INTRODUCTION

The Florida Fish and Wildlife Conservation Commission (FWC), powered by science-based leadership, is committed to creating a sustainable and healthy future for Florida’s fish, wildlife, water and habitat resources. The FWC serves Floridians and visitors alike in a variety of ways, most of which revolve around our mission of managing fish and wildlife resources for their long-term well-being and the benefit of people. The Division of Law Enforcement is perhaps the most visible tool within the FWC’s “tool belt” used to meet its goal of providing healthy resources for safe, satisfied customers.

THE DIVISION OF LAW ENFORCEMENT

Roles and Mission
The FWC is the only state agency in Florida with primary responsibility for the management of the state’s fish and wildlife resources. The FWC’s Division of Law Enforcement is tasked with enforcing regulations aimed at protecting and sustaining these resources both for their long-term well-being and the benefit of Florida’s residents and visitors, all the while blending in its unique and specialized public safety role. The Division’s mission is clear: “Protecting Florida’s natural resources and people through proactive and responsive law enforcement services.”

Responsibilities
The FWC Division of Law Enforcement provides protection to those who enjoy Florida’s natural resources, while also enforcing resource protection and boating safety laws. Officers patrol rural, wilderness, inshore and offshore areas, and areas where other law enforcement agencies do not routinely patrol. Our officers have the authority to enforce all laws of the state and are cross-deputized to enforce federal fisheries and wildlife laws.

Core Missions:
The core missions of the Division of Law Enforcement are evident every day in everything we do. We meet critical needs within our state, each of which is identified within our core missions.

Core mission 1: Resource protection, including the protection of Florida’s fish, wildlife and habitats to ensure their long-term well-being and continued viability for educational, recreational and commercial activities.

Core mission 2: Boating and waterways, which involves enhancing the boating safety and waterway experience through improved access, management, and enforcement.

Core mission 3: Public safety, safeguarding and enriching the outdoor experience of our citizens and visitors, to include providing efficient emergency response to critical incidents and natural disasters through mutual aid efforts with our local, state, and federal partners.
In the course of carrying out broad responsibilities, FWC officers seek every opportunity to educate and introduce Floridians and visitors to the wonders of our state’s wildlife, natural resources, and some very important boating safety topics.

The Division also provides general law enforcement services as part of Florida’s statewide emergency response network. Because of our unique jurisdiction and specialized training and equipment, FWC is also charged with protecting the state’s waterways and critical infrastructure during times of heightened security threat levels. As seasoned first responders, our officers are trained to move fast and efficiently where needed.

As we look to the future, we will continue to pursue and apply advances in technology to improve the way we respond to both conservation and general law enforcement incidents. When duty calls, we will always be among the first to respond, providing aid as needed. Until then, natural resource protection and proactive boating safety law enforcement and education are what we do best.

**Uniquely prepared**

On the water, in the woods and in the air, FWC law enforcement officers are uniquely situated and equipped to identify and respond to illegal activity and promote public safety, particularly in the maritime and wilderness areas.

Our officers often encounter criminal activity, unrelated to natural resources, while on patrol. With statewide law enforcement authority, they are able to address violations immediately – serving as a force multiplier for local jurisdictions.

With our combined talent, tools and training, we bring a wide variety of capabilities and experience to any environment. Our aviation assets, equipped with specialized technology, are often used in search, rescue and recovery efforts. They provide immediate impact assessments, aerial observation and monitoring of events or incidents, and deliver critical, life-saving supplies and response personnel to disaster sites. Specially trained canine teams track lost or stranded victims and wanted persons. Our Special Operations Group (SOG) team members are trained to search for missing or wanted persons in the roughest and most remote areas of the state.

**FWC Values**

**Integrity**
We value candor, honesty and the highest standards of ethical behavior and are committed to upholding our positions of public trust.

**Professionalism**
We value the skillful performance which demonstrates a clear sense of commitment and direction in an environment that encourages teamwork and innovation.

**Dedication**
We value the motivation and dedication with which our members serve the visitors and residents of Florida.

**Adaptability**
We value our unique capability to adapt and respond appropriately to diverse circumstances in all environments.
Every day, we work to ensure the excellence within the FWC Division of Law Enforcement. Working in such diverse environments can be challenging, but FWC law enforcement officers are set apart by their unique capabilities, can-do attitude and adaptable nature. When it comes to the woods and water, FWC officers are clearly Florida’s experts.

Intervention equals prevention on the water
FWC officers help to ensure Floridians and visitors are safe when they are on the water. The FWC accomplishes this through proactive law enforcement, initiating boating safety and fisheries inspections, and identifying and minimizing potential navigation and environmental hazards in the waterways.

Our Boating and Waterways Section supports officer efforts by coordinating statewide boating safety efforts. Some examples of support are: education campaigns, ensuring waterway markers are accurate and maintained, permitting and marking speed-regulated areas, coordinating initiatives aimed at removing derelict vessels and providing more public boating access sites.

With close to a million vessels, Florida leads the nation in the number of vessels registered in a state. A negative consequence of high vessel numbers and our mild climate, Florida has the highest number of boating fatalities in the nation annually. The vast size of our inland, coastal and offshore patrol areas – combined with a significant population of avid and diverse boaters – presents a unique and daunting challenge for FWC and our local and federal maritime enforcement partners.

Boating education is critical
This 2012 Boating Accidents Statistical Report indicates there were 704 reportable boating accidents and 55 boating related fatalities in the calendar year. Many of these deaths were due to victims falling overboard and drowning. A large number of these deaths could have been prevented if the victims had worn life jackets. We continue to increase our efforts to reduce the number of boating-related fatalities through education about the importance of wearing life jackets while boating.

The FWC selected Samuel Boyd of Flotilla 14-01, District 7 of the United States Coast Guard Auxiliary, as Florida’s 2012 Boating Educator of the Year. The award recognizes those in the field of boating education who go above and beyond to engage both new and current boaters in safe boating practices. The nominees raise safe boating awareness by making boating education initiatives relevant, thorough, and exciting.

Sam has been part of the U.S. Coast Guard Auxiliary located in Amelia Island for 12 years. His passion for boating safety and his efforts with the Coast Guard Auxiliary enable him to reach out and educate members of the boating public.

Since 2003, Sam has made it a priority to educate the youth in Northeast Florida and Southeast Georgia about safety practices both in and around water. He continually updates an hour-long course that the flotilla offers to elementary schools, specifically third grades, in the area surrounding Amelia Island. In 2011 alone this course was taught to over 650 children.

Sam Boyd is a valuable partner to the FWC. He is thoroughly involved with boating safety education and training at all levels. He is an exemplary member of the boating safety education effort.
Florida’s current boating safety education law only applies to boaters born on or after January 1, 1988. The face-to-face contacts by FWC officers and our partner agencies are a critical part of our outreach efforts and education to the boating public. These statistics show us that the boat operator most likely to be involved in a boating accident is a middle-age or older male who has boating experience yet has never learned the most important safety considerations by having taken a boating safety course. When officers perform fresh and saltwater resource enforcement activities, they routinely conduct boating safety inspections aimed at both identifying and preventing violations. FWC officers make boating safer and ultimately save lives.

Safe boating is a choice
Florida is the leader in promoting boating accident prevention. The FWC, in association with the National Safe Boating Council, Bombardier Recreational Products, Inc., West Marine, and the U.S. Coast Guard (USCG), has launched a statewide boating safety campaign as part of a national initiative. The “Wear It Florida” campaign encourages boaters to wear life jackets anytime they are on the water and educates boaters about the ease and convenience of the relatively unknown inflatable life jackets. The campaign reaches the public through a variety of methods including media events, exhibits, personal contacts, radio and televised public service announcements.

FWC Receives National Awards
At the 2012 National Association of State Boating Law Administrator’s Conference, FWC received two prestigious awards.

