

NORTH CAROLINA

REPORT OF

BOATING

ACCIDENTS AND FATALITIES

2016



COMPILED AND PUBLISHED BY THE

NORTH CAROLINA WILDLIFE RESOURCES

COMMISSION

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Environmental Quality**

Michael S. Regan/Secretary

North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

**2016 North Carolina Annual Boating Accident Report
North Carolina Wildlife Resources Commission
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North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director
May, 2017

NORTH CAROLINA BOATING ACCIDENT STATISTICS - 2016

INTRODUCTION

This annual report contains statistics extracted from boating accident reports submitted to the North Carolina Wildlife Resources Commission, and boating-related information for the calendar year of 2016.

Boating accidents that occur on public waters of this state must be reported to the North Carolina Wildlife Resources Commission if the accident results in one or more of the following:

- (a) Loss of life
- (b) A person loses consciousness or receives medical treatment, or is disabled for more than twenty-four hours
- (c) Actual physical damage to property (including vessels) is in excess of \$2,000.00
- (d) A person disappears from the vessel under circumstances that indicate death or injury

The following types of boating accidents are included in this report:

- (1) Grounding, capsizing, sinking, or flooding/swamping.
- (2) Falls in or overboard a vessel.
- (3) Persons ejected from a vessel.
- (4) Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- (5) Water-skiing or other mishap involving a towable device.
- (6) Collision with another vessel or object.
- (7) Striking a submerged object.
- (8) A person struck by a vessel, propeller, propulsion unit, or steering machinery.
- (9) Carbon monoxide exposure.
- (10) Electrocution due to stray current related to a vessel.
- (11) Casualties where a person falls off an anchored vessel.
- (12) Casualties that result when a person departs an anchored, disabled vessel to make repairs, such as unfouling an anchor or cleaning out the intake of a jet-propelled vessel.

The following types of boating accidents are not included in this report:

- (1) Accidents involving only slight injury or property damage of less than \$2,000.00
- (2) Accidents which did not directly involve a vessel, its equipment, or its appendages
- (3) A person dies, is injured, or is missing as a result of suicide or assault by another person or persons while aboard a vessel.
- (4) A person dies or is injured from natural causes while aboard a vessel where the vessel did not contribute to the casualty.
- (5) A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- (6) A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- (7) Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- (8) Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- (9) Accidents occurring on private ponds
- (10) Accidents involving commercial activity

The purpose of the accident report is to provide statistical information on the causes, frequency, and location of serious boating accidents. These statistics are analyzed to aid in determining the direction of measures to deter boating accidents.



Gordon Myers
Executive Director

ANNUAL BOATING STATISTICS

<u>YEAR</u>	<u>BOATING ACCIDENTS</u>	<u>FATAL ACCIDENTS</u>	<u>BOATS REGISTERED</u>	<u>BOATING EDUCATION STUDENTS</u>
2016	147	22	367,225	22,169*
2015	166	21	289,236	20,317*
2014	130	23	302,713	6,262*
2013	143	17	304,658	16,877*
2012	151	23	309,489	35,532*
2011	142	25	348,478	41,379*
2010	154	23	314,105	31,253*
2009	154	21	368,004	17,328*
2008	157	18	325,491	4,363*
2007	169	20	371,255	5,008*
2006	217	22	370,291	3,706*
2005	215	14	362,907	3,711*
2004	138	23	336,056	3,889*
2003	182	21	351,753	3,667*
2002	173	11	357,330	6,417
2001	196	16	355,421	3,733
2000	173	19	350,436	5,925
1999	189	21	355,089	2,287
1998	251	31	342,003	2,729
1997	233	22	341,249	3,853
1996	223	21	321,150	19,899
1995	272	27	318,515	33,942
1994	206	21	311,854	36,467
1993	179	30	294,058	44,645
1992	163	21	283,450	40,236
1991	166	26	278,598	49,508
1990	198	37	274,666	56,458
1989	188	26	297,446	52,488
1988	140	24	256,264	77,300
1987	102	28	241,858	77,985
1986	130	27	229,758	77,844
1985	107	39	218,019	84,890
1984	102	28	202,912	81,942
1983	108	31	192,432	79,818
1982	97	32	191,037	82,007
1981	101	34	193,600	80,287

*The total number of students receiving boater education certification in North Carolina includes students certified by the US Coast Guard Auxiliary, the US Power Squadrons and NASBLA approved on-line courses.

BOATING STATISTICS 1973 – 1980

For this time period, there was an average of:

166 boating accidents

50 fatal boating accidents

157,345 boats registered

68,161 boating education students

COUNTY TOTALS					
COUNTY	TOTAL FATAL	ALCOHOL RELATED FATAL*	TOTAL NON-FATAL	ALCOHOL RELATED NON-FATAL*	TOTAL ACCIDENTS
Alamance	0	0	0	0	0
Alexander	0	0	1	0	1
Alleghany	0	0	0	0	0
Anson	1	0	0	0	1
Ashe	0	0	0	0	0
Avery	0	0	0	0	0
Beaufort	0	0	4	0	4
Bertie	0	0	0	0	0
Bladen	1	0	0	0	1
Brunswick	1	0	5	1	6
Buncombe	0	0	1	0	1
Burke	0	0	1	1	1
Cabarrus	0	0	0	0	0
Caldwell	0	0	1	0	1
Camden	0	0	0	0	0
Carteret	1	0	12	4	13
Caswell	0	0	0	0	0
Catawba	1	1	3	0	4
Chatham	1	0	1	0	2
Cherokee	0	0	2	0	2
Chowan	1	0	0	0	1
Clay	0	0	0	0	0
Cleveland	0	0	0	0	0
Columbus	2	0	0	0	2
Craven	1	0	2	1	3
Cumberland	0	0	0	0	0
Currituck	1	1	8	0	9
Dare	2	1	7	0	9
Davidson	0	0	1	0	1
Davie	0	0	0	0	0
Duplin	0	0	0	0	0
Durham	1	1	0	0	1
Edgecombe	0	0	0	0	0
Forsyth	1	0	1	0	2
Franklin	0	0	0	0	0
Gaston	0	0	6	2	6
Gates	0	0	1	0	1
Graham	0	0	0	0	0
Granville	0	0	0	0	0
Greene	0	0	0	0	0
Guilford	0	0	0	0	0
Halifax	0	0	0	0	0
Harnett	0	0	0	0	0
Haywood	0	0	0	0	0
Henderson	0	0	0	0	0
Hertford	0	0	0	0	0
Hoke	0	0	0	0	0
Hyde	0	0	4	0	4
Iredell	1	0	5	0	6
Jackson	0	0	1	0	1
Johnston	0	0	0	0	0
Jones	0	0	0	0	0
Lee	0	0	0	0	0
Lenoir	0	0	0	0	0
Lincoln	0	0	0	0	0
Macon	0	0	1	0	1
Madison	0	0	0	0	0
Martin	0	0	0	0	0
McDowell	0	0	1	0	1
Mecklenburg	1	0	11	2	12
Mitchell	0	0	0	0	0
Montgomery	0	0	0	0	0
Moore	0	0	2	1	2
Nash	0	0	0	0	0

COUNTY TOTALS					
COUNTY	TOTAL FATAL	ALCOHOL RELATED FATAL*	TOTAL NON-FATAL	ALCOHOL RELATED NON-FATAL*	TOTAL ACCIDENTS
New Hanover	0	0	14	0	14
Northampton	0	0	3	1	3
Onslow	0	0	8	1	8
Orange	0	0	0	0	0
OUT OF STATE	0	0	0	0	0
Pamlico	0	0	4	0	4
Pasquotank	0	0	0	0	0
Pender	1	0	3	0	4
Perquimans	0	0	0	0	0
Person	0	0	0	0	0
Pitt	0	0	0	0	0
Polk	0	0	0	0	0
Randolph	0	0	0	0	0
Richmond	0	0	0	0	0
Robeson	0	0	0	0	0
Rockingham	0	0	1	0	1
Rowan	0	0	2	0	2
Rutherford	0	0	0	0	0
Sampson	0	0	0	0	0
Scotland	0	0	0	0	0
Stanly	0	0	1	0	1
Stokes	1	1	2	0	3
Surry	0	0	0	0	0
Swain	0	0	1	1	1
Transylvania	0	0	0	0	0
Tyrrell	1	0	0	0	1
Union	0	0	0	0	0
Vance	0	0	0	0	0
Wake	1	0	1	0	2
Warren	1	0	3	0	4
Washington	0	0	0	0	0
Watauga	0	0	0	0	0
Wayne	0	0	0	0	0
Wilkes	0	0	0	0	0
Wilson	0	0	0	0	0
Yadkin	0	0	0	0	0
Yancey	0	0	0	0	0
TOTALS:	22	5	125	15	147
* these numbers are included on the 2016 NC BOATING ACCIDENT FACT SHEET					

