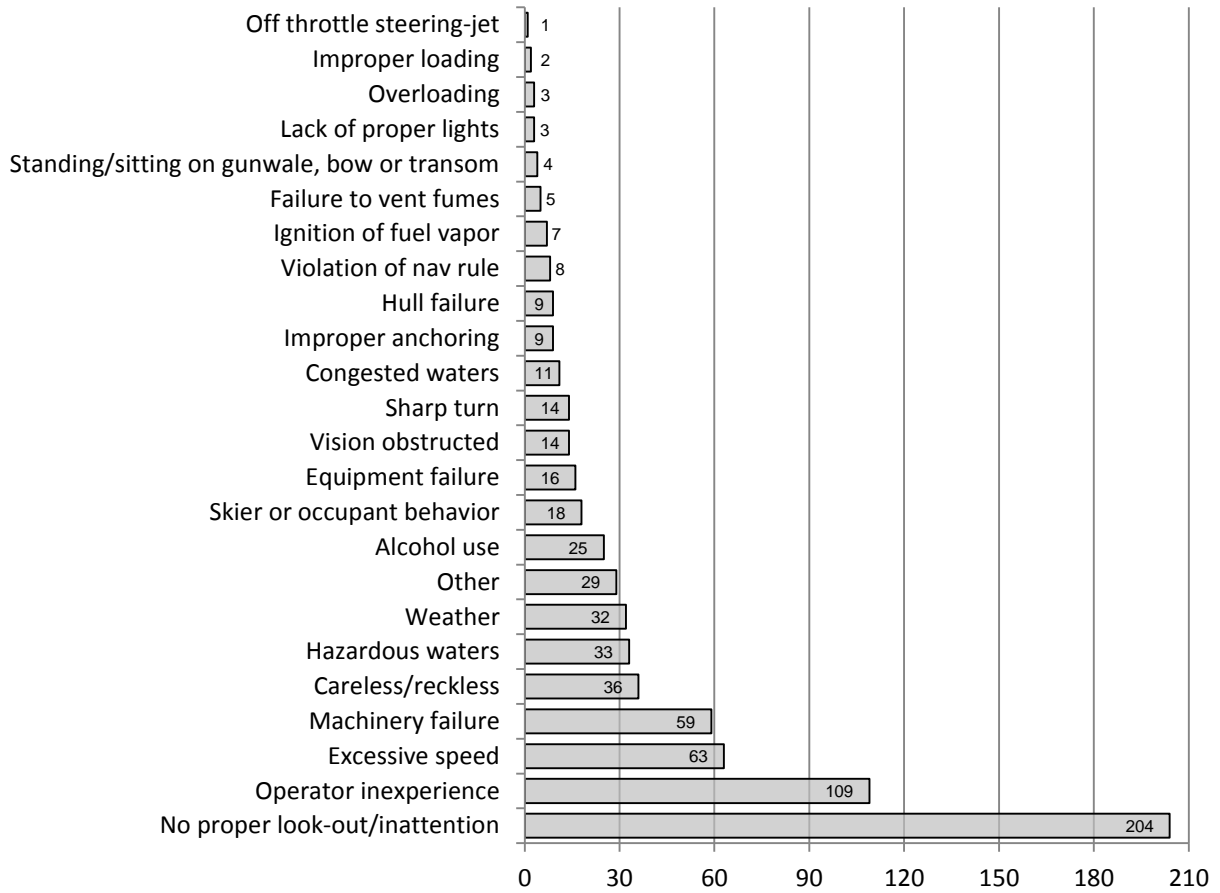


### VESSEL OWNERSHIP

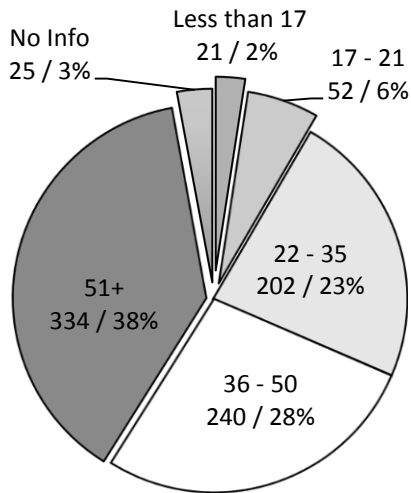


# 2016 REPORTABLE BOATING ACCIDENTS

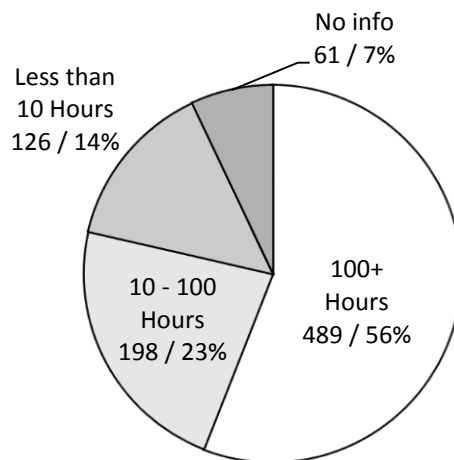
## PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



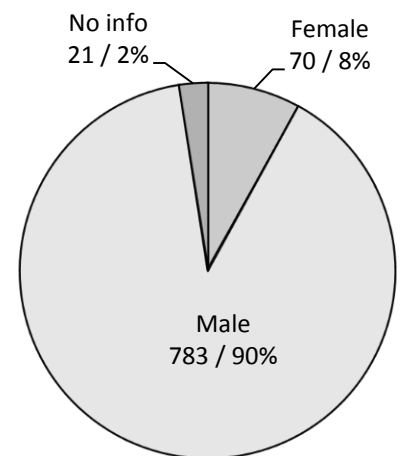
### OPERATOR AGE



### OPERATOR EXPERIENCE (HOURS)



### OPERATOR GENDER

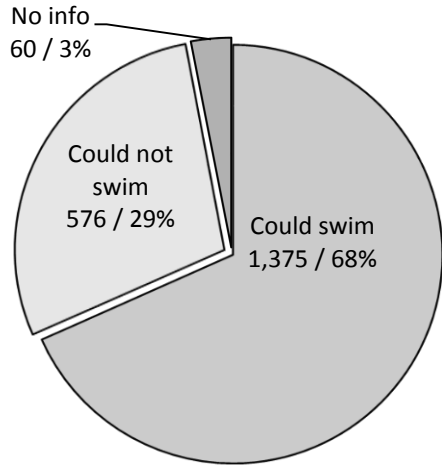


\*714 accidents involving 874 operators.

Vessels may have been docked, anchored, or involved in a hit and run accident which would result in no operator information. Also some information may not be provided by operators.

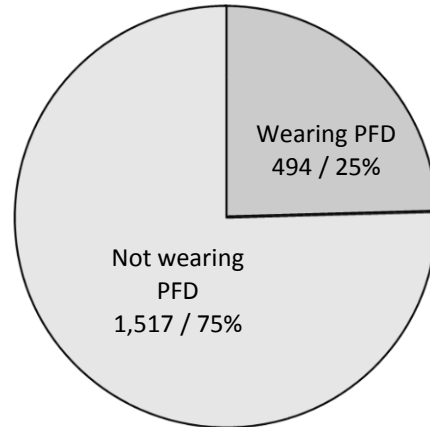
## 2016 REPORTABLE BOATING ACCIDENTS

### OPERATOR/OCCUPANT SWIMMING ABILITY

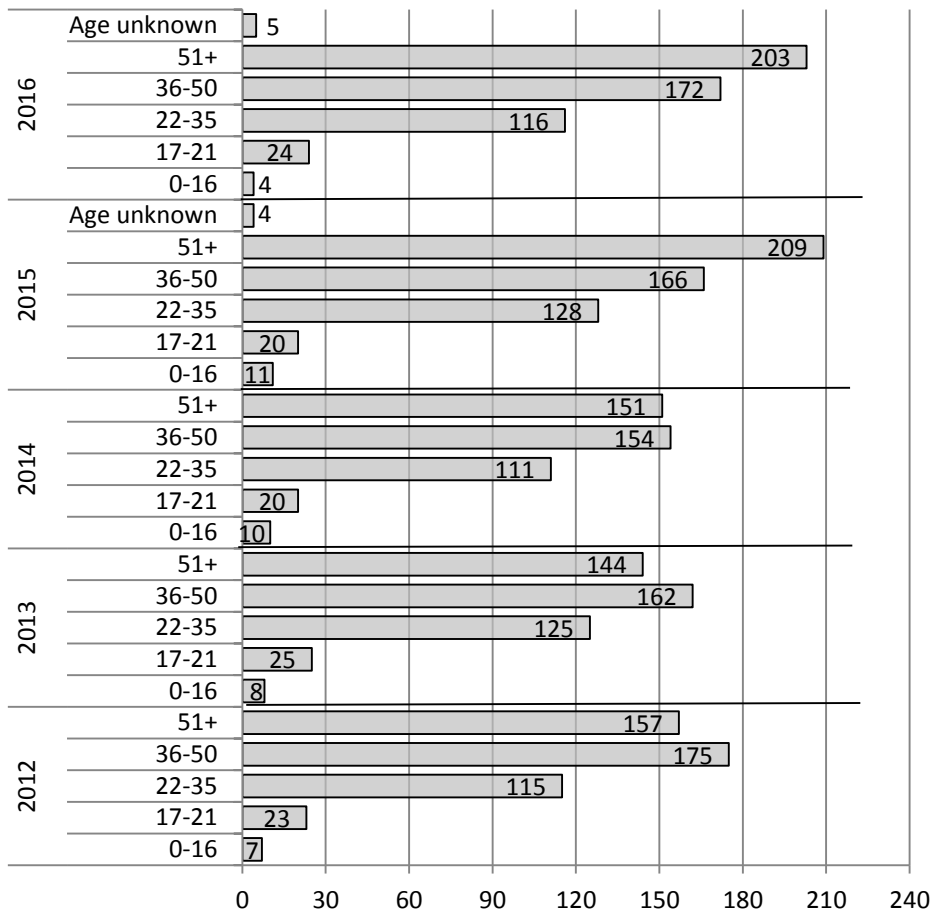


\*2,011 total occupants and operators

### OPERATOR/OCCUPANT PFD USE

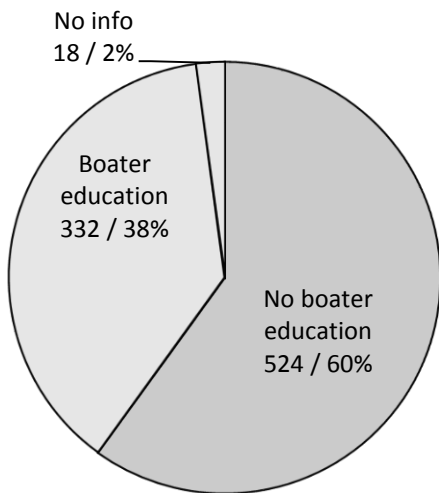


### OPERATOR BY AGE WITH NO BOATER EDUCATION



\*Five operators did not provide date of birth (DOB)

### BOAT OPERATOR EDUCATION

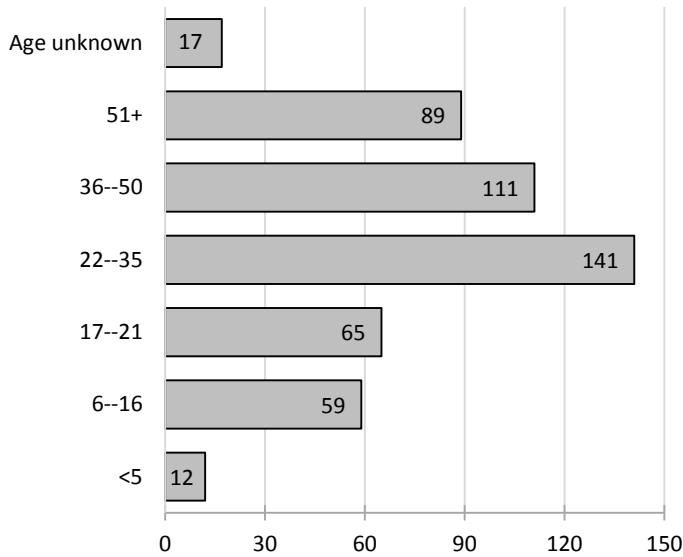


\*874 operators



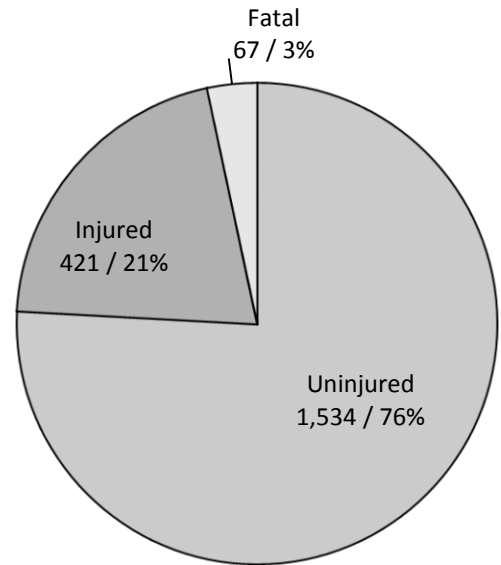
## 2016 REPORTABLE BOATING ACCIDENTS

### PFD WEAR BY AGE



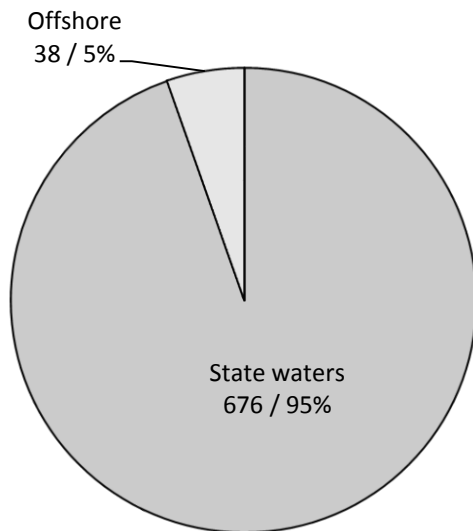
\*494 of 2,011 operators/occupants were wearing a PFD at time of the accident. 17 did not provide a date of birth.

### VICTIM STATISTICS



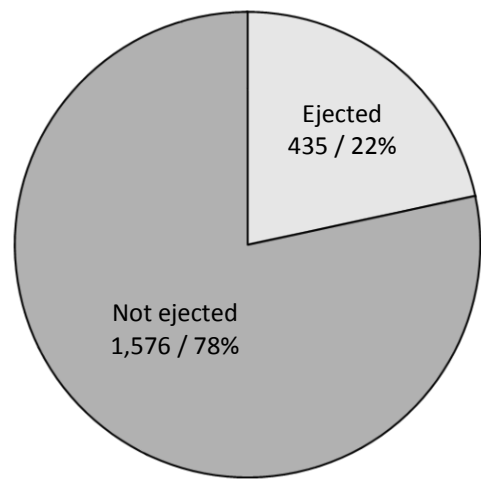
\*2,022 persons involved in vessel accidents. 2,011 operators/occupant and 11 swimmers.

### STATE WATERS VS. OFFSHORE WATERS (ACCIDENTS)



\*Offshore is defined as the edge of the Gulfstream or three miles from shore, whichever is greater, in the Atlantic and more than nine miles out in the Gulf of Mexico.

### VICTIM STATISTICS (EJECTED)



\*2,011 total operators and occupants





# Boating Fatalities





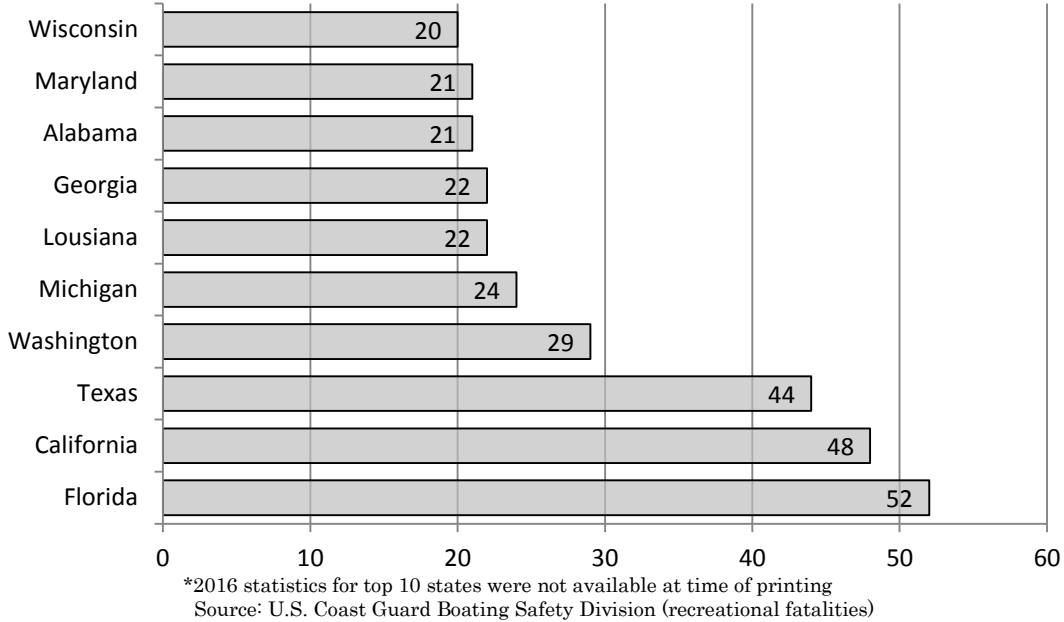
## **Boating Fatalities photo detail**

Cover Photos: (Courtesy of FWC)

On June 19, 2016, at approximately 4:38 am, a two vessel collision occurred in Placida Harbor. The vessels involved were a 20 foot Lake and Bay center console vessel occupied by two males and three females and a 19 foot Ranger center console vessel occupied by two males. The Ranger was traveling at slow speed with proper navigation lights illuminated while the Lake and Bay was traveling south at a high rate of speed with no navigation lights illuminated. The Lake and Bay vessel struck a slow speed sign and then struck the Ranger on its starboard side ramping over it. Three passengers from the Lake and Bay were ejected into the water. The Lake and Bay collected its ejected occupants and left the accident scene without calling 911 or checking on the Ranger. The operator of the Ranger was also ejected during the collision; the occupant remained in the Ranger. The operator was able to climb back aboard the Ranger, proceed to Eldred's Marina and call 911. The occupant of the Ranger was transported to Blake Hospital where he later died from injuries sustained in the collision. The operator received a broken right pelvis, ribs and orbital socket on right side of his face. A Charlotte County Sheriff's Officer located the Lake and Bay vessel on a sandbar with the operator and its occupants. The officer towed them to the marina. Two of the female occupants were injured in the accident; one broke her ankle and the other had a broken leg. Alcohol was a contributing factor in the accident.

## 2016 FATALITY DATA

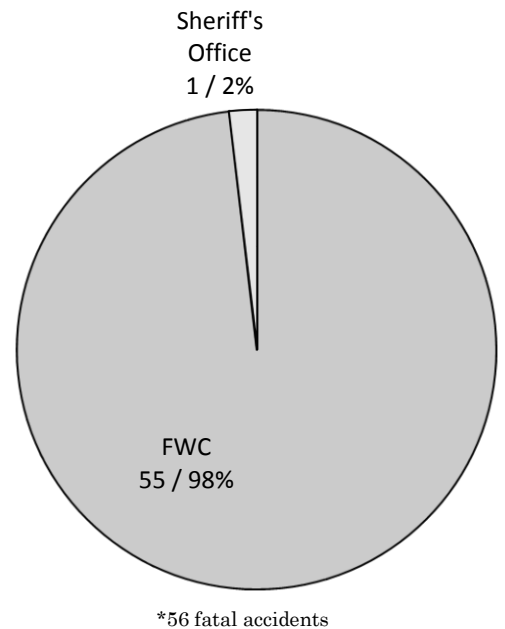
### 2015 FATALITIES - TOP TEN STATES



### FLORIDA TOTAL FATALITIES RECORDED

2016	Registered vessels	931,450
	Fatality rate	7.2
	Number of fatalities	67
2015	Registered vessels	915,713
	Fatality rate	6
	Number of fatalities	55
2014	Registered vessels	899,635
	Fatality rate	8.1
	Number of fatalities	73
2013	Registered vessels	896,632
	Fatality rate	6.9
	Number of fatalities	62
2012	Registered vessels	901,969
	Fatality rate	6.1
	Number of fatalities	56

### INVESTIGATING AGENCY



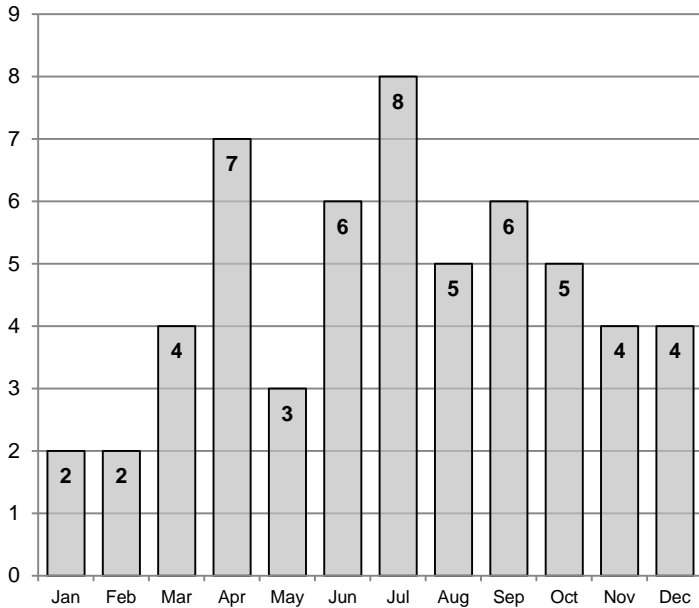
0 300,000 600,000 900,000 1,200,000

\*Fatality Rate – Number of fatalities per 100,000 registered vessels

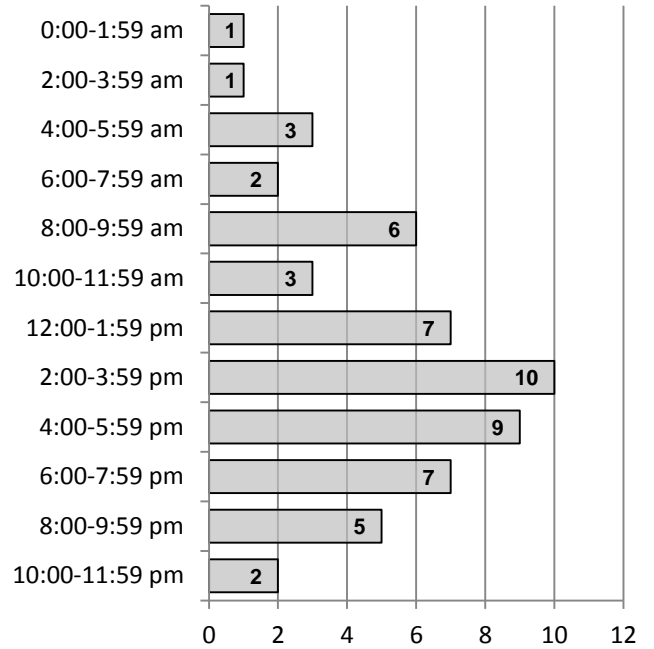


## 2016 FATALITY DATA

### FATAL ACCIDENTS BY MONTH



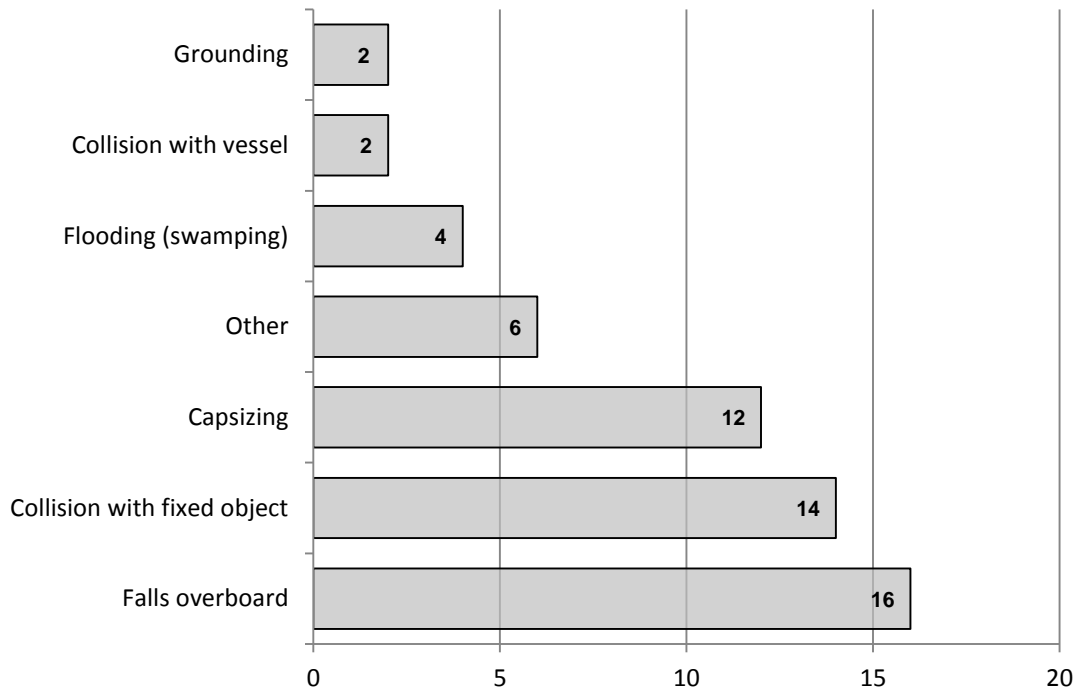
### TIME OF DAY



\*56 fatal accidents involving 67 fatalities

Fatality data includes seven missing persons where their disappearance is associated with a boating accident

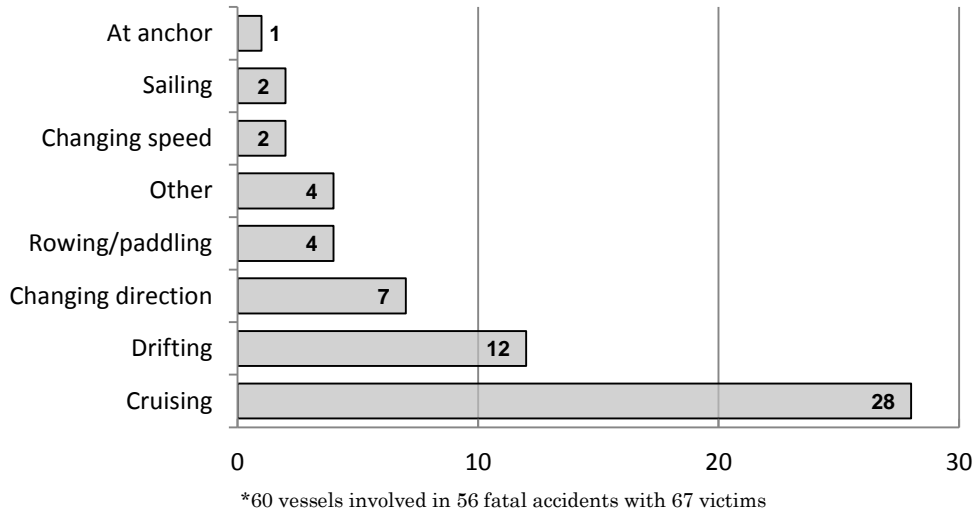
### ACCIDENT TYPES



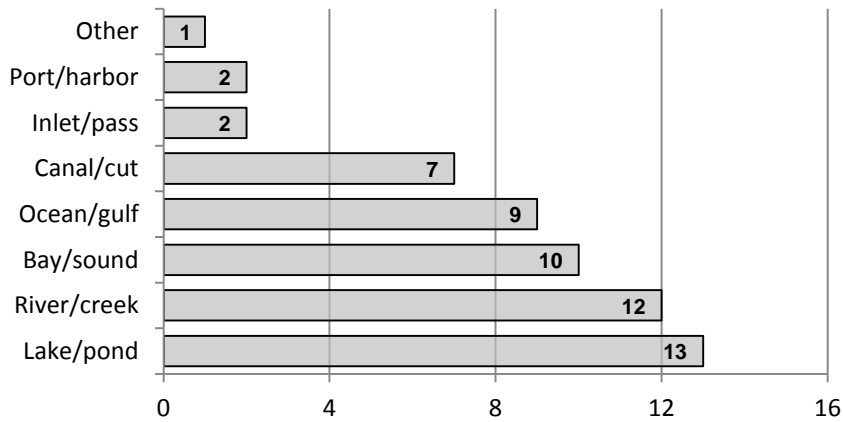
\*56 fatal accidents involving 67 fatalities (Based on first harmful event)

## 2016 FATALITY DATA

### OPERATION AT TIME OF ACCIDENT



### ACCIDENT SITE LOCATION

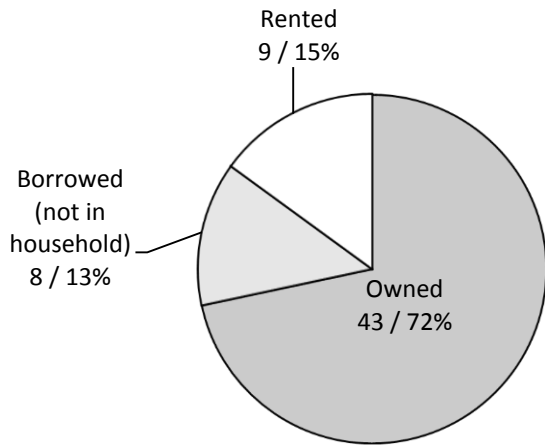


### RESTRICTED AREA FATAL ACCIDENTS



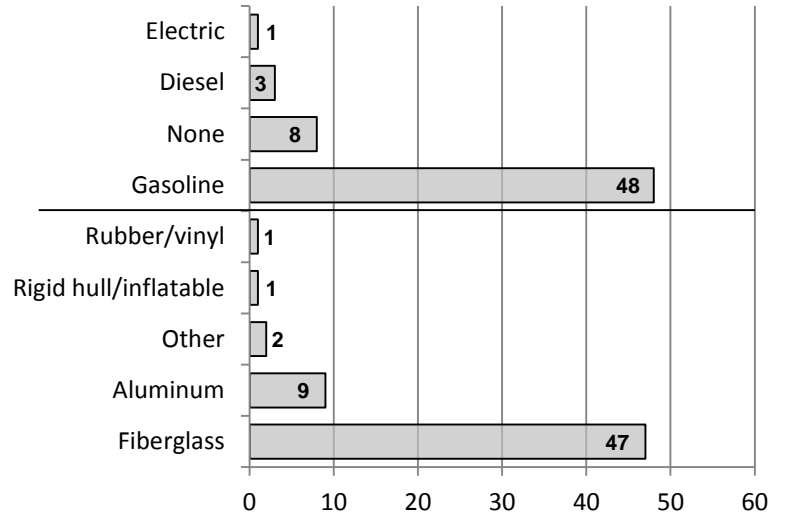
## 2016 FATALITY DATA

### VESSEL OWNERSHIP

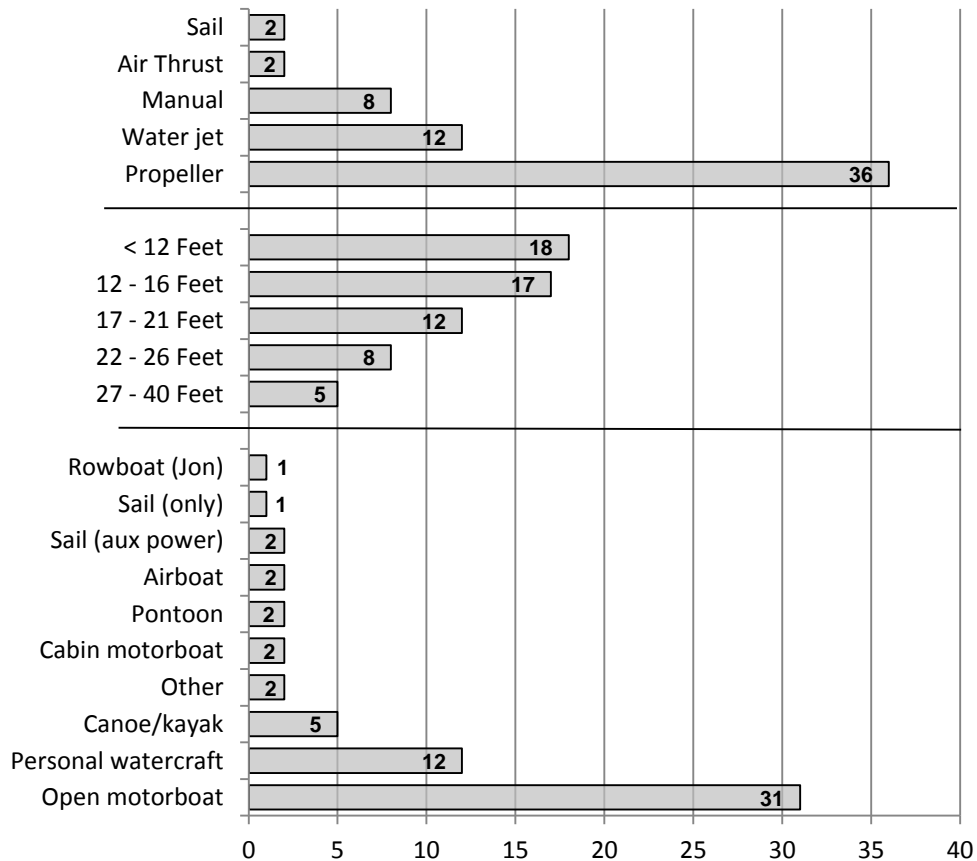


\*67 total fatalities involving 60 vessels

### VESSEL FUEL & HULL TYPE

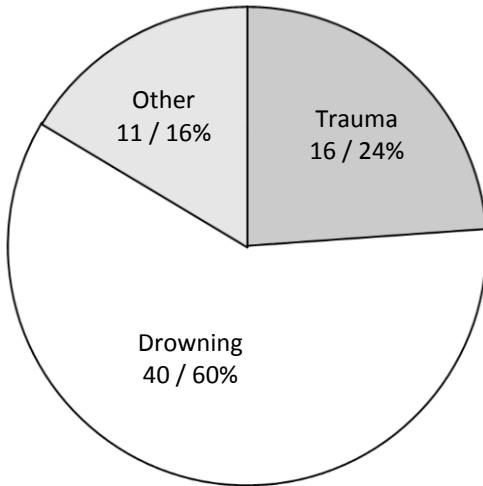


### VESSEL PROPULSION, LENGTH & TYPE



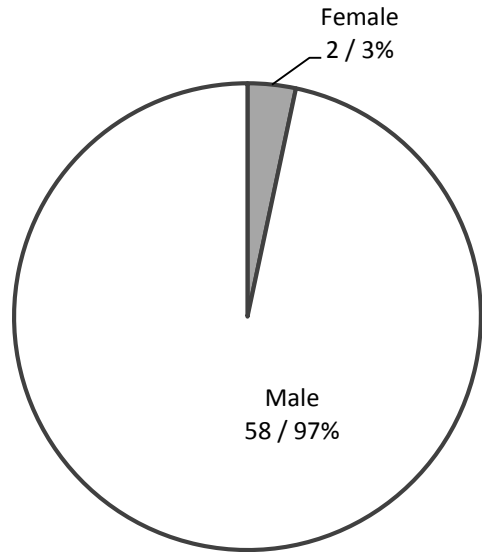
## 2016 FATALITY DATA

### PRIMARY CAUSE OF DEATH



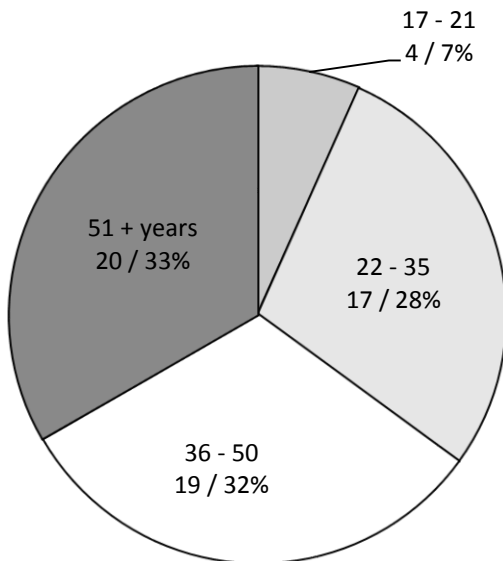
\*67 fatalities, "Other" category includes 7 missing where cause of death is unknown