The “Innovations” award recognizes initiatives that advance boating safety. It was presented to the FWC for its Statewide At-Risk Vessel Application. Abandoned and derelict boats are eyesores in our beautiful waterways and pose safety, navigational and environmental hazards. Phil Horning manages the program and accepted the award on behalf of the agency. His hard work has helped improve Florida’s waters, strengthened partnerships with local agencies and presented public outreach opportunities.

Capt. Richard Moore received the “William B. Garner National Boating Safety Leadership” award. This award recognizes individuals with exceptional vision, persistence and willingness to go beyond the status quo, and whose actions have impacted recreational boating safety at the national level. Captain Moore, Florida’s Boating Law Administrator, has taken the lead in representing the boating safety interests of Florida at both the state and national levels.
About this report
The 2012 Boating Accidents Statistical Report is compiled by the Boating and Waterways Section of the FWC’s Division of Law Enforcement. Most of the data contained in this report is gathered from boating accident investigative reports submitted by FWC officers and our marine law enforcement partners working for local agencies.

At the end of each calendar year, boating accident data is compiled and assembled into Florida’s annual report. The FWC’s Boating and Waterways Section analyzes these statistics and uses the information to formulate proactive plans aimed at reducing the number of boating accidents and their related injuries, fatalities and property damage. This information is also reported to the U.S. Coast Guard’s Division of Auxiliary and Boating Safety in Washington, D.C. to be included in the national database consisting of data from all U.S. states and territories.

These statistics reflect data from “reportable boating accidents” that occurred in our state. Boating accidents must meet at least one of the five criteria below to be classified as “reportable”:

- A person dies,
- A person disappears under circumstances that indicate possible death or injury,
- A person receives an injury requiring medical treatment beyond immediate first aid,
- There is at least $2,000 aggregate property damage to the vessel(s) or other property, or
- There is a total loss of a vessel

The number of vessels registered in the State of Florida declined slightly in 2012. With 901,969 registered vessels, Florida is poised to once again lead the nation in registered vessels. Additionally, it is estimated that up to 1 million non-registered vessels actively use Florida’s waters, and this segment of the boating population appears to still be growing. Our waterways show the strains of congestion as each year brings residents and visitors together to utilize our abundant water resources and enjoy Florida’s boating lifestyle.

For electronic access to this report, visit: www.MyFWC.com/boating/safety-education/boating-accidents
SUMMARY

BOATING ACCIDENT REVIEW

- Florida continues to lead the nation with a total number of 901,969 registered vessels in 2012.
- There were a total of 704 reportable boating accidents in 2012.

2012 REPORTABLE BOATING ACCIDENTS

- Monroe County reported the highest number of accidents and injuries (100 total accidents with 5 fatalities and 61 injuries).

2012 REPORTABLE BOATING FATALITIES

- 42% of the fatal accidents were falls overboard (22 accidents). In 2012, boaters falling overboard remained the main cause of boating fatalities.
- The leading cause of death in fatal boating accidents was drowning (62%).
- The deadliest month in 2012 was July with 10 fatalities.
- Alcohol or drug-use played a role in 11% of boating fatalities.
- 91% of the victims of fatal boating accidents were males (50).
- The total fatality count for 2012 is reported at 55.
- 63% (37) of the 52 fatal accidents involved operators over the age of 35.
- 32% (19) of all fatal accidents in 2012 involved vessels less than 12 feet in length.

2012 REPORTABLE BOATING INJURIES

- There were 704 accidents resulting in 386 injuries. The rate of injury was 42.8 injuries per 100,000 vessels.

2012 REPORTABLE PERSONAL WATERCRAFT ACCIDENTS

- Personal watercraft (PWC) accounted for 13% of all registered vessels in Florida.
- PWC were involved in 19% (132) of reportable boating accidents.
- 45% of PWC accidents involved a collision with another vessel.
- 40% of PWC accidents occurred in Monroe, Pinellas and Miami-Dade Counties.
- 7 fatalities resulted from the 132 PWC accidents.

2012 BOATING EDUCATION STATISTICS

- FWC issued 29,359 Boating Safety Education ID cards in 2012.
- 40% of the cards were issued to persons 21 years of age or younger.
- Of the 29,359 cards issued, 22,298 were issued to males, 6,572 were issued to females, and 489 cards did not specify the person’s gender.
- 71% of the operators involved in fatal accidents had no formal boater education.
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GLOSSARY OF DEFINITIONS

ALCOHOL/DRUG RELATED – Refers to any accidents in which alcohol/drug use may have been a contributing factor, whether or not legally impaired.

AT ANCHOR – Held in place in the water by an anchor, includes “moored” to a buoy or anchored vessel and “dragging anchor.”

BOATING ACCIDENT - A collision, accident, or casualty involving a vessel, in or upon, or entering into or exiting from the water, includes capsizing, collision with another vessel or object, sinking, personal injury, death or disappearance of any person from on board under circumstances which indicate the possibility of death or injury, or property damage to any vessel or dock.

CABIN MOTORBOAT - Motorboats with a cabin which can be completely closed by means of doors or hatches. Large motorboats with cabins, even though referred to as yachts, are considered to be cabin motorboats.

CAPSIZING - Overturning of a vessel.

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, e.g., surfboard, ski ropes, skier, tow line, etc.)

COLLISION WITH FIXED OBJECT - The striking of any fixed object above or below the surface of the water.

COLLISION WITH A FLOATING OBJECT - Collision with any waterborne object (except another vessel), above or below the surface, that is free to move with the tide, current, or wind.

CRUISING - Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes.

DOCUMENTED VESSEL - A vessel for which a valid certificate of documentation is outstanding pursuant to 46 C.F.R. part 67. Documented vessels are not numbered.

DOCUMENTED YACHT - A vessel of five or more net tons, owned by a citizen of the United States, and used exclusively for pleasure with a valid marine document issued by the United States Coast Guard. Documented yachts are not numbered.

DRIFTING - Underway, but not proceeding over the bottom with use of engines, oars, or sails; being carried along only by the tide, current, or wind.

FALL OVERBOARD - A person who unintentionally exits the vessel.
FAULT OF OPERATOR - Speeding, overloading, improper loading, not properly seating occupants of boat, no proper look-out, carelessness, failure to heed weather warnings, operating recklessly in a congested area, not observing the Rules of the Road, unsafe fueling practices, lack of experience, ignorance of aids to navigation, lack of caution in an unfamiliar area of operation, improper installation or maintenance of hull, machinery or equipment, poor judgment, recklessness, overpowering the boat, panic, proceeding in an unseaworthy craft, operating a motorboat near persons in the water, starting the engine with clutch engaged or throttle advanced, or irresponsible boat handling (such as quick, sharp turns).

FIBERGLASS (PLASTIC) HULL - Hulls of fiber-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/EXPLOSION (FUEL) - Accidental combustion of vessel fuel, liquids (including their vapors).

FIRE/EXPLOSION (OTHER) - Accidental burning or explosion of any material on board, except vessel fuels or their vapors.

FLORIDA INTRACOASTAL WATERWAY - The Atlantic Intracoastal Waterway from the Georgia state line north of Fernandina to Miami, the Port of Canaveral lock and canal to the Atlantic Intracoastal Waterway; the Atlantic Intracoastal Waterway, Miami to Key West; the Okeechobee Waterway, Stuart to Fort Myers; the St. Johns River, Jacksonville to Sanford; the Gulf Intracoastal Waterway, Anclote to Fort Myers; the Gulf Intracoastal Waterway, Carrabelle to Tampa Bay; Carrabelle to Anclote open bay section (using Gulf of Mexico); the Gulf Intracoastal Waterway, Carrabelle to the Alabama state line west of Pensacola; and the Apalachicola, Chattahoochee and Flint rivers in Florida.

FLOODING - Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface.

