

**NORTH CAROLINA**  
**REPORT OF**  
**BOATING**  
**ACCIDENTS AND FATALITIES**  
**2014**



**COMPILED AND PUBLISHED BY THE**  
**NORTH CAROLINA WILDLIFE RESOURCES**  
**COMMISSION**

**Division of Law Enforcement**

**State of North Carolina**

**Pat McCrory/ Governor**

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**Department of Environment  
and Natural Resources**

**Dee A. Freeman./ Secretary**

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**North Carolina Wildlife Resources Commission**

**Gordon Myers, Executive Director**

**2014 North Carolina Annual Boating Accident Report  
North Carolina Wildlife Resources Commission  
1717 Mail Service Center  
Raleigh, N.C. 27699-1717  
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# ⊠ North Carolina Wildlife Resources Commission ⊠

Gordon Myers, Executive Director  
May, 2015

## NORTH CAROLINA BOATING ACCIDENT STATISTICS - 2014

### 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 2014.

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 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) 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
- (7) 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>
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

*\*The total number of students receiving boater education certification in North Carolina in 2012 includes students certified by the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and NASBLA approved on-line courses.*

## ANNUAL BOATING STATISTICS

<u>YEAR</u>	<u>BOATING ACCIDENTS</u>	<u>FATAL ACCIDENTS</u>	<u>BOATS REGISTERED</u>	<u>BOATING EDUCATION STUDENTS</u>
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
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	----

## 2014 N. C. BOATING ACCIDENT FACTS

- 130 Total Accidents
- 107 Non-Fatal Accidents
- 23 Fatal Accidents Resulting in 27 Fatalities
- Total of 176 Vessels Involved in Accidents
- 93 Persons Injured in Accidents Required Medical Treatment

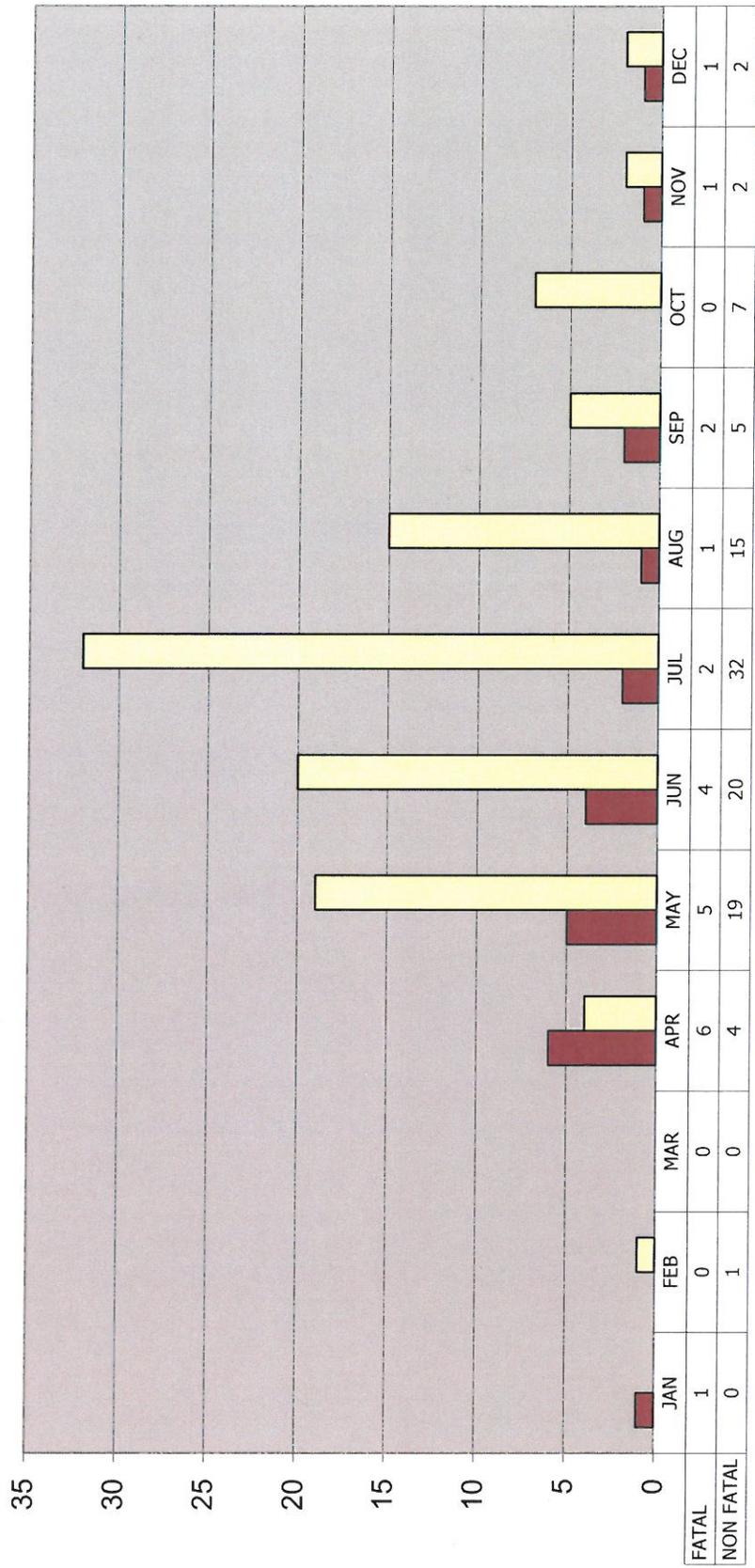
*Note: These Numbers Include Accidents Involving Personal Watercraft*

TOTAL ACCIDENTS PER BODY OF WATER			
COUNTY	TOTAL FATAL	TOTAL NON-FATAL	TOTAL ACCIDENTS
ALBEMARLE SOUND	2	3	5
ALIGATOR CREEK	1	0	1
ATLANTIC OCEAN	0	1	1
BACK CREEK/SOUND	1	1	2
BADIN LAKE	0	4	4
BANKS CHANNEL	0	2	2
BEAUFORT INLET	0	1	1
BELEWS LAKE	1	2	3
BOILING SPRINGS LAKE	0	1	1
CALICO BAY	0	1	1
CANE CREEK	0	1	1
CAPE FEAR RIVER	2	3	5
CAROLINA BEACH INLET	0	1	1
CASHIE RIVER	0	1	1
CHEOAH RIVER	1	0	1
CHOWAN RIVER	1	0	1
CURRITUCK SOUND	1	2	3
ENO RIVER	0	1	1
FALLS LAKE	0	1	1
FIGURE 8 ISLAND	0	1	1
FONTANA LAKE	0	3	3
GREEN CREEK	1	0	1
HATTERAS INLET	0	1	1
HIGH ROCK LAKE	0	1	1
ICW	1	17	18
JORDAN LAKE	1	3	4
KERR LAKE	0	2	2
KITTY HAWK BAY	0	1	1
LAKE ADGER	0	1	1
LAKE GASTON	0	5	5

TOTAL ACCIDENTS PER BODY OF WATER			
COUNTY	TOTAL FATAL	TOTAL NON-FATAL	TOTAL ACCIDENTS
LAKE JAMES	0	1	1
LAKE NORMAN	2	11	13
LAKE SUMMIT	0	1	1
LAKE TILLERY	0	1	1
LAKE TWITTY	1	0	1
LAKE WYLIE	0	4	4
LOCKWOOD FOLLY INLET	0	1	1
LUMBER RIVER	1	0	1
MAXWELL MILL POND	1	0	1
MILL CREEK	0	1	1
MOREHEAD CITY WATERFRONT	0	1	1
MURRAYS MILL POND	1	0	1
NANTHALA LAKE	1	1	2
NEUSE RIVER	0	3	3
NEW RIVER INLET	0	1	1
OREGON INLET	0	1	1
PAGES CREEK	0	1	1
PEMBROKE CREEK	0	1	1
PUNGO RIVER	0	1	1
ROANOKE RAPIDS LAKE	0	1	1
ROANOKE SOUND	0	1	1
ROCKFISH CREEK	0	1	1
ROCKY MT RESERVOIR	0	1	1
ROSE BAY	0	1	1
SHEARON HARRIS LAKE	0	2	2
SOUTHWEST CREEK	0	1	1

