

# 2015

## Boating Accidents Statistical Report



Florida Fish and Wildlife Conservation Commission  
Division of Law Enforcement



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## 2015 Boating Officer of the Year



Officer Chris Mattson

Officer Chris Mattson was selected as the 2015 Boating Officer of the Year. Chris has served with the FWC for 14 years. In 2014, he logged many hours of vessel patrol hours focusing on boating safety, boating under the influence (BUI), derelict vessels and fisheries enforcement. He also organized and participated in several targeted boating safety and BUI enforcement details throughout the year in the Upper Keys.

BUI's are where Chris' passion truly lies. In 2014, Chris became a National Association of State Boating Law Administrators (NASBLA) certified BUI instructor and uses this training to further educate FWC and other agencies on BUI enforcement techniques. In addition, Chris serves as an inspector for the Intoxilyzer 8000, a field training officer and subject matter expert on BUI/DUI enforcement. He was nominated as the region's MADD (Mothers Against Drunk Driving) Officer of the Year, a title he has been awarded in previous years.

Chris is always trying to improve his training and proficiency with regards to the duties and professionalism of an FWC officer. In addition to previously mentioned certifications, he has become a firearms instructor and Glock armorer. Chris is always one of the first to volunteer for extra duties or special events. He has a positive attitude and leads by example in his patrols, enforcement action, and by seeking out continuing education and sharing that knowledge with others.

Chris is regarded as an exemplary officer amongst his peers. He responds to calls quickly, professionally and seeks to gain voluntary compliance through public contact and education. He eagerly assists other officers and takes pride in what he does every day.

## 2015 Boating Educator of the Year



Brian Rehwinkel

Brian Rehwinkel was selected as the 2015 Boating Educator of the Year. Brian has been working for FWC in the boating safety, outreach, and education arena for 10 years. Brian says that one of the biggest challenges and opportunities he has is informing people of the basic legal requirements while persuading them to develop safe boating practices. Encouraging them to go beyond the simple or minimalist approach of meeting the minimum legal requirements.

He says his greatest achievement is when someone develops a voluntary behavior change, such as a life jacket habit, and attributes that change to an encounter with him either over the phone or in person at an outreach event. This has happened several times in his four years of participating at the Tampa Outdoor Expo. Now, people stop by to tell Brian they have taken a course or bought lifejackets, and wear them, based on speaking with Brian or seeing his inflatable PFD presentation. These people remember him years later and are making a point to talk to him about the impact he made during their earlier encounter. In one case, an individual called Brian half way through a boating education course to tell him how much he is learning and realizing all the things he didn't know.

During Brian's career there have been many changes in boating safety education and outreach. Classes have been trending from the classroom to Internet based learning. Brian is responsible for reviewing and approving the courses of 14 education providers. When he started with FWC, the Florida Boater Education ID Card program issued just over 20,000 cards. In 2014, that number was more than 40,000. He takes pride in the fact that well over half the people who complete a Florida approved boating safety course are not required to do so.

Brian works with a number of groups and organizations to improve boating safety. He has helped coordinate events or outreach with Recreational Boating & Fishing Foundation (RBFF), International Convention of Allied Sportfishing Trades (ICAST), International Boating and Water Safety Summit (IBWSS), U.S. Coast Guard Auxiliary and U.S. Power Squadrons. He personally participates in many outreach events throughout the year, including the Tampa Outdoor Expo, Miami Boat Show, Creating the Next Generation that Cares, and the Florida Sportsman Boat Show, just to name a few. He has been an active member of the NASBLA Education Committee for seven years and is currently the charge leader concerning PFD labeling changes.

## 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 (DLE) 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 the laws of the state and are cross-deputized to enforce federal fisheries and wildlife laws.

In the course of carrying out their broad responsibilities, FWC officers seek every opportunity to educate and introduce Floridians and visitors to the wonders of Florida's fish, wildlife, and natural resources, as well as safe boat operation and equipment requirements.

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.

As we move into 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.

### Core Missions

The FWC protects Florida's people and natural resources. The Division of Law Enforcement is an integral part of the agency and is vital in fulfilling the agency's responsibilities. These core missions reflect the unique capabilities, training and equipment our personnel use to achieve those responsibilities.

### Resource Protection and

**Access:** State and federal fisheries and wildlife law enforcement. Threatened and endangered species protection. Captive and nonnative wildlife management. Habitat protection. Investigations. Education and outreach programs developing the next generation that cares.

### Environmental Protection:

State and federal environmental law enforcement. Cultural and natural resources protection and preservation. State lands and water quality protection. Investigations. Education and outreach programs developing the next generation that cares.

### Boating and Waterways:

Boating rules and regulation enforcement. Boating safety campaigns and education. Access to public waters. Waterway management and accurate signage. Boating accident investigations. Derelict vessel prevention, identification and removal. Vessel theft and title fraud investigation.

### Public Safety:

Provide a safe experience for residents and visitors engaged in outdoor activities. Interagency support and coordination. Specialized response units. Disaster response. Search and rescue. Intelligence and security. General and specialized law enforcement services. Critical incident investigations.

## 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 or 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 improving public boating access.

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 2015 Boating Accidents Statistical Report indicates there were 737 reportable boating accidents and 55 boating related fatalities in the calendar year. This total includes six missing persons who at the end of 2015 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 our efforts to reduce the number of boating-related fatalities through education about the importance of wearing life jackets while boating.

Florida's current boating safety education law only applies to boaters born on or after January 1, 1988 operating a motorized vessel of 10 horsepower or greater. 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 observe boating violations or perform fresh and saltwater resource enforcement activities, they conduct boating safety inspections aimed at both identifying and preventing violations or accidents. 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 inflatable life jackets. The campaign is designed to reach the public through a variety of methods including media events, exhibits, personal contacts, social media, radio and televised public service announcements.

### --- Division of Law Enforcement 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.

## ABOUT THIS REPORT

The 2015 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 Florida law enforcement 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 Boating Safety Division 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 Florida. 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 Florida increased slightly in 2015. With 915,713 registered vessels, Florida leads 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 more residents and visitors together to utilize our abundant water resources and enjoy Florida's boating lifestyle.



## 2015 SUMMARY

### BOATING ACCIDENT REVIEW

- Florida leads the nation with a total number of 915,713 **registered vessels** in 2015.
- There were a total of 737 reportable boating accidents in 2015.

### REPORTABLE BOATING ACCIDENT

- Collision with vessel was the leading type of accident with a total of 191 (26%).
- Towed watersport activities were involved in 14 accidents, resulting in one fatality and 20 injuries.
- Paddlecraft (canoes, kayaks, rowboats, paddleboards) were involved in 12 accidents resulting in nine fatalities and three injuries.
- May was the month with the highest number of accidents (92).
- Miami-Dade County reported the **highest number of accidents and injuries** (96 total accidents with three fatalities and 74 injuries).

### REPORTABLE BOATING FATALITIES

- **52 fatal accidents** for 2015 resulting in **55 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** 35 (64%).
- **February** and **May** were the **deadliest months** in 2015 with eight fatalities each.
- **Alcohol or drug-use** is reported to have played a role in 19% of boating fatalities.
- 95% of the victims of fatal boating accidents were males (52).
- 67% (38) of the 57 operators involved in fatal accidents were age 36 or older.
- 77% (43) of all vessels involved in fatal accidents in 2015 were 21 feet in length or less.

### REPORTABLE BOATING INJURIES

- There were **737 accidents resulting in 438 injuries**. The rate of injury was 48 injuries per 100,000 registered vessels.

### REPORTABLE PERSONAL WATERCRAFT ACCIDENTS

- Personal watercraft (PWC) accounted for 13% of all registered vessels in Florida.
- PWC were involved in 22% (161) of reportable boating accidents.
- Rented PWC represented 43% (96) of PWC involved in accidents
- **44%** of PWC accidents involved a **collision with another vessel**.
- 51% of PWC accidents occurred in Miami-Dade (33), Monroe (25), and Pinellas (24) counties.
- Four fatalities resulted from the 161 PWC accidents.

### BOATING EDUCATION STATISTICS

- FWC issued 45,669 Boating Safety Education ID Cards in 2015.
- 61% of the cards were issued to persons born on or after January 1, 1988.
- Of the 45,669 cards issued, 29,229 were issued to males, 16,440 were issued to females. An additional 1,641 cards were printed for lost, damaged and information changes.
- **72%** of the **operators** involved in fatal accidents had **no formal boater education**.

Boating accident statistics for 2015 were compiled on 3/31/2016. Reports received after that date are not included in the following data. In 2015, there were six missing persons reported. There has not been any updated information as to their status. The six missing persons have been included in the fatality data.

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# Boating Accident Review



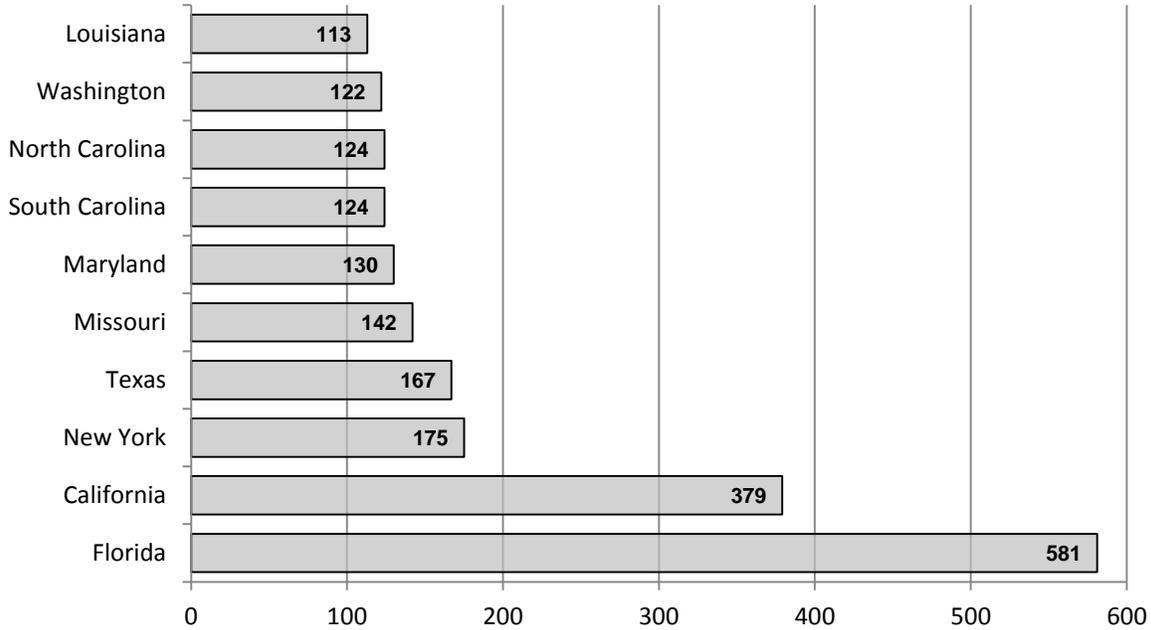
## **Boating Accident Review photo detail**

Cover Photo: (Courtesy of FWC)

A 16 foot Boston Whaler being operated by a 63-year-old male collided with the ICW channel marker 25 in Pinellas County. The operator claimed he was doing a short test run in preparation for the following day. As he was heading South on the ICW in the vicinity of Reddington Shores, he began to make a U turn. At the start of the turn he struck the channel marker head on. The operator was ejected and it is believed he struck his head on the marker. After a period of time, he awoke to find himself floating in the water. He then swam back to the vessel, climbed aboard and waited for help to arrive. The operator suffered minor cuts on his head from the accident.

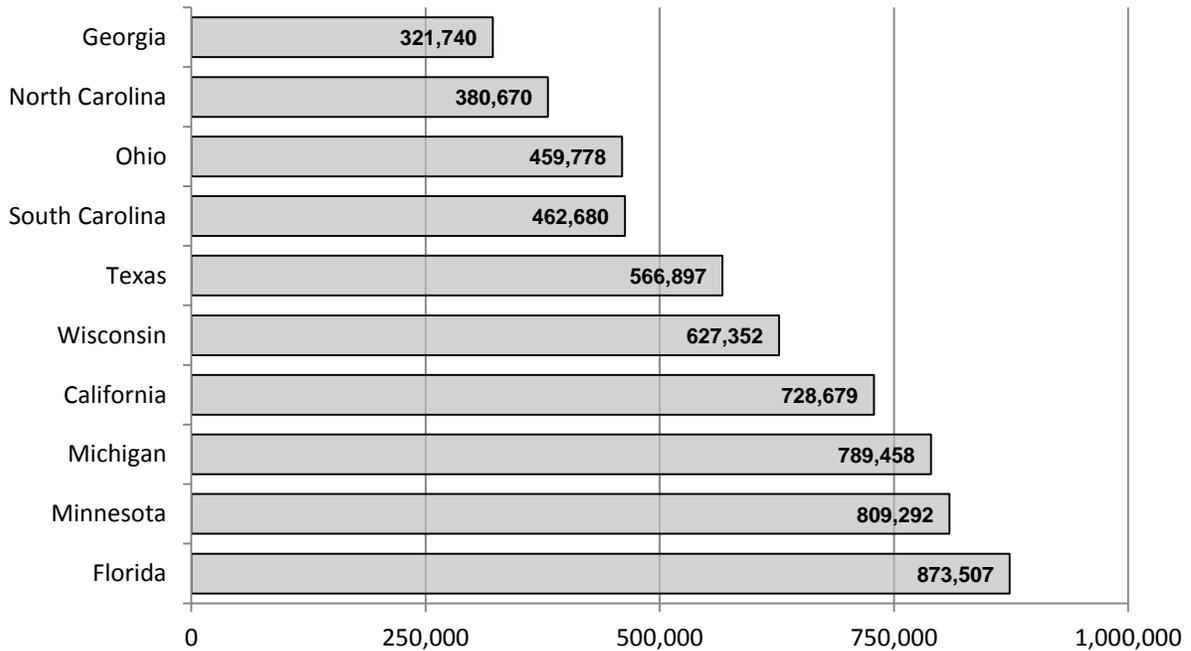
## 2015 BOATING ACCIDENT REVIEW

### NUMBER OF ACCIDENTS - TOP TEN STATES 2014 (RECREATIONAL)



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

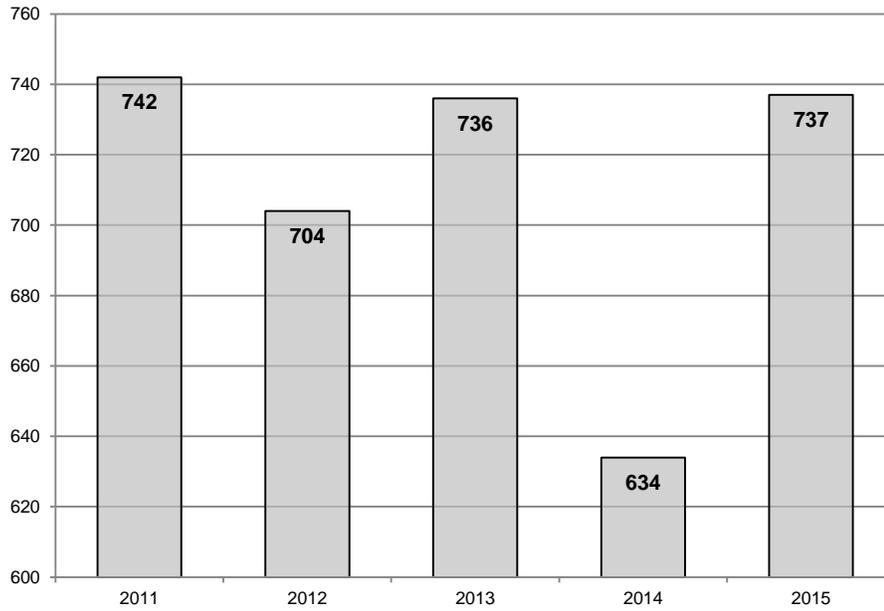
### REGISTERED VESSELS - TOP TEN STATES 2014 (RECREATIONAL)



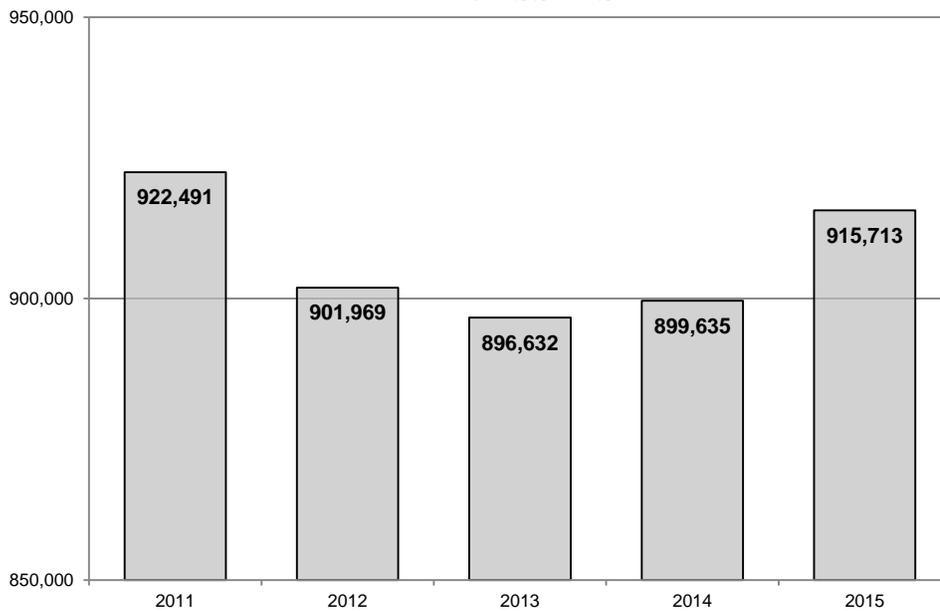
\* Totals represent number of recreationally registered vessels in 2014.  
Source: U.S. Coast Guard Boating Safety Division

## 2015 BOATING ACCIDENT REVIEW

### 2011 - 2015 FLORIDA REPORTABLE ACCIDENTS



### 2011-2015 FLORIDA TOTAL REGISTERED VESSELS



\*Totals represent all currently registered vessels for that year.  
Source: Florida DHSMV



# Reportable Boating Accidents



## Reportable Boating Accidents photo detail

Cover Photo: (Courtesy of FWC)

A 39 foot Sea Vee with seven occupants on board, was traveling east in Tampa Bay in heavy a fog. The vessel was estimated to be traveling at approximately 40 mph. Due to poor visibility from the dense fog the operator, a 35-year-old male, missed the turn into the channel heading into the Little Manatee River. The vessel traveled onto the beach at the Little Harbor Resort in Ruskin and into the Sunset Grill Restaurant. The vessel was partially inside the Sunset Grill Restaurant after striking the outside wall of the building. One occupant was still trapped in the bow of the vessel underneath the roof of the restaurant. He was removed from the vessel by Hillsborough County Fire Rescue and immediately transported to South Bay hospital in Sun City Center. Another occupant drove himself to South Bay Hospital due to an injury to the right hand. The remaining four occupants and the operator were uninjured.

