Reportable Boating Accidents
On 8/10/2019, A red 25-foot-Zodiac vessel (V2), with one occupant, was traveling southbound in the Atlantic Intercoastal Waterway marked channel near channel marker 140 when it was struck by a 19-foot McKee Craft center console (V1) with two occupants on board.

V1 was attempting to cross the ICW channel to enter a canal across from the Riverside Cafe when V1’s operator failed to keep a proper lookout and clear the area before making a turn to starboard and striking V2. Both occupants of V1 were ejected from the vessel as a result of the collision. Only minor injuries were reported by V1’s operator. Contributing factors to the collision are improper lookout, violation of navigation rules, and alcohol.
# 2019 Reportable Boating Accidents

<table>
<thead>
<tr>
<th>County</th>
<th>Recreational Vessels</th>
<th>Total Vessels</th>
<th>Reportable Accidents</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Property Damage</th>
<th>Rank</th>
<th>Accident Rate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alachua</td>
<td>11,093</td>
<td>11,354</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>500</td>
<td>39</td>
<td>1:5,677</td>
</tr>
<tr>
<td>Baker</td>
<td>2,851</td>
<td>2,865</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>5,000</td>
<td>53</td>
<td>1:2,865</td>
</tr>
<tr>
<td>Bay</td>
<td>16,391</td>
<td>17,182</td>
<td>13</td>
<td>0</td>
<td>5</td>
<td>76,000</td>
<td>15</td>
<td>1:1,322</td>
</tr>
<tr>
<td>Bradford</td>
<td>2,437</td>
<td>2,460</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brevard</td>
<td>32,743</td>
<td>33,942</td>
<td>19</td>
<td>5</td>
<td>14</td>
<td>91,950</td>
<td>11</td>
<td>1:1,786</td>
</tr>
<tr>
<td>Broward</td>
<td>45,069</td>
<td>46,605</td>
<td>30</td>
<td>1</td>
<td>19</td>
<td>1,422,346</td>
<td>7</td>
<td>1:1,554</td>
</tr>
<tr>
<td>Calhoun</td>
<td>1,626</td>
<td>1,656</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charlotte</td>
<td>22,720</td>
<td>23,308</td>
<td>9</td>
<td>1</td>
<td>3</td>
<td>19,800</td>
<td>25</td>
<td>1:2,590</td>
</tr>
<tr>
<td>Citrus</td>
<td>16,104</td>
<td>16,775</td>
<td>20</td>
<td>3</td>
<td>17</td>
<td>75,695</td>
<td>10</td>
<td>1:1,839</td>
</tr>
<tr>
<td>Clay</td>
<td>12,730</td>
<td>12,960</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>13,750</td>
<td>34</td>
<td>1:3,240</td>
</tr>
<tr>
<td>Collier</td>
<td>21,786</td>
<td>22,749</td>
<td>21</td>
<td>0</td>
<td>20</td>
<td>43,275</td>
<td>9</td>
<td>1:1,083</td>
</tr>
<tr>
<td>Columbia</td>
<td>4,409</td>
<td>4,459</td>
<td>1</td>
<td>0</td>
<td>7</td>
<td>5,000</td>
<td>56</td>
<td>1:4,459</td>
</tr>
<tr>
<td>Desoto</td>
<td>2,247</td>
<td>2,335</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>1,000</td>
<td>57</td>
<td>1:2,335</td>
</tr>
<tr>
<td>Dixie</td>
<td>2,295</td>
<td>2,545</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>6,000</td>
<td>40</td>
<td>1:1,273</td>
</tr>
<tr>
<td>Duval</td>
<td>25,553</td>
<td>26,220</td>
<td>14</td>
<td>0</td>
<td>11</td>
<td>105,500</td>
<td>14</td>
<td>1:1,873</td>
</tr>
<tr>
