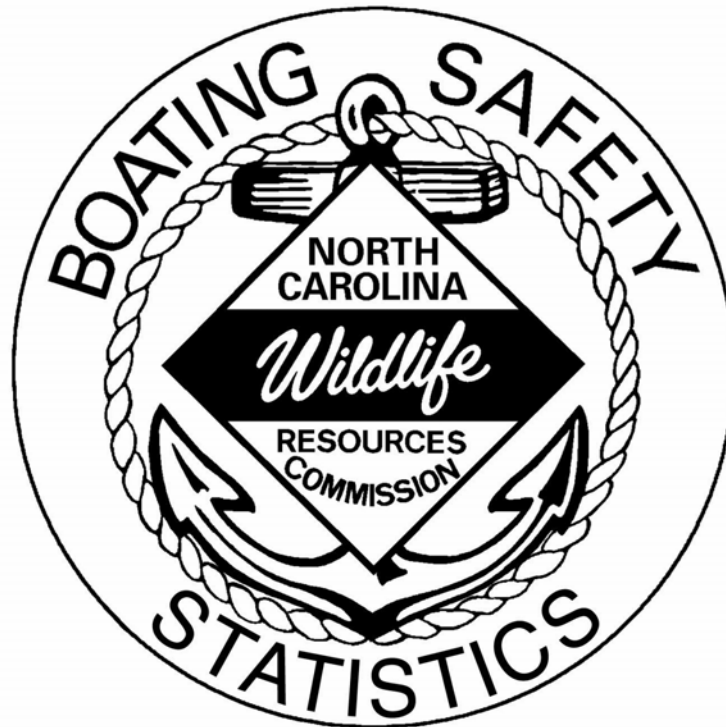


NORTH CAROLINA

REPORT OF

BOATING ACCIDENTS AND FATALITIES

2006



COMPILED AND PUBLISHED BY THE
NORTH CAROLINA WILDLIFE RESOURCES COMMISSION

Division of Enforcement

State of North Carolina

Michael F. Easley/ Governor

**Department of Environment
and Natural Resources**

William G. Ross, Jr./ Secretary

North Carolina Wildlife Resources Commission

Richard B. Hamilton / Executive Director

Fred Harris / Assistant Director

2006 North Carolina Annual Boating Accident Report

North Carolina Wildlife Resources Commission

1719 Mail Service Center

Raleigh, N.C. 27699-1719

“An Equal Opportunity Employer”

April 1, 2006

NORTH CAROLINA BOATING ACCIDENT STATISTICS - 2006

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 2006.

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 \$500;
- (d) A person disappears from the vessel under circumstances that indicate death or injury.

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

- (1) Accidents involving only slight injury or property damage of less than \$500;
- (2) Accidents which did not directly involve a vessel, its equipment, or its appendages;
- (3) Cases in which the boat was used solely as a platform for other activities, from which a person departed safely;
- (4) Homicides or suicides;
- (5) Deaths that were attributed to "natural causes";
- (6) Accidents occurring on private ponds.

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.

Richard B. Hamilton
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>
2006	217	22	370,291	3,706*
2005	215	14	368,636	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	267,446	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

**The total number of students receiving boater education certification in North Carolina in 2006 includes students certified by the U.S. Coast Guard Auxiliary and by the U.S. Power Squadrons.*

ANNUAL BOATING STATISTICS

<u>YEAR</u>	<u>BOATING ACCIDENTS</u>	<u>FATAL ACCIDENTS</u>	<u>BOATS REGISTERED</u>	<u>BOATING EDUCATION STUDENTS</u>
1983	108	31	192,432	79,818
1982	97	32	191,037	82,007
1981	101	34	193,600	80,287
1980	135	45	193,058	84,968
1979	143	56	191,783	84,000
1978	159	50	191,061	80,000
1977	218	60	177,254	60,000
1976	197	35	164,010	50,000
1975	192	58	123,391	50,000
1974	141	41	113,656	----
1973	142	54	104,548	----

2006 N. C. BOATING ACCIDENT FACTS

- 217 Total Accidents
- 195 Non-Fatal Accidents
- 22 Fatal Accidents Resulting in 26 Fatalities
- 291 Total of Vessels Involved in Accidents
- 135 Persons Injured in Accidents Required Medical Treatment

Note: These Numbers Include Accidents Involving Personal Watercraft

TIMES OF DAY IN ACCIDENTS

	<u>Non-Fatal</u>	<u>Fatal</u>	<u>Total</u>
Morning (0601 to 1200)	28	3	31
Afternoon (1201 to 1800)	114	7	121
Evening (1801 to 2400)	45	11	56
Night (0001 to 0600)	8	1	9

Totals	195	22	217

NUMBER OF BOATING ACCIDENTS PER WATER TYPE

<u>Water Type</u>	<u>Non-Fatal</u>	<u>Fatal</u>	<u>Total</u>
Lake	97	11	108
River	17	4	21
ICW/Waterway	36	0	36
Sound	15	0	15
Creek	10	2	12
Ocean	5	1	6
Inlet	4	1	5
Channel	5	0	5
Other	6	3	9

Totals	195	22	217

COUNTY TOTALS

<u>COUNTY</u>	<u>BOATS REGISTERED</u>	<u>TOTAL FATAL</u>	<u>TOTAL NON-FATAL</u>	<u>TOTAL ACCIDENTS</u>
Alamance	4643	0	0	0
Alexander	2286	0	2	2
Alleghany	217	0	0	0
Anson	929	0	0	0
Ashe	499	0	0	0
Avery	425	0	0	0
Beaufort	6,236	1	1	2
Bertie	1,411	0	0	0
Bladen	2,020	0	6	6
Brunswick	9,286	3	19	22
Buncombe	6,135	0	0	0
Burke	3,747	1	0	1
Cabarrus	4,377	0	0	0
Caldwell	3,379	0	1	1
Camden	989	0	1	1
Carteret	12,250	2	20	22
Caswell	858	0	1	1
Catawba	8,087	2	6	8
Chatham	2,455	1	5	6
Cherokee	1,864	0	1	1
Chowan	1,498	0	0	0
Clay	990	0	4	4
Cleveland	3,095	0	3	3
Columbus	4,745	0	1	1

COUNTY TOTALS

<u>COUNTY</u>	<u>BOATS REGISTERED</u>	<u>TOTAL FATALITIES</u>	<u>TOTAL INJURED</u>	<u>TOTAL ACCIDENTS</u>
Craven	6,891	0	3	3
Cumberland	6,761	0	0	0
Currituck	3,423	0	0	0
Dare	5,818	0	16	16
Davidson	8,420	0	1	1
Davie	1,526	0	0	0
Duplin	2,343	0	0	0
Durham	4,289	0	0	0
Edgecombe	2,187	0	0	0
Forsyth	7,617	0	0	0
Franklin	2,468	0	0	0
Gaston	6,514	2	2	4
Gates	793	0	0	0
Graham	1,106	0	1	1
Granville	2,279	0	0	0
Greene	975	0	0	0
Guilford	10,593	0	0	0
Halifax	3,888	0	3	3
Harnett	3,903	0	0	0
Haywood	3,034	0	0	0
Henderson	2,739	0	0	0
Hertford	1,099	0	1	1
Hoke	942	0	0	0
Hyde	788	0	2	2
Iredell	11,765	1	13	14

COUNTY TOTALS

<u>COUNTY</u>	<u>BOATS REGISTERED</u>	<u>TOTAL FATALITIES</u>	<u>TOTAL INJURED</u>	<u>TOTAL ACCIDENTS</u>
Jackson	1,680	0	1	1
Johnston	6,548	0	1	1
Jones	725	0	0	0
Lee	2,070	0	0	0
Lenoir	3,235	0	1	1
Lincoln	5,290	1	2	3
McDowell	2,034	0	0	0
Macon	1,334	0	0	0
Madison	666	0	0	0
Martin	1,591	0	0	0
Mecklenburg	18,816	0	11	11
Mitchell	378	0	0	0
Montgomery	2,540	0	3	3
Moore	3,335	0	1	1
Nash	4,073	0	1	1
New Hanover	13,517	1	12	13
Northampton	2,270	0	2	2
Onslow	7,717	0	2	2
Orange	2,750	0	0	0
Other	4,242	0	0	0
Pamlico	2,830	1	3	4
Pasquotank	2,013	0	2	2
Pender	4,858	1	5	6
Perquimans	1,536	1	1	2
Person	2,188	0	0	0

COUNTY TOTALS

<u>COUNTY</u>	<u>BOATS REGISTERED</u>	<u>TOTAL FATALITIES</u>	<u>TOTAL INJURED</u>	<u>TOTAL ACCIDENTS</u>
Pitt	6,300	1	0	1
Polk	653	0	0	0
Randolph	5,469	0	0	0
Richmond	2,290	0	0	0
Robeson	4,770	0	1	1
Rockingham	2,996	0	4	4
Rowan	5,883	0	4	4
Rutherford	2,371	0	2	2
Sampson	2,615	0	0	0
Scotland	1,058	0	0	0
Stanly	3,928	1	6	7
Stokes	1,365	0	1	1
Surry	1,773	0	0	0
Swain	1,002	1	1	2
Transylvania	1,305	0	0	0
Tyrrell	507	0	2	2
Union	4,669	1	0	1
Vance	2,409	0	2	2
Wake	20,190	0	6	6
Warren	2,231	0	4	4
Washington	1,044	0	0	0
Watauga	757	0	0	0
Wayne	4,506	0	0	0
Wilkes	2,182	0	1	1
Wilson	3,145	0	0	0
Yadkin	1,280	0	0	0