## 2015 REPORTABLE BOATING ACCIDENTS

<b>2015 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY</b>								
County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Alachua	10,076	10,350	2	1	0	\$10,500	44	1:5,175
Baker	2,391	2,401	0	0	0	\$0	56	0
<b>Bay</b>	<b>17,282</b>	<b>18,151</b>	<b>20</b>	<b>1</b>	<b>11</b>	<b>\$250,105</b>	<b>8</b>	<b>1:908</b>
Bradford	2,232	2,244	0	0	0	\$0	0	0
Brevard	32,448	33,731	16	0	9	\$178,850	13	1:2,108
<b>Broward</b>	<b>41,201</b>	<b>42,671</b>	<b>57</b>	<b>5</b>	<b>42</b>	<b>\$3,651,600</b>	<b>3</b>	<b>1:749</b>
Calhoun	1,501	1,532	1	0	3	\$0	54	1:1,532
Charlotte	20,985	21,662	14	3	11	\$44,930	17	1:1,547
Citrus	15,275	15,879	15	0	10	\$44,000	16	1:1,059
Clay	12,090	12,298	8	2	2	\$10,945	23	1:1,537
<b>Collier</b>	<b>21,530</b>	<b>22,536</b>	<b>29</b>	<b>0</b>	<b>11</b>	<b>\$168,320</b>	<b>7</b>	<b>1:777</b>
Columbia	4,237	4,289	0	0	0	\$0	56	0
Desoto	2,193	2,277	1	0	2	\$1,000	55	1:2,277
Dixie	2,191	2,472	2	1	4	\$15,200	42	1:1,236
<b>Duval</b>	<b>26,278</b>	<b>27,007</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>\$175,570</b>	<b>10</b>	<b>1:1,421</b>
Escambia	15,019	15,442	7	0	11	\$59,500	24	1:2,206
Flagler	5,131	5,223	5	0	1	\$44,600	32	1:1,045
Franklin	2,232	3,319	4	1	1	\$150,200	33	1:830
Gadsden	2,282	2,313	2	1	1	\$6,000	43	1:1,157
Gilchrist	1,642	1,670	3	0	4	\$9,500	41	1:557
Glades	1,207	1,244	7	1	6	\$141,220	25	1:178
Gulf	2,705	3,010	4	0	3	\$46,600	34	1:753
Hamilton	907	921	0	0	0	\$0	56	0
Hardee	1,569	1,591	0	0	0	\$0	56	0
Hendry	2,806	2,943	3	1	2	\$23,000	39	1:981
Hernando	9,154	9,368	5	1	1	\$13,548	31	1:1,874
Highlands	8,543	8,635	3	0	1	\$13,500	40	1:2,878
Hillsborough	39,701	40,563	16	0	13	\$487,000	14	1:2,535
Holmes	2,049	2,071	0	0	0	\$0	56	0
Indian River	10,117	10,587	9	1	2	\$30,900	22	1:1,176
Jackson	4,632	4,662	1	0	0	\$2,000	52	1:4,662
Jefferson	1,230	1,246	0	0	0	\$0	56	0
Lafayette	934	943	1	0	0	\$3,000	53	1:943
Lake	20,397	20,668	4	0	3	\$17,800	35	1:5,167
<b>Lee</b>	<b>44,743</b>	<b>46,177</b>	<b>48</b>	<b>1</b>	<b>20</b>	<b>\$248,800</b>	<b>4</b>	<b>1:962</b>
Leon	13,070	13,263	2	2	0	\$7,500	45	1:6,632
Levy	3,864	4,210	6	0	6	\$24,600	30	1:702

## 2015 REPORTABLE BOATING ACCIDENTS

### 2015 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY

County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Liberty	1,099	1,121	0	0	0	\$0	56	0
Madison	1,157	1,162	0	0	0	\$0	56	0
Manatee	17,074	17,940	15	1	4	\$168,100	15	1:1,196
Marion	18,190	18,471	3	2	1	\$5,300	37	1:6,157
<b>Martin</b>	<b>16,079</b>	<b>16,836</b>	<b>20</b>	<b>1</b>	<b>5</b>	<b>\$350,100</b>	<b>9</b>	<b>1:842</b>
<b>Miami-Dade</b>	<b>62,645</b>	<b>65,322</b>	<b>96</b>	<b>3</b>	<b>74</b>	<b>\$3,012,964</b>	<b>1</b>	<b>1:680</b>
<b>Monroe</b>	<b>25,373</b>	<b>28,247</b>	<b>78</b>	<b>5</b>	<b>48</b>	<b>\$646,824</b>	<b>2</b>	<b>1:362</b>
Nassau	5,870	6,042	3	0	0	\$117,200	38	1:2,014
Okaloosa	17,472	18,151	18	2	4	\$94,020	12	1:1,008
Okeechobee	4,706	4,870	7	0	2	\$70,800	27	1:696
Orange	26,281	26,748	2	0	1	\$25,000	47	1:13,374
Osceola	7,968	8,116	7	1	5	\$7,400	28	1:1,159
<b>Palm Beach</b>	<b>37,028</b>	<b>38,276</b>	<b>41</b>	<b>3</b>	<b>15</b>	<b>\$219,600</b>	<b>6</b>	<b>1:934</b>
Pasco	23,108	23,635	12	3	8	\$74,700	18	1:1,970
<b>Pinellas</b>	<b>46,767</b>	<b>48,510</b>	<b>46</b>	<b>2</b>	<b>28</b>	<b>\$219,600</b>	<b>5</b>	<b>1:1,078</b>
Polk	27,542	28,032	2	1	0	\$5,000	48	1:14,016
Putnam	7,374	7,688	11	2	5	\$91,500	19	1:699
Santa Rosa	13,961	14,242	9	2	2	\$47,250	21	1:1,582
<b>Sarasota</b>	<b>21,161</b>	<b>21,783</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>\$484,510</b>	<b>11</b>	<b>1:1,146</b>
Seminole	17,520	17,830	6	0	8	\$35,700	29	1:2,972
St. Johns	13,384	13,846	4	0	0	\$167,000	36	1:3,462
St. Lucie	12,340	12,948	7	2	4	\$56,800	26	1:1,850
Sumter	4,288	4,345	2	0	13	\$6,000	46	1:2,173
Suwannee	2,663	2,688	1	0	2	\$0	51	1:2,688
Taylor	3,545	3,714	2	0	2	\$3,500	50	1:1,857
Union	1,010	1,017	0	0	0	\$0	56	0
Volusia	26,016	26,951	10	1	10	\$83,600	20	1:2,695
Wakulla	4,722	5,038	0	0	0	\$0	56	0
Walton	5,437	5,590	1	0	2	\$0	49	1:5,590
Washington	2,369	2,394	0	0	0	\$0	56	0
DHSMV	3,248	4,590						
<b>TOTAL</b>	<b>883,332</b>	<b>915,713</b>	<b>737</b>	<b>55</b>	<b>438</b>	<b>\$13,466,456</b>		<b>1:1,242</b>

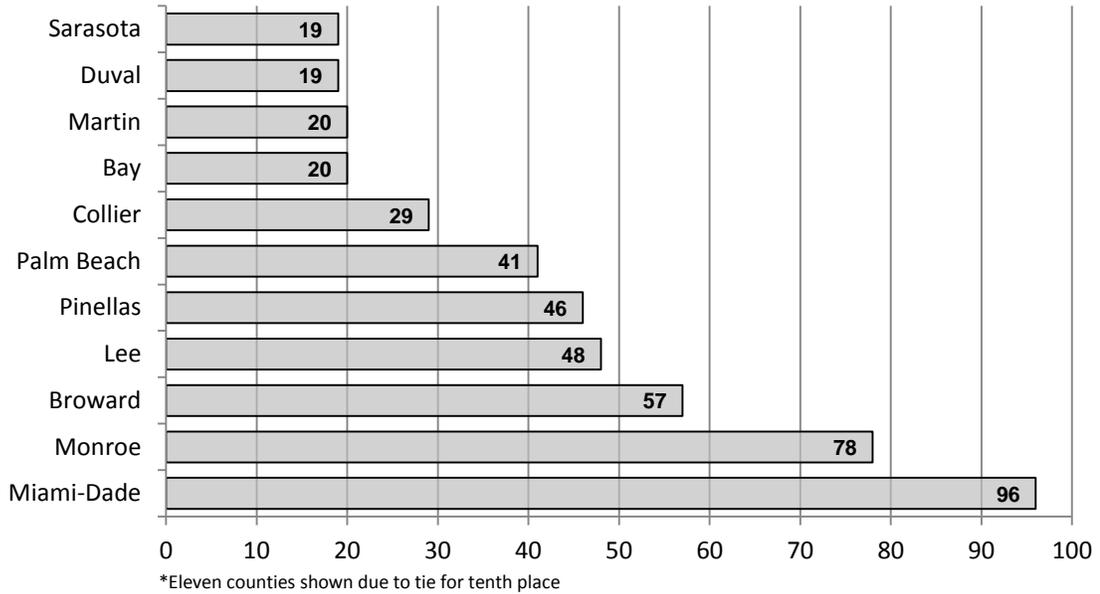
\*Accident Rate =  $\frac{\# \text{ of Registered Vessels}}{\# \text{ of Accidents}}$

Those counties in bold print represent the top eleven counties.

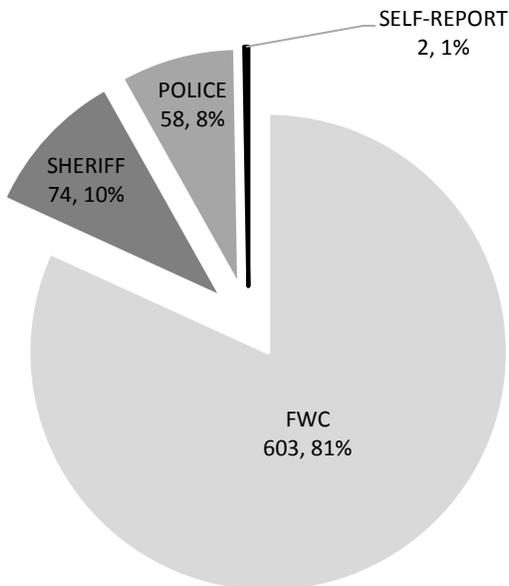
DHSMV numbers represent registrations issued at main office instead of at the county level.

## 2015 REPORTABLE BOATING ACCIDENTS

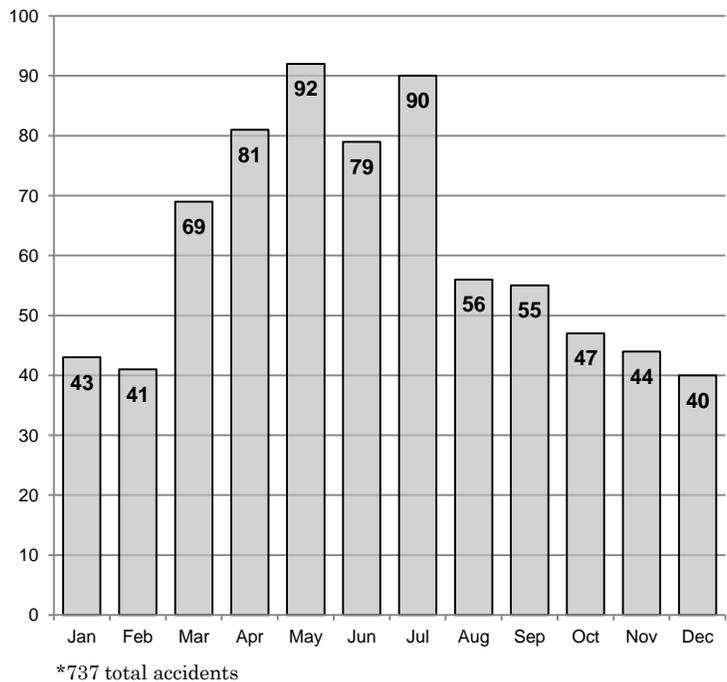
### TOP ELEVEN COUNTIES



### INVESTIGATING AGENCY

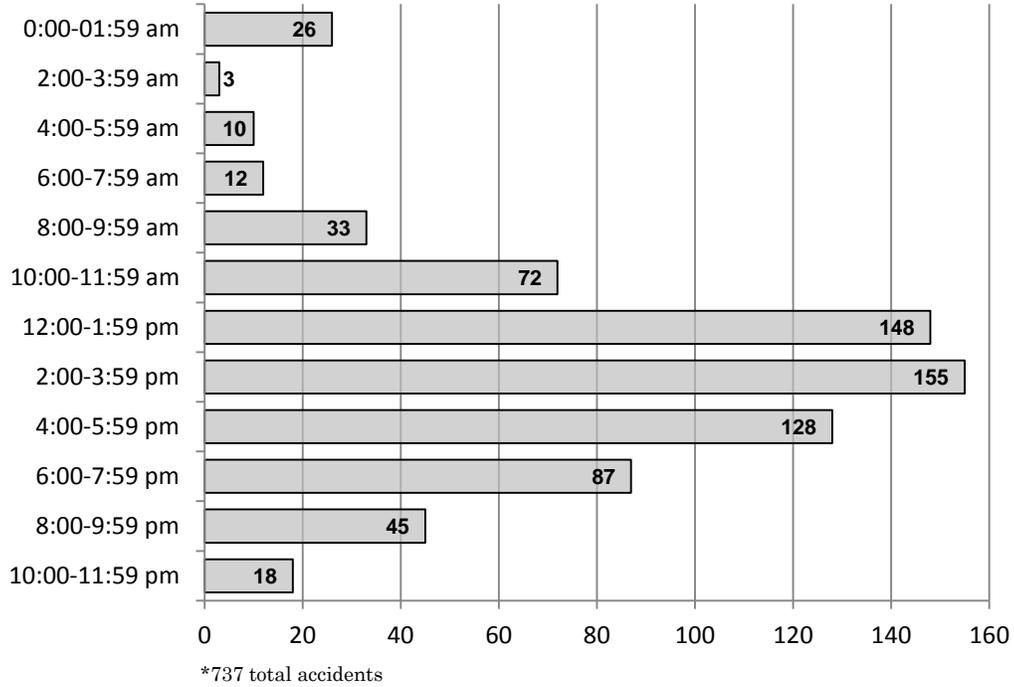


### ACCIDENTS BY MONTH

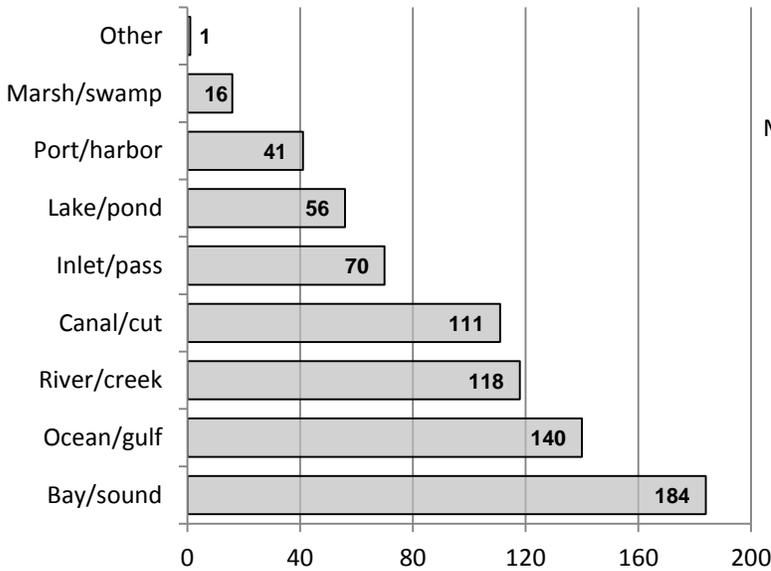


## 2015 REPORTABLE BOATING ACCIDENTS

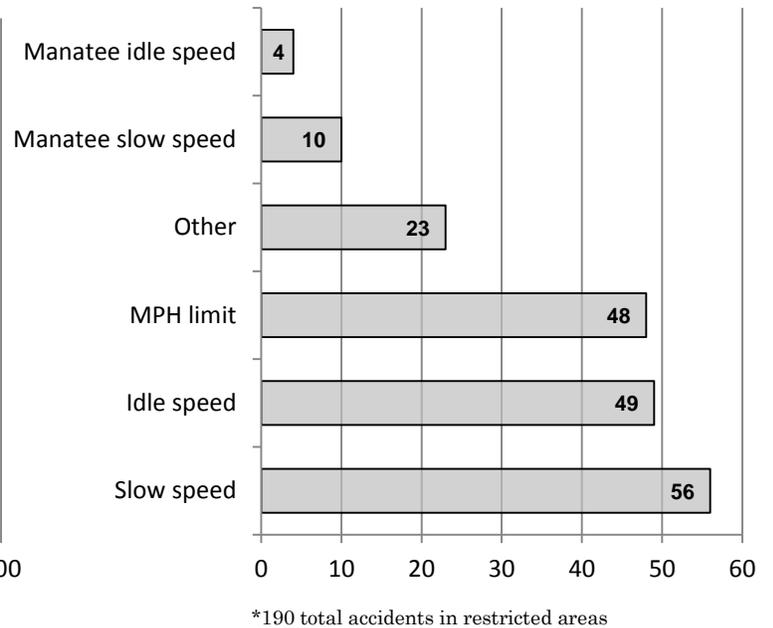
### TIME OF DAY



### ACCIDENT SITE LOCATION

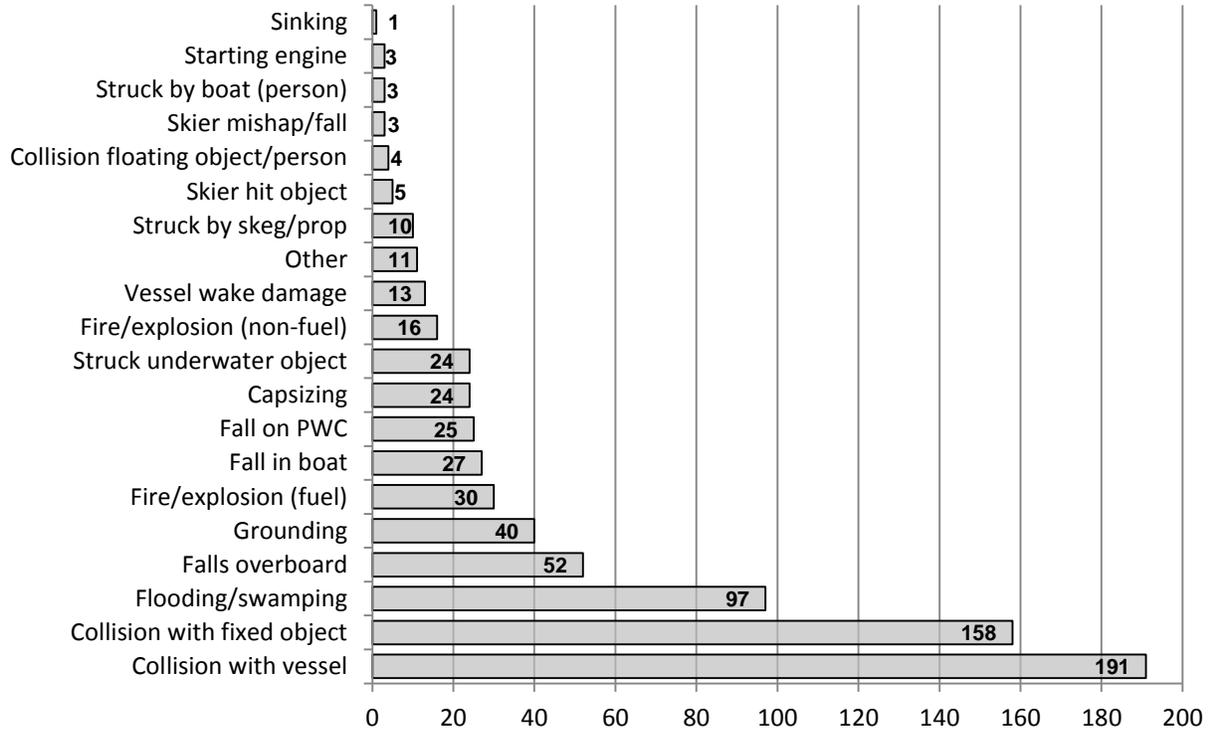


### RESTRICTED AREA ACCIDENTS



## 2015 REPORTABLE BOATING ACCIDENTS

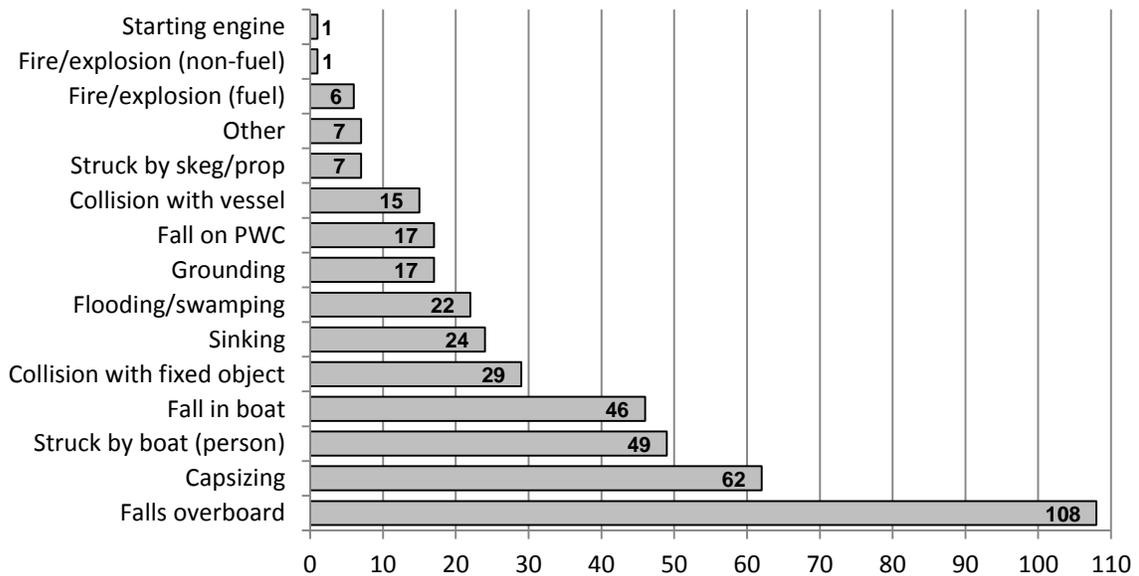
### PRIMARY TYPE OF ACCIDENT



\*737 accidents involving 1,019 vessels

(Based on first harmful event as determined by the state reviewing authority.)