### OPERATOR GENDER

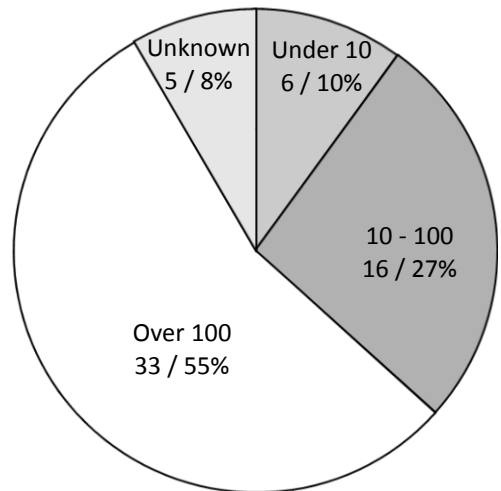


\*60 operators

### OPERATOR AGE



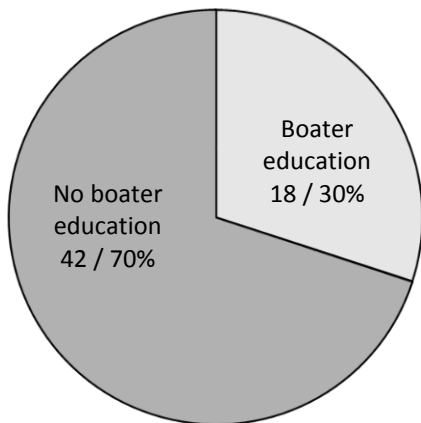
### OPERATOR EXPERIENCE (IN HOURS)



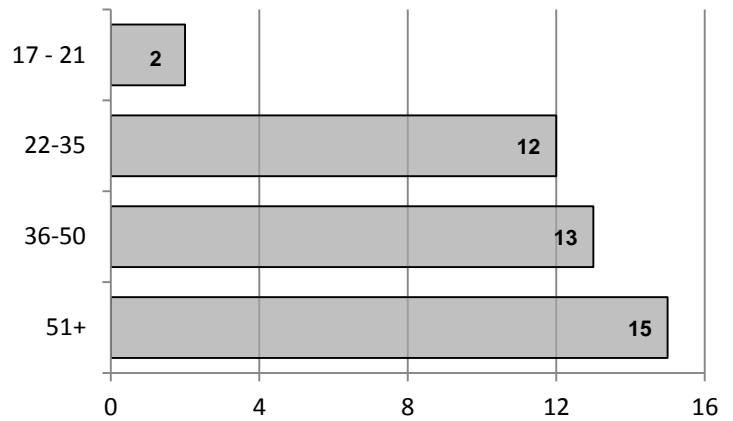
## 2016 FATALITY DATA

Martin County 4/10/16: 3 adult males and one youth male were aboard a 24-foot Sea Ray offshore near Hobe Sound. At approximately 8:40 AM, the occupants noticed water in the rear portion of the vessel. At that time, they attempted to bail out the water with the bilge pump and buckets. They were unsuccessful in bailing the water out and a few minutes later, the vessel capsized. The occupants were able to climb aboard the capsized vessel for several hours before being separated. One survivor was able to stay with the vessel and was recovered on the beach near St. Lucie Inlet on 4/11/16. The bodies of the other three males, ages 70, 51, and 9 were located the following morning on the beach near St. Lucie Inlet. The juvenile was wearing a PFD. The survivor states that they were all attempting to get PFDs when the vessel overturned and the safety equipment was lost.

### OPERATOR EDUCATION

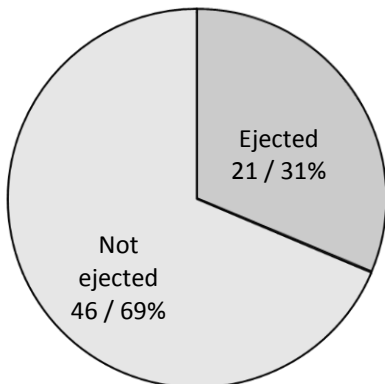


### OPERATORS BY AGE WITHOUT FORMAL BOATER EDUCATION

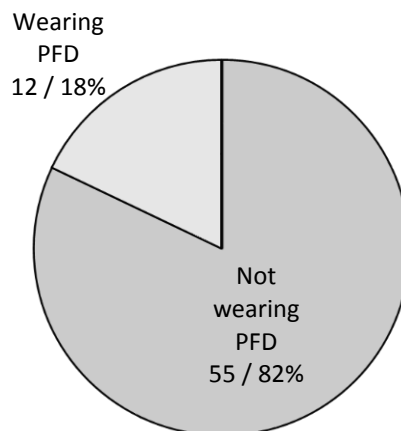


\*42 operators did not have any formal boater education

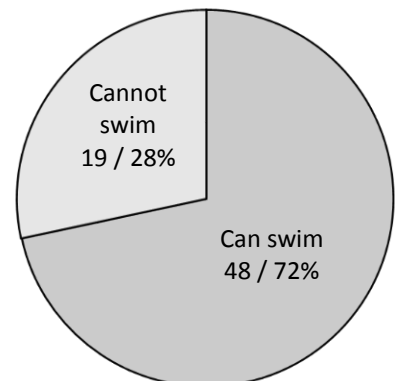
### VICTIM STATISTICS (EJECTED)



### VICTIM STATISTICS (WEARING PFD)



### VICTIM STATISTICS (SWIMMING ABILITY)

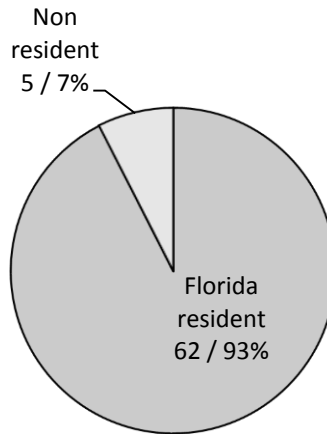


\*56 fatal accidents involving 67 victims

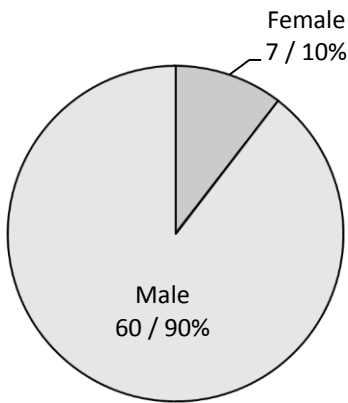


## 2016 FATALITY DATA

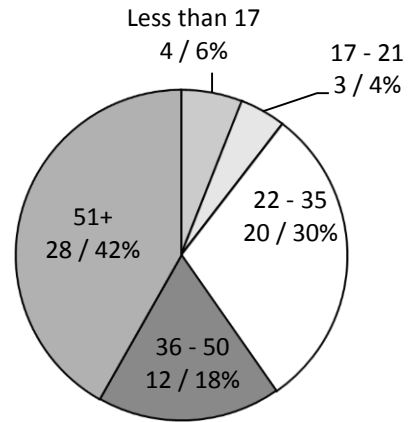
### VICTIM RESIDENCY



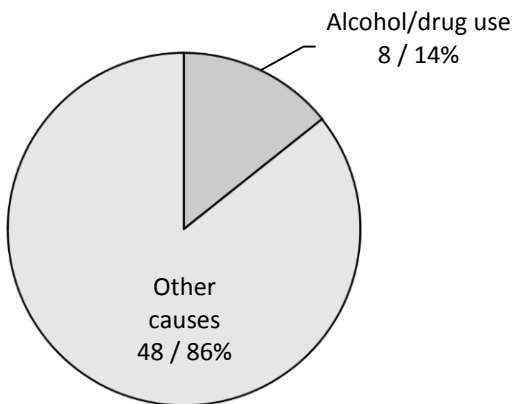
### VICTIM GENDER



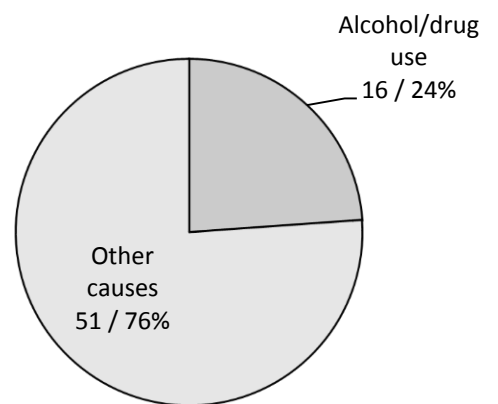
### VICTIM AGE



### ALCOHOL/DRUG RELATED ACCIDENTS



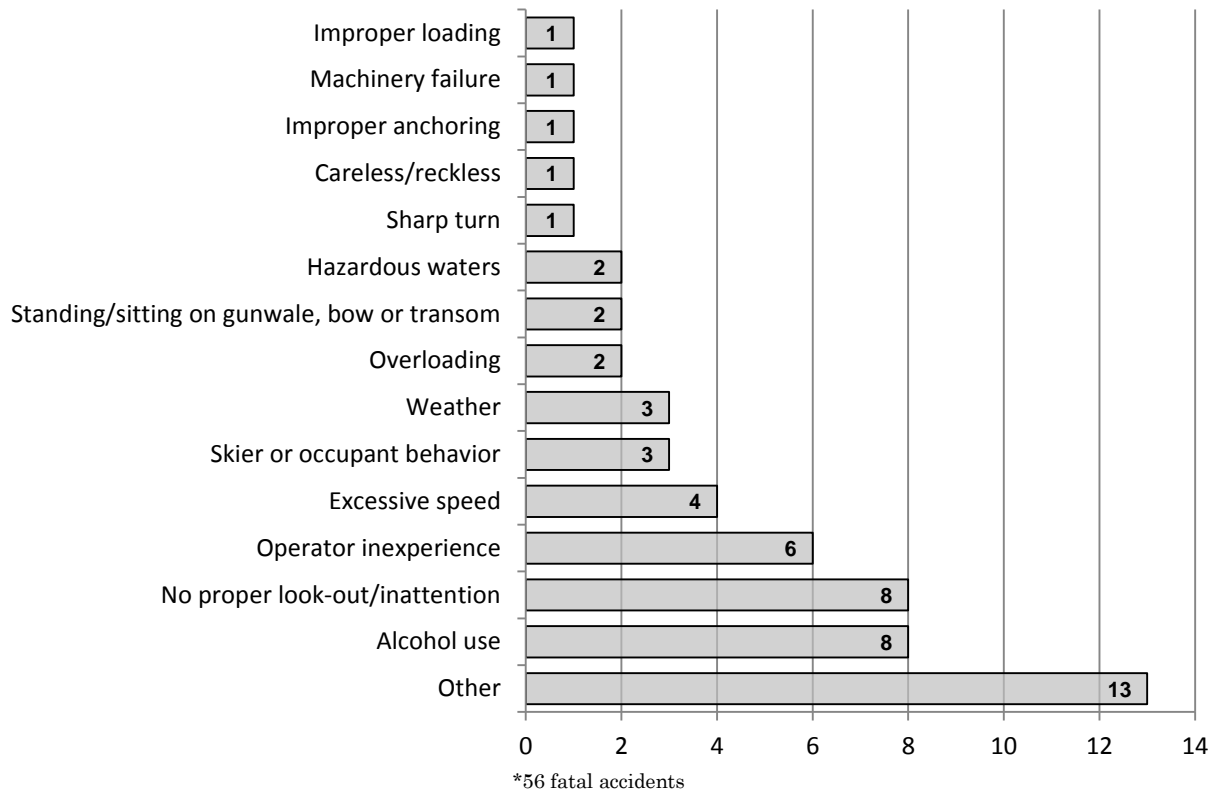
### ALCOHOL/DRUG RELATED VICTIMS



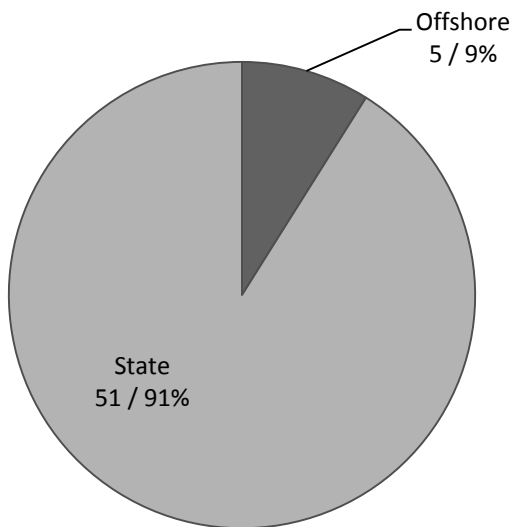
\*56 accidents involving 67 fatalities  
(Alcohol/drug related refers to any accidents in which alcohol or drug use may have been a contributing factor, whether or not legally impaired)

## 2016 FATALITY DATA

### PRIMARY CAUSE OF ACCIDENT BY REVIEWING AUTHORITY



### STATE WATERS VS. OFFSHORE WATERS



\*Offshore defined as the edge of the Gulf Stream or three miles from shore, whichever is greater, in the Atlantic and more than nine miles out in the Gulf

# Boating Injuries



## Boating Injuries photo detail

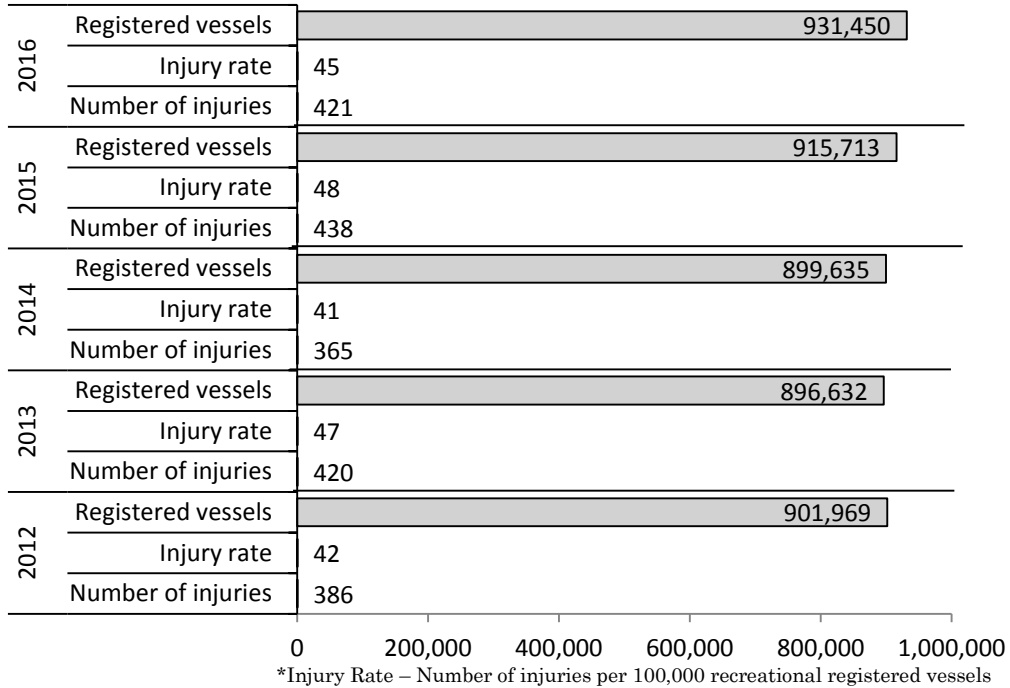
Cover Photo: (Courtesy of FWC)

On May 5, 2016, at approximately 11:00 pm, a 30' Century with two persons onboard was travelling back from the ocean-side of Snake Creek near mile marker 98. The operator was reportedly using his GPS and not looking forward when the starboard bow collided with unlit red channel marker number 58A. The force of the collision caused both persons to crash into the center console of the vessel. The vessel sustained significant damage to the bow. They were unable to call for help right away since both cell phones were damaged and the VHF was not working. The operator pulled apart the wiring in his vessel and rewired the VHF directly to the battery. He was able to request assistance and afterwards used a flare to help being located.

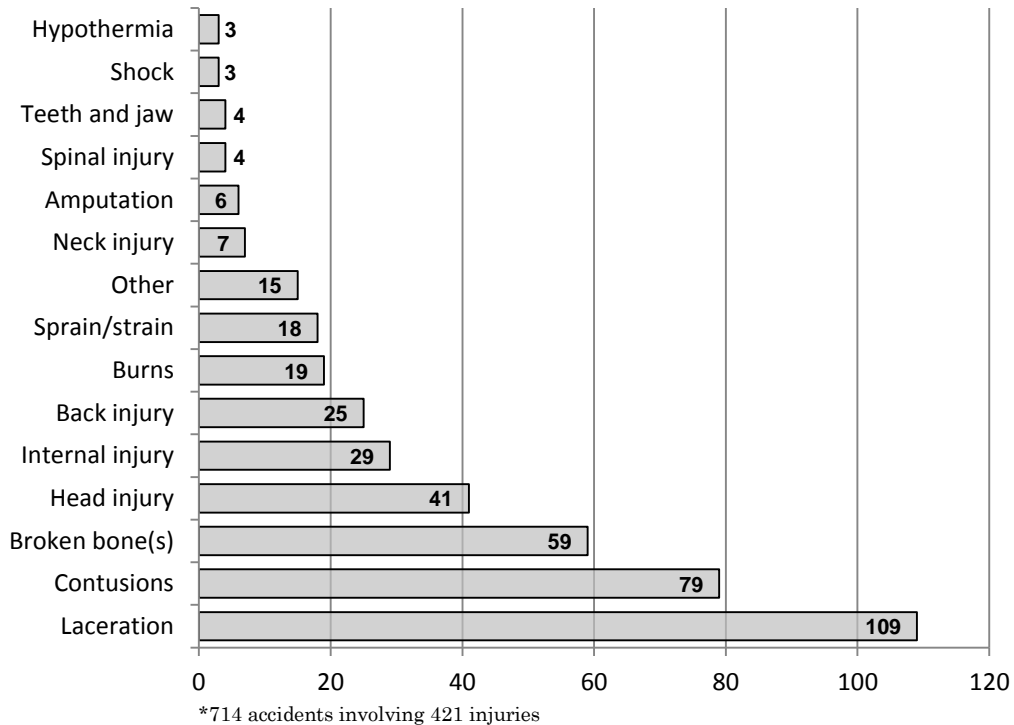
The two occupants suffered minor injuries consisting of lacerations and bruising. Both persons refused medical treatment and were transported to shore. The vessel was recovered by a commercial salvage company.

## 2016 INJURY DATA

### TOTAL INJURIES RECORDED 2012-2016



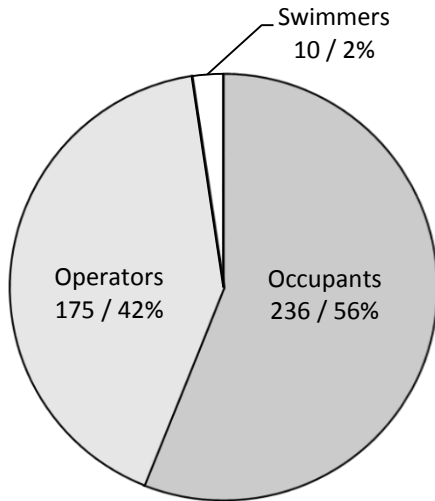
### TYPES OF INJURY





## 2016 INJURY DATA

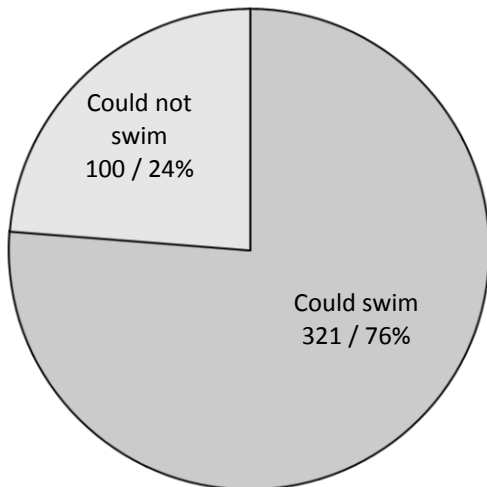
### VICTIM STATISTICS (INJURED)



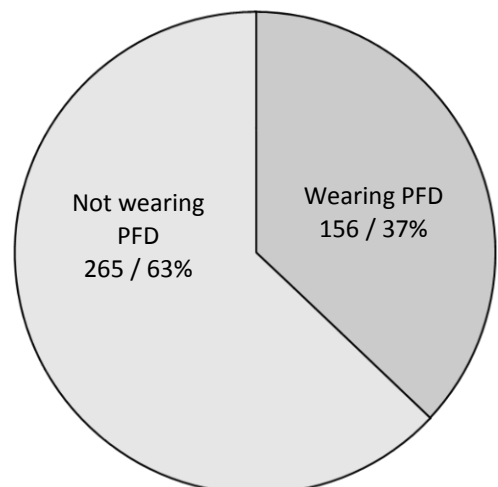
\*714 accidents involving 421 injured

On July 9, 2016, at approximately 9:00 pm, a 21-foot open motorboat was underway in Escambia Bay. The vessel had two persons onboard, a 47-year-old operator and a 45 year-old occupant. As the vessel was being navigated into the area of a channel the operator made a port turn and accelerated causing the bow to rise. V1 struck the east side of a wooden jetty, the impact and speed caused the vessel to ramp up and settle on a piling. The operator sustained a laceration to his forehead and bruising to his upper torso as a result of impact with the steering wheel and windshield. The occupant was thrown forward from her seat and suffered lacerations to the rear of her head and hands from impact with the center console.

### VICTIM STATISTICS (SWIMMING ABILITY)



### VICTIM STATISTICS (PFD USE)



# Personal Watercraft Accidents



## Personal Watercraft Accidents photo detail

Cover Photos: (Courtesy of FWC)

On August 14, 2016, at approximately 5:00 pm, a PWC struck a pontoon boat at Stump Pass State Park. The PWC and pontoon boat were both rental vessels. The operator of the PWC attempted to make a hard right turn while in a strong tidal current. As he made the turn, he noticed he was heading toward the pontoon boat, beached at the park. He panicked and released the throttle subsequently losing steerage and colliding with the pontoon boat. The PWC made contact with the back of the starboard pontoon, the rear deck, and ladder. The operator was ejected upon impact but uninjured. There were no passengers on the pontoon boat at the time of the accident.

There was significant damage to both vessels. The PWC was missing approximately three feet of the hull's port side panel, as well as foam insulation. The pontoon's rear deck, ladder and railing were cracked and folded inward. The starboard pontoon had a substantial dent as well. Foam insulation from the PWC was imbedded between the pontoon and deck. The operator later advised that the operation of the PWC and the location of its safety gear were explained to him by the rental company staff before taking to the water. This was his first time operating a PWC.

## PERSONAL WATERCRAFT DATA

2016 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY									
County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
Alachua	755	2	757	0	0	0	\$0	32	0
Baker	220	0	220	0	0	0	\$0	32	0
<b>Bay</b>	<b>2,028</b>	<b>290</b>	<b>2,318</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>\$2,150</b>	<b>10</b>	<b>1:464</b>
Bradford	239	1	240	0	0	0	\$0	32	0
Brevard	3,465	17	3,482	1	0	0	\$2,000	29	1:3,482
<b>Broward</b>	<b>8,577</b>	<b>139</b>	<b>8,716</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>\$23,700</b>	<b>7</b>	<b>1:1,453</b>
Calhoun	46	0	46	0	0	0	\$0	32	0
<b>Charlotte</b>	<b>1,570</b>	<b>41</b>	<b>1,611</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>\$17,500</b>	<b>8</b>	<b>1:322</b>
Citrus	960	0	960	0	0	0	0	32	0
Clay	1,653	10	1,663	0	0	0	0	32	0
Collier	3,203	334	3,537	3	0	3	\$500	16	1:1,179
Columbia	283	2	285	0	0	0	\$0	32	0
Desoto	183	4	187	1	0	2	\$2000	28	1:187
Dixie	66	0	66	0	0	0	\$0	32	0
Duval	3,850	18	3,868	4	0	3	\$8,100	12	1:967
Escambia	1,697	40	1,737	1	0	0	\$3000	26	1:1,737
Flagler	755	8	763	0	0	0	\$0	32	0
Franklin	139	43	182	1	0	1	\$0	30	1:182
Gadsden	76	0	76	0	0	0	\$0	32	0
Gilchrist	100	0	100	0	0	0	\$0	32	0
Glades	34	0	34	0	0	0	\$0	32	0
Gulf	117	12	129	0	0	0	\$0	32	0
Hamilton	44	0	44	0	0	0	\$0	32	0
Hardee	103	4	107	0	0	0	\$0	32	0
Hendry	188	0	188	0	0	0	\$0	32	0
Hernando	1,104	4	1,108	3	0	2	\$9,600	13	1:369
Highlands	1,150	2	1,152	0	0	0	\$0	32	0
<b>Hillsborough</b>	<b>6,293</b>	<b>49</b>	<b>6,342</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>\$18,500</b>	<b>9</b>	<b>1:1,268</b>
Holmes	69	0	69	0	0	0	\$0	32	0
Indian River	819	2	821	2	0	1	\$2,500	23	1:411
Jackson	233	3	236	0	0	0	\$0	32	0
Jefferson	68	0	68	0	0	0	\$0	32	0
Lafayette	42	0	42	0	0	0	\$0	32	0
Lake	2,384	10	2,394	2	0	0	\$11,000	19	1:1,197
<b>Lee</b>	<b>4,725</b>	<b>201</b>	<b>4,926</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>\$18,300</b>	<b>5</b>	<b>1:704</b>
Leon	724	4	728	0	0	0	\$0	32	0
Levy	190	0	190	0	0	0	\$0	32	0

## PERSONAL WATERCRAFT DATA

### 2016 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
Liberty	30	1	31	0	0	0	\$0	32	0
Madison	35	0	35	0	0	0	\$0	32	0
Manatee	2,299	54	2,353	2	0	1	\$3,100	21	1:1,177
Marion	1,810	7	1,817	0	0	0	\$0	32	0
Martin	1,508	16	1,524	2	0	1	\$5,000	20	1:762
<b>Miami-Dade</b>	<b>13,614</b>	<b>612</b>	<b>14,226</b>	<b>20</b>	<b>4</b>	<b>16</b>	<b>\$27,300</b>	<b>2</b>	<b>1:711</b>
<b>Monroe</b>	<b>1,830</b>	<b>409</b>	<b>2,239</b>	<b>32</b>	<b>1</b>	<b>33</b>	<b>\$53,901</b>	<b>1</b>	<b>1:70</b>
Nassau	619	8	627	0	0	0	\$0	32	0
<b>Okaloosa</b>	<b>3,019</b>	<b>323</b>	<b>3,342</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>\$14,400</b>	<b>6</b>	<b>1:477</b>
Okeechobee	195	2	197	0	0	0	\$0	32	0
Orange	6,625	67	6,692	3	0	3	\$2,000	15	2,231
Osceola	1,873	10	1,883	0	0	0	\$0	32	0
<b>Palm Beach</b>	<b>6,324</b>	<b>63</b>	<b>6,387</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>\$17,900</b>	<b>4</b>	<b>798</b>
Pasco	3,617	25	3,642	2	0	2	3000	22	1:1,821
<b>Pinellas</b>	<b>8,021</b>	<b>286</b>	<b>8,307</b>	<b>18</b>	<b>0</b>	<b>15</b>	<b>\$45,550</b>	<b>3</b>	<b>1:462</b>
Polk	2,930	21	2,951	1	0	1	\$0	31	1:2,951
Putnam	463	3	466	0	0	0	\$0	32	0
Santa Rosa	1,903	68	1,971	1	0	1	\$2,200	27	1:1,971
Sarasota	2,257	124	2,381	3	0	3	\$5,500	14	1:794
Seminole	3,355	10	3,365	2	0	2	\$500	24	1:1,683
St. Johns	1,667	17	1,684	3	1	2	\$500	17	1:561
St. Lucie	1,340	7	1,347	2	1	2	\$12,500	18	1:674
Sumter	243	0	243	0	0	0	\$0	32	0
Suwannee	195	2	197	0	0	0	\$0	32	0
Taylor	75	0	75	0	0	0	\$0	32	0
Union	55	1	56	0	0	0	\$0	32	0
<b>Volusia</b>	<b>2,532</b>	<b>82</b>	<b>2,614</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>\$30,000</b>	<b>11</b>	<b>1:523</b>
Wakulla	150	2	152	0	0	0	\$0	32	0
Walton	588	16	604	1	0	1	\$3,000	25	1:604
Washington	121	2	123	0	0	0	\$0	32	0
DHSMV	582	15	597						
<b>TOTAL</b>	<b>118,027</b>	<b>3,493</b>	<b>121,520</b>	<b>158</b>	<b>11</b>	<b>132</b>	<b>\$345,201</b>		<b>1:769</b>

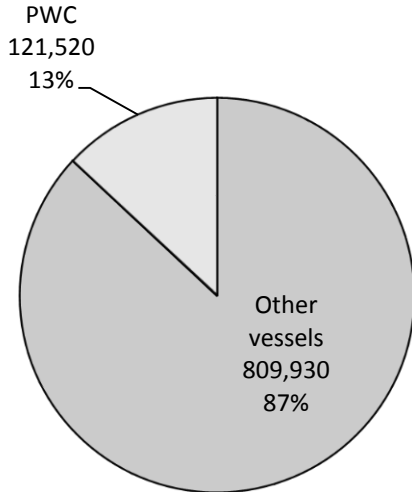
\*Accident Rate =  $\frac{\text{\# of Registered Vessels}}{\text{\# of Accidents}}$

Those Counties in bold print represent the top ten counties for PWC boating accidents in 2016.  
DHSMV numbers represent registrations issued at the main office instead of at county level