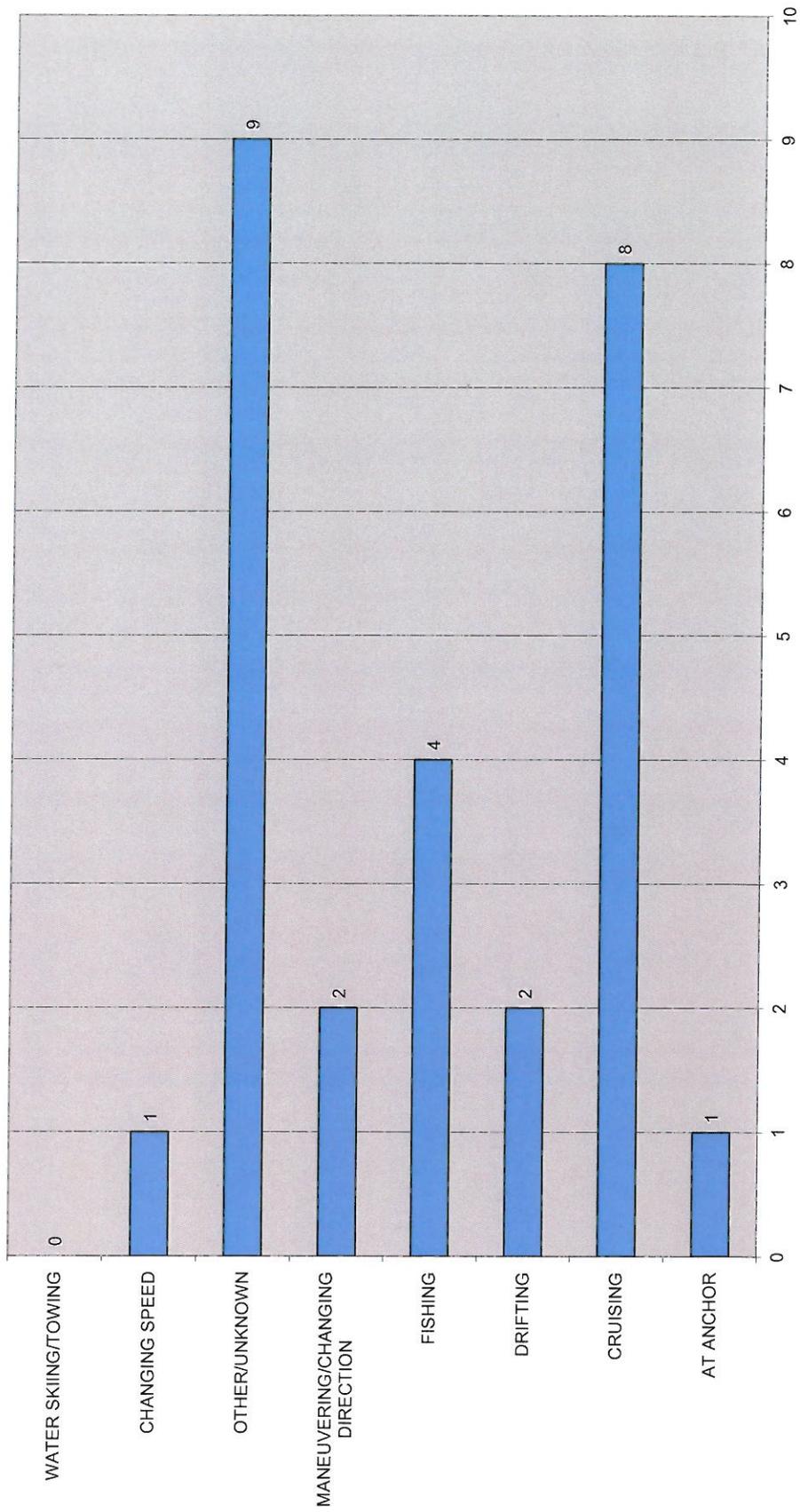
<b>TOTAL ACCIDENTS PER BODY OF WATER</b>				
<b>COUNTY</b>	<b>TOTAL FATAL</b>	<b>TOTAL NON-FATAL</b>	<b>TOTAL ACCIDENTS</b>	
SR FARMER LAKE	1	0	1	
TAR RIVER	0	1	1	
TAYLORS CREEK	0	1	1	
TOPSAIL SOUND	0	1	1	
TRENT RIVER	1	2	3	
WANCHESE HARBOR	0	1	1	
WHITE LAKE	0	2	2	
WILLIAMSON POND	1	0	1	
<b>TOTALS:</b>	<b>23</b>	<b>107</b>	<b>130</b>	

