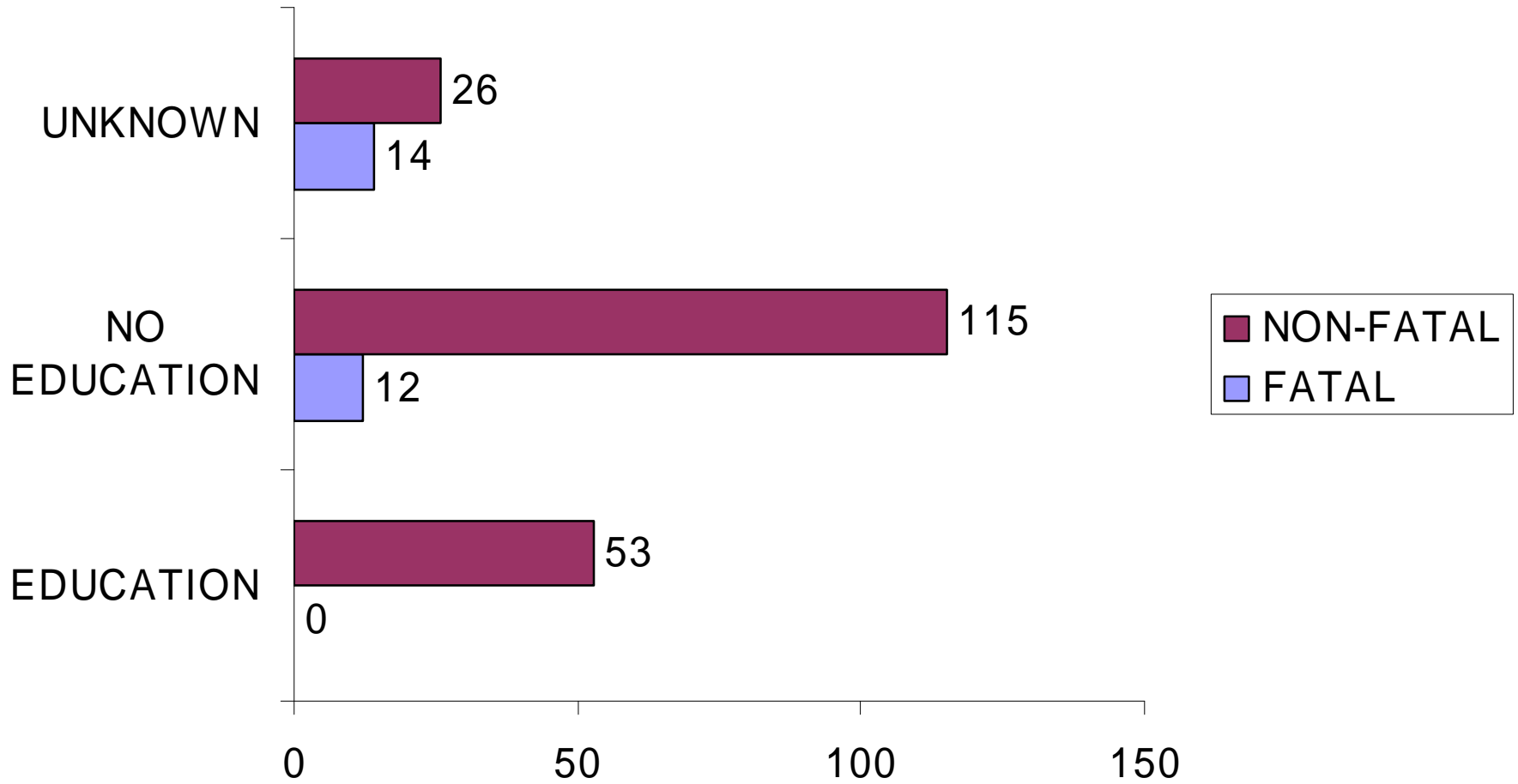
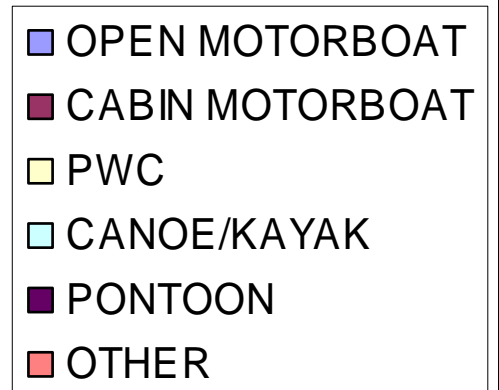
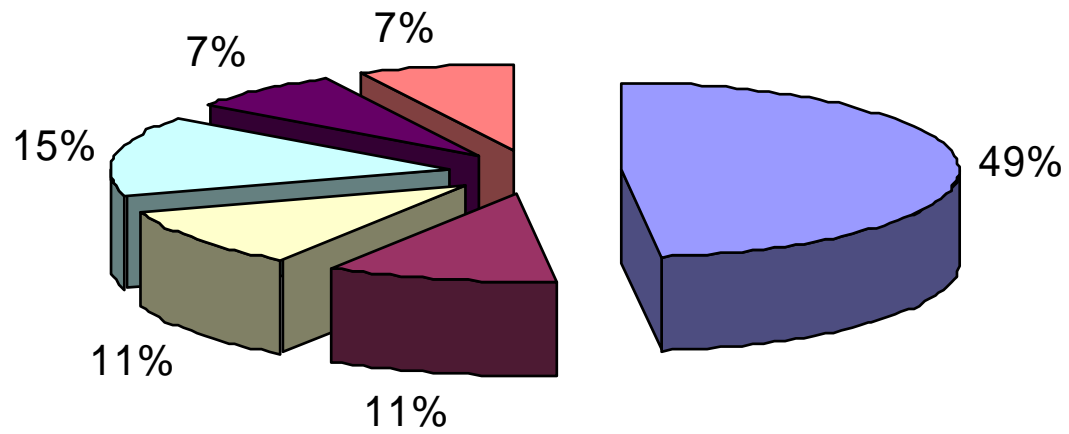