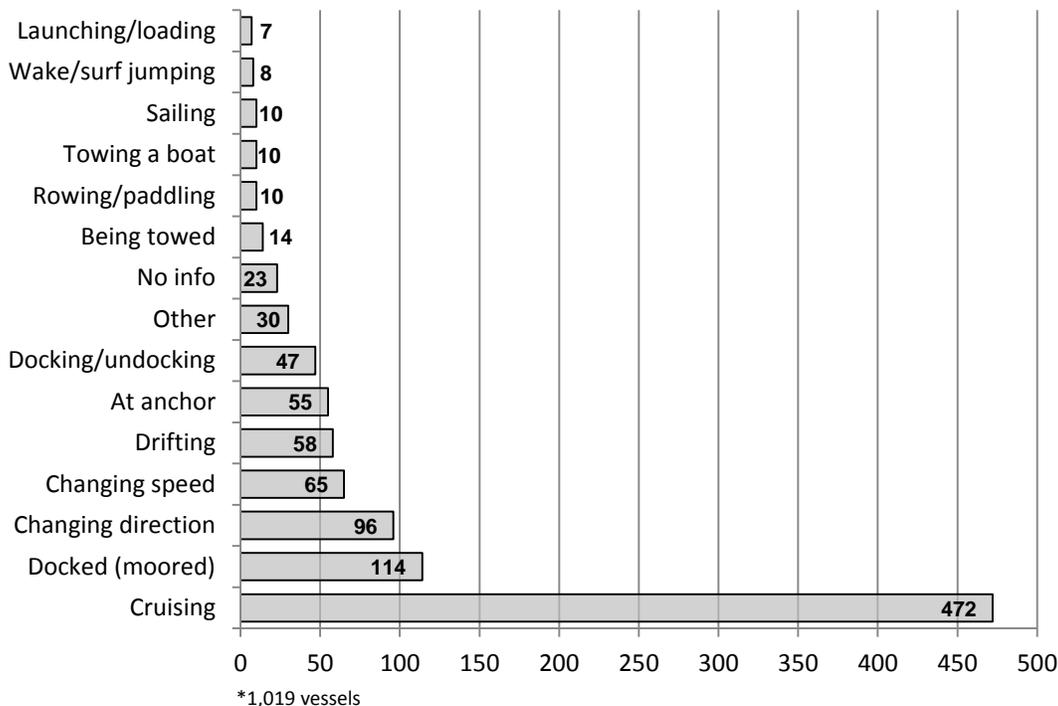
### SECONDARY TYPE OF ACCIDENT



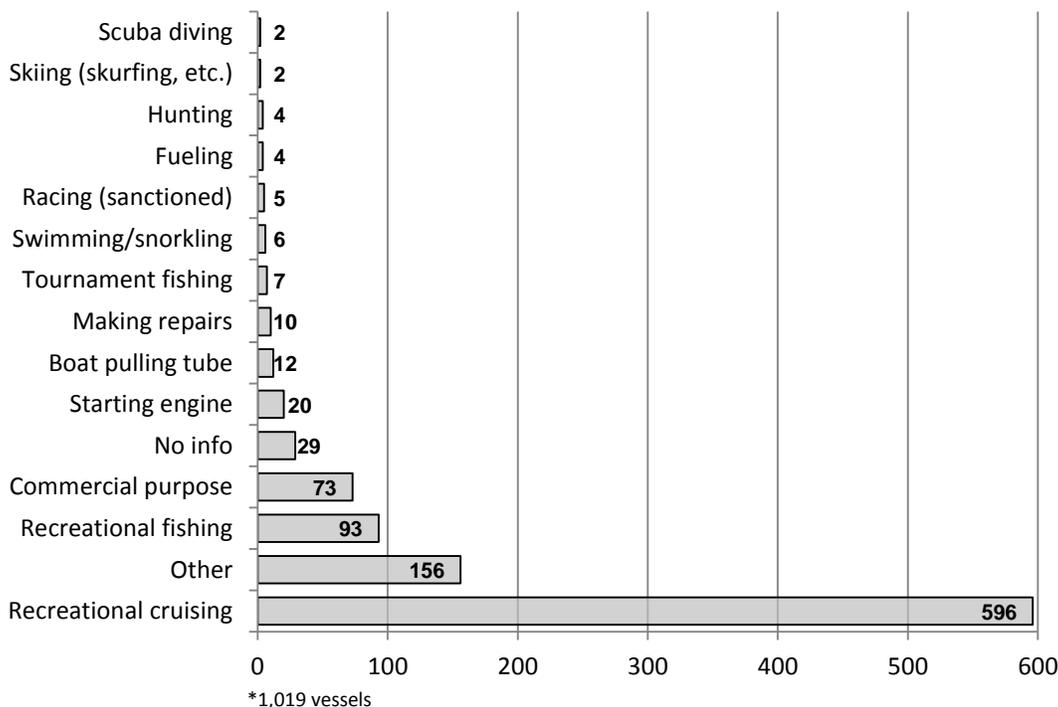
\*326 of the 737 accidents did not have a secondary type of accident

## 2015 REPORTABLE BOATING ACCIDENTS

### OPERATION AT TIME OF ACCIDENT

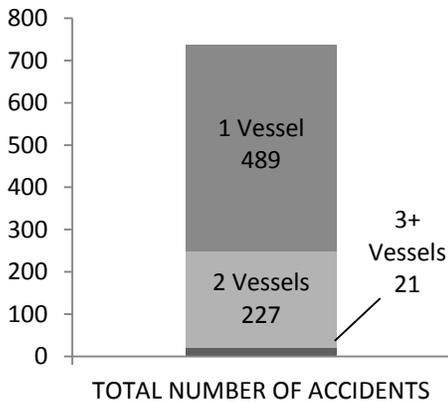


### ACTIVITY AT TIME OF ACCIDENT

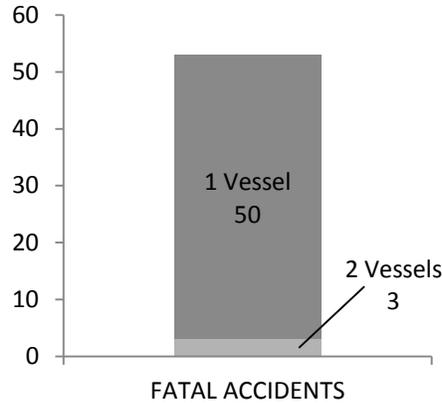


# 2015 REPORTABLE BOATING ACCIDENTS

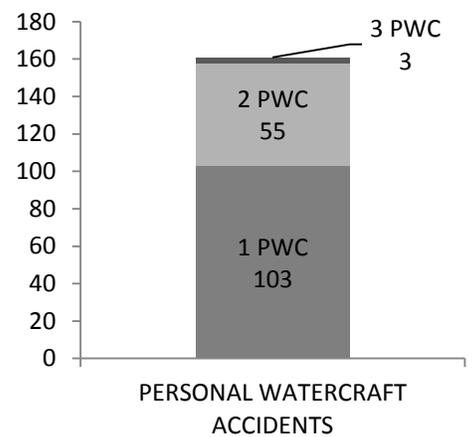
## VESSEL COUNT IN REPORTABLE ACCIDENTS



\*737 total accidents involving 1,019 vessels

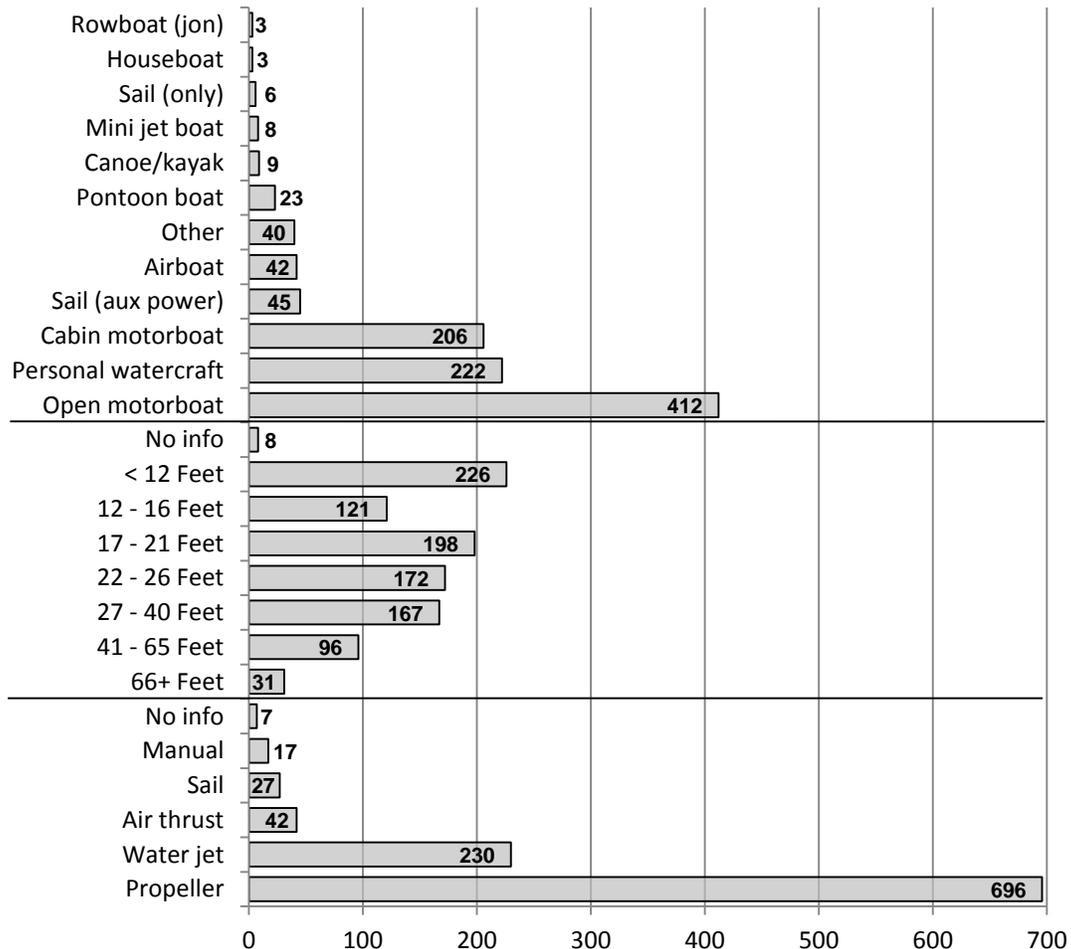


\*52 fatal accidents involving 56 vessels



\* 161 personal watercraft accidents involving 222 PWC

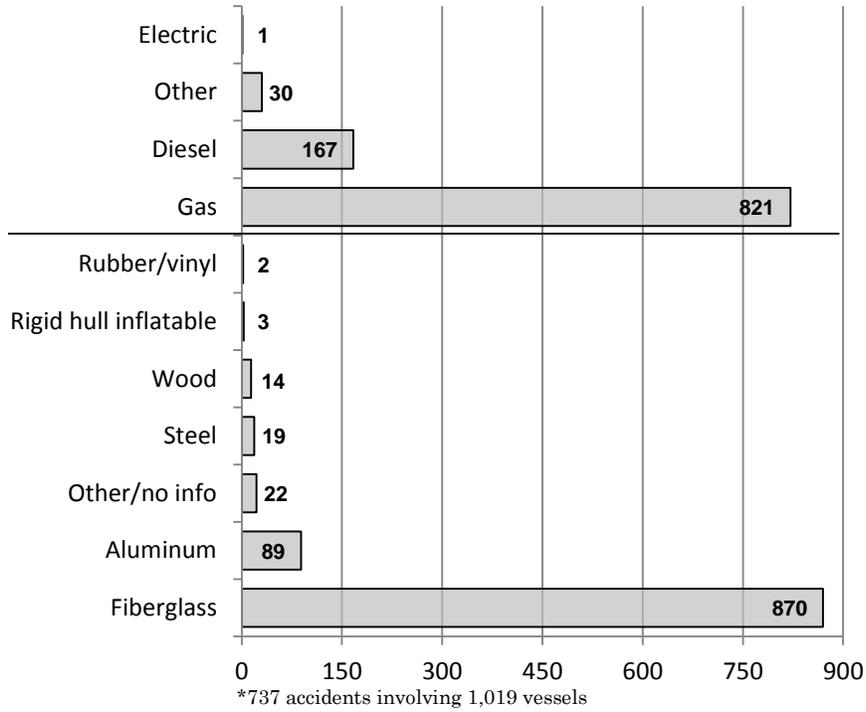
## VESSEL TYPE, LENGTH & PROPULSION



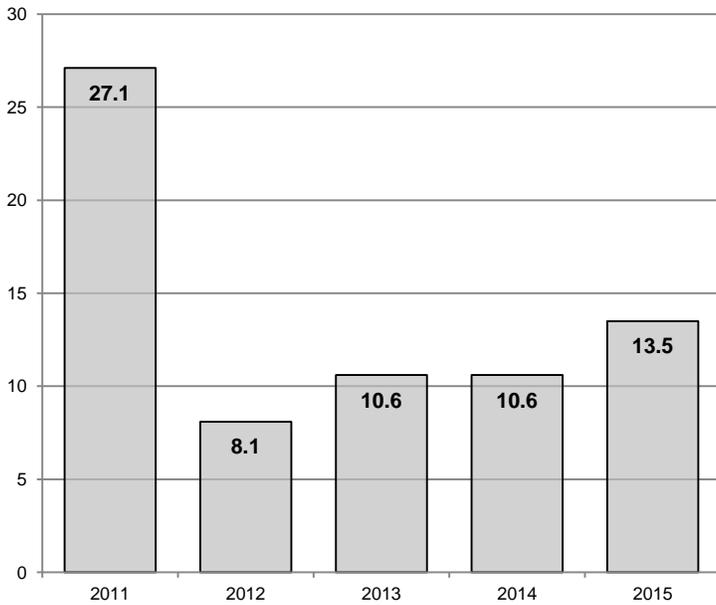
\*737 accidents involving 1,019 vessels

## 2015 REPORTABLE BOATING ACCIDENTS

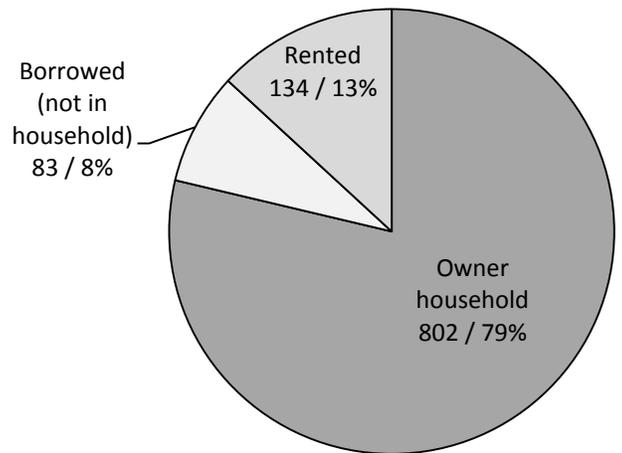
### VESSEL FUEL & HULL TYPE



### VESSEL & PROPERTY DAMAGE FIGURES (IN MILLIONS)



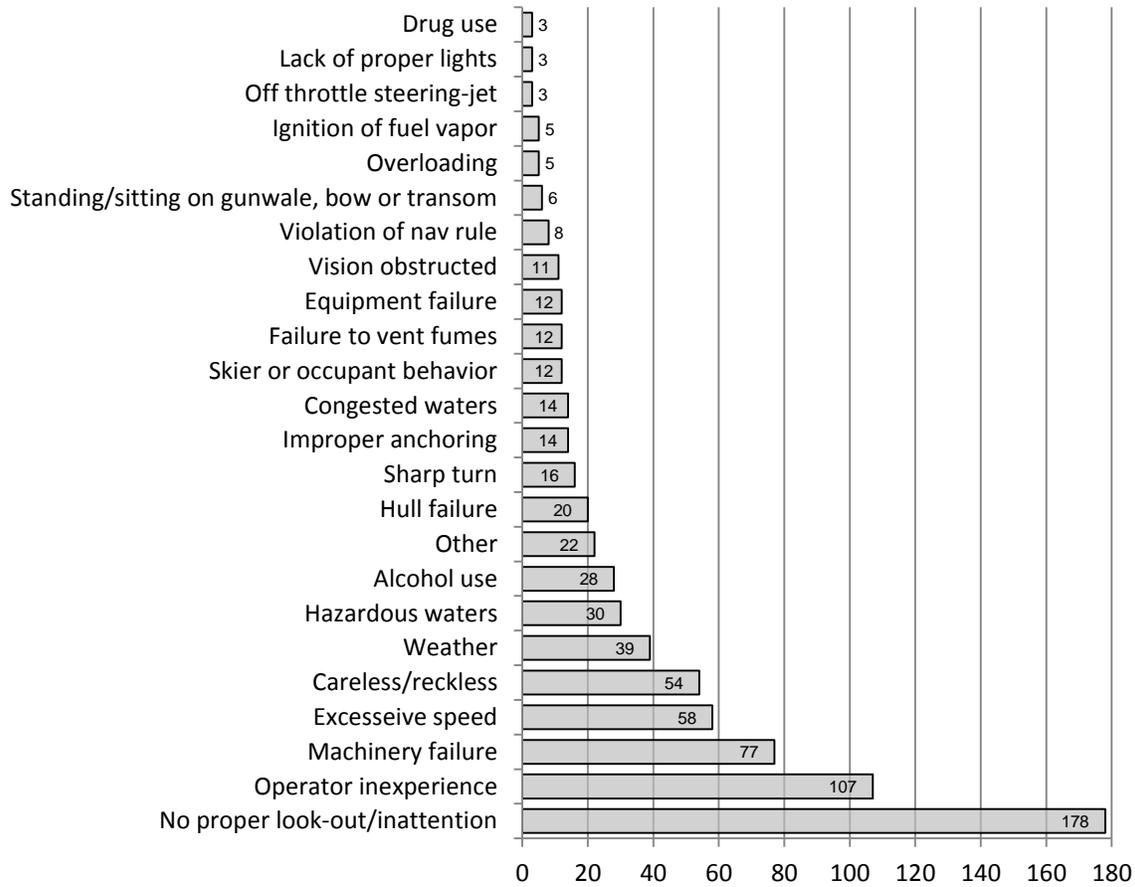
### VESSEL OWNERSHIP



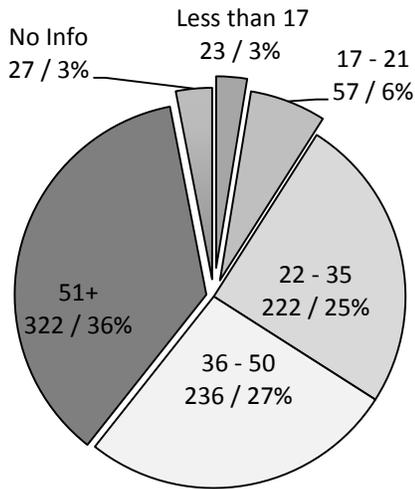
\*For 2011, four reportable accidents resulted in \$19,400,000 in damages which caused a significant increase in the total amount of damages.