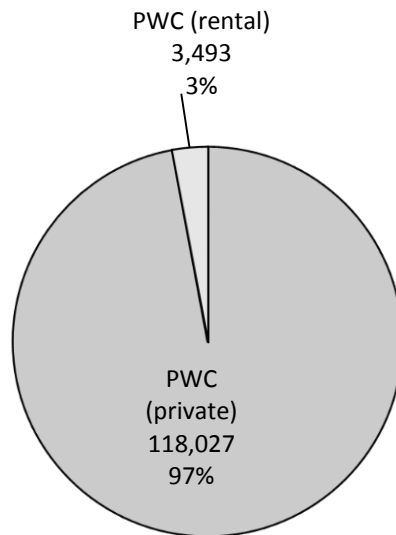


## 2016 PERSONAL WATERCRAFT DATA

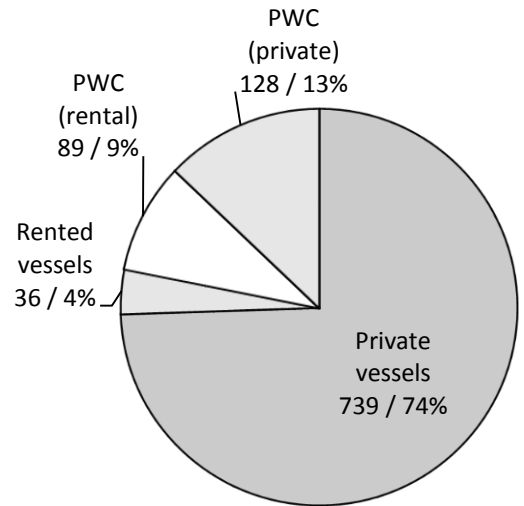
### TOTAL REGISTERED PWC



### PWC OWNERSHIP BY REGISTRATION

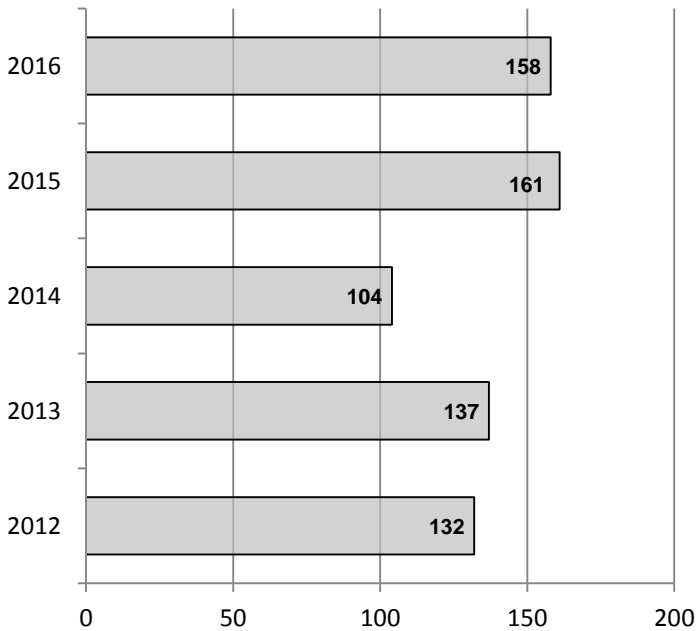


### COMPARISON OF PWC TO VESSELS INVOLVED IN ACCIDENTS

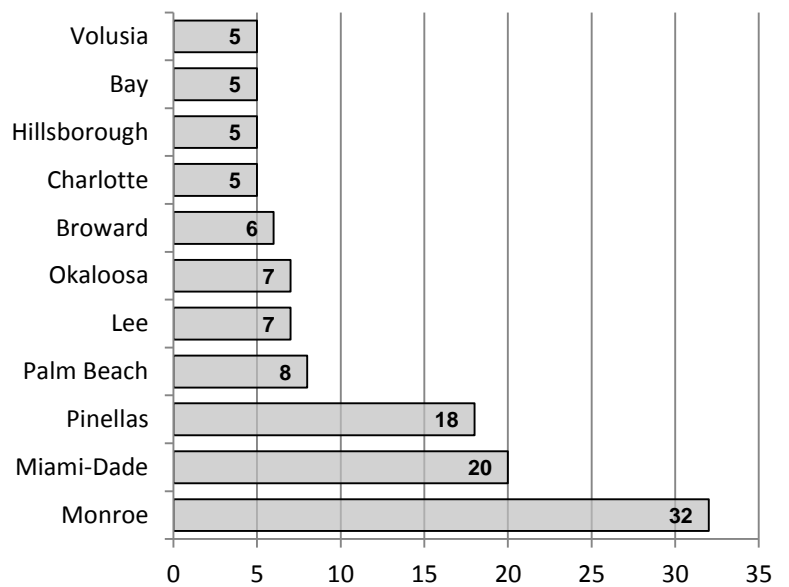


\*992 vessels involved in accidents

### PWC ACCIDENTS 2012-2016



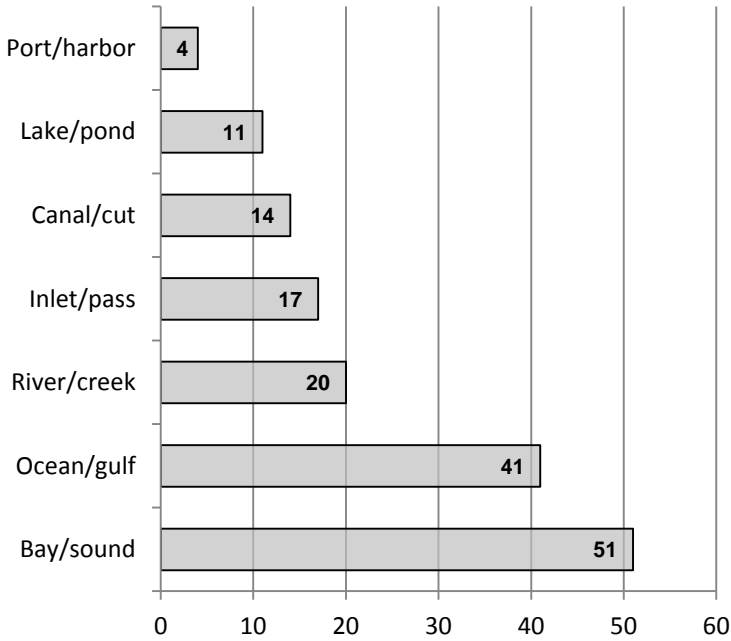
### PWC ACCIDENTS TOP ELEVEN COUNTIES



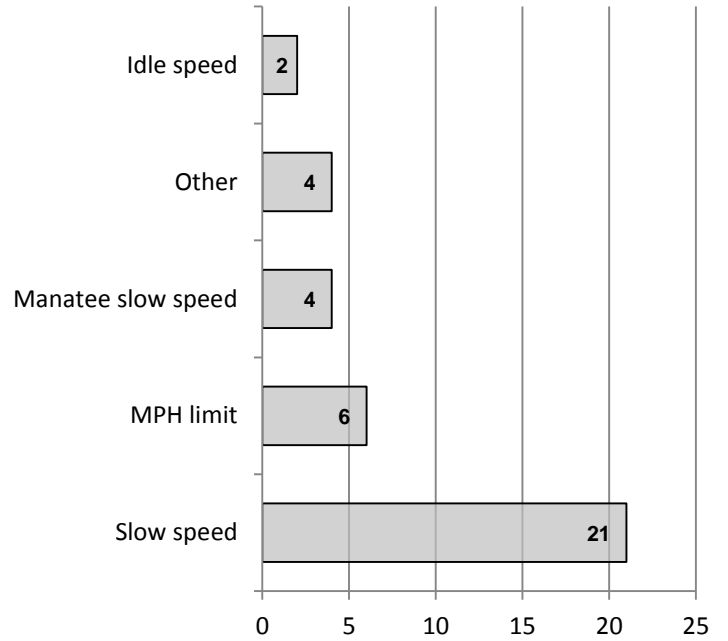
\*11 counties shown due to tie for tenth place

## 2016 PERSONAL WATERCRAFT DATA

### ACCIDENT SITE LOCATION

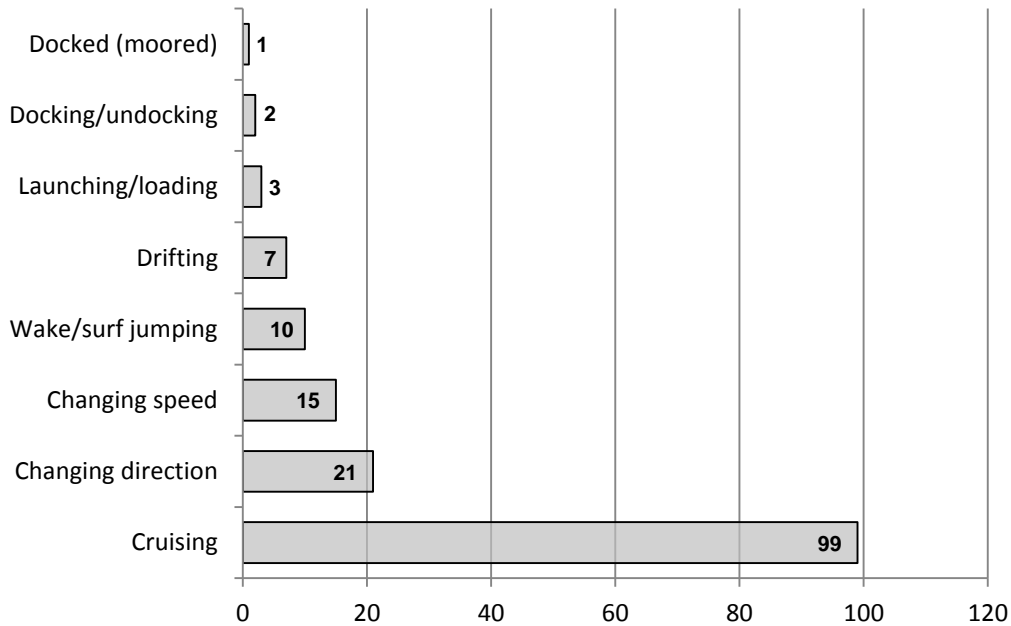


### RESTRICTED AREA ACCIDENTS



\*37 PWC accidents occurred within a restricted area

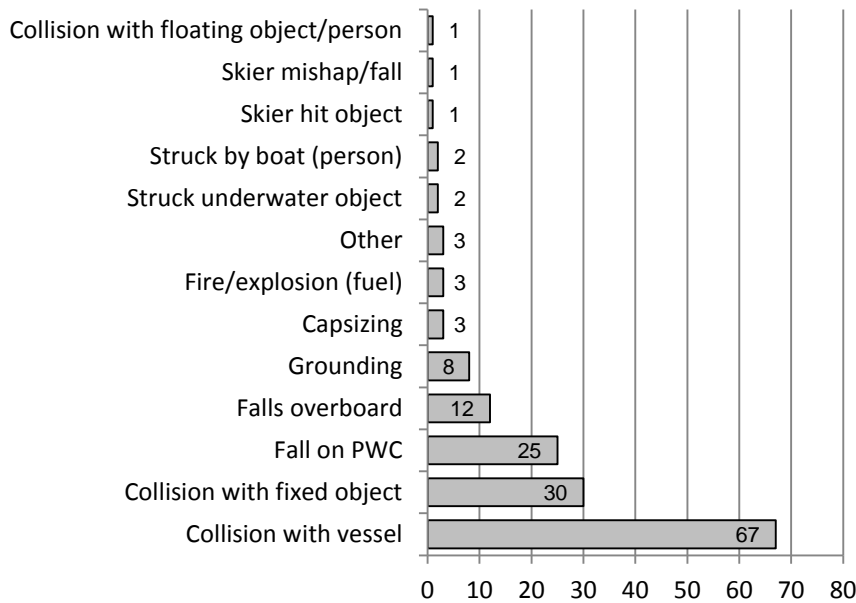
### OPERATION AT TIME OF ACCIDENT



\*217 PWC involved in 158 accidents

## 2016 PERSONAL WATERCRAFT DATA

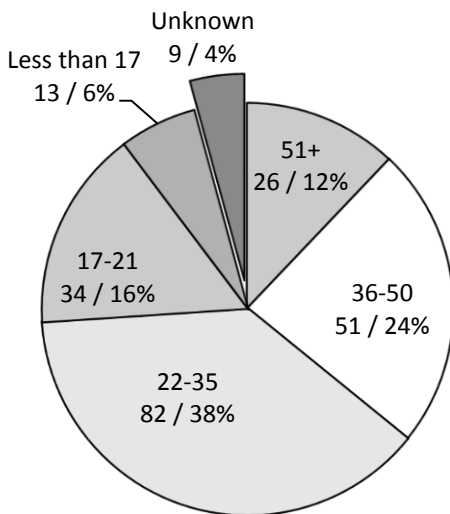
### PRIMARY TYPE OF ACCIDENT



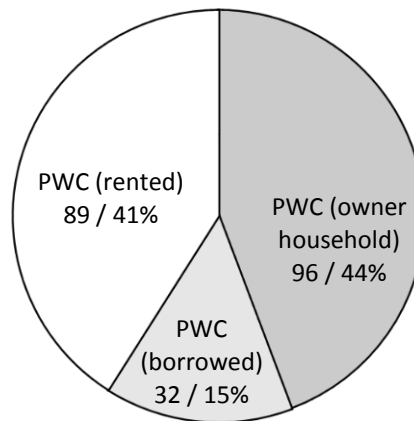
\*158 PWC accidents  
(Based on first harmful event as determined by the state reviewing authority)

On July 31<sup>st</sup>, a 25-year-old male was operating a PWC, along with two female passengers. The operator was driving in circles and according to the occupants, he let go of the throttle when they were heading toward a channel marker. By doing so, the operator lost steering of the PWC which caused him to strike the channel marker. The impact ejected everyone from the PWC. The operator and one occupant struck the marker and the other landed in the water. The operator suffered fatal injuries. The occupant that struck the marker received a laceration to her knee requiring staples. The other occupant was not injured.

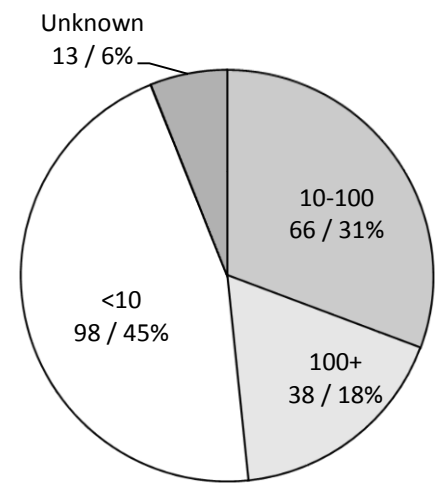
### PWC OPERATOR AGE



### PWC OWNERSHIP



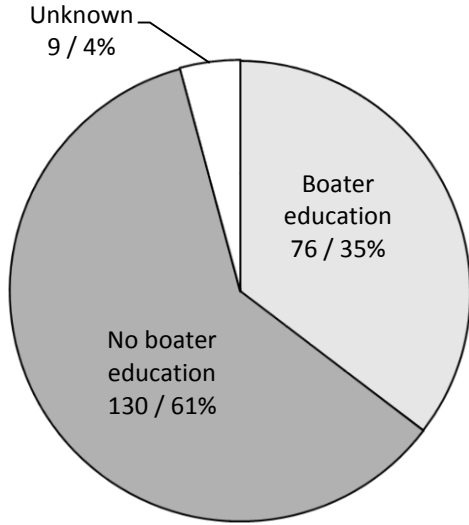
### PWC OPERATOR EXPERIENCE (HOURS)



\*158 PWC accidents involving 217 PWC and 215 operators  
Operator information for nine PWC are unknown due to hit and run accidents or no operators at time of accident

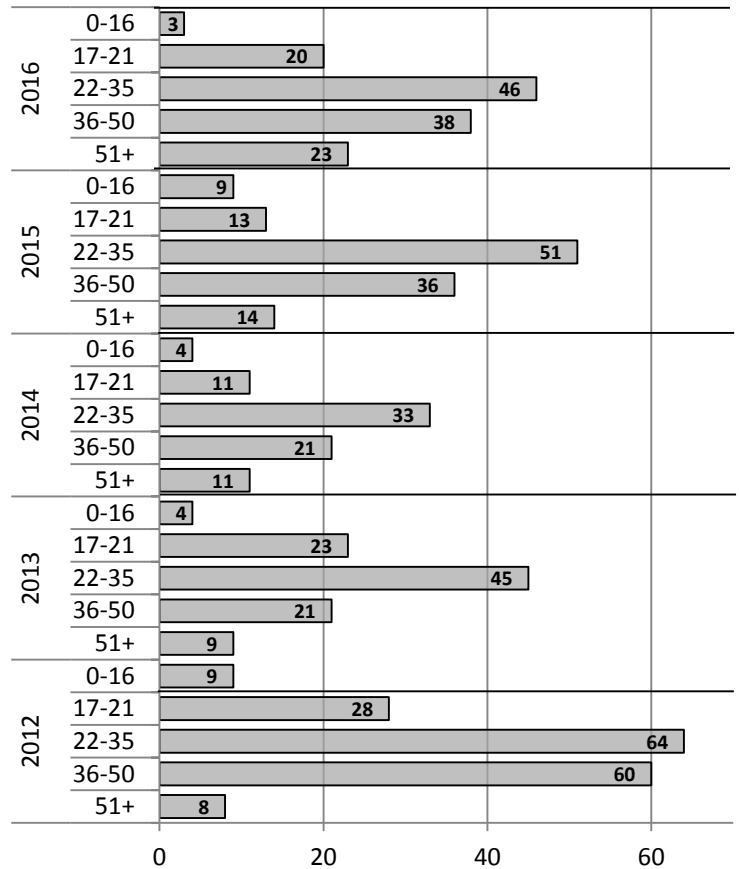
## 2016 PERSONAL WATERCRAFT DATA

### PWC OPERATOR EDUCATION

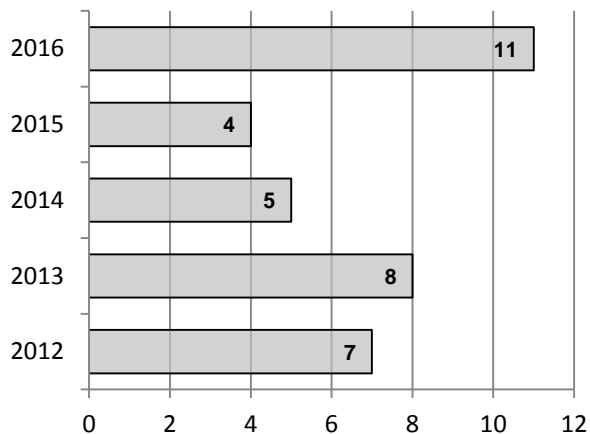


\*158 accidents involving 215 operators

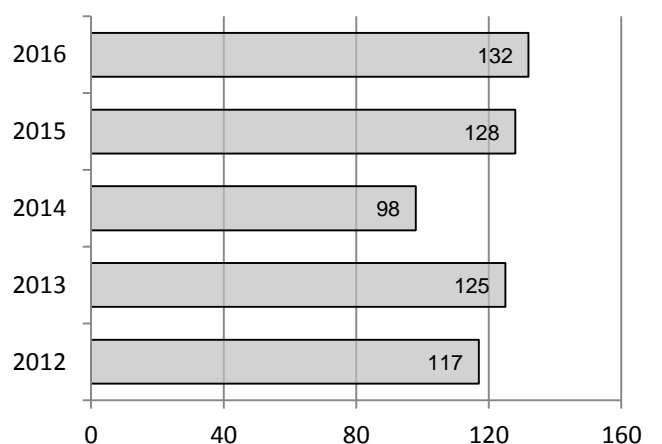
### PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION



### PWC FATALITIES 2012-2016

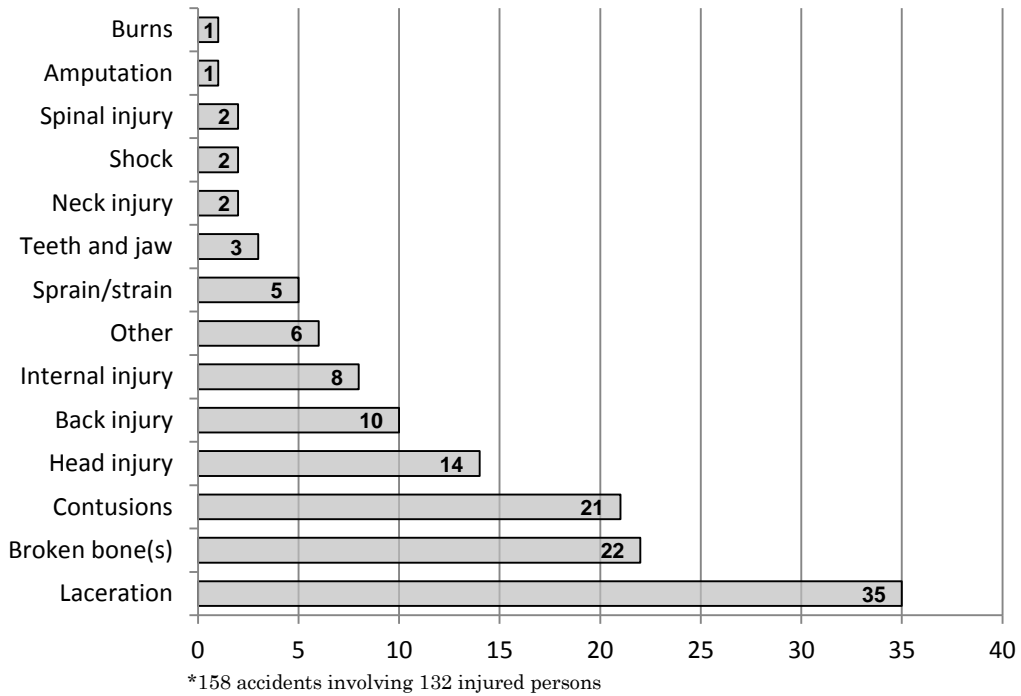


### PWC INJURIES 2012-2016

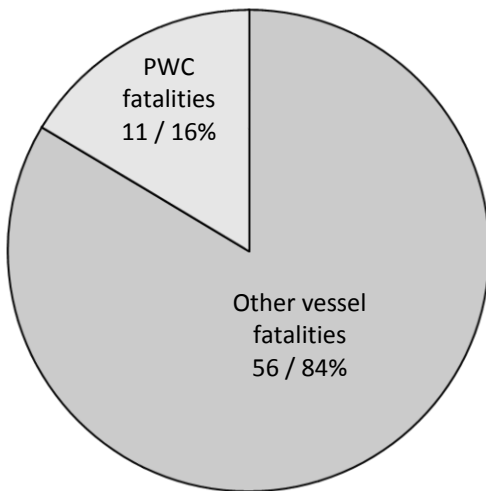


## 2016 PERSONAL WATERCRAFT DATA

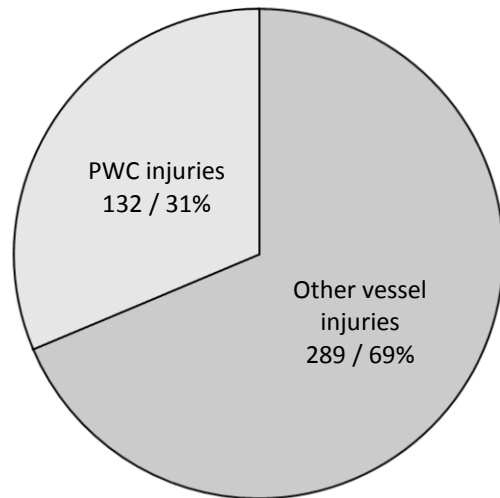
### PRIMARY INJURY TYPES



### COMPARISONS OF PWC FATALITIES



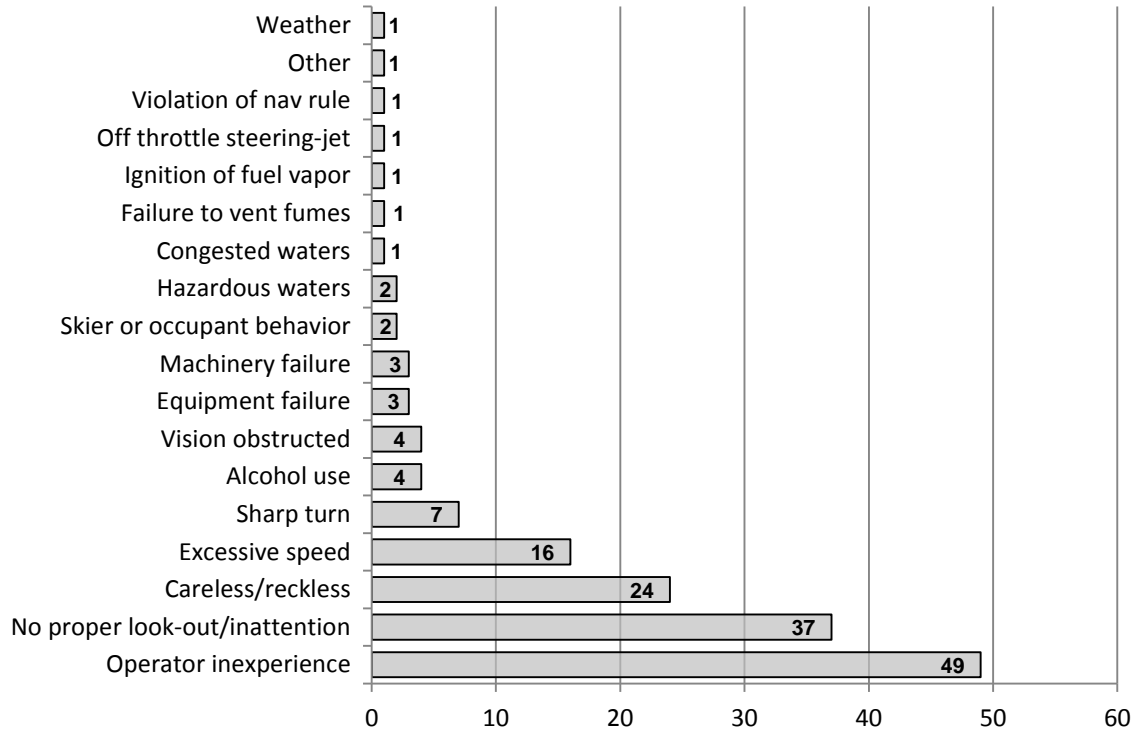
### COMPARISONS OF PWC INJURIES



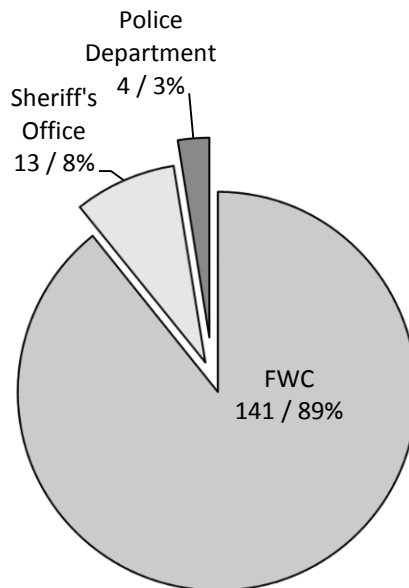


## 2016 PERSONAL WATERCRAFT DATA

### PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY

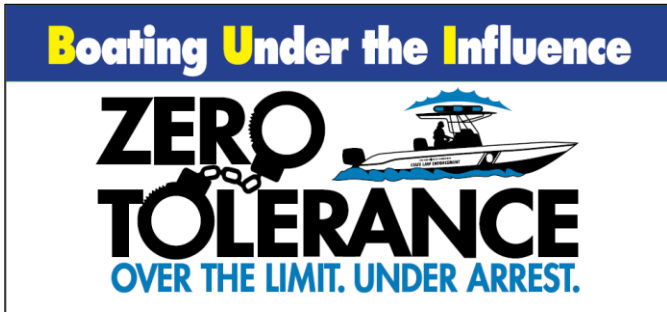


### INVESTIGATING AGENCY



\*158 PWC accidents

# Boating Education Statistics

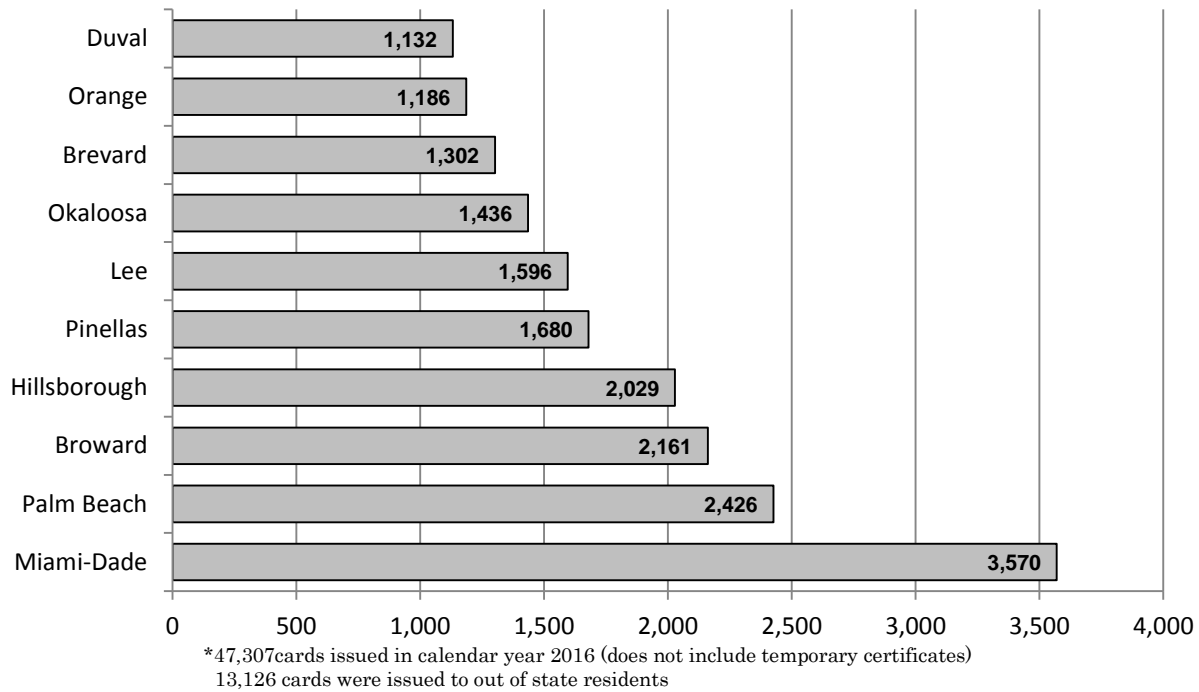


## **Boating Education Statistics photo detail**

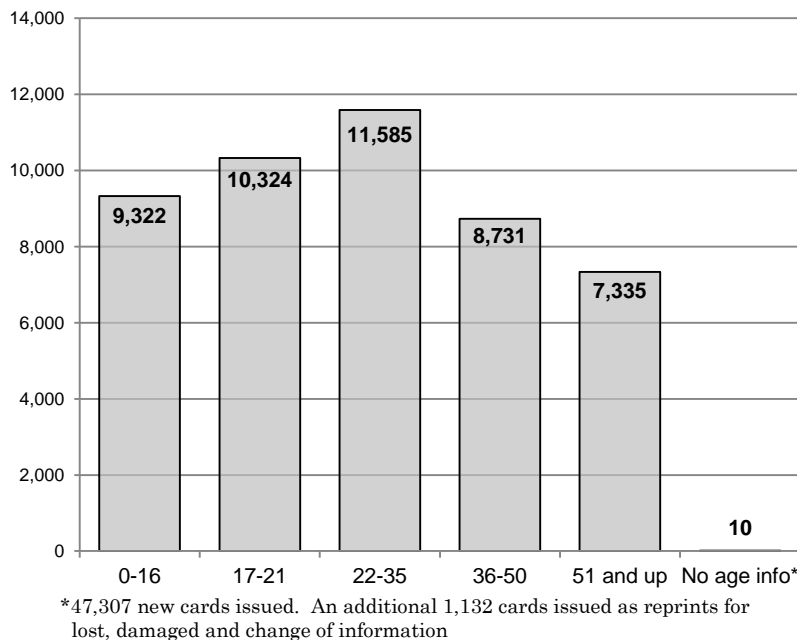
Some of the outreach and safety messaging campaigns conducted over the year.