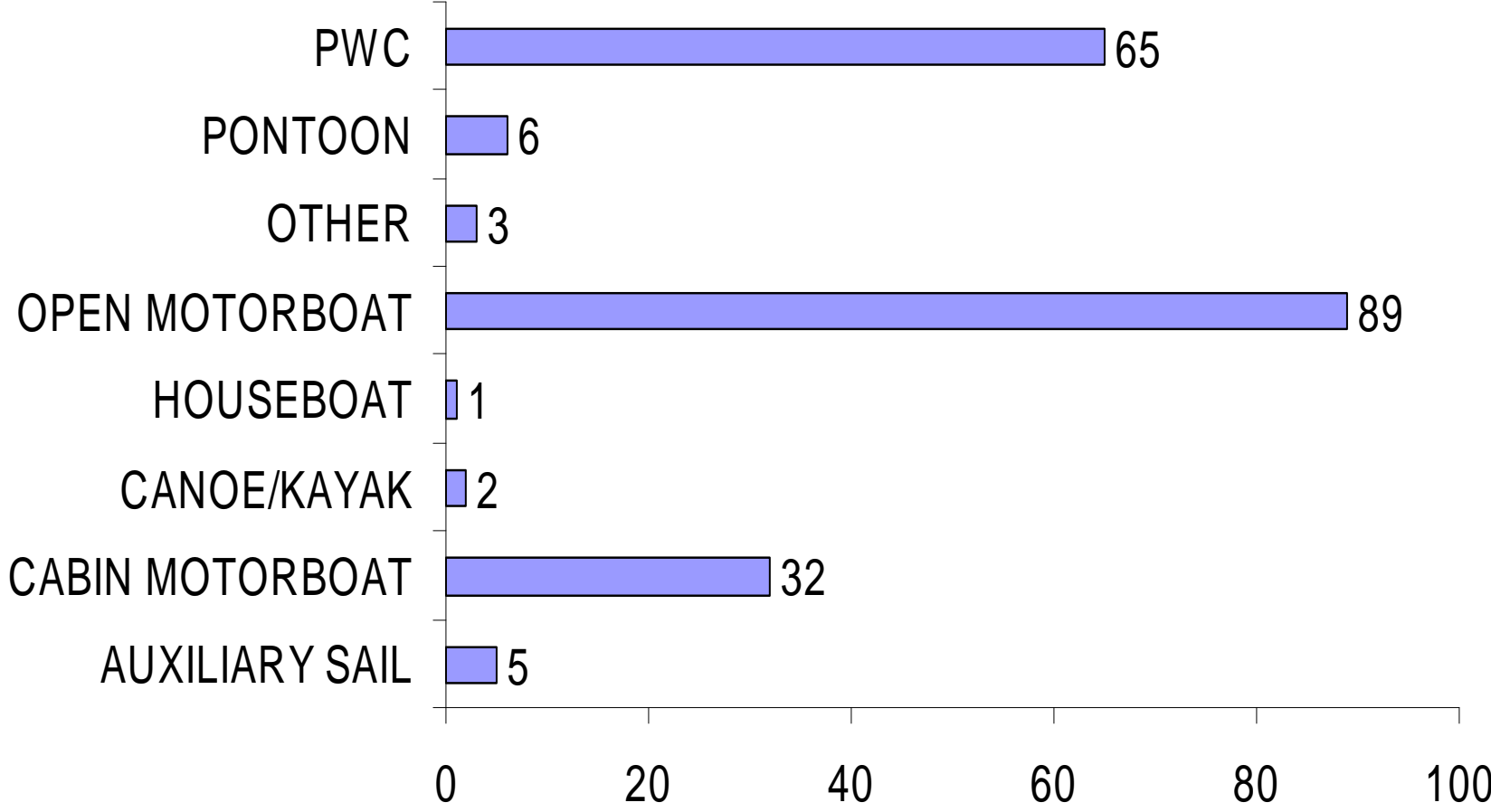
FORMAL BOATING SAFETY EDUCATION IN FATAL AND NON-FATAL ACCIDENTS