## 2015 REPORTABLE BOATING ACCIDENTS

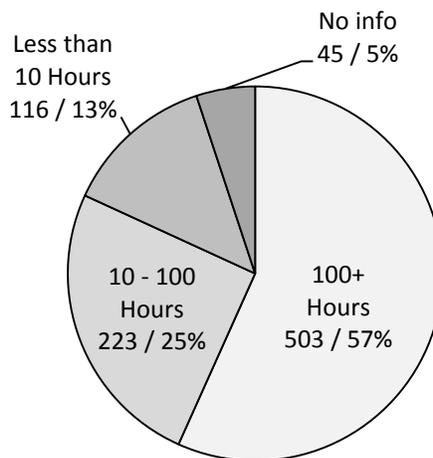
### PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



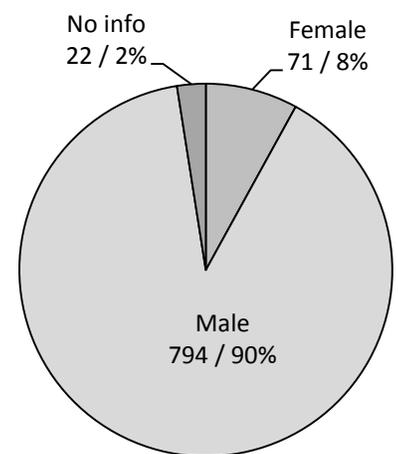
#### OPERATOR AGE



#### OPERATOR EXPERIENCE (HOURS)



#### OPERATOR GENDER

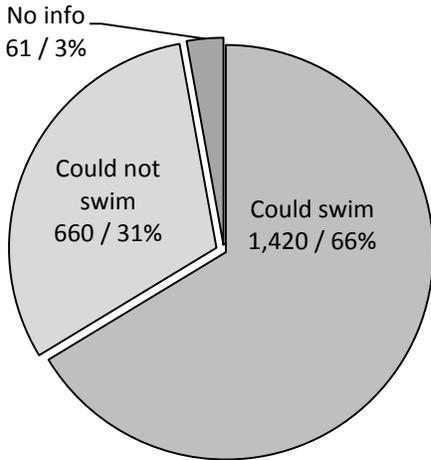


\*737 accidents involving 887 operators.

Vessels may have been docked, anchored, or involved in a hit and run accident which would result in no operator information. Also some information may not be provided by operators.

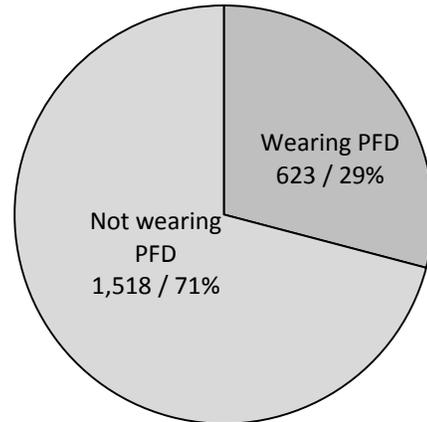
## 2015 REPORTABLE BOATING ACCIDENTS

### OPERATOR/OCCUPANT SWIMMING ABILITY

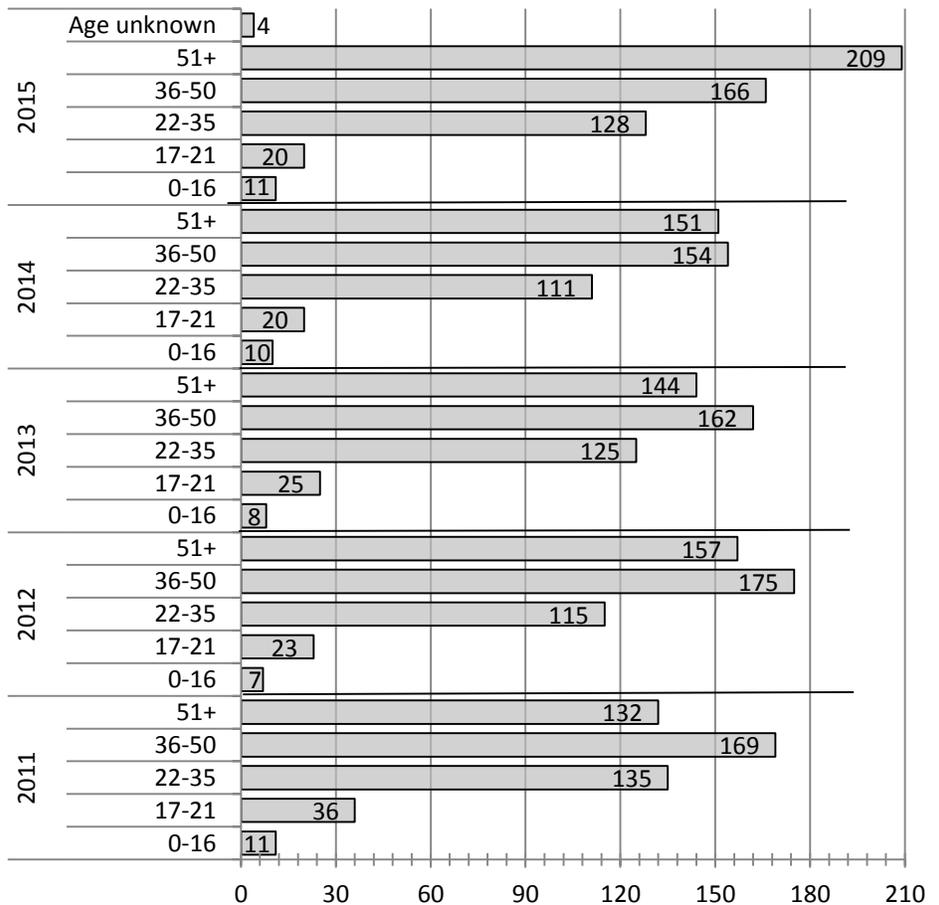


\*2,141 total occupants and operators

### OPERATOR/OCCUPANT PFD USE

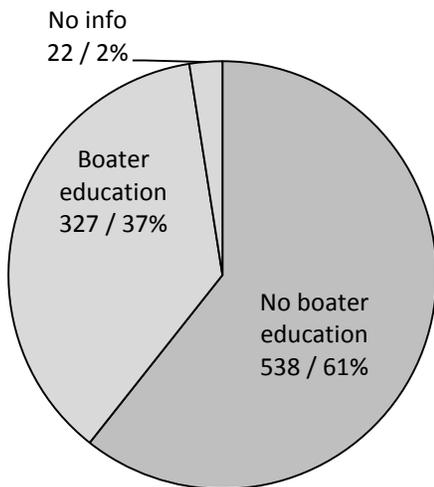


### OPERATOR BY AGE WITH NO BOATER EDUCATION



\*Four operators did not provide date of birth (DOB)

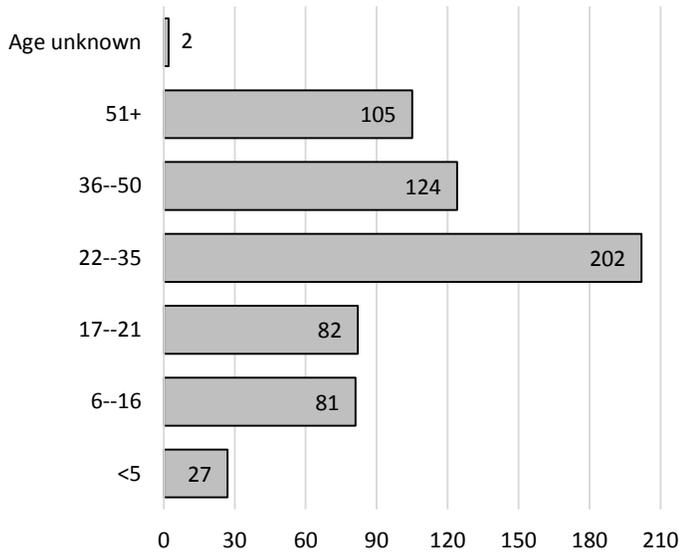
### BOAT OPERATOR EDUCATION



\*887 operators

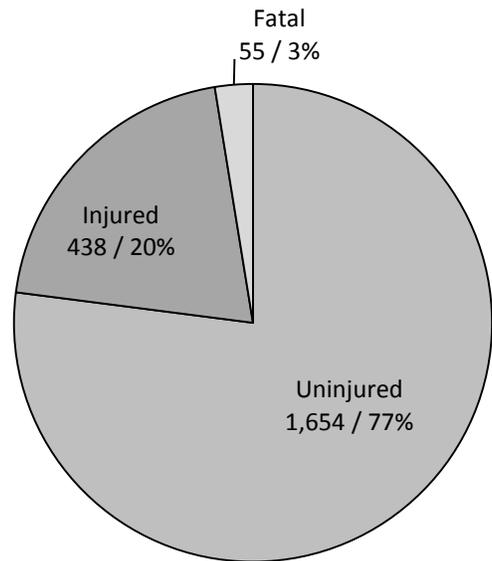
## 2015 REPORTABLE BOATING ACCIDENTS

### PFD WEAR BY AGE



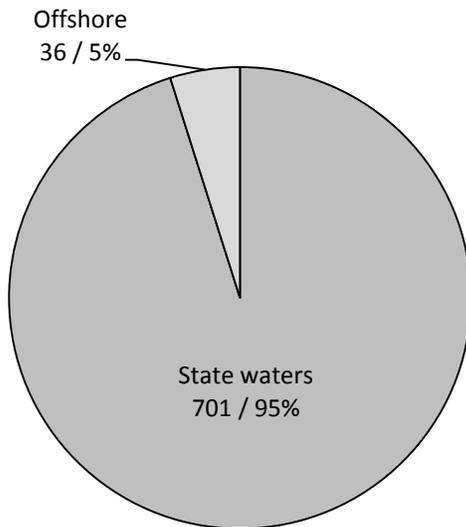
\* 623 of 2,141 operators/occupants were wearing a PFD at time of the accident.

### VICTIM STATISTICS



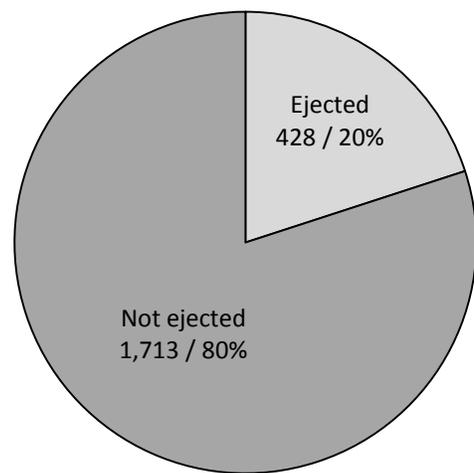
\* 2,147 persons involved in vessel accidents. 2,141 operators/occupant and 6 swimmers.

### STATE WATERS VS. OFFSHORE WATERS (ACCIDENTS)



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

### VICTIM STATISTICS (EJECTED)



\*2,141 total operators and occupants



# Boating Fatalities



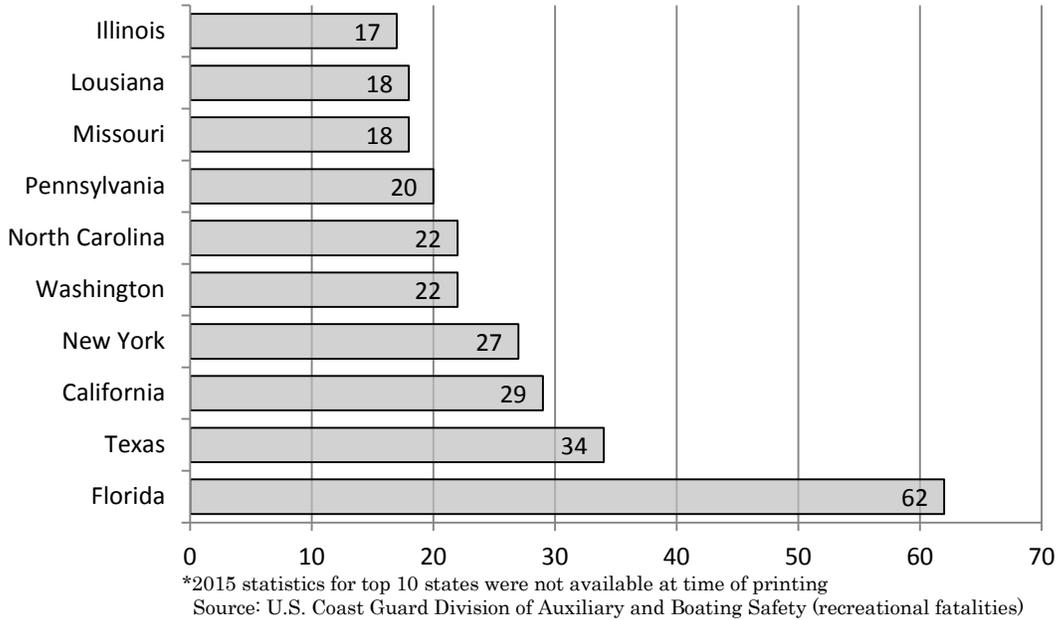
## **Boating Fatalities photo detail**

Cover Photos: (Courtesy of FWC)

Three men were fishing from a 17 foot bass boat on Lake Talquin in Leon County. After relocating to an area on the lake known as the Iron Curtain, one of the men noticed the vessel had taken on water. The operator attempted to start the engine while the other two men reeled in their lines. The vessel capsized before the engine started and all three subjects fell overboard. One of the men, 49 years of age, swam to a nearby piece of land. The other two men were unable to swim and attempted to climb on top of the overturned vessel. The splashing and calls for help were heard by a boater loading his vessel at a nearby boat ramp. He was able to locate and rescue the man on shore. However, the other two men could not be located. A rescue dive team recovered the bodies of the two men, ages 38 and 49 the following day. PFD's were onboard the vessel at the time of the accident, although none had been worn.

## 2015 FATALITY DATA

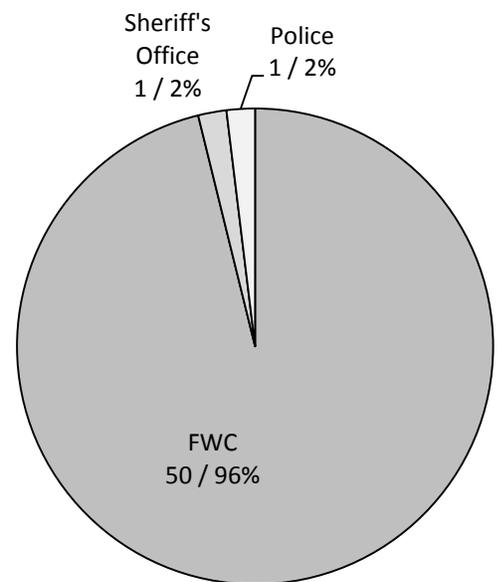
### 2014 FATALITIES - TOP TEN STATES



### FLORIDA TOTAL FATALITIES RECORDED

2015	Registered vessels	915,713
	Fatality rate	6
	Number of fatalities	55
2014	Registered vessels	899,635
	Fatality rate	8.1
	Number of fatalities	73
2013	Registered vessels	896,632
	Fatality rate	6.9
	Number of fatalities	62
2012	Registered vessels	901,969
	Fatality rate	6.1
	Number of fatalities	56
2011	Registered vessels	922,491
	Fatality rate	7.3
	Number of fatalities	67

### INVESTIGATING AGENCY



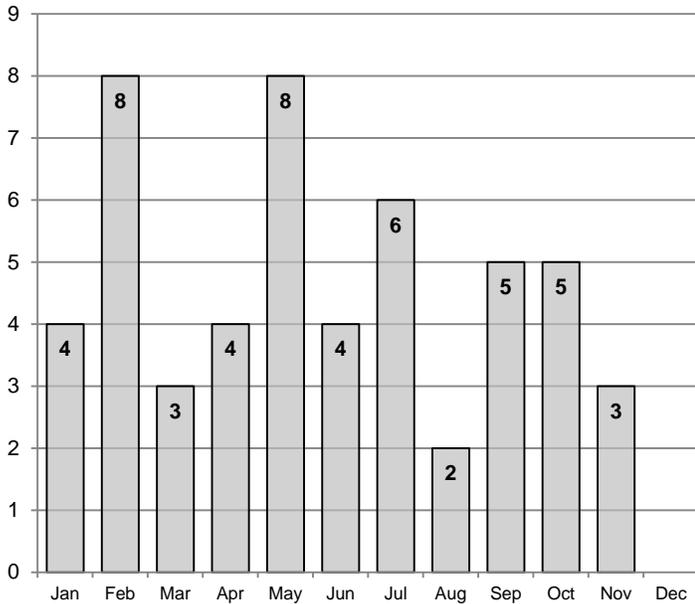
\*52 fatal accidents

0 300,000 600,000 900,000 1,200,000

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

## 2015 FATALITY DATA

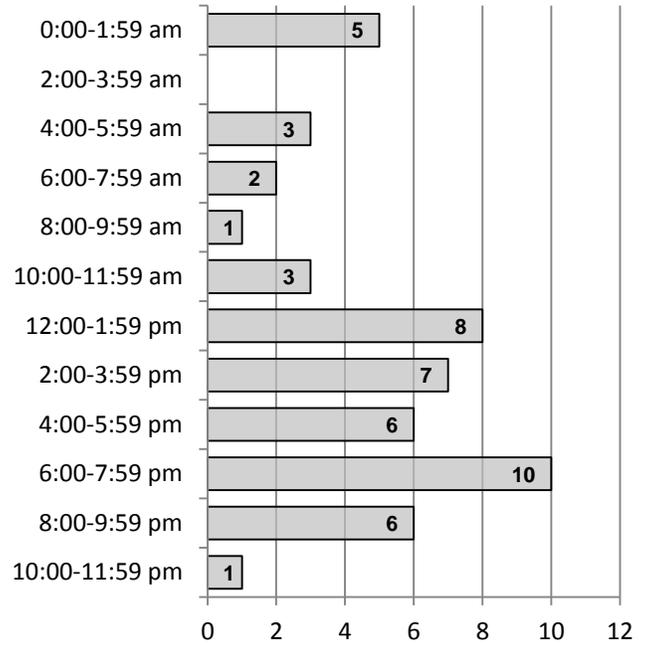
### FATAL ACCIDENTS BY MONTH



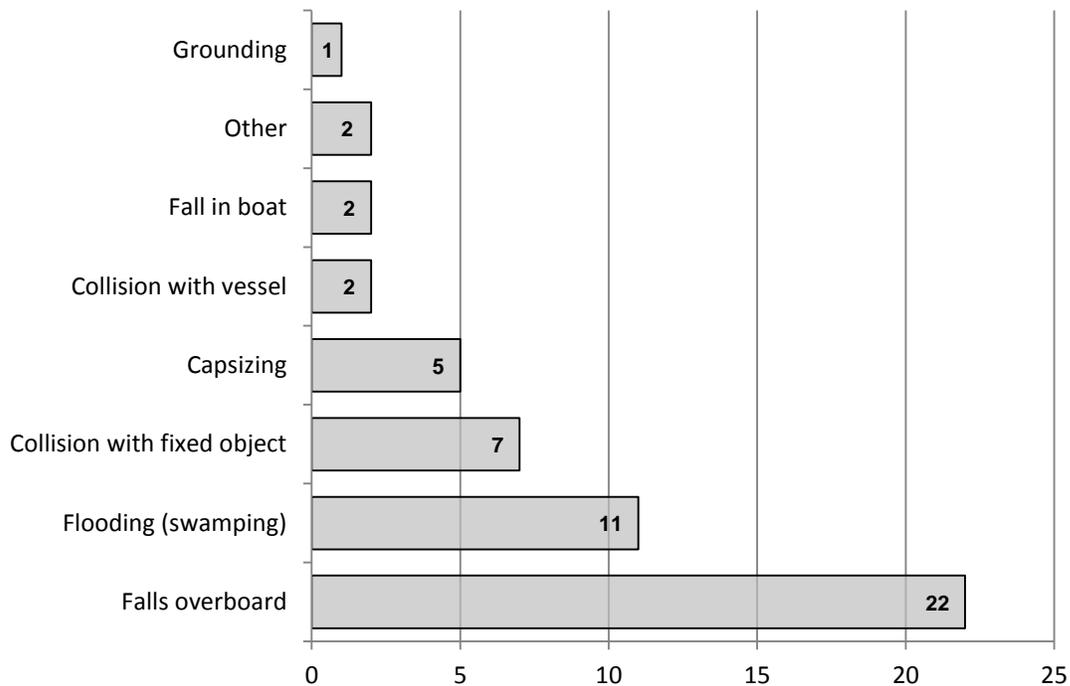
\*52 fatal accidents involving 55 fatalities

Fatality data includes six missing persons where their disappearance is associated with a boating accident.