COUNTY TOTALS

<u>COUNTY</u>	<u>BOATS REGISTERED</u>	<u>TOTAL FATALITIES</u>	<u>TOTAL INJURED</u>	<u>TOTAL ACCIDENTS</u>
Yancey	775	0	0	0
TOTALS:	370,291	22	195	217

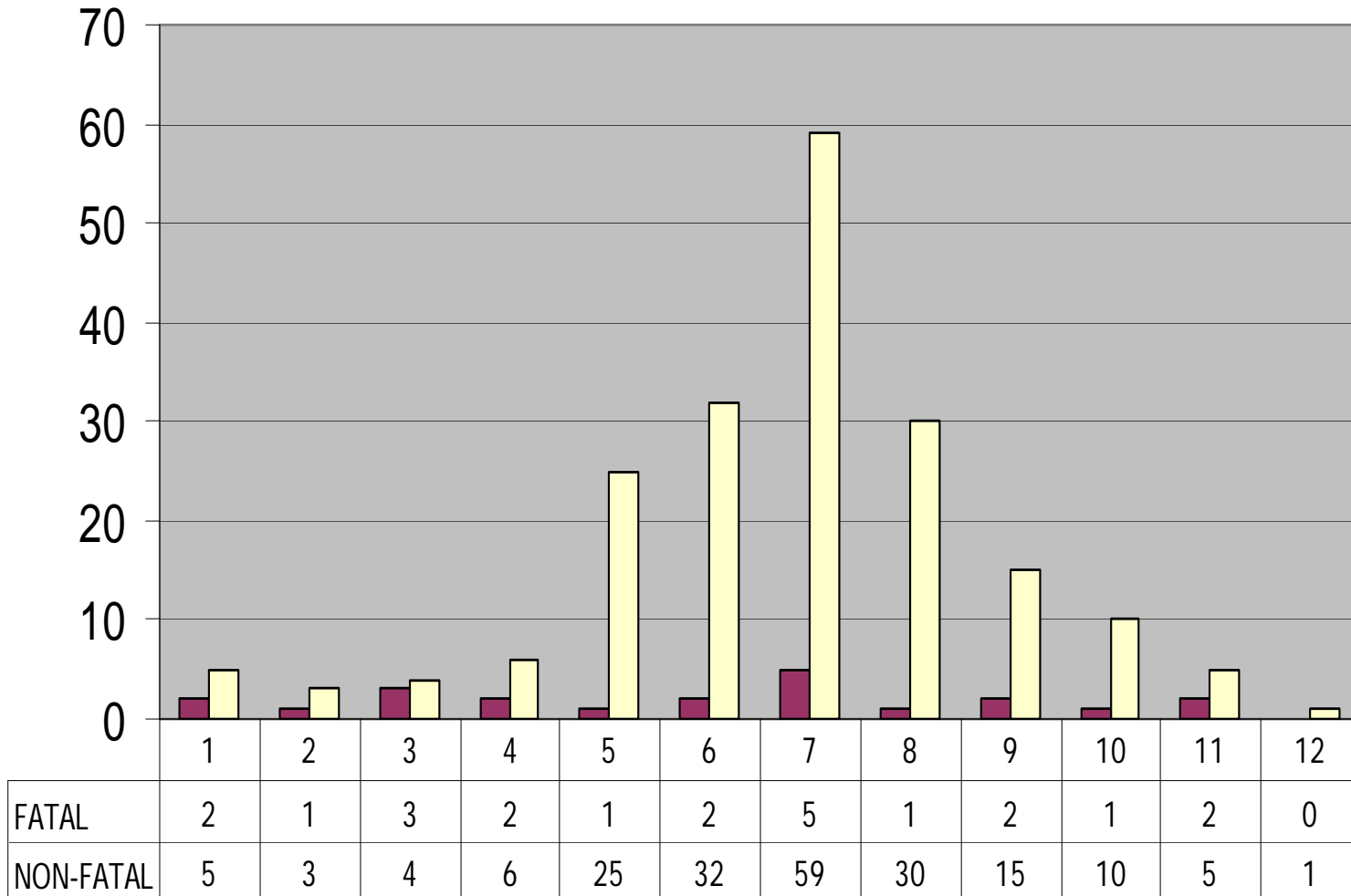
TOTAL BOATING ACCIDENTS PER BODY OF WATER

BODY OF WATER	FATAL	NON-FATAL	TOTAL
ABBOTTS CREEK	0	1	1
ALLIGATOR CREEK	0	1	1
ALLIGATOR RIVER	0	1	1
ATLANTIC OCEAN	1	5	6
BADIN LAKE	0	5	5
BANKS CHANNEL	0	3	3
BAY TREE LAKE	0	1	1
BEAUFORT INLET	0	2	2
BELEWS LAKE	0	5	5
BOGUE SOUND	0	2	2
BROAD CREEK	0	1	1
CANE CREEK LAKE	1	0	1
CAPE FEAR RIVER	1	3	4
CAUSEWAY CANAL	0	1	1
CEDAR ISLAND BAY	1	0	1
CHOWAN RIVER	0	1	1
CURRITUCK SOUND	0	2	2
DAVIDSON CREEK	0	1	1
DOGWOOD BRANCH	0	1	1
FALLS LAKE/RES	0	4	4
FISHING CREEK	1	0	1
FONTANA LAKE	1	1	2
FRENCH BROAD RIVER	0	0	0
GUNPOWDER CREEK	0	1	1
HIGH ROCK LAKE	0	4	4
HYCO LAKE	1	2	3
ICW	0	34	34
JORDAN LAKE	1	5	6
KERR LAKE	0	3	3
KITTY HAWK BAY	0	2	2
KNOBBS CREEK	0	2	2
LAKE APALICHIA	0	1	1
LAKE CHATUGE	0	4	4
LAKE GASTON	0	7	7
LAKE HICKORY	0	6	6
LAKE JAMES	1	0	1
LAKE LURE	0	2	2
LAKE NORMAN	4	24	28
LAKE SANTEETLAH	0	1	1
LAKE TILLERY	1	3	4