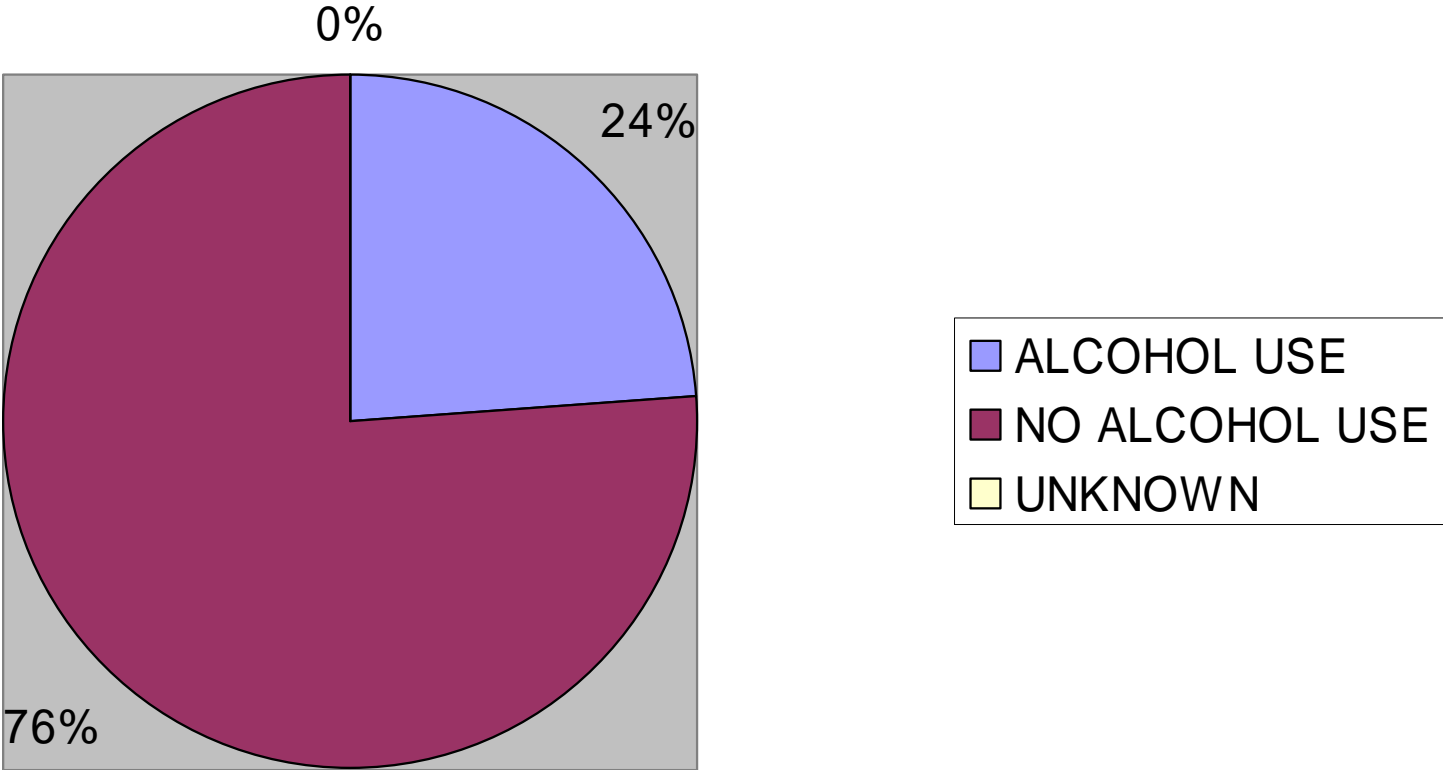
TYPES OF BOATS INVOLVED IN FATAL ACCIDENTS



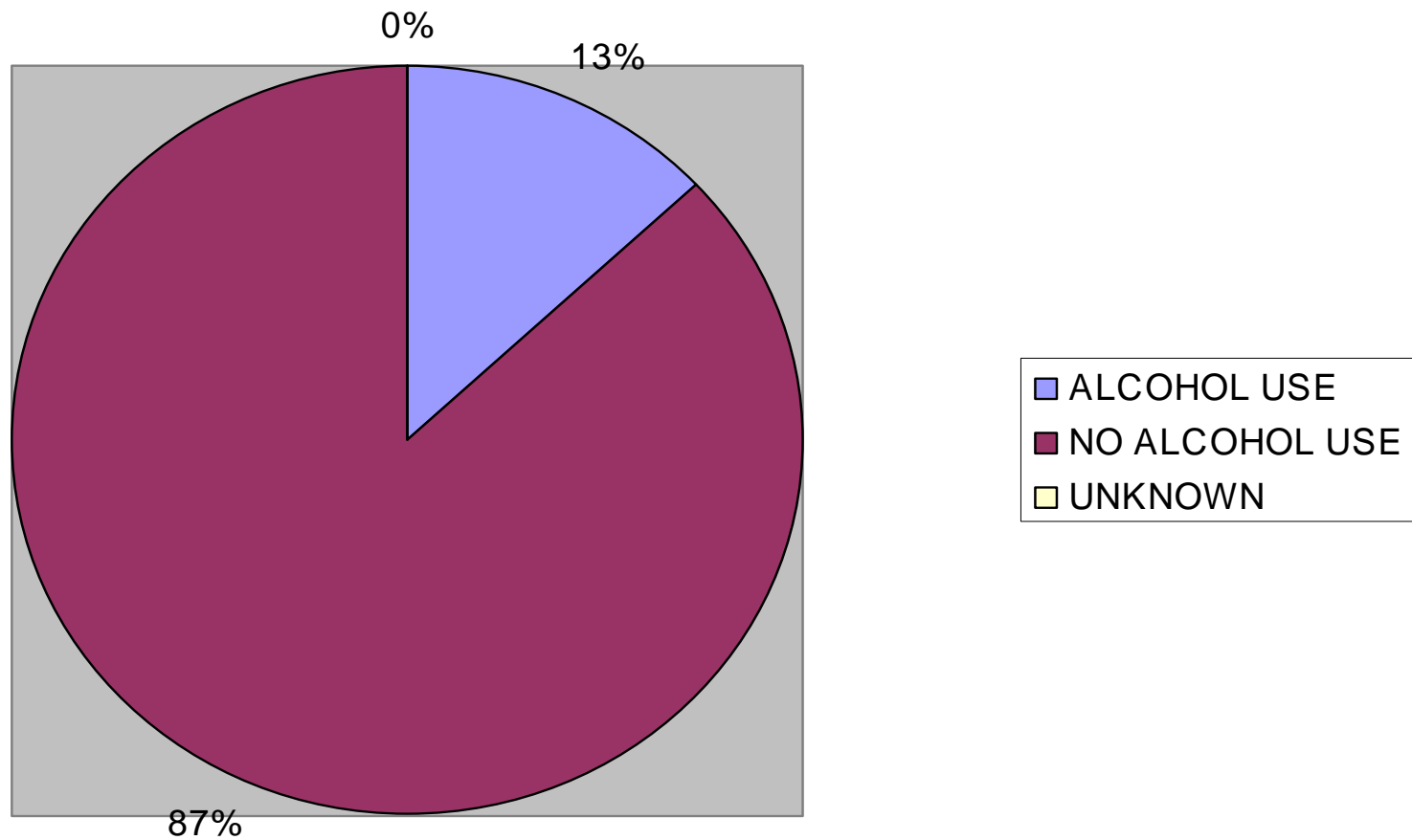
TYPES OF BOATS INVOLVED IN NON-FATAL ACCIDENTS