# MONTHS IN WHICH ACCIDENTS OCCUR

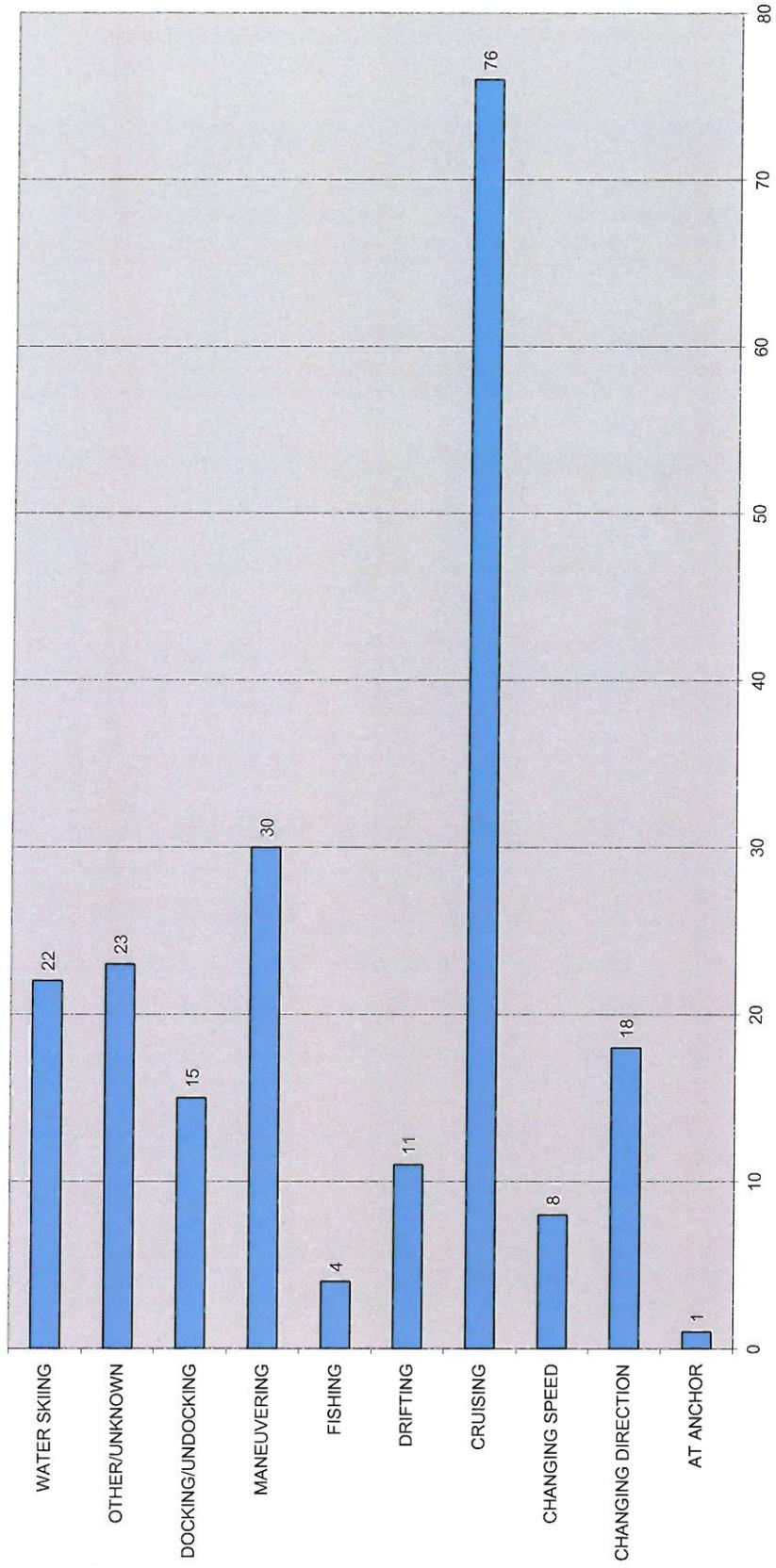


FATAL
  NON FATAL

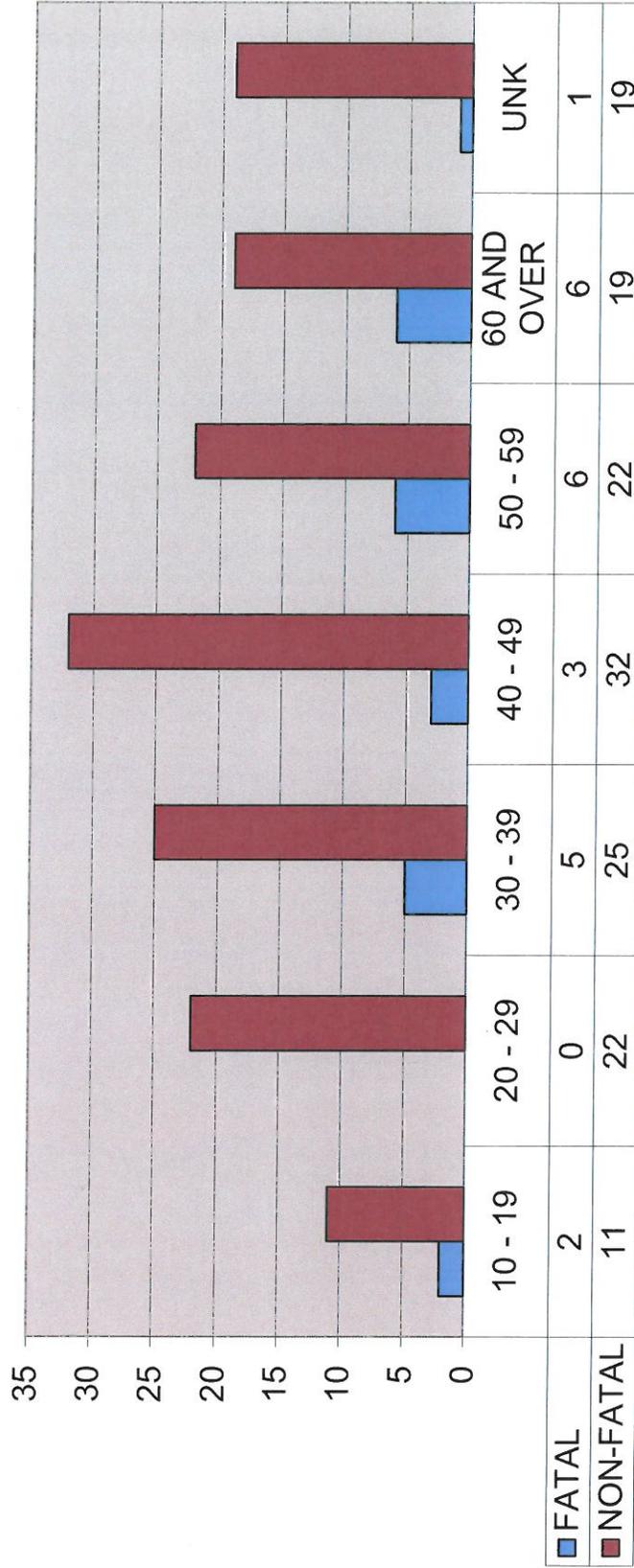
ACTIVITY AT TIME OF FATAL ACCIDENT



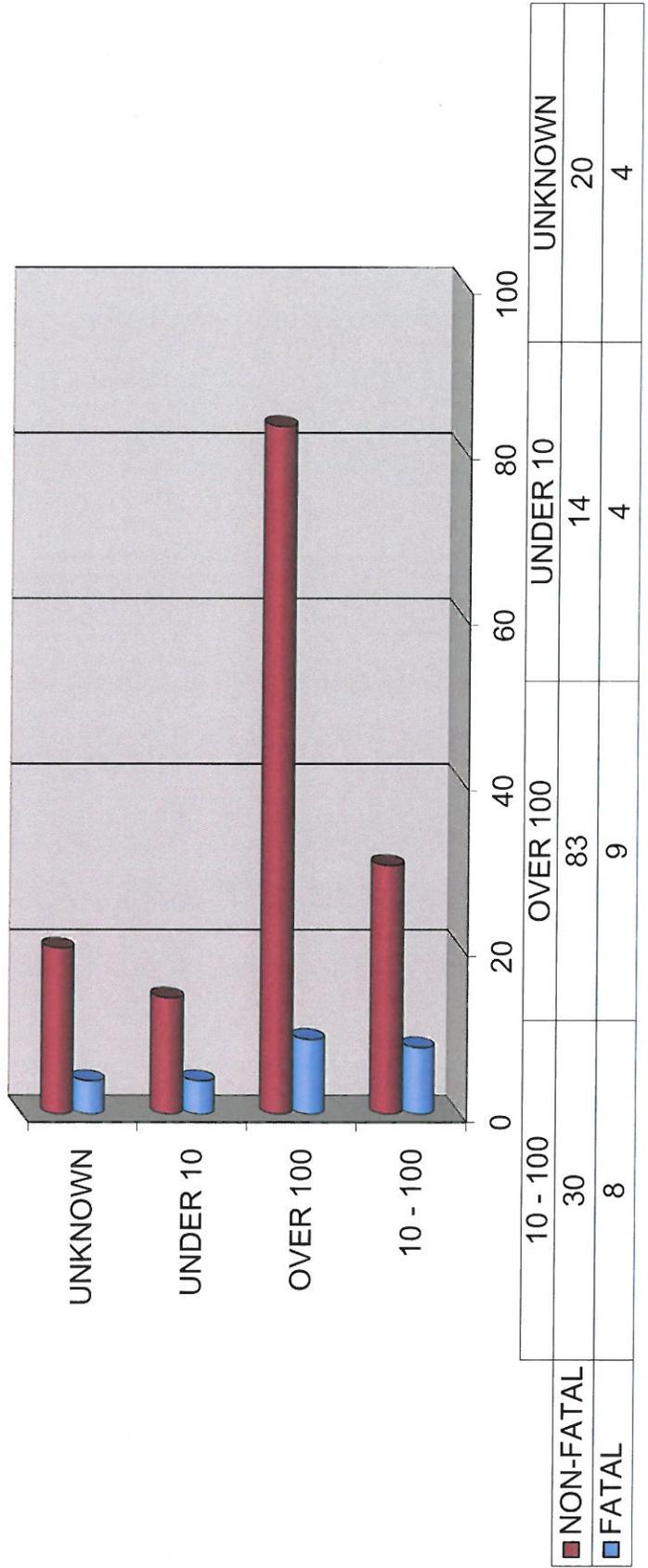
ACTIVITY AT TIME OF NON-FATAL ACCIDENT



## AGES OF OPERATORS INVOLVED IN BOATING ACCIDENTS



## EXPERIENCE (IN HOURS) OF OPERATORS INVOLVED IN BOATING ACCIDENTS



## RANKING OF LEADING TYPES OF FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Fell or jumped overboard	11
2	Other	5
3	Capsizing	4
4	Collision with fixed object	3

## RANKING OF LEADING CAUSES OF FATAL ACCIDENTS

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Other	12
2	Operator inexperience	6
3	Undetermined/Unknown	5
4	Hazardous waters	3
4	Alcohol use	3
5	Weather	2
6	Operator inattention	1
6	Careless/reckless	1
6	Restricted vision	1
6	Excessive speed	1
6	Overloading	1
6	No PFD	1
6	Congested waters	1
6	Wake	1