### TIME OF DAY



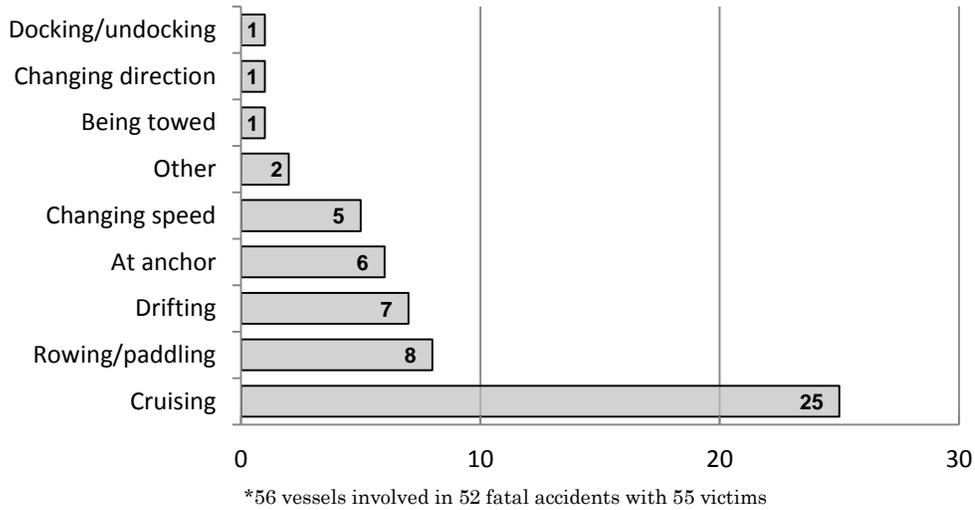
### ACCIDENT TYPES



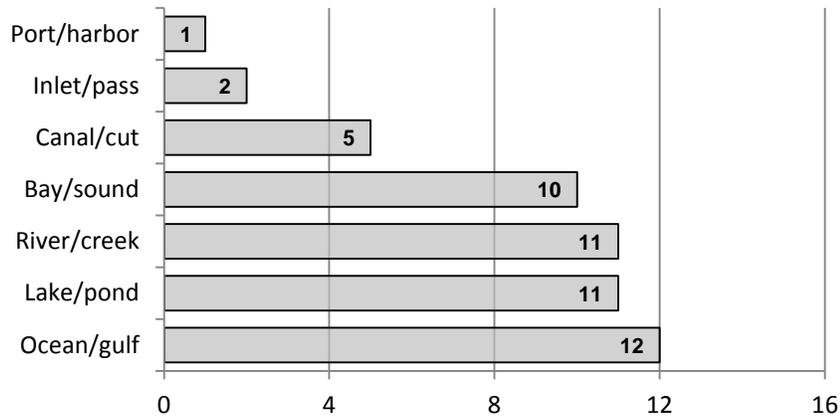
\*52 fatal accidents involving 55 fatalities (Based on first harmful event.)

## 2015 FATALITY DATA

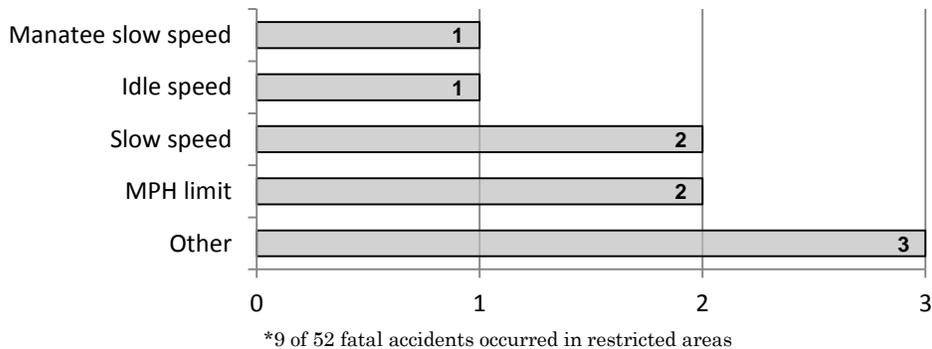
### OPERATION AT TIME OF ACCIDENT



### ACCIDENT SITE LOCATION

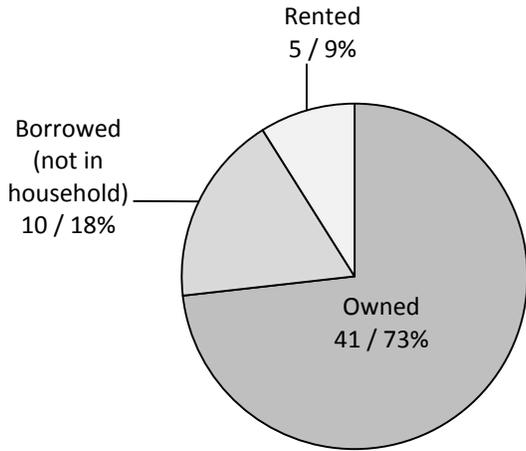


### RESTRICTED AREA FATAL ACCIDENTS

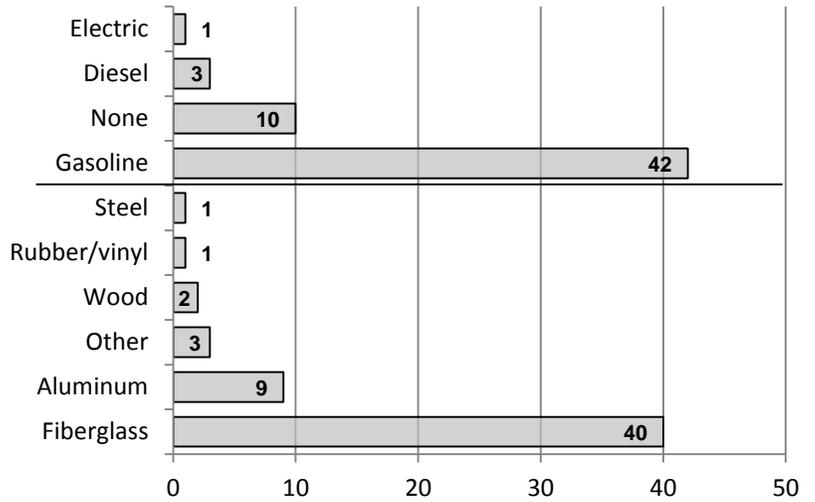


## 2015 FATALITY DATA

### VESSEL OWNERSHIP

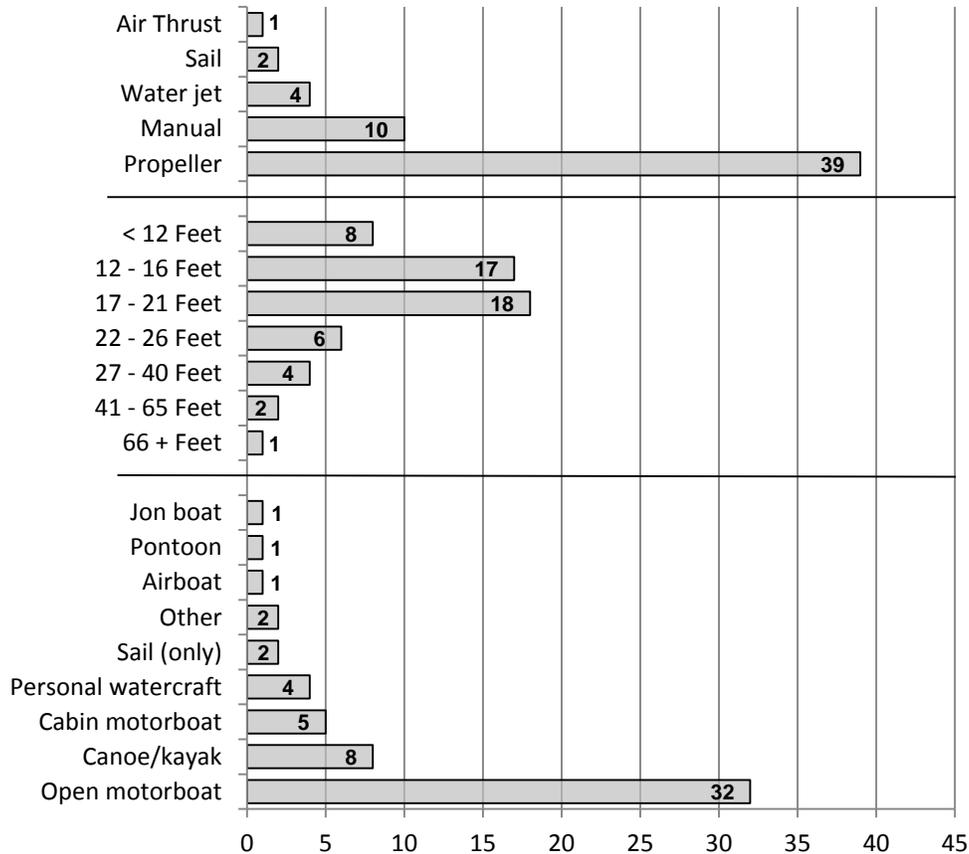


### VESSEL FUEL & HULL TYPE



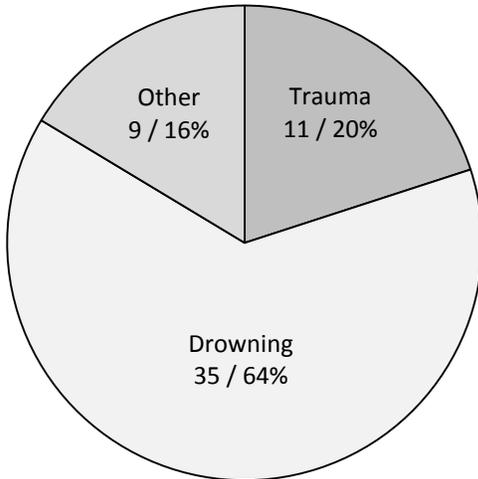
\*55 total fatalities involving 56 vessels

### VESSEL PROPULSION, LENGTH & TYPE



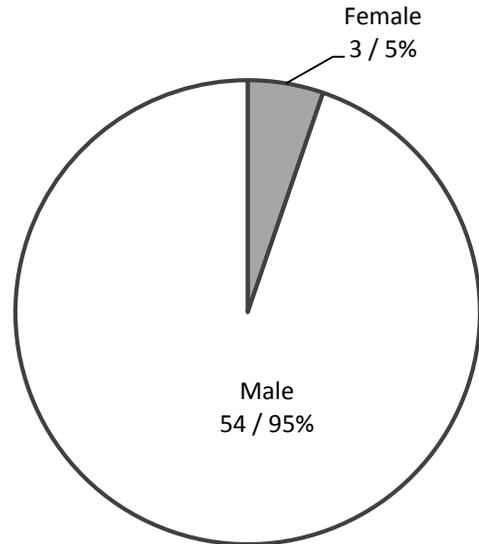
## 2015 FATALITY DATA

### PRIMARY CAUSE OF DEATH



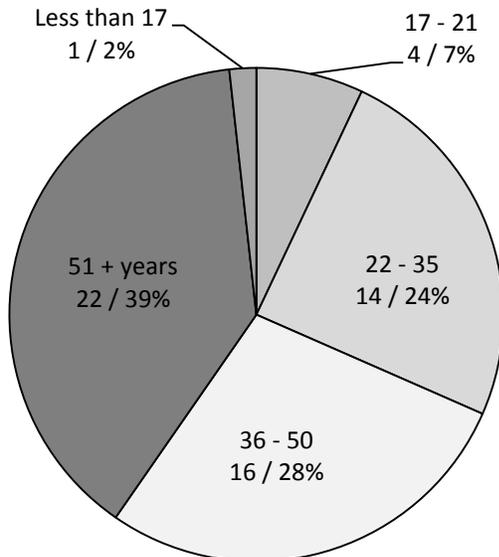
\*55 fatalities, "Other" category includes 6 missing where cause of death is unknown

### OPERATOR GENDER

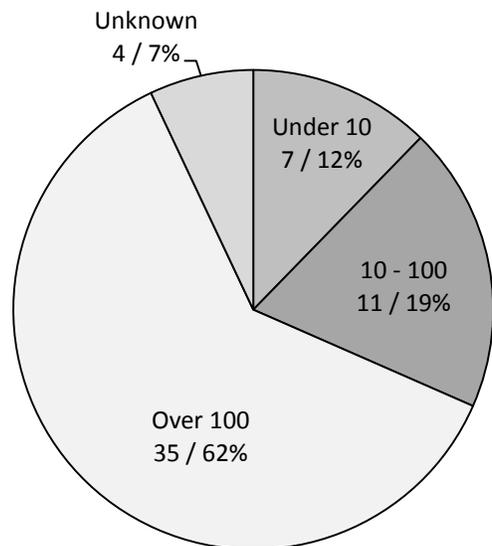


\*57 operators

### OPERATOR AGE



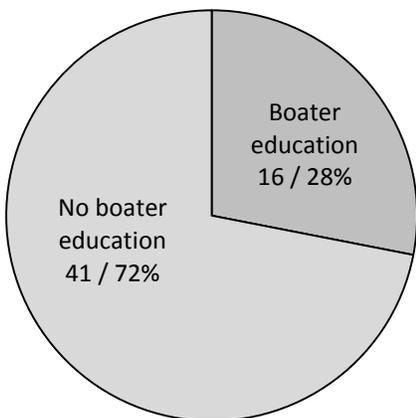
### OPERATOR EXPERIENCE (IN HOURS)



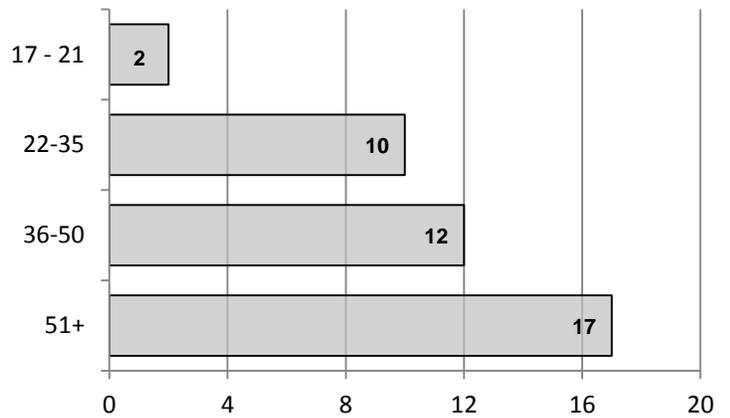
## 2015 FATALITY DATA

Glades County 2/19/15: A man and woman were in a 20 foot open motor boat on Lake Okeechobee. Approximately two miles from Indian Prairie, the male operator slowed the vessel and turned around due to the rough conditions. Waves began pouring over the stern and the vessel quickly submerged. The two did not have PFDs on and were heavily clothed. The male became exhausted and slipped below the surface. The female was able to hold onto some floating debris and was rescued a few hours later. The body of the operator was located three days later.

### OPERATOR EDUCATION

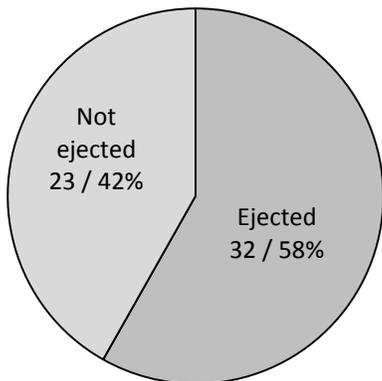


### OPERATORS BY AGE WITHOUT FORMAL BOATER EDUCATION

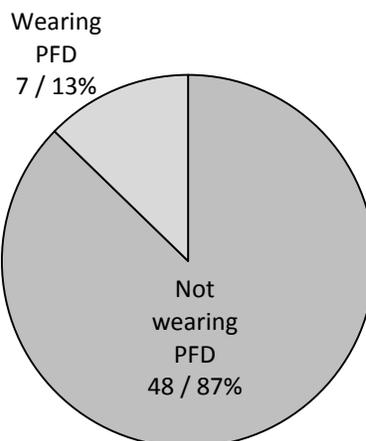


\*41 operators did not have any formal boater education

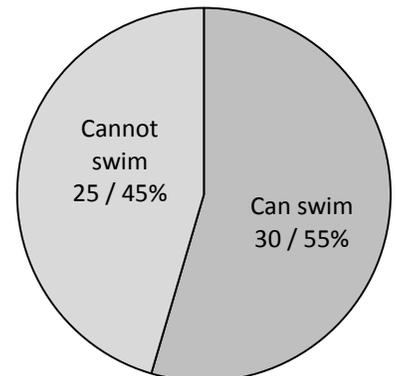
### VICTIM STATISTICS (EJECTED)



### VICTIM STATISTICS (WEARING PFD)



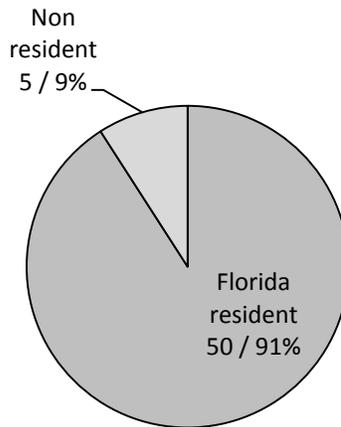
### VICTIM STATISTICS (SWIMMING ABILITY)



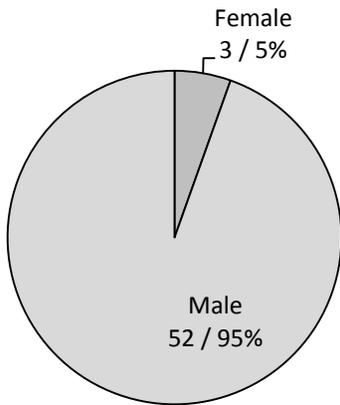
\*52 fatal accidents involving 55 victims