TOTAL ACCIDENTS PER BODY OF WATER						
COUNTY		TOTAL FATAL	ALCOHOL RELATED FATAL*	TOTAL NON-FATAL	ALCOHOL RELATED NON- FATAL*	TOTAL ACCIDENTS
ALBEMARLE SOUND		1	0	0	0	1
ATLANTIC OCEAN		0	0	3	0	3
AUMAN LAKE		0	0	1	1	1
BEAR LAKE		0	0	1	0	1
BEAUFORT INLET		1	0	0	0	1
BEAVER LAKE		0	0	1	0	1
BELEWS LAKE		1	1	3	0	4
BLEWETT FALLS LAKE		1	0	0	0	1
BULKHEAD CHANNEL		0	0	1	0	1
CANE CREEK		0	0	1	0	1
CAPE FEAR RIVER		0	0	1	0	1
CHOWAN RIVER		0	0	1	0	1
COLLINGTON HARBOR		0	0	1	0	1
CROATAN SOUND		0	0	1	0	1
CURRITUCK SOUND		2	2	5	0	7
DOWDYS BAY		0	0	1	0	1
EAST LAKE		0	0	1	0	1
ECHO LAKE		0	0	1	0	1
FALLS LAKE		1	0	0	0	1
FONTANA LAKE		0	0	1	1	1
HIGH ROCK LAKE		0	0	1	0	1
HIWASSEE LAKE		0	0	2	0	2
ICW		1	0	22	4	23
JORDAN LAKE		0	0	1	0	1
KERNERSVILLE LAKE		1	0	0	0	1
LAKE GASTON		1	0	5	0	6
LAKE HICKORY		0	0	3	0	3
LAKE JAMES		0	0	2	1	2
LAKE MATTAMUSKEET		0	0	1	0	1
LAKE NORMAN		2	1	14	1	16
LAKE TILLERY		0	0	1	0	1
LAKE WACCAMAW		2	0	0	0	2
LAKE WYLIE		1	0	5	3	6
LITTLE ALLIGATOR RIVER		1	0	0	0	1
LITTLE RIVER RES		1	1	0	0	1
MASONBORO CHANNEL		0	0	1	0	1
MASONS INLET		0	0	1	0	1
MONEY ISLAND BAY		0	0	1	0	1
MOREHEAD WATERFRONT		0	0	2	1	2
MTN ISLAND LAKE		0	0	5	0	5
NANTAHALA LAKE		0	0	1	0	1
NEUSE RIVER		1	0	3	1	4
NEW RIVER		0	0	2	1	2
NEW RIVER INLET		0	0	1	0	1
NEWPORT RIVER		0	0	1	0	1
NORTH LANDING RIVER		0	0	1	0	1
NORTH RIVER		0	0	1	0	1
NORTH WEST RIVER		0	0	1	0	1
OREGON INLET		0	0	1	0	1
PAMLICO RIVER		0	0	1	0	1
PAMLICO SOUND		1	0	4	0	5

PUNGO CREEK		0	0	1	0	1
PUNGO RIVER		0	0	1	0	1
RICH INLET		0	0	1	0	1
RIVER DUNES MARINA		0	0	1	0	1
ROANOKE RAPIDS LAKE		0	0	1	1	1
SAUNDERS CHANNEL		0	0	1	0	1
SHEARON HARRIS LAKE		1	0	0	0	1
SHEARON HARRIS RES		0	0	1	0	1
SHELTER CREEK		1	0	0	0	1
SHINN CREEK		0	0	1	0	1
TAR RIVER		0	0	1	0	1
TAYLORS CREEK		0	0	1	0	1
TOPSAIL INLET		0	0	1	0	1
TRENT RIVER		0	0	1	0	1
TUCKERTOWN RES		0	0	1	0	1
TULLS BAY		0	0	1	0	1
WHITE LAKE		1	0	0	0	1
WHITE OAK RIVER		0	0	1	0	1
WHITAKER CREEK		0	0	1	0	1
YADKIN RIVER		0	0	1	0	1
TOTALS:		22	5	125	15	147
*These numbers are included on the 2016 NC BOATING ACCIDENT FACT SHEET						

2016 NC BOATING ACCIDENT FACTS

147 Total accidents
125 Total non-fatal accidents
22 Total fatal accidents with 23 fatalities

Non-Fatal Accidents

15 Alcohol-related accidents
76 People injured requiring medical treatment
Of the 76 people injured, 15 were affected by alcohol use
93 Total vessels involved

Fatal Accidents

23 Total fatalities
5 Alcohol-related accidents
Of the 23 fatalities, 5 people were affected by alcohol use
22 Total vessels involved in fatal accidents

Note: These Numbers Include Accidents Involving Personal Watercraft

RANKING OF LEADING TYPES OF FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># ACCIDENTS AFFECTED</u>
1	*Other	9
2	Departed vessel voluntarily	6
3	Fell or jumped overboard	5
4	Collision with fixed object	1
4	Collision with vessel	1

RANKING OF LEADING CAUSES OF FATAL ACCIDENTS

(most accidents have more than one cause)

<u>RANK</u>	<u>CAUSE</u>	<u># ACCIDENTS AFFECTED</u>
1	*Other	22
2	Operator Inattention	2
2	Alcohol use	2
2	Operator inexperience	2
3	Sharp Turn	1
3	Careless/reckless	1
3	Improper Lookout	1
3	Navigation rules infraction	1
3	Hazardous/congested waters	1
3	Excessive speed	1

*Other = unknown, undetermined, voluntarily left vessel, medical condition, carbon monoxide poisoning, weather, swimming ability, etc.

RANKING OF LEADING TYPES OF NON-FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># ACCIDENTS AFFECTED</u>
1	Collision with vessel	39
2	Collision with fixed/floating object	29
3	Skier mishap	8
3	Capsizing	8
3	Falls overboard	8
4	Grounding	7
4	Struck submerged object	7
4	*Other	7
5	Sinking/flooding/swamping	5
6	Falls in boat	4
7	Fire/explosion (fuel)	3
8	Fire/explosion (other than fuel)	2
9	Hit by motor/propeller	1
9	Struck by boat	1

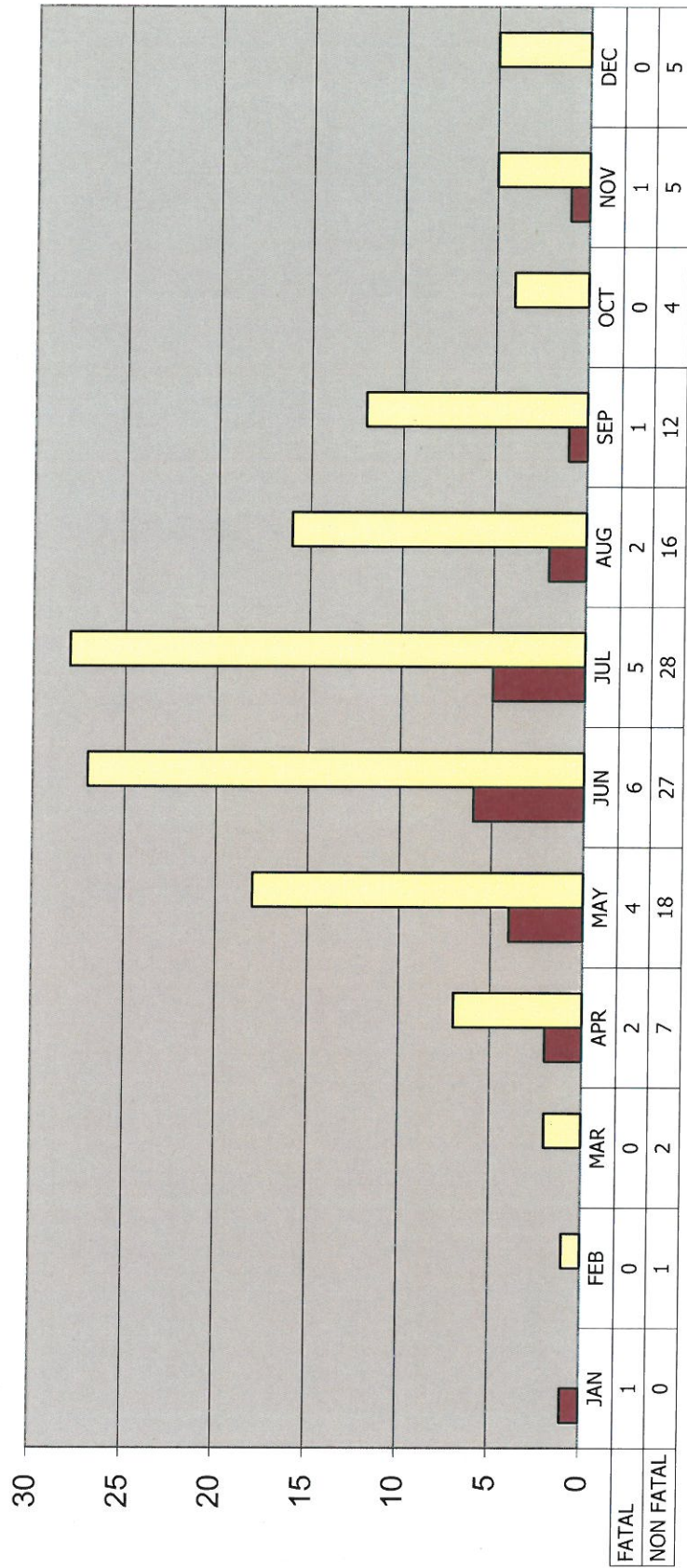
RANKING OF LEADING CAUSES OF NON-FATAL ACCIDENTS