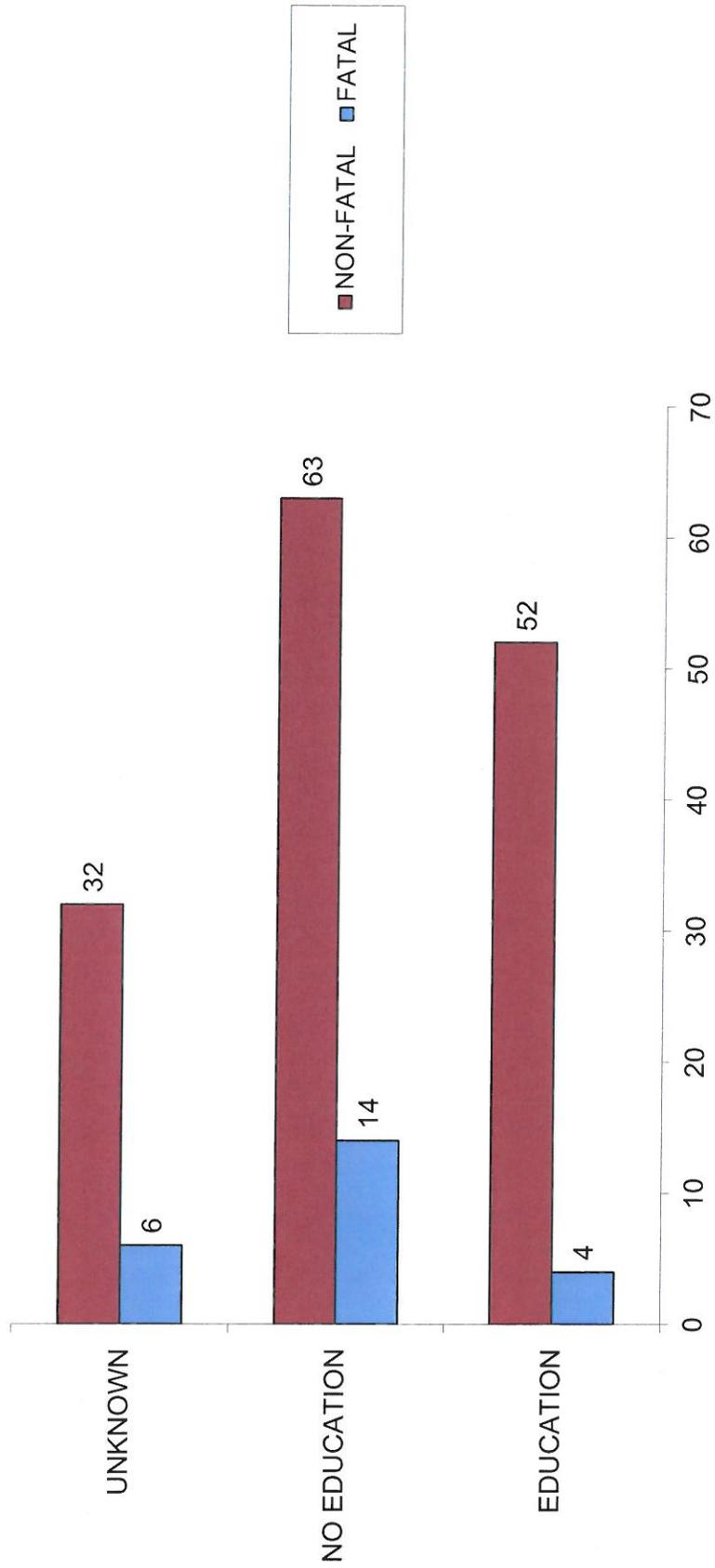
## RANKING OF LEADING TYPES OF NON-FATAL ACCIDENTS

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Collision with vessel	25
2	Collision with fixed/floating object	19
3	Falls overboard	12
4	Skier mishap	10
5	Other/unknown	8
6	Capsizing	7
7	Falls in boat	6
8	Fire/explosion (fuel)	5
8	Sinking	5
9	Hit by motor/propeller	4
10	Grounding	3
11	Fire/explosion (other than fuel)	2
12	Struck by boat	1

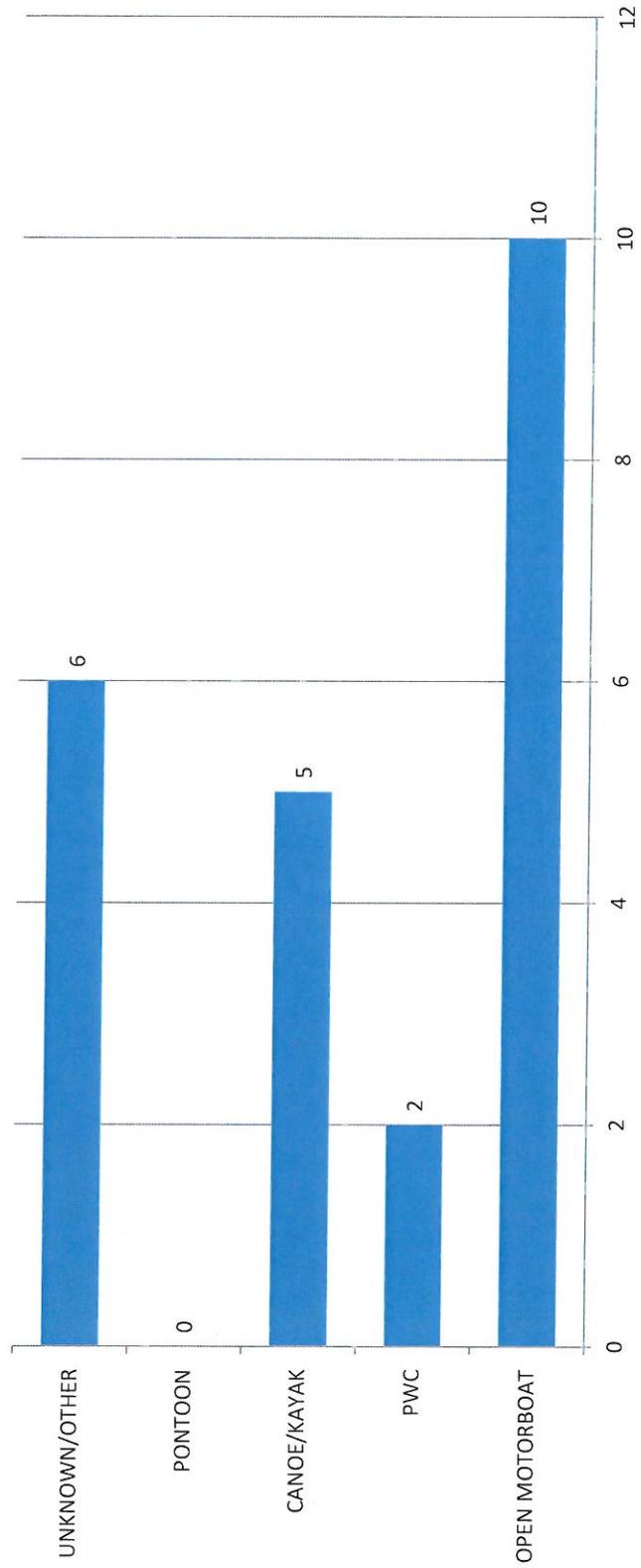
## RANKING OF LEADING CAUSES OF NON-FATAL ACCIDENTS

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Operator inattention	34
2	Operator inexperience	27
3	Careless/reckless	25
4	Wake	24
5	Hazardous/congested waters	22
5	Other/unknown	22
6	Excessive speed	20
7	Fault of machinery/equipment/hull	15
8	Sharp turn	9
8	Alcohol/drug use	9
9	No proper lookout	7
10	Weather	6
11	Ignition of fuel/vapor	5
12	Improper loading/anchoring	4
13	No/improper lights	1