## 2015 FATALITY DATA

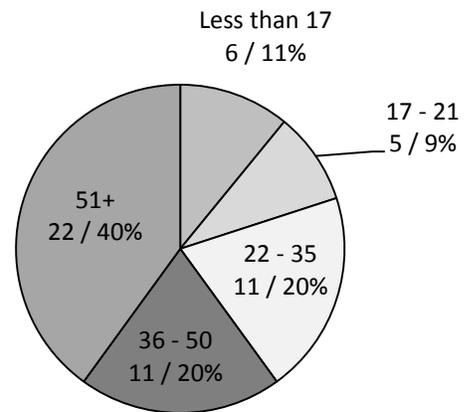
### VICTIM RESIDENCY



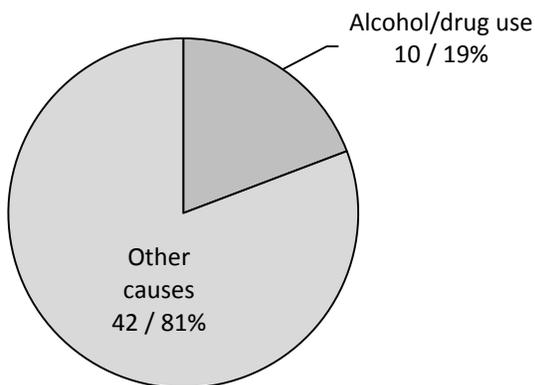
### VICTIM GENDER



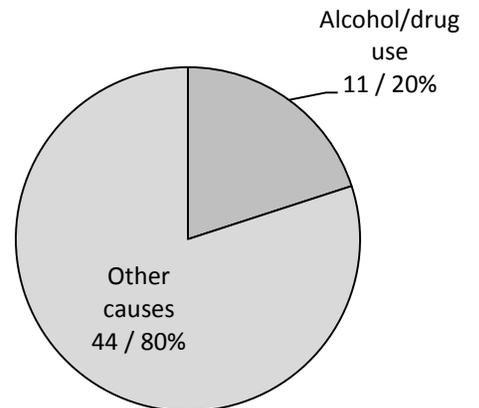
### VICTIM AGE



### ALCOHOL/DRUG RELATED ACCIDENTS



### ALCOHOL/DRUG RELATED VICTIMS

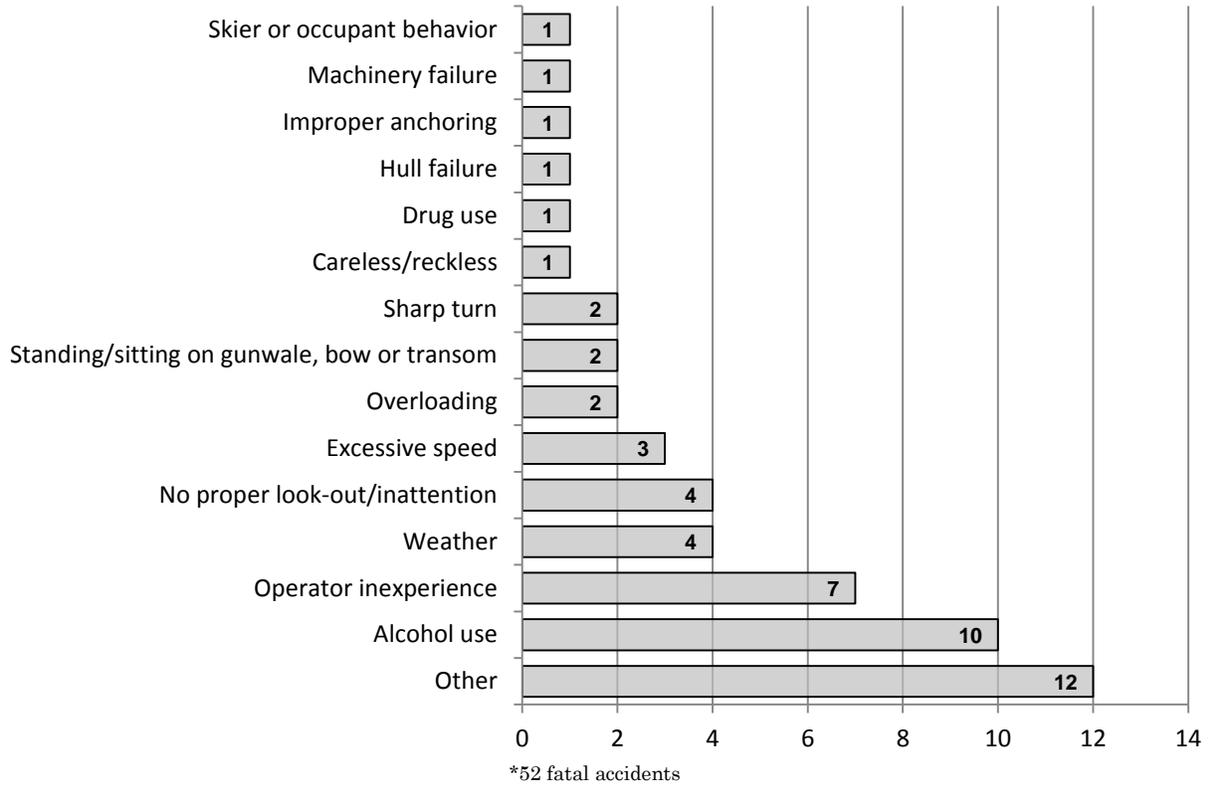


\*52 accidents involving 55 fatalities

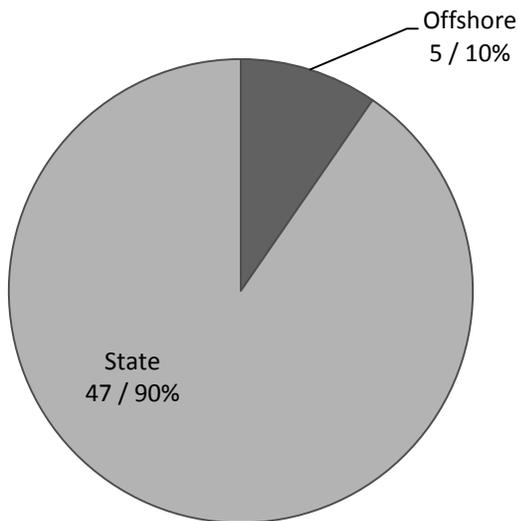
(Alcohol/drug related refers to any accidents in which alcohol or drug use may have been a contributing factor, whether or not legally impaired.)

## 2015 FATALITY DATA

### PRIMARY CAUSE OF ACCIDENT BY REVIEWING AUTHORITY



### STATE WATERS VS. OFFSHORE WATERS



\*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.

# Boating Injuries



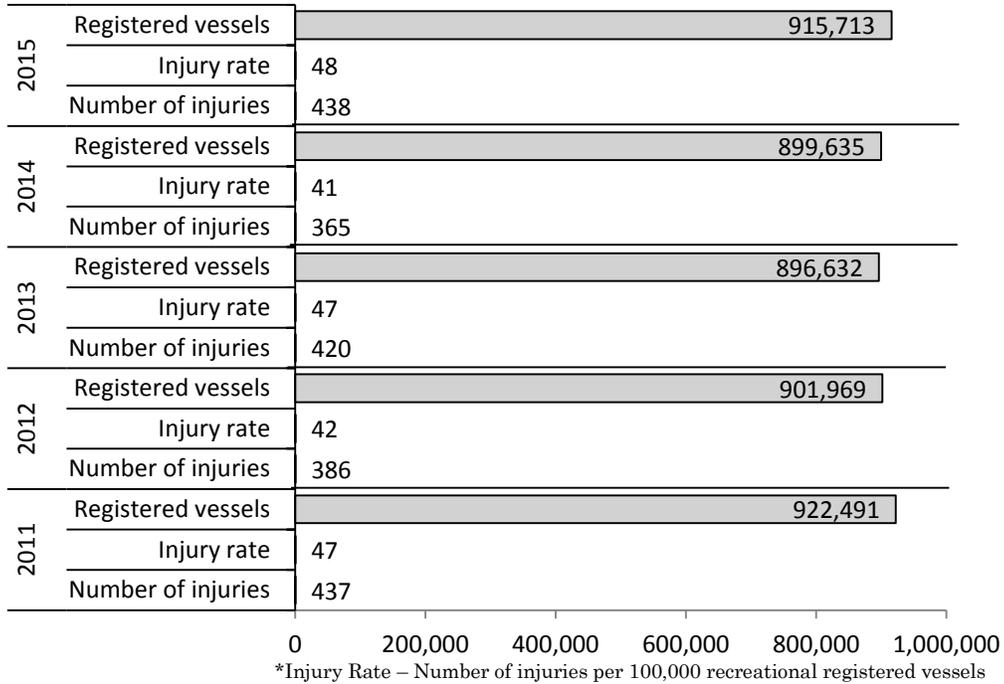
## Boating Injuries photo detail

Cover Photo: (Courtesy of FWC)

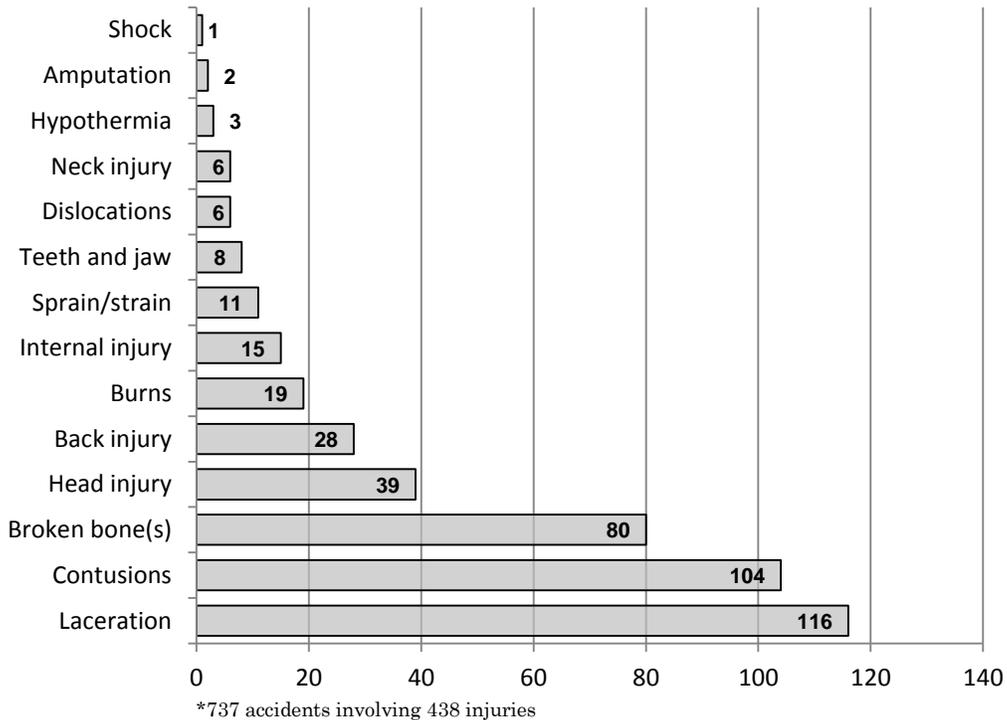
A 17 foot vessel was being operated by a 57-year-old male on the Kissimmee River in Glades County. One of the occupants, a 52-year-old female, attempted to retrieve a line off the stern. The operator turned to assist her while the vessel continued traveling at approximately 30 mph. When the operator let go of the steering wheel the vessel made a sharp left turn and ran into the trees along the bank. The operator and two occupants were thrown forward in the vessel and were injured. All received cuts and bruises, the operator also suffered a broken leg.

## 2015 INJURY DATA

### TOTAL INJURIES RECORDED 2011-2015

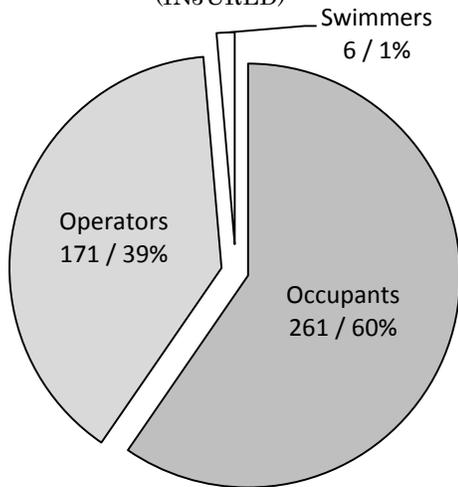


### TYPES OF INJURY



## 2015 INJURY DATA

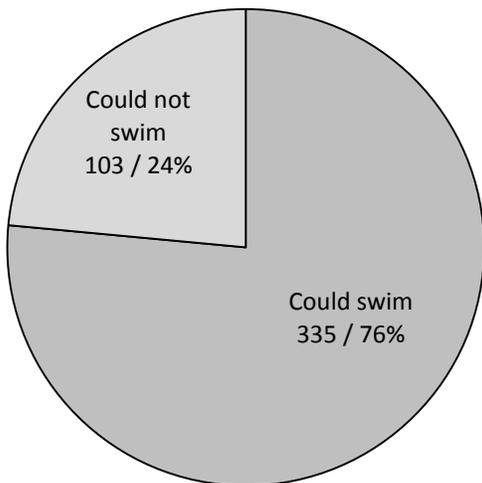
### VICTIM STATISTICS (INJURED)



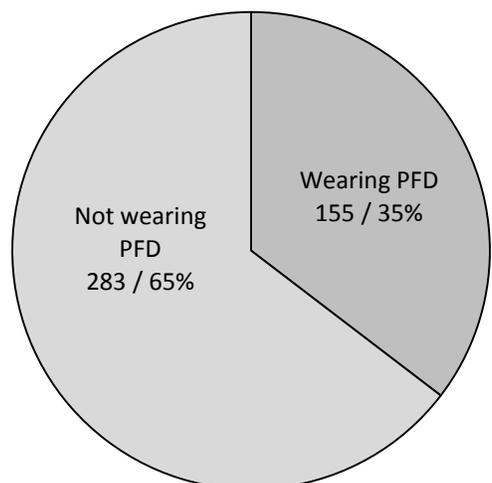
\*736 accidents involving 438 injured

On June 20, 2015, a 16 foot vessel was following closely behind another vessel while approaching the US 41 bridge on the Peace River in Charlotte County. The operator was not able to avoid a bridge support column as they passed under the bridge. Upon impact the operator and two of the three occupants were ejected overboard. The operator was struck by the propeller as the vessel circled around the bridge piling. The remaining occupant was able to turn off the engine before it circled around again. The other two occupants that were ejected suffered injuries from impacting the bridge. The operator and one occupant were transported by helicopter to local hospitals, the other two were transported by ambulance.

### VICTIM STATISTICS (SWIMMING ABILITY)



### VICTIM STATISTICS (PFD USE)



## PERSONAL WATERCRAFT DATA

### 2015 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
Alachua	712	1	713	0	0	0	\$0	25	0
Baker	206	0	206	0	0	0	\$0	26	0
<b>Bay</b>	<b>2,041</b>	<b>269</b>	<b>2,310</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>\$22,150</b>	<b>6</b>	<b>1:385</b>
Bradford	257	0	257	0	0	0	\$0	27	0
<b>Brevard</b>	<b>3,464</b>	<b>19</b>	<b>3,483</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>\$20,600</b>	<b>11</b>	<b>1:871</b>
<b>Broward</b>	<b>8,334</b>	<b>87</b>	<b>8,421</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>\$3,400</b>	<b>12</b>	<b>1:2,105</b>
Calhoun	39	0	39	0	0	0	\$0	28	0
Charlotte	1,505	45	1,550	1	0	0	\$1,200	25	1:1,550
Citrus	937	0	937	3	0	3	\$3,000	17	1:312
Clay	1,634	9	1,643	2	0	0	\$6,945	19	1:822
<b>Collier</b>	<b>3,120</b>	<b>245</b>	<b>3,365</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>\$12,100</b>	<b>9</b>	<b>1:673</b>
Columbia	262	3	265	0	0	0	\$0	31	0
Desoto	179	6	185	0	0	0	\$0	32	0
Dixie	66	0	66	0	0	0	\$0	33	0
Duval	3,660	22	3,682	0	0	0	\$0	34	0
Escambia	1,671	38	1,709	3	0	2	\$14,000	14	1:570
Flagler	699	5	704	2	0	0	\$6,100	20	1:352
Franklin	154	35	189	0	0	0	\$0	36	0
Gadsden	76	0	76	0	0	0	\$0	37	0
Gilchrist	96	0	96	0	0	0	\$0	38	0
Glades	26	0	26	0	0	0	\$0	39	0
Gulf	129	10	139	0	0	0	\$0	40	0
Hamilton	42	0	42	0	0	0	\$0	41	0
Hardee	104	3	107	0	0	0	\$0	42	0
Hendry	184	0	184	0	0	0	\$0	43	0
Hernando	1,069	3	1,072	0	0	0	\$0	44	0
Highlands	1,115	4	1,119	1	0	1	\$1,000	26	1:1,119
<b>Hillsborough</b>	<b>6,170</b>	<b>46</b>	<b>6,216</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>\$21,000</b>	<b>7</b>	<b>1:1,036</b>
Holmes	74	1	75	0	0	0	\$0	45	0
Indian River	749	2	751	0	0	0	\$0	46	0
Jackson	236	3	239	0	0	0	\$0	47	0
Jefferson	92	0	92	0	0	0	\$0	48	0
Lafayette	47	0	47	0	0	0	\$0	49	0
Lake	2,335	11	2,346	3	0	3	\$14,500	13	1:782
<b>Lee</b>	<b>4,584</b>	<b>181</b>	<b>4,765</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>\$8,200</b>	<b>10</b>	<b>1:1,191</b>
Leon	828	2	830	0	0	0	\$0	50	0
Levy	186	0	186	0	0	0	\$0	51	0

## PERSONAL WATERCRAFT DATA

### 2015 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

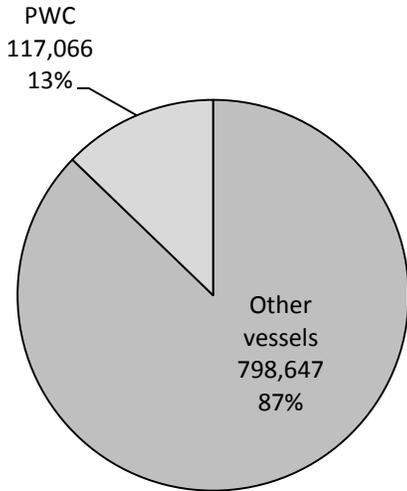
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Madison	31	0	31	0	0	0	\$0	53	0
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Marion	1,698	7	1,705	1	0	1	\$5,300	23	1:1,705
Martin	1,533	14	1,547	3	0	1	\$10,500	15	1:516
<b>Miami-Dade</b>	<b>12,685</b>	<b>552</b>	<b>13,237</b>	<b>33</b>	<b>0</b>	<b>29</b>	<b>\$72,550</b>	<b>1</b>	<b>1:401</b>
<b>Monroe</b>	<b>1,705</b>	<b>402</b>	<b>2,107</b>	<b>25</b>	<b>1</b>	<b>26</b>	<b>\$75,876</b>	<b>2</b>	<b>1:84</b>
Nassau	597	3	600	0	0	0	\$0	56	0
<b>Okealoosa</b>	<b>2,845</b>	<b>325</b>	<b>3,170</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>\$16,860</b>	<b>5</b>	<b>1:453</b>
Okeechobee	204	1	205	0	0	0	\$0	57	0
Orange	6,461	53	6,514	1	0	1	\$0	27	1:6,514
Osceola	1,819	14	1,833	0	0	0	\$0	58	0
<b>Palm Beach</b>	<b>6,201</b>	<b>64</b>	<b>6,265</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>\$68,600</b>	<b>4</b>	<b>1:783</b>
Pasco	3,309	22	3,331	2	0	3	\$100	21	1:1,666
<b>Pinellas</b>	<b>7,732</b>	<b>240</b>	<b>7,972</b>	<b>24</b>	<b>0</b>	<b>21</b>	<b>\$46,650</b>	<b>3</b>	<b>1:332</b>
Polk	2,770	36	2,806	0	0	0	\$0	59	0
Putnam	488	3	491	0	0	0	\$0	22	0
Santa Rosa	1,791	70	1,861	0	0	0	\$0	20	0
<b>Sarasota</b>	<b>2,211</b>	<b>100</b>	<b>2,311</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>\$38,500</b>	<b>8</b>	<b>1:462</b>
Seminole	3,116	7	3,123	2	0	2	\$8,500	18	1:1,562
St. Johns	1,707	15	1,722	1	0	0	\$15,500	22	1:1,722
St. Lucie	1,331	5	1,336	0	0	0	\$0	60	0
Sumter	247	0	247	0	0	0	\$0	61	0
Suwannee	177	1	178	0	0	0	\$0	62	0
Taylor	73	0	73	0	0	0	\$0	63	0
Union	57	1	58	0	0	0	\$0	64	0
Volusia	2,451	70	2,521	3	0	2	\$4,100	16	1:840
Wakulla	155	2	157	0	0	0	\$0	65	0
Walton	542	21	563	1	0	1	\$0	27	1:563
Washington	115	2	117	0	0	0	\$0	67	0
DHSMV	559	15	574						
<b>TOTAL</b>	<b>113,914</b>	<b>3,152</b>	<b>117,066</b>	<b>161</b>	<b>4</b>	<b>128</b>	<b>\$641,731</b>		<b>1:727</b>

\*Accident Rate =  $\frac{\text{\# of Registered Vessels}}{\text{\# of Accidents}}$

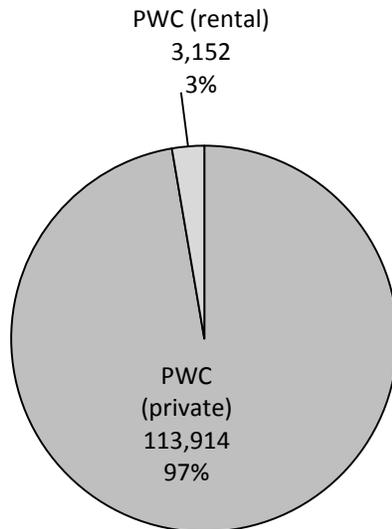
Those Counties in bold print represent the top ten counties for PWC boating accidents in 2015.  
DHSMV numbers represent registrations issued at the main office instead of at county level.