(most accidents have more than one cause)

<u>RANK</u>	<u>CAUSE</u>	<u># ACCIDENTS AFFECTED</u>
1	Operator inattention	37
2	Careless/reckless	34
3	*Other	31
4	Operator inexperience	23
5	Navigation rules infraction	18
6	Weather	16
7	Alcohol/drug use	15
7	No proper lookout/improper lookout	15
8	Fault of machinery/equipment/hull	14
8	Wake	14
9	Excessive speed	12
10	Sharp turn	11
11	Hazardous/congested waters	10
12	Improper loading/anchoring	7
12	No/improper lights	7
13	Improper/restricted vision	4
13	Skier behavior	4
14	Ignition of fuel vapor	3

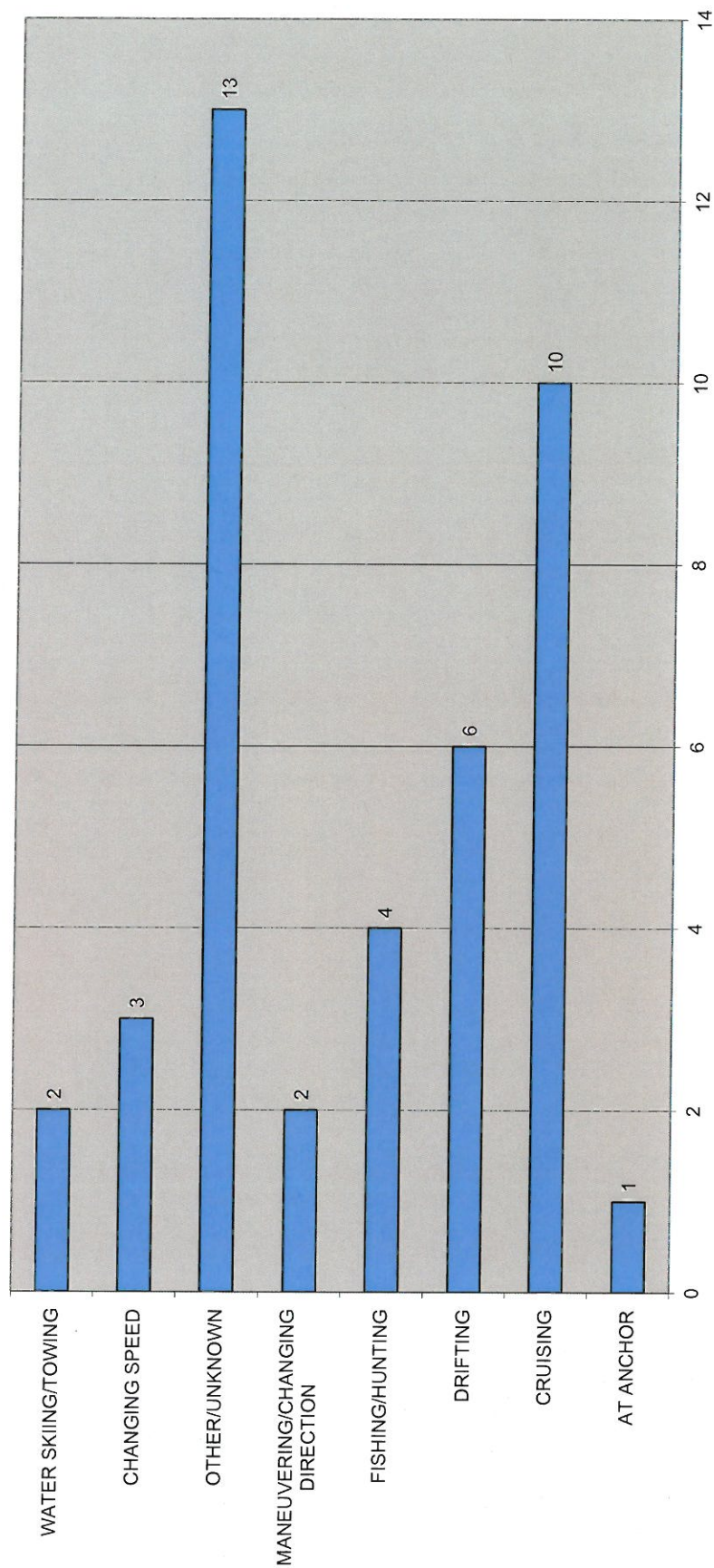
*Other = unknown, undetermined, voluntarily left vessel, medical condition, etc.