## 2016 BOATING EDUCATION

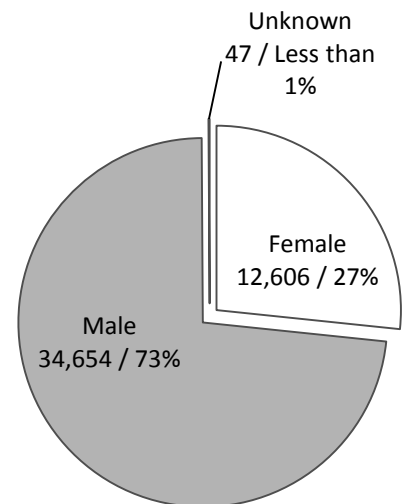
### TOP TEN COUNTIES-BOATING SAFETY EDUCATION IDENTIFICATION (I.D.) CARDS ISSUED



### BOATING SAFETY EDUCATION I.D. CARD DISTRIBUTION BY AGE

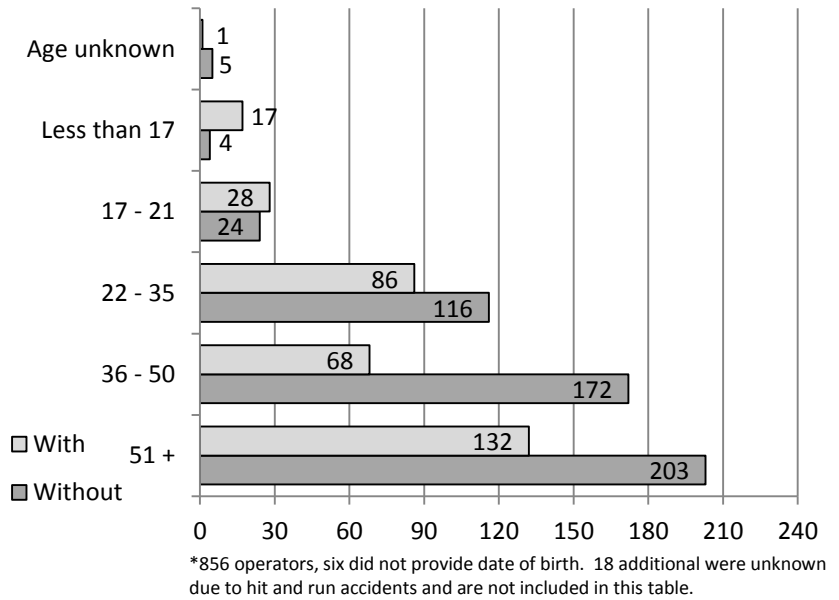
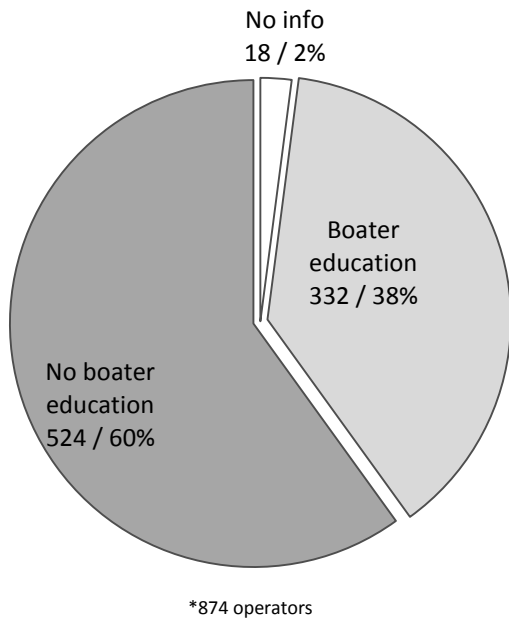


### I.D. CARD DISTRIBUTION BY GENDER

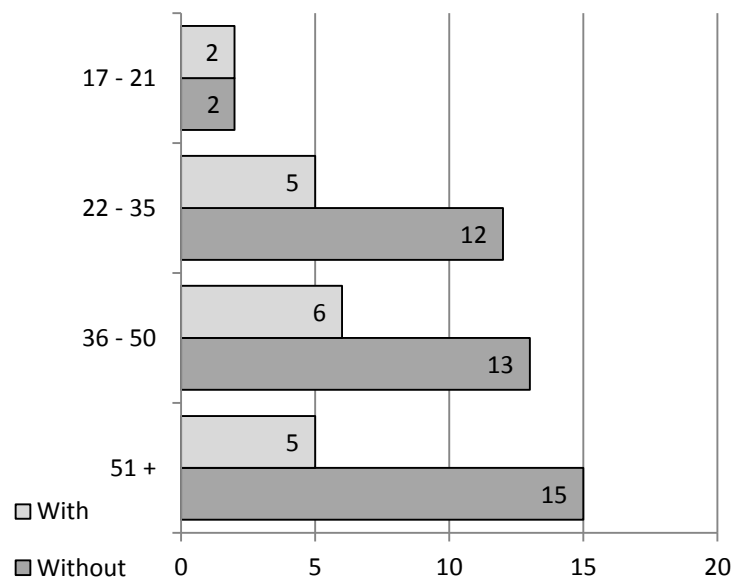
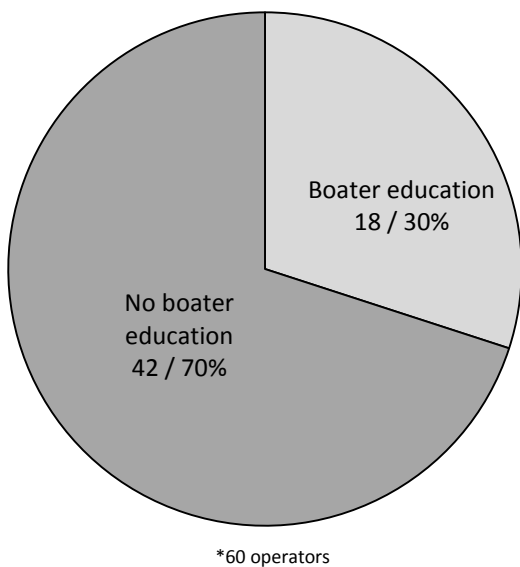


## 2016 BOATING EDUCATION

### OPERATORS INVOLVED IN ACCIDENTS-EDUCATION/AGE

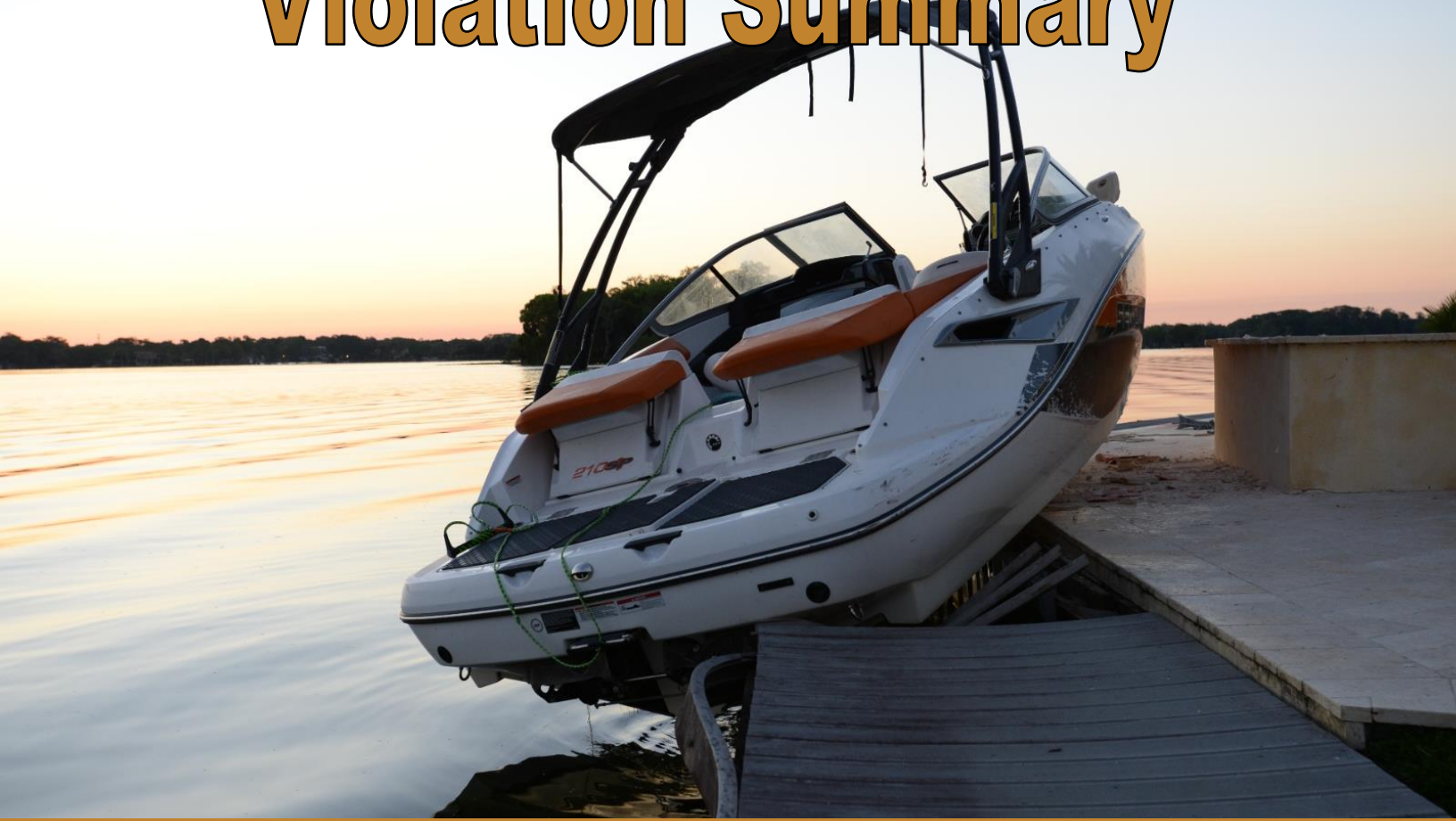


### OPERATORS INVOLVED IN FATAL ACCIDENTS-EDUCATION/AGE





# Violation Summary



## **Violation Summary photo detail**

### **Top picture**

On April 5, 2016, a single vessel crash occurred on Lake Maitland. The vessel, a 20' jet boat was occupied by eight people. The group boarded the vessel at a lake front residence and proceeded across the water at approximately midnight. A few minutes later, the vessel approached the southern shore close to another residence. One occupant shouted a warning that they were going to hit a wall just before the vessel collided with a dock and seawall. Two occupants were ejected from the vessel upon impact. The vessel came to rest completely out of the water on top of the dock. Three occupants were transported to the hospital for injuries sustained in the crash, two were seriously injured and one was treated and released. Occupant injuries included, contusions and abrasions, skull fracture and broken leg. The operator was arrested and charged with boating under the influence.

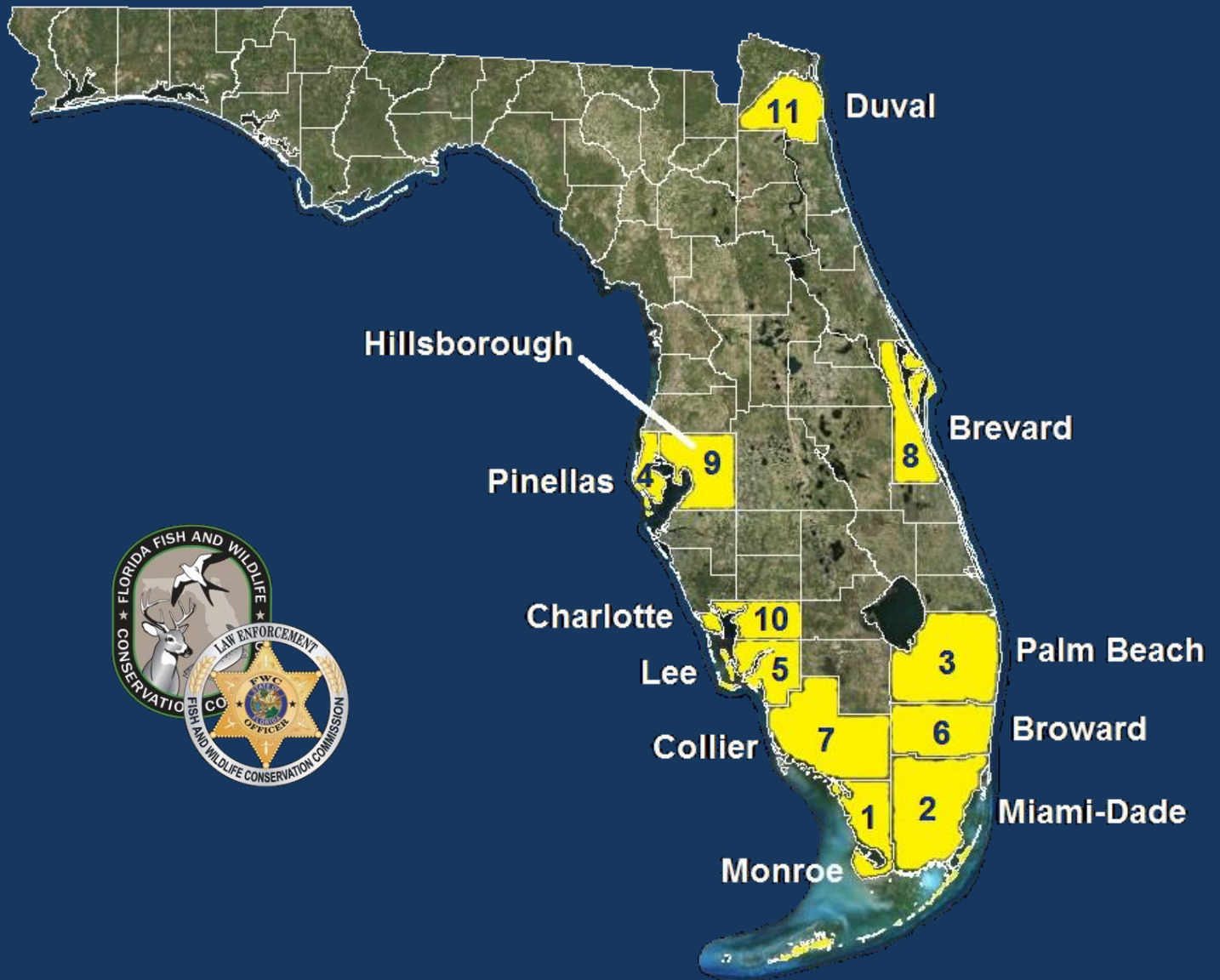
## VIOLATION SUMMARY

<b>2016 UNIFORM BOATING CITATION SUMMARY</b>				
CITATION	2016		2015	
	FWC	Other	FWC	Other
<b>Aids to Navigation and Regulatory Markers</b> Uniform waterway markers for safety and navigation Mooring to or damaging markers or buoys	13	11	26	1
<b>Alcohol and Drugs</b> Operation of a vessel under the influence of alcohol Operation of a vessel while impaired	267	13	314	12
<b>Boating Restricted Areas</b> Manatee protection rules Public safety rules Local ordinances	1,620	1,502	1,895	1,749
<b>Boating Safety Education</b> Boating safety education I.D. cards	455	285	329	320
<b>Livery Operations</b> Rental without proper safety equipment Rental without boater education Rental to persons under 18 years of age	73	9	45	5
<b>Negligent Operation of a Vessel</b> Reckless operation of a vessel Careless operation of a vessel Navigation rule violation resulting in an accident Navigation rule violation not resulting in an accident Failure to report an accident	420	173	572	164
<b>Personal Watercraft</b> Personal watercraft regulations	304	67	282	81
<b>Skiing and Diving</b> Skiing, aquaplaning and parasailing violations Dive flag violations	344	27	323	68
<b>Registration and Numbering</b> Operation of unregistered/unnumbered vessels Application, certificate, number or decal violation Special manufacturer and dealer numbers Violation relating to vessel titling Violation relating to Hull Identification Numbers	1,970	556	1,728	423
<b>Safety Equipment and Regulations</b> Equipment and lighting requirements	3,260	432	3,444	494
<b>SUB TOTAL</b>	<b>8,726</b>	<b>3,075</b>	<b>8,958</b>	<b>3,317</b>
<b>TOTAL VIOLATIONS RECORDED</b>	<b>11,801</b>		<b>12,275</b>	





# 2016 Top Eleven Counties For Boating Accidents



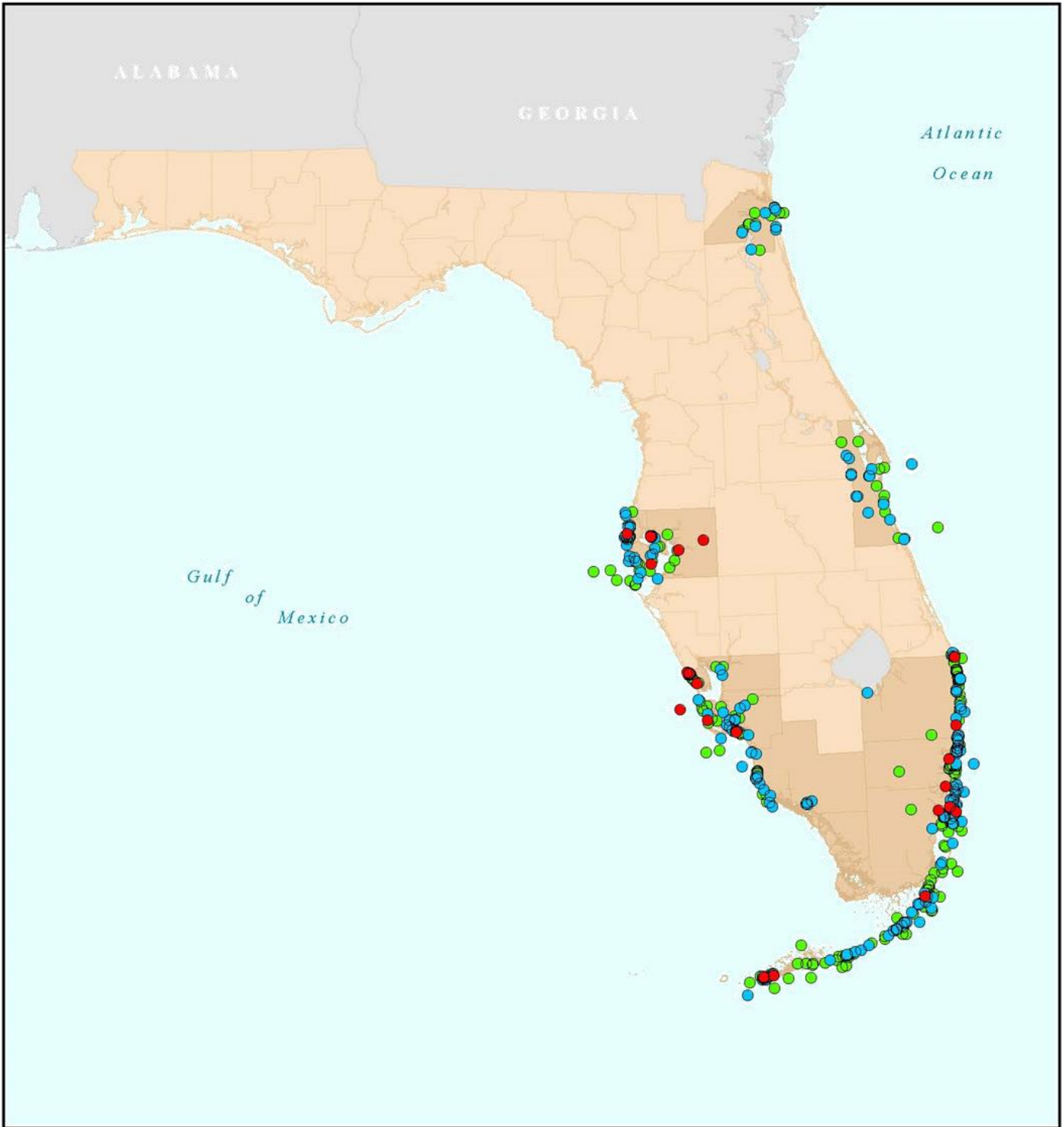
A thorough review of the annual boating accident statistics has revealed that 64% of the reportable boating accidents during the 2016 calendar year occurred in 11 Florida counties.

The information on the following pages represents a breakdown of the accident data from each of these top 11 counties. The graphs show the type of vessels involved, the length, the primary cause of each accident and the primary type of accident for each county. There is also a map of each county with points designating the accident locations.

The information found in this section will provide a basis for future boating safety awareness efforts implemented by the FWC Division of Law Enforcement, Boating and Waterways Section.



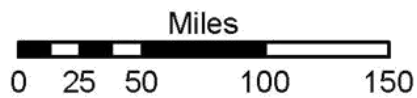




## Florida Top 11 Counties of Boating Accidents during 2016

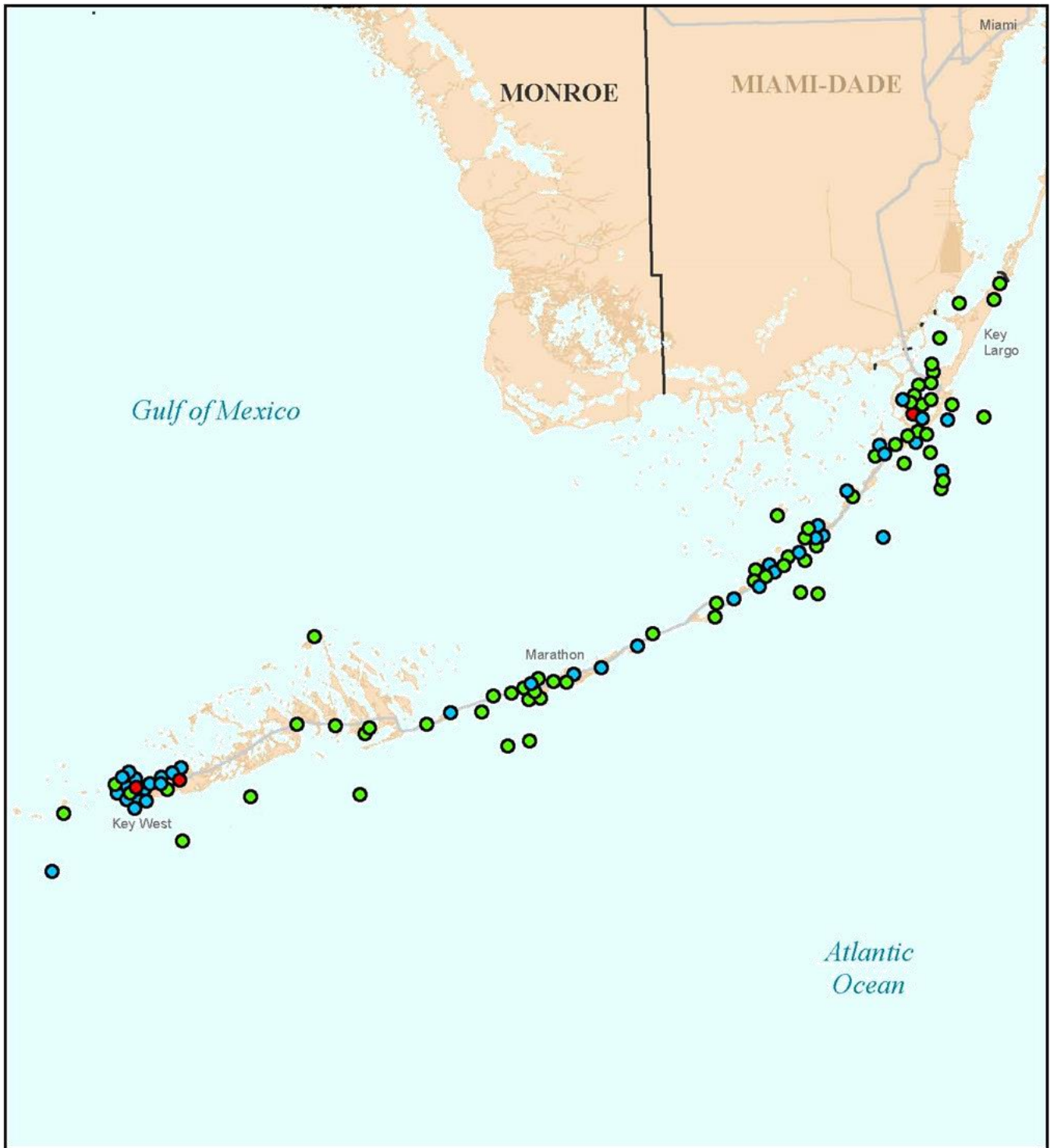
### Legend

- Fatal Accident (23)
- Accident with Injury (179)
- Accident without Injury (267)



Map document  
created by  
FWC LE GIS

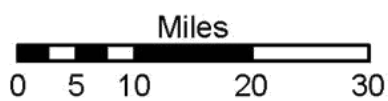




Known Locations of Accidents in Monroe County during 2016

**Legend**

- Fatal Accident (3)
- Accident with Injury (38)
- Accident without Injury (64)

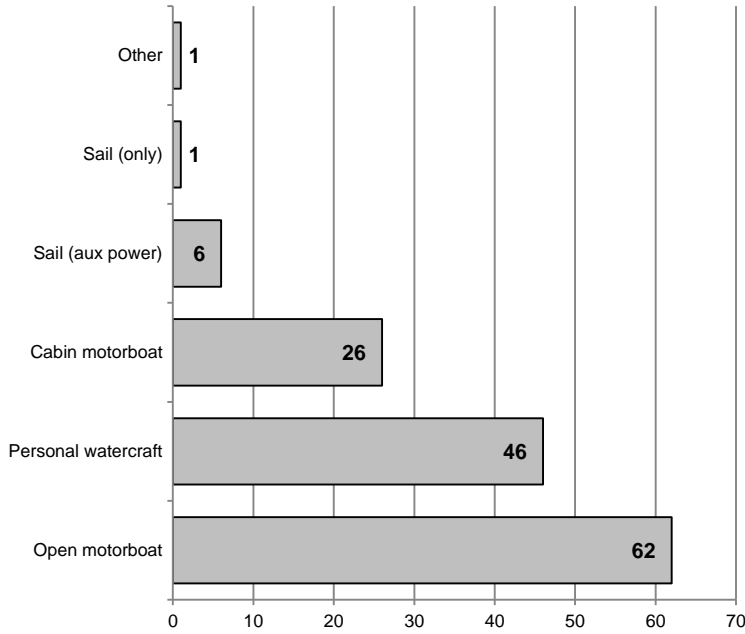


Map document  
created by  
FWC DLE GIS

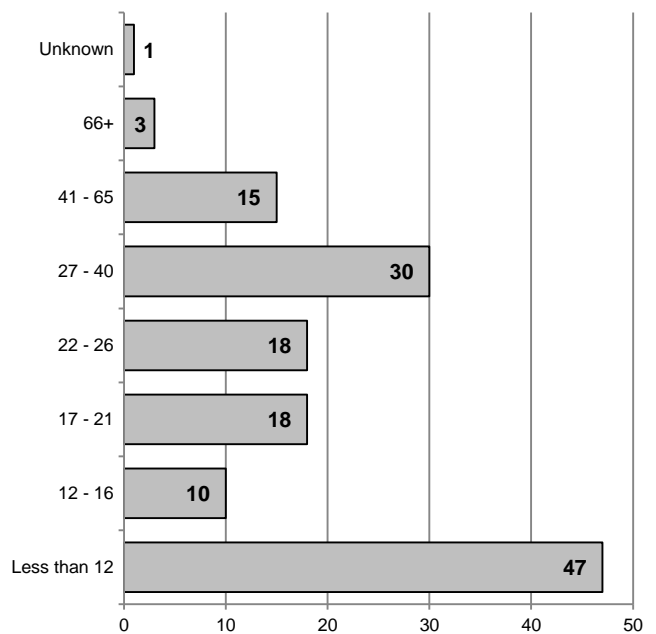


# 1. MONROE COUNTY

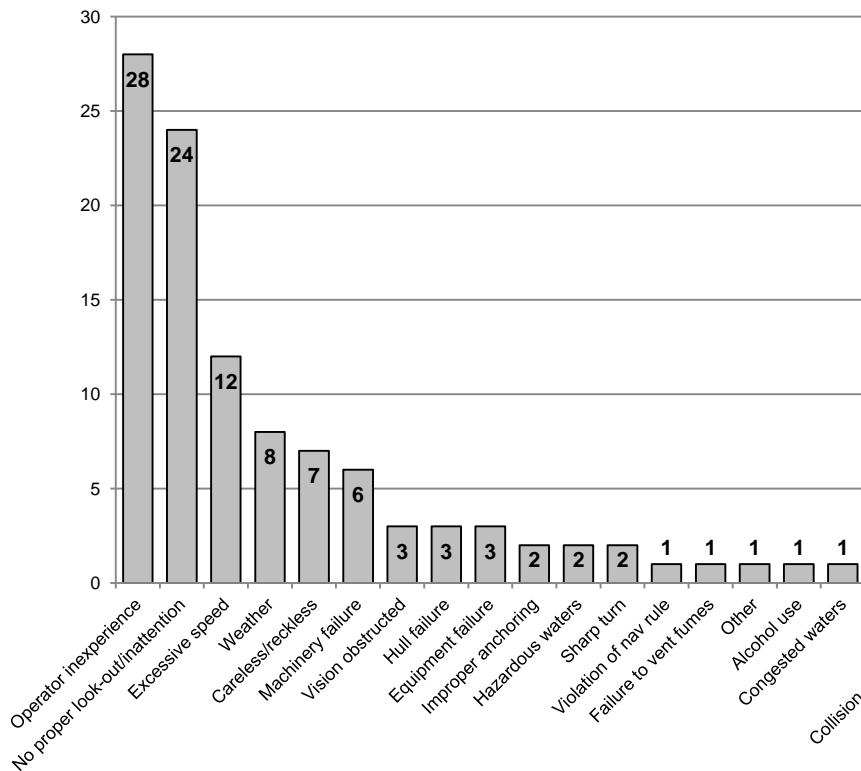
TYPE OF VESSEL



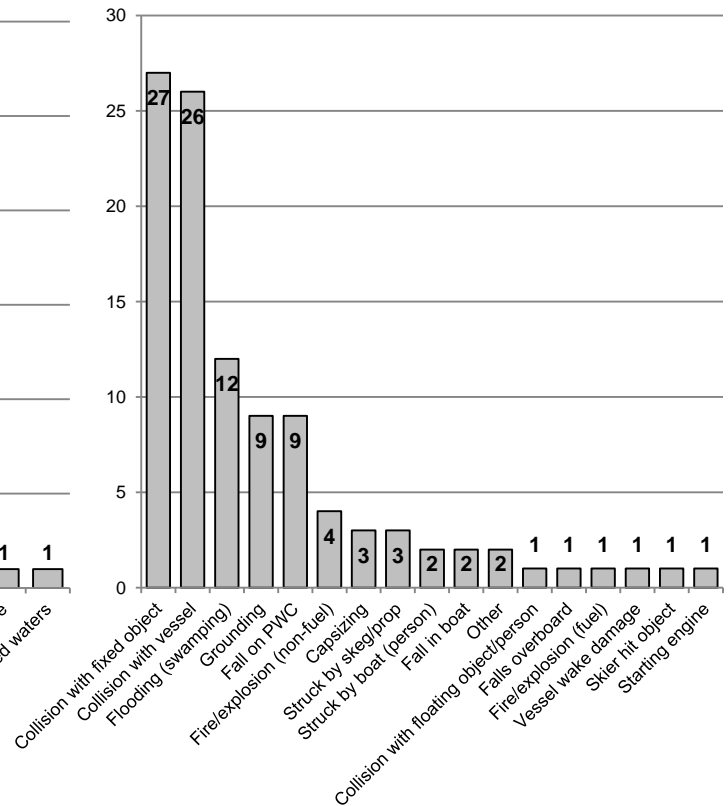
VESSEL LENGTH (IN FEET)

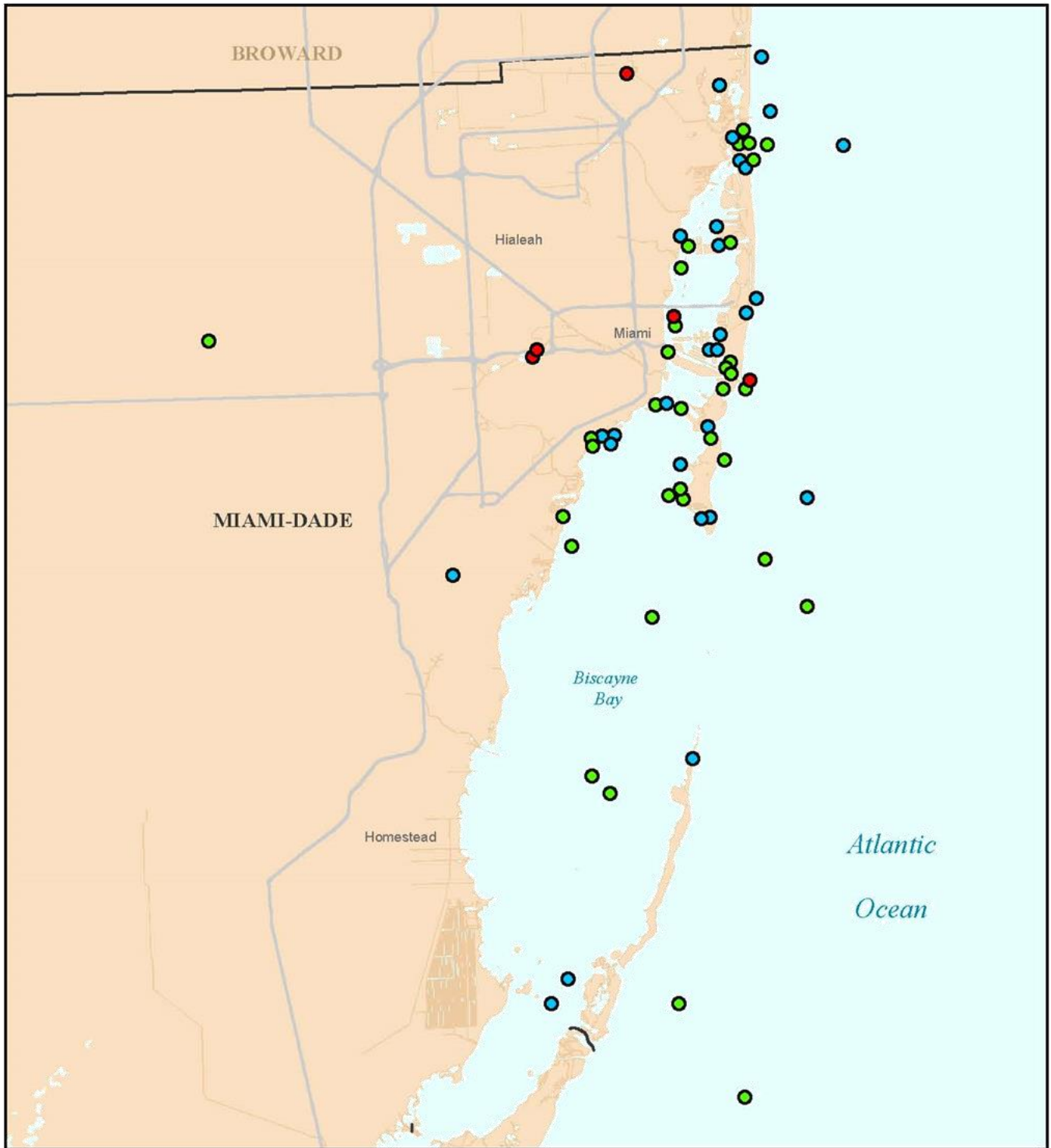


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Miami-Dade County during 2016

**Legend**

- Fatal Accident (5)
- Accident with Injury (28)
- Accident without Injury (34)



