On the Cover

Photo credit: Investigator Daniel Miranda

Boca Chita lighthouse on Boca Chita Key in the Biscayne National Park, Monroe County, Florida
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, as well as areas where other law enforcement agencies do not routinely patrol. FWC 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 regulation, 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 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. As 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**

The 2013 Boating Accidents Statistical Report indicates there were 736 reportable boating accidents and 62 boating related fatalities in the calendar year. This total includes eight missing persons who at the end of 2013 have not been located or accounted for and their circumstances suggest that death or serious injury has occurred. Many of the deaths were due to victims falling overboard and drowning. A large number of the 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 Henry Cespedes of the United States Coast Guard Auxiliary’s Flotilla 67 as Florida’s 2013 Boating Educator of the Year. Cespedes has been a dedicated boating safety instructor for over 15 years, teaching courses in both English and Spanish. Cespedes volunteered 22 of his Saturdays in 2012 to teach boating safety classes and perform other volunteer boating safety duties with the Coast Guard Auxiliary, reaching over 600 boaters. Those days often had him busy from 6:30 a.m. until 5:30 p.m., but he still found time to forward the data to the FWC so the students could receive their Boating Safety Education Identification Cards in a timely manner.

Henry provides a valuable service to the recreational boating community in Miami and beyond. His passion for boating safety education and the impact he has made in the southeast Florida area – one of the busiest recreational boating areas in the world – has undoubtedly made the waterways safer.

Cespedes was also named the Regional Boating Educator for the Southern Region by the National Association of State Boating Law Administrators (NASBLA). He was honored at the 2013 NASBLA conference in Boise, Idaho.
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.

2013 FWC Boating Officer of the Year

Officer Dana Klein has been selected as the 2013 Boating Officer of the Year. Officer Klein has served with FWC for 10 years. In 2012 she logged numerous hours of vessel patrol focusing on boating safety and educating violators about vessel laws.

She excels in the identification and prevention of persons boating under the influence (BUI) and has been called on throughout the state to instruct others. In the summer she made eight BUI cases, two of which carried enhanced penalties for repeat violators. She has coordinated BUI details during large boating events to better utilize enforcement efforts.

Officer Klein has been instrumental in instructing other officers about recognizing and testing operators for impairment. She assisted in instructing classes throughout the state on the new Seated Field Sobriety exercises. She has also attended the Comprehensive and Advanced Boating Accident Investigation courses.
About this report
The 2013 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 this information and uses it 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.

The 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
- There is a total loss of a vessel

The number of vessels registered in the State of Florida declined slightly in 2013. With 896,632 registered vessels, Florida is poised to once again lead the nation in registered vessels. Additionally, it is estimated that up to one 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 896,632 registered vessels in 2013.
- There were a total of 736 reportable boating accidents in 2013.

2013 REPORTABLE BOATING ACCIDENTS

- Miami-Dade County reported the highest number of accidents and injuries (104 total accidents with 4 fatalities and 50 injuries).
- Towed watersport activities were involved in 26 accidents. These accidents resulted in two fatalities and 26 injured persons. PWC were used in seven (27%) of the accidents.
- May was the month with the highest number of accidents.

2013 REPORTABLE BOATING FATALITIES

- 42% of the fatal accidents were falls overboard (22 accidents). Boaters falling overboard remains the main cause of boating fatalities.
- The leading cause of death in fatal boating accidents was drowning (74%).
- The deadliest month in 2013 was December with 12 fatalities.
- Alcohol or drug-use played a role in 15% of boating fatalities.
- 84% of the victims of fatal boating accidents were males (52).
- The total fatality count for 2013 is reported at 62.
- 72% (41) of the 57 operators involved in fatal accidents were over the age of 35.
- 49% (29) of all fatal accidents in 2013 involved vessels 16 feet or less in length.

2013 REPORTABLE BOATING INJURIES

- There were 736 accidents resulting in 420 injuries. The rate of injury was 47 injuries per 100,000 vessels.

2013 REPORTABLE PERSONAL WATERCRAFT ACCIDENTS

- Personal watercraft (PWC) accounted for 11% of all registered vessels in Florida.
- PWC were involved in 19% (137) of reportable boating accidents.
- 40% of PWC accidents involved a collision with another vessel.
- 48% of PWC accidents occurred in Monroe, Pinellas and Miami-Dade counties.
- Eight fatalities resulted from the 137 PWC accidents.

2013 BOATING EDUCATION STATISTICS

- FWC issued 36,251 Boating Safety Education ID Cards in 2013.
- 43% of the cards were issued to persons 21 years of age or younger.
- Of the 36,251 cards issued, 26,714 were issued to males, 8,613 were issued to females, and 924 cards did not specify the person’s gender.
- 63% of the operators involved in fatal accidents had no formal boater education.

Boating accident statistics for 2013 were compiled on 3/21/2104. Reports received after that date are not included in the following data. In 2013 there were eight missing persons reported. There has not been any updated information as to their status. The eight missing persons have been included in the fatality data.
TABLE OF CONTENTS


II. Boating Accident Review

   Number of Accidents - 2012 Top Ten States ................................. 1
   Number of Recreational Registered Vessels, Top Ten States ............. 1
   Florida Reportable Accidents (2009-2013) .................................. 2
   Total Florida Registered Vessels (2009-2013) ............................... 2

III. 2013 Reportable Boating Accidents

   2013 Vessel Registration and Accident Statistics by County ............. 3-4
   Top Twelve Counties ..................................................................... 5
   Investigating Agency .................................................................... 5
   Accidents by Month ..................................................................... 5
   Time of Day .................................................................................. 6
   Accident Site Location .................................................................. 6
   Restricted Area Accidents ............................................................ 6
   Primary Type of Accident ............................................................ 7
   Secondary Type of Accident ........................................................ 7
   Operation at Time of Accident ..................................................... 8
   Activity at Time of Accident ........................................................ 8
   Vessel Count in Reportable Accidents .......................................... 9
   Vessel Type, Length & Propulsion ............................................... 9
   Vessel Fuel & Hull Type ............................................................... 10
   Vessel and Property Damage Cost (2005-2013) ............................... 10
   Vessel Ownership ...................................................................... 10
   Primary Cause Assessed by Reviewing Authority ............................ 11
   Boat Operator Age, Experience and Gender ................................... 11
   Operator/Occupant Swimming Ability and PFD Use ....................... 12
   Operator Education ..................................................................... 12
   Operator by Age with No Boater Education (2011-2013) ................. 12
   Victim Statistics ......................................................................... 13
   State Waters vs. Offshore Waters Accidents .................................. 13
IV. 2013 Boating Fatalities