MONTHS IN WHICH ACCIDENTS OCCUR

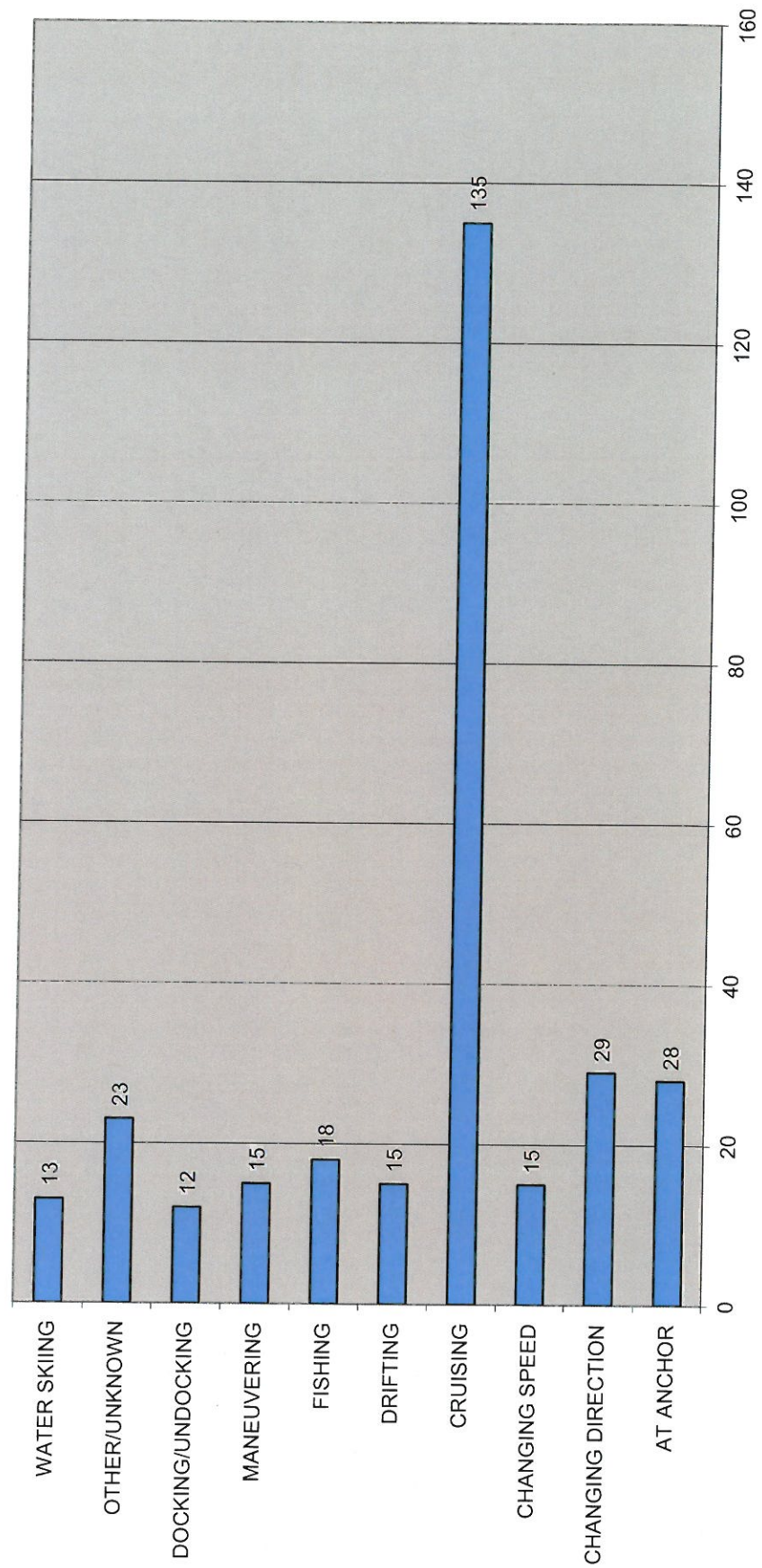


■ FATAL □ NON FATAL

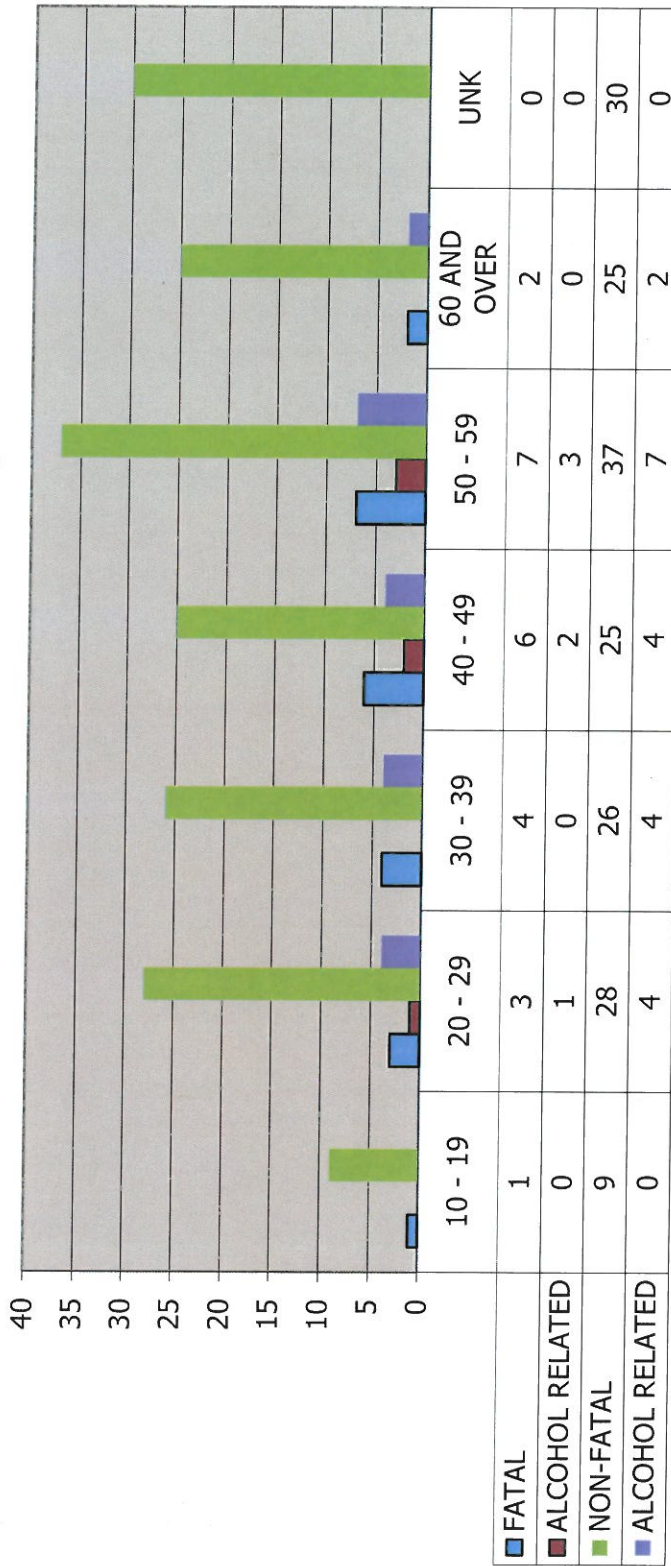
ACTIVITY AT TIME OF FATAL ACCIDENT



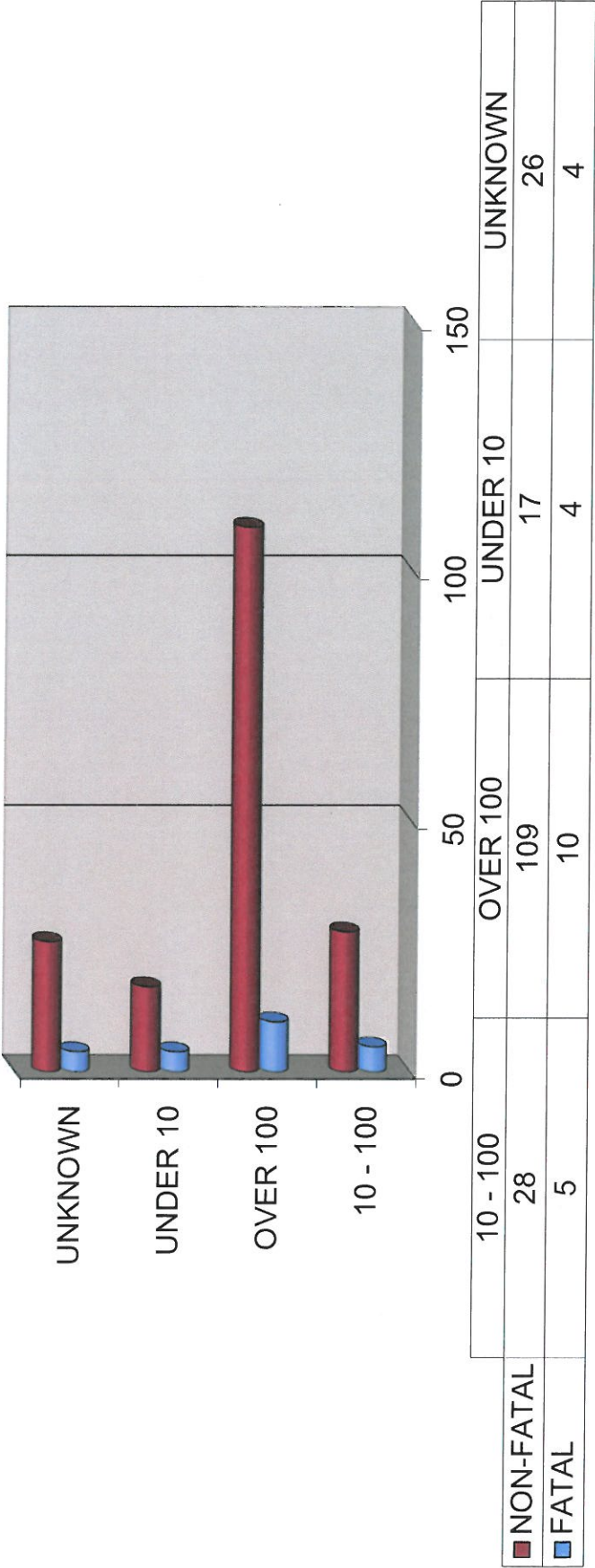
ACTIVITY AT TIME OF NON-FATAL ACCIDENT



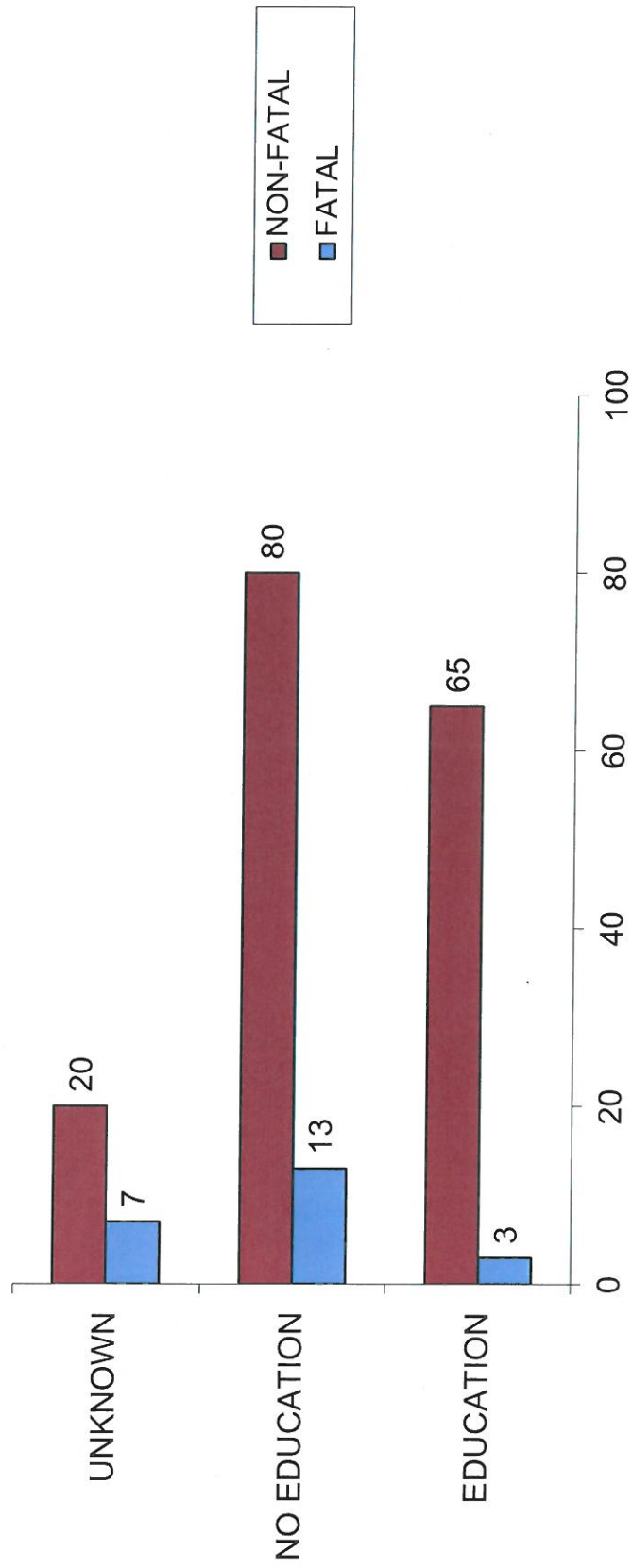
AGES OF OPERATORS INVOLVED IN BOATING ACCIDENTS