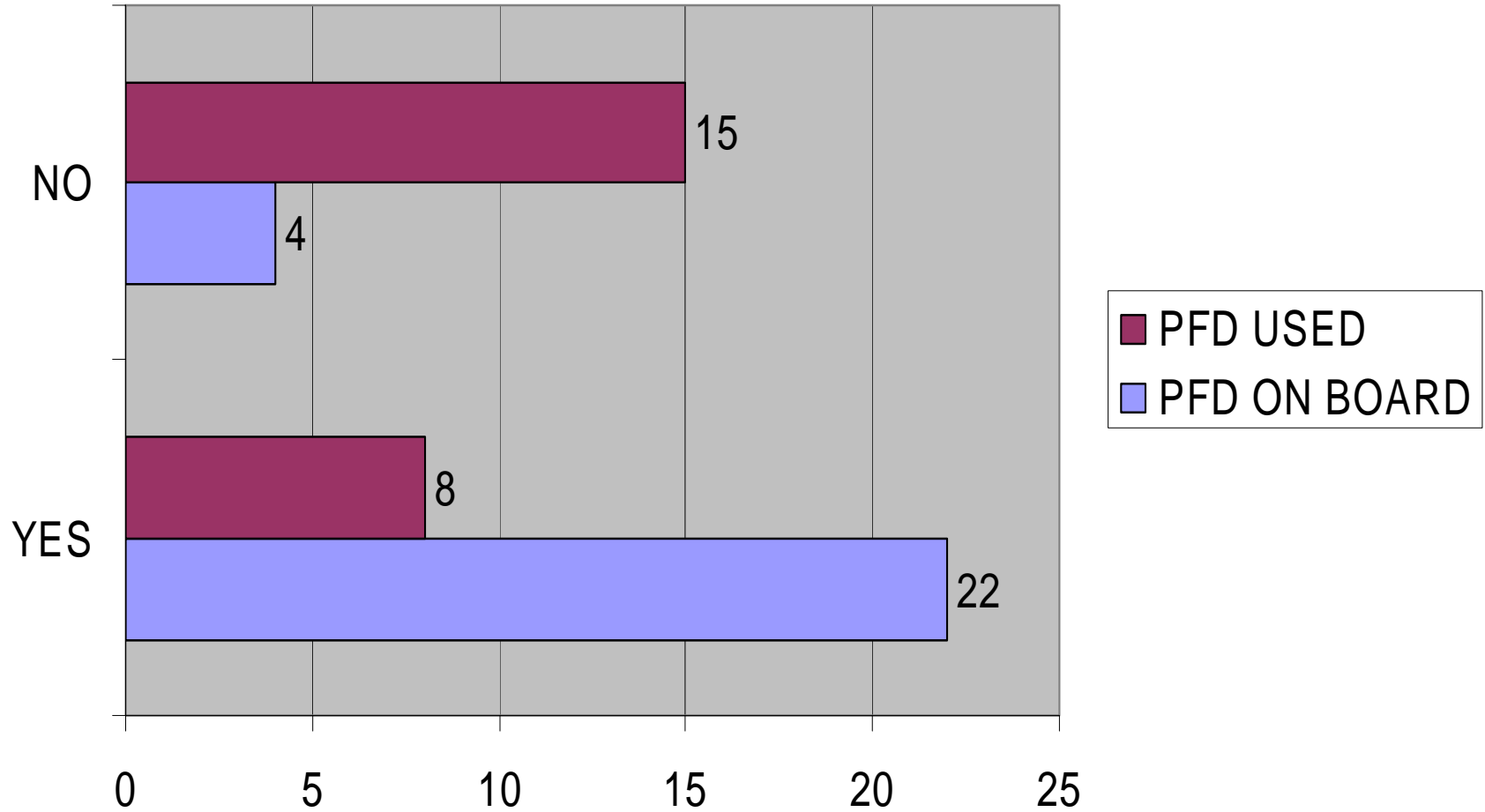
ALCOHOL USE IN FATAL ACCIDENTS



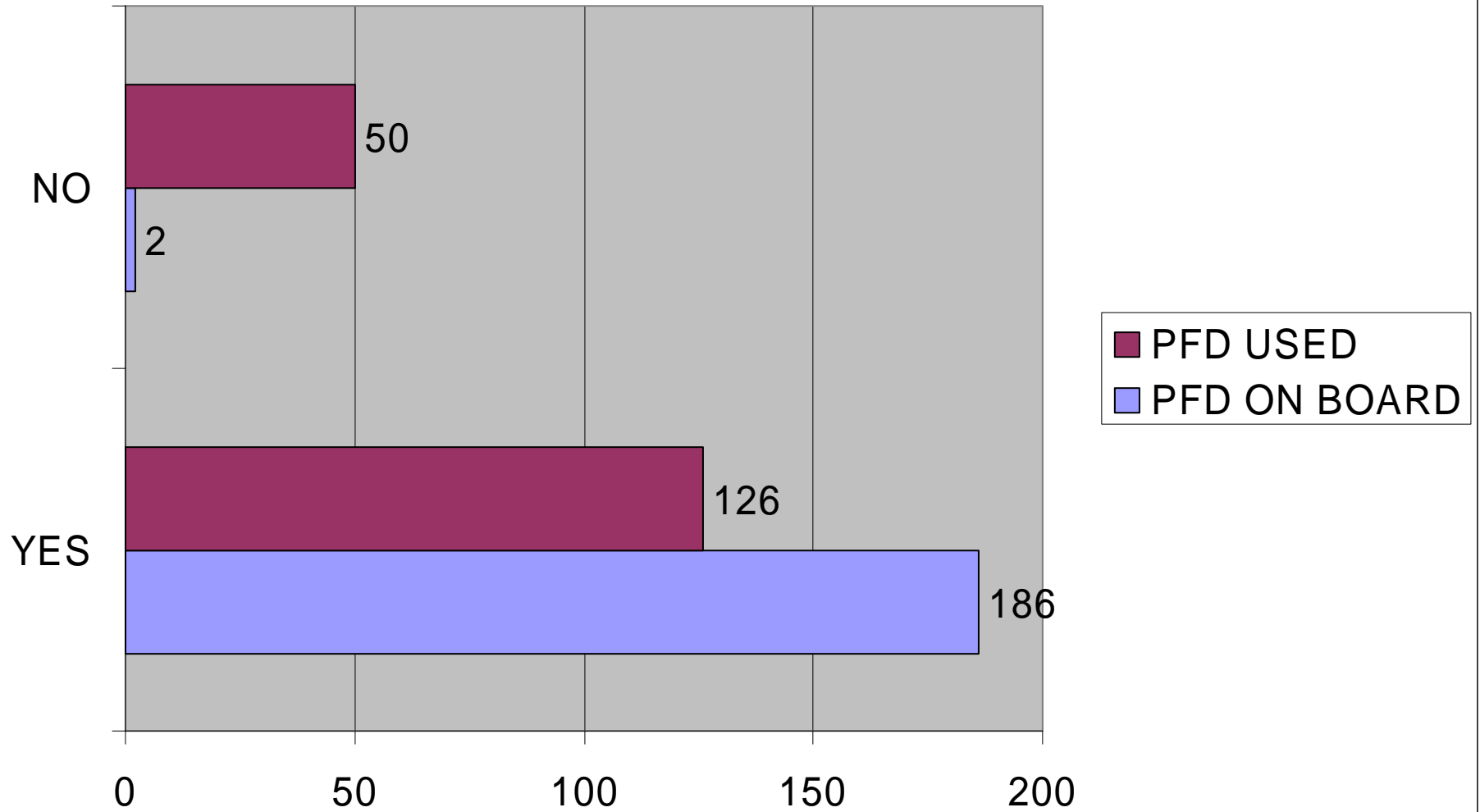
ALCOHOL USE IN NON FATAL ACCIDENTS



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 2007, *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, the number two *cause* was *Careless & Reckless Operation*..

2006 PERSONAL WATERCRAFT ACCIDENT FACTS

- ⇒ 48 Personal Watercraft Accidents**
- ⇒ 68 Personal Watercraft Operators Involved**
- ⇒ 7 of the Personal Watercraft Were Rental Units**
- ⇒ 42 Persons Injured in Personal Watercraft Accidents Required Medical Treatment**
- ⇒ 46,777 Personal Watercrafts registered in North Carolina**

COUNTY TOTALS

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Alamance	625	0
Alexander	403	0
Alleghany	19	0
Anson	108	0
Ashe	28	0
Avery	59	0
Beaufort	570	0
Bertie	134	0
Bladen	163	0
Brunswick	627	9
Buncombe	819	0
Burke	372	1
Cabarrus	724	0
Caldwell	430	1
Camden	88	0
Carteret	652	2
Caswell	121	0
Catawba	1,780	3
Chatham	194	3
Cherokee	209	0
Chowan	109	0
Clay	239	0
Cleveland	399	0
Columbus	270	0
Craven	486	1
Cumberland	657	0
Currituck	445	1
Dare	556	4
Davidson	1,479	1
Davie	195	0
Duplin	151	0
Durham	558	0
Edgecombe	140	0
Forsyth	1,270	0
Franklin	337	0
Gaston	839	0
Gates	26	0
Graham	148	0
Granville	286	0