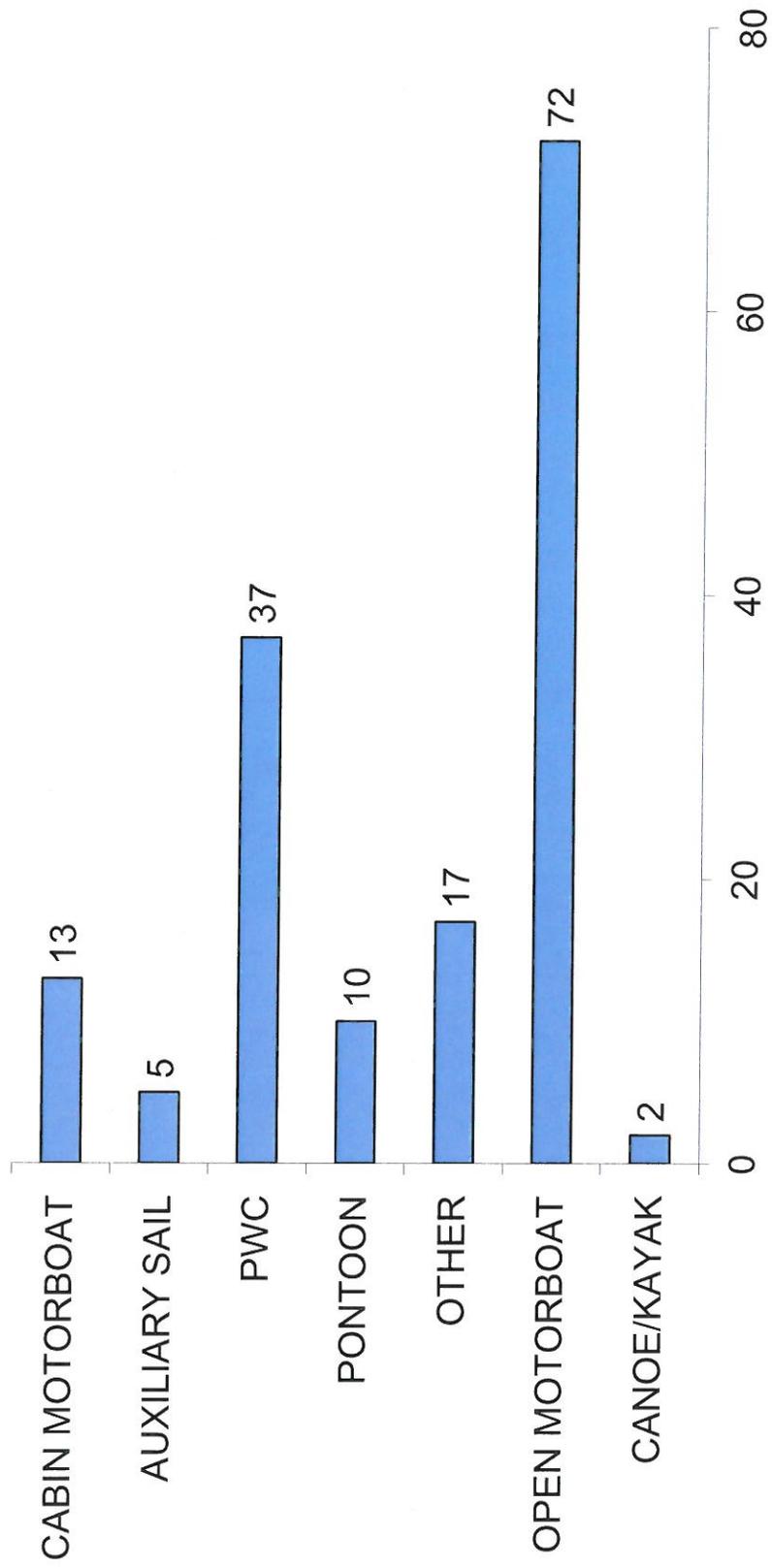
# FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL ACCIDENTS



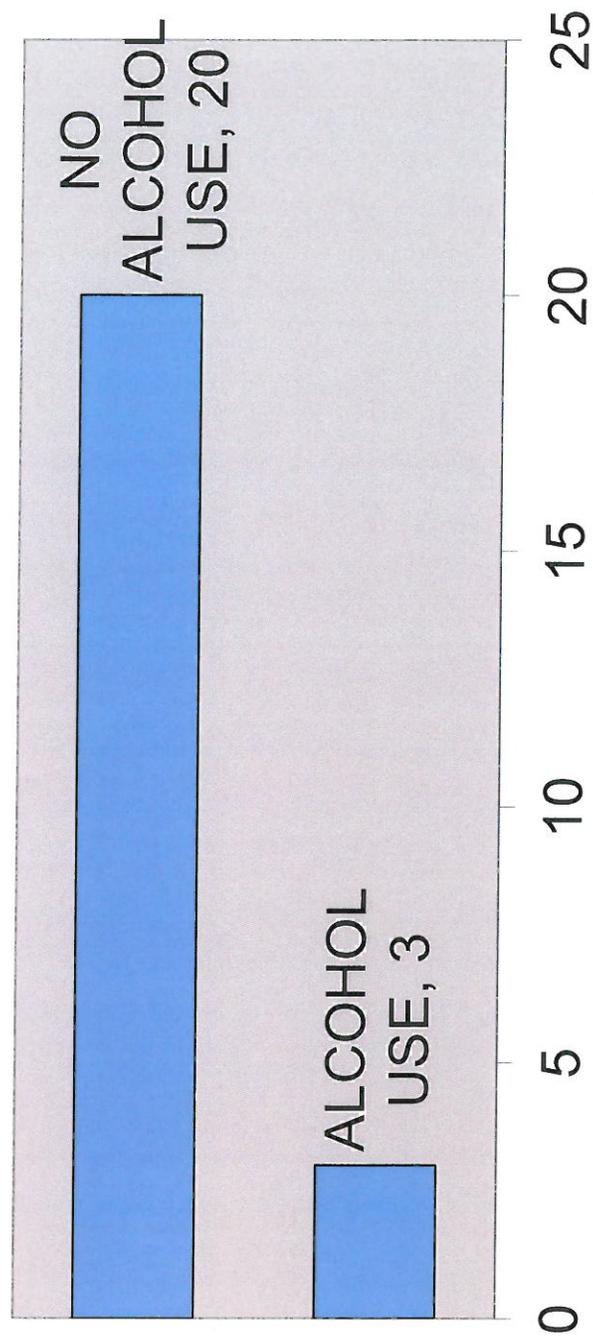
### TYPES OF BOATS INVOLVED IN FATAL ACCIDENTS



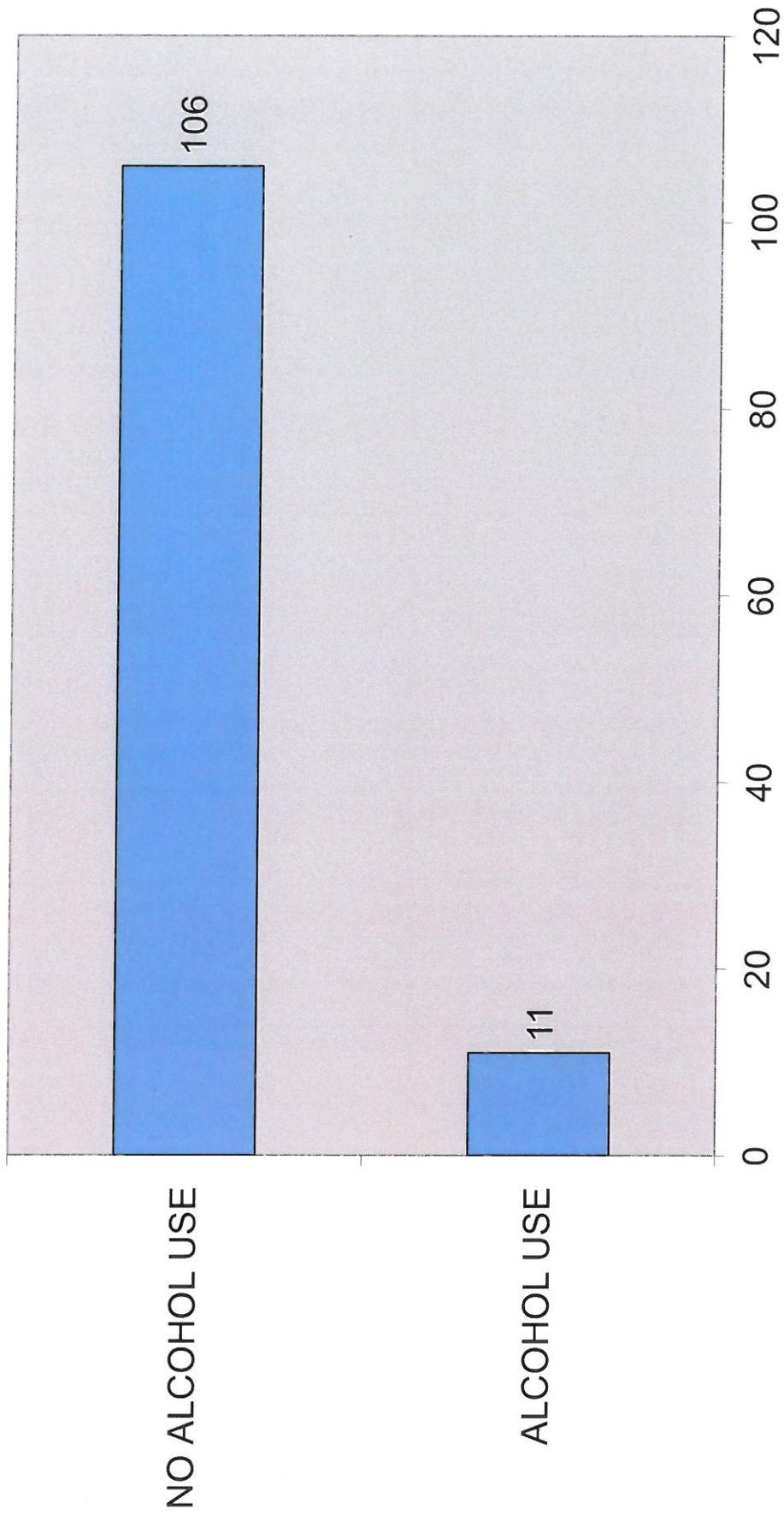
## TYPES OF BOATS INVOLVED IN NON-FATAL ACCIDENTS