## 2015 PERSONAL WATERCRAFT DATA

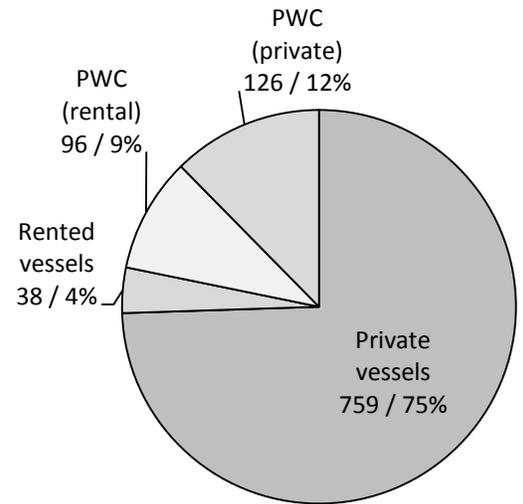
### TOTAL REGISTERED PWC



### PWC OWNERSHIP BY REGISTRATION

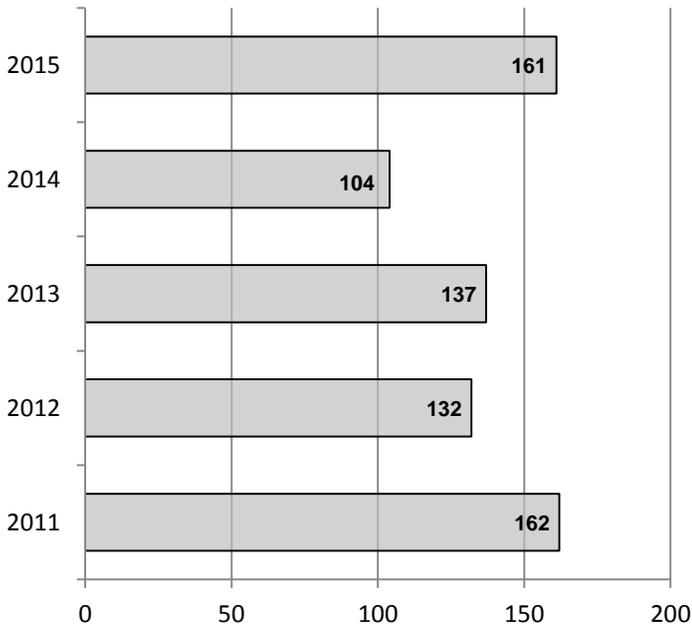


### COMPARISON OF PWC TO VESSELS INVOLVED IN ACCIDENTS

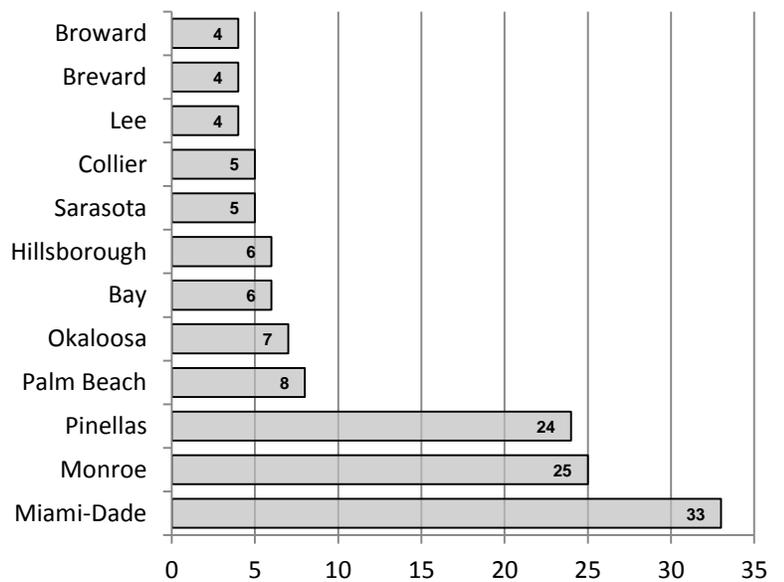


\*1,019 vessels involved in accidents

### PWC ACCIDENTS 2011-2015



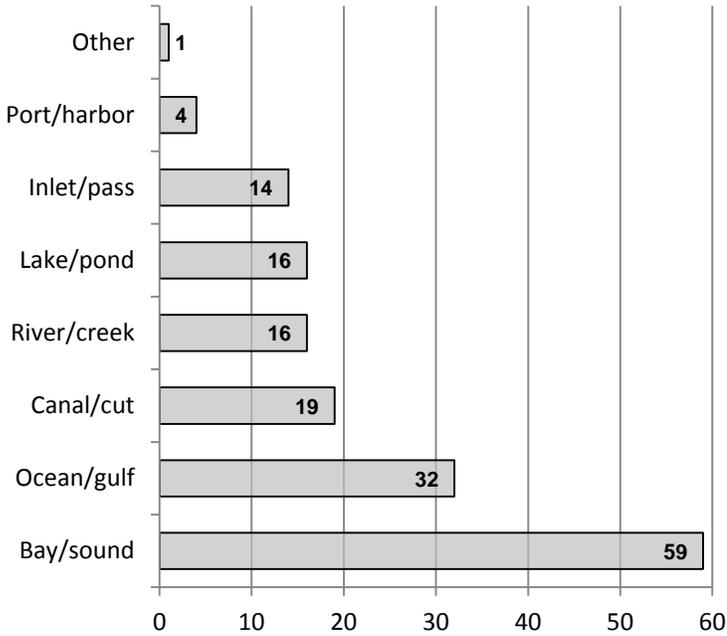
### PWC ACCIDENTS TOP TWELVE COUNTIES



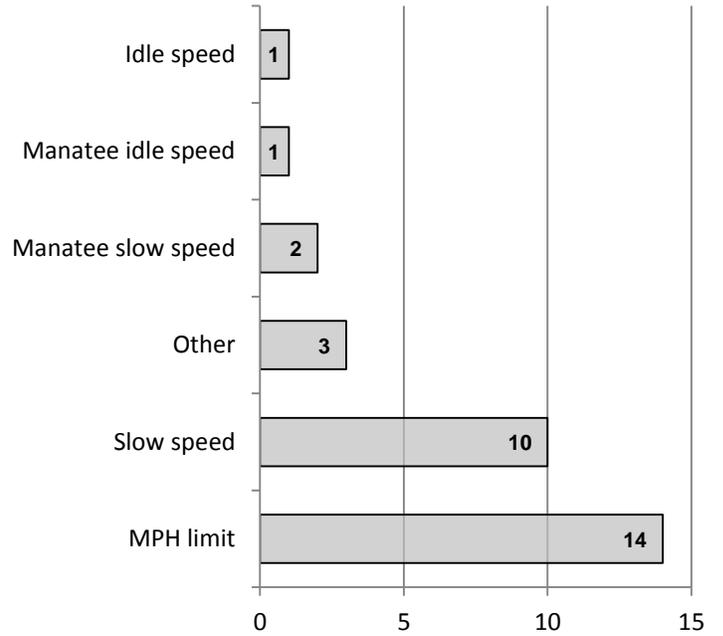
\*12 counties shown due to tie for tenth place

## 2015 PERSONAL WATERCRAFT DATA

### ACCIDENT SITE LOCATION

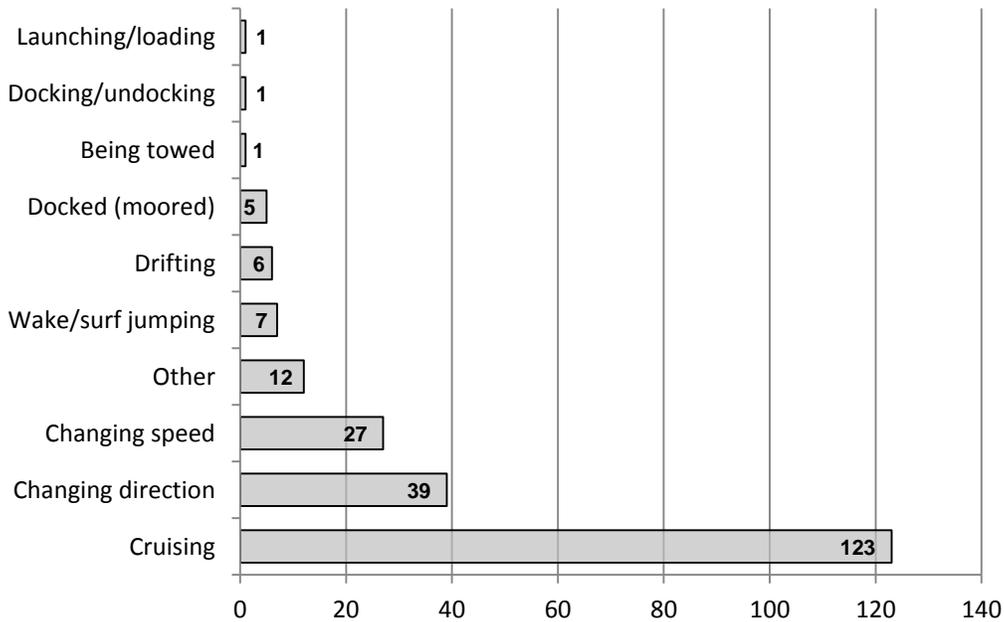


### RESTRICTED AREA ACCIDENTS



\*31 PWC accidents occurred within a restricted area

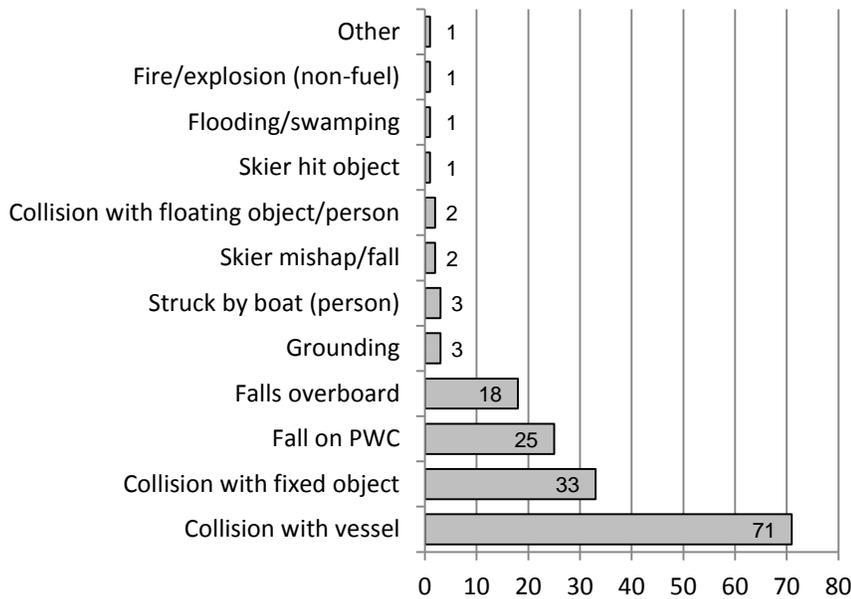
### OPERATION AT TIME OF ACCIDENT



\*222 PWC involved in 161 accidents

## 2015 PERSONAL WATERCRAFT DATA

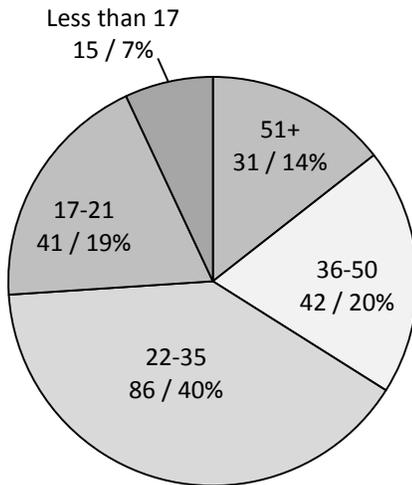
### PRIMARY TYPE OF ACCIDENT



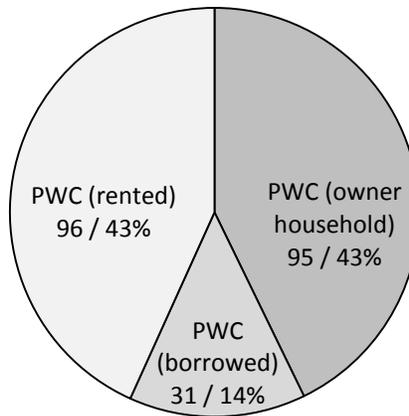
\*161 PWC accidents  
(Based on first harmful event as determined by the state reviewing authority.)

On October 19, 2015, a PWC was operating in Tarpon Basin in Monroe County. At approximately 12:45 a.m., the PWC struck a sailboat that was anchored in the basin. The operator was ejected upon impact and struck the sailboat receiving fatal injuries. The sailboat was not displaying any lights. The PWC operator had a Blood Alcohol Content (BAC) of .194.

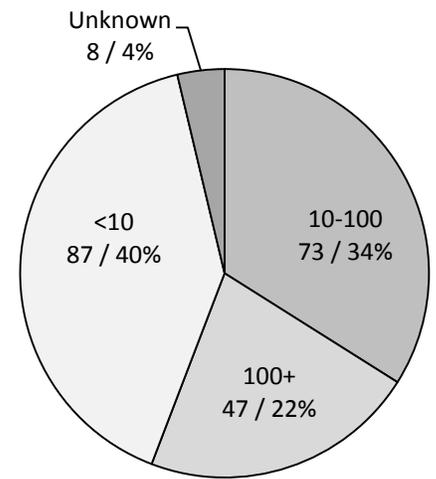
### PWC OPERATOR AGE



### PWC OWNERSHIP



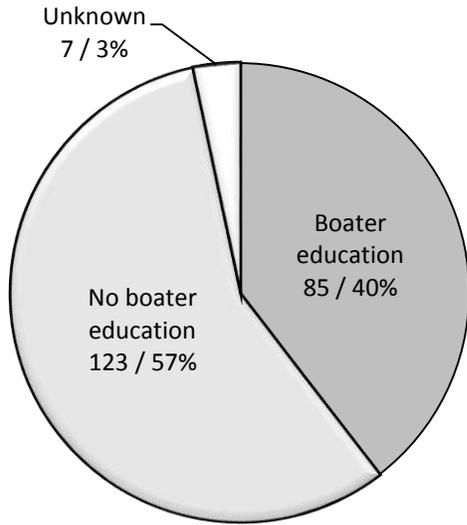
### PWC OPERATOR EXPERIENCE (HOURS)



\*161 PWC accidents involving 222 PWC and 215 operators  
Operator information for seven PWC are unknown due to hit and run accidents or no operators at time of accident.

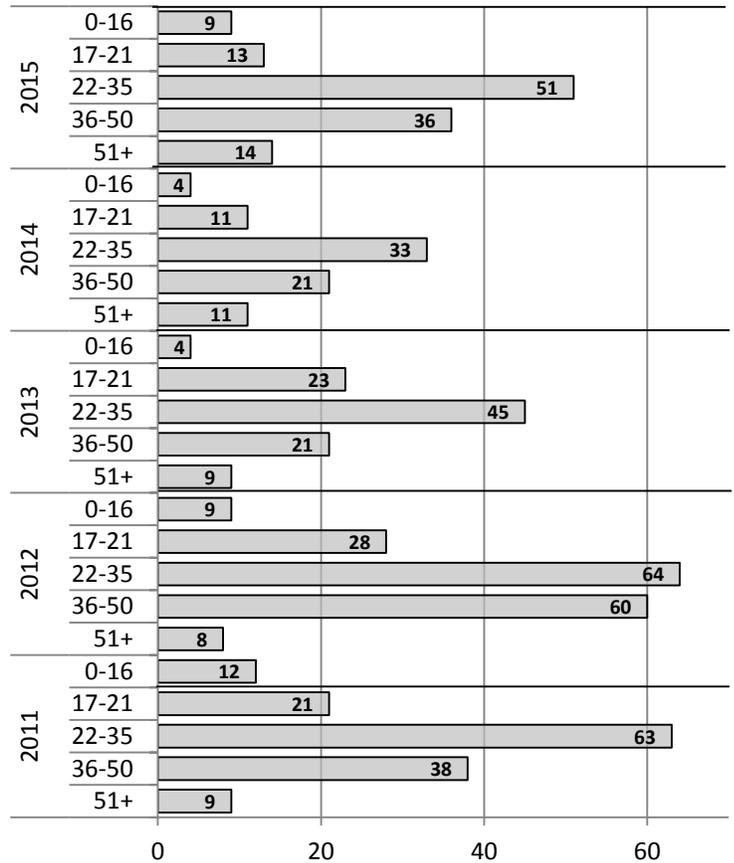
## 2015 PERSONAL WATERCRAFT DATA

### PWC OPERATOR EDUCATION

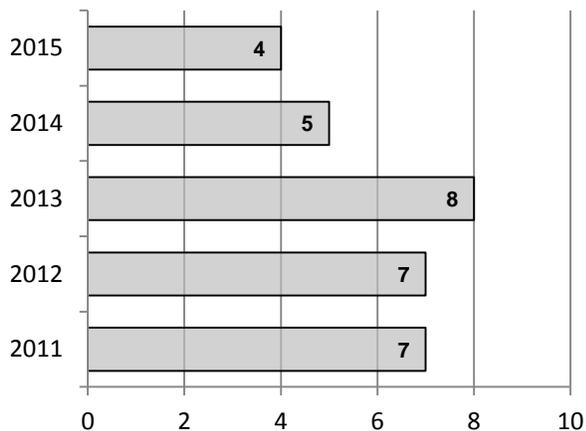


\*161 accidents involving 215 operators

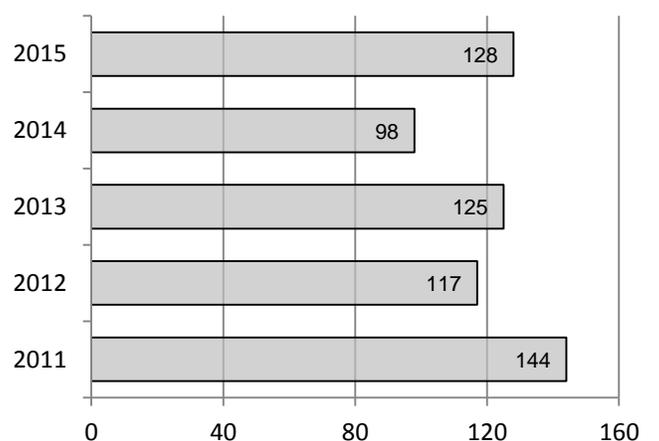
### PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION