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Greene	75	0
Guilford	1,650	0
Halifax	694	0
Harnett	394	0
Haywood	517	0
Henderson	377	0
Hertford	68	0
Hoke	79	0
Hyde	31	0
Iredell	3,152	2
Jackson	231	0
Johnston	645	0
Jones	41	0
Lee	214	0
Lenoir	243	0
Lincoln	1,177	0
McDowell	231	1
Macon	221	0
Madison	102	0
Martin	73	0
Mecklenburg	3,582	2
Mitchell	36	0
Montgomery	583	5
Moore	314	0
Nash	555	0
New Hanover	863	0
Northampton	548	0
Onslow	705	3
Orange	321	0
Other	306	0
Pamlico	166	0
Pasquotank	179	0
Pender	275	2
Perquimans	192	0
Person	360	1
Pitt	668	0
Polk	49	0
Randolph	851	0
Richmond	224	0

<u>COUNTY</u>	<u>PWC'S REGISTERED</u>	<u>PWC ACCIDENTS</u>
Robeson	347	0
Rockingham	316	0
Rowan	806	2
Rutherford	190	0
Sampson	177	0
Scotland	73	0
Stanly	600	1
Stokes	137	0
Surry	206	0
Swain	66	0
Transylvania	105	0
Tyrrell	28	0
Union	663	0
Vance	341	0
Wake	3,136	0
Warren	583	3
Washington	100	0
Watauga	112	0
Wayne	411	0
Wilkes	239	0
Wilson	282	0
Yadkin	100	0
Yancey	52	0
TOTALS:	46,777	48

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

<u>RANK</u>	<u>TYPE</u>	<u># CASES AFFECTED</u>
1	Collision with vessel	23
2	Other	7
3	Falls overboard	6
3	Collision with fixed object	6
4	Struck by boat	2
5	Fire/explosion	1
5	Grounding	1

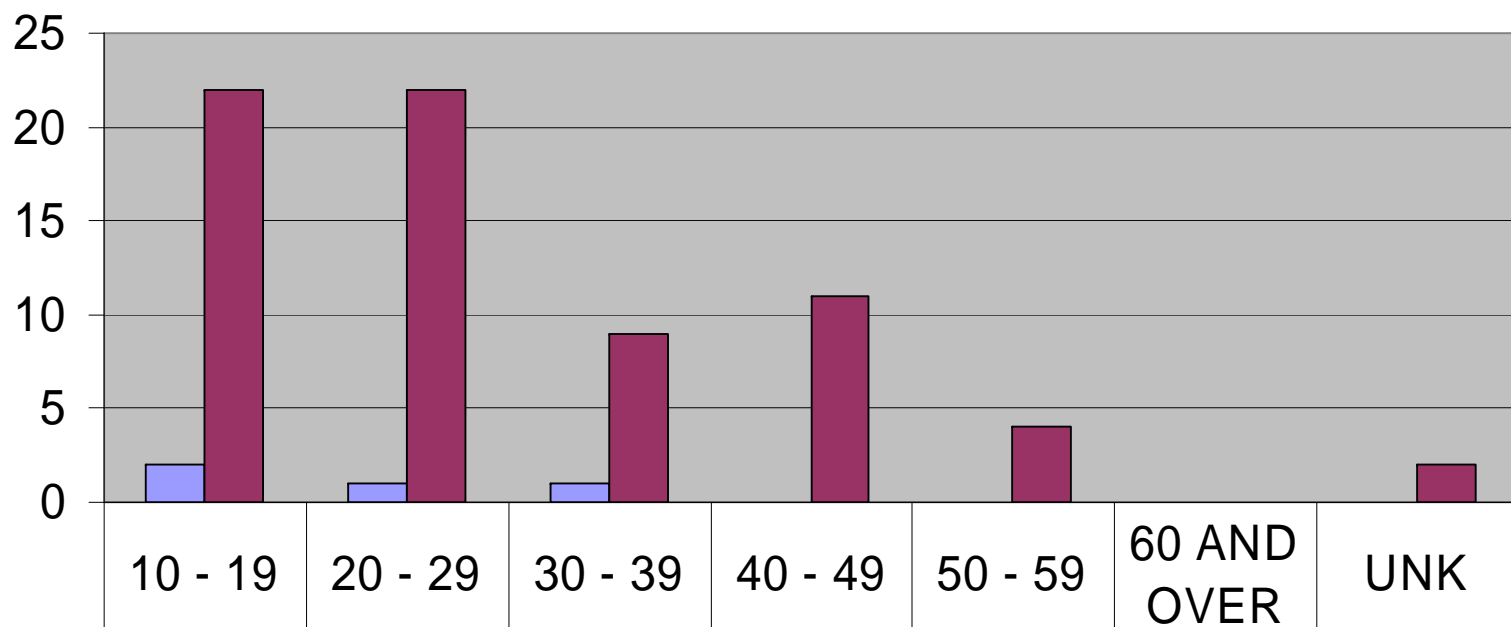
**RANKING OF LEADING CAUSES OF
PERSONAL WATERCRAFT ACCIDENTS**

<u>RANK</u>	<u>CAUSE</u>	<u># CASES AFFECTED</u>
1	Operator inattention	24
2	Operator inexperience	21
3	Careless/reckless operation	20
4	Excessive speed	13
5	Sharp turn	8
6	Wake	7
7	Other	4
8	No proper lookout	2
8	Fault of machinery/equipment	2
8	Congested waters	2
9	Restricted vision	1
9	Hazardous waters	1