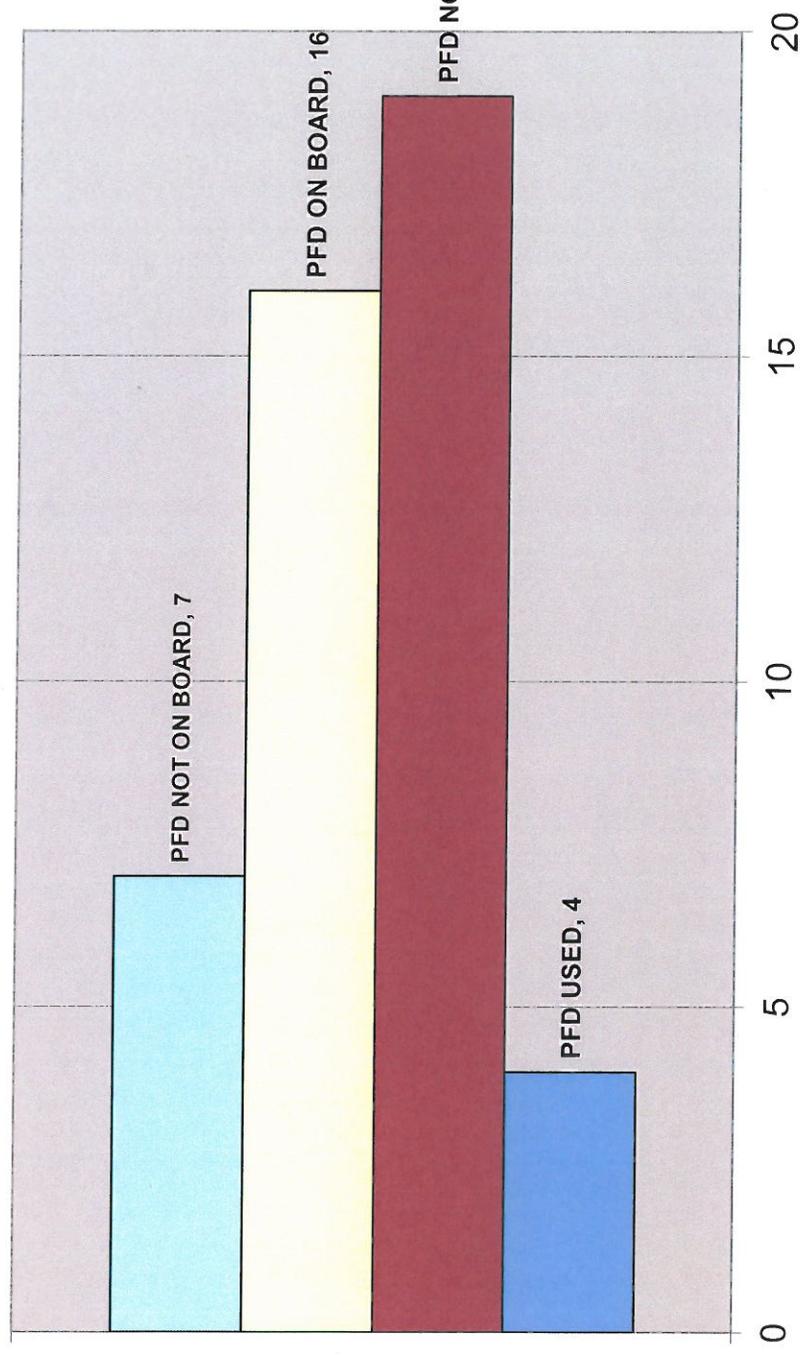
# ALCOHOL USE IN FATAL ACCIDENTS



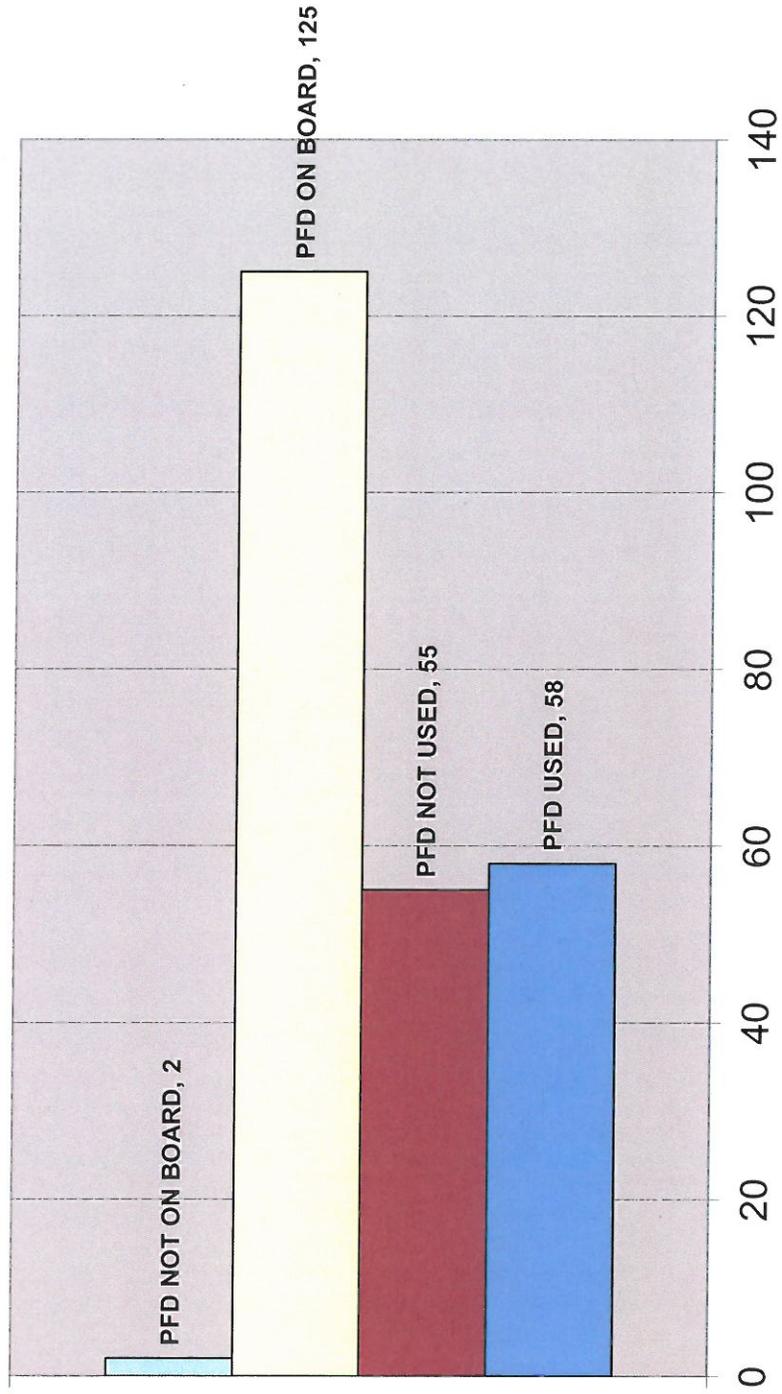
# ALCOHOL USE IN NON FATAL ACCIDENTS



# 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 2011, the number of fatal recreational boating accidents in North Carolina was 25.