<td>Escambia</td>
<td>15,608</td>
<td>15,973</td>
<td>11</td>
<td>1</td>
<td>7</td>
<td>125,950</td>
<td>22</td>
<td>1:1,452</td>
</tr>
<tr>
<td>Flagler</td>
<td>5,961</td>
<td>6,048</td>
<td>5</td>
<td>0</td>
<td>4</td>
<td>6,000</td>
<td>33</td>
<td>1:1,210</td>
</tr>
<tr>
<td>Franklin</td>
<td>2,437</td>
<td>3,079</td>
<td>9</td>
<td>2</td>
<td>5</td>
<td>47,900</td>
<td>24</td>
<td>1:342</td>
</tr>
<tr>
<td>Gadsden</td>
<td>2,328</td>
<td>2,357</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gilchrist</td>
<td>1,766</td>
<td>1,788</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>31,000</td>
<td>48</td>
<td>1:1,788</td>
</tr>
<tr>
<td>Glades</td>
<td>1,278</td>
<td>1,316</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>15,000</td>
<td>37</td>
<td>1:439</td>
</tr>
<tr>
<td>Gulf</td>
<td>2,801</td>
<td>3,073</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>17,000</td>
<td>38</td>
<td>1:1,537</td>
</tr>
<tr>
<td>Hamilton</td>
<td>922</td>
<td>928</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>54</td>
<td>1:928</td>
</tr>
<tr>
<td>Hardee</td>
<td>1,606</td>
<td>1,626</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hendry</td>
<td>3,031</td>
<td>3,149</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>3,638</td>
<td>55</td>
<td>1:3,149</td>
</tr>
<tr>
<td>Hernando</td>
<td>10,277</td>
<td>10,496</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4,600</td>
<td>41</td>
<td>1:5,248</td>
</tr>
<tr>
<td>Highlands</td>
<td>9,088</td>
<td>9,184</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1,500</td>
<td>47</td>
<td>1:9,184</td>
</tr>
<tr>
<td>Hillsborough</td>
<td>39,931</td>
<td>40,719</td>
<td>15</td>
<td>0</td>
<td>10</td>
<td>302,300</td>
<td>13</td>
<td>1:2,715</td>
</tr>
<tr>
<td>Holmes</td>
<td>2,056</td>
<td>2,077</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian River</td>
<td>10,927</td>
<td>11,345</td>
<td>8</td>
<td>1</td>
<td>3</td>
<td>126,700</td>
<td>26</td>
<td>1:1,418</td>
</tr>
<tr>
<td>Jackson</td>
<td>4,352</td>
<td>4,377</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jefferson</td>
<td>1,414</td>
<td>1,427</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lafayette</td>
<td>922</td>
<td>930</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>500</td>
<td>49</td>
<td>1:930</td>
</tr>
<tr>
<td>Lake</td>
<td>21,392</td>
<td>21,674</td>
<td>10</td>
<td>3</td>
<td>5</td>
<td>86,450</td>
<td>23</td>
<td>1:2,167</td>
</tr>
<tr>
<td>Lee</td>
<td>47,589</td>
<td>49,009</td>
<td>47</td>
<td>9</td>
<td>27</td>
<td>338,687</td>
<td>4</td>
<td>1:1,043</td>
</tr>
<tr>
<td>Leon</td>
<td>11,863</td>
<td>12,012</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>4,500</td>
<td>50</td>
<td>1:12,012</td>
</tr>
<tr>
<td>Levy</td>
<td>4,415</td>
<td>4,806</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>4,000</td>
<td>51</td>
<td>1:4,806</td>
</tr>
</tbody>
</table>

*Accident Rate = # of Registered Vessels / # of Accidents
Top ten counties in bold print. Fields that equaled zero intentionally left blank.
## 2019 Reportable Boating Accidents