Top States 2012 ................................................................. 14
Florida Total Fatalities Recorded (2010-2013) ...................... 14
Investigating Agency ....................................................... 14
Fatal Accidents by Month .................................................. 15
Time of Day ..................................................................... 15
Accident Types ............................................................... 15
Operation at Time of Accident ......................................... 16
Accident Site Location ..................................................... 16
Restricted Area Fatal Accidents ........................................ 16
Vessel Ownership ............................................................ 17
Vessel Fuel & Hull Type .................................................... 17
Vessel Propulsion, Length & Type ...................................... 17
Primary Cause of Death ................................................... 18
Operator Gender ............................................................. 18
Operator Age and Experience .......................................... 18
Operator Education ......................................................... 19
Operators by Age without Formal Boater Education ............. 19
Victim Statistics (Ejected, Wearing PFD, Swimming Ability) ... 19
Victim Residency ............................................................ 20
Victim Gender and Age .................................................... 20
Alcohol/Drug Related Accidents and Victims ...................... 20
Primary Cause Assessed by Reviewing Authority ................ 21
State Waters vs. Offshore Waters Fatalities ......................... 21

V. 2013 Boating Injuries

Total Injuries Recorded (2010-2013) .................................... 22
Types of Injury ............................................................... 22
Victim Statistics (Injured) .................................................. 23
Victim Swimming Ability and PFD Use .............................. 23

VI. 2013 Personal Watercraft (PWC) Accidents

PWC Registration and Accidents by County ......................... 24-25
PWC Registration .......................................................... 26
PWC Accidents (2009-2013) .............................................. 26
Top Eleven Counties for PWC Accidents ............................. 26
Accident Site Location .................................................... 27
VII. **2013 Personal Watercraft (PWC) Accidents (Continued)**

- Restricted Area Accidents .............................................. 27
- Operation at Time of Accident ...................................... 27
- Primary Type of Accidents ........................................... 28
- PWC Operator Age, Ownership and Experience ............... 28
- PWC Operator Education ............................................. 29
- PWC Operators by Age without Boater Education (2010-2013) .... 29
- PWC Fatalities (2010-2013) ...................................... 29
- PWC Injuries (2010-2013) ........................................... 29
- Primary Injury Types .................................................. 30
- PWC Fatalities/Injuries vs. Total Fatalities/Injuries ........... 30
- Primary Cause Assessed by Reviewing Authority .............. 31
- Investigating Agency .................................................. 31

VIII. **2013 Boating Education Statistics**

- Top Ten Counties ...................................................... 32
- Card Distribution by Age ............................................. 32
- Operators Involved in Accidents .................................. 33
- Operators Involved in Fatal Accidents ......................... 33

IX. **2013 Boating Violation Statistics**

- 2013 Uniform Boating Citation Summary ...................... 34

X. **Details for Top Twelve Counties**

- Top Twelve County Summary ...................................... 35
- Miami-Dade County .................................................... 36-37
- Monroe County ....................................................... 38-39
- Palm Beach County ................................................... 40-41
- Broward County ...................................................... 42-43
- Pinellas County ....................................................... 44-45
- Lee County ............................................................... 46-47
- Brevard County ......................................................... 48-49
- Okaloosa County ....................................................... 50-51
- Collier County .......................................................... 52-53
- Duval County ............................................................ 54-55
- Hillsborough County .................................................. 56-57
- Martin County ............................................................ 58-59
XI. Trend Analysis

Reportable Accidents 2004-2013 .................................................. 60
Recreational Vessel Registration 2004-2013 ................................. 60
Fatalities 2004-2013 .................................................................. 60
Injuries 2004-2013 .................................................................... 60
Boating Safety Education ID Cards Issued 2004-2013 .................... 61
Fatalities by Quarter 2004-2013 ................................................... 61
Fatalities- Quarters 1 and 2 ......................................................... 62
Fatalities- Quarters 3 and 4 .......................................................... 63
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 or 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 and 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, 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 WATER SPORT 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.
VESSSEL - Is synonymous with boat as referenced in S.1 (b), Article VII of the State Constitution, and includes every description of watercraft, barge and airboat, 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.
At approximately 6:30 p.m., the vessel was travelling in Grouper Creek Bay in Monroe County. There were two people onboard, a 22 year old male operator and a 21 year old female occupant. The two were returning home from Nest Key and the operator did not turn the vessel or slow down as he approached the shoreline. The vessel impacted the mangroves along the shoreline and came to rest approximately 25 feet from the water’s edge. They received only minor injuries. Alcohol may have been a factor involved in this accident; however, at time of the investigation, the operator did not show any signs of impairment.

Top photo: View of the vessel from the edge of the mangroves.

Bottom photo: View from inside the vessel looking back toward the water.
2013 Boating Accident Review

Number of Accidents - Top Ten States 2012 (Recreational)

- Louisiana: 116
- Ohio: 136
- Missouri: 141
- Maryland: 145
- North Carolina: 145
- Tennessee: 147
- Texas: 162
- New York: 197
- California: 365
- Florida: 662

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

Registered Vessels - Top Ten States 2012 (Recreational)

- North Carolina: 391,711
- Ohio: 441,732
- South Carolina: 460,564
- New York: 463,539
- Texas: 580,064
- Wisconsin: 622,563
- Michigan: 776,584
- Minnesota: 804,089
- California: 817,996
- Florida: 870,031

* Totals represent number of recreationally registered vessels in 2012. Source: U.S. Coast Guard Boating Safety Division
2013 Boating Accident Review

2009 - 2013 Florida Reportable Accidents

2009-2013 Florida Total Registered Vessels

*Totals represent all currently registered vessels for that year.  
Source: Florida DHSMV
2013 Reportable Boating Accidents
At approximately 3:00 p.m. the vessel was heading west on the Homosassa River in Citrus county approaching the area called, “Hells Gate.” The operator, a 33 year old female, had the vessel on plane at approximately 35-40 mph. The outboard engine was also in the trimmed up position. The vessel was approaching marker 57B, and the operator did not notice the channel marker until she was very close to it. She attempted to maneuver the vessel to the south side of the channel. She was so close to the marker that when she turned, the vessel impacted the marker on the starboard side causing both the operator and the occupant, a 37 year old male, to fall forward into the vessel console. The vessel was towed to the operator’s home and then they transported themselves to the hospital in Crystal River. Both subjects were treated for minor injuries and were released from the hospital the same day.

Top photo: Channel marker 57B showing the transfer marks left from the vessel impact.

Bottom photo: Starboard side of the impacting vessel showing transfer marks from the channel marker.
## 2013 Reportable Boating Accidents

### 2013 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>
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<tr>
<td>Alachua</td>
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# Boating Accidents Statistical Report 2013

## 2013 Reportable Boating Accidents

### 2013 Vessel Registration and Accidents by County

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TOTAL  870,749  896,632  736  62  420  $10,636,667

*Accident Rate = # of Registered Vessels / # of Accidents*

Those counties in bold print represent the top eleven counties.

DHSMV numbers represent registrations issued at main office instead of at the county level.
2013 Reportable Boating Accidents

Top Eleven Counties

- Hillsborough: 19
- Duval: 19
- Collier: 22
- Okaloosa: 24
- Brevard: 24
- Lee: 30
- Pinellas: 47
- Broward: 50
- Palm Beach: 56
- Monroe: 100
- Miami-Dade: 104

*Eleven counties shown due to tie for tenth place.