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

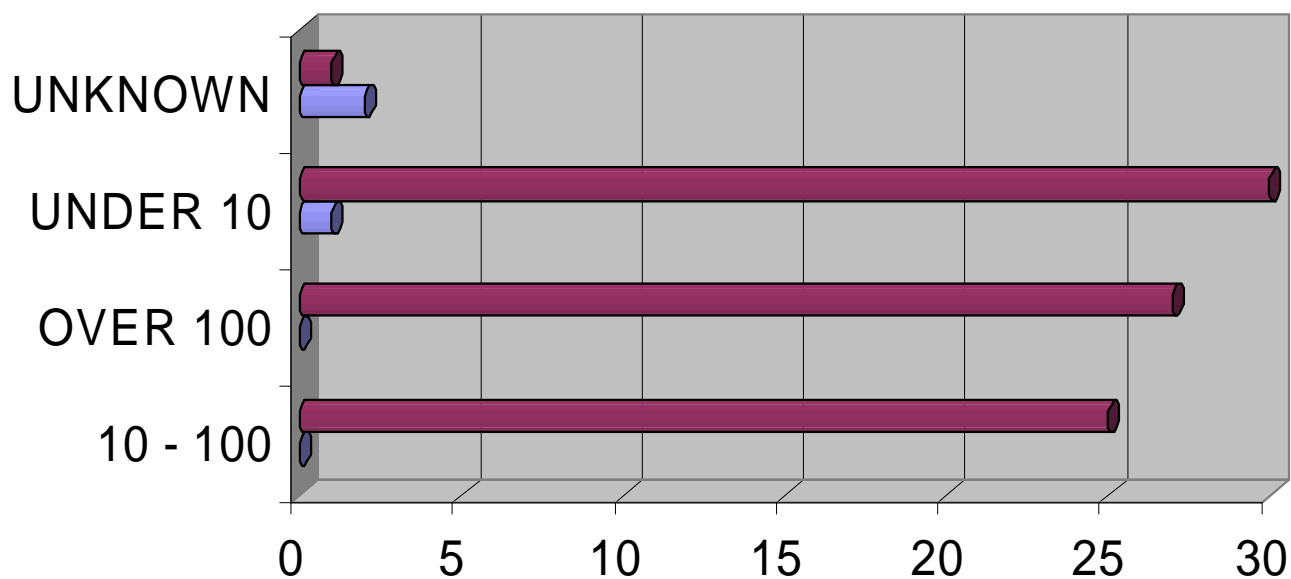
<u>BODY OF WATER</u>	<u># OF ACCIDENTS</u>
Atlantic Ocean	2
Badin Lake	2
Banks Channel	1
Bogue Sound	1
Coinjock Bay	2
Currituck Sound	2
High Rock Lake	3
Hyco Lake	1
ICW	12
Jordan Lake	3
Lake Gaston	3
Lake Hickory	1
Lake James	1
Lake Norman	6
Lake Tillery	4
Neuse River	1
Pamlico Sound	1
Roanoke Sound	1
Sanders Channel	1
TOTAL	48

AGES OF OPERATORS INVOLVED IN PERSONAL WATERCRAFT ACCIDENTS



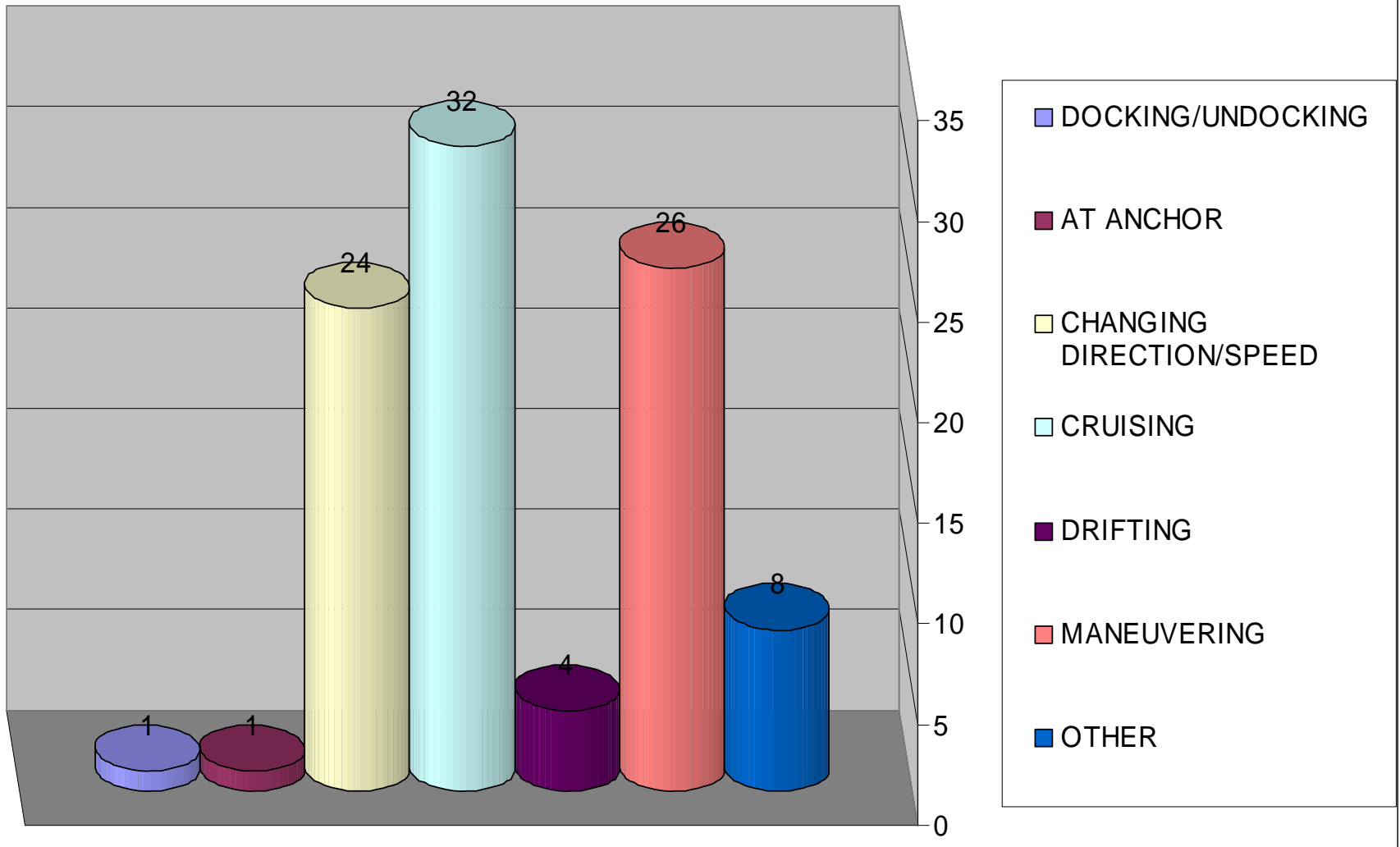
■ FATAL	2	1	1	0	0	0	0
■ NON-FATAL	22	22	9	11	4	0	2