FUELING - Any stage of the fueling operation, primarily concerned with introduction of explosive or combustible vapors or liquids on board.

GROUNDING - Running aground of a vessel, striking or pounding on rocks, reefs, or shoals; "stranding."

IMPROPER LOADING - Loading, including weight shifting of the vessel, causing instability, limited maneuverability, or dangerously reduced freeboard.

INBOARD/OUTBOARD - Also referred to as inboard/outdrive. Regarded as inboard because the power unit is located inside the boat and has a stern-mounted propulsion unit.

MANEUVERING - Changing of course, speed, or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, such as docking.
MOTORBOAT - (1) Any vessel which is propelled or powered by machinery and which is used or capable of being used as a means of transportation on water. (2) Any vessel equipped with propulsion machinery, not more than sixty-five feet in length.


NON-RESIDENT - A citizen of the United States who has not established residence in this state and has not continuously resided in this state for one year and in one county for the six months immediately preceding the initiation of a vessel titling or registration action.

NO PROPER LOOK-OUT - No proper watch, the failure of the operator to perceive danger because no one was serving as look-out, or the person so serving failed in that regard.

NUMBERED VESSEL - An undocumented vessel numbered by a state with a numbering system approved by the United States Coast Guard under Chapter 123, Title 46, U.S.C.

OPEN MOTORBOAT - Craft of open construction specifically built for operating with a motor, including boats canopied or fitted with temporary partial shelters.

OPERATE - To be in charge of or in command of or in actual physical control of a vessel upon the waters of this state, or to exercise control over or to have responsibility for a vessel's navigation or safety while the vessel is underway upon the waters of this state, or to control or steer a vessel being towed by another vessel upon the waters of this state.

OWNER - A person, other than a lien holder, having the property or title to a vessel. The term includes a person entitled to the use or possession of a vessel subject to an interest in another person, reserved or created by agreement and securing payment of performance of an obligation, but the term excludes a lessee under a lease not intended as security.

OUTBOARD - An engine not permanently affixed to the structure of the craft, regardless of the method or location used to mount the engine; e.g., motor wells, kicker pits, motor pockets, etc.

OVERLOADING - Excessive loading of the vessel causing instability, limited maneuverability, dangerously reduced freeboard, etc.

PERSONAL WATERCRAFT - A vessel less than 16 feet in length which uses 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 the vessel, rather than in the conventional manner of sitting or standing inside the vessel.
RECKLESS OPERATION - A person is guilty of reckless operation of a vessel who operates any vessel, or manipulates any water skis, aquaplane, or similar device, in willful or wanton disregard for the safety of persons or property at a speed or in a manner as to endanger, or likely to endanger, life or limb, or damage the property of, or injure any person.

REGISTRATION - A state operating license on a vessel which is issued with an identifying number, an annual certificate of registration, and a decal designating the year for which a registration fee was paid.

REPORTABLE BOATING ACCIDENT - An accident that results in personal injury requiring medical treatment beyond immediate first aid, death, disappearance of any person from on board under circumstances which indicate the possibility of death or injury, or damage to any vessel or other property in an apparent aggregate amount of at least $2000, or total loss of a vessel.

RESIDENT - A citizen of the United States who has established residency in this state and has continuously resided in this state for one year and in one county for the six months immediately preceding the initiation of a vessel titling or registration action.


SAILBOAT OR AUXILIARY SAILBOAT - (1) Any vessel whose sole source of propulsion is the natural element (i.e., wind). (2) Craft intended to be propelled primarily by sail, regardless of size or type.

SINKING - Losing enough buoyancy to settle below the surface of the water.

SPEEDING - Operating at a speed possibly below the posted speed limit, above that which a reasonable and prudent person would operate under the circumstances.

STEEL HULL - Hulls of sheet steel or steel alloy, not those of steel ribs and wood, canvas, or plastic hull coverings.

STRUCK BY BOAT OR PROPELLER - Striking of a victim who is outside of the boat, but not necessarily a swimmer.

SWAMPING - Filling with water, particularly over the side, but retaining sufficient buoyancy to remain on the surface.

TOWED WATERSPORT MISHAP - A water sport accident associated with vessel passenger(s) or person(s) being towed or surfing the wake created by a vessel. Includes, but is not limited to, water skiing, wakeboarding, tubing, parasailing, etc.
**TOWING** - Engaged in towing any vessel, fishing gear, or object other than a person.

**VESSEL** - Is synonymous with boat as referenced in S.1 (b), Article VII of the State Constitution and includes every description of watercraft, barge, and air boat, other than a seaplane on the water, used or capable of being used as means of transportation on water.

**WOOD HULL** - Hulls of plywood, molded plywood, wood planking, or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.
**2012 Boating Accidents Review**

**Number of Accidents - Top Ten States 2011 (Recreational)**

- Missouri: 128
- Michigan: 129
- Ohio: 135
- North Carolina: 144
- Arkansas: 158
- New York: 173
- Maryland: 184
- Texas: 197
- California: 399
- Florida: 685

*Based on $2,000 Damage Threshold
Source: U.S. Coast Guard Boating Safety Division

**Registered Vessels (Recreational) Top Ten States 2011**

- North Carolina: 392,566
- Ohio: 432,696
- South Carolina: 447,745
- New York: 467,828
- Texas: 577,174
- Wisconsin: 628,743
- Michigan: 803,391
- Minnesota: 808,763
- California: 855,243
- Florida: 889,895

*Totals Represent number of recreationally registered vessels in 2011.
Source: U.S. Coast Guard Boating Safety Division
2012 Boating Accidents Review

2008 - 2012 Florida Reportable Accidents

2008-2012 Florida Total Registered Vessels

* Totals represent total number of registered vessels. Source: Florida DHSMV.
## 2012 Reportable Boating Accidents

### 2012 Vessel Registration and Accidents by County

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<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>
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# 2012 Reportable Boating Accidents

## 2012 Vessel Registration and Accidents by County

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<th>Total Vessels</th>
<th>Reportable Accidents</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Property Damage</th>
<th>Rank</th>
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**TOTAL** 870,031 901,969 704 55 386 $8,064,331

Accident Rate = # of Registered Vessels / # of Accidents

Those counties in bold print represent the top ten counties.

DHSMV numbers represent registrations issued at main office instead of at the county level.
2012 Reportable Boating Accidents

Top Ten Counties

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<td>Broward</td>
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<td>Palm Beach</td>
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<tr>
<td>Monroe</td>
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Investigating Agency

- FWC: 588 (84%)
- Sheriff’s Office: 72 (10%)
- Police Department: 43 (6%)
- U.S. Coast Guard: 1 (0%)

Accidents by Month

*704 total accidents.
2012 Reportable Boating Accidents

Time of Day

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*704 total accidents.

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Restricted Area Accidents

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*192 total accidents.
2012 Reportable Boating Accidents

Primary Type of Accident

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<td>Starting engine</td>
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<tr>
<td>Fire/explosion (non-fuel)</td>
<td>16</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>22</td>
</tr>
<tr>
<td>Struck underwater object</td>
<td>23</td>
</tr>
<tr>
<td>Vessel wake damage</td>
<td>24</td>
</tr>
<tr>
<td>Capsizing</td>
<td>24</td>
</tr>
<tr>
<td>Other</td>
<td>34</td>
</tr>
<tr>
<td>Fall in boat</td>
<td>34</td>
</tr>
<tr>
<td>Grounding</td>
<td>48</td>
</tr>
<tr>
<td>Flooding/swamping</td>
<td>106</td>
</tr>
<tr>
<td>Collision with fixed object</td>
<td>148</td>
</tr>
<tr>
<td>Collision with vessel</td>
<td>160</td>
</tr>
</tbody>
</table>

*704 accidents involving 959 vessels.
(Based on first harmful event as determined by the state reviewing authority.)