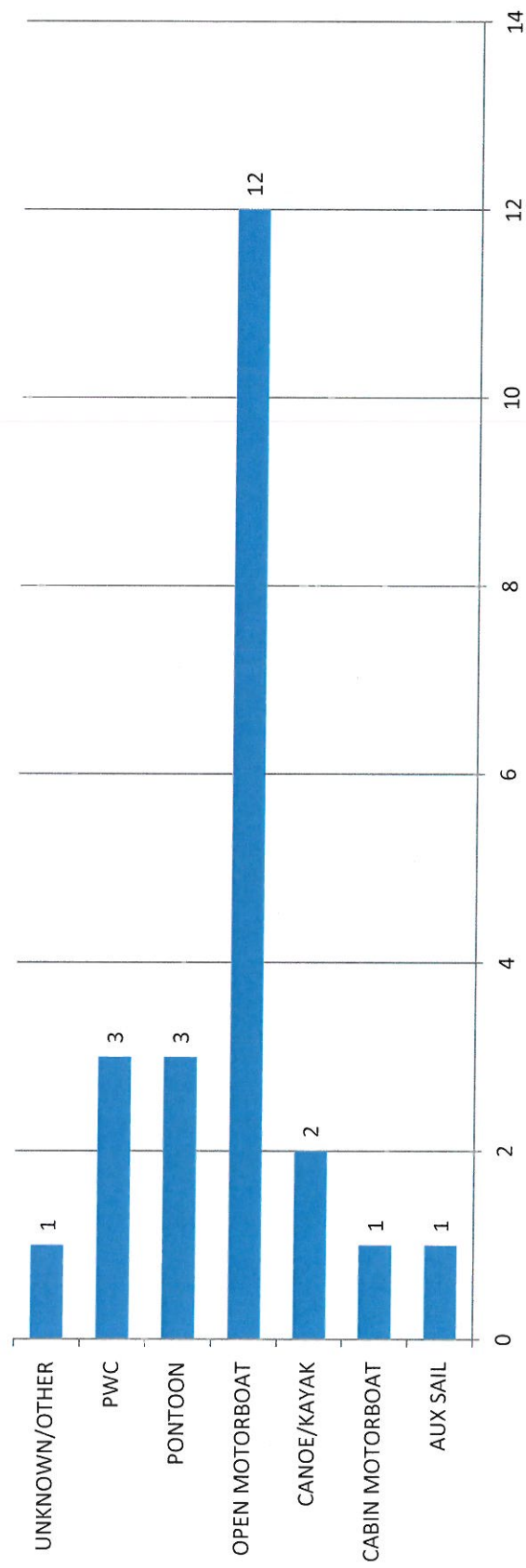
EXPERIENCE (IN HOURS) OF OPERATORS INVOLVED IN BOATING ACCIDENTS



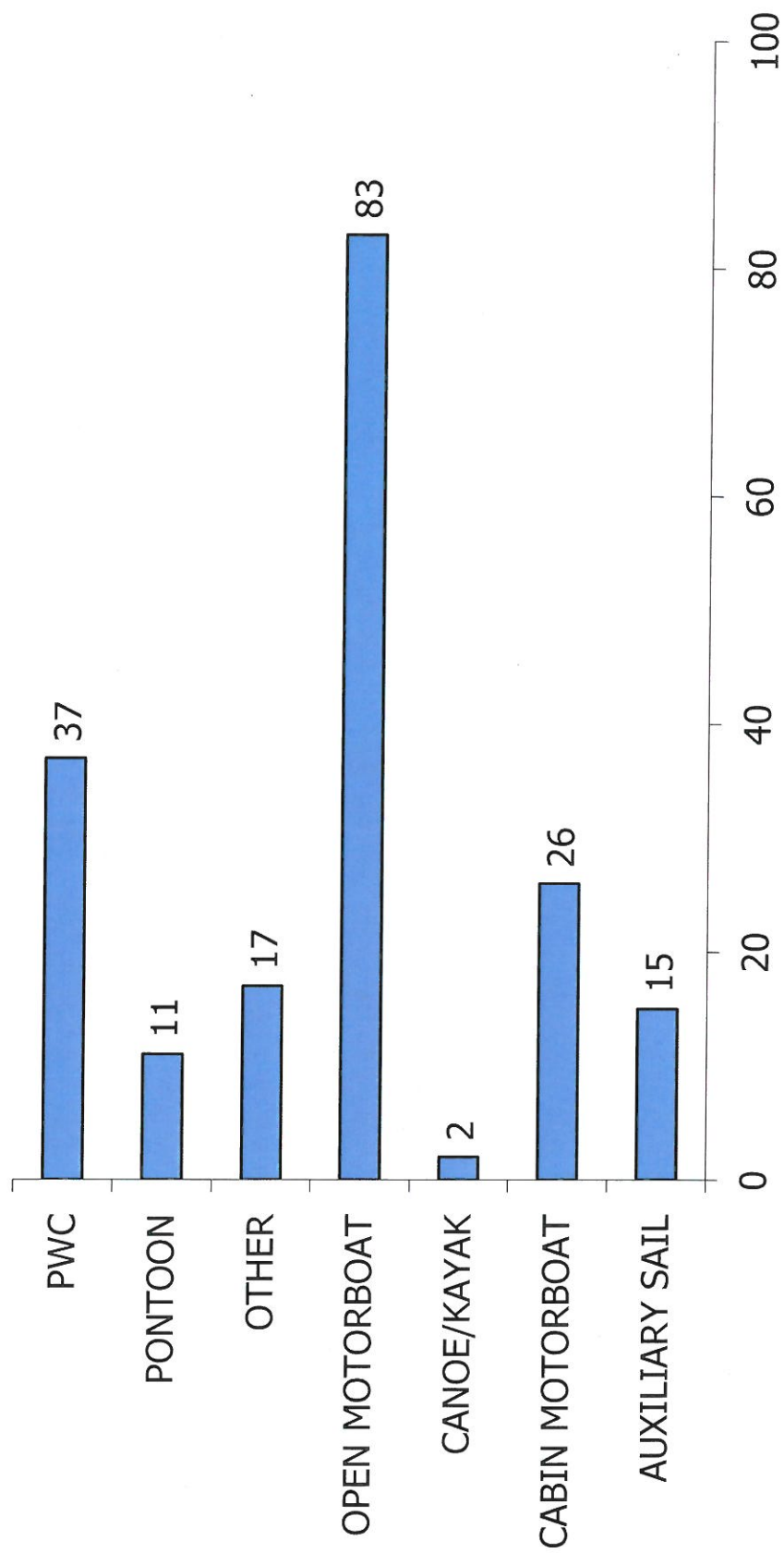
FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL ACCIDENTS



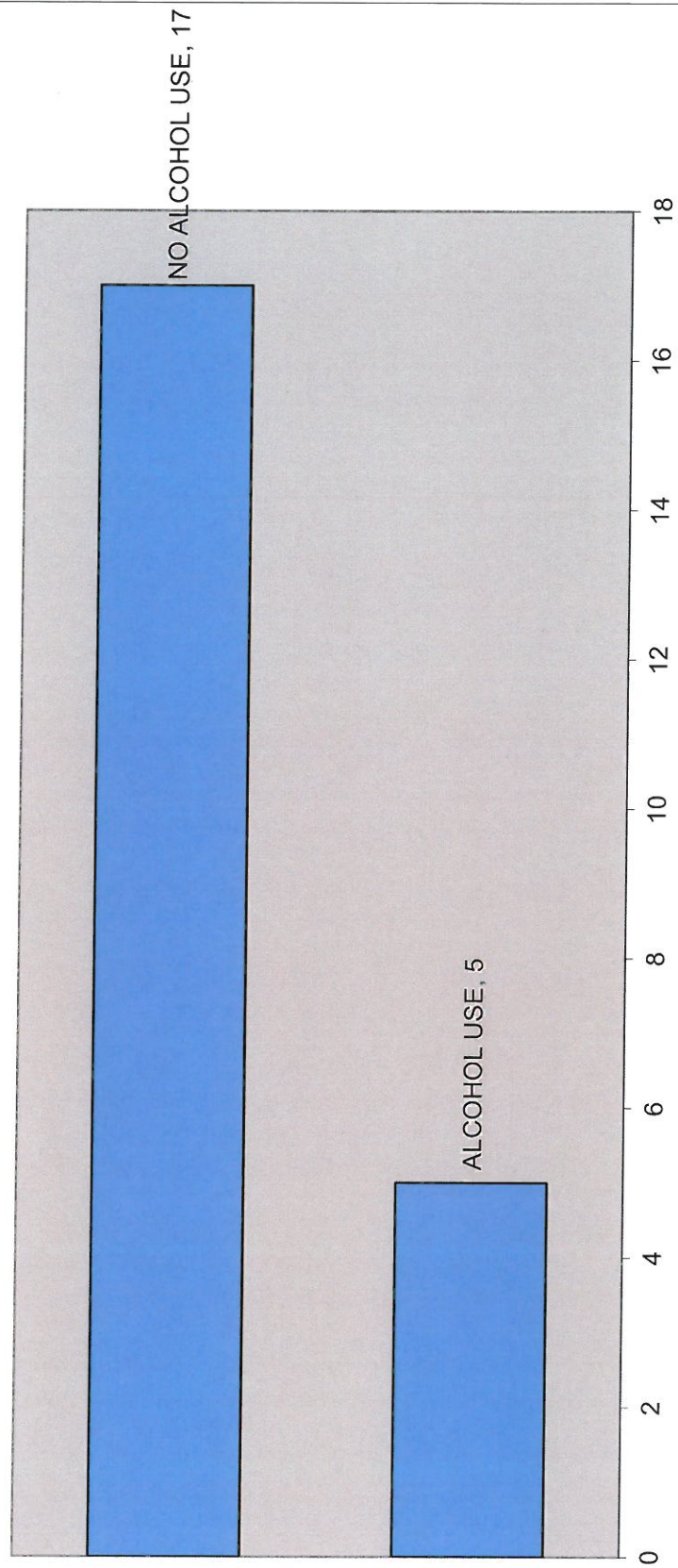
TYPES OF BOATS INVOLVED IN FATAL ACCIDENTS