TOTAL BOATING ACCIDENTS PER BODIES OF WATER

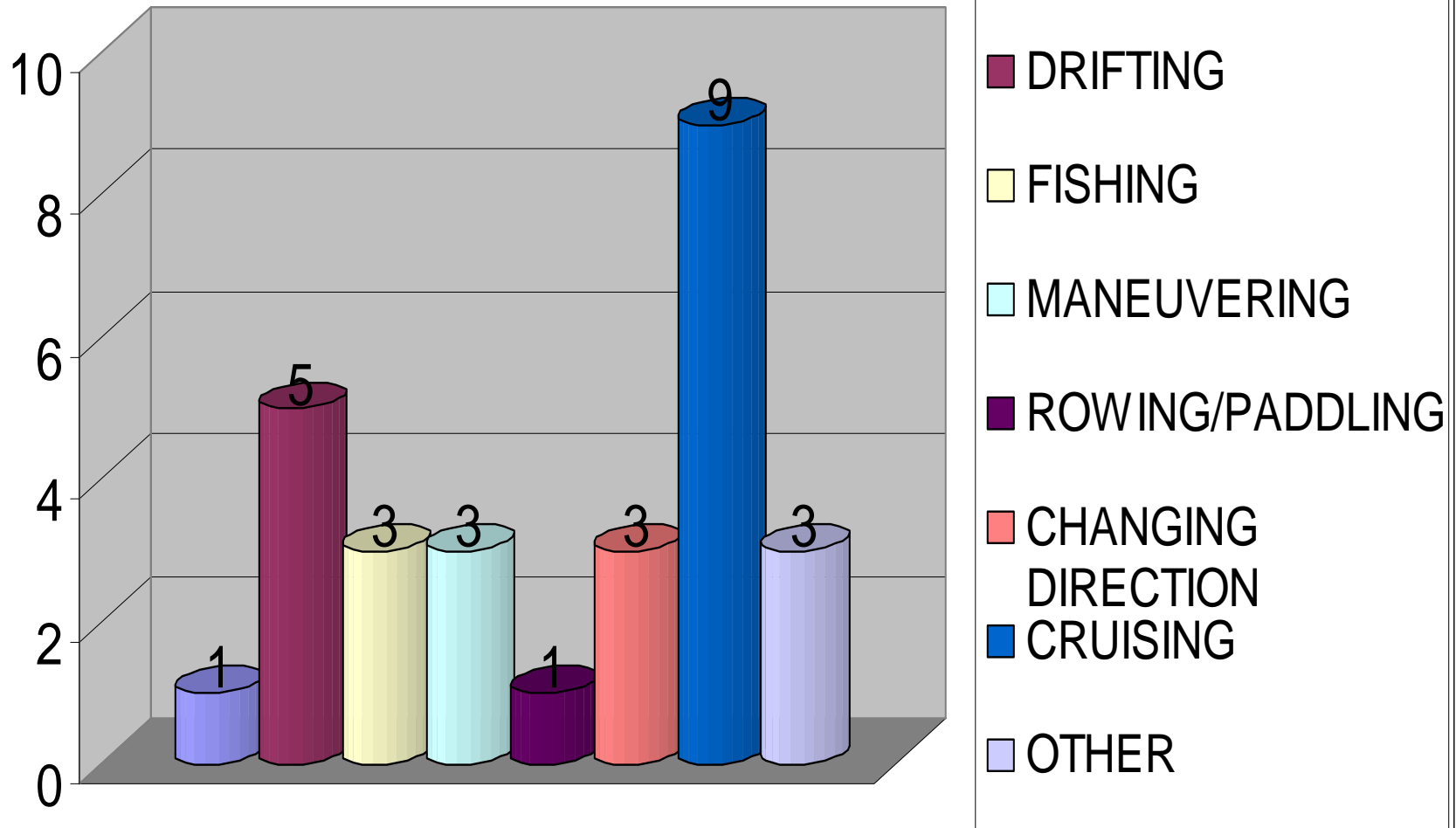
BODY OF WATER	FATAL	NON-FATAL	TOTAL
LAKE WACCAMAW	0	1	1
LAKE WYLIE	1	1	2
LITTLE CREEK	0	1	1
LITTLE RIVER	0	1	1
LOCKWOOD FOLLY INLET	0	1	1
MANNS HARBOR	0	1	1
MERCHANTS MILLPOND	1	0	1
MOREHEAD CITY WATERWAY	0	1	1
MOSS LAKE	0	3	3
MOTTS BANK/CHANNEL	0	1	1
MOUNTAIN ISLAND LAKE	0	2	2
NEUSE RIVER	1	5	6
NEWPORT RIVER	0	1	1
PAMLICO RIVER	1	1	2
PAMLICO SOUND	0	2	2
PASQUOTANK RIVER	0	1	1
PEE DEE RIVER	0	1	1
PELLITIER CREEK	0	1	1
POE CREEK	0	1	1
ROANOKE SOUND	0	8	8
SHACKLEFORD BANKS	0	1	1
SHALLOTTE INLET	1	0	1
SHEARON HARRIS LAKE/RES	0	2	2
SOUTH FORK RIVER	0	1	1
STUMPY POINT BAY	0	1	1
TAR RIVER	1	1	2
TAYLORS CREEK	0	3	3
TOWN CREEK BAY	1	0	1
TRENT RIVER	1	0	1
TUCKERTOWN LAKE	0	1	1
WHITE LAKE	0	5	5
WHITE OAK RIVER	0	1	1
WOLF LAKE	0	1	1
WOOD LAKE	0	1	1
WRIGHTSVILLE BEACH INLET	0	1	1
TOTALS	22	195	217