### 2019 Vessel Registration and Accidents by County

<table>
<thead>
<tr>
<th>County</th>
<th>Recreational Vessels</th>
<th>Total Vessels</th>
<th>Reportable Accidents</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Property Damage</th>
<th>Rank</th>
<th>Accident Rate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liberty</td>
<td>1,203</td>
<td>1,222</td>
<td></td>
<td>1</td>
<td>1</td>
<td>100</td>
<td>52</td>
<td>1:1,205</td>
</tr>
<tr>
<td>Madison</td>
<td>1,202</td>
<td>1,205</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>26,500</td>
<td>31</td>
<td>1:3,394</td>
</tr>
<tr>
<td>Manatee</td>
<td>19,554</td>
<td>20,365</td>
<td>6</td>
<td>2</td>
<td>4</td>
<td>26,500</td>
<td>32</td>
<td>1:4,005</td>
</tr>
<tr>
<td>Marion</td>
<td>19,773</td>
<td>20,027</td>
<td>5</td>
<td>0</td>
<td>4</td>
<td>19,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Martin</td>
<td>17,903</td>
<td>18,710</td>
<td>30</td>
<td>3</td>
<td>19</td>
<td>247,633</td>
<td>6</td>
<td>1:624</td>
</tr>
<tr>
<td>Miami-Dade</td>
<td>65,495</td>
<td>68,182</td>
<td>73</td>
<td>4</td>
<td>38</td>
<td>8,794,886</td>
<td>2</td>
<td>1:934</td>
</tr>
<tr>
<td>Monroe</td>
<td>26,040</td>
<td>28,966</td>
<td>88</td>
<td>7</td>
<td>57</td>
<td>1,791,949</td>
<td>1</td>
<td>1:329</td>
</tr>
<tr>
<td>Nassau</td>
<td>6,625</td>
<td>6,777</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>4,100</td>
<td>43</td>
<td>1:3,389</td>
</tr>
<tr>
<td>Okaloosa</td>
<td>18,607</td>
<td>19,274</td>
<td>23</td>
<td>2</td>
<td>13</td>
<td>52,167</td>
<td>8</td>
<td>1:838</td>
</tr>
<tr>
<td>Okeechobee</td>
<td>4,861</td>
<td>5,021</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2,000</td>
<td>44</td>
<td>1:5,021</td>
</tr>
<tr>
<td>Orange</td>
<td>30,001</td>
<td>30,500</td>
<td>8</td>
<td>1</td>
<td>5</td>
<td>34,900</td>
<td>27</td>
<td>1:3,813</td>
</tr>
<tr>
<td>Osceola</td>
<td>8,244</td>
<td>8,376</td>
<td>12</td>
<td>2</td>
<td>10</td>
<td>19,100</td>
<td>21</td>
<td>1:698</td>
</tr>
<tr>
<td>Palm Beach</td>
<td>35,245</td>
<td>36,358</td>
<td>65</td>
<td>1</td>
<td>30</td>
<td>979,060</td>
<td>3</td>
<td>1:559</td>
</tr>
<tr>
<td>Pasco</td>
<td>25,151</td>
<td>25,703</td>
<td>12</td>
<td>1</td>
<td>10</td>
<td>83,625</td>
<td>20</td>
<td>1:2,142</td>
</tr>
<tr>
<td>Pinellas</td>
<td>50,562</td>
<td>52,230</td>
<td>46</td>
<td>2</td>
<td>27</td>
<td>415,800</td>
<td>5</td>
<td>1:1,135</td>
</tr>
<tr>
<td>Polk</td>
<td>28,940</td>
<td>29,418</td>
<td>6</td>
<td>0</td>
<td>3</td>
<td>37,918</td>
<td>28</td>
<td>1:4,903</td>
</tr>
<tr>
<td>Putnam</td>
<td>7,482</td>
<td>7,736</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>15,474</td>
<td>15,739</td>
<td>13</td>
<td>0</td>
<td>13</td>
<td>153,020</td>
<td>17</td>
<td>1:1,211</td>
</tr>
<tr>
<td>Sarasota</td>
<td>22,679</td>
<td>23,233</td>
<td>16</td>
<td>0</td>
<td>15</td>
<td>175,500</td>
<td>12</td>
<td>1:1,452</td>
</tr>
<tr>
<td>Seminole</td>
<td>17,810</td>
<td>18,065</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>25,300</td>
<td>29</td>
<td>1:3,011</td>
</tr>
<tr>
<td>St. Johns</td>
<td>15,474</td>
<td>15,739</td>
<td>13</td>
<td>1</td>
<td>6</td>
<td>69,700</td>
<td>16</td>
<td>1:1,211</td>
</tr>
<tr>
<td>St. Lucie</td>
<td>12,773</td>
<td>13,323</td>
<td>12</td>
<td>0</td>
<td>2</td>
<td>57,200</td>
<td>19</td>
<td>1:1,110</td>
</tr>
<tr>
<td>Sumter</td>
<td>4,821</td>
<td>4,877</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>650</td>
<td>45</td>
<td>1:4,877</td>
</tr>
<tr>
<td>Suwannee</td>
<td>2,929</td>
<td>2,956</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>42,000</td>
<td>46</td>
<td>1:2,956</td>
</tr>
<tr>
<td>Taylor</td>
<td>3,606</td>
<td>3,757</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>58,289</td>
<td>42</td>
<td>1:1,879</td>
</tr>
<tr>
<td>Union</td>
<td>1,033</td>
<td>1,040</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volusia</td>
<td>27,942</td>
<td>28,813</td>
<td>12</td>
<td>1</td>
<td>10</td>
<td>59,100</td>
<td>18</td>
<td>1:2,401</td>
</tr>
<tr>
<td>Wakulla</td>
<td>5,026</td>
<td>5,328</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>13,700</td>
<td>35</td>
<td>1:1,332</td>
</tr>
<tr>
<td>Walton</td>
<td>6,168</td>
<td>6,334</td>
<td>6</td>
<td>3</td>
<td>2</td>
<td>10,150</td>
<td>30</td>
<td>1:1,056</td>
</tr>
<tr>
<td>Washington</td>
<td>2,690</td>
<td>2,708</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>3,900</td>
<td>36</td>
<td>1:903</td>
</tr>
<tr>
<td>DHSMV</td>
<td>2,928</td>
<td>4,471</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL** 930,016  | 961,266  | 723 | 65 | 453 | 16,159,488 | 1:1,330