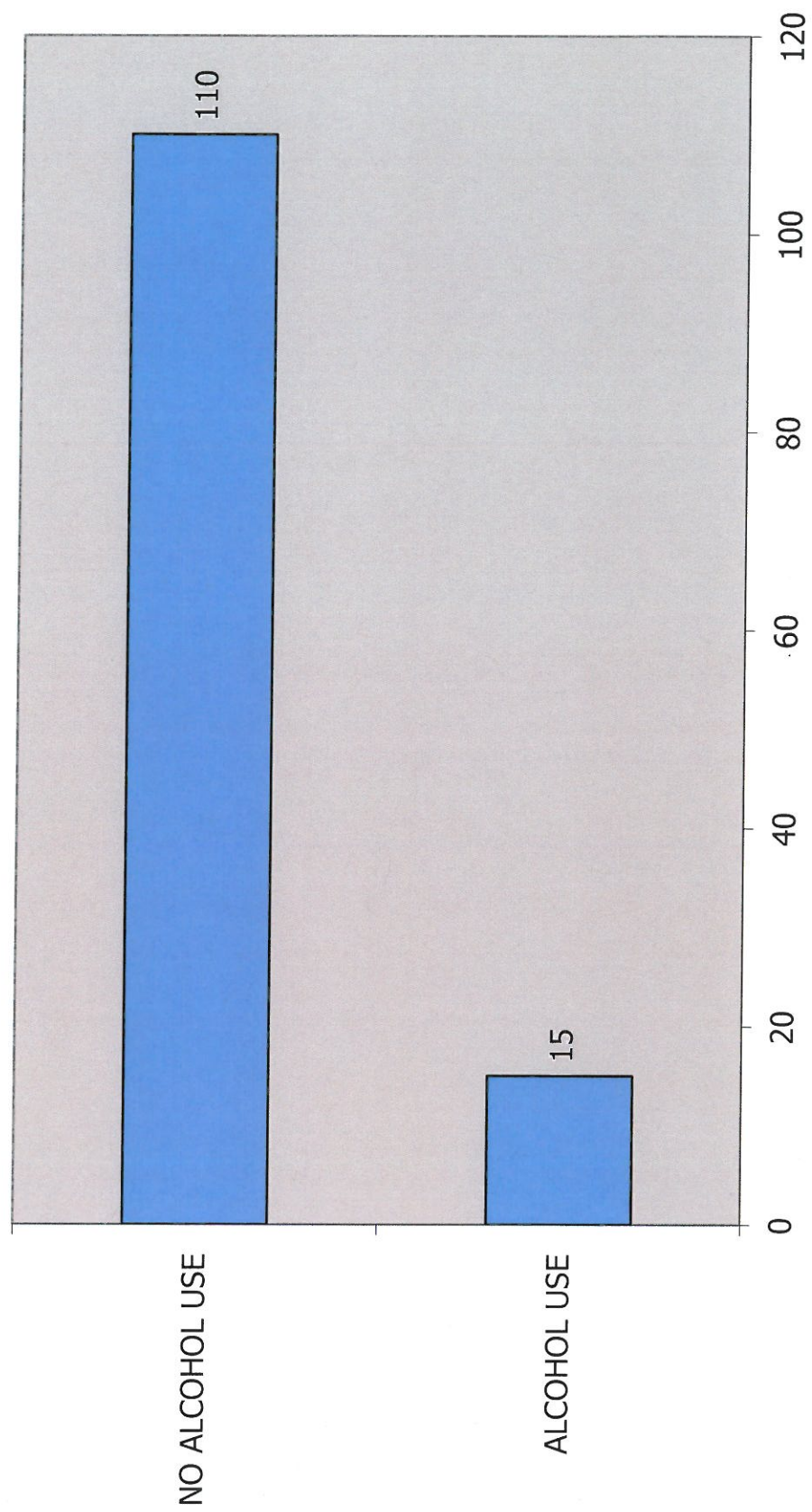
TYPES OF BOATS INVOLVED IN NON-FATAL ACCIDENTS