Investigating Agency

- FWC: 622 / 84%
- Sheriff's Office: 66 / 9%
- Self Investigated: 7 / 1%
- Police Department: 41 / 6%

Accidents by Month

- January: 44
- February: 36
- March: 66
- April: 50
- May: 121
- June: 85
- July: 63
- August: 76
- September: 60
- October: 42
- November: 43
- December: 50

*736 total accidents
2013 Reportable Boating Accidents

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*736 total accidents

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<td>4</td>
</tr>
<tr>
<td>Manatee slow speed</td>
<td>13</td>
</tr>
<tr>
<td>Manatee idle speed</td>
<td>16</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
</tr>
<tr>
<td>MPH limit</td>
<td>40</td>
</tr>
<tr>
<td>Slow speed</td>
<td>61</td>
</tr>
<tr>
<td>Idle speed</td>
<td>63</td>
</tr>
</tbody>
</table>

*217 total accidents in restricted areas
2013 Reportable Boating Accidents

Primary Type of Accident

<table>
<thead>
<tr>
<th>Accident Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skier hit object</td>
<td>2</td>
</tr>
<tr>
<td>Sinking</td>
<td>3</td>
</tr>
<tr>
<td>Struck by boat (person)</td>
<td>7</td>
</tr>
<tr>
<td>Skier mishap/fall</td>
<td>12</td>
</tr>
<tr>
<td>Collision floating object/person</td>
<td>13</td>
</tr>
<tr>
<td>Struck by skeg/prop</td>
<td>14</td>
</tr>
<tr>
<td>Other</td>
<td>16</td>
</tr>
<tr>
<td>Fire/explosion (non-fuel)</td>
<td>20</td>
</tr>
<tr>
<td>Struck underwater object</td>
<td>21</td>
</tr>
<tr>
<td>Fall in boat</td>
<td>23</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>24</td>
</tr>
<tr>
<td>Fire/explosion (fuel)</td>
<td>25</td>
</tr>
<tr>
<td>Capsizing</td>
<td>26</td>
</tr>
<tr>
<td>Grounding</td>
<td>36</td>
</tr>
<tr>
<td>Vessel wake damage</td>
<td>37</td>
</tr>
<tr>
<td>Falls overboard</td>
<td>43</td>
</tr>
<tr>
<td>Flooding/swamping</td>
<td>85</td>
</tr>
<tr>
<td>Collision with fixed object</td>
<td>142</td>
</tr>
<tr>
<td>Collision with vessel</td>
<td>187</td>
</tr>
</tbody>
</table>

* 736 accidents involving 1,012 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>Starting engine</td>
<td>1</td>
</tr>
<tr>
<td>Vessel wake damage</td>
<td>2</td>
</tr>
<tr>
<td>Fire/explosion (non-fuel)</td>
<td>3</td>
</tr>
<tr>
<td>Fire/explosion (fuel)</td>
<td>4</td>
</tr>
<tr>
<td>Collision with vessel</td>
<td>9</td>
</tr>
<tr>
<td>Other</td>
<td>9</td>
</tr>
<tr>
<td>Grounding</td>
<td>9</td>
</tr>
<tr>
<td>Struck by skeg/prop</td>
<td>12</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>14</td>
</tr>
<tr>
<td>Flooding/swamping</td>
<td>24</td>
</tr>
<tr>
<td>Struck by boat (person)</td>
<td>28</td>
</tr>
<tr>
<td>Collision with fixed object</td>
<td>30</td>
</tr>
<tr>
<td>Sinking</td>
<td>35</td>
</tr>
<tr>
<td>Capsizing</td>
<td>60</td>
</tr>
<tr>
<td>Sinking</td>
<td>64</td>
</tr>
<tr>
<td>Fall in boat</td>
<td>100</td>
</tr>
<tr>
<td>Falls overboard</td>
<td></td>
</tr>
</tbody>
</table>

* 332 of the 736 accidents did not have a secondary type of accident
2013 Reportable Boating Accidents

Operation at Time of Accident

Activity at Time of Accident
2013 REPORTABLE BOATING ACCIDENTS

Vessel Count in Reportable Accidents

TOTAL NUMBER OF ACCIDENTS
*736 total accidents involving 1,012 vessels

2 Vessels 222
1 Vessel 491

VESSEL TYPE, LENGTH & PROPULSION

*736 accidents involving 1,012 vessels
**2013 Reportable Boating Accidents**

**Vessel Fuel & Hull Type**

- **Other**: 81
- **Diesel**: 188
- **Gas**: 743
- **Rigid hull infl.**: 2
- **Rubber/vinyl**: 3
- **Steel**: 9
- **Wood**: 18
- **Other/no info**: 35
- **Aluminum**: 91
- **Fiberglass**: 854

*736 accidents involving 1,012 vessels*

**Vessel & Property Damage Figures**

<table>
<thead>
<tr>
<th>Year</th>
<th>Damage (in millions)</th>
</tr>
</thead>
<tbody>
<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>10.9</td>
</tr>
<tr>
<td>2009</td>
<td>8.4</td>
</tr>
<tr>
<td>2010</td>
<td>8.1</td>
</tr>
<tr>
<td>2011</td>
<td>10.6</td>
</tr>
<tr>
<td>2012</td>
<td>27.1</td>
</tr>
<tr>
<td>2013</td>
<td>23.3</td>
</tr>
</tbody>
</table>

**Vessel Ownership**

- **Owner household**: 781 / 77%
- **Borrowed (not in household)**: 113 / 11%
- **Rented**: 118 / 12%

*For 2011, four reportable accidents resulted in $19,400,000 in damages which caused a significant increase in the total amount of damages.*
2013 Reportable Boating Accidents

Primary Cause Assessed by Reviewing Authority

Operator Age

Operator Experience (Hours)

Operator Gender

*736 accidents involving 886 operators

Vessels may have been docked, anchored, or involved in a hit and run accident which would result in no operator information.
2013 Reportable Boating Accidents

Operator/Occupant Swimming Ability

- Could swim: 1,507 (70%)
- Could not swim: 592 (27%)
- No info: 66 (3%)

Operator/Occupant PFD Use

- Wearing PFD: 534 (25%)
- Not wearing PFD: 1,473 (68%)
- No info: 158 (8%)

Boat Operator Education

- Boater education: 339 (38%)
- No boater education: 466 (53%)
- No info: 81 (9%)

Operator by Age with No Boater Education

<table>
<thead>
<tr>
<th>Age Range</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-16</td>
<td>11</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>17-21</td>
<td>36</td>
<td>23</td>
<td>25</td>
</tr>
<tr>
<td>22-35</td>
<td>135</td>
<td>115</td>
<td>125</td>
</tr>
<tr>
<td>36-50</td>
<td>169</td>
<td>175</td>
<td>162</td>
</tr>
<tr>
<td>51+</td>
<td>157</td>
<td>157</td>
<td>144</td>
</tr>
</tbody>
</table>