*Accident Rate = # of Registered Vessels
# of Accidents

Those counties in bold print represent the top ten counties
Department of Highways Safety and Motor Vehicles (DHSMV) numbers represent registrations issued at main office instead of at the county level
Fields that equaled zero intentionally left blank.
2019 REPORTABLE BOATING ACCIDENTS

TOP TEN COUNTIES

- Monroe: 88
- Miami-Dade: 73
- Palm Beach: 65
- Lee: 47
- Pinellas: 46
- Broward: 30
- Martin: 30
- Okaloosa: 23
- Collier: 21
- Citrus: 20

INVESTIGATING AGENCY

- SHERIFF 49, 7%
- POLICE 29, 4%
- SELF-REPORT 2, Less than 1%
- FWC 643, 90%

ACCIDENTS BY MONTH

- Jan: 40
- Feb: 53
- Mar: 71
- Apr: 77
- May: 97
- Jun: 80
- Jul: 81
- Aug: 53
- Sep: 46
- Oct: 51
- Nov: 36
- Dec: 38

*723 total accidents
2019 Reportable Boating Accidents

Time of Day

Accident Site Location

Restricted Area Accidents

*258 total accidents in restricted areas
“Other” may include areas where the regulation or local ordinance was not specified.
2019 Reportable Boating Accidents