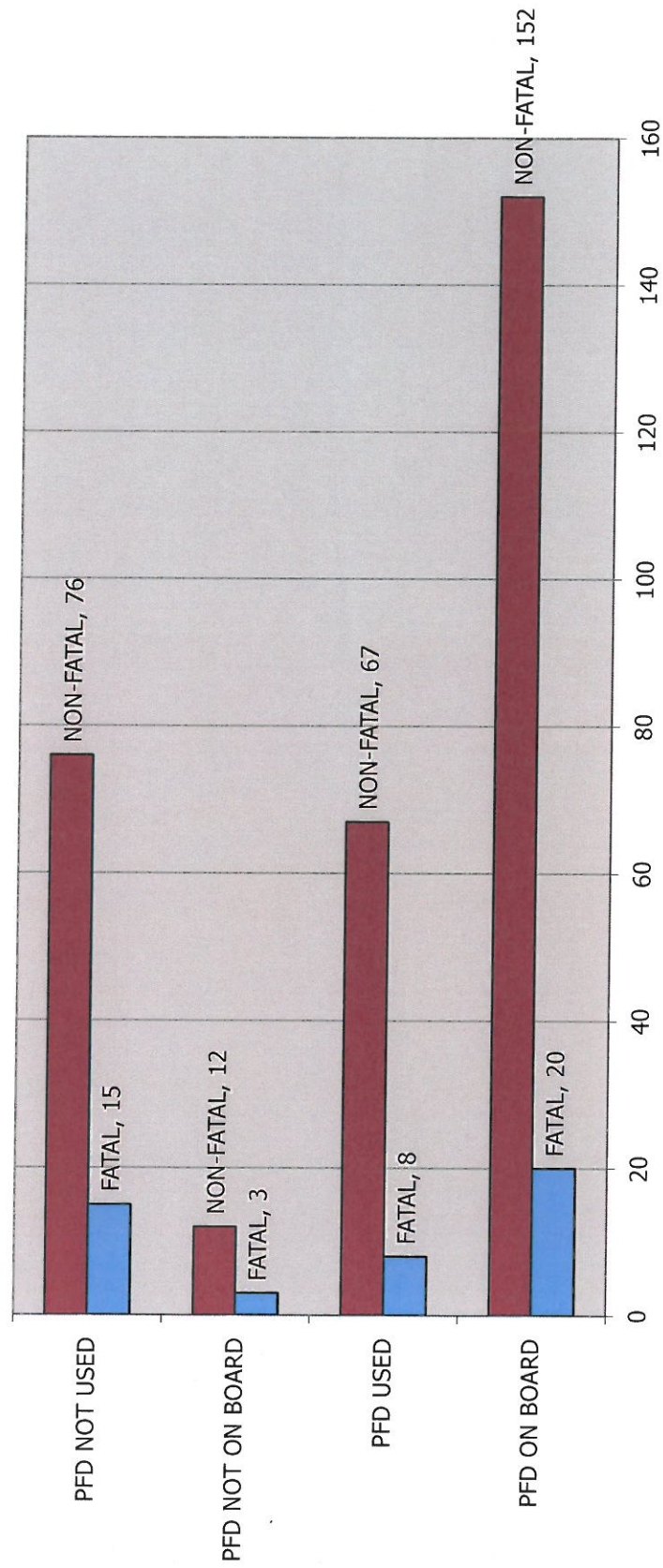
ALCOHOL USE IN FATAL ACCIDENTS



ALCOHOL USE IN NON-FATAL ACCIDENTS



USAGE OF PERSONAL FLOTATION DEVICES IN FATAL AND NON-FATAL BOATING ACCIDENTS

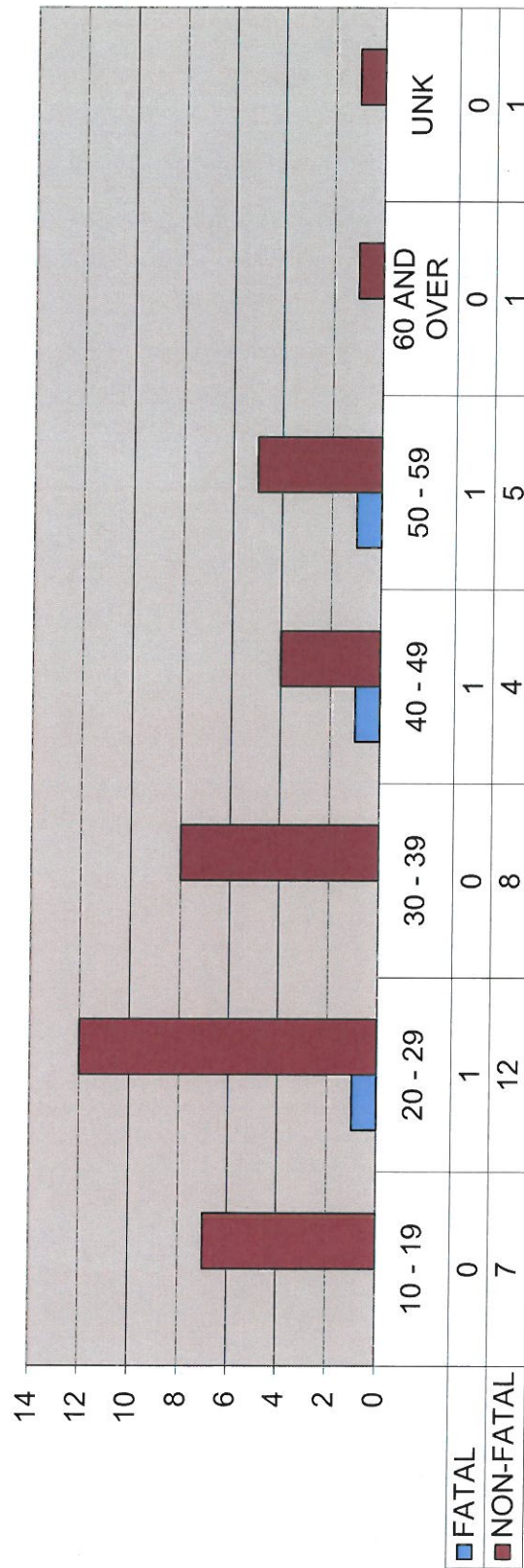


PWC COUNTY TOTALS				
<u>COUNTY</u>	<u>FATAL</u>	<u>NON-FATAL</u>		<u>TOTAL ACCIDENTS</u>
Alamance	0	0		0
Alexander	0	0		0
Alleghany	0	0		0
Anson	0	0		0
Ashe	0	0		0
Avery	0	0		0
Beaufort	0	0		0
Bertie	0	0		0
Bladen	0	0		0
Brunswick	1	3		4
Buncombe	0	0		0
Burke	0	0		0
Cabarrus	0	0		0
Caldwell	0	0		0
Camden	0	0		0
Carteret	0	0		0
Caswell	0	0		0
Catawba	0	0		0
Chatham	0	1		1
Cherokee	0	0		0
Chowan	0	0		0
Clay	0	0		0
Cleveland	0	0		0
Columbus	0	0		0
Craven	0	0		0
Cumberland	0	0		0
Currituck	0	2		2
Dare	1	2		3
Davidson	0	1		1
Davie	0	0		0
Duplin	0	0		0
Durham	0	0		0
Edgecombe	0	0		0
Forsyth	0	0		0
Franklin	0	0		0
Gaston	0	3		3
Gates	0	0		0
Graham	0	0		0
Granville	0	0		0

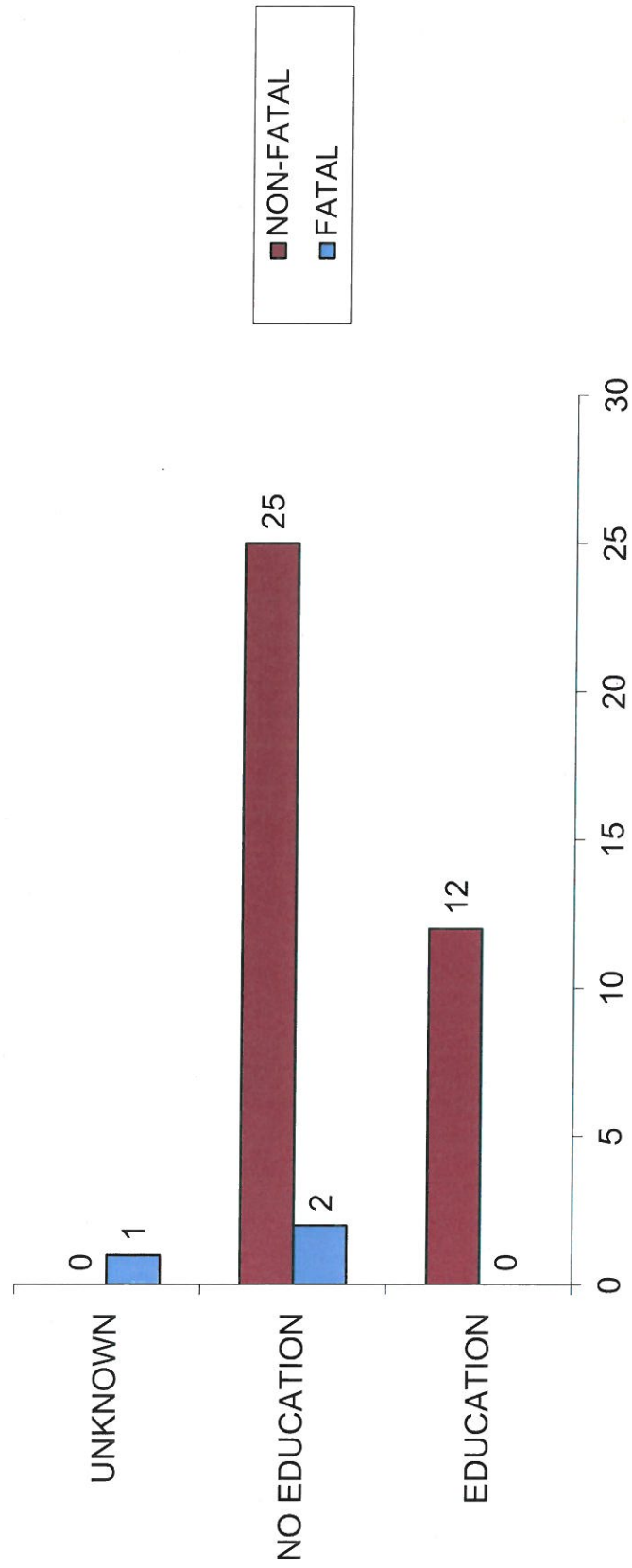
PWC COUNTY TOTALS				
<u>COUNTY</u>	<u>FATAL</u>	<u>NON-FATAL</u>		<u>TOTAL ACCIDENTS</u>
Robeson	0	0		0
Rockingham	0	0		0
Rowan	0	1		1
Rutherford	0	0		0
Sampson	0	0		0
Scotland	0	0		0
Stanly	0	1		1
Stokes	0	0		0
Surry	0	0		0
Swain	0	0		0
Transylvania	0	0		0
Tyrrell	0	0		0
Union	0	0		0
Vance	0	0		0
Wake	0	0		0
Warren	0	1		1
Washington	0	0		0
Watauga	0	0		0
Wayne	0	0		0
Wilkes	0	0		0
Wilson	0	0		0
Yadkin	0	0		0
Yancey	0	0		0
				0
TOTALS:	2	24		26

TOTAL PERSONAL WATERCRAFT ACCIDENTS PER BODY OF WATER	
<u>BODY OF WATER</u>	<u>NUMBER OF ACCIDENTS</u>
BEAR LAKE	1
CANE CREEK	1
CURRITUCK SOUND	4
HIGH ROCK LAKE	1
ICW	7
JORDAN LAKE	1
LAKE GASTON	1
LAKE NORMAN	2
LAKE TILLERY	1
LAKE WYLIE	2
MTN ISLAND LAKE	2
NANTAHALA LAKE	1
PAMLICO SOUND	2
TOTAL	26

AGES OF OPERATORS INVOLVED IN PWC ACCIDENTS



FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL PWC ACCIDENTS



GLOSSARY

The following definitions were considered, drafted and approved by the Coast Guard and by the National Association of State Boating Law Administrators. These definitions of terms used in recording boating accident statistics are presented here to provide a better understanding of the data in this report.

Aluminum Hull – Includes those hulls of aluminum or aluminum alloys.

Anchored – Held in place in the water by an anchor; includes "moored" to a buoy or anchored vessel and "dragging anchor."