*2,165 total occupants and operators

*886 operators

*464 operators without boater education
2013 Reportable Boating Accidents

Victim Statistics

- **Uninjured**: 1,694 / 78%
- **Injured**: 420 / 19%
- **Fatal**: 62 / 3%

Victim Statistics (Ejected from Boat)

- **Not ejected**: 1,607 / 74%
- **Ejected**: 407 / 19%
- **No info**: 151 / 7%

State Waters vs. Offshore Waters (Accidents)

- **State waters**: 702 / 95%
- **Offshore**: 34 / 5%

*2,165 vessel operator/occupants and 11 swimmers involved in boating accidents

V-1 was heading west on Dunn's Creek in Putnam County and was approaching a curve in the river that was on the vessel's port side. V-2 was heading east on Dunn's Creek and was approaching the same curve which was on V-2's starboard side. Both vessels were on plane and came into a head-on situation. V-1 immediately turned to starboard in an attempt to give-way. V-2 at the same time turned to port or towards the center of the river putting the vessels on a head-on situation again. V-1 turned port in an attempt to avoid collision V-2 simultaneously turned hard starboard and the vessels were on a path of collision. V-1 turned starboard again to the center of the river V-1’s front port bow struck V-2’s port aft side. No injuries were sustained by any of the operators or occupants.

*2,165 total operators/occupants

*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.
2013 Boating Fatalities

WEAR IT
FLORIDA
At approximately 2:25 p.m., a boating accident occurred in the Santa Rosa Sound in Santa Rosa County, near channel marker 142. The vessel, a 2007 39’8” Velocity 390 model, was traveling east operated by a 61 year old male. It was traveling at approximately 85 mph when it ramped off a wake caused by a large charter boat. The vessel became airborne then stuffed, bow first, into a second wake. “Stuffed” is commonly known as the action in which the boat gets airborne off a wave and plunges its bow into the next wave. When this happens, the bow is slowed by the force of the impact, yet the rest of the boat is still moving at high speed and breaks apart upon reentry into the water often resulting in catastrophic hull failure. All five persons onboard were ejected and recovered by nearby boaters. The operator sustained fatal injuries. Three of the four passengers sustained serious injuries. The fourth passenger was treated and released from the hospital the same day.
2013 Fatality Data

2012 Fatalities - Top Ten States

<table>
<thead>
<tr>
<th>State</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tennessee</td>
<td>21</td>
</tr>
<tr>
<td>Alaska</td>
<td>22</td>
</tr>
<tr>
<td>North Carolina</td>
<td>23</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>23</td>
</tr>
<tr>
<td>Louisiana</td>
<td>25</td>
</tr>
<tr>
<td>New York</td>
<td>27</td>
</tr>
<tr>
<td>Washington</td>
<td>30</td>
</tr>
<tr>
<td>Texas</td>
<td>32</td>
</tr>
<tr>
<td>California</td>
<td>49</td>
</tr>
<tr>
<td>Florida</td>
<td>50</td>
</tr>
</tbody>
</table>

* 2013 statistics for top 10 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>Fatality rate</th>
<th>Number of fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>896,632</td>
<td>6.9</td>
<td>62</td>
</tr>
<tr>
<td>2012</td>
<td>901,969</td>
<td>6.1</td>
<td>56</td>
</tr>
<tr>
<td>2011</td>
<td>922,491</td>
<td>7.3</td>
<td>67</td>
</tr>
<tr>
<td>2010</td>
<td>941,589</td>
<td>8.4</td>
<td>79</td>
</tr>
</tbody>
</table>

*Fatality Rate – Number of fatalities per 100,000 registered vessels

Investigating Agency

Sheriff's Office 5 / 9%
Police 1 / 2%
FWC 47 / 89%

*53 fatal accidents
**2013 Fatality Data**

### Fatal Accidents By Month

<table>
<thead>
<tr>
<th>Month</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>4</td>
</tr>
<tr>
<td>Feb</td>
<td>4</td>
</tr>
<tr>
<td>Mar</td>
<td>5</td>
</tr>
<tr>
<td>Apr</td>
<td>7</td>
</tr>
<tr>
<td>May</td>
<td>6</td>
</tr>
<tr>
<td>Jun</td>
<td>4</td>
</tr>
<tr>
<td>Jul</td>
<td>3</td>
</tr>
<tr>
<td>Aug</td>
<td>3</td>
</tr>
<tr>
<td>Sep</td>
<td>10</td>
</tr>
<tr>
<td>Oct</td>
<td>12</td>
</tr>
<tr>
<td>Nov</td>
<td>0</td>
</tr>
<tr>
<td>Dec</td>
<td>0</td>
</tr>
</tbody>
</table>

*53 fatal accidents involving 62 fatalities
Fatality data includes eight missing persons where their disappearance is associated with a boating accident.

### Time of Day

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>0:00-1:59 am</td>
<td>5</td>
</tr>
<tr>
<td>2:00-3:59 am</td>
<td>0</td>
</tr>
<tr>
<td>4:00-5:59 am</td>
<td>0</td>
</tr>
<tr>
<td>6:00-7:59 am</td>
<td>0</td>
</tr>
<tr>
<td>8:00-9:59 am</td>
<td>3</td>
</tr>
<tr>
<td>10:00-11:59 am</td>
<td>4</td>
</tr>
<tr>
<td>12:00-1:59 pm</td>
<td>10</td>
</tr>
<tr>
<td>2:00-3:59 pm</td>
<td>5</td>
</tr>
<tr>
<td>4:00-5:59 pm</td>
<td>12</td>
</tr>
<tr>
<td>6:00-7:59 pm</td>
<td>5</td>
</tr>
<tr>
<td>8:00-9:59 pm</td>
<td>5</td>
</tr>
<tr>
<td>10:00-11:59 pm</td>
<td>4</td>
</tr>
</tbody>
</table>

### Accident Types

- Vessel wake damage: 1
- Struck by boat (person): 1
- Skier hit object: 1
- Grounding: 1
- Fall on PWC: 2
- Capsizing: 3
- Collision with vessel: 3
- Other: 4
- Flooding (swamping): 6
- Collision with fixed object: 14
- Falls overboard: 17

*53 fatal accidents involving 62 fatalities (Based on first harmful event.)
2013 Fatality Data

Operation at Time of Accident

- Towing a boat: 1
- Launching/loading: 1
- Being towed: 1
- Docking/undocking: 1
- Other: 2
- Changing speed: 2
- At anchor: 2
- Changing direction: 4
- Rowing/paddling: 5
- Drifting: 8
- Cruising: 32

*59 vessels involved in 53 fatal accidents with 62 victims

Accident Site Location

- Port/harbor: 1
- Canal/cut: 5
- Inlet/pass: 6
- Ocean/gulf: 8
- Lake/pond: 9
- Bay/sound: 12
- River/creek: 12