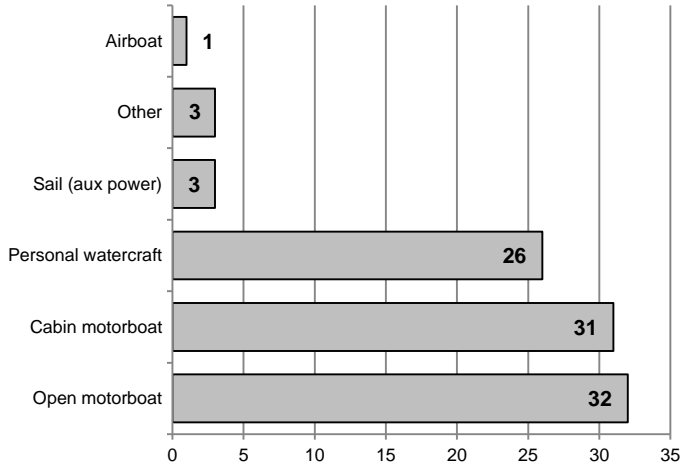
Map document  
created by  
FWC DLE GIS



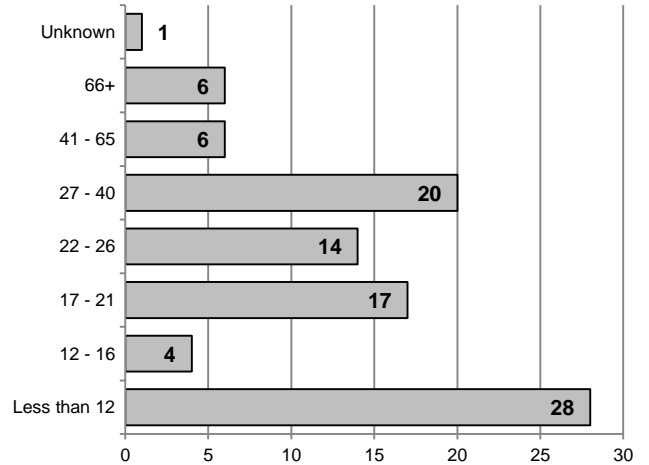


## 2. MIAMI-DADE COUNTY

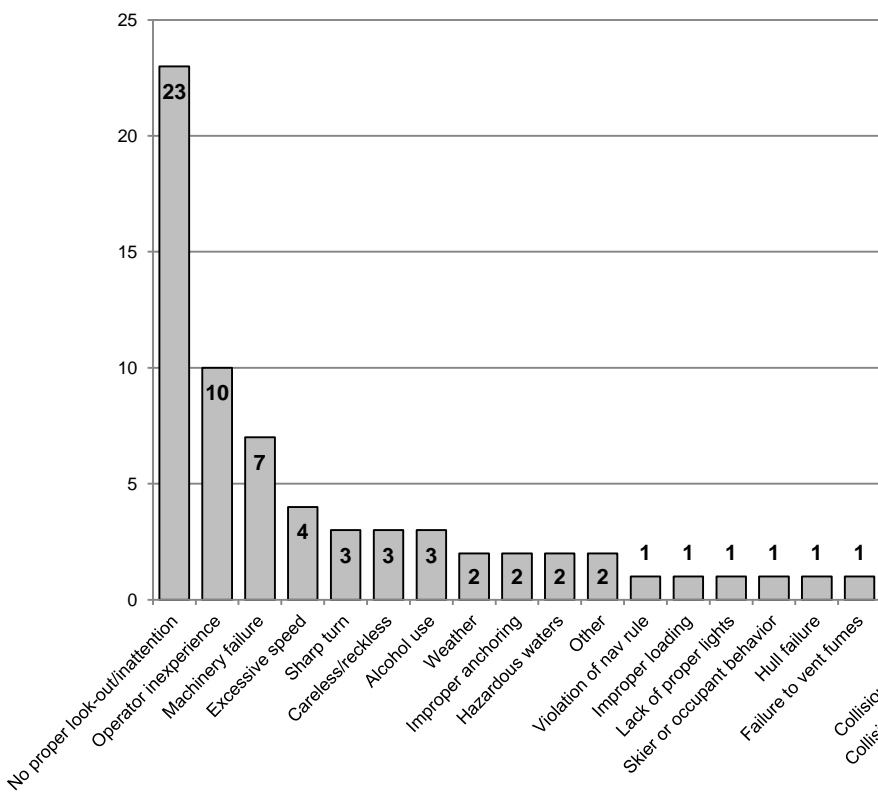
TYPE OF VESSEL



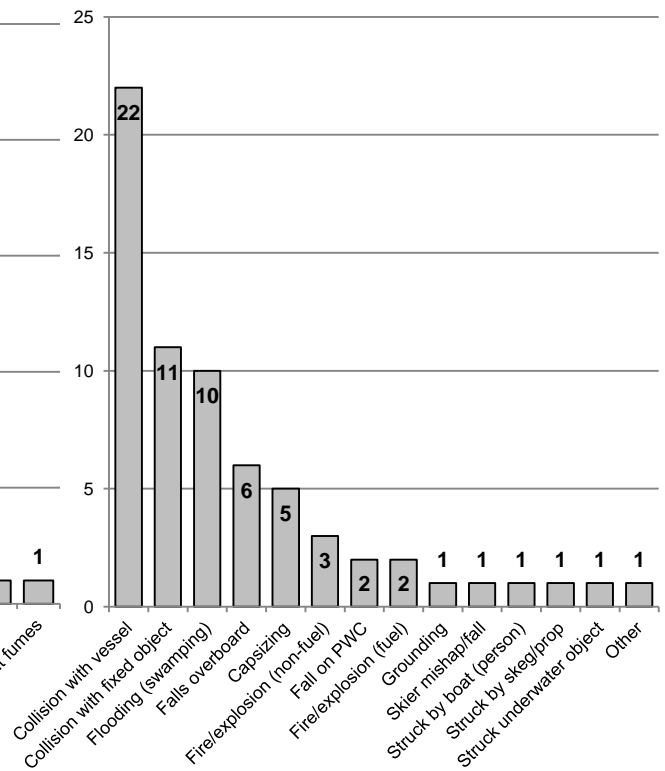
VESSEL LENGTH (IN FEET)

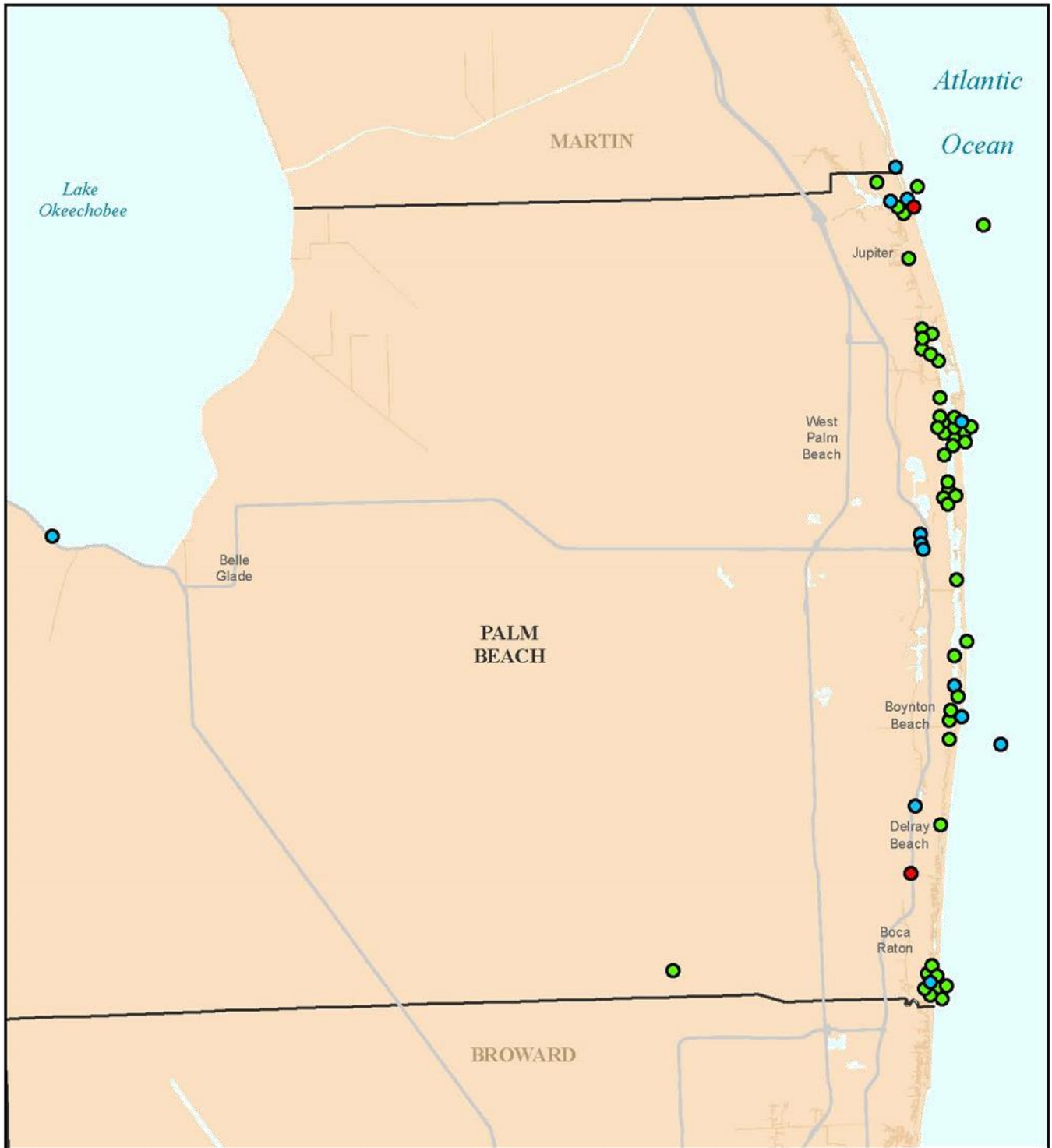


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

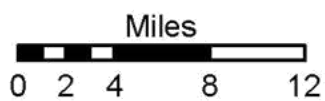




Known Locations of Accidents in Palm Beach County during 2016

**Legend**

- Fatal Accident (2)
- Accident with Injury (13)
- Accident without Injury (47)

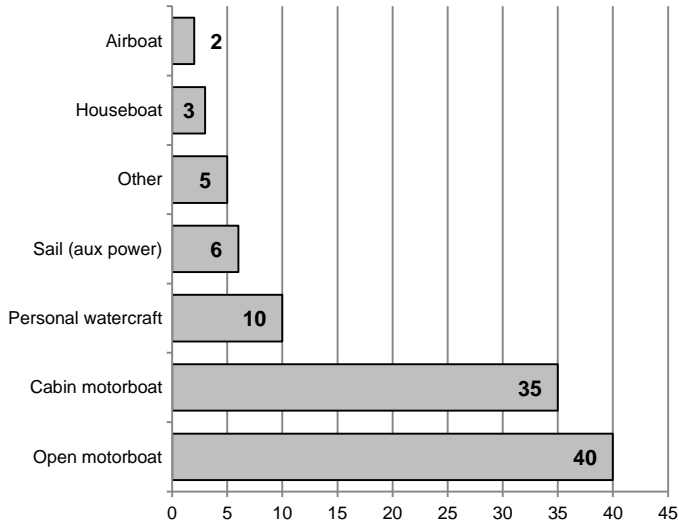


Map document  
created by  
FWC DLE GIS

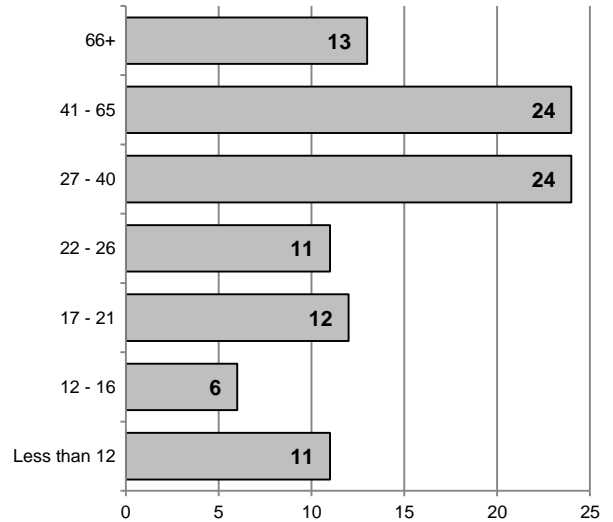


### 3. PALM BEACH COUNTY

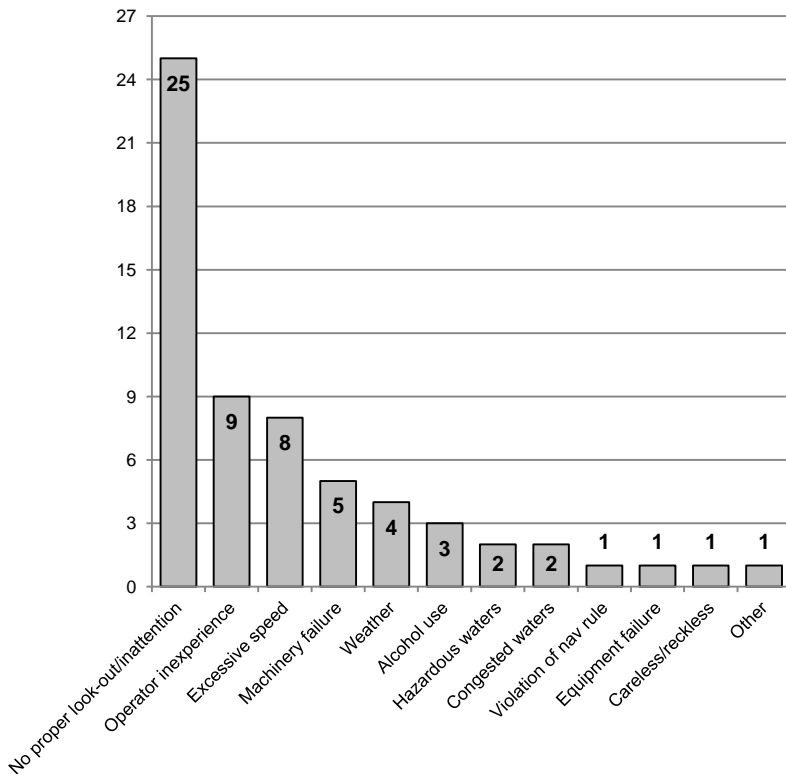
TYPE OF VESSEL



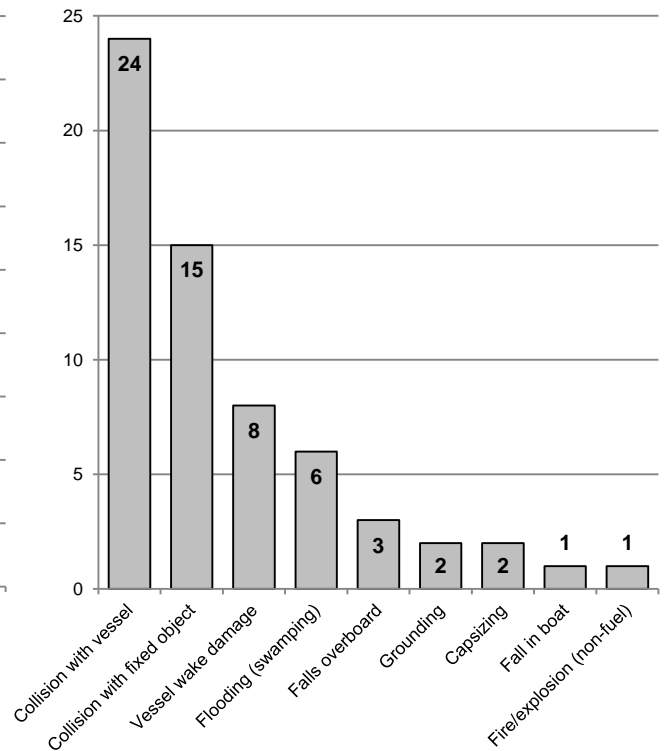
VESSEL LENGTH (IN FEET)

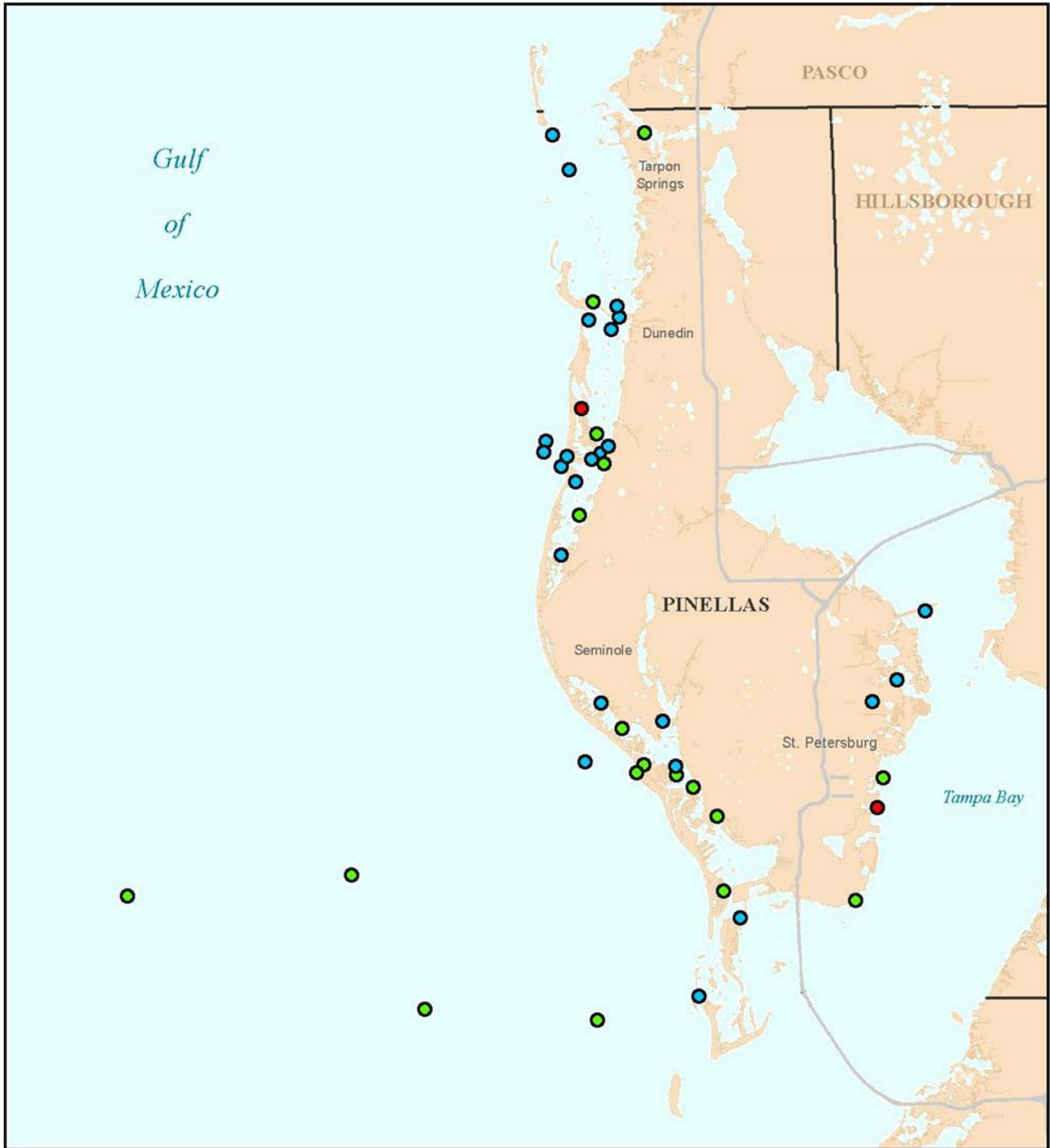


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Pinellas County during 2016

**Legend**

- Fatal Accident (2)
- Accident with Injury (24)
- Accident without Injury (18)

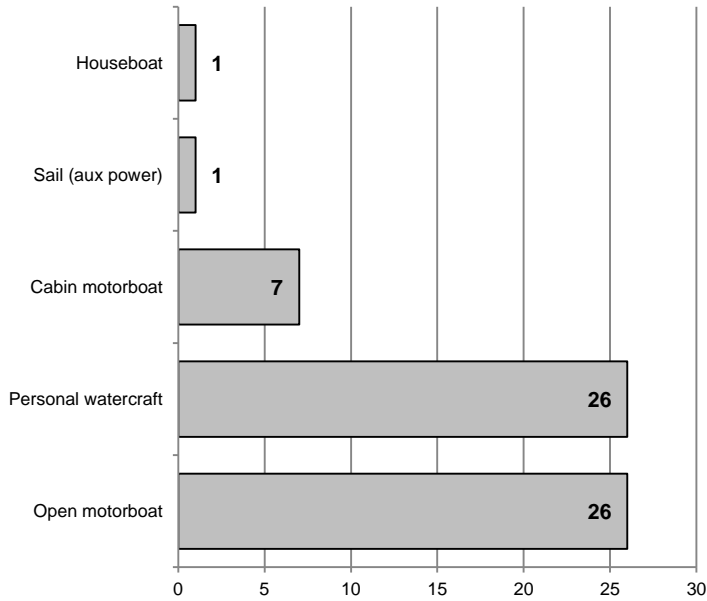


Map document  
created by  
FWC DLE GIS

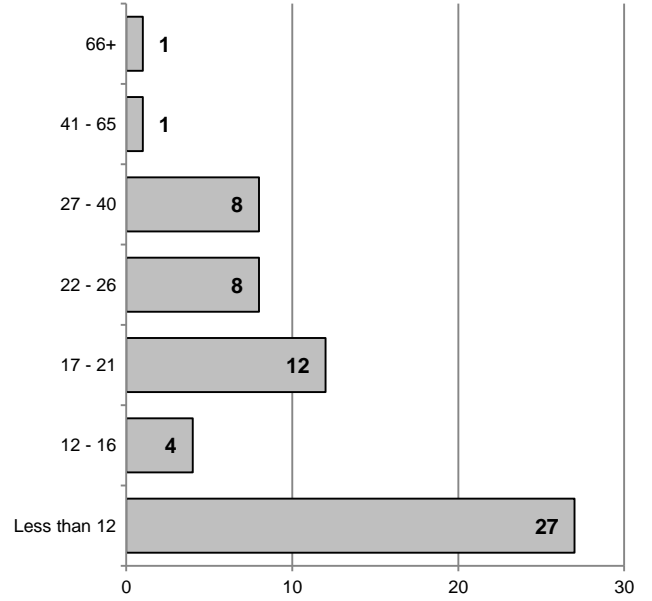


## 4. PINELLAS COUNTY

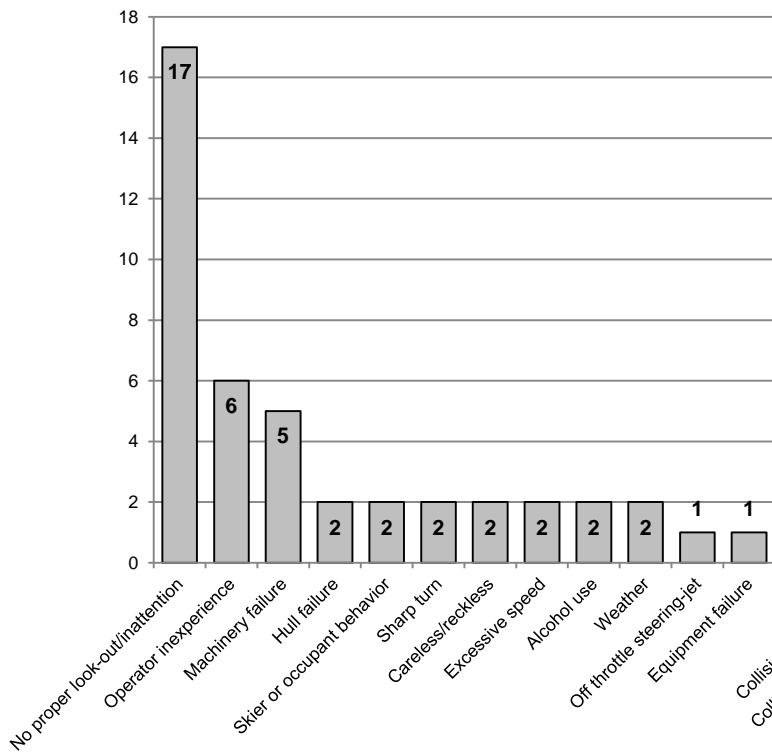
TYPE OF VESSEL



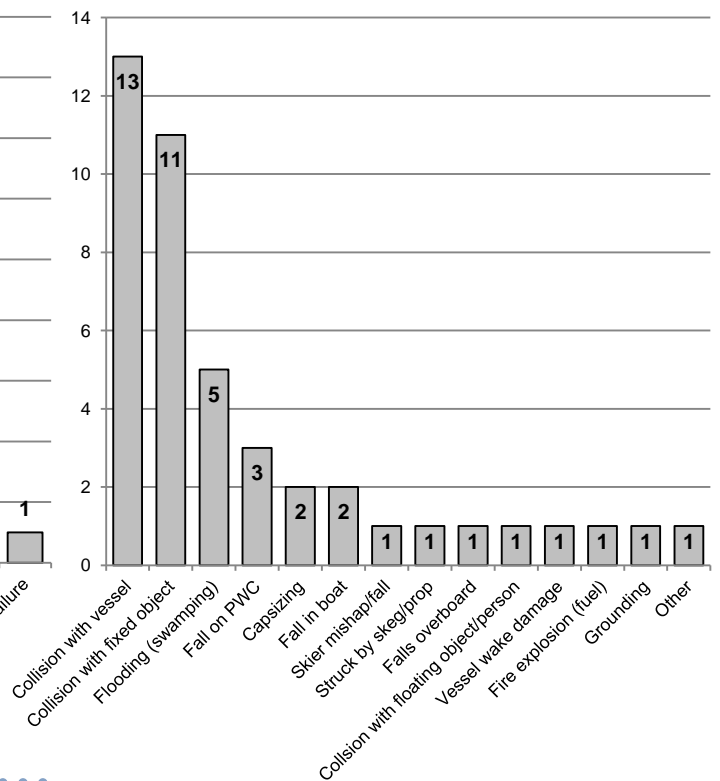
VESSEL LENGTH (IN FEET)

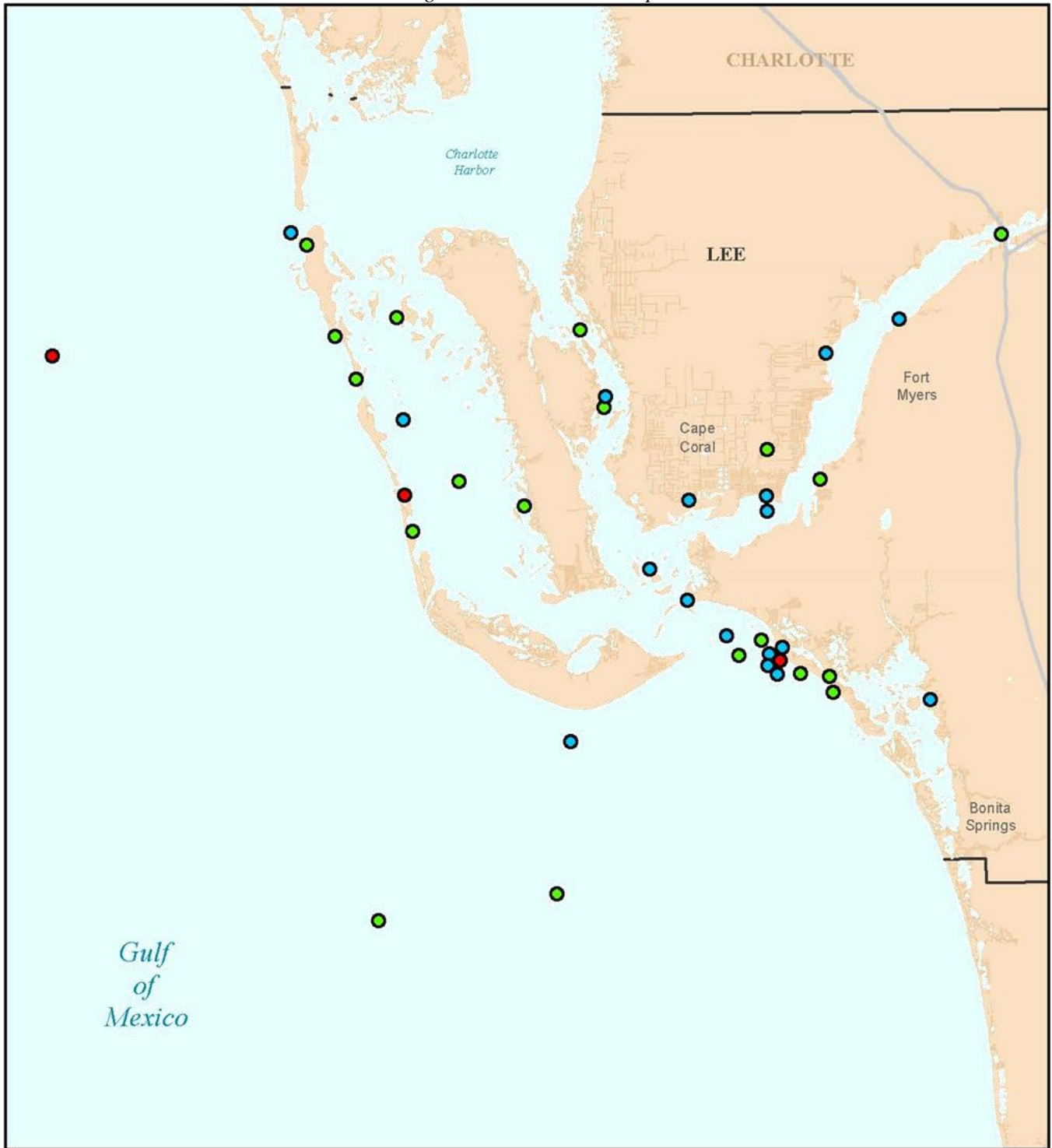


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Lee County during 2016

**Legend**

- Fatal Accident (3)
- Accident with Injury (17)
- Accident without Injury (19)



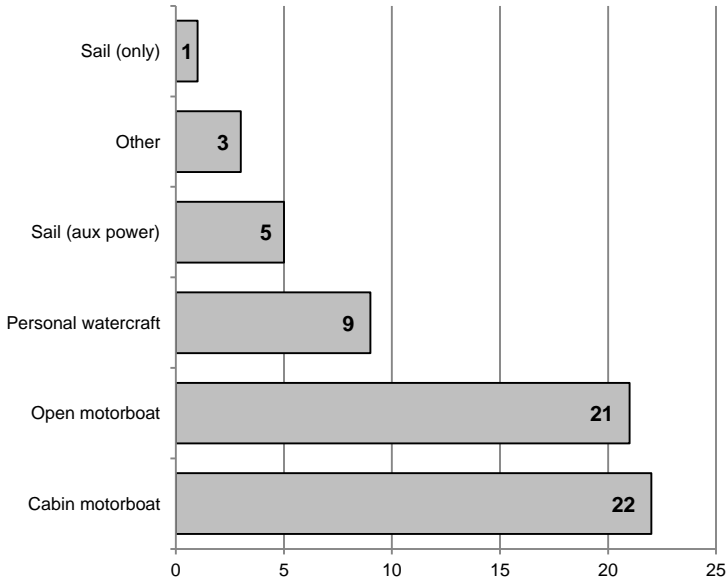
Map document  
created by  
FWC DLE GIS



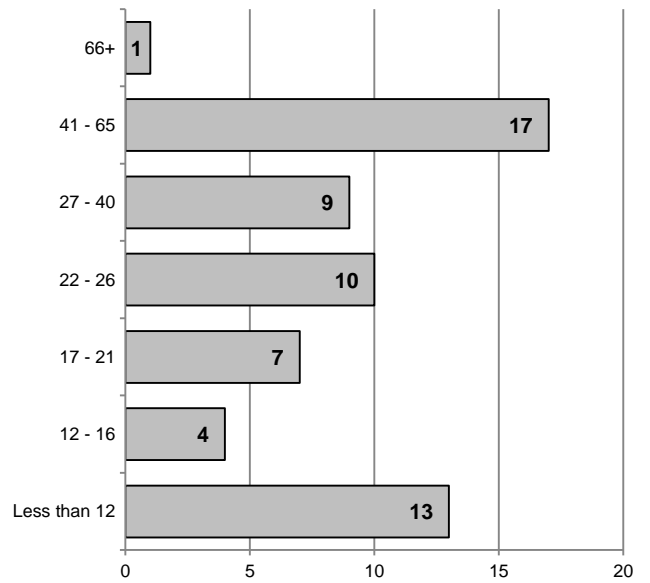


## 5. LEE COUNTY

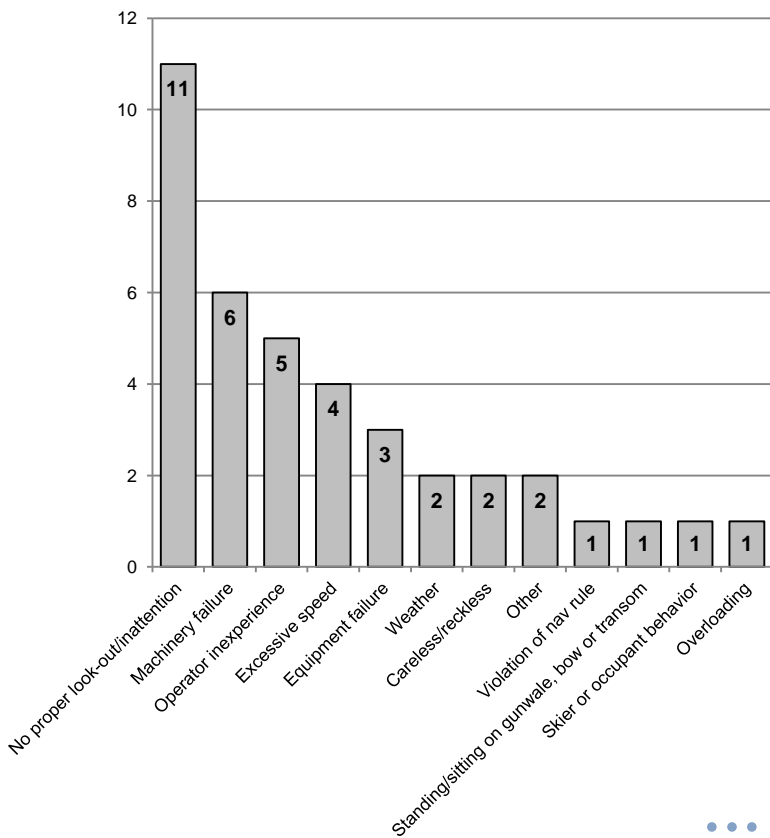
### TYPE OF VESSEL



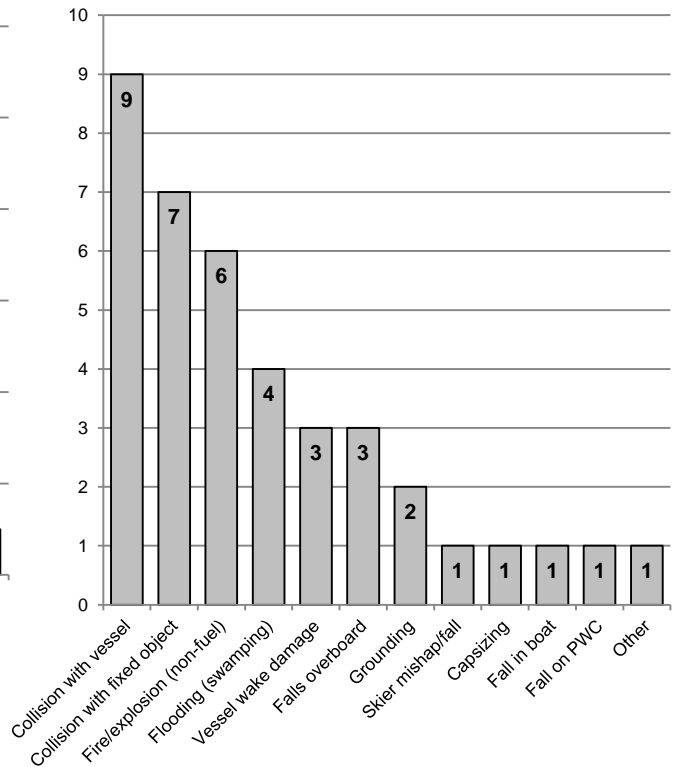
### VESSEL LENGTH (IN FEET)