Secondary Type of Accident

<table>
<thead>
<tr>
<th>Accident Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Struck underwater object</td>
<td>1</td>
</tr>
<tr>
<td>Fire/explosion (non-fuel)</td>
<td>1</td>
</tr>
<tr>
<td>Starting engine</td>
<td>1</td>
</tr>
<tr>
<td>Fire/explosion (fuel)</td>
<td>4</td>
</tr>
<tr>
<td>Vessel wake damage</td>
<td>4</td>
</tr>
<tr>
<td>Collision with floating object/person</td>
<td>1</td>
</tr>
<tr>
<td>Collision with vessel</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>12</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>15</td>
</tr>
<tr>
<td>Flooding/swamping</td>
<td>16</td>
</tr>
<tr>
<td>Sinking</td>
<td>16</td>
</tr>
<tr>
<td>Grounding</td>
<td>16</td>
</tr>
<tr>
<td>Struck by skeg/prop</td>
<td>22</td>
</tr>
<tr>
<td>Collision with fixed object</td>
<td>35</td>
</tr>
<tr>
<td>Struck by boat (person)</td>
<td>42</td>
</tr>
<tr>
<td>Fall in boat</td>
<td>69</td>
</tr>
<tr>
<td>Falls overboard</td>
<td>90</td>
</tr>
</tbody>
</table>

*335 of the 704 accidents did not have a secondary type of accident.
**2012 Reportable Boating Accidents**

**Operation at Time of Accident**

- Launching/loading: 1
- Wake/surf jumping: 4
- Towing a boat: 6
- Being towed: 7
- Sailing: 8
- Rowing/paddling: 10
- No info: 20
- Other: 21
- Docking/undocking: 50
- Changing speed: 63
- Drifting: 66
- At anchor: 69
- Changing direction: 81
- Docked (moored): 119
- Cruising: 434

**Activity at Time of Accident**

- Tournament (fishing): 2
- Skiing (skurfing, etc.): 3
- Fueling: 3
- Scuba diving: 4
- Starting engine: 5
- Hunting: 6
- Swimming/snorkling: 6
- Making repairs: 11
- Racing (sanctioned): 11
- Boat pulling tube: 16
- Commercial purpose: 40
- No info: 92
- Other: 115
- Recreational fishing: 117
- Recreational cruising: 528

*959 vessels*
2012 Reportable Boating Accidents

Vessel Count in Reportable Accidents

Total Number of Accidents
*704 total accidents involving 959 vessels.

Fatal Accidents
*52 fatal accidents involving 59 vessels.

Personal Watercraft
*132 personal watercraft accidents involving 174 PWCs.

Vessel Type, Length & Propulsion

*704 accidents involving 959 vessels.
2012 REPORTABLE BOATING ACCIDENTS

Vessel Fuel & Hull Type

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>74</td>
</tr>
<tr>
<td>Diesel</td>
<td>168</td>
</tr>
<tr>
<td>Gas</td>
<td>711</td>
</tr>
<tr>
<td>Rubber/vinyl</td>
<td>2</td>
</tr>
<tr>
<td>Rigid hull inflatable</td>
<td>5</td>
</tr>
<tr>
<td>Wood</td>
<td>9</td>
</tr>
<tr>
<td>Steel</td>
<td>15</td>
</tr>
<tr>
<td>Other/no info</td>
<td>18</td>
</tr>
<tr>
<td>Aluminum</td>
<td>79</td>
</tr>
<tr>
<td>fiberglass</td>
<td>831</td>
</tr>
</tbody>
</table>

*704 accidents involving 959 vessels.

Vessel & Property Damage Figures (In Millions)

<table>
<thead>
<tr>
<th>Year</th>
<th>Damage (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>18.3</td>
</tr>
<tr>
<td>2005</td>
<td>7.3</td>
</tr>
<tr>
<td>2006</td>
<td>8.6</td>
</tr>
<tr>
<td>2007</td>
<td>9.1</td>
</tr>
<tr>
<td>2008</td>
<td>23.3</td>
</tr>
<tr>
<td>2009</td>
<td>10.9</td>
</tr>
<tr>
<td>2010</td>
<td>8.4</td>
</tr>
<tr>
<td>2011</td>
<td>27.1</td>
</tr>
<tr>
<td>2012</td>
<td>8.1</td>
</tr>
</tbody>
</table>

*For 2011, 4 reportable accidents resulted in $19,400,000 in damages which caused a significant increase in the total amount of damages.

Vessel Ownership

- Owner household: 756, 79%
- Rented: 93, 10%
- Borrowed (not in household): 110, 11%
2012 Reportable Boating Accidents

Primary Cause Assessed by Reviewing Authority

Operator Age

- Less than 17 Years: 18 (2%)
- 17 - 21 Years: 45 (5%)
- 22 - 35 Years: 200 (23%)
- 36 - 50 Years: 271 (31%)
- 51+ Years: 336 (39%)

Operator Experience (Hours)

- Less than 10 Hours: 91 (11%)
- 10 - 100 Hours: 177 (20%)
- 100+ Hours: 531 (61%)
- No info: 71 (8%)

Operator Gender

- Male: 756 (87%)
- Female: 62 (7%)
- No info: 52 (6%)

*704 accidents involving 870 operators.
Vessels may have been docked, anchored, or involved in a hit and run accident which would result in no operator information.
**2012 Reportable Boating Accidents**

**Operator/Occupant Swimming Ability**

- Could swim: 1,512 (76%)
- Could not swim: 407 (20%)
- No info: 75 (4%)

*1,994 total occupants and operators.*

**Operator/Occupant PFD Use**

- Wearing PFD: 521 (26%)
- Not wearing PFD: 1,363 (68%)
- No info: 110 (6%)

**Boat Operator Education**

- No boater education: 477 (55%)
- Boater education: 290 (33%)
- No info: 103 (12%)

*870 operators*

**Operator by Age with No Boater Education**

- **2010**
  - 51+: 33
  - 36-50: 66
  - 22-35: 17
  - 17-21: 2
  - 0-16: 1

- **2011**
  - 51+: 56
  - 36-50: 79
  - 22-35: 28
  - 17-21: 3
  - 0-16: 1

- **2012**
  - 51+: 61
  - 36-50: 89
  - 22-35: 33
  - 17-21: 4
  - 0-16: 2

*477 operators without boater education.*
**2012 Reportable Boating Accidents**

### Victim Statistics

- **Fatal**: 55 (3%)
- **Injured**: 386 (19%)
- **Uninjured**: 1,553 (78%)

*There were 1,994 vessel operator/occupants and 4 swimmers involved in boating accidents in 2012.*

### Victim Statistics (Ejected From Boat)

- **No info**: 91 (5%)
- **Ejected**: 409 (20%)
- **Not ejected**: 1,494 (75%)

*1,994 total operators/occupants

### State Waters Vs. Offshore Waters (Accidents)

- **Offshore waters**: 28 (4%)
- **State waters**: 676 (96%)

*Offshore defined as the edge of the Gulfstream or 3 miles from shore, whichever is greater, in the Atlantic and more than 9 miles out in the Gulf.*
**2012 Fatality Data**

**2011 Fatalities - Top Twelve States**

<table>
<thead>
<tr>
<th>State</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>21</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>22</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>22</td>
</tr>
<tr>
<td>Tennessee</td>
<td>22</td>
</tr>
<tr>
<td>Illinois</td>
<td>23</td>
</tr>
<tr>
<td>Michigan</td>
<td>26</td>
</tr>
<tr>
<td>North Carolina</td>
<td>28</td>
</tr>
<tr>
<td>New York</td>
<td>28</td>
</tr>
<tr>
<td>Louisiana</td>
<td>36</td>
</tr>
<tr>
<td>Texas</td>
<td>37</td>
</tr>
<tr>
<td>California</td>
<td>52</td>
</tr>
<tr>
<td>Florida</td>
<td>61</td>
</tr>
</tbody>
</table>