MONTHS IN WHICH ACCIDENTS OCCUR

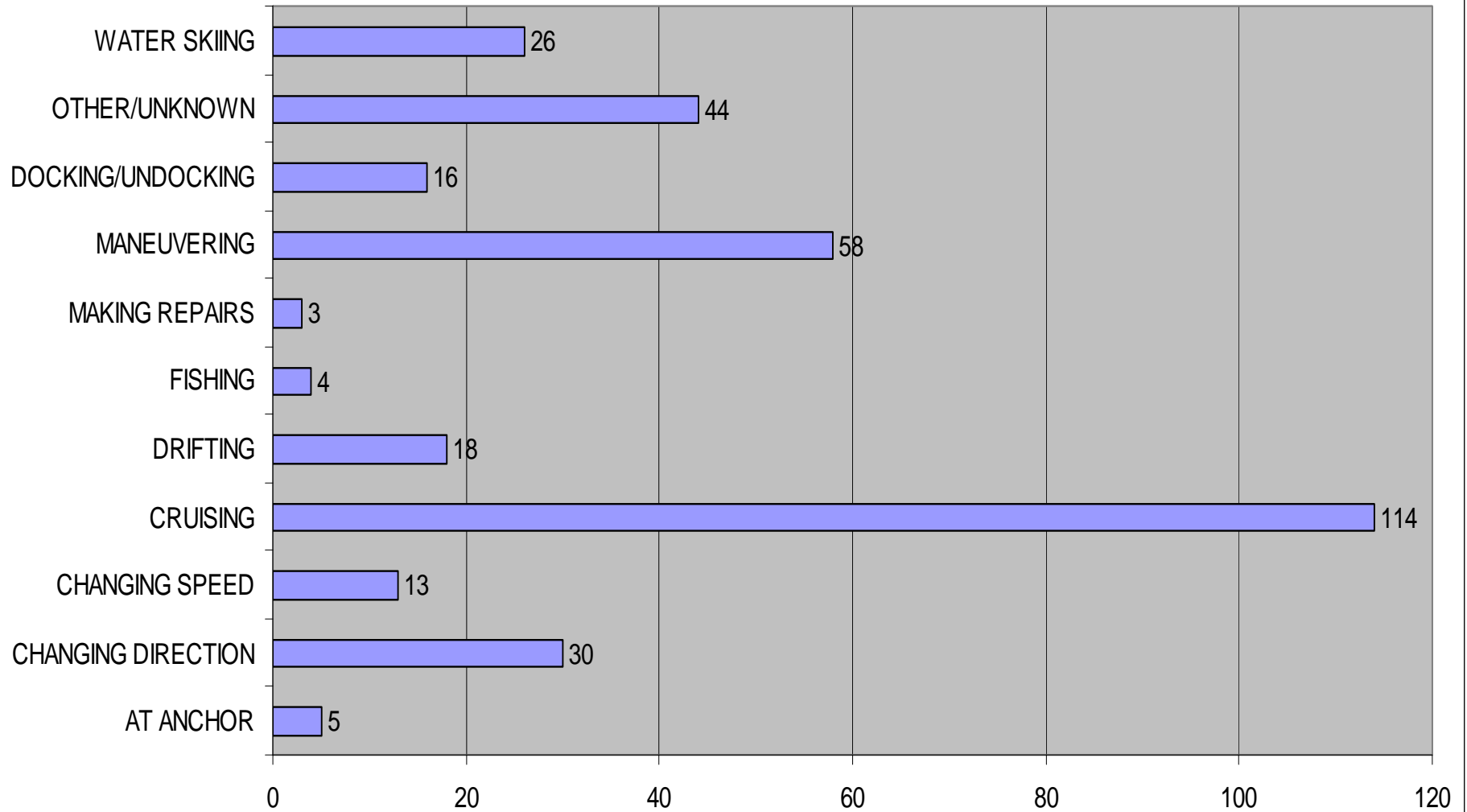


■ FATAL ■ NON-FATAL

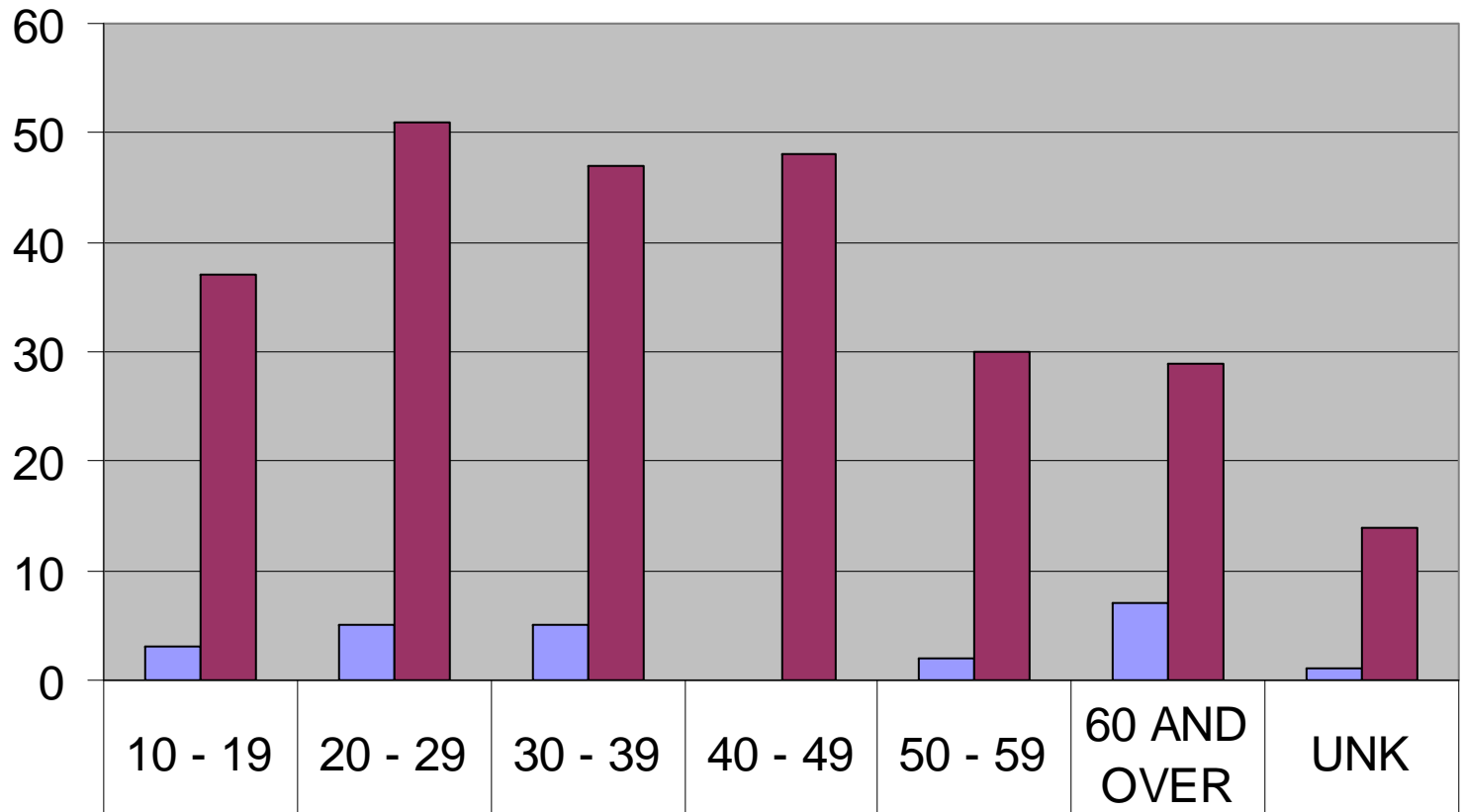
ACTIVITY AT TIME OF ACCIDENT FATAL



ACTIVITY AT TIME OF NON-FATAL ACCIDENT

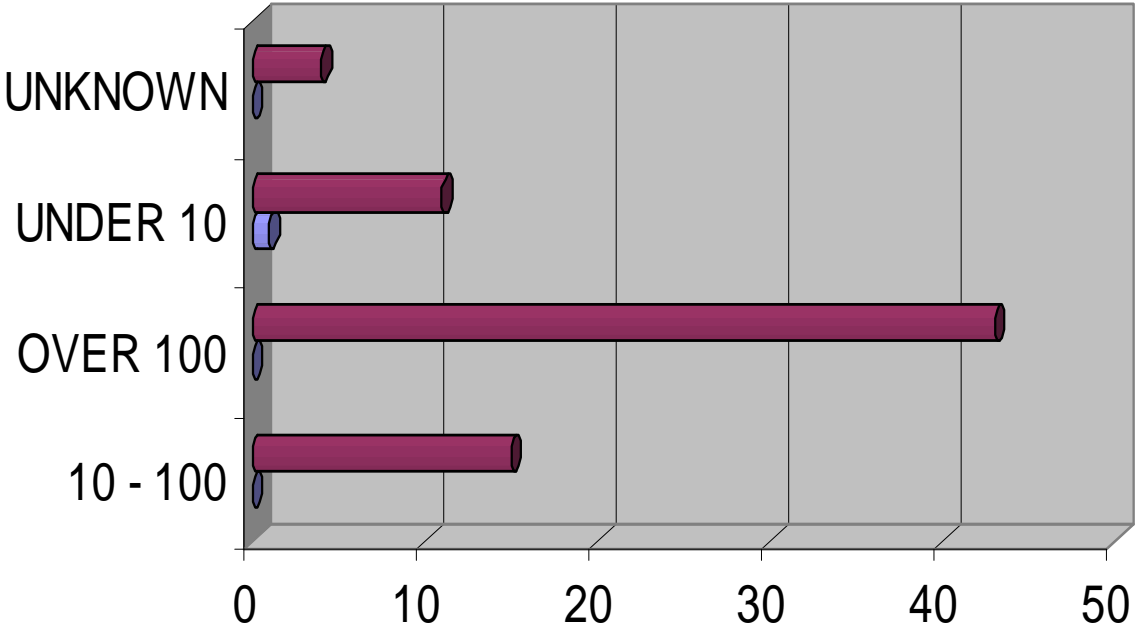


AGES OF OPERATORS INVOLVED IN BOATING ACCIDENTS



■ FATAL	3	5	5	0	2	7	1
■ NON-FATAL	37	51	47	48	30	29	14

EXPERIENCE (IN HOURS) OF OPERATORS INVOLVED IN BOATING ACCIDENTS



	10 - 100	OVER 100	UNDER 10	UNKNOWN
■ NON-FATAL	15	43	11	4
■ FATAL	0	0	1	0

RANKING OF LEADING TYPES OF FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Fell or jumped overboard	12
2	Capsizing	4
3	Hit by motor/propeller	2
4	Collision with vessel	1
4	Drowning	1
4	Sinking	1
4	Other	1

RANKING OF LEADING CAUSES OF FATAL ACCIDENTS

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Other	13
2	Excessive speed	7
3	Operator inattention	6
4	Fault of equipment/machinery	4
5	Alcohol use	3
5	Hazardous waters	3
5	Sharp turn	3
5	Wake	3
5	Sharp turn	3
6	Operator inexperience	2
6	Restricted vision	2
6	No proper lookout	2
6	Careless/reckless	2

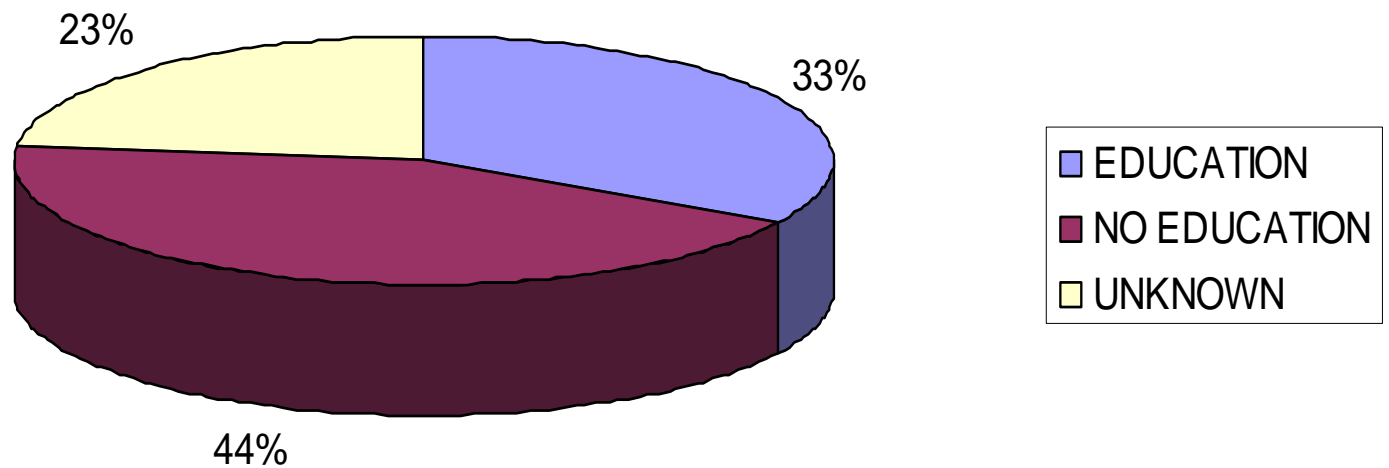
RANKING OF LEADING TYPES OF NON-FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Collision with vessel	58
2	Collision with fixed object	26
3	Skier mishap	25
4	Fell/jumped overboard	14
4	Grounding	14
5	Hit by boat/motor or propeller	10
5	Sinking	10
6	Capsizing	8
7	Fire/explosion	7
7	Hit submerged object	7
7	Other	7
8	Falls in boat	5
9	Collision with floating object	4

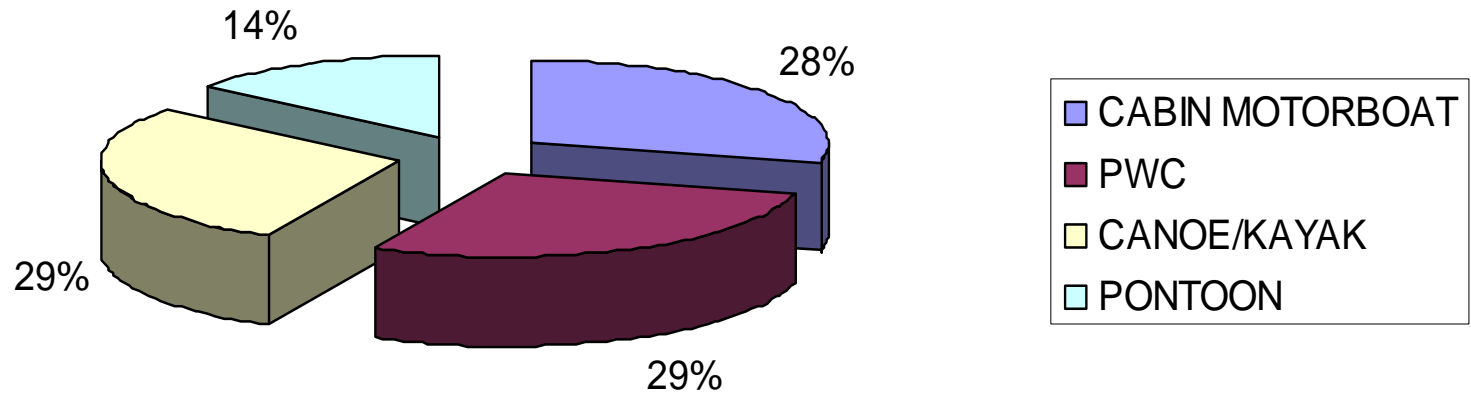
RANKING OF LEADING CAUSES OF NON-FATAL ACCIDENTS