Primary Type of Accident

- Collision with vessel: 205
- Collision with fixed object: 122
- Falls overboard: 61
- Flooding/swamping: 60
- Grounding: 50
- Capsizing: 41
- Other: 35
- Struck underwater object: 30
- Fall on PWC: 24
- Fall in boat: 21
- Vessel wake damage: 19
- Fire/explosion (fuel): 16
- Struck by skeg/prop: 10
- Fire/explosion (non-fuel): 10
- Collision floating object/person: 6
- Skier mishap/fall: 4
- Skier hit object: 4
- Sinking: 3
- Starting engine: 1
- Struck by boat (person): 1

*723 accidents involving 1,024 vessels
(Based on first harmful event as determined by the state reviewing authority)

Secondary Type of Accident

- Falls overboard: 115
- Fall in boat: 64
- Struck by boat (person): 53
- Capsizing: 44
- Collision with fixed object: 41
- Other: 27
- Grounding: 23
- Sinking: 20
- Flooding/swamping: 17
- Struck by skeg/prop: 12
- Fall on PWC: 8
- Collision with vessel: 8
- Fire/explosion (fuel): 4
- Starting engine: 1
- Struck underwater object: 1
- Fire/explosion (non-fuel): 1

*284 of the 723 accidents did not have a secondary type of accident
2019 Reportable Boating Accidents

Operation at Time of Accident

- Cruising: 479
- Docked (moored): 138
- Changing direction: 91
- Drifting: 61
- Changing speed: 56
- Docking/undocking: 56
- At anchor: 52
- Other: 32
- Rowing/paddling: 16
- Unknown: 12
- Wake/surf jumping: 10
- Towing a boat: 8
- Launching/loading: 6
- Being towed: 5
- Sailing: 2

Activity at Time of Accident

- Recreational cruising: 641
- No activity (docked, anchored): 134
- Recreational fishing: 88
- Other: 82
- Commercial purpose: 50
- Swimming/snorkling: 9
- Fueling: 5
- Starting engine: 5
- Boat pulling a tube: 4
- Making repairs: 4
- Racing (sanctioned): 1
- Hunting: 1

*1,024 vessels
2019 Reportable Boating Accidents

Vessel Count in Reportable Accidents

- Total number of accidents: 723 involving 1,024 vessels
- Fatal accidents: 65 involving 70 vessels

Vessel Type, Length & Propulsion

- Rowboat (Jon): 3
- Sail (only): 3
- Mini jet boat: 5
- Houseboat: 6
- Canoe/kayak: 16
- Pontoon boat: 25
- Airboat: 27
- Other: 33
- Sail (aux power): 37
- Cabin motorboat: 230
- Personal watercraft: 246
- Open motorboat: 393
- No info: 17
- < 12 Feet: 89
- 12 - 16 Feet: 178
- 17 - 21 Feet: 151
- 22 - 26 Feet: 172
- 27 - 40 Feet: 122
- 41 - 65 Feet: 45
- 66+ Feet: 20
- Sail: 20
- Manual: 23
- Air thrust: 27
- Water jet: 253
- Propeller: 701

*723 accidents involving 1,024 vessels
2019 Reportable Boating Accidents

Vessel Fuel & Hull Type

- Electric: 6
- Other: 50
- Diesel: 180
- Gas: 788
- Rigid hull inflatable: 3
- Wood: 4
- Rubber/vinyl: 10
- Steel: 15
- Other/no info: 35
- Aluminum: 86
- Fiberglass: 871

*723 accidents involving 1,024 vessels

Vessel & Property Damage Figures

<table>
<thead>
<tr>
<th>Year</th>
<th>Damage (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>13.5</td>
</tr>
<tr>
<td>2016</td>
<td>10</td>
</tr>
<tr>
<td>2017</td>
<td>8.5</td>
</tr>
<tr>
<td>2018</td>
<td>8</td>
</tr>
<tr>
<td>2019</td>
<td>16.1</td>
</tr>
</tbody>
</table>

Vessel Ownership

- Owner household: 819 / 80%
- Rented: 139 / 14%
- Borrowed (not in household): 66 / 6%
2019 Reportable Boating Accidents