At Dock – Secured to a fixed or floating structure; but excludes while being fueled.

Being Towed – In the tow of another vessel.

Burns (or scalds) – Injuries caused by contact with, or exposure to, hot surfaces or substances such as cooking ranges, lights, motors, wiring, liquids, etc. (Does not include burns or scalds received as a result of a fire, explosion or other vessel casualty.)

Cabin Motorboat – Motorboats on which a cabin is constructed which can be completely closed by means of doors or hatches. Large cabin motorboats, even though referred to as yachts, are considered cabin motorboats for classification purposes.

Capsizing – When a vessel overturns, the bottom must become uppermost, except in the case of a sailing boat. If a sailboat overturns, (capsizes), it will normally lie on its side. (A spilling out of persons, except in the case of a sailboat, without completely overturning the boat is a "falling overboard," not a capsizing.)

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

Collision with Fixed Object – The striking of any fixed object, above or below the surface of the water except the bottom. (The striking of rocks, reefs, shoals, etc. on the bottom is a "grounding.")

Conditions or Causes not Otherwise Classified – The majority of these accidents will be "freak" or "odd ball" accidents, which cannot be classified under any of the other causes. (May be caused by such things as lightning, clothing getting caught in controls, etc.)

Cruising – Proceeding normally, unrestricted; an absence of drastic rudder or engine changes.

Crushing (pinching) – Where the victim is injured in this manner by a vessel or its appurtenance. (Such injury might occur while docking, handling lines, doors, hatches, weights, etc.)

Disappearance of Boat – Where a vessel is lost other than by theft, but the circumstances are not known.

Disappearance of Person – Where, from the circumstances, there is a presumption of death, but the body is not found and/or the circumstances are not known.

Documented Vessel – A vessel five net tons or over, owned by a citizen of the United States and used exclusively for pleasure with a valid marine document issued by the Coast Guard. Documented vessels cannot be numbered.

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

Excessive Drinking – Immoderate indulgence in intoxicating beverages to such an extent that the use of one's faculties is materially impaired.

Excessive Speed – Speed above that which a reasonable and prudent person would have operated under the circumstances then existing. It is not necessarily a speed in excess of a posted limit.

Falls Overboard – Falls from the vessel, which result in injury or death.

Falls Within Boat – Any slip, trip, or fall on board or within the vessel resulting in injury or death.

Fault of Equipment – Improper or unsafe installation; inadequacy, but not lack of such equipment.

Fault of Hull – Defect of hull material, design, or construction.

Fault of Machinery – Defect in machinery or material, design or construction; faulty installation by manufacturer, malfunctioning, corrosion, deterioration, absence of safety devices, fault steering gear, etc.

Fault of Operator – Includes the following specific faults: speeding, overloading; improper loading, not properly seating occupants of boat; no proper lookout; carelessness; failure to heed weather warning; operating in a congested area; not observing the Rules of the Road; unsafe fueling practices; lack of experience; ignorance of aids of navigation; lack of caution in an unfamiliar area of operation; improper installation or maintenance of a hull, unseaworthy craft; operating a motorboat near persons in the water, starting engine with clutch engaged or throttle advanced; irresponsible boat handling such as quick, sharp turns.

Fault of Other Persons – Same as faults listed for operator, but attributed to persons such as guests, skiers, bridge tenders, etc.

Fiberglass (Plastic) Hull – Includes those hulls of fiberglass 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 or Explosion of Fuel – Accidental combustion of liquids including they're vapors, or other substances, such as wood or coal, which are on board as vessel fuel.

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

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

Grounding – When a vessel runs aground, strikes or pounds upon rock, reefs, or shoals, stranding it.

Hazardous Waters – Unusual water hazards such as rips, breakers, bar shoals, rapids and obstructions.

Hull Construction – That material which constitutes the majority of the shell of the vessel.

Improper Loading – Where faulty loading (includes weight shifting) of the vessel caused instability, limited maneuverability, dangerously reduced freeboard, etc., and thereby caused the accident.

Inboard – Where the primary propulsion at the time of the casualty was an engine located within and permanently attached to the hull.

Inboard Outboard – Also referred to as inboard/out drive. Regarded as inboard because the power unit is located inside the boat.

Maneuvering – Changing of course, speed, or similar boat handling action during which a high degree of alertness is required or the boat is hazarded because of the operation.

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

Motor Vessel – Any vessel equipped with propulsion machinery (other than steam), more than sixty-five feet long.

Non-tidal Waters – All rivers above the point affected by tides, and all inland lakes, streams, ponds, creeks, etc.

No Proper Lookout (i.e., no proper watch) – The failure of the operator to perceive the danger because no one was serving as lookout, or the person so serving failed in that regard. Also includes inattention on the part of the operator.

Numbered Vessel – Any undocumented vessel numbered by (1) a State with an approved numbering system or (2) the Coast Guard, under the Federal Boat Safety Act of 1971.

Oceans – Those waters affected by tidal action outside the inland tidal waters.

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

Other Casualties to vessel – All vessel casualties not otherwise classified.

Other Crafts – All type crafts not listed, i.e., racing hydroplanes, kayaks, airboats, houseboats, pontoon boats, rafts, etc.

Other Fault of Operator – All irresponsible and/or unsafe boat handling acts not specifically classed.

Other Fire and/or Explosion – Accidental burning or explosion of any material on board, except vessel fuels or their vapors. (Includes electrical fires.)

Other Hull Material – Any material not included in the specific classifications, i.e., hides, canvas, etc.

Other Personnel Casualties – Includes all other personal casualties involving deaths or injuries where a vessel casualty is not involved.

Other Propulsion – Includes all mechanical propulsions other than by water propeller, such as airboats, jet propulsion (using gas vapor thrust), water jet, etc. Also includes the various methods of propelling a craft manually (oars, manual paddle-wheels, etc.) and by sail.

Other, While Underway – Includes all other activities while underway, such as rowing, in a navigation lock, etc. Also includes "unknown" while underway.

Overloading – Where excessive loading of the vessel caused instability, limited maneuverability, dangerously reduced freeboard, etc., and thereby caused the accident.

Outboard – The classification includes "portable" engines. Some are so large as to preclude portability in its true sense but they are considered "outboard" because they are not "permanently" affixed to the structure of the craft. Also, includes all "outboard" motors regardless of the method or location used to mount the engine, i.e., motor wells, "kicker pits," motor pockets, etc.

Personal Casualties - Those accidents in which there was no actual damage to the vessel.

Personal Watercraft – A Personal Watercraft (PWC) is a small vessel which uses an outboard or propeller-driven motor, or 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, or being towed behind the vessel, rather than in the conventional manner of sitting or standing inside the vessel.

Rowboat or Canoe – Crafts of open constructions designed primarily to be propelled manually. Includes "dugouts" but not "kayaks."

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

Sailboat or Auxiliary – Crafts intended to be propelled primarily by sail, regardless of size or type.

Sinking – Where the vessel loses enough buoyancy to settle below the surface of the water.

Steel Hull – Those hulls of sheet steel or steel alloy. Does not include those with steel ribs and wood, canvas or plastic hull coverings.

Striking Floating Object – Collision with any waterborne object above or below the surface that is free to move with the tide, current or wind, except another vessel, i.e., logs, debris, etc.

Struck by Boat or Propeller – Striking of a victim who is outside of the boat, but not necessarily a swimmer.

Swamping – Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain upon the surface.

Towing Skier – Self-explanatory. Includes surfboards, sleds, discs, and other devices, as well as skis, on which a person can be towed behind a boat.

Vessel Casualties (as opposed to personnel casualties) – All of those accidents which result in actual damage to the boat, regardless of extent of damage and regardless of whether persons were injured, killed, or other property was damaged.

Wood Hull – Includes those hull of plywood, wood planked, or any other wood fiber in its natural consistency. Also includes those of wooden constructions that have been "sheathed" with fiberglass or sheet metal.

TAKE A NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS (NASBLA) APPROVED BOATING SAFETY COURSE

FOR AVAILABLE COURSES VISIT THE FOLLOWING WEB SITES:

North Carolina Wildlife Resources Commission at www.ncwildlife.org, From the home page, click on "Boating Education Courses" then click on "Instructor Led Course" and search for the class using your zip code; Or Call 919-707-0030 (*this is a proctored course that must be taken in person*)

US Power Squadron at www.usps.org. Or call 1-888-FOR USPS 1-888-367-8777

US Coast Guard Auxiliary at www.uscgaux.org. Or call 1-800-336-BOAT (1-800-336-2628).

****For other "ONLINE", NASBLA approved Boating Education Courses, visit the following website links:** these links are also posted on our website: www.ncwildlife.org

www.boatus.com

www.boat-ed.com/nc

www.boaterexam.com

www.amboat.com

www.boatingbasicsonline.com

www.lmservice.org

<http://pwcsfetyschool.com>

****REPLACEMENT BE CARDS:** FOR ANY BOATER EDUCATION COURSE TAKEN "ONLINE", PLEASE GO TO THE WEBSITE LINK WHERE COURSE WAS TAKEN TO REQUEST A REPLACEMENT CARD.



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