*53 accidents involving 62 fatalities

Restricted Area Fatal Accidents

- Mph limit: 2
- Slow speed: 1
- Idle speed: 1
- Other: 1
2013 Fatality Data

Vessel Ownership

- Owned: 45 / 76%
- Rented: 6 / 10%
- Borrowed (not in household): 8 / 14%

Vessel Fuel & Hull Type

- Diesel: 4
- Not specified: 11
- Gasoline: 44
- Wood: 1
- Rigid hull infl.: 1
- Other: 4
- Aluminum: 8
- Fiberglass: 45

Vessel Propulsion, Length & Type

- Propeller: 41
- Water jet: 16
- Manual: 8
- Sail: 1
- Air Thrust: 2
- Other: 5
- Sail (aux power): 2
- Airboat: 2
- Canoe/kayak: 3
- Cabin motorboat: 6
- Personal watercraft: 8
- Open motorboat: 33

*62 total fatalities involving 59 vessels

*53 fatal accidents involving 59 vessels
2013 Fatality Data

Primary Cause of Death

- Drowning: 38 / 61%
- Trauma: 16 / 26%
- Other: 8 / 13%

*62 fatalities

Operator Gender

- Male: 55 / 96%
- Female: 2 / 4%

*57 operators

Operator Age

- 51 + years: 22 / 39%
- 36 - 50: 20 / 35%
- 22 - 35: 12 / 21%
- 17 - 21: 3 / 5%

Operator Experience (in hours)

- Over 100: 27 / 47%
- 10 - 100: 18 / 32%
- Under 10: 6 / 10.5%
- Unknown: 6 / 10.5%

*53 accidents involving 59 vessels and 57 operators
2013 Fatality Data

A paddleboard was being operated by the victim, a novice paddleboarder, near the shoreline on Lake Minnehaha in Orange County. Witness statements indicate that the victim was about 100 feet from shore when he fell overboard and attempted to swim back to the board but was not able to reach it. He was struggling and called out for help. A nearby kayaker went to assist, getting near the victim and holding out a paddle to him. The victim was not able to get the paddle and went under water. The kayaker, along with a swimmer from shore, went under water and attempted to locate the victim. They were unsuccessful due to the poor water visibility. The victim was reportedly a poor swimmer and did not wear a personal flotation device although one was attached to the paddleboard.

Operators by Age Without Formal Boater Education

*36 operators did not have any formal boater education

Victim Statistics

(Ejected)

- Ejected: 8 / 13%
- Not ejected: 54 / 87%

Victim Statistics

(Wearing PFD)

- Wearing PFD: 13 / 21%
- Not wearing PFD: 49 / 79%

Victim Statistics

(Swimming Ability)

- Can swim: 29 / 47%
- Cannot swim: 22 / 35%
- Unknown: 11 / 18%

*53 fatal accidents involving 62 victims
**2013 Fatality Data**

**Victim Residency**

- Florida resident: 49 / 79%
- Non resident: 13 / 21%

**Victim Gender**

- Male: 52 / 84%
- Female: 10 / 16%

**Victim Age**

- Less than 17: 2 / 3%
- 17 - 21: 5 / 8%
- 22 - 35: 28 / 45%
- 36 - 50: 18 / 29%
- 51+: 9 / 15%

**Alcohol/Drug Related Accidents**

- Alcohol/drug use: 8 / 15%
- Other causes: 45 / 85%

**Alcohol/Drug Related Victims**

- Alcohol/drug use: 9 / 15%
- Other causes: 53 / 85%

*53 accidents involving 62 fatalities
(Alcohol/drug related refers to any accidents in which alcohol or drug use may have been a contributing factor, whether or not legally impaired.)
2013 Fatality Data

Primary Cause of Accident By Reviewing Authority

- Vision obstructed: 1
- Sharp turn: 1
- Skier/occupant behavior: 2
- Careless/inattention: 2
- No proper look-out: 3
- Excessive speed: 3
- Operator inattention: 3
- Overloading: 4
- Operator inexperience: 4
- Standing/sitting on gunwale, bow or transom: 5
- Weather: 5
- Alcohol use: 8
- Other: 12

*53 fatal accidents

State Waters vs. Offshore Waters

- State: 51 / 96%
- Offshore: 2 / 4%

*Offshore defined as the edge of the Gulf Stream or three miles from shore, whichever is greater, in the Atlantic and more than nine miles out in the Gulf.
At approximately 7:45 am, a boat was traveling south on canal 37 in Polk county at approximately 35 mph. As the 67 year old male operator neared Zipper's bridge, a bug flew into his left eye. He tried to clear his eye and while doing so realized he was headed straight for the pilings supporting the bridge. He tried to maneuver around them but overcorrected and the boat struck a bridge piling on the starboard side, traveled under the bridge and subsequently impacted a cypress tree on the west side of the canal.
### 2013 Injury Data

#### Total Injuries Recorded 2010-2013

<table>
<thead>
<tr>
<th>Year</th>
<th>Registered vessels</th>
<th>Injury rate</th>
<th>Number of injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>896,632</td>
<td>47</td>
<td>420</td>
</tr>
<tr>
<td>2012</td>
<td>901,969</td>
<td>42</td>
<td>386</td>
</tr>
<tr>
<td>2011</td>
<td>922,491</td>
<td>47</td>
<td>431</td>
</tr>
<tr>
<td>2010</td>
<td>941,589</td>
<td>41</td>
<td>389</td>
</tr>
</tbody>
</table>

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

#### Types of Injury

- **Teeth and jaw**: 1
- **Spinal injury**: 2
- **Amputation**: 2
- **Hypothermia**: 5
- **Shock**: 7
- **Neck injury**: 11
- **Internal injuries**: 14
- **Sprain/strain**: 18
- **Burns**: 18
- **Back injury**: 21
- **Head injury**: 36
- **No info**: 54
- **Broken bone(s)**: 58
- **Contusions**: 61
- **Laceration**: 112

*736 accidents involving 420 injuries*
2013 INJURY DATA

**Victim Statistics (Injured)**

- Operators: 165 / 39%
- Occupants: 251 / 60%
- Swimmers: 4 / 1%

*736 accidents involving 420 injured

**Victim Statistics (Swimming Ability)**

- Could not swim: 83 / 20%
- Could swim: 332 / 79%
- No info: 5 / 1%

**Victim Statistics (PFD Use)**

- Wearing PFD: 160 / 38%
- Not wearing PFD: 249 / 59%
- No info: 11 / 3%

A vessel was drifting near the Port Everglades inlet in Miami-Dade County. The operator engaged the throttles abruptly and without warning to the occupants. The vessel jumped a wave and became airborne. When it landed back on the water, two occupants in the vessel impacted the deck and seating in the vessel. One occupant suffered a broken foot. Another suffered lacerations to his head which required stitches.
2013 Personal Watercraft Accidents
On Angelfish Creek in Miami-Dade County, at approximately 11:50 am, two personal watercraft were heading outbound toward the ocean. A large vessel was also navigating out toward the ocean. The two PWC operators decided to jump the large wake of the large vessel and proceeded to separate. The white PWC jumped the wake in a southerly direction. The black PWC jumped the wake from a northerly direction. Both PWC jumped the wake at the same time and collided head on. The operators were ejected, both were wearing their personal flotation device (PFD) and were uninjured. The operator of the white PWC had received boater safety training. The operator of the black PWC did not have any formal training and had limited experience operating PWC.