Primary Cause Assessed by Reviewing Authority

- No proper look-out/inattention: 199
- Operator inexperience: 88
- Excessive speed: 64
- Other: 59
- Machinery failure: 54
- Careless/reckless operation: 36
- Alcohol use: 35
- Weather: 30
- Hazardous water: 26
- Equipment failure: 17
- Skier/occupant behavior: 17
- Hull failure: 16
- Congested waters: 14
- Violation of Nav Rule: 13
- Vision obstructed: 11
- Sharp turn: 8
- Off throttle steering-jet: 7
- Improper anchoring: 6
- Improper loading: 6
- Overloading: 5
- Standing/sitting on gunwale, bow or transom: 5
- Failure to vent fumes: 3
- Ignition of fuel vapor: 3
- Dam or lock: 1

Operator Age

- No Info: 25 / 3%
- Less than 17: 22 / 2%
- 17 - 21: 68 / 8%
- 22 - 35: 233 / 26%
- 36 - 50: 204 / 23%
- 51+: 346 / 38%

Operator Experience (Hours)

- Less than 10 Hours: 126 / 14%
- 10 - 100 Hours: 198 / 22%
- 100+ Hours: 468 / 52%

Operator Gender

- No info: 33 / 4%
- Male: 768 / 85%
- Female: 97 / 11%

*723 accidents involving 898 operators
Vessels may have been docked, anchored, or involved in a hit and run accident which would result in no operator information
Also, some information may not be provided by operators
2019 Reportable Boating Accidents

Operator/Occupant Swimming Ability

- Could swim: 1,144 / 61%
- Could not swim: 669 / 36%
- No info: 54 / 3%

*1,867 total occupants and operators

Operator/Occupant PFD Use

- Wearing PFD: 520 / 28%
- Not wearing PFD: 23 / 1%
- No info: 1,324 / 71%

Boat Operator Education

- Boater education: 363 / 40%
- No boater education: 512 / 57%
- No info: 23 / 3%

Operator by Age with No Boater Education

<table>
<thead>
<tr>
<th>Year</th>
<th>51+</th>
<th>36-50</th>
<th>22-35</th>
<th>17-21</th>
<th>0-16</th>
<th>Age unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td></td>
<td>108</td>
<td></td>
<td>29</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td>149</td>
<td></td>
<td>91</td>
<td>24</td>
<td>11</td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td>159</td>
<td></td>
<td>19</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td>172</td>
<td></td>
<td>116</td>
<td>24</td>
<td>5</td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td>166</td>
<td></td>
<td>128</td>
<td>20</td>
<td>4</td>
</tr>
</tbody>
</table>

*898 operators, 23 were unknown due to hit and run accidents
2019 Reportable Boating Accidents

PFD Wear by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Wearers</th>
</tr>
</thead>
<tbody>
<tr>
<td>51+</td>
<td>86</td>
</tr>
<tr>
<td>36–50</td>
<td>83</td>
</tr>
<tr>
<td>22–35</td>
<td>182</td>
</tr>
<tr>
<td>17–21</td>
<td>87</td>
</tr>
<tr>
<td>6–16</td>
<td>82</td>
</tr>
<tr>
<td>&lt;5</td>
<td>4</td>
</tr>
<tr>
<td>Age unknown</td>
<td>4</td>
</tr>
</tbody>
</table>

Victim Statistics

- **Fatal**: 59 / 3%
- **Injured**: 302 / 17%
- **Uninjured**: 1,421 / 80%

*540 of 1,867 operators/occupants were wearing a PFD at time of the accident. One person did not provide an age.

State Waters vs. Offshore Waters (Accidents)

- **State Waters**: 686 / 95%
- **Offshore**: 37 / 5%

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

Victim Statistics (Ejected)

- **Ejected**: 403 / 22%
- **Not ejected**: 1,464 / 78%

*1,867 total operators and occupants.