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

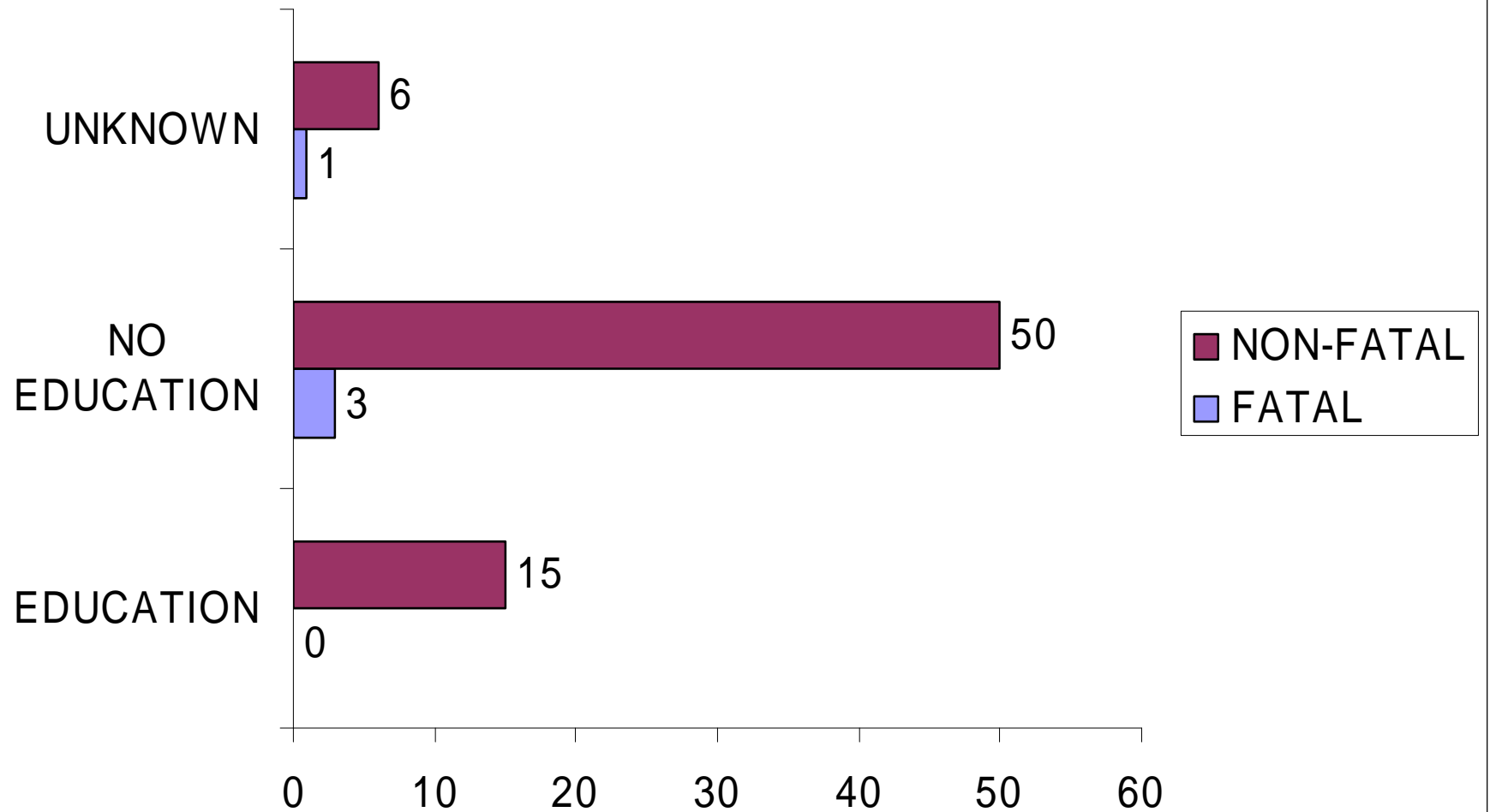


	10 - 100	OVER 100	UNDER 10	UNKNOWN
■ NON-FATAL	25	27	30	1
■ FATAL	0	0	1	2

ACTIVITY AT TIME OF PWC ACCIDENT



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 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 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,
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.
1-800-336-2628

Boat Ed online course at www.boat-ed.com/nc.
1-800-830-2268 (there is a charge for this course)