*12 states due to ties for 5th and 7th place. 2012 statistics for top 12 states were not available at time of printing. Source: U.S. Coast Guard Division of Auxiliary and Boating Safety (recreational fatalities)*

**Florida Total Fatalities Recorded**

<table>
<thead>
<tr>
<th>Year</th>
<th>Registered vessels</th>
<th>Number of fatalities</th>
<th>Fatality rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>901,969</td>
<td>55</td>
<td>6.1</td>
</tr>
<tr>
<td>2011</td>
<td>922,491</td>
<td>67</td>
<td>7.3</td>
</tr>
<tr>
<td>2010</td>
<td>941,589</td>
<td>79</td>
<td>8.4</td>
</tr>
<tr>
<td>2009</td>
<td>982,470</td>
<td>68</td>
<td>6.9</td>
</tr>
</tbody>
</table>

**Investigating Agency**

- Sheriff's Office: 3 (6%)
- FWC: 49 (94%)

*52 fatal accidents.*

*Fatality Rate – Number of fatalities per 100,000 registered vessels.*
2012 FATALITY DATA

FATAL ACCIDENTS BY MONTH

TIME OF DAY

ACCIDENT TYPES

*52 fatal accidents involving 55 fatalities. Fatality data includes 3 missing persons where their disappearance is associated with a boating accident.

*22 fatalities involving falls overboard.

*52 fatal accidents involving 55 fatalities. Based on first harmful event.
2012 Fatality Data

Operation at Time of Accident

- Docking/undocking: 1
- Other: 3
- Drifting: 5
- At anchor: 5
- Changing direction: 5
- Rowing/paddling: 6
- Changing speed: 6
- Cruising: 28

*59 vessels involved in 52 fatal accidents with 55 victims.

Accident Site Location

- Port/harbor: 2
- Inlet/pass: 3
- Ocean/gulf: 5
- River/creek: 9
- Bay/sound: 14
- Lake/pond: 19

*52 accidents involving 55 fatalities.

Restricted Area Fatal Accidents

- Mph limit: 1
- Slow speed: 1
- Idle speed: 3
**2012 Fatality Data**

### Vessel Ownership

- **Rented**: 2 (4%)
- **Borrowed (not in household)**: 12 (20%)
- **Owned**: 45 (76%)

*55 total fatalities involving 59 vessels.*

### Vessel Fuel & Hull Type

- **Diesel**: 2
- **Electric**: 4
- **Not specified**: 13
- **Gasoline**: 40
- **Wood**: 1
- **Rigid hull infl.**: 1
- **Other**: 3
- **Aluminum**: 12
- **Fiberglass**: 42

*52 fatal accidents involving 59 vessels.*

### Vessel Propulsion, Length & Type

- **Air Thrust**: 5
- **Manual**: 8
- **Water jet**: 9
- **Propeller**: 37

- **< 12 Feet**: 19
- **12 - 16 Feet**: 17
- **17 - 21 Feet**: 14
- **22 - 26 Feet**: 5
- **27 - 40 Feet**: 2
- **41 - 65 Feet**: 2

- **Pontoon boat**: 2
- **Cabin motorboat**: 3
- **Other**: 4
- **Airboat**: 5
- **Rowboat (jon)**: 6
- **Canoe/kayak**: 6
- **Personal watercraft**: 10
- **Open motorboat**: 23
2012 Fatality Data

Primary Cause of Death

- No Info: 4 (7%)
- Trauma: 17 (31%)
- Drowning: 34 (62%)

*55 fatalities

Operator Gender

- Female: 4 (7%)
- Male: 55 (93%)

*59 operators

Operator Age

- Less than 17: 1 (2%)
- 17 - 21: 3 (5%)
- 22 - 35: 18 (31%)
- 36 - 50: 9 (15%)
- 51 + years: 28 (47%)

Operator Experience (in hours)

- Unknown: 4 (7%)
- Under 10: 7 (12%)
- 10 - 100: 15 (25%)
- Over 100: 33 (56%)

*52 accidents involving 59 vessels and 59 operators.
2012 Fatality Data

Operator Education

- No boater education: 42 (71%)
- Boater education: 12 (20%)
- No info: 5 (9%)

Operators by Age without Formal Boater Education

- Less than 17 Years: 1
- 17 - 21 Years: 2
- 22-35: 10
- 36-50: 6
- 51+ years: 23

Victim Statistics (Ejected)

- Ejected: 25 (45%)
- Not ejected: 19 (35%)
- No info: 11 (20%)

Victim Statistics (Wearing PFD)

- Not wearing PFD: 37 (67%)
- Wearing PFD: 10 (18%)
- No info: 8 (15%)
- Cannot swim: 6 (11%)

Victim Statistics (Swimming Ability)

- Can swim: 38 (69%)
- Unknown: 11 (20%)

*52 fatal accidents involving 55 victims.
2012 Fatality Data

Victim Residency

- Non resident: 4 (7%)
- Florida resident: 51 (93%)

Victim Gender

- Male: 50 (91%)
- Female: 5 (9%)

Victim Age

- Less than 22: 17 (31%)
- 22 - 35: 17 (31%)
- 36 - 50: 9 (16%)
- 51+: 25 (45%)

Alcohol/Drug Related Accidents

- Alcohol/drug use: 5 (10%)
- Other causes: 47 (90%)

Alcohol/Drug Related Victims

- Alcohol/drug use: 6 (11%)
- Other causes: 49 (89%)

*52 accidents involving 55 fatalities.
(Alcohol/drug related refers to any accidents in which alcohol/drug-use may have been a contributing factor, whether or not legally impaired.)
2012 Fatality Data

Primary Cause of Accident by Reviewing Authority

- Sharp turn: 1
- Skier/occupant behavior: 1
- Vision obstructed: 1
- Operator inattention: 2
- Careless/inattention: 2
- Machinery failure: 2
- No proper look out: 3
- Standing/sitting on gunwale, bow or transom: 3
- Overloading: 3
- Operator inexperience: 4
- Weather: 5
- Excessive speed: 5
- Alcohol use: 5
- Other: 15

*52 fatal accidents.

State Waters vs. Offshore Waters (Fatalities)

- Offshore: 1 (2%)
- State waters: 54 (98%)

*Offshore defined as the edge of the Gulf Stream or 3 miles from shore, whichever is greater, in the Atlantic and more than 9 miles out in the Gulf.
2012 Injuries Data

Total Injuries Recorded 2009 - 2012

<table>
<thead>
<tr>
<th>Year</th>
<th>Registered Vessels</th>
<th>Injury Rate</th>
<th>Number of Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>982,470</td>
<td>43</td>
<td>386</td>
</tr>
<tr>
<td>2010</td>
<td>941,589</td>
<td>41</td>
<td>389</td>
</tr>
<tr>
<td>2011</td>
<td>922,491</td>
<td>47</td>
<td>431</td>
</tr>
<tr>
<td>2012</td>
<td>901,969</td>
<td>43</td>
<td>386</td>
</tr>
</tbody>
</table>

*Injury Rate – Number of injuries per 100,000 recreational registered vessels.