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Operator inattention	73
2	Operator inexperience	53
3	Excessive speed	47
4	Careless & reckless operation	44
5	Fault of equipment/machinery/hull	27
6	Wake	26
7	Other	24
8	Hazardous water	20
9	No proper lookout	19
10	Alcohol use	15
10	Sharp turn	15
11	Restricted vision	9
11	Weather	9
12	Congested waters	6
13	Failure to vent	3
14	Overloading	2

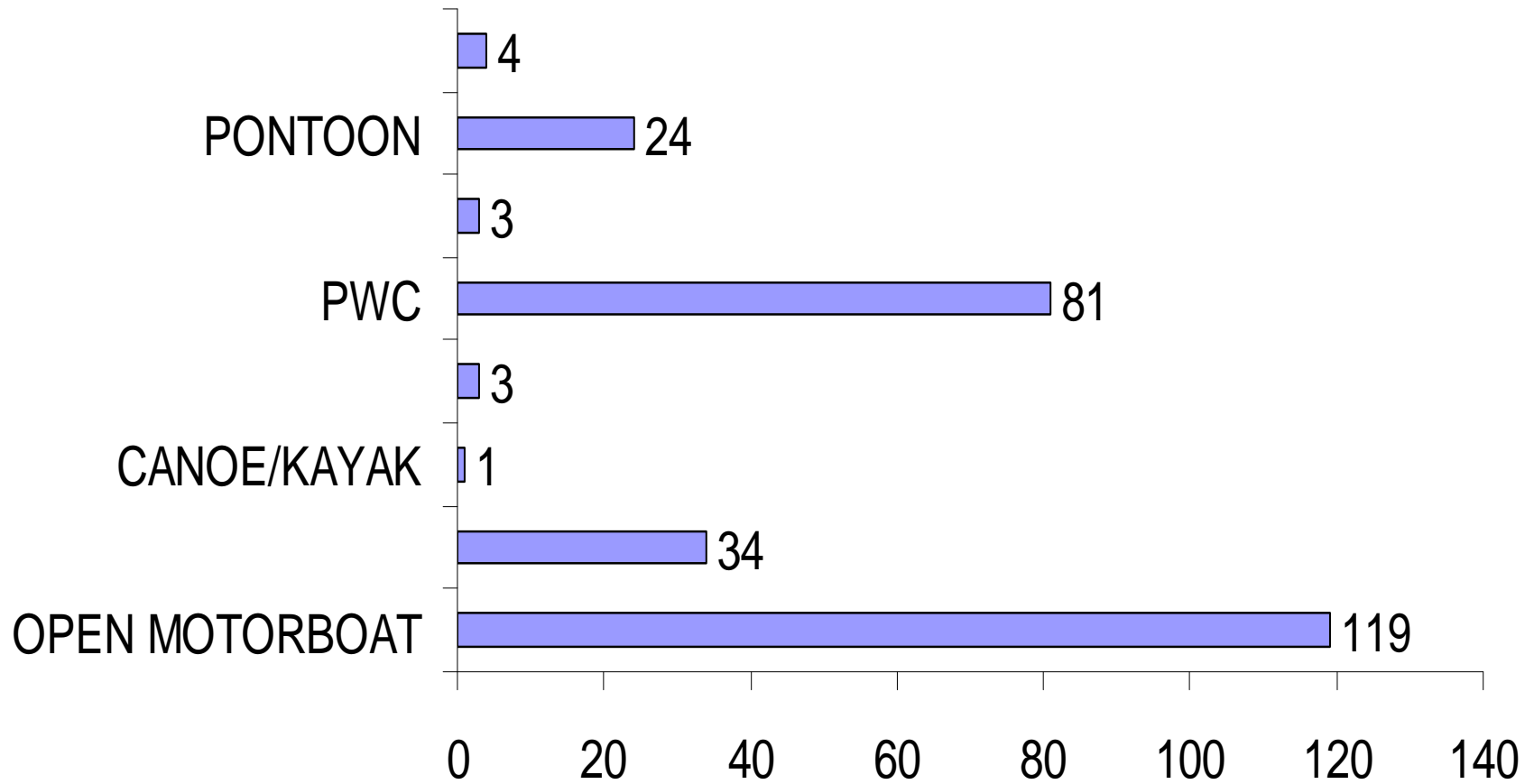
FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL ACCIDENTS



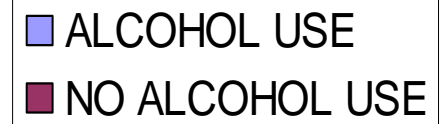
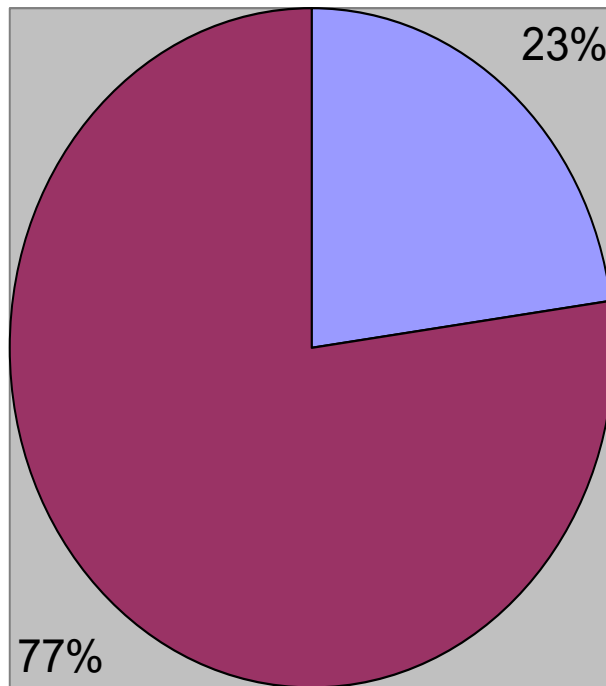
TYPES OF BOATS INVOLVED IN FATAL ACCIDENTS



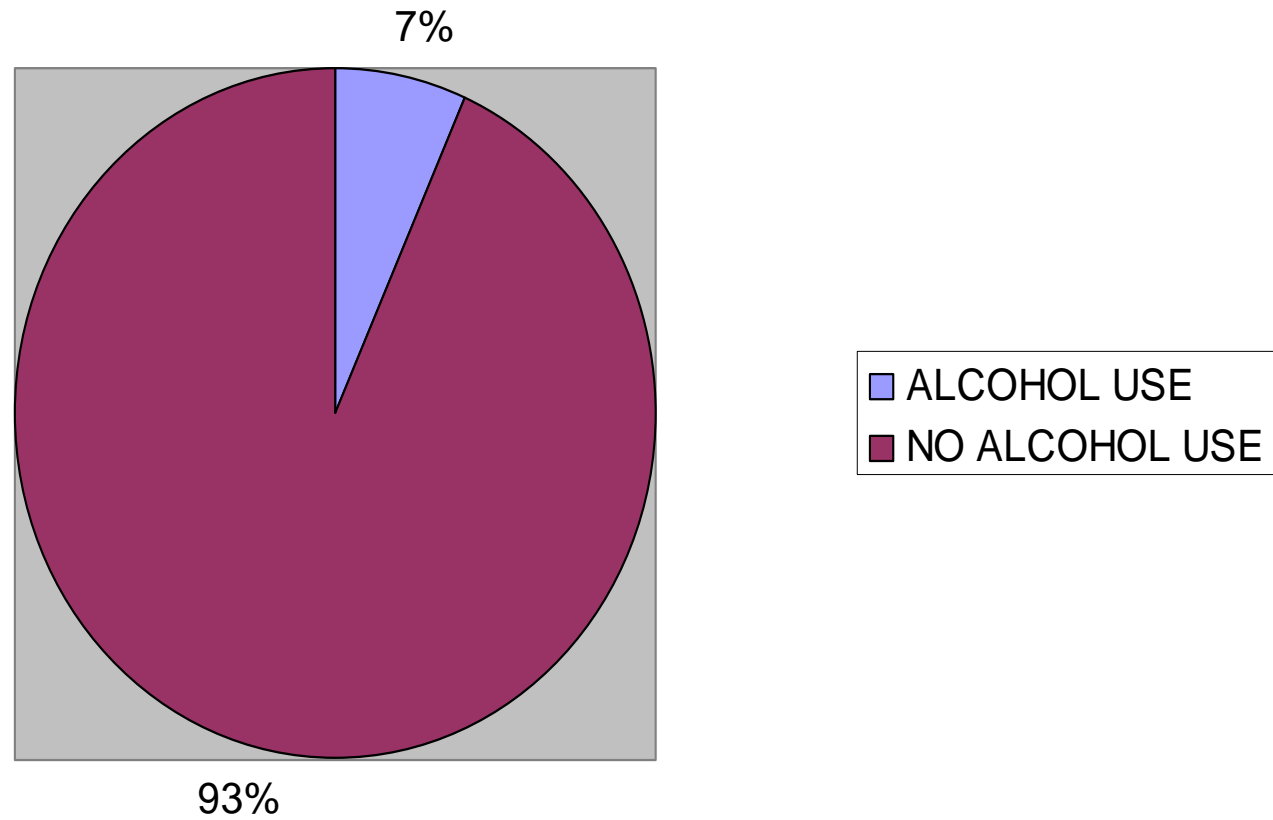
TYPES OF BOATS INVOLVED IN NON-FATAL ACCIDENTS