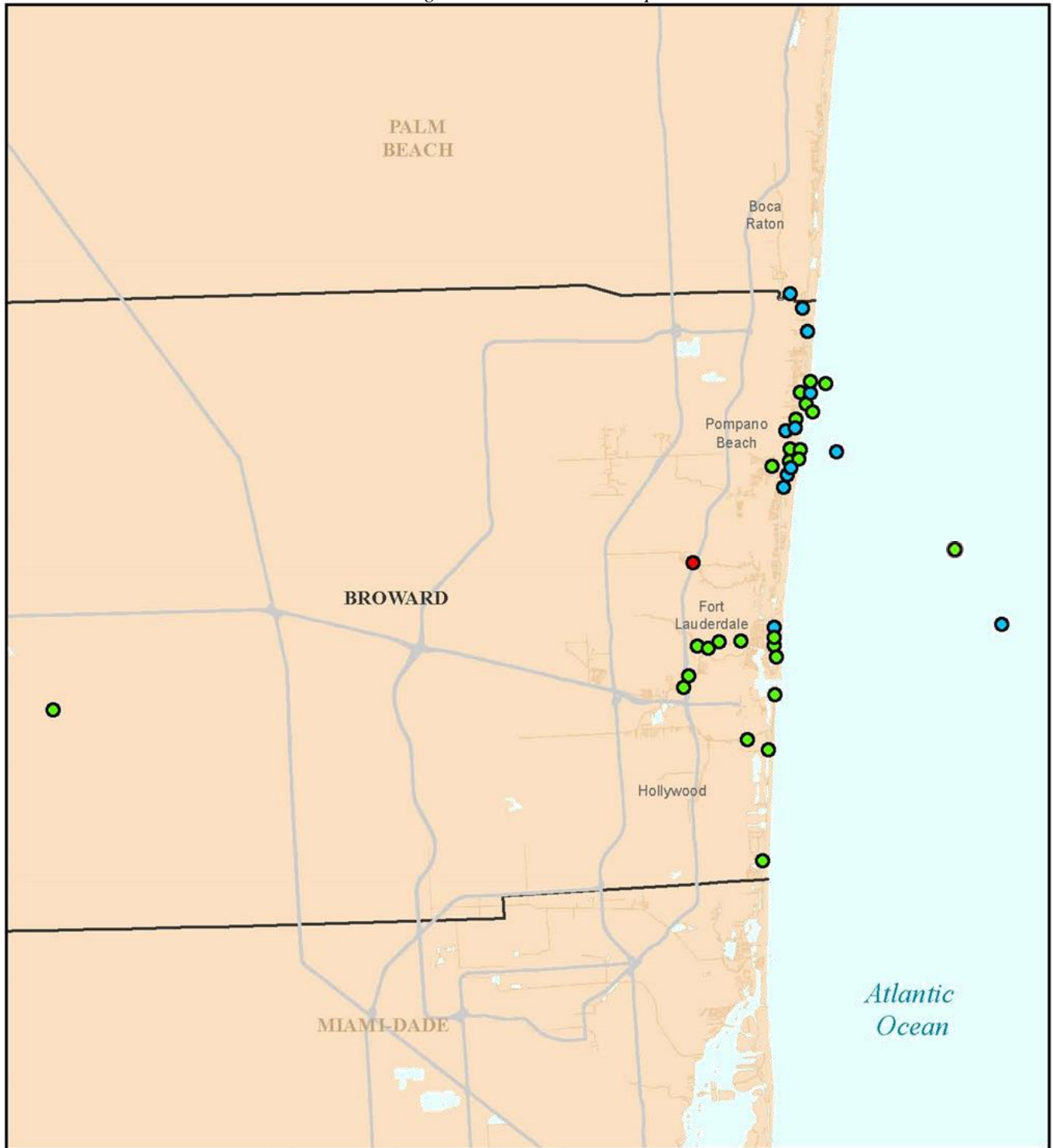


### PRIMARY CAUSE OF ACCIDENT



### PRIMARY TYPE OF ACCIDENT

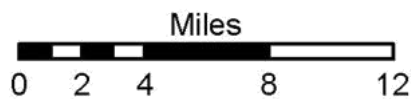




Known Locations of Accidents in Broward County during 2016

**Legend**

- Fatal Accident (1)
- Accident with Injury (12)
- Accident without Injury (25)

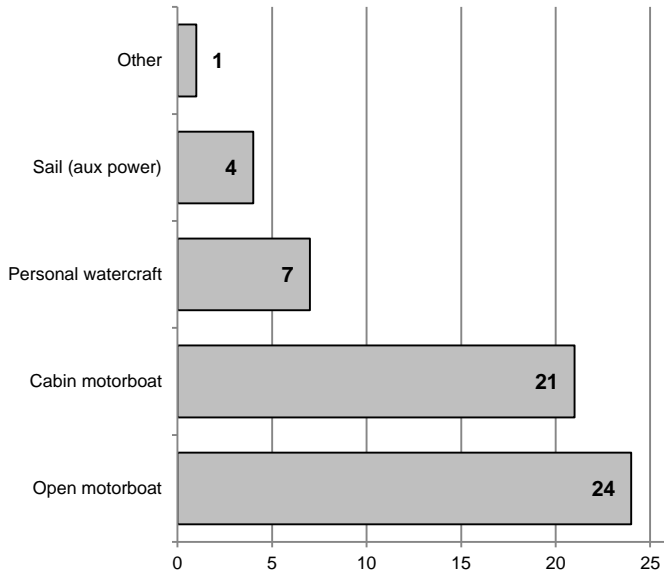


Map document  
created by  
FWC DLE GIS

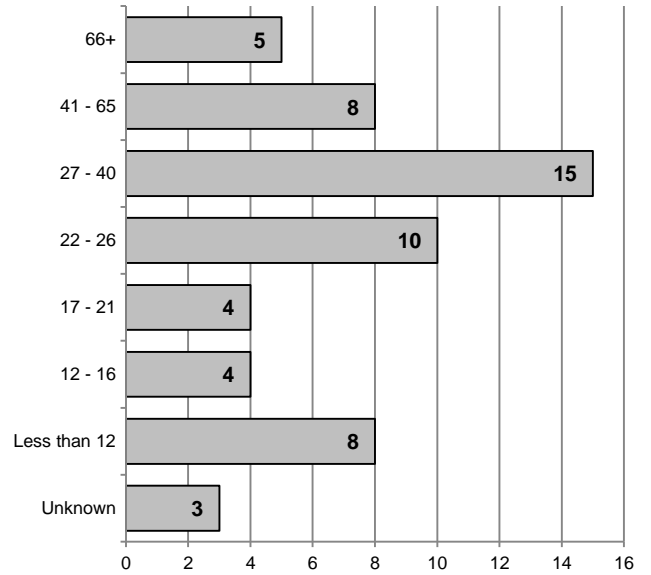


## 6. BROWARD COUNTY

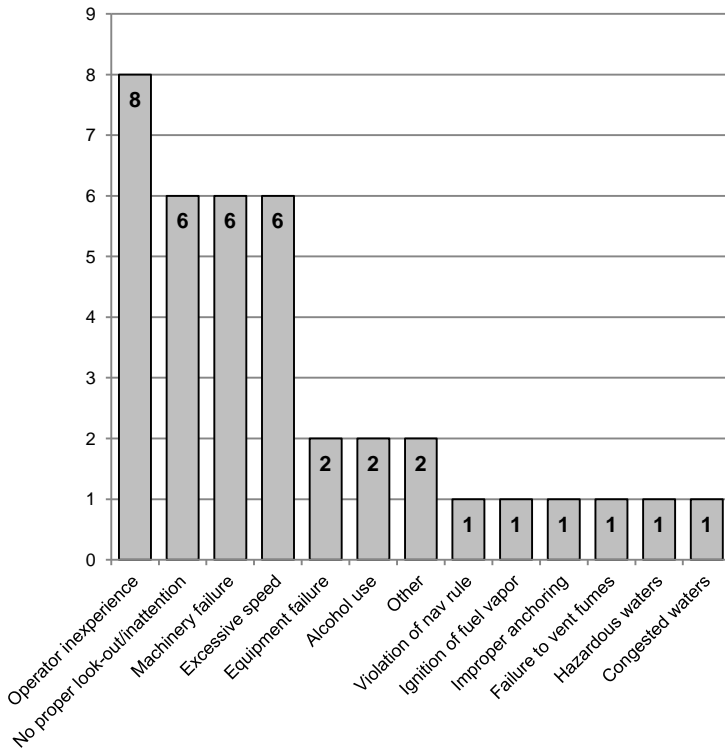
### TYPE OF VESSEL



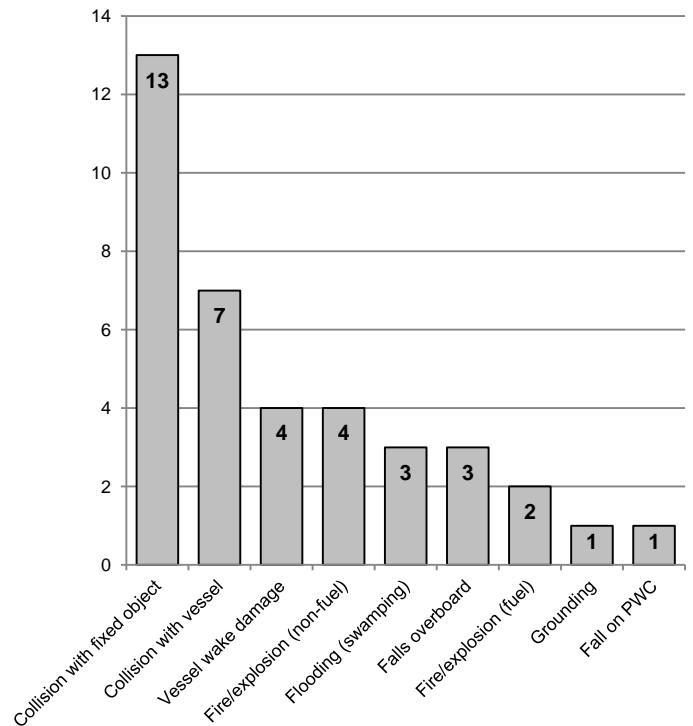
### VESSEL LENGTH (IN FEET)

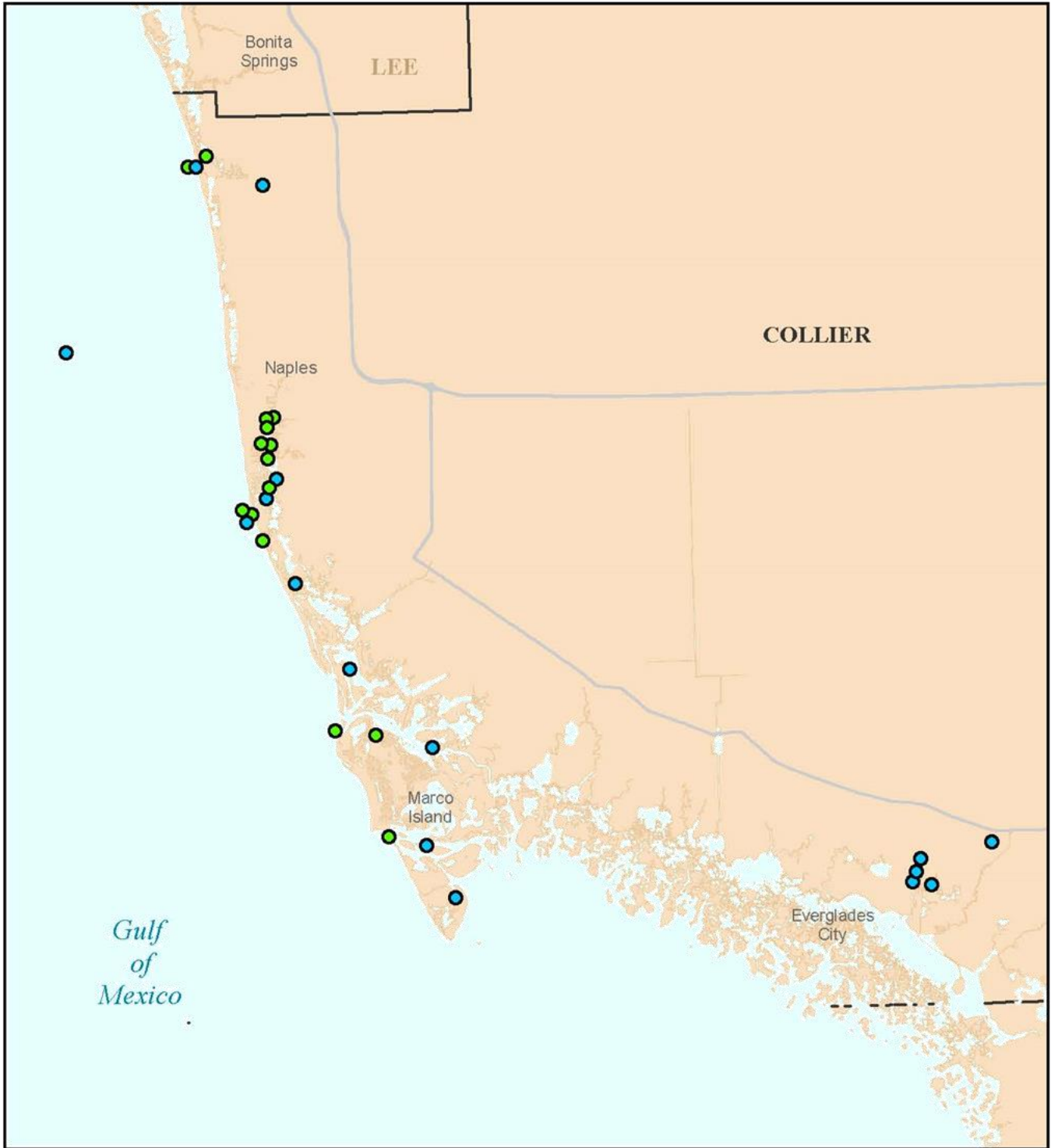


### PRIMARY CAUSE OF ACCIDENT



### PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Collier County during 2016

**Legend**

- Fatal Accident (0)
- Accident with Injury (16)
- Accident without Injury (15)

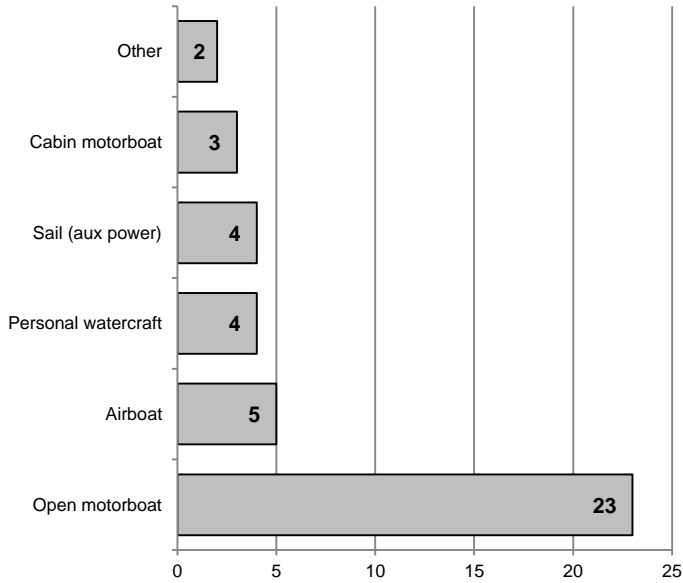


Map document  
created by  
FWC DLE GIS

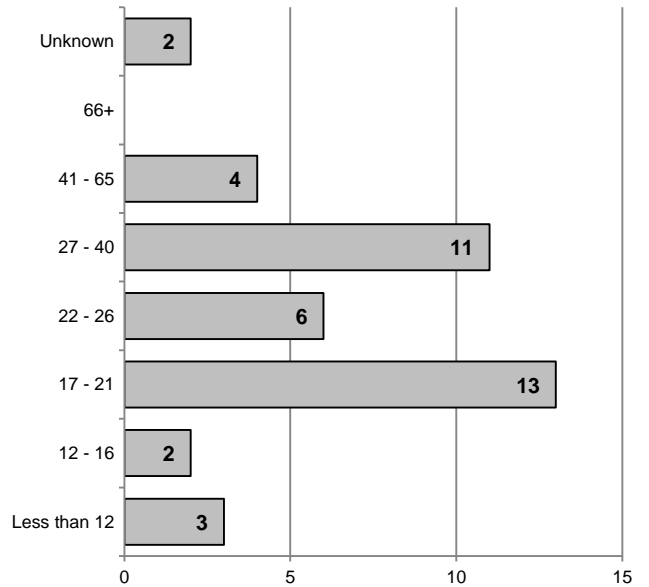


## 7. COLLIER COUNTY

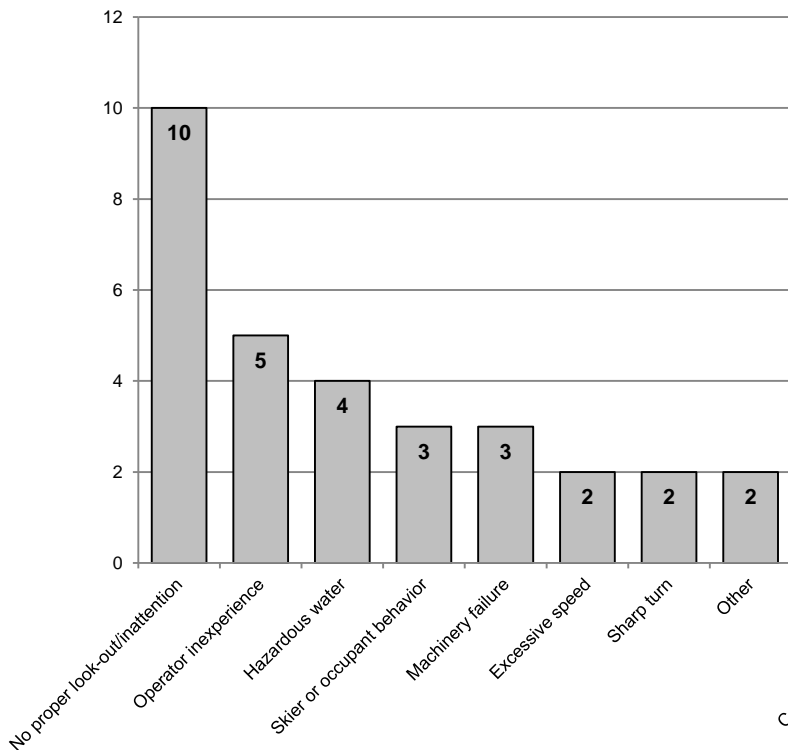
TYPE OF VESSEL



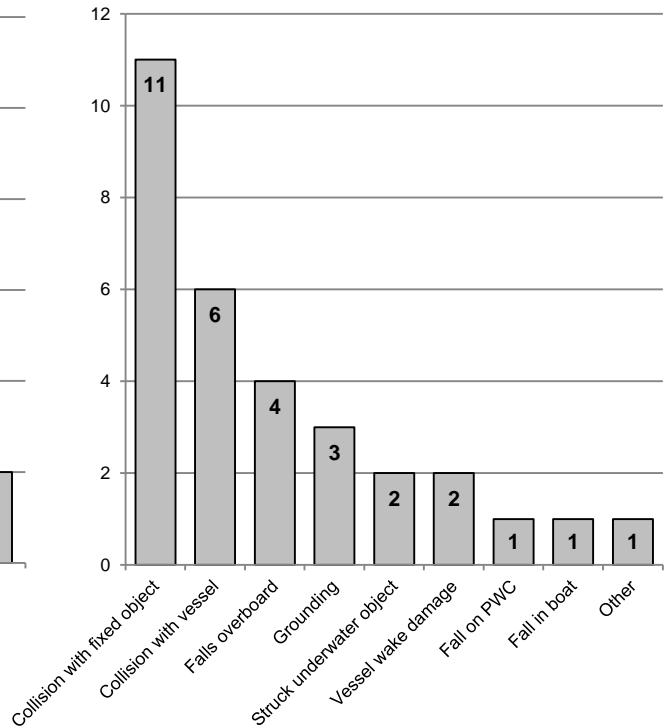
VESSEL LENGTH (IN FEET)

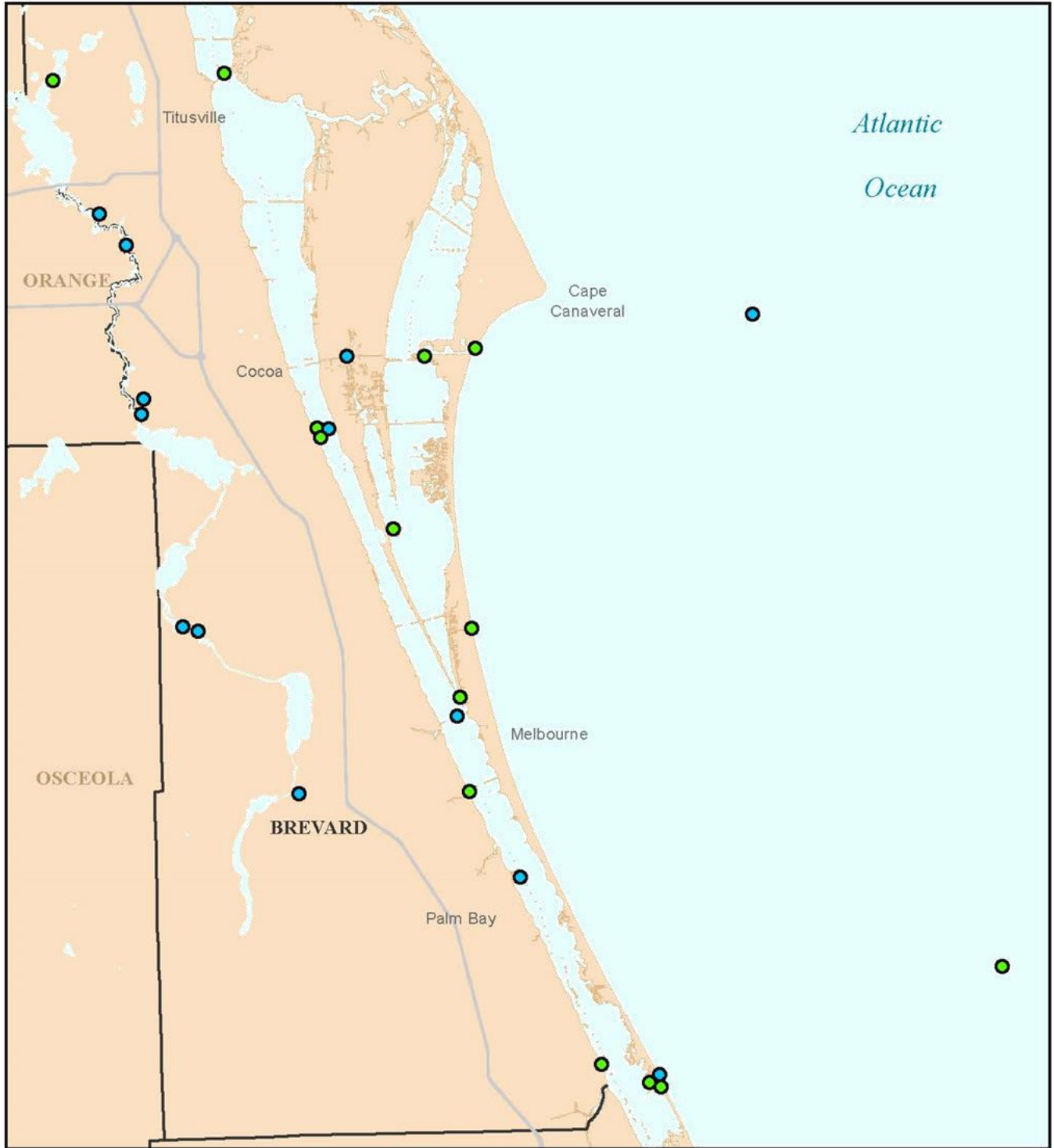


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Brevard County during 2016

**Legend**

- Fatal Accident (0)
- Accident with Injury (13)
- Accident without Injury (14)



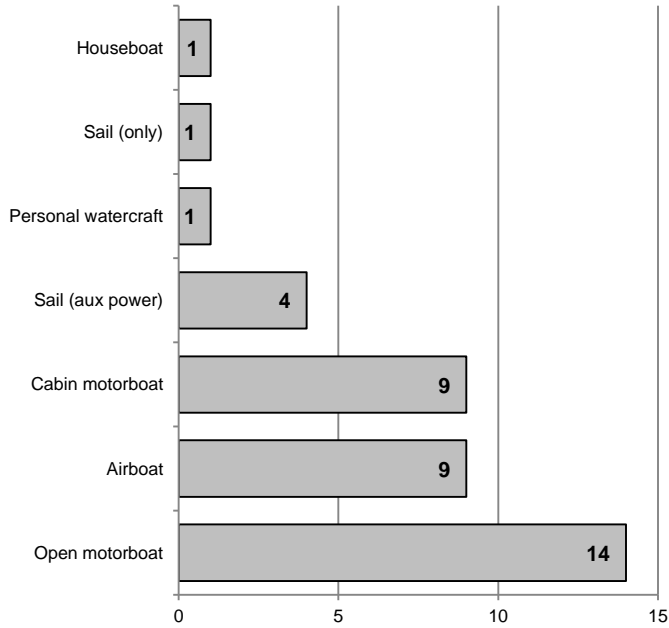
Map document  
created by  
FWC DLE GIS



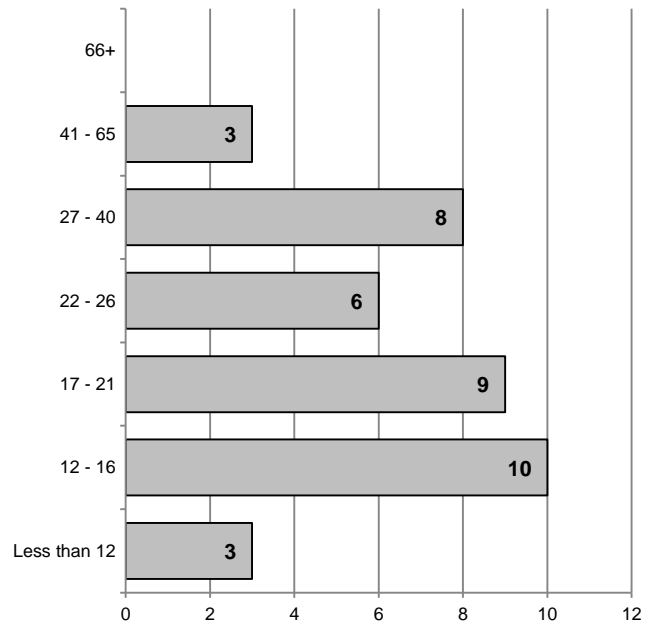


## 8. BREVARD COUNTY

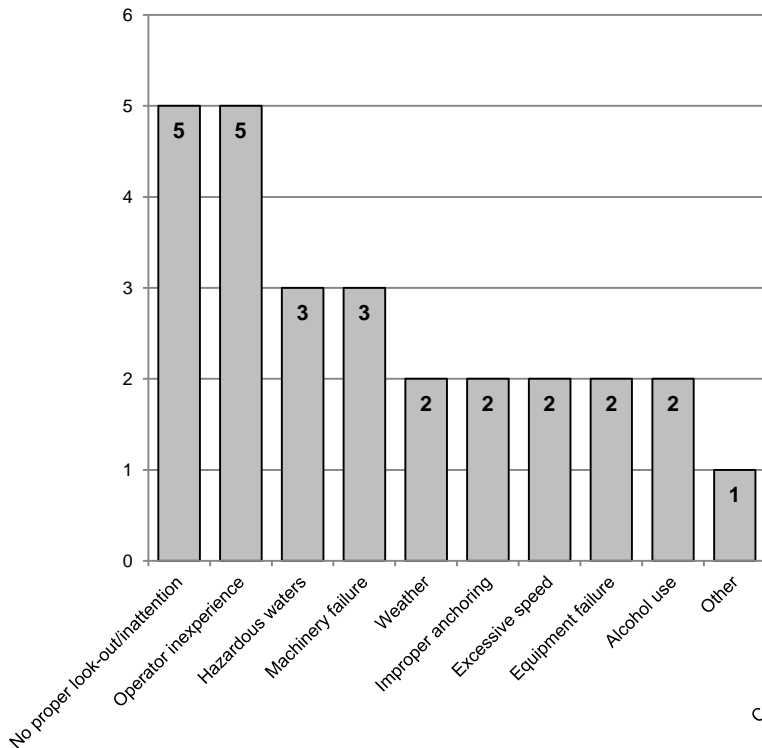
TYPE OF VESSEL



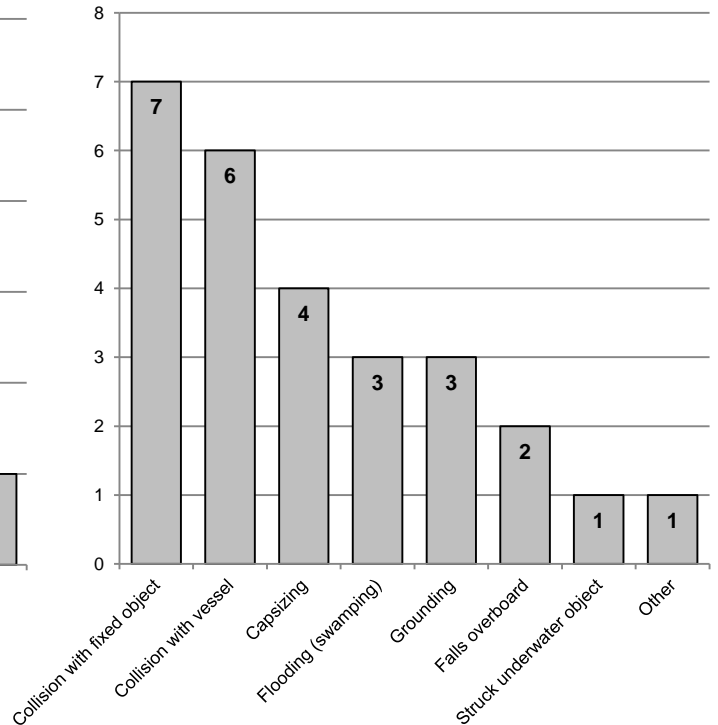
VESSEL LENGTH (IN FEET)

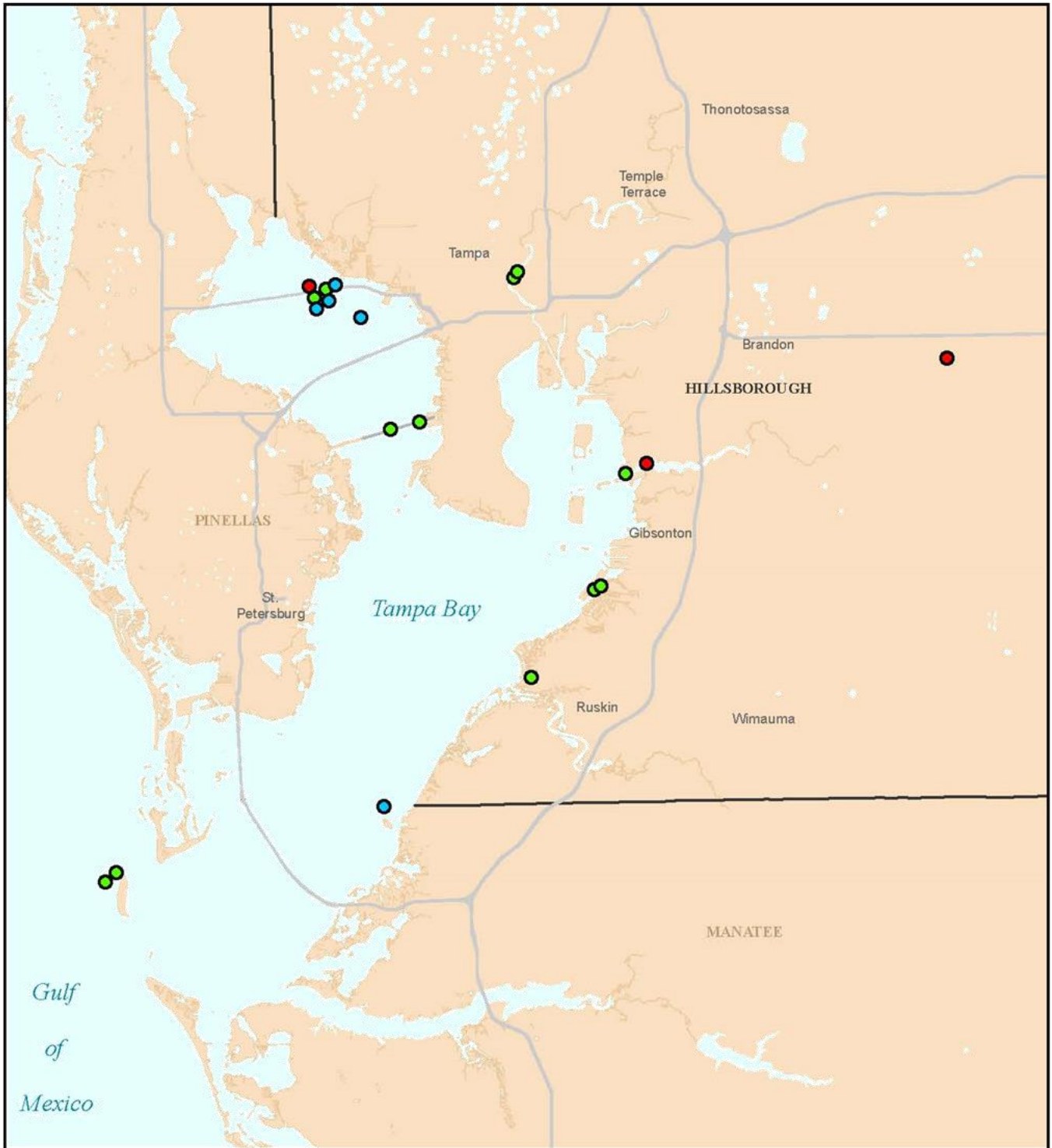


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Hillsborough County during 2016

**Legend**

- Fatal Accident (3)
- Accident with Injury (5)
- Accident without Injury (12)