Types of Injury

- Dislocations: 1
- Amputation: 3
- Spinal injury: 5
- Teeth and jaw: 6
- Shock: 6
- Burns: 8
- Internal injuries: 9
- Neck injury: 10
- Hypothermia: 11
- Sprain/strain: 13
- Back injury: 17
- No info: 24
- Head injury: 41
- Contusions: 63
- Broken bone(s): 72
- Laceration: 97

*704 accidents involving 386 injuries.
2012 INJURY DATA

**Victim Statistics**

- Swimmers: 4 (1%)
- Operators: 157 (41%)
- Occupants: 225 (58%)

*704 accidents involving 386 injured.*

**Victim Statistics (Swimming Ability)**

- Could swim: 316 (82%)
- Could not swim: 67 (17%)
- No info: 3 (<1%)

**Victim Statistics (PFD Use)**

- Wearing PFD: 144 (37%)
- Not wearing PFD: 236 (61%)
- No info: 6 (2%)
# Personal Watercraft Data

## 2012 Personal Watercraft Registration and Accidents by County

<table>
<thead>
<tr>
<th>County</th>
<th>Pleasure</th>
<th>Rental</th>
<th>Total</th>
<th>PWC Accidents</th>
<th>PWC Fatalities</th>
<th>PWC Injuries</th>
<th>Property Damage</th>
<th>Rank</th>
<th>Accident Rate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alachua</td>
<td>770</td>
<td>0</td>
<td>770</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>31</td>
<td>0</td>
</tr>
<tr>
<td>Baker</td>
<td>220</td>
<td>0</td>
<td>220</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>32</td>
<td>0</td>
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<tr>
<td>Bay</td>
<td>2,046</td>
<td>331</td>
<td>2,377</td>
<td>4</td>
<td>0</td>
<td>7</td>
<td>$6,600</td>
<td>10</td>
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<tr>
<td>Bradford</td>
<td>249</td>
<td>0</td>
<td>249</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>33</td>
<td>0</td>
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<tr>
<td>Brevard</td>
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<td>21</td>
<td>3,467</td>
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<td>3</td>
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<tr>
<td>Broward</td>
<td>7,681</td>
<td>90</td>
<td>7,771</td>
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<td>0</td>
<td>3</td>
<td>$13,500</td>
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<tr>
<td>Calhoun</td>
<td>49</td>
<td>0</td>
<td>49</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>34</td>
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</tr>
<tr>
<td>Charlotte</td>
<td>1433</td>
<td>53</td>
<td>1,486</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>$1,500</td>
<td>26</td>
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</tr>
<tr>
<td>Citrus</td>
<td>978</td>
<td>1</td>
<td>979</td>
<td>1</td>
<td>0</td>
<td>0</td>
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<td>1,688</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>$9,700</td>
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<td>1:563</td>
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<td>231</td>
<td>3,000</td>
<td>5</td>
<td>1</td>
<td>4</td>
<td>$11,000</td>
<td>7</td>
<td>1:600</td>
</tr>
<tr>
<td>Columbia</td>
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<td>295</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>35</td>
<td>0</td>
</tr>
<tr>
<td>Desoto</td>
<td>167</td>
<td>1</td>
<td>168</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>$0</td>
<td>28</td>
<td>1:168</td>
</tr>
<tr>
<td>Dixie</td>
<td>86</td>
<td>0</td>
<td>86</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>$1,700</td>
<td>20</td>
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</tr>
<tr>
<td>Duval</td>
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<td>3,968</td>
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<td>0</td>
<td>0</td>
<td>$0</td>
<td>36</td>
<td>0</td>
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<tr>
<td>Escambia</td>
<td>1,732</td>
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<td>1,782</td>
<td>6</td>
<td>2</td>
<td>3</td>
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<td>6</td>
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<tr>
<td>Flagler</td>
<td>611</td>
<td>3</td>
<td>614</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>37</td>
<td>0</td>
</tr>
<tr>
<td>Franklin</td>
<td>183</td>
<td>39</td>
<td>222</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>38</td>
<td>0</td>
</tr>
<tr>
<td>Gadsden</td>
<td>85</td>
<td>0</td>
<td>85</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>39</td>
<td>0</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>96</td>
<td>1</td>
<td>97</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>40</td>
<td>0</td>
</tr>
<tr>
<td>Glades</td>
<td>37</td>
<td>1</td>
<td>38</td>
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## PERSONAL WATERCRAFT DATA

### 2012 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

<table>
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<tr>
<th>County</th>
<th>Pleasure</th>
<th>Rental</th>
<th>Total</th>
<th>PWC Accidents</th>
<th>PWC Fatalities</th>
<th>PWC Injuries</th>
<th>Property Damage</th>
<th>Rank</th>
<th>Accident Rate*</th>
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<td>7</td>
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Accident Rate = # of Registered Vessels / # of Accidents

Those counties in bold print represent the top ten counties for PWC boating accidents in 2012 (Eleven due to ties). DHSMV numbers represent registrations issued at the main office instead of at county level.
2012 PERSONAL WATERCRAFT DATA

PWC REGISTRATION

PWC ACCIDENTS 2008 - 2012

PWC ACCIDENTS- TOP ELEVEN COUNTIES FOR 2012

*132 total PWC accidents.

*11 Shown due to ties.
2012 Personal Watercraft Data

Accident Site Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Port/harbor</td>
<td>6</td>
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<tr>
<td>Canal/cut</td>
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<tr>
<td>Inlet/pass</td>
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</tr>
<tr>
<td>River/creek</td>
<td>12</td>
</tr>
<tr>
<td>Ocean/gulf</td>
<td>22</td>
</tr>
<tr>
<td>Lake/pond</td>
<td>22</td>
</tr>
<tr>
<td>Bay/sound</td>
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Restricted Area Accidents

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<th>Frequency</th>
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<td>Manatee slow speed</td>
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<td>Slow speed</td>
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<tr>
<td>Other</td>
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<td>Idle speed</td>
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<tr>
<td>MPH limit</td>
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*30 PWC accidents occurred within a restricted area.

Operation At Time Of Accident

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<tr>
<td>At anchor</td>
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<tr>
<td>Other</td>
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<tr>
<td>Drifting</td>
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<tr>
<td>Docked (moored)</td>
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<tr>
<td>Wake/surf jumping</td>
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</tr>
<tr>
<td>Changing speed</td>
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<tr>
<td>Changing direction</td>
<td>25</td>
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<tr>
<td>Cruising</td>
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</table>

*132 PWC accidents.
2012 Personal Watercraft Data

Primary Type of Accident

- Vessel wake damage: 1
- Skier mishap/fall: 2
- Skier hit object: 1
- Flooding (swamping): 3
- Fire/explosion (non-fuel): 3
- Fire/explosion (fuel): 3
- Fall in boat: 2
- Capsizing: 2
- Grounding: 3
- Other: 3
- Collision with floating object/person: 3
- Falls overboard: 12
- Fall on PWC: 16
- Collision with fixed object: 25
- Collision with vessel: 60

*132 PWC accidents (Based on first harmful event as determined by the state reviewing authority.)

PWC Ownership

PWC Operator Age

- Less than 17: 9 (5%)
- 17-21: 28 (17%)
- 22-35: 64 (38%)
- 36-50: 60 (35%)
- 51+: 8 (5%)

PWC Operator Experience (Hours)

- <10: 67 (40%)
- 10-100: 58 (34%)
- 100+: 37 (22%)

Unknown: 7 (4%)

*132 PWC accidents involving 174 PWC and 169 operators.
2012 PERSONAL WATERCRAFT DATA

PWC OPERATOR EDUCATION

- Boater education: 39 (23%)
- No boater education: 130 (77%)

*169 operators

PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION

- 2012:
  - 0-16: 6
  - 17-21: 17
  - 22-35: 57
  - 36-50: 45
  - 51+: 5

- 2011:
  - 0-16: 12
  - 17-21: 21
  - 22-35: 63
  - 36-50: 38
  - 51+: 8

- 2010:
  - 0-16: 11
  - 17-21: 25
  - 22-35: 43
  - 36-50: 43
  - 51+: 8

- 2009:
  - 0-16: 9
  - 17-21: 34
  - 22-35: 34
  - 36-50: 34
  - 51+: 9

*132 accidents involving 130 operators with no formal education.

PWC FATALITIES (2008 - 2012)

- 2012: 7
- 2011: 7
- 2010: 10
- 2009: 1
- 2008: 7

*132 accidents involving 7 fatalities.