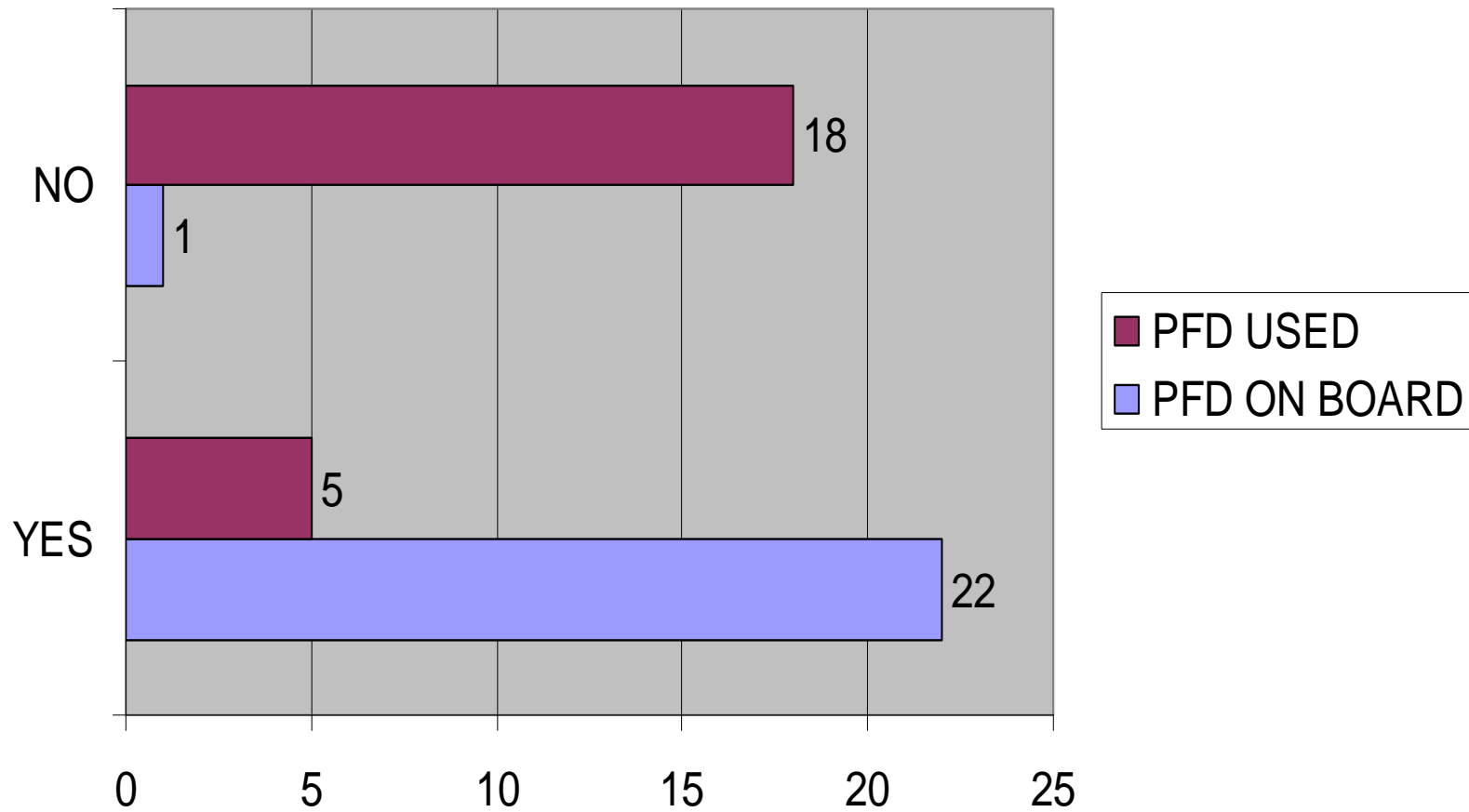
ALCOHOL USE IN FATAL ACCIDENTS



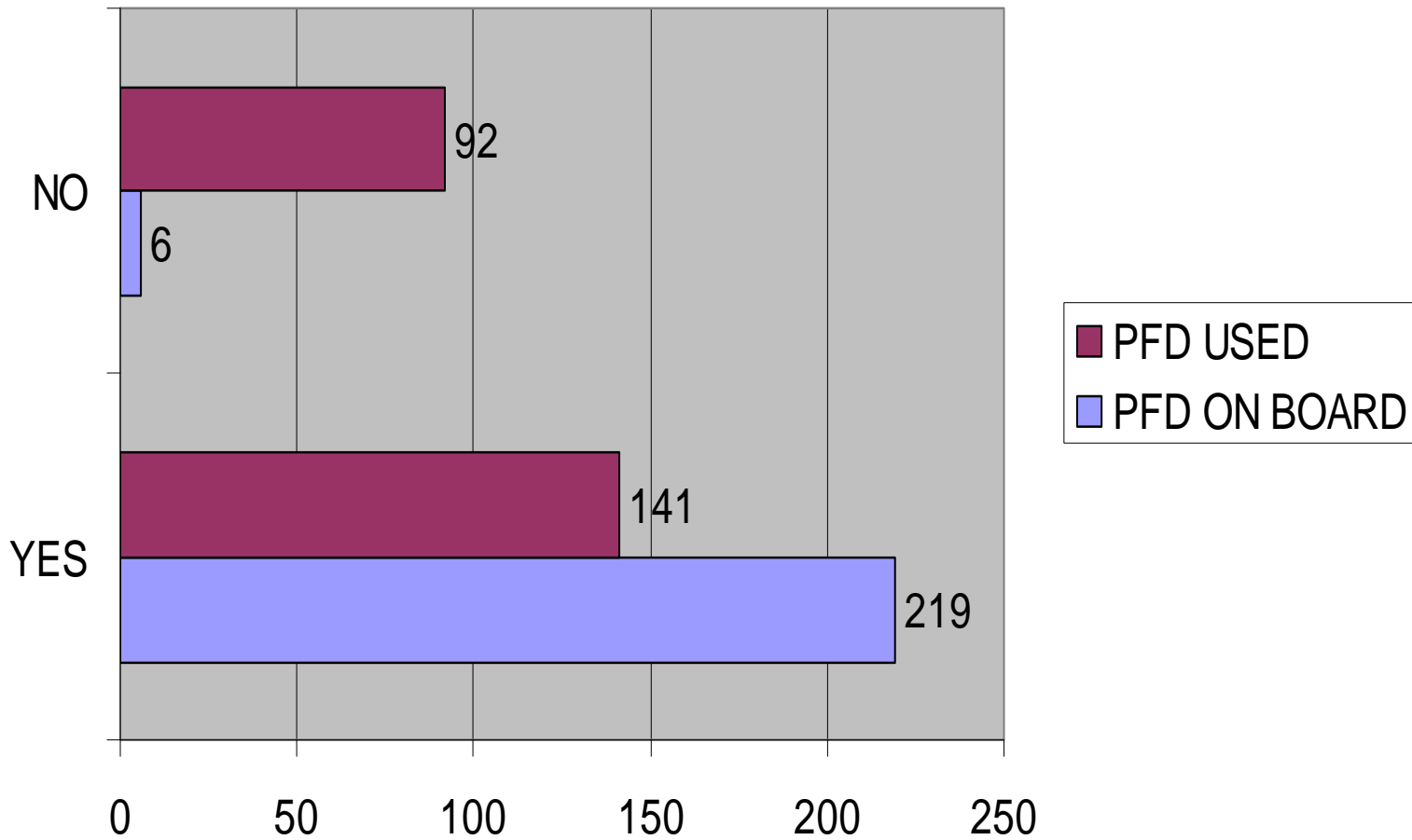
ALCOHOL USE IN NON FATAL ACCIDENTS



USAGE OF PERSONAL FLOTATION DEVICES IN FATAL ACCIDENTS



USAGE OF PERSONAL FLOTATION DEVICES IN NON FATAL ACCIDENTS



COMPARATIVE INFORMATION FOR RECREATIONAL BOATING ACCIDENTS IN NORTH CAROLINA

Since 1982, the highest number of fatal recreational boating accidents that has occurred on North Carolina waterways was 39 fatal accidents in 1985. In 2002, the number of fatal recreational boating accidents in North Carolina was 11.