Top photo: Damage to the black PWC as a result of the head on collision.

Bottom photo: Damage to the white PWC as a result of the head on collision.
### PERSONAL WATERCRAFT DATA

#### 2013 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>700</td>
<td>2</td>
<td>702</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>26</td>
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</tr>
<tr>
<td>Baker</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>Bay</td>
<td>2,021</td>
<td>294</td>
<td>2,315</td>
<td>6</td>
<td>0</td>
<td>6</td>
<td>$6,550</td>
<td>7</td>
<td>1:386</td>
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<tr>
<td>Bradford</td>
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<td>245</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$0</td>
<td>28</td>
<td></td>
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## PERSONAL WATERCRAFT DATA

### 2013 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

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*Accident Rate = # of Registered Vessels
# of Accidents

Those counties in bold print represent the top eleven counties for PWC boating accidents in 2013.
DHSMV numbers represent registrations issued at the main office instead of at county level.
2013 Personal Watercraft Data

PWC Registration

PWC Accidents 2009-2013

PWC Accidents-Top Eleven Counties for 2013

*137 total PWC accidents.
2013 PERSONAL WATERCRAFT DATA

ACCIDENT SITE LOCATION

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RESTRIC TED AREA ACCIDENTS

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*31 PWC accidents occurred within a restricted area

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*137 PWC accidents
2013 PERSONAL WATERCRAFT DATA

PRIMARY TYPE OF ACCIDENT

Collision floating object/person | 1
Skier hit object | 1
Other | 1
Struck underwater object | 2
Grounding | 2
Capsizing | 2
Skier mishap/fall | 3
Struck by boat (person) | 4
Vessel wake damage | 4
Fire/explosion (fuel) | 4
Falls overboard | 10
Collision with fixed object | 23
Fall on PWC | 25
Collision with vessel | 55

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

A rental PWC was traveling south in the Clearwater causeway channel near marker 7 in Pinellas County. A large tour boat was traveling north in the same channel. The Captain of the tour boat noticed that the PWC was operating nearby off of the port bow, and he was unsure of the PWC operator’s intentions. The Captain of the tour boat then put the vessel in neutral to slacken its speed. The PWC accelerated quickly towards the bow without changing course and impacted the bow of tour boat near the center of catamaran hull. An employee of the tour boat responded quickly and retrieved both occupants of the PWC from the water. The crew of tour boat then started CPR until the Coast Guard arrived. Both occupants were pronounced deceased by Clearwater EMS. The operator of the PWC had less than 10 hours of experience operating a PWC.

PWC OPERATOR AGE

Less than 17
14 / 8%

17-21
34 / 20%

22-35
66 / 39%

36-50
34 / 20%

51+
22 / 13%

PWC OWNERSHIP

PWC (owner household) 52 / 29%
PWC (rented) 78 / 43%
PWC (borrowed) 50 / 28%

PWC OPERATOR EXPERIENCE (HOURS)

<10 71 / 42%
10-100 62 / 37%
100+ 28 / 16%
Unknown 9 / 5%

*137 PWC accidents involving 180 PWC and 170 operators
2013 PERSONAL WATERCRAFT DATA

PWC OPERATOR EDUCATION

- No boater education: 101 / 59%
- Boater education: 69 / 41%

*170 operators

PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION

- 2013:
  - 0-16: 3
  - 17-21: 23
  - 22-35: 45
  - 36-50: 21
  - 51+: 9

- 2012:
  - 0-16: 9
  - 17-21: 28
  - 22-35: 64
  - 36-50: 60
  - 51+: 8

- 2011:
  - 0-16: 12
  - 17-21: 21
  - 22-35: 63
  - 36-50: 38
  - 51+: 9

- 2010:
  - 0-16: 11
  - 17-21: 25
  - 22-35: 41
  - 36-50: 43
  - 51+: 8

*137 accidents involving 101 operators with no formal education

PWC FATALITIES 2010-2013

- 2013: 8
- 2012: 7
- 2011: 10
- 2010: 7

*137 accidents involving 10 fatalities

PWC INJURIES 2010-2013

- 2013: 125
- 2012: 117
- 2011: 144
- 2010: 108

*125 injuries
2013 Personal Watercraft Data

Primary Injury Types

Comparisons of PWC Fatalities

Comparisons of PWC Injuries
2013 PERSONAL WATERCRAFT DATA

PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY

Operator inexperience: 38
Excessive speed: 23
Careless/inattention: 22
No proper look-out: 21
Operator inattention: 11
Sharp turn: 7
Machinery failure: 4
Ignition of fuel vapor: 2
Off throttle steering-jet: 2
Skier or occupant behavior: 2
Violation of nav. rule: 1
Failure to vent fumes: 1
Alcohol use: 1
Excessive speed: 1
Equipment failure: 1
Other: 1

INVESTIGATING AGENCY

FWC: 121 / 88%
Police Department: 7 / 5%
Sheriff's Office: 9 / 7%

*137 PWC accidents
2013 Boating Education

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

<table>
<thead>
<tr>
<th>County</th>
<th>Cards Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange</td>
<td>434</td>
</tr>
<tr>
<td>Brevard</td>
<td>566</td>
</tr>
<tr>
<td>Lee</td>
<td>616</td>
</tr>
<tr>
<td>Okaloosa</td>
<td>625</td>
</tr>
<tr>
<td>Hillsborough</td>
<td>694</td>
</tr>
<tr>
<td>Sarasota</td>
<td>778</td>
</tr>
<tr>
<td>Pinellas</td>
<td>947</td>
</tr>
<tr>
<td>Palm Beach</td>
<td>1,002</td>
</tr>
<tr>
<td>Broward</td>
<td>1,100</td>
</tr>
<tr>
<td>Miami-Dade</td>
<td>1,230</td>
</tr>
</tbody>
</table>

*36,251 cards issued in calendar year 2013 (does not include temporary certificates)
6,739 cards issued to out of state residents

Boating Safety Education
I.D. Card Distribution by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Cards Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-16</td>
<td>8,821</td>
</tr>
<tr>
<td>17-21</td>
<td>6,860</td>
</tr>
<tr>
<td>22-34</td>
<td>6,506</td>
</tr>
<tr>
<td>35-54</td>
<td>8,093</td>
</tr>
<tr>
<td>55 and up</td>
<td>5,957</td>
</tr>
<tr>
<td>No age info*</td>
<td>14</td>
</tr>
</tbody>
</table>

*14 boaters did not provide age information
2013 Boating Education

Operators Involved in Accidents-Education/Age

Operators Involved in Fatal Accidents-Education/Age
Violation Summary photo details

Top photo: A single vessel accident occurred on Lake Disston in Flagler County at approximately 4:00 p.m. The vessel is a 12 foot aluminum V hull open motor boat, powered by a single 6 horsepower engine and occupied only by an adult male operator. The vessel was being operated back to the boat ramp because of increasing bad weather when the operator lost control while reaching for a drink from a cooler. The operator's action, coupled with the water conditions and alterations he had made to the vessel, caused the vessel to capsize and he was ejected into the water. The operator did not sustain any injuries from the ejection and was wearing his life jacket at the time of the accident. The alterations to the vessel were: raising the deck approximately five inches high, a swivel seat and seven inch post were mounted on top of the bench seat, adding six inches of transom height to allow for the long shaft outboard engine. These alterations changed the operating characteristics of the vessel (center of gravity-balance).