PWC INJURIES (2008-2012)

- 2012: 117
- 2011: 144
- 2010: 108
- 2009: 152
- 2008: 149

*117 injuries
2012 PERSONAL WATERCRAFT DATA

PRIMARY INJURY TYPES

- Spinal injury: 1
- Internal injuries: 1
- Amputation: 1
- Teeth and jaw: 2
- Shock: 2
- Back injury: 3
- No info: 5
- Sprain/strain: 6
- Head injury: 13
- Contusions: 21
- Laceration: 29
- Broken bone(s): 33

*132 accidents involving 117 injuries.

COMPARISONS OF PWC FATALITIES

- PWC fatalities: 7 (13%)
- Other vessel fatalities: 48 (87%)

COMPARISONS OF PWC INJURIES

- PWC injuries: 117 (30%)
- Other vessel injuries: 269 (70%)
2012 PERSONAL WATERCRAFT DATA

PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY

Standing/sitting on gunwale, bow, or transom 1
Skier or occupant behavior 1
Other 1
Ignition of fuel vapor 1
Equipment failure 1
Alcohol use 2
Weather 2
Congested waters 2
Violation of nav rule 3
Sharp turn 3
Machinery failure 3
Hazardous waters 3
Off throttle steering-jet 4
Operator inattention 6
Excessive speed 12
No proper look-out 23
Operator inexperience 31
Careless/inattention 33

INVESTIGATING AGENCY

Police Department 116 88%
Sheriff’s Office 4 3%

*132 PWC accidents.
2012 Boating Education

Top Ten Counties - Boating Safety Education I.D. Cards Issued

<table>
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<tr>
<th>County</th>
<th>Cards Issued</th>
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<tr>
<td>Brevard</td>
<td>659</td>
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<td>Hillsborough</td>
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<td>Lee</td>
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<td>Pinellas</td>
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<td>1,359</td>
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<td>Palm Beach</td>
<td>1,663</td>
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<tr>
<td>Miami-Dade</td>
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*29,359 Cards issued in calendar year 2012. (Does not include temporary certificates.)

Boating Safety Education
I.D. Card Distribution by Age

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*12 Boaters did not provide age information.
2012 REPORTABLE BOATING ACCIDENTS

OPERATORS INVOLVED IN ACCIDENTS

- No boater education: 477 (55%)
- Boater education: 290 (33%)

*870 operators

OPERATORS INVOLVED IN FATAL ACCIDENTS

- No boater education: 42 (71%)
- Boater education: 12 (20%)

*59 operators

---

*477 operators with no boater education

*42 operators with no boater education
### Violation Summary

#### 2012 Uniform Boating Citation Summary

<table>
<thead>
<tr>
<th>Citation</th>
<th>2012</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Citation</strong></td>
<td>FWC</td>
<td>Other</td>
</tr>
<tr>
<td><strong>Aids to Navigation and Regulatory Markers.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uniform waterway markers for safety and navigation</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Mooring to or damaging markers or buoys</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Alcohol and Drugs.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation of a vessel under the influence of alcohol</td>
<td>307</td>
<td>22</td>
</tr>
<tr>
<td>Operation of a vessel while impaired</td>
<td></td>
<td></td>
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<tr>
<td><strong>Boating Restricted Areas.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manatee protection rules</td>
<td>2,536</td>
<td>2,416</td>
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<tr>
<td>Public safety rules</td>
<td></td>
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<tr>
<td>Local ordinances</td>
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</tr>
<tr>
<td><strong>Boating Safety Education.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boating safety education I.D. cards</td>
<td>179</td>
<td>187</td>
</tr>
<tr>
<td><strong>Livery Operations.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental without proper safety equipment</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Rental without boater education</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental to persons under 18 years of age</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Negligent Operation of a Vessel.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reckless operation of a vessel</td>
<td>592</td>
<td>212</td>
</tr>
<tr>
<td>Careless operation of a vessel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation rule violation resulting in an accident</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation rule violation not resulting in an accident</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failure to report an accident</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Personal Watercraft.</strong></td>
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<td></td>
</tr>
<tr>
<td>Personal watercraft regulations</td>
<td>154</td>
<td>118</td>
</tr>
<tr>
<td><strong>Skiing and Diving.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skiing, aquaplaning, and parasailing violations</td>
<td>281</td>
<td>78</td>
</tr>
<tr>
<td>Dive flag violations</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Registration and Numbering.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation of unregistered/unnumbered vessels</td>
<td>731</td>
<td>619</td>
</tr>
<tr>
<td>Application, certificate, number, or decal violation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special manufacturer and dealer numbers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violation relating to vessel titling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violation relating to Hull Identification Numbers</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Safety Equipment and Regulations.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment and lighting requirements</td>
<td>3,061</td>
<td>940</td>
</tr>
<tr>
<td><strong>SUB TOTAL</strong></td>
<td>7,850</td>
<td>4,597</td>
</tr>
<tr>
<td><strong>TOTAL VIOLATIONS RECORDED</strong></td>
<td>12,447</td>
<td>15,501</td>
</tr>
</tbody>
</table>
2012 Top Ten Counties

A thorough review of the annual boating accident statistics has revealed that 59% of the reportable boating accidents during the 2011 calendar year occurred in 10 Florida counties.

The information on the following pages represents a breakdown of the accident data from each of these top 10 counties. The graphs show the types of vessels involved, the primary cause of each accident and the primary type of accidents for each county. There is also a map of each county with points designating the accident locations.

The information found in this section will provide a basis for future boating safety awareness efforts implemented by the FWC Division of Law Enforcement, Boating and Waterways Section.
Known Locations of Accidents in Monroe County during 2012

Legend

- Fatal Accident (4)
- Accident with Injury (47)
- Accident without Injury (49)
1. **Monroe County**

**Type of Vessel**

**Primary Cause of Accident**

**Primary Type of Accident**
Known Locations of Accidents in Miami-Dade County during 2012

Legend
- Fatal Accident (3)
- Accident with Injury (26)
- Accident without Injury (52)
2. MIAMI-DADE COUNTY

**Type of Vessel**

- Cabin motorboat: 43
- Open motorboat: 41
- Personal watercraft: 18
- Sail (aux. power): 11
- Misc. Jet Boat: 3
- Other: 3
- Aboard: 1
- Sail (only): 1

**Primary Cause of Accident**

**Primary Type of Accident**

...
Known Locations of Accidents in Pinellas County during 2012

**Legend**
- Fatal Accident (3)
- Accident with Injury (23)
- Accident without Injury (23)
3. PINELLAS COUNTY

**Type of Vessel**

<table>
<thead>
<tr>
<th>Type of Vessel</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open motorboat</td>
<td>31</td>
</tr>
<tr>
<td>Personal watercraft</td>
<td>20</td>
</tr>
<tr>
<td>Cabin motorboat</td>
<td>7</td>
</tr>
<tr>
<td>Sail (jackstay)</td>
<td>2</td>
</tr>
<tr>
<td>Pontoon boat</td>
<td>2</td>
</tr>
<tr>
<td>Houseboat</td>
<td>1</td>
</tr>
<tr>
<td>Sail (only)</td>
<td>1</td>
</tr>
<tr>
<td>Mini jet boat</td>
<td>1</td>
</tr>
</tbody>
</table>

**Primary Cause of Accident**

- Casually/distracted: 7
- Excessive speed: 6
- Equipment failure: 5
- Weather: 4
- Vessel striking a submerged object: 3
- Vessel accidentally striking another vessel: 3
- Other: 2
- Sharp turn: 2
- Improper steering/acceleration: 2
- Improper speed: 2
- Fuel leak: 1
- Ignition of fuel vapor: 1
- Collisions: 1
- Altered use: 1