**In 1982 there were 191,037 vessels registered in North Carolina.
In 2002 there were 357,330 vessels registered in North Carolina.**

In 2001 the US Coast Guard ranked North Carolina 15th nationally in total number of recreational boating fatalities.

***Collision with Vessel* has remained the number one *type* of non-fatal recreational boating accident in North Carolina since 1990.**

***Operator Inattention* was the number one *cause* of non-fatal recreational accidents from 1990 to 2003. In 2004, *Careless & Reckless Operation* was the number one *cause*. In 2006, *Operator Inattention* was the number one *cause*.**

From 1990 to 2001, the number two *Cause* of non-fatal accidents was *Operator Inattention*. In 2004, the number two *cause* was *Operator Inattention* and *Operator Inexperience*. In 2006, the number two *cause* was *Operator Inexperience*.

2006 PERSONAL WATERCRAFT ACCIDENT FACTS

- ⇒ 59 Personal Watercraft Accidents**
- ⇒ 84 Personal Watercraft Operators Involved**
- ⇒ 29 of the Personal Watercraft Were Rental Units**
- ⇒ 39 Persons Injured in Personal Watercraft Accidents Required Medical Treatment**
- ⇒ 44,572 Personal Watercrafts registered in North Carolina**

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Alamance	631	0
Alexander	416	1
Alleghany	16	0
Anson	103	0
Ashe	22	0
Avery	64	0
Beaufort	557	0
Bertie	122	0
Bladen	158	2
Brunswick	547	11
Buncombe	753	0
Burke	353	0
Cabarrus	669	0
Caldwell	442	0
Camden	95	1
Carteret	649	2
Caswell	104	1
Catawba	1,680	1
Chatham	182	2
Cherokee	195	0
Chowan	108	0
Clay	238	3
Cleveland	370	2
Columbus	273	0
Craven	462	1
Cumberland	627	0
Currituck	454	0
Dare	517	12
Davidson	1,431	0
Davie	184	1
Duplin	146	0
Durham	563	0
Edgecombe	125	0
Forsyth	1,188	0
Franklin	303	0
Gaston	836	1
Gates	14	0
Graham	120	1
Granville	270	0

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Greene	67	0
Guilford	1,605	0
Halifax	699	1
Harnett	380	0
Haywood	487	0
Henderson	348	0
Hertford	63	1
Hoke	67	0
Hyde	22	0
Iredell	2,799	2
Jackson	210	1
Johnston	607	0
Jones	27	0
Lee	209	0
Lenoir	252	0
Lincoln	1,084	0
McDowell	213	0
Macon	206	0
Madison	87	0
Martin	81	0
Mecklenburg	3,772	3
Mitchell	30	0
Montgomery	463	0
Moore	315	1
Nash	517	0
New Hanover	830	1
Northampton	467	0
Onslow	644	0
Orange	313	0
Other	248	0
Pamlico	153	0
Pasquotank	163	0
Pender	254	2
Perquimans	163	0
Person	351	0
Pitt	656	0
Polk	44	0
Randolph	843	0
Richmond	219	0

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Robeson	355	0
Rockingham	284	1
Rowan	789	2
Rutherford	182	0
Sampson	169	0
Scotland	72	0
Stanly	538	0
Stokes	132	0
Surry	196	0
Swain	66	0
Transylvania	103	0
Tyrrell	24	0
Union	600	0
Vance	303	1
Wake	3,013	1
Warren	497	0
Washington	90	0
Watauga	100	0
Wayne	476	0
Wilkes	219	0
Wilson	266	0
Yadkin	102	0
Yancey	51	0
TOTALS:	44,572	59

**RANKING OF LEADING TYPES OF
PERSONAL WATERCRAFT ACCIDENTS**

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Collision with vessel	29
2	Falls overboard	9
3	Collision with fixed object	8
4	Other	6
5	Struck by boat	4
6	Fire/explosion	2
7	Grounding	1

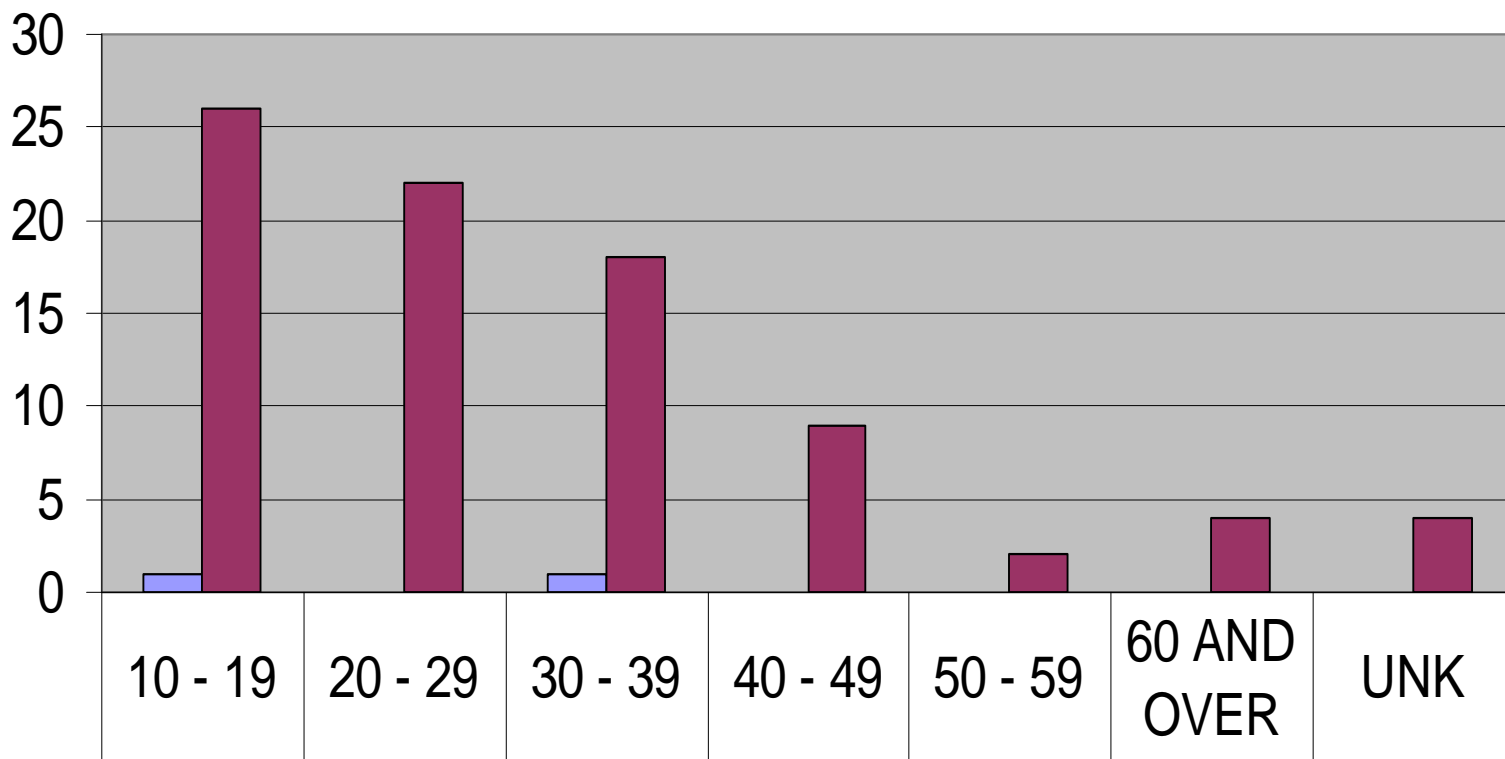
**RANKING OF LEADING CAUSES OF
PERSONAL WATERCRAFT ACCIDENTS**

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Operator inexperience	30
2	Careless/reckless operation	29
2	Excessive speed	29
3	Operator inattention	28
4	Sharp turn	9
5	Wake	8
6	Other	4
7	No proper lookout	3
8	Fault of machinery/equipment	2
9	Restricted vision	1
9	Alcohol use	1
9	Congested waters	1
9	Hazardous waters	1