Bottom photo: Aerial photograph of the Sandy Hook boating event in Crystal River, FL
# Violation Summary

## 2013 Uniform Boating Citation Summary

<table>
<thead>
<tr>
<th>Citation</th>
<th>2013 FWC</th>
<th>2013 Other</th>
<th>2012 FWC</th>
<th>2012 Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aids to Navigation and Regulatory Markers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uniform waterway markers for safety and navigation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mooring to or damaging markers or buoys</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Alcohol and Drugs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation of a vessel under the influence of alcohol</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation of a vessel while impaired</td>
<td>296</td>
<td>7</td>
<td>307</td>
<td>22</td>
</tr>
<tr>
<td>Boating Restricted Areas</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manatee protection rules</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public safety rules</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local ordinances</td>
<td>2,227</td>
<td>1,593</td>
<td>2,536</td>
<td>2,416</td>
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<tr>
<td>Boating Safety Education</td>
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<tr>
<td>Boating safety education I.D. cards</td>
<td>268</td>
<td>117</td>
<td>179</td>
<td>187</td>
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<tr>
<td>Livery Operations</td>
<td></td>
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<tr>
<td>Rental without proper safety equipment</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Rental without boater education</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental to persons under 18 years of age</td>
<td>17</td>
<td>3</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Negligent Operation of a Vessel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reckless operation of a vessel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Careless operation of a vessel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation rule violation resulting in an accident</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation rule violation not resulting in an accident</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Failure to report an accident</td>
<td>506</td>
<td>136</td>
<td>592</td>
<td>212</td>
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<tr>
<td>Personal Watercraft</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personal watercraft regulations</td>
<td>194</td>
<td>65</td>
<td>154</td>
<td>118</td>
</tr>
<tr>
<td>Skiing and Diving</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skiing, aquaplaning and parasailing violations</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Dive flag violations</td>
<td>295</td>
<td>54</td>
<td>281</td>
<td>78</td>
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<tr>
<td>Registration and Numbering</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Operation of unregistered/unnumbered vessels</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Application, certificate, number or decal violation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special manufacturer and dealer numbers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violation relating to vessel titling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violation relating to Hull Identification Numbers</td>
<td>749</td>
<td>333</td>
<td>731</td>
<td>619</td>
</tr>
<tr>
<td>Safety Equipment and Regulations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment and lighting requirements</td>
<td>3,157</td>
<td>552</td>
<td>3,061</td>
<td>940</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td>6,909</td>
<td>2,860</td>
<td>7,850</td>
<td>4,597</td>
</tr>
</tbody>
</table>

**Total Violations Recorded**

<table>
<thead>
<tr>
<th>2013</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,769</td>
<td>12,447</td>
</tr>
</tbody>
</table>
A thorough review of the annual boating accident statistics has revealed that 67% of the reportable boating accidents during the 2013 calendar year occurred in 11 Florida counties.

The information on the following pages represents a breakdown of the accident data from each of these top 11 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.
Florida Top Counties of Boating Accidents during 2013

Legend

- Fatal Accident (30)
- Accident with Injury (192)
- Accident without Injury (273)
Known Locations of Accidents in Miami-Dade County during 2013

**Legend**
- Red Circle: Fatal Accident (3)
- Blue Circle: Accident with Injury (39)
- Green Circle: Accident without Injury (62)

Map document created by FWC DLE GIS
1. MIAMI DADE COUNTY

### Type of Vessel

- Cabin motorboat: 63
- Open motorboat: 41
- Personal watercraft: 32
- Sail (outboard): 14
- Other: 9
- Ski (only): 4
- Inflatable: 3
- Airboat: 1
- Conoe/kayak: 1
- Houseboat: 1
- Not specified: 1

### Primary Cause of Accident

### Primary Type of Accident
Known Locations of Accidents in Monroe County during 2013

Legend
- Fatal Accident (5)
- Accident with Injury (45)
- Accident without Injury (50)

Map document created by FWC DLE GIS

38
2. MONROE COUNTY

TYPE OF VESSEL

PRIMARý CAUSE OF ACCIDENT

PRIMARý TYPE OF ACCIDENT
Known Locations of Accidents in Palm Beach County during 2013

**Legend**
- Fatal Accident (3)
- Accident with Injury (14)
- Accident without Injury (39)

Map document created by FWC DLE GIS
3. Palm Beach County

**Type of Vessel**

**Primary Cause of Accident**

**Primary Type of Accident**
Known Locations of Accidents in Broward County during 2013

Legend

- Fatal Accident (1)
- Accident with Injury (21)
- Accident without Injury (28)

Map document created by FWC DLE GIS
4. Broward County

Primary Cause of Accident

Primary Type of Accident
Known Locations of Accidents in Pinellas County during 2013

Legend

- **Fatal Accident (6)**
- **Accident with Injury (15)**
- **Accident without Injury (26)**

Map document created by FWC DLE GIS
5. 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>22</td>
</tr>
<tr>
<td>Personal watercraft</td>
<td>17</td>
</tr>
<tr>
<td>Cabin motorboat</td>
<td>13</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
</tr>
<tr>
<td>Not specified</td>
<td>4</td>
</tr>
<tr>
<td>Canoe/Kayak</td>
<td>1</td>
</tr>
<tr>
<td>Houseboat</td>
<td>1</td>
</tr>
<tr>
<td>Pontoon boat</td>
<td>1</td>
</tr>
<tr>
<td>Sail (tug powered)</td>
<td>1</td>
</tr>
</tbody>
</table>