In 1982 there were 191,037 vessels registered in North Carolina.  
In 2008 there were 325,491 vessels registered in North Carolina.

In 2007 the US Coast Guard ranked North Carolina 11<sup>th</sup> 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 2006. In 2004, *Careless & Reckless Operation* was the number one *cause*. In 2007, 2008, 2010, 2011, 2012, 2013 and 2014 *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 2007, 2008 and 2010, the number two *cause* was *Careless & Reckless Operation*. In 2011, the number two *cause* was *Hazardous/congested waters*. In 2012, the number two *cause* was *Fault of machinery/equipment/hull*. In 2013, the number two *cause* was *Other/Unknown*. In 2014, the number two *cause* was *Operator Inexperience*.

**PWC COUNTY TOTALS**

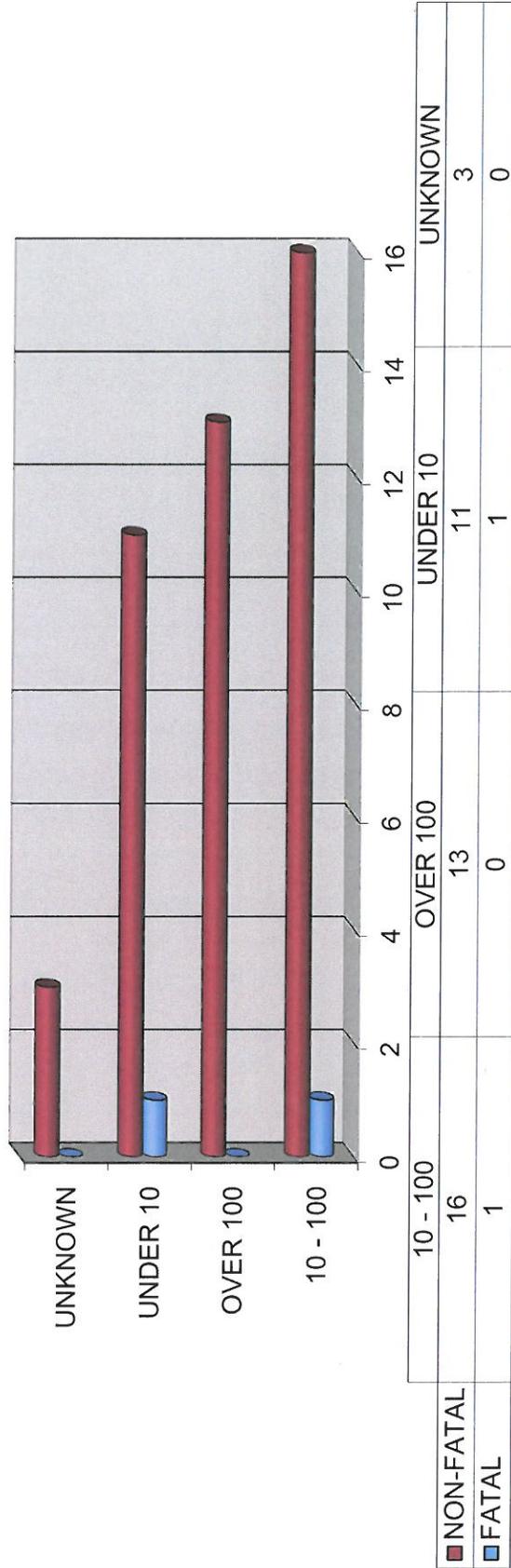
<b>COUNTY</b>	<b>PWC'S REGISTERED</b>	<b>PWC ACCIDENTS</b>
Alamance	490	0
Alexander	423	0
Alleghany	18	0
Anson	86	0
Ashe	47	0
Avery	48	0
Beaufort	509	1
Bertie	106	0
Bladen	148	2
Brunswick	669	3
Buncombe	740	0
Burke	404	0
Cabarrus	604	0
Caldwell	363	0
Camden	88	0
Carteret	709	0
Caswell	119	0
Catawba	1,577	2
Chatham	277	0
Cherokee	197	0
Chowan	102	0
Clay	167	0
Cleveland	430	0
Columbus	222	0
Craven	389	0
Cumberland	577	1
Currituck	397	0
Dare	518	3
Davidson	1,543	1
Davie	186	0
Duplin	119	0
Durham	419	0
Edgecombe	130	0
Forsyth	996	0
Franklin	288	0
Gaston	682	0
Gates	18	0
Graham	127	0
Granville	217	0

<b>PWC COUNTY TOTALS</b>			
<b>COUNTY</b>	<b>PWC'S REGISTERED</b>	<b>PWC ACCIDENTS</b>	
Greene	46	0	
Guilford	1,285	0	
Halifax	548	0	
Harnett	342	0	
Haywood	450	0	
Henderson	323	0	
Hertford	65	0	
Hoke	87	1	
Hyde	25	0	
Iredell	3,172	3	
Jackson	236	0	
Johnston	530	0	
Jones	28	0	
Lee	159	0	
Lenoir	170	0	
Lincoln	1,265	0	
Macon	220	0	
Madison	114	0	
Martin	69	0	
McDowell	232	0	
Mecklenburg	3,272	4	
Mitchell	25	0	
Montgomery	778	0	
Moore	296	0	
Nash	439	0	
New Hanover	795	2	
Northampton	570	1	
Onslow	711	0	
Orange	264	0	
Other	220	0	
Pamlico	132	0	
Pasquotank	170	0	
Pender	280	1	
Perquimans	184	0	
Person	382	0	
Pitt	506	0	
Polk	27	0	
Randolph	747	0	
Richmond	173	0	

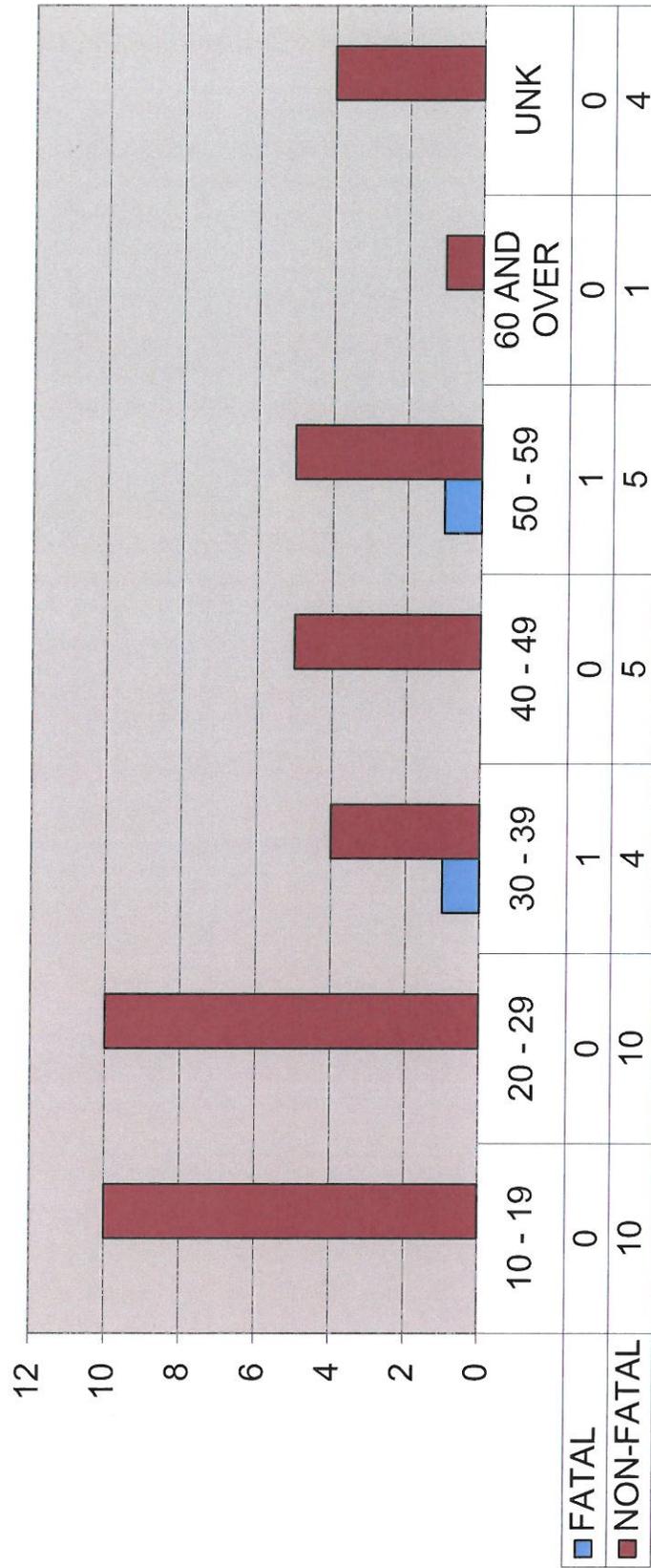
<b>PWC COUNTY TOTALS</b>			
<b><u>COUNTY</u></b>		<b><u>PWC'S REGISTERED</u></b>	<b><u>PWC ACCIDENTS</u></b>
Robeson		301	0
Rockingham		305	0
Rowan		786	0
Rutherford		213	0
Sampson		116	0
Scotland		86	0
Stanly		588	1
Stokes		133	1
Surry		231	0
Swain		95	0
Transylvania		103	0
Tyrrell		39	0
Union		767	0
Vance		323	0
Wake		2,678	1
Warren		886	1
Washington		83	0
Watauga		123	0
Wayne		278	0
Wilkes		269	0
Wilson		180	0
Yadkin		107	0
Yancey		46	0
<b>TOTALS:</b>		<b>43,222</b>	<b>29</b>