**TOTAL PERSONAL WATERCRAFT ACCIDENTS
PER BODIES OF WATER**

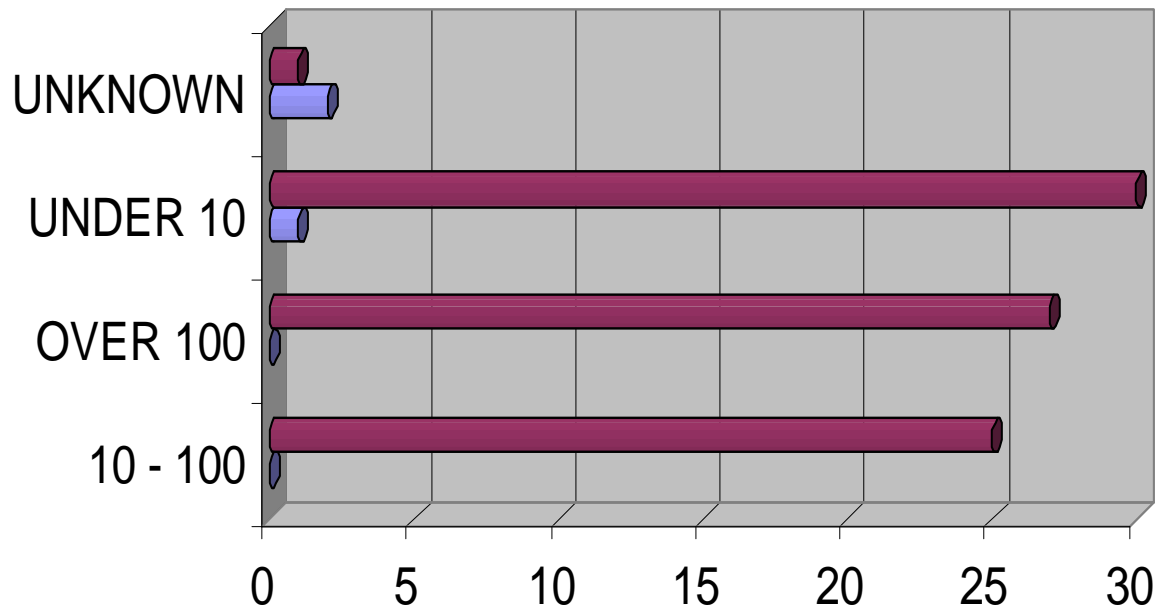
<u>BODY OF WATER</u>	<u># OF ACCIDENTS</u>
Abbott's Creek	1
Albemarle Sound	0
Atlantic Ocean	2
Banks Channel	1
Belews Lake	1
Buckhorn Reservoir	0
Chowan River	1
Carolina Beach Inlet	0
Cedar Cliff Lake	0
Chocowinity Creek	0
Currituck Sound	2
Fontana Lake	0
High Rock Lake	2
Hyco Lake	1
Intercoastal Waterway (ICW)	14
Jordan Lake	2
Kerr Lake	1
Lake Chatuge	3
Lake Glenville	0
Lake Hickory	2
Lake Norman	4
Lake Santeetlah	1
Lake Waccamaw	0
Lake Wylie	1
Manns Harbor	1
Moss Lake	2
Mountain Island Lake	1
Neuse River	1
Pasquotank River	1
Poe Creek	1
Roanoke Sound	8
Shearin Harris Lake	1
White Lake	2
Wolf Lake	1
Wood Lake	1
TOTAL	59

AGES OF OPERATORS INVOLVED IN PERSONAL WATERCRAFT ACCIDENTS



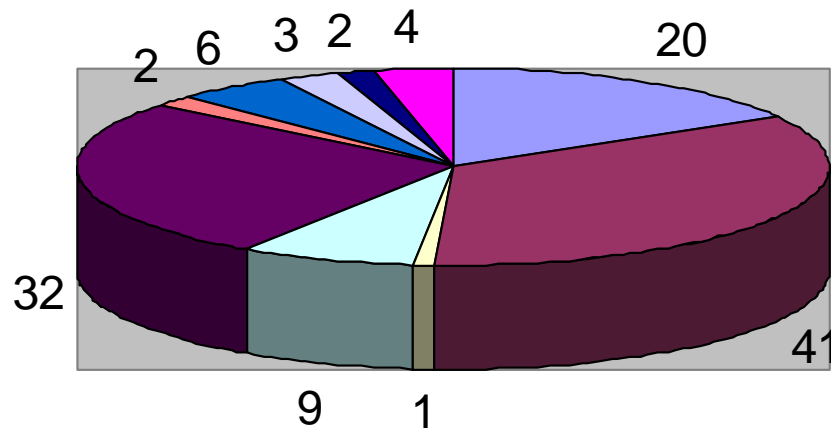
	10 - 19	20 - 29	30 - 39	40 - 49	50 - 59	60 AND OVER	UNK
■ FATAL	1	0	1	0	0	0	0
■ NON-FATAL	26	22	18	9	2	4	4

EXPERIENCE (IN HOURS) OF OPERATORS INVOLVED IN PERSONAL WATERCRAFT ACCIDENTS



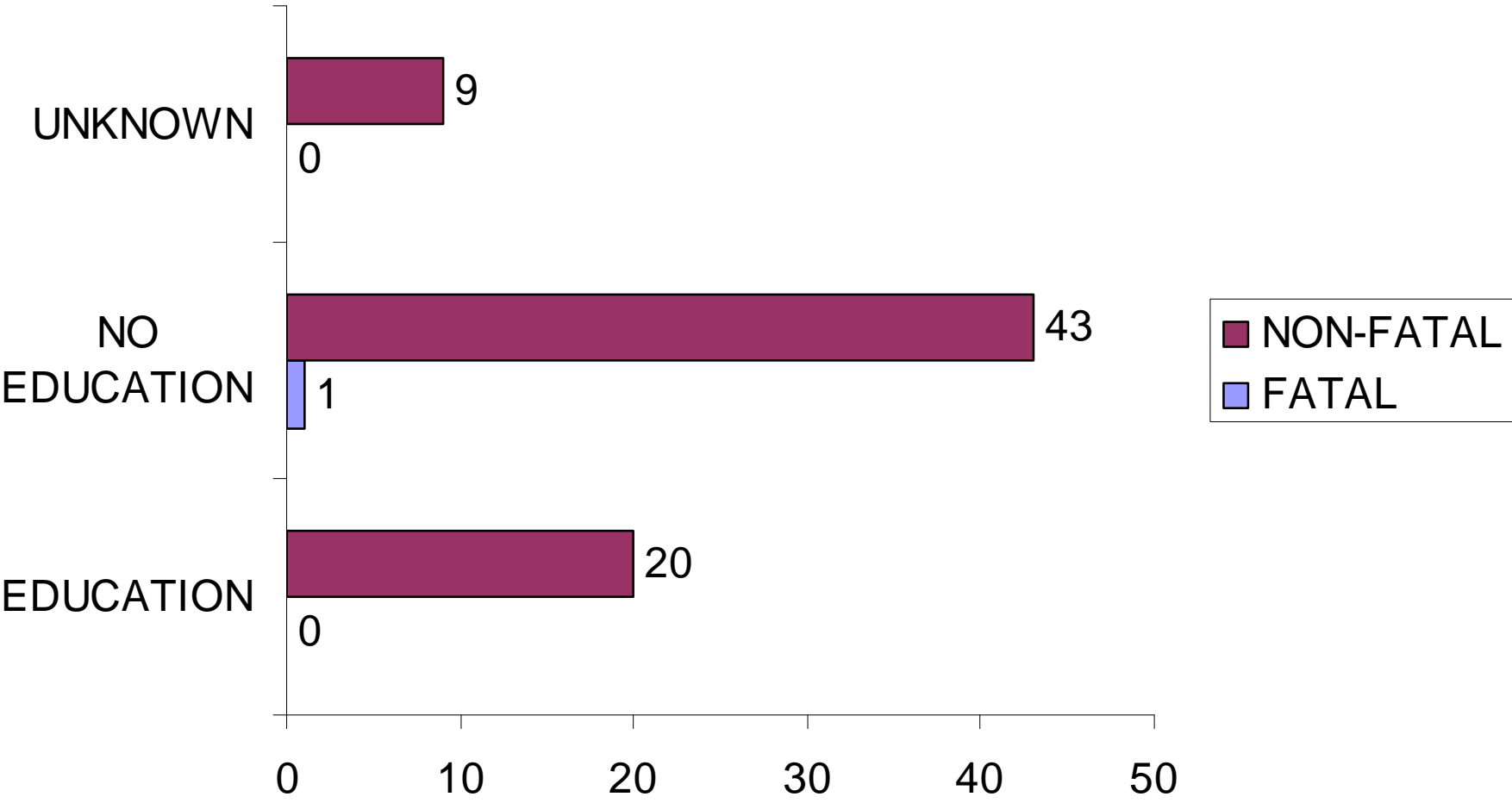
	10 - 100	OVER 100	UNDER 10	UNKNOWN
■ NON-FATAL	25	27	30	1
■ FATAL	0	0	1	2

ACTIVITY AT TIME OF PERSONAL WATERCRAFT ACCIDENT



- | | | |
|--------------------|--------------|-------------------|
| CHANGING DIRECTION | CRUISING | DOCKING/UNDOCKING |
| DRIFTING | MANEUVERING | MAKING REPAIRS |
| CHANGING SPEED | TIED TO DOCK | WATER SKIING |
| OTHER | | |

FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL 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 used 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 their 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, Click
“Online Services.” Or Call
(919) 707-0030.

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).

Boat/US online free course at www.boatus.com.

BoatEd online course at www.boat-ed.com/nc.