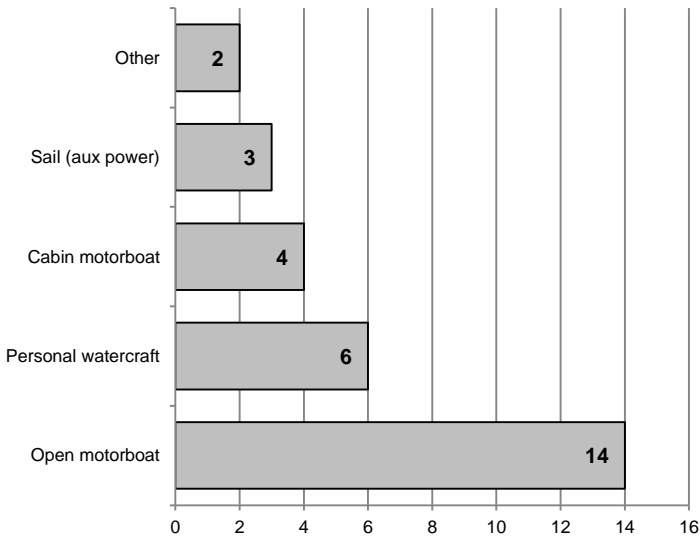


Map document  
created by  
FWC DLE GIS

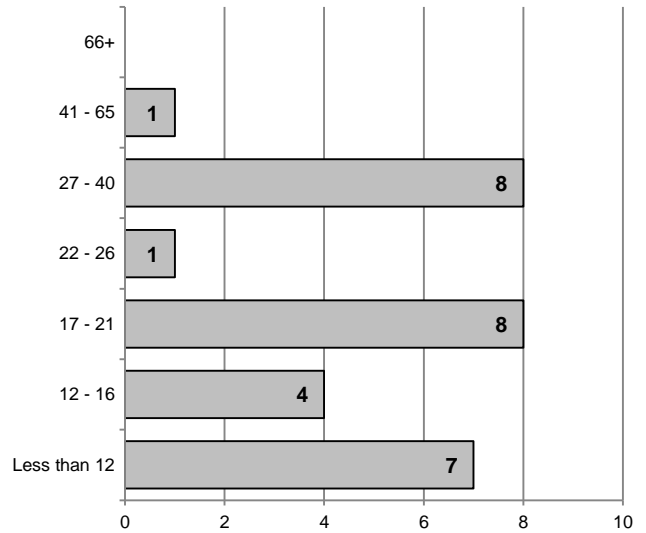


## 9. HILLSBOROUGH COUNTY

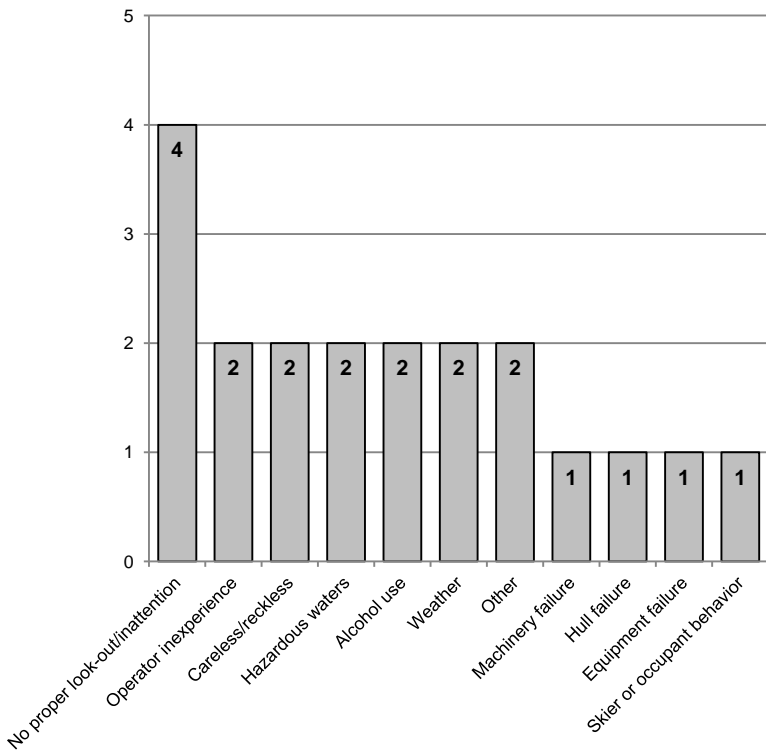
TYPE OF VESSEL



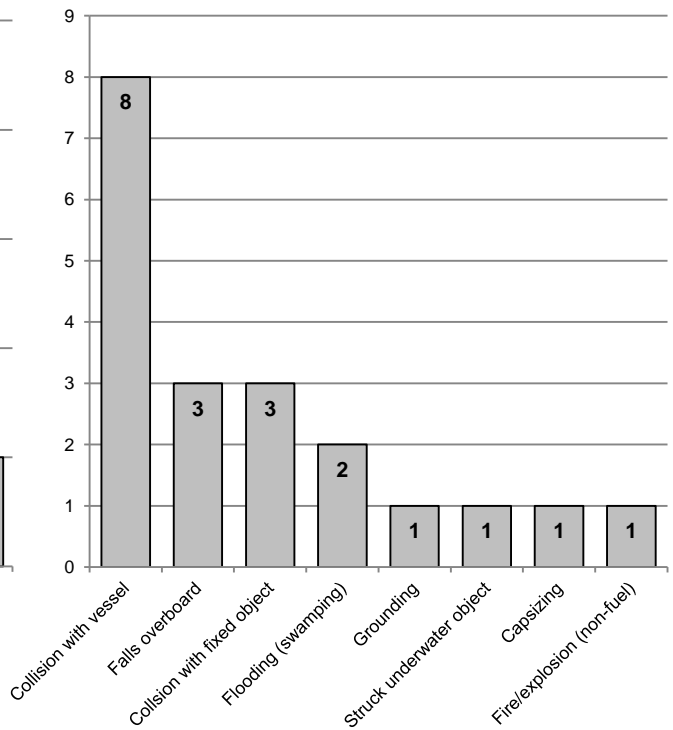
VESSEL LENGTH (IN FEET)

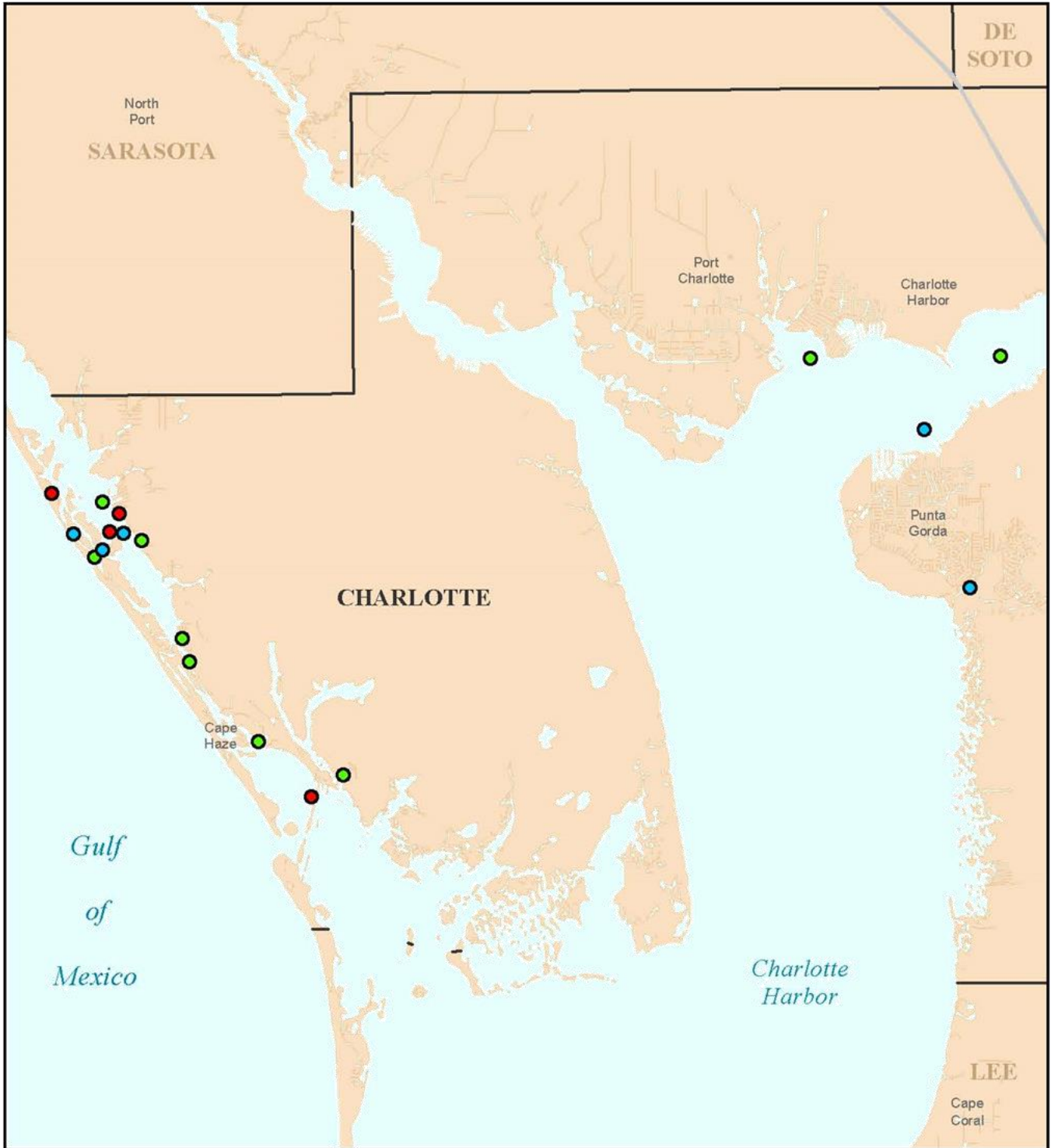


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Charlotte County during 2016

**Legend**

- Fatal Accident (4)
- Accident with Injury (5)
- Accident without Injury (9)

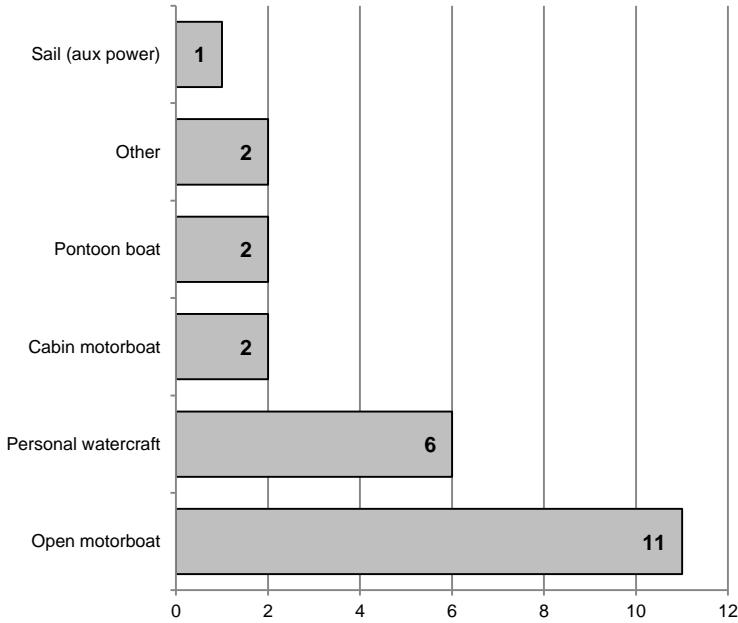


Map document  
created by  
FWC DLE GIS

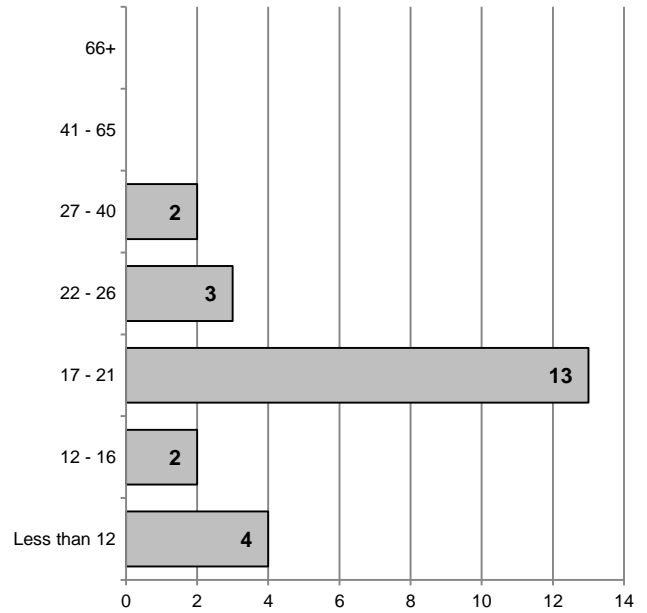


## 10. CHARLOTTE COUNTY

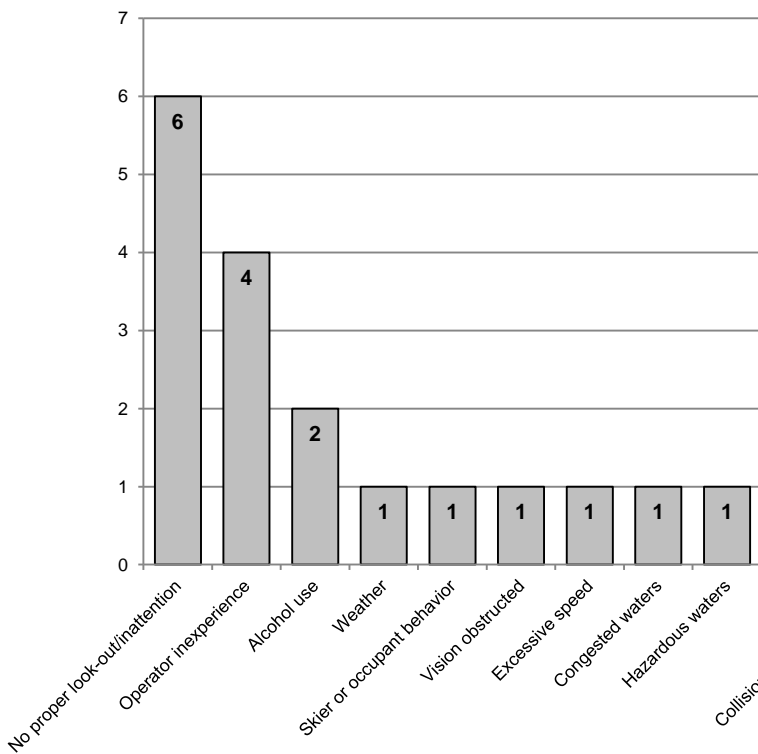
TYPE OF VESSEL



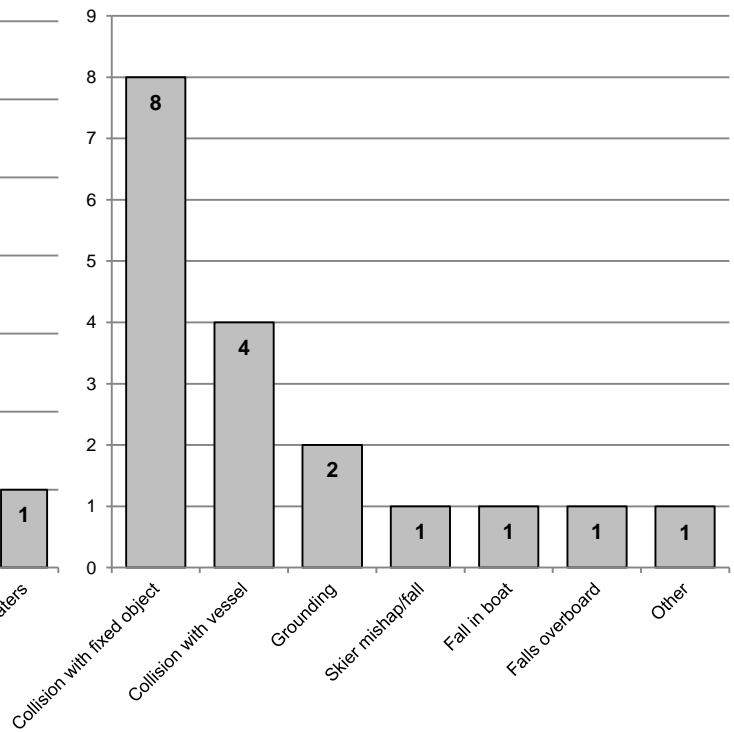
VESSEL LENGTH (IN FEET)

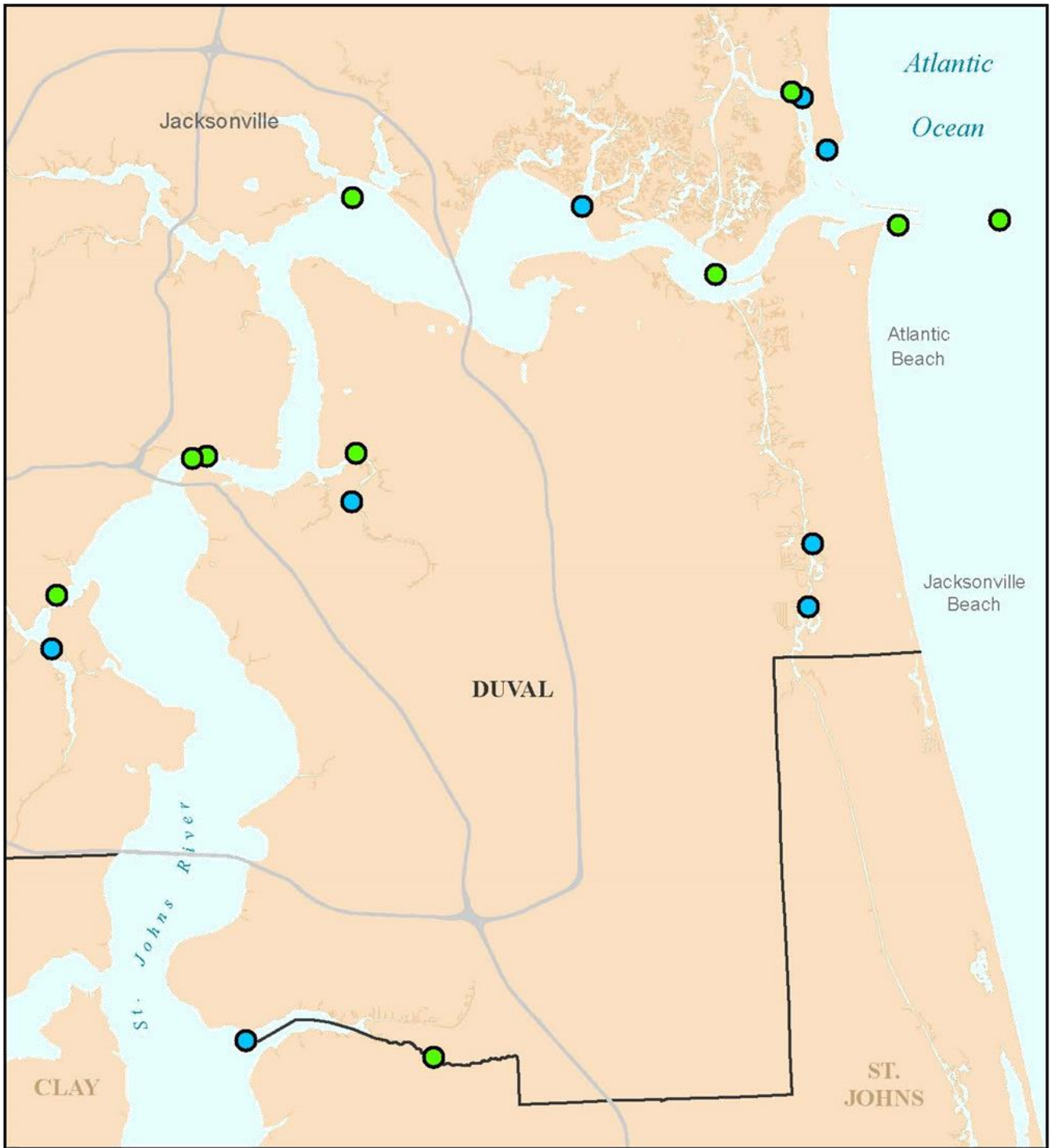


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

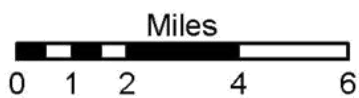




Known Locations of Accidents in Duval County during 2016

**Legend**

- Fatal Accident (0)
- Accident with Injury (8)
- Accident without Injury (10)



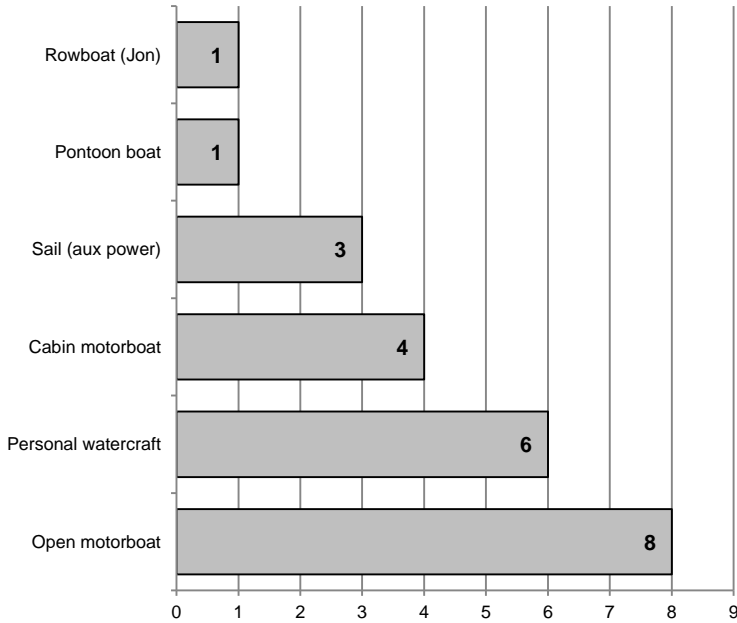
Map document  
created by  
FWC DLE GIS



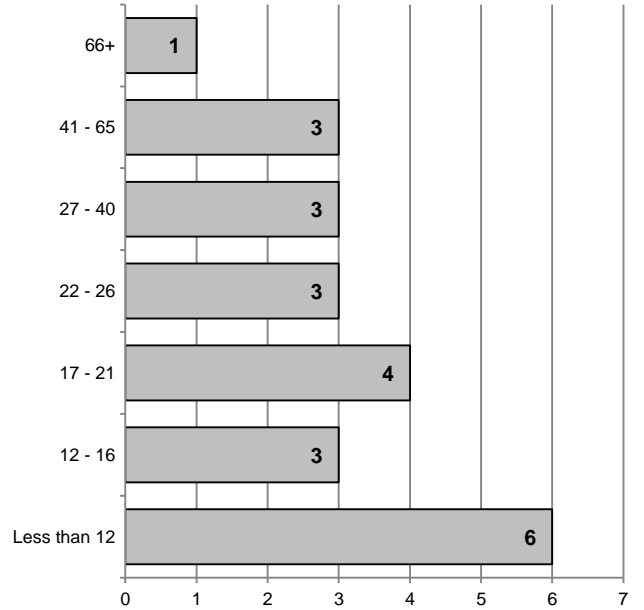


## 11. DUVAL COUNTY

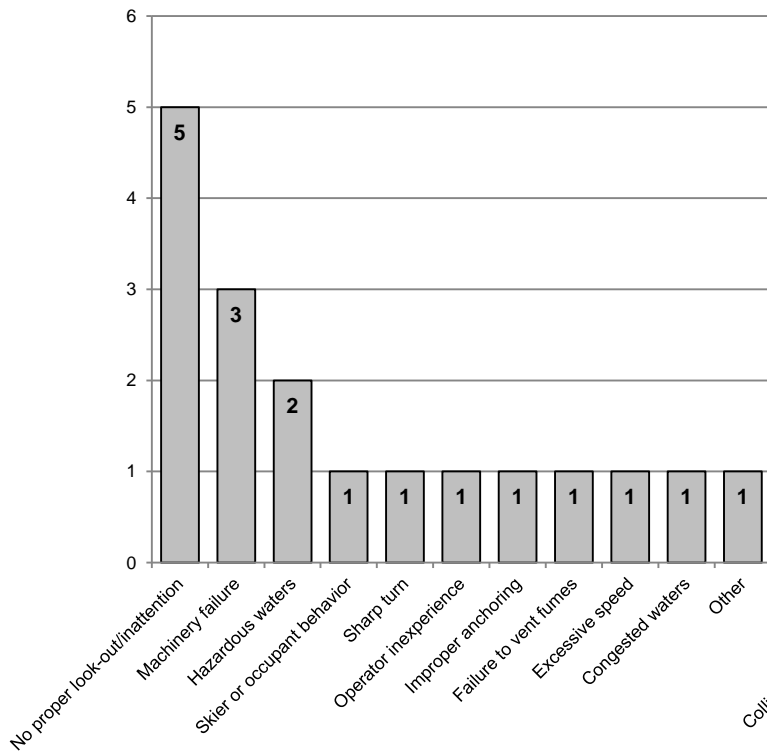
TYPE OF VESSEL



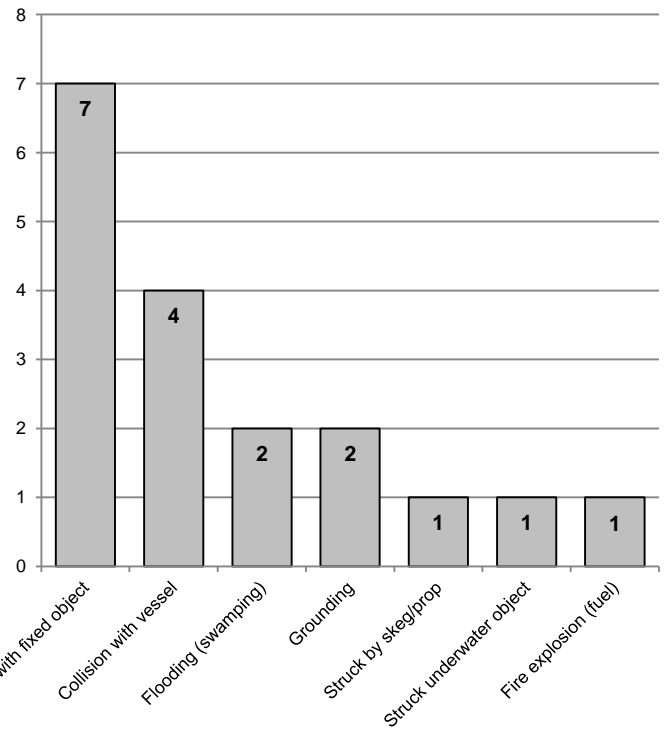
VESSEL LENGTH (IN FEET)



PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT







# Trend Analysis





## Trend Analysis photo detail

Cover Photos: (Courtesy of FWC)

### **Top Picture:**

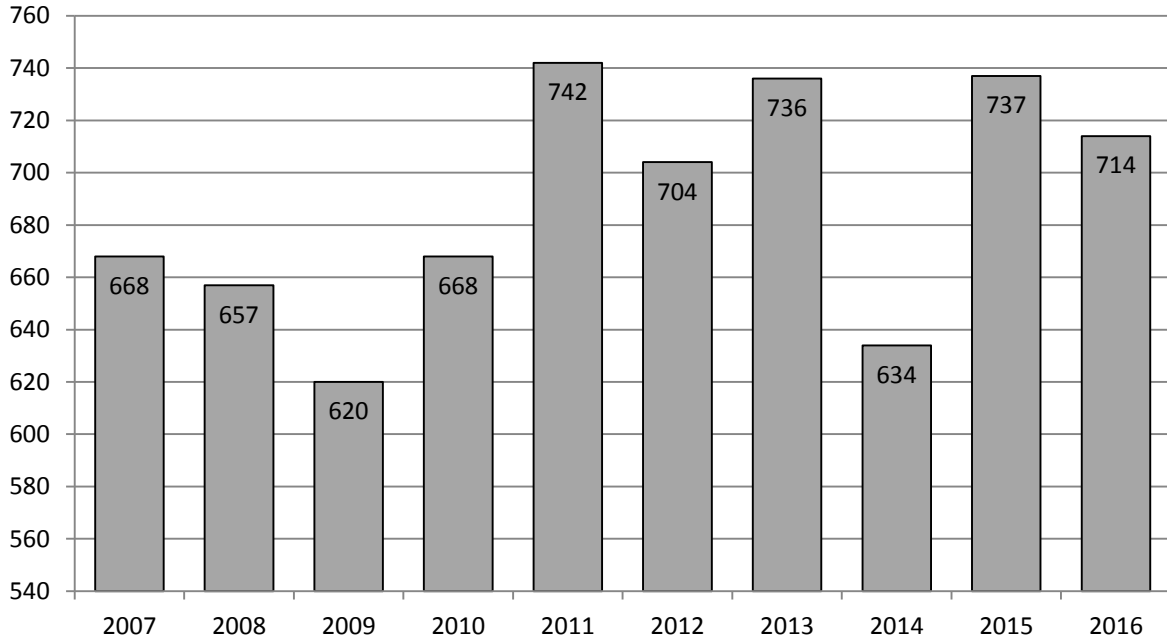
On April 24, 2016, a 20' Correct Craft vessel with nine people onboard, was towing a skier in Dunns Creek. The vessel's port side impacted a piling at the State Road 17 Bridge. It then rebounded and headed toward the shoreline. One occupant jumped overboard and the skier let go of the rope when they noticed the impending crash with the shoreline. The vessel ramped up the embankment and stopped when it wedged between two trees. Three occupants were ejected when it struck the shoreline. One person sustained minor injuries and was transported by family to the hospital. The operator stated he was looking back at the skier when the vessel struck the piling.

### **Bottom Picture:**

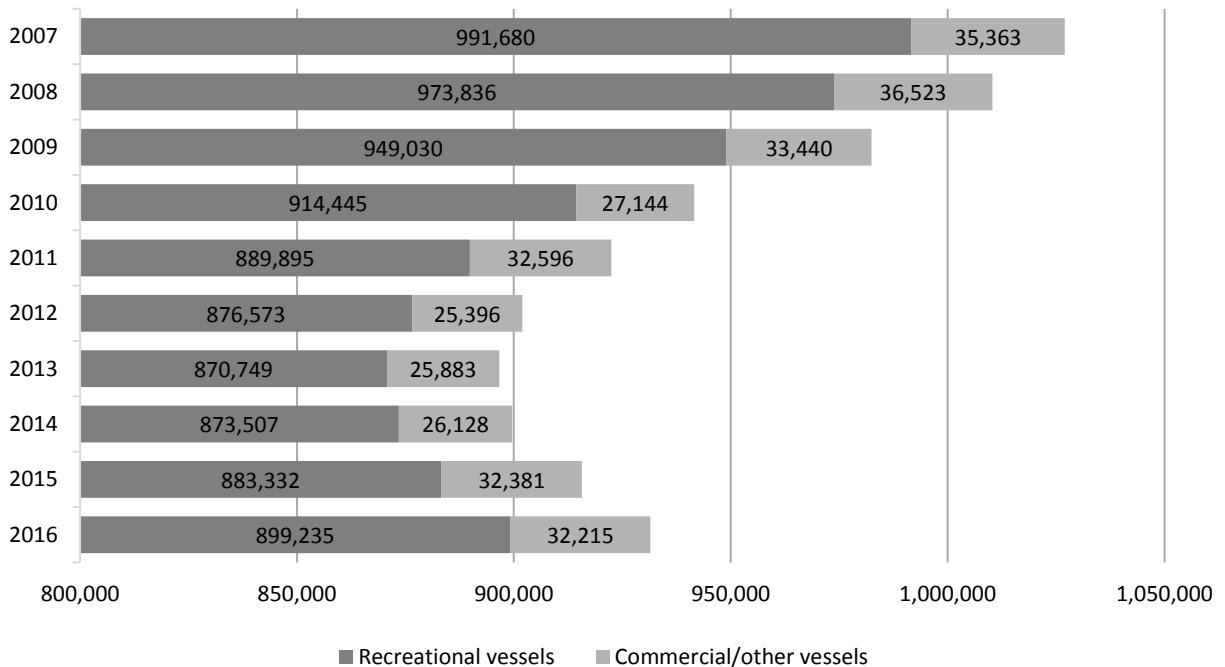
On March 17, 2016, at approximately 3:30 pm, a 20-foot open motorboat operated by a 59-year-old male, was traveling east on the Barge Canal in Citrus County. It was traveling approximately 30 mph when the operator attempted to pull in a line that was trailing in the water along the port side of the vessel. The vessel veered to the port side hitting rocks along the north shore, exited the water and struck a palm tree. The vessel came to rest approximately 10 feet up on the shore. The operator was thrown forward through the windshield landing in the front deck area of the vessel. A Good Samaritan picked him up and transported him to the boat ramp. The operator was later transported to the hospital by emergency services. He was treated for a laceration to the forehead, a contusion to the left elbow and right shoulder, as well as scrapes and bruises.