Primary Cause of Accident

<table>
<thead>
<tr>
<th>Cause of Accident</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>No proper lookout</td>
<td>13</td>
</tr>
<tr>
<td>Excessive speed</td>
<td>6</td>
</tr>
<tr>
<td>Overloading</td>
<td>6</td>
</tr>
<tr>
<td>Machinery failure</td>
<td>3</td>
</tr>
<tr>
<td>Improper mooring</td>
<td>3</td>
</tr>
<tr>
<td>Operator unfamiliar</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
</tr>
<tr>
<td>Weather</td>
<td>2</td>
</tr>
<tr>
<td>Stern turn</td>
<td>2</td>
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<tr>
<td>Stern gear</td>
<td>1</td>
</tr>
<tr>
<td>Drag use</td>
<td>1</td>
</tr>
<tr>
<td>Careless/inattention</td>
<td>1</td>
</tr>
<tr>
<td>Alcohol use</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 vessel</td>
<td>15</td>
</tr>
<tr>
<td>Falling overboard</td>
<td>10</td>
</tr>
<tr>
<td>Fall on PWC</td>
<td>5</td>
</tr>
<tr>
<td>Fire/explosion (fuel)</td>
<td>3</td>
</tr>
<tr>
<td>Overturned</td>
<td>2</td>
</tr>
<tr>
<td>Vessel strike</td>
<td>2</td>
</tr>
<tr>
<td>Colliding</td>
<td>2</td>
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<tr>
<td>Concording</td>
<td>1</td>
</tr>
<tr>
<td>Struck by vessel</td>
<td>1</td>
</tr>
<tr>
<td>Struck by boat</td>
<td>1</td>
</tr>
<tr>
<td>Struck by object</td>
<td>1</td>
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<tr>
<td>Struck by person</td>
<td>1</td>
</tr>
<tr>
<td>Stuck by vessel</td>
<td>1</td>
</tr>
</tbody>
</table>
Known Locations of Accidents in Lee County during 2013

Legend
- Fatal Accident (1)
- Accident with Injury (10)
- Accident without Injury (19)
6. Lee County

Type of Vessel

Primary Cause of Accident

Primary Type of Accident
Known Locations of Accidents in Brevard County during 2013

Legend
- Fatal Accident (2)
- Accident with Injury (10)
- Accident without Injury (11)
7. Brevard County

**Type of Vessel**

- Arks: 11
- Open motorboat: 10
- Personal watercraft: 4
- Cabin motorboat: 3
- Canoe/kayak: 2
- Sail (only): 2
- Other: 1

**Primary Cause of Accident**

- Excessive speed: 5
- Sinking: 3
- No proper lookout: 2
- Violation of new rule: 1
- Weather: 1
- Overloading: 1
- Machinery failure: 1
- Lack of proper lights: 1
- Improper anchoring: 1
- Hull failure: 1
- Equipment failure: 1
- Alcohol use: 1

**Primary Type of Accident**

- Collision with vessel: 8
- Flooding (sinking): 5
- Collision with fixed object: 3
- Fall in boat: 2
- Falls overboard: 1
- Fire/explosion (non-fuel): 1
- Grounding: 1
- Sinking: 1
- Other: 1
Known Locations of Accidents in Okaloosa County during 2013

Legend
- Fatal Accident (2)
- Accident with Injury (12)
- Accident without Injury (10)
8. OKALOOSA COUNTY

**Type of Vessel**

![Bar chart showing the type of vessels involved in accidents in Okaloosa County. The most common type is Personal watercraft with 13 cases. Other types include Open motorboat (6), Pontoon boat (6), Cabin motorboat (5), Other (2), Houseboat (1), and Not specified (1).]

**Primary Cause of Accident**

![Bar chart showing the primary causes of accidents. The most common cause is Excessive speed with 6 cases. Other causes include No proper lookout (5), Weather (4), Sharp turn (3), and Equipment failure (2).]

**Primary Type of Accident**

![Bar chart showing the primary types of accidents. The most common type is Collision with fixed object with 6 cases. Other types include Collisions with vessel (4), Falls overboard (3), Falling overboard (2), and Vessel make damage (2).]
Known Locations of Accidents in Collier County during 2013

Legend
- Fatal Accident (2)
- Accident with Injury (8)
- Accident without Injury (12)
9. Collier County

Type of Vessel

Primary Cause of Accident

Primary Type of Accident
Known Locations of Accidents in Duval County during 2013

**Legend**
- 🟥 Fatal Accident (4)
- 🌈 Accident with Injury (4)
- 📀 Accident without Injury (11)

Map document created by FWC DLE GIS
10. Duval County

Type of Vessel

Primary Cause of Accident

Primary Type of Accident
Known Locations of Accidents in Hillsborough County during 2013

Legend
- Fatal Accident (0)
- Accident with Injury (11)
- Accident without Injury (8)
11. Hillsborough County

**Type of Vessel**

- Personal watercraft: 11
- Open motorboat: 10
- Cabin motorboat: 3
- Pontoons: 1
- Canoes/kayaks: 1
- Ski boats/jet boats: 1

**Primary Cause of Accident**

- Excessive speed: 5
- No proper lookout: 3
- Weather: 2
- Operating error: 2
- Machinery failure: 2
- Skier or occupant behavior: 1
- Lack of vessel fixation: 1
- Environmental failure: 1
- Carelessness/negligence: 1

**Primary Type of Accident**

- Collision with vessel: 5
- Collision with fixed object: 3
- Fall from PWC: 2
- Capsize: 2
- Flooding (swamping): 2
- Struck by boat (person): 1
- Vessel wake damage: 1
- Fire/explosion (non-fuel): 1
- Fall in boat: 1
- Falls overboard: 1
2013 Trend Analysis
An accident occurred in the C-14 canal in Broward County at approximately 3:45 p.m. A 23 year old male was operating a 17' Aquasport towing two males ages 20 and 22 on a tube. The operator was heading east in the C-14 canal. The operator noticed that his vessel had gotten too close to the north shoreline and made a sharp turn to starboard (to the right) which caused the tube and passengers to slide across the water and impact with the rocky shoreline of the canal. The 22 year old was transported to the hospital with abrasions and lacerations. The 20 year old did not survive his injuries.
2013 TREND ANALYSIS

REPORTABLE ACCIDENTS 2004-2013

RECREATIONAL VESSEL REGISTRATION 2004-2013
2013 Trend Analysis

Fatalities 2004-2013

Injuries 2004-2013
2013 TREND ANALYSIS

BOATING SAFETY EDUCATION I.D. CARDS ISSUED
2004-2013

FATALITIES BY QUARTER 2004-2013

Q1= JAN-MAR  Q2=APR-JUN  Q3=JUL-SEP  Q4=OCT-DEC
**2013 Trend Analysis**

**Quarter 1 Fatalities**

![Bar chart showing quarter 1 fatalities from 2004 to 2013. The x-axis represents the years from 2004 to 2013, and the y-axis represents the number of fatalities. The data points are as follows: 23 for 2004, 10 for 2005, 8 for 2006, 21 for 2007, 10 for 2008, 13 for 2009, 11 for 2010, 14 for 2011, 13 for 2012, and 12 for 2013.]

*Q1 = JAN - MAR*

**Quarter 2 Fatalities**


*Q2 = APR - JUN*
2013 Trend Analysis

Quarter 3 Fatalities

Quarter 4 Fatalities

*Q3 = JUL - SEP

*Q4 = OCT - DEC
**IMPORTANT**
boating safety messages to remember

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

![Scan constantly](image)

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!

![Life Jacket](image)

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*. 