**Primary Type of Accident**

- Collision with vessel: 12
- Collisions with fixed object: 12
- Falling into boat: 9
- Fall from PWC: 4
- Fall overboard: 3
- Skier/tow rope: 2
- Vessel capsize: 1
- Vessel sink: 1
- Vessel strikes another vessel: 1
- Vessel strike: 1
- Falling onto water: 1
- Falling into water: 1
- Other: 1

---

41
Known Locations of Accidents in Palm Beach County during 2012

**Legend**
- Fatal Accident (0)
- Accident with Injury (12)
- Accident without Injury (37)
4. PALM BEACH COUNTY

TYPE OF VESSEL

PRIMARY CAUSE OF ACCIDENT

PRIMARY TYPE OF ACCIDENT
Known Locations of Accidents in Okaloosa County during 2012

**Legend**
- Fatal Accident (2)
- Accident with Injury (12)
- Accident without Injury (17)

Map document created by FWC DLE GIS
5. OKALOOSA COUNTY

TYPE OF VESSEL

PRIMARY CAUSE OF ACCIDENT

PRIMARY TYPE OF ACCIDENT
Known Locations of Accidents in Broward County during 2012

Legend
- Fatal Accident (1)
- Accident with Injury (6)
- Accident without Injury (23)
6. Broward County

Type of Vessel

Primary Cause of Accident

Primary Type of Accident
Known Locations of Accidents in Brevard County during 2012

Legend
- Fatal Accident (1)
- Accident with Injury (19)
- Accident without Injury (9)
7. BREVARD COUNTY

**Type Of Vessel**

- Open motorboat: 9
- Cabin motorboat: 5
- Airboat: 4
- Personal watercraft: 4
- Canoe/kayak: 4
- Sail (only): 3
- Sail (less power): 2
- Pontoon boat: 2
- Other: 1

**Primary Cause Of Accident**

- Other:
- No proper lookout:
- Weather:
- Operator's inexperience:
- Machinery failure:
- Interference:
- Excessive speed:
- Careless/inattention:
- Violation of new rules:
- Sharp turn:
- Ignition of fuel tank:
- Failure to wear:
- Congestion:
- Alcohol use:

**Primary Type Of Accident**

- Collision with fixed object:
- Collision with vessel:
- Fall in boat:
- Fail to stop
- Fall overboard:
- Other:
- Starting engine:
- Vessel-side damage:
- Flooding/immersion:
- Collision with floating object/obstruction:
- Struck underwater object:
Known Locations of Accidents in Lee County during 2012

Legend

- Fatal Accident (1)
- Accident with Injury (8)
- Accident without Injury (19)
8. LEE COUNTY

TYPE OF VESSEL

- Open motorboat: 22
- Cabin motorboat: 10
- Personal watercraft: 2
- Pontoon boat: 2
- Sail (no power): 2
- Not specified: 1
- Houseboat: 1

PRIMARY CAUSE OF ACCIDENT

- Operator inattention: 7
- Machinery failure: 7
- No proper lookout: 3
- Other: 2
- Sharp turn: 2
- Operator inexperience: 1
- Ignition of fuel vapor: 1
- Hull failure: 1
- Hazardous waters: 1
- Excessive speed: 1
- Grounded: 1

PRIVATE TYPE OF ACCIDENT

- Collision with fixed object: 7
- Flooding (swamping): 6
- Collision with vessel: 5
- Fall in boat: 2
- Vessel wake damage: 2
- Gouging: 2
- Other: 1
- Falls overboard: 1
- Fire/Explosion (fuel): 1
- Collision with floating obstruction: 1
Known Locations of Accidents in Collier County during 2012

Legend

- Fatal Accident (1)
- Accident with Injury (9)
- Accident without Injury (14)
9. COLLIER COUNTY

TYPE OF VESSEL

<table>
<thead>
<tr>
<th>Type of Vessel</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open motorboat</td>
<td>10</td>
</tr>
<tr>
<td>Personal watercraft</td>
<td>7</td>
</tr>
<tr>
<td>Pontoon boat</td>
<td>7</td>
</tr>
<tr>
<td>Cabin motorboat</td>
<td>6</td>
</tr>
<tr>
<td>Airboat</td>
<td>4</td>
</tr>
<tr>
<td>Sail (sail power)</td>
<td>3</td>
</tr>
</tbody>
</table>

PRIMARY CAUSE OF ACCIDENT

<table>
<thead>
<tr>
<th>Cause of Accident</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operator inexperience</td>
<td>4</td>
</tr>
<tr>
<td>No proper lookout</td>
<td>4</td>
</tr>
<tr>
<td>Machinery failure</td>
<td>4</td>
</tr>
<tr>
<td>Hazards/obstruction</td>
<td>2</td>
</tr>
<tr>
<td>Weather</td>
<td>2</td>
</tr>
<tr>
<td>Violation of law</td>
<td>2</td>
</tr>
<tr>
<td>Ignition of fuel vapor</td>
<td>1</td>
</tr>
<tr>
<td>Sharp turn</td>
<td>1</td>
</tr>
<tr>
<td>Hot failure</td>
<td>1</td>
</tr>
<tr>
<td>Excessive speed</td>
<td>1</td>
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<tr>
<td>Equipment failure</td>
<td>1</td>
</tr>
<tr>
<td>Congested waters</td>
<td>1</td>
</tr>
</tbody>
</table>

PRIMARY TYPE OF ACCIDENT

<table>
<thead>
<tr>
<th>Type of Accident</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision with fixed object</td>
<td>8</td>
</tr>
<tr>
<td>Collision with vessel</td>
<td>4</td>
</tr>
<tr>
<td>Fire/explosion (non-rollover)</td>
<td>3</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>2</td>
</tr>
<tr>
<td>Fire/explosion (rollover)</td>
<td>2</td>
</tr>
<tr>
<td>Flooding (sinking)</td>
<td>2</td>
</tr>
<tr>
<td>Slippery object</td>
<td>1</td>
</tr>
<tr>
<td>Struck underwater object</td>
<td>1</td>
</tr>
<tr>
<td>Fall in water</td>
<td>1</td>
</tr>
</tbody>
</table>
Known Locations of Accidents in Hillsborough County during 2012

**Legend**
- Red Circle: Fatal Accident (2)
- Blue Circle: Accident with Injury (5)
- Green Circle: Accident without Injury (9)
10. Hillsborough County

Type of Vessel

Primary Cause of Accident

Primary Type of Accident
2012 Trend Analysis

Reportable Accidents 2002-2012

*Beginning in 2004 the reportable criteria was changed from $500 to $2000 resulting in a significant drop in the number of accidents.

Recreational Vessel Registration 2002-2012
2012 Trend Analysis

Fatalities 2002-2012

Injuries 2002-2012
2012 Trend Analysis

Boating Safety Education I.D. Cards Issued
2002-2012

Fatalities By Quarter 2002-2012
2012 Trend Analysis

Quarter 1 Fatalities

Quarter 2 Fatalities

*Q1 = JAN - MAR

*Q2 = APR - JUN
2012 Trend Analysis

Quarter 3 Fatalities

![Bar chart for Quarter 3 Fatalities from 2002 to 2012]

Quarter 4 Fatalities

![Bar chart for Quarter 4 Fatalities from 2002 to 2012]
**IMPORTANT**
boating safety messages to remember

Always know what’s going on around your boat.
Most boating accidents involve collisions.
Staying alert is critical!

Develop a “Life Jacket Habit.”
Most people who die in boating accidents drown. Try out an inflatable life jacket and, most of all, wear it!

Alcohol use is a leading cause of boating deaths.
Alcohol and boating really don’t mix, so save it for later. When you drink, you don’t think!

From your friends at the Florida Fish and Wildlife Conservation Commission
FWC reminds you that the best way to avoid becoming a boating statistic is to pay attention and wear a life jacket.