## 2016 TREND ANALYSIS

### REPORTABLE ACCIDENTS 2007-2016

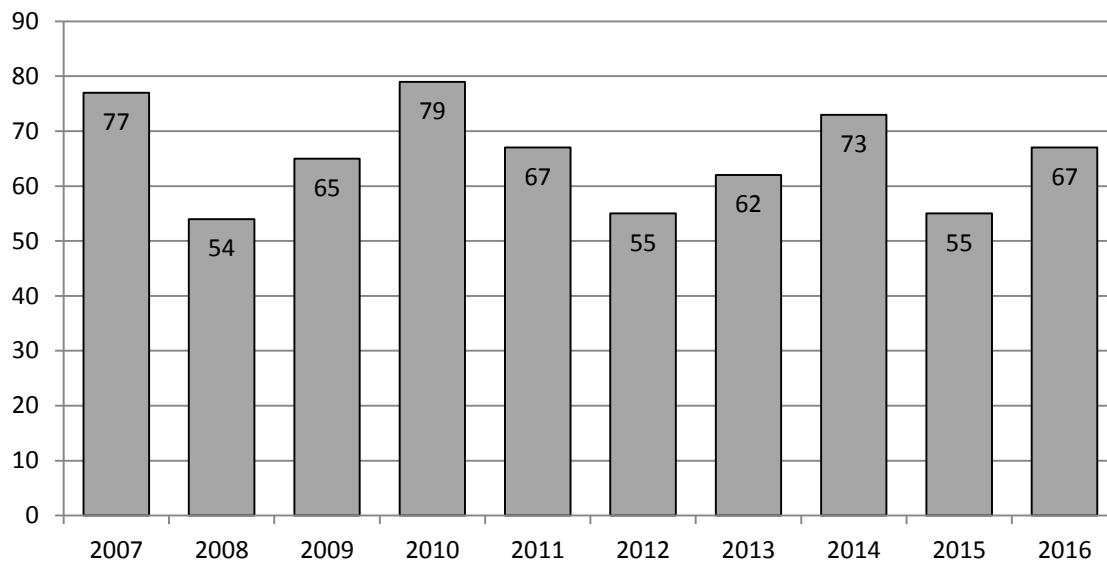


### VESSEL REGISTRATION 2007-2016

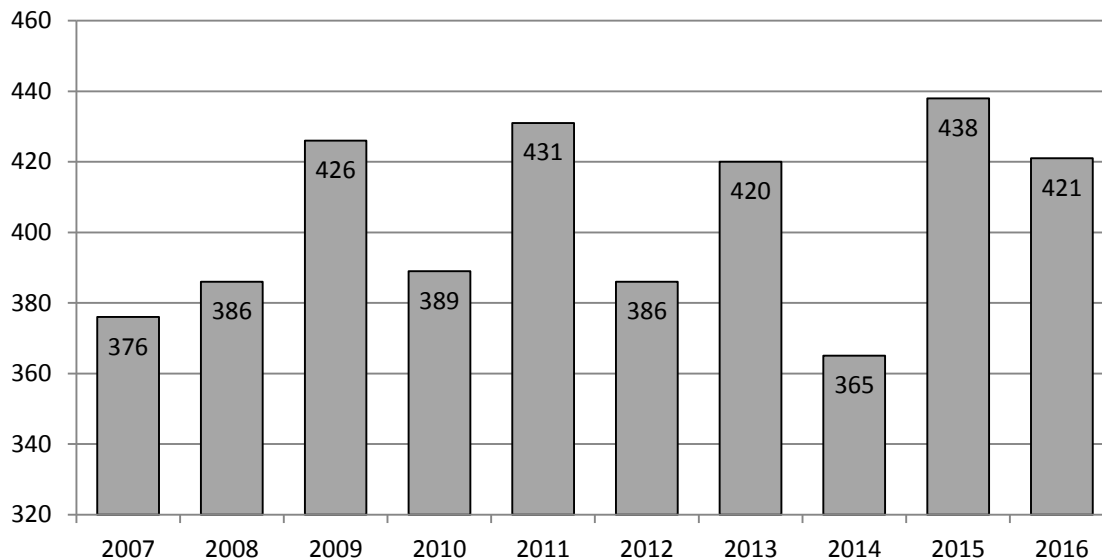


## 2016 TREND ANALYSIS

### FATALITIES 2007-2016



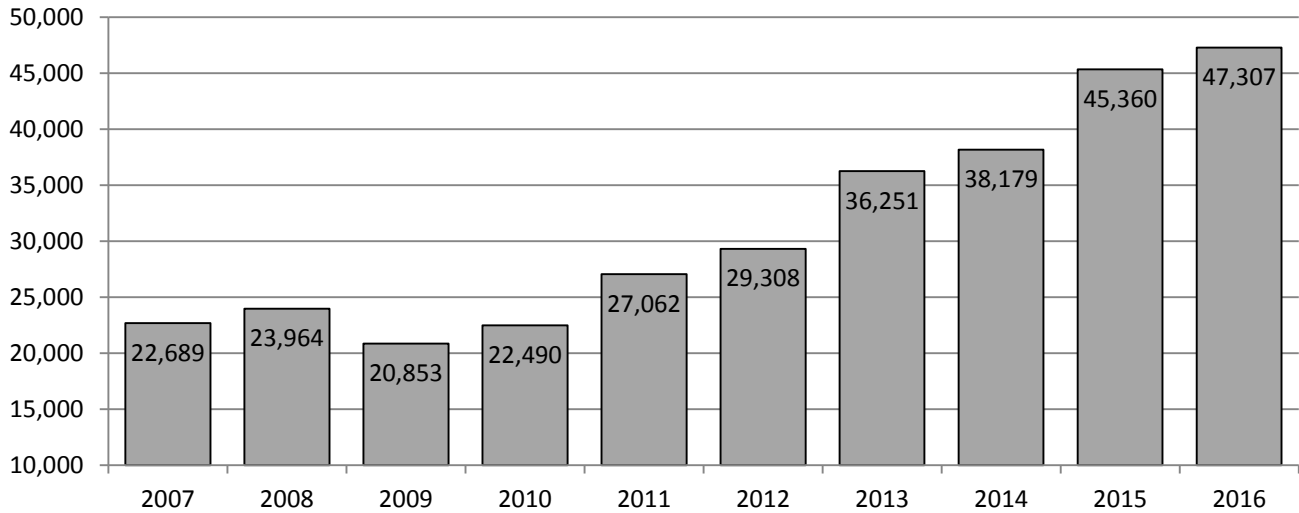
### INJURIES 2007-2016



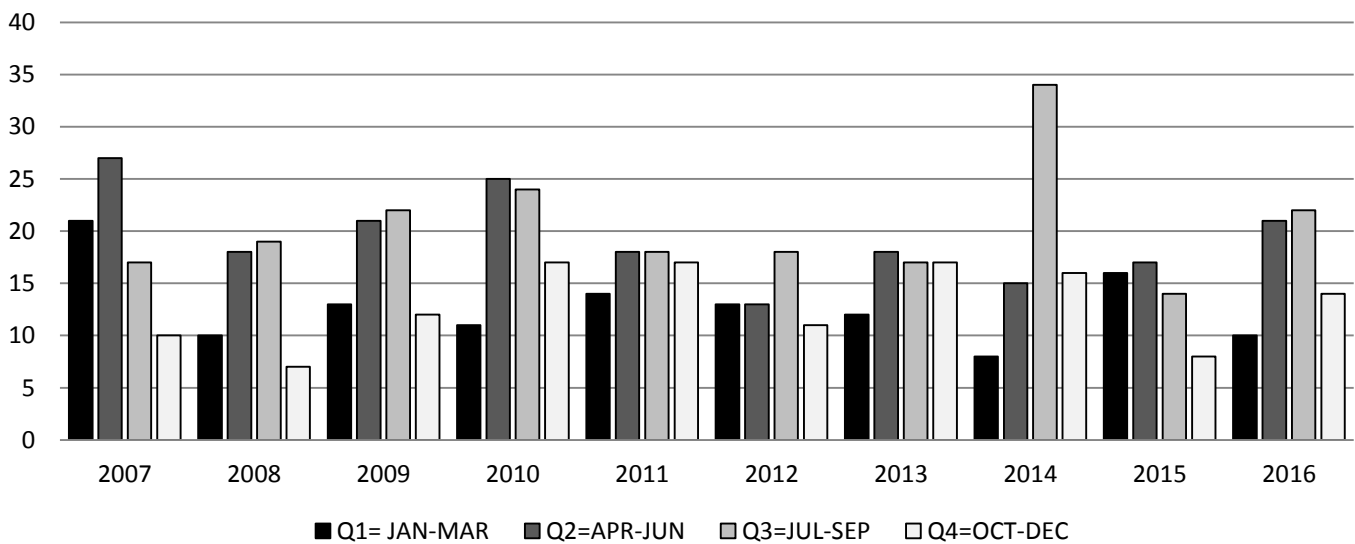


## 2016 TREND ANALYSIS

### BOATING SAFETY EDUCATION I.D. CARDS ISSUED 2007-2016

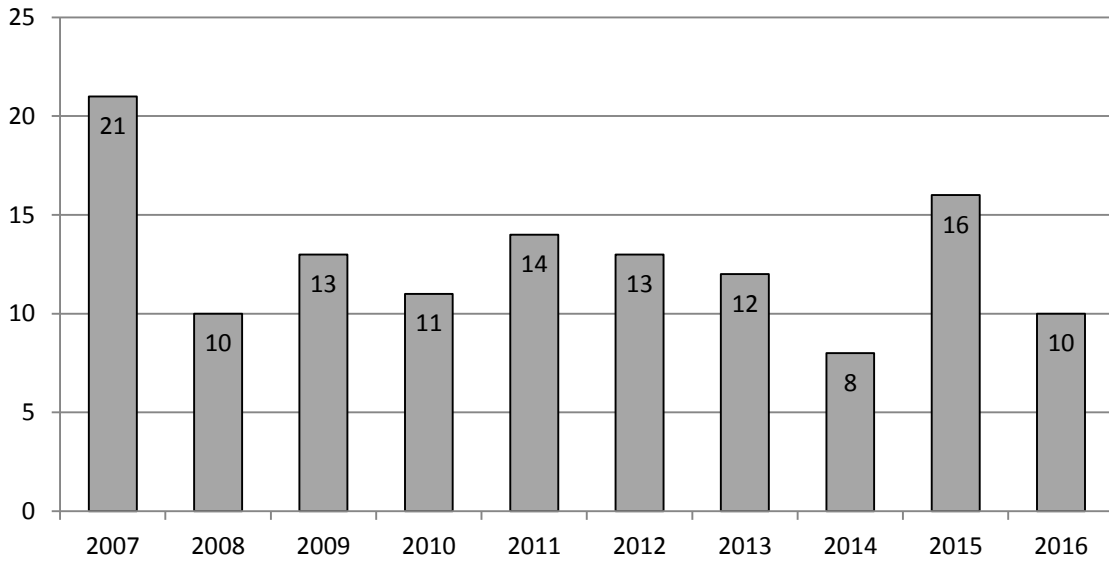


### FATALITIES BY QUARTER 2007-2016



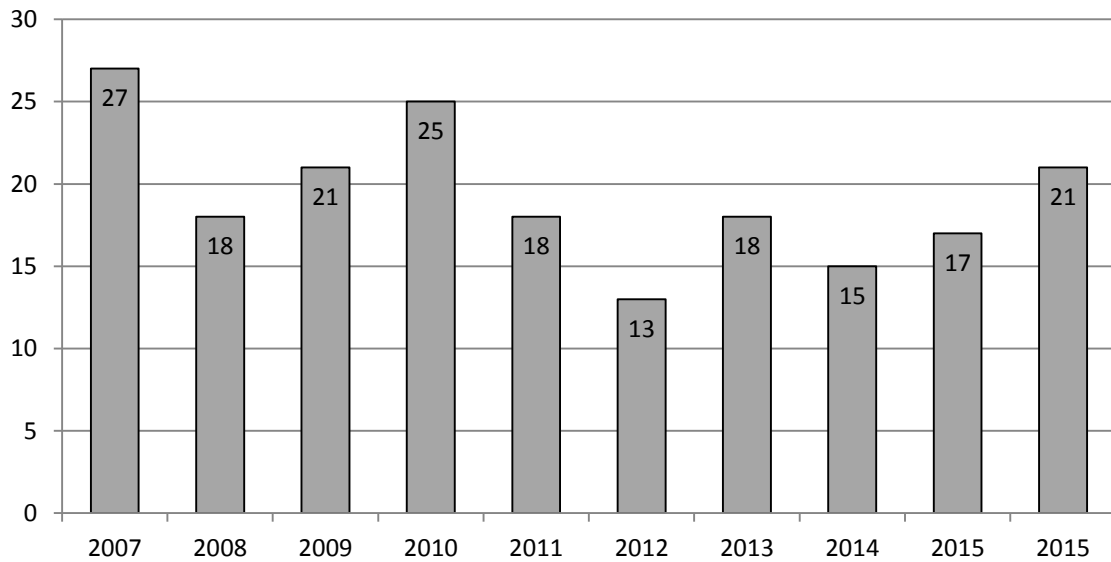
## 2016 TREND ANALYSIS

### QUARTER 1 FATALITIES



\*Q1 = JAN - MAR

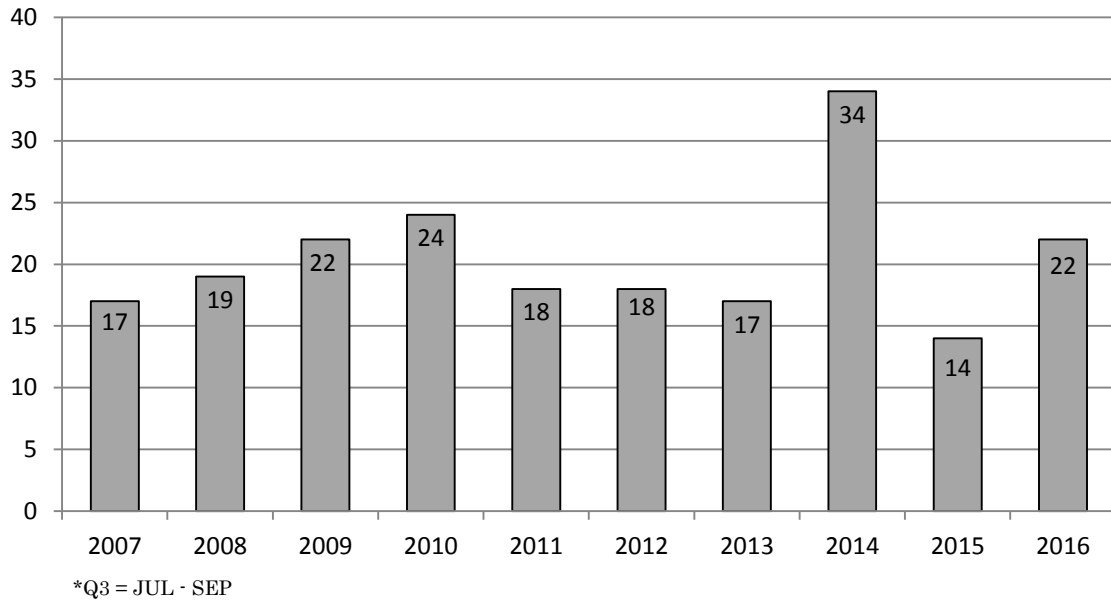
### QUARTER 2 FATALITIES



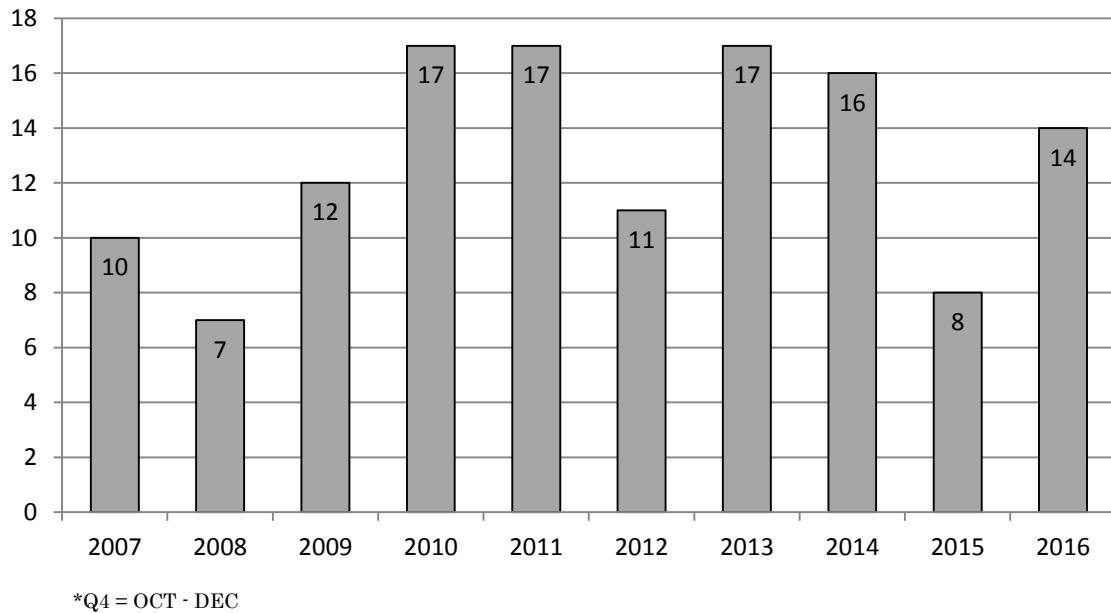
\*Q2 = APR - JUN

## 2016 TREND ANALYSIS

### QUARTER 3 FATALITIES

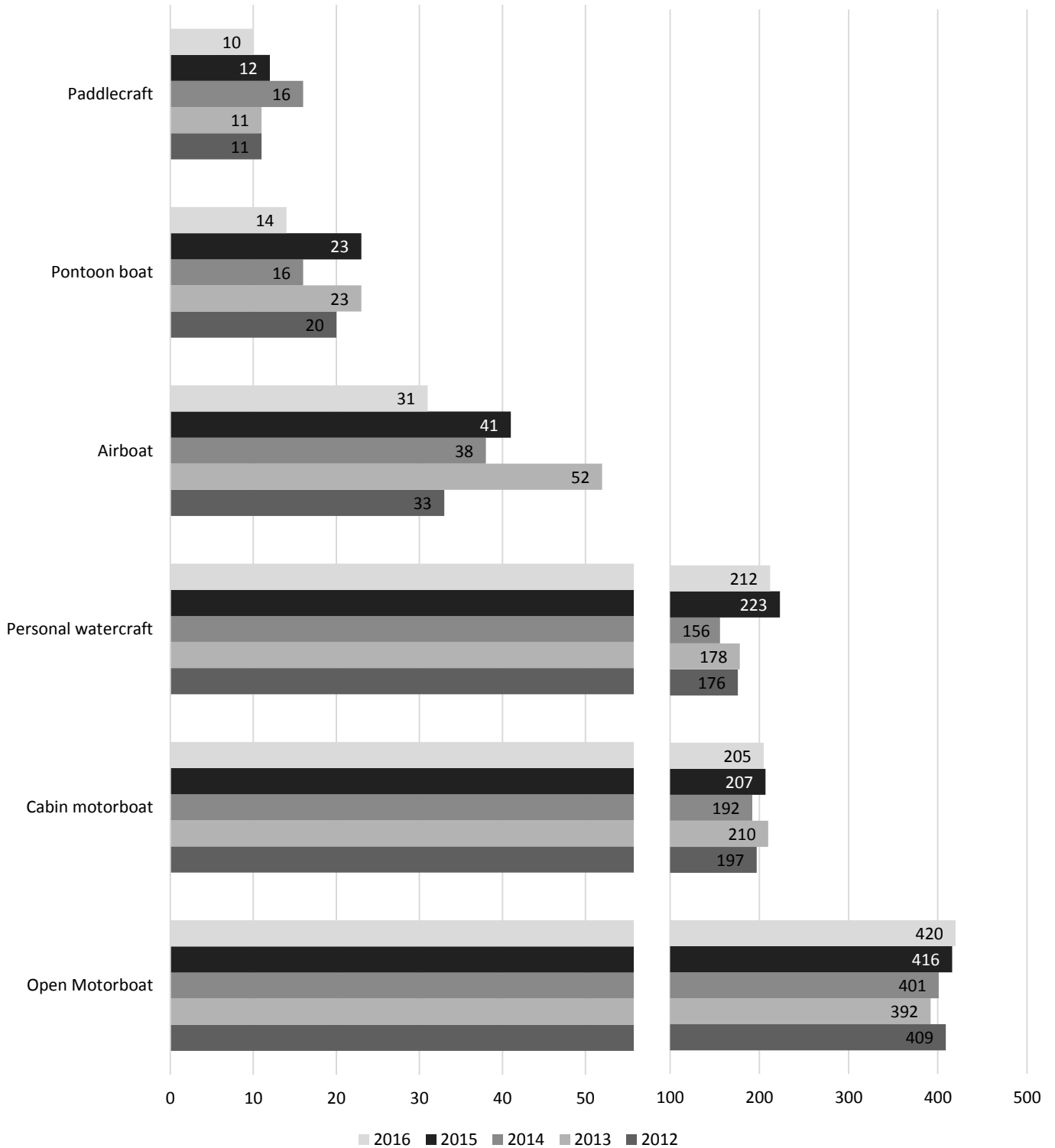


### QUARTER 4 FATALITIES



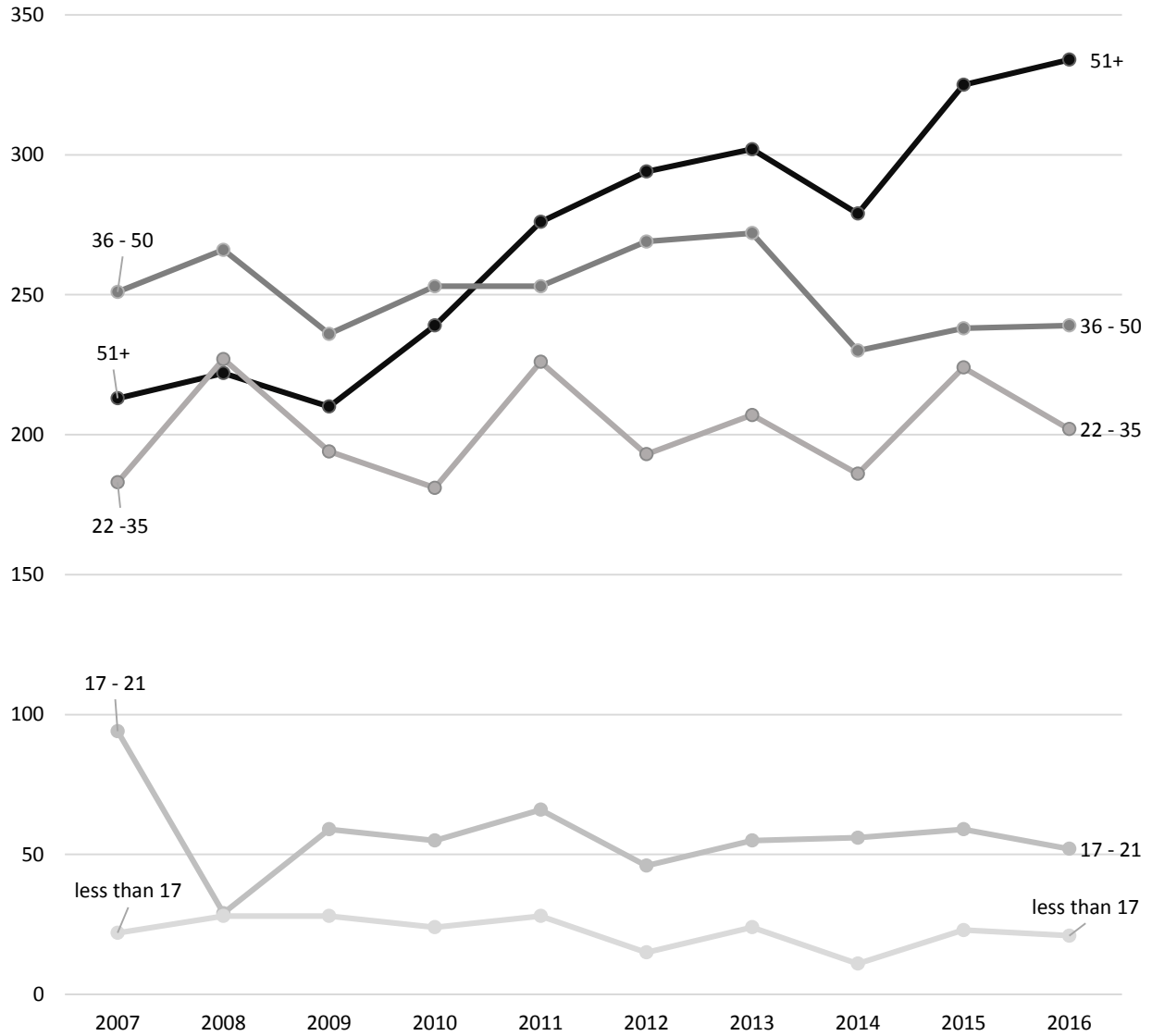
## 2016 TREND ANALYSIS

### VESSEL TYPES 2012 - 2016



## 2016 TREND ANALYSIS

### OPERATOR BY AGE 2007-2016







# Glossary



## **Glossary photo detail**

Cover Photos: (Courtesy of FWC)

### **Top Picture**

On August 13, 2016, at approximately 4:45pm, a 20' vessel with six people onboard was traveling along the Suwannee River. As the vessel rounded a bend in the river, an occupant noticed they were heading directly toward a sign. He yelled out to alert the operator and then jumped overboard. The vessel collided with the sign with the bow entering between the two posts. The posts broke upon impact and the sign fell onto the vessel. Another occupant was thrown overboard and a third was struck by the sign when it fell. A Good Samaritan vessel and picked up two of the occupants that were in the water. The operator of the 20' vessel was able to use the trolling motor to get the vessel to shore. The operator later stated that he did not see the sign until it was too late.

### **Bottom Picture**

On August 4, 2016, at approximately 4:30 pm, a 29' vessel hit the Channel Five Bridge. The vessel was stopped by law enforcement nine miles north of the incident at Indian Key Fill boat ramp. The operator stated that a wake from another vessel caused him to hit the bridge and subsequent damage.

A witness, who was fishing from the bridge, stated the operator of the vessel appeared to be attempting to remove fishing line from the engines. The vessel drifted in the current and hit the bridge. After freeing the line and pushing off the bridge, the operator then accelerated while making a hard right turn. The vessel struck one of the bridge supports, glanced off and then hit the bridge supports head-on. No one was injured in the accident.

## GLOSSARY OF DEFINITIONS

**ALCOHOL/DRUG RELATED** – Refers to any accidents in which alcohol/drug use may have been a contributing factor, whether or not legally impaired.

**AT ANCHOR** – Held in place in the water by an anchor, includes “moored” to a buoy or anchored vessel and “dragging anchor.”

**BOATING ACCIDENT** - A collision, accident, or casualty involving a vessel, in or upon, or entering into or exiting from the water, includes capsizing, collision with another vessel or object, sinking, personal injury, death or disappearance of any person from on board under circumstances which indicate the possibility of death or injury or property damage to any vessel or dock.

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

**CAPSIZING** - Overturning of a vessel.

**CARELESS OPERATION** – Operation of a vessel in a manner that is not reasonable and prudent, having no regard for other waterborne traffic, posted speed and wake restrictions, and all other attendant circumstances so as not to endanger the life, limb, or property of any person.

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

**COLLISION WITH FIXED OBJECT** - The striking of any fixed object above or below the surface of the water.

**COLLISION WITH A FLOATING OBJECT** - Collision with any waterborne object (except another vessel), above or below the surface, that is free to move with the tide, current or wind.

**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, for which a certificate of documentation is issued by the United States Coast Guard, pursuant to 46 C.F.R. part 67. Documented vessels are not required to display an assigned registration number.

**DRIFTING** - Underway, but not proceeding over the bottom with use of engines, oars or sails; being carried along only by the tide, current or wind.

**FALLS OVERBOARD** - A person who unintentionally exits the vessel.



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

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

**FIRE/EXPLOSION (FUEL)** - Accidental combustion of vessel fuel or liquids (including their vapors).

**FIRE/EXPLOSION (OTHER)** - Accidental burning or explosion of any material on board, except, vessel fuels or their vapors.

**FLORIDA INTRACOASTAL WATERWAY** - The Atlantic Intracoastal Waterway from the Georgia state line north of Fernandina to Miami, the Port of Canaveral lock and canal to the Atlantic Intracoastal Waterway; the Atlantic Intracoastal Waterway, Miami to Key West; the Okeechobee Waterway, Stuart to Fort Myers; the St. Johns River, Jacksonville to Sanford; the Gulf Intracoastal Waterway, Anclote to Fort Myers; the Gulf Intracoastal Waterway, Carrabelle to Tampa Bay; Carrabelle to Anclote open bay section (using Gulf of Mexico); the Gulf Intracoastal Waterway, Carrabelle to the Alabama state line west of Pensacola; and the Apalachicola, Chattahoochee and Flint rivers in Florida.

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

**FUELING** - Any stage of the fueling operation, primarily concerned with introduction of explosive or combustible vapors or liquids on board.

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

**IMPROPER LOADING** - Loading, including weight shifting of the vessel, causing instability, limited maneuverability or dangerously reduced freeboard.

**INBOARD/OUTBOARD** - Also referred to as inboard/outdrive. Regarded as inboard because the power unit is located inside the boat and has a stern-mounted propulsion unit.

**INFLATABLE LIFE JACKET** - A sleeveless jacket or vest with inflatable chambers designed to keep a person afloat in the water. May also be manufactured to resemble a belt or fanny pack when not inflated.

**LIFE JACKET** - A sleeveless jacket or vest that is filled with buoyant material designed to keep a person afloat in the water.

**MANEUVERING** - Changing of course, speed or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, such as docking.

**MOTORBOAT** - (1) Any vessel which is propelled or powered by machinery and which is used or capable of being used as a means of transportation on water. (2) Any vessel equipped with propulsion machinery and not more than sixty-five feet in length.

**NAVIGATION RULES** - The International Navigation Rules Act of 1977, 33 U.S.C., for vessels on waters outside of established navigation lines of demarcation as specified in 33 C.F.R. Part 80 or the Inland Navigation Rules Act of 1980, 33 U.S.C. ss 2001 for vessels on all waters not outside of such lines of demarcation.

**NON-RESIDENT** - A citizen of the United States who has not established residence in this state and has not continuously resided in this state for one year and in one county for the six months immediately preceding the initiation of a vessel titling or registration action.

**NO PROPER LOOK-OUT** - No proper watch, the failure of the operator to perceive danger because no one was serving as look-out or the person so serving failed in that regard.

**NUMBERED VESSEL** - An undocumented vessel numbered by a state with a numbering system approved by the United States Coast Guard under Chapter 123, Title 46, U.S.C.

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

**OPERATE** - To be in charge of or in command of or in actual physical control of a vessel upon the waters of this state, or to exercise control over or to have responsibility for a vessel's navigation or safety while the vessel is underway upon the waters of this state, or to control or steer a vessel being towed by another vessel upon the waters of this state.

**OWNER** - A person, other than a lien holder, having the property or title to a vessel. The term includes a person entitled to the use or possession of a vessel subject to an interest in another person, reserved or created by agreement and securing payment of performance of an obligation, but the term excludes a lessee under a lease not intended as security.

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

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

**PERSONAL FLOATATION DEVICE (PFD)** - A life jacket or similar buoyancy aid. See also LIFE JACKET.

**PERSONAL WATERCRAFT** - A vessel less than 16 feet in length which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing or kneeling on the vessel, rather than in the conventional manner of sitting or standing inside the vessel.

**RECKLESS OPERATION** - A person is guilty of reckless operation of a vessel who operates any vessel, or manipulates any water skis, aquaplane or similar device, in willful or wanton disregard for the safety of persons or property at a speed or in a manner as to endanger, or likely to endanger, life or limb, damage the property of or injure any person.

**REGISTRATION** - A state operating license on a vessel which is issued with an identifying number, an annual certificate of registration and a decal designating the year for which a registration fee was paid.

**REPORTABLE BOATING ACCIDENT** - An accident that results in personal injury requiring medical treatment beyond immediate first aid, death, disappearance of any person from on board under circumstances which indicate the possibility of death or injury or damage to any vessel or other property in an apparent aggregate amount of at least \$2000 or total loss of a vessel.

**RESIDENT** - A citizen of the United States who has established residency in this state and has continuously resided in this state for one year and in one county for the six months immediately preceding the initiation of a vessel titling or registration action.

**RULES OF THE ROAD** -The Inland and International Navigation Rules for the prevention of collision at sea.

**SAILBOAT OR AUXILIARY SAILBOAT** - (1) Any vessel whose sole source of propulsion is the natural element (i.e., wind). (2) Craft intended to be propelled primarily by sail, regardless of size or type.

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

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

**STEEL HULL** - Hulls of sheet steel or steel alloy, not those of steel ribs and wood, canvas or plastic hull coverings.

**STRUCK BY BOAT OR PROPELLER** - Striking of a victim who is outside of the boat, but not necessarily a swimmer.

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

**TOWED WATER SPORT MISHAP** – A water sport accident associated with vessel passenger(s) or person(s) being towed or surfing the wake created by a vessel. Includes, but is not limited to, water skiing, wakeboarding, tubing, parasailing, etc.

**TOWING** - Engaged in towing any vessel, fishing gear or object other than a person.

**VESSEL** - Is synonymous with boat as referenced in S.1 (b), Article VII of the State Constitution, and includes every description of watercraft, barge and airboat, other than a seaplane on the water, used or capable of being used as means of transportation on water.

**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.

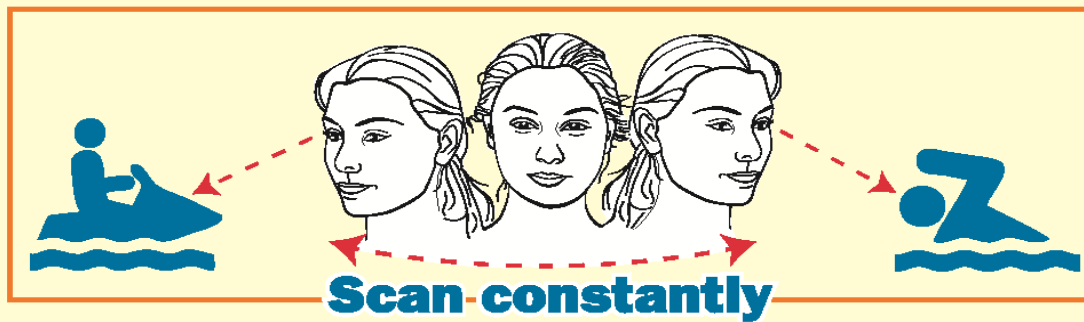


# IMPORTANT

## boating safety messages to remember

### Always know what's going on around your boat.

Most boating accidents involve collisions.  
Staying alert is critical!



### Develop a "Life Jacket Habit."

Most people who die in boating accidents drown. Try out an inflatable life jacket and, most of all, wear it!



### Alcohol use is a leading cause of boating deaths.

Alcohol and boating really don't mix, so save it for later. When you drink, you don't think!

From your friends at the Florida Fish and Wildlife Conservation Commission



**Florida Fish and Wildlife Conservation Commission**  
**620 South Meridian Street**  
**Tallahassee, FL 32399-1600**  
**Boating and Waterways Section**  
**Phone: (850) 488-5600**  
**www.MyFWC.com**



**FWC reminds you to not spoil your boating fun.**  
**Slow down and look around.**