<b>TOTAL PERSONAL WATERCRAFT ACCIDENTS PER BODY OF WATER</b>	
<b>BODY OF WATER</b>	<b># OF ACCIDENTS</b>
BACK CREEK	1
BADIN LAKE	1
BELEWS LAKE	1
BOILING SPRINGS LAKE	1
CAPE FEAR RIVER	2
CAROLINA BEACH INLET	1
CURRITUCK SOUND	2
FALLS LAKE	1
HIGH ROCK LAKE	1
ICW	3
LAKE GASTON	2
LAKE NORMAN	6
LAKE WYLIE	3
ROANOKE SOUND	1
ROCKFISH CREEK	1
TOPSAIL SOUND	1
WHITE LAKE	1
<b>TOTAL</b>	<b>29</b>

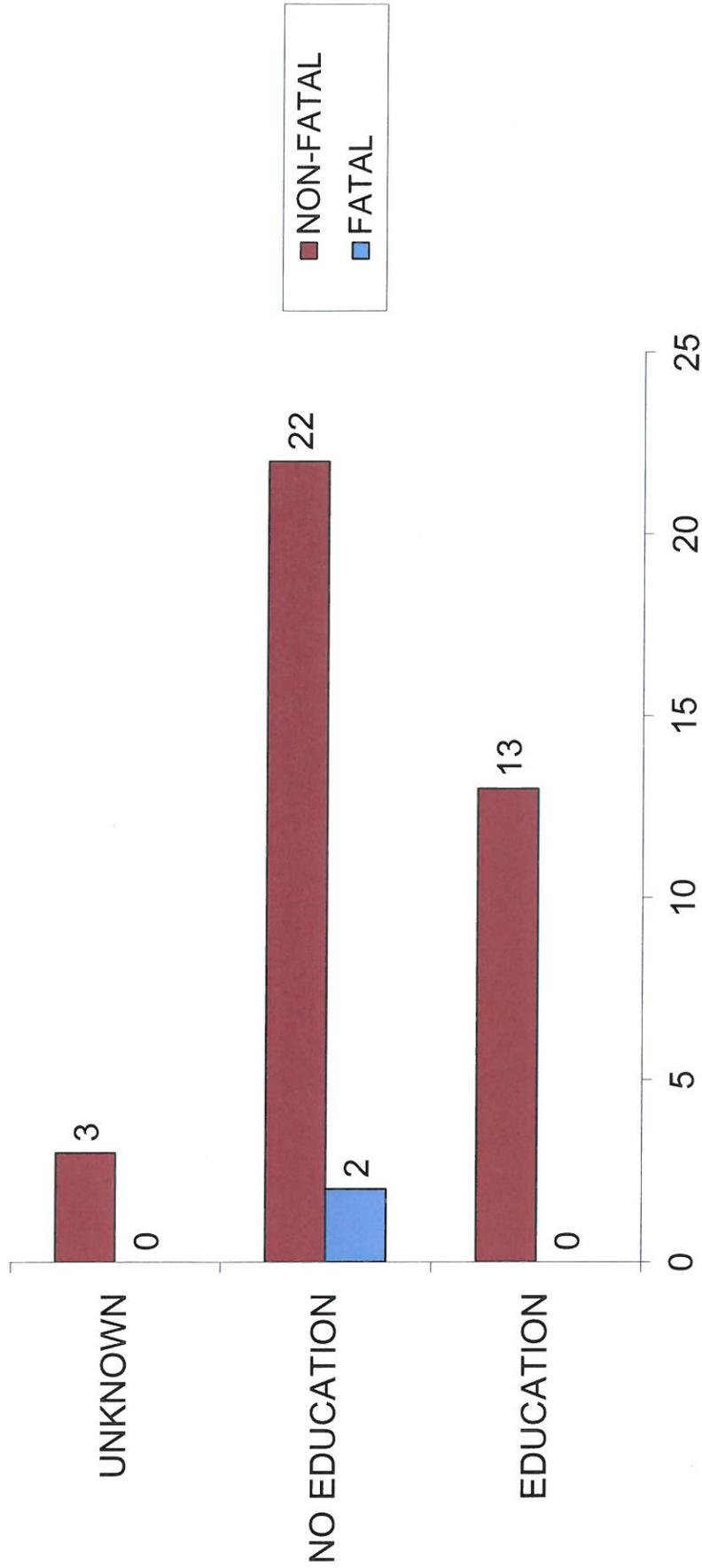
## EXPERIENCE (IN HOURS) OF OPERATORS INVOLVED IN PERSONAL WATERCRAFT ACCIDENTS



## 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](http://www.ncwildlife.org), From the Home page, click on “Boating Education Courses” Or Call 919-707-0030 (this is a proctored course that must be taken in person)

US Power Squadron at [www.usps.org](http://www.usps.org). Or call 1-888-FOR USPS  
1-888-367-8777

US Coast Guard Auxiliary at [www.uscgaux.org](http://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:**

[www.boatus.com](http://www.boatus.com). 1-800-336-2628

[www.boat-ed.com/nc](http://www.boat-ed.com/nc). 1-800-830-2268

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

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

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

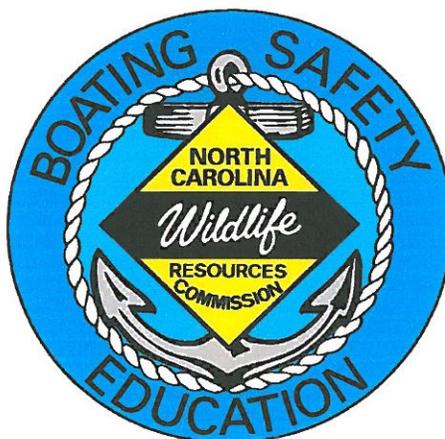
[www.boatus.org/onlinecourse/default.htm?WT.mc\\_id=400082](http://www.boatus.org/onlinecourse/default.htm?WT.mc_id=400082)

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

[www.lmservice.org](http://www.lmservice.org) (Lighthouse Marine Service)

<http://pwcsfetyschool.com>

**REPLACEMENT CARDS:** for any Boater Education Class taken “**online**”, you will need to go back to the website link where the course was taken to obtain a replacement card.



**NC Wildlife Resources Commission  
Division of Law Enforcement  
1717 MSC  
Raleigh, NC 27699-1717**