### PWC FATALITIES 2011-2015

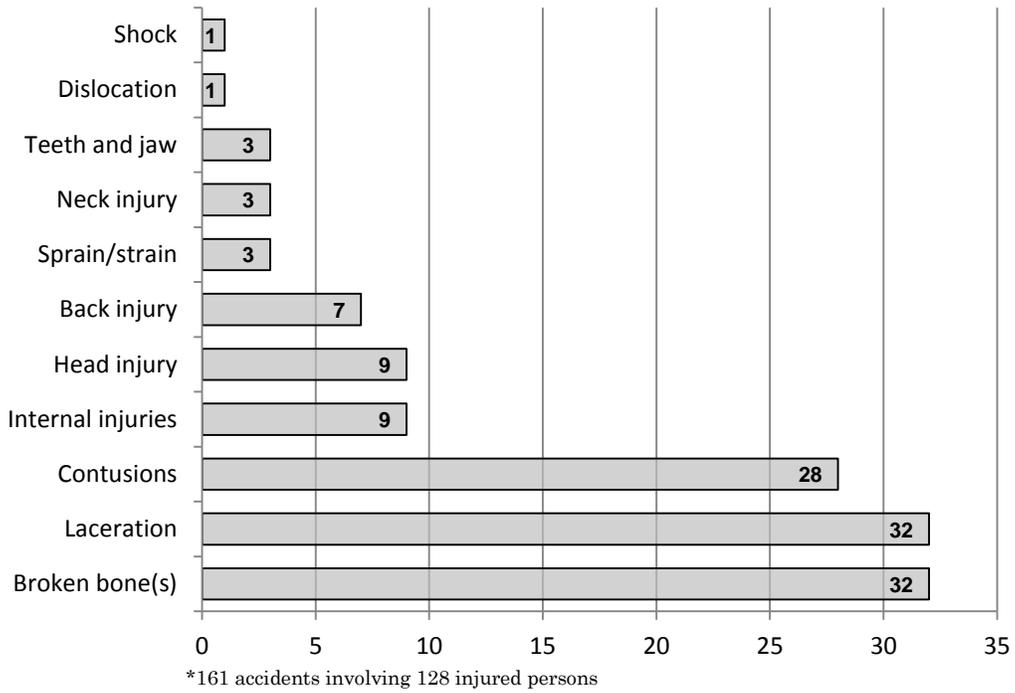


### PWC INJURIES 2011-2015

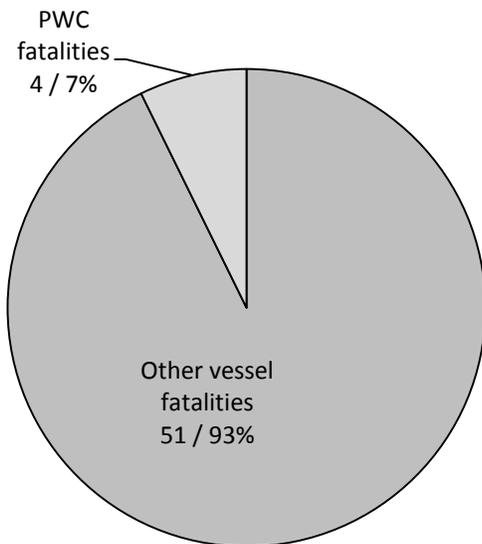


## 2015 PERSONAL WATERCRAFT DATA

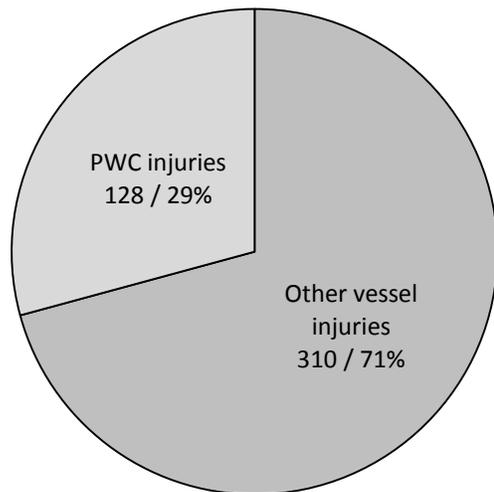
### PRIMARY INJURY TYPES



### COMPARISONS OF PWC FATALITIES

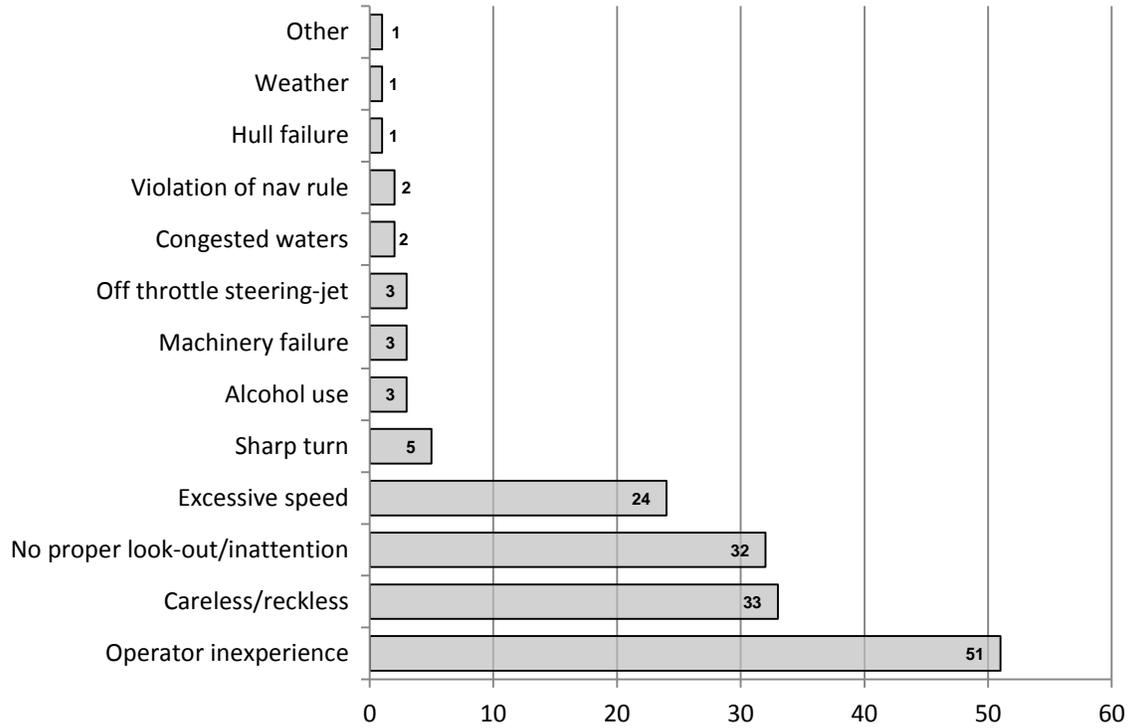


### COMPARISONS OF PWC INJURIES

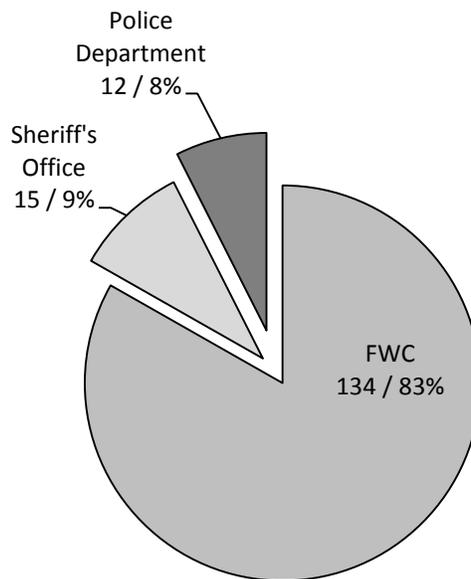


## 2015 PERSONAL WATERCRAFT DATA

### PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



### INVESTIGATING AGENCY



\*161 PWC accidents



# Personal Watercraft Accidents



## **Personal Watercraft Accidents photo detail**

Cover Photos: (Courtesy of FWC) Investigator Ken Trusley during his investigation into the PWC accident.

A PWC with two persons onboard impacted a dock in a canal off the Banana River in Brevard County. The PWC traveled approximately 90 yards from its departure point before the collision occurred. The operator and passenger, both 20-year-old males, were ejected and sustained serious bodily injury. Both were transported to Holmes Regional Medical Center where they were admitted and treated. The location where the accident occurred was within an idle speed/no wake zone. Based on witness statements and the physical evidence at the scene, it was determined the PWC was travelling at an unsafe speed. The operator had not completed the required boating education and had less than 10 hours of experience on a PWC.

## PERSONAL WATERCRAFT DATA

### 2015 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY

County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
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Baker	206	0	206	0	0	0	\$0	26	0
<b>Bay</b>	<b>2,041</b>	<b>269</b>	<b>2,310</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>\$22,150</b>	<b>6</b>	<b>1:385</b>
Bradford	257	0	257	0	0	0	\$0	27	0
<b>Brevard</b>	<b>3,464</b>	<b>19</b>	<b>3,483</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>\$20,600</b>	<b>11</b>	<b>1:871</b>
<b>Broward</b>	<b>8,334</b>	<b>87</b>	<b>8,421</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>\$3,400</b>	<b>12</b>	<b>1:2,105</b>
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## PERSONAL WATERCRAFT DATA

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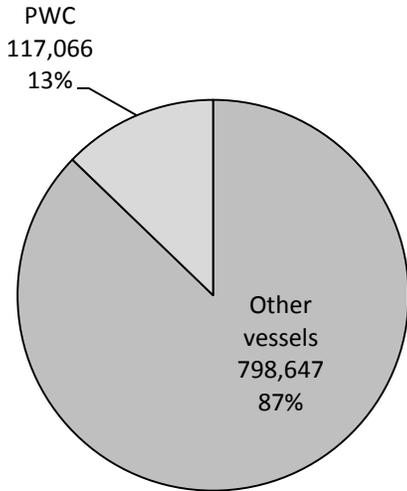
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<b>TOTAL</b>	<b>113,914</b>	<b>3,152</b>	<b>117,066</b>	<b>161</b>	<b>4</b>	<b>128</b>	<b>\$641,731</b>		<b>1:727</b>

\*Accident Rate =  $\frac{\# \text{ of Registered Vessels}}{\# \text{ of Accidents}}$

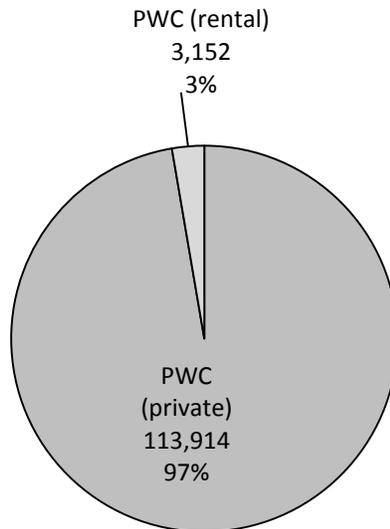
Those Counties in bold print represent the top ten counties for PWC boating accidents in 2015.  
DHSMV numbers represent registrations issued at the main office instead of at county level.

## 2015 PERSONAL WATERCRAFT DATA

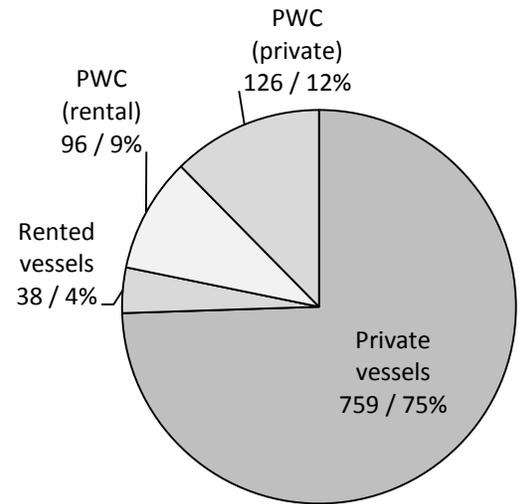
### TOTAL REGISTERED PWC



### PWC OWNERSHIP BY REGISTRATION

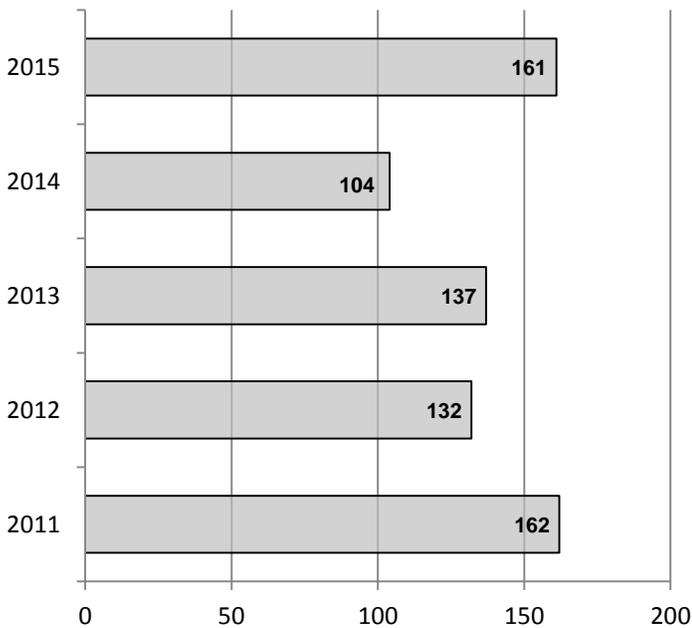


### COMPARISON OF PWC TO VESSELS INVOLVED IN ACCIDENTS

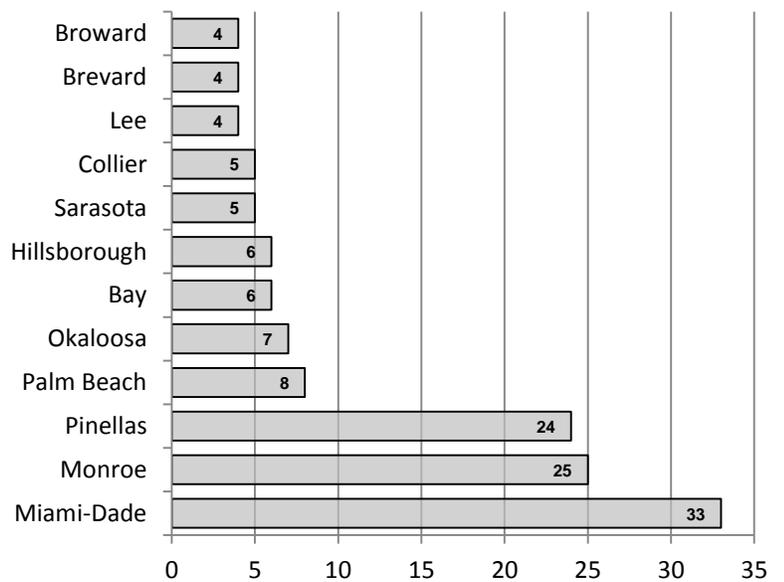


\*1,019 vessels involved in accidents

### PWC ACCIDENTS 2011-2015



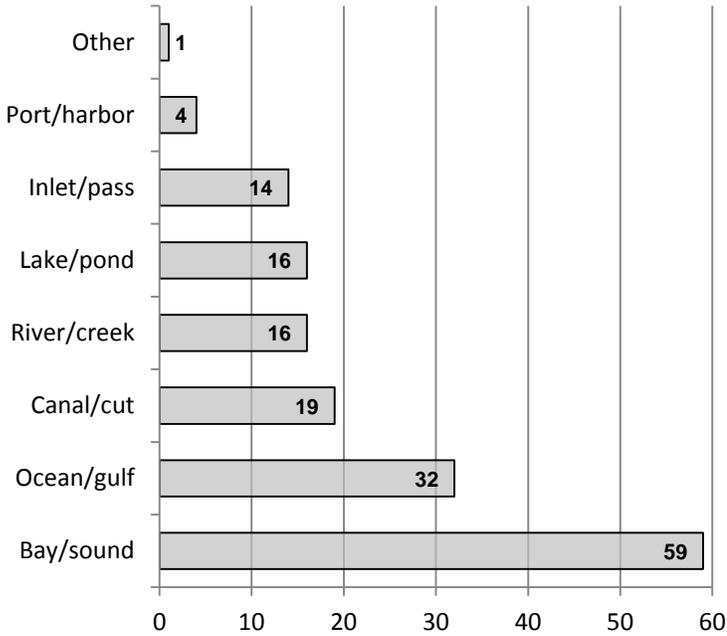
### PWC ACCIDENTS TOP TWELVE COUNTIES



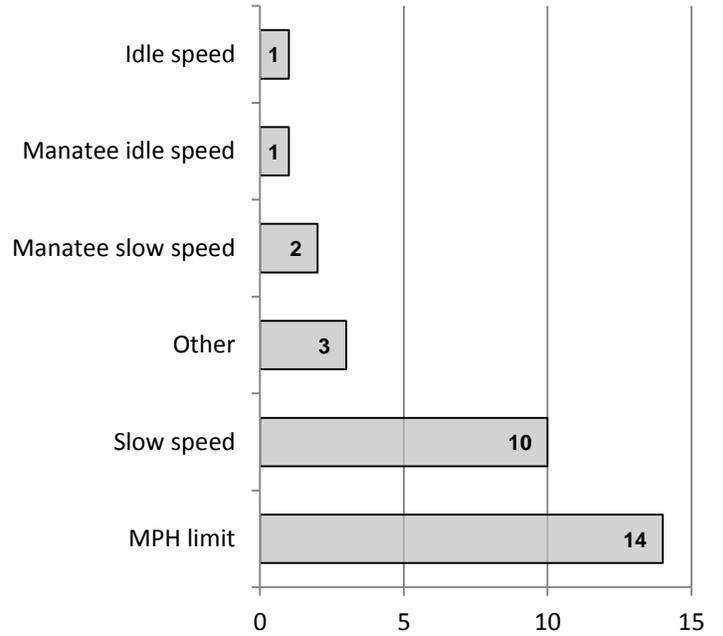
\*12 counties shown due to tie for tenth place

## 2015 PERSONAL WATERCRAFT DATA

### ACCIDENT SITE LOCATION

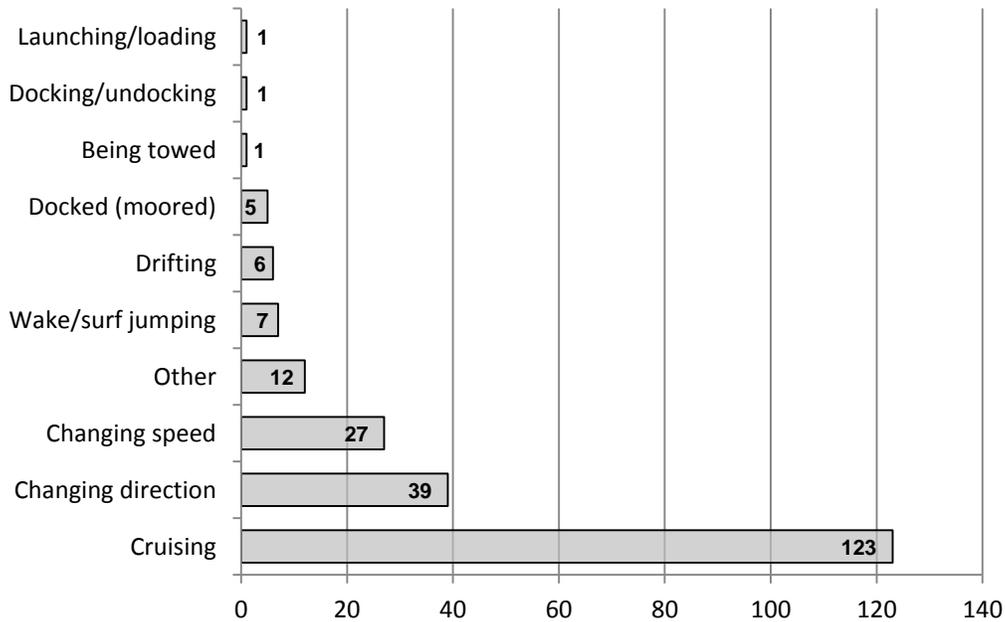


### RESTRICTED AREA ACCIDENTS



\*31 PWC accidents occurred within a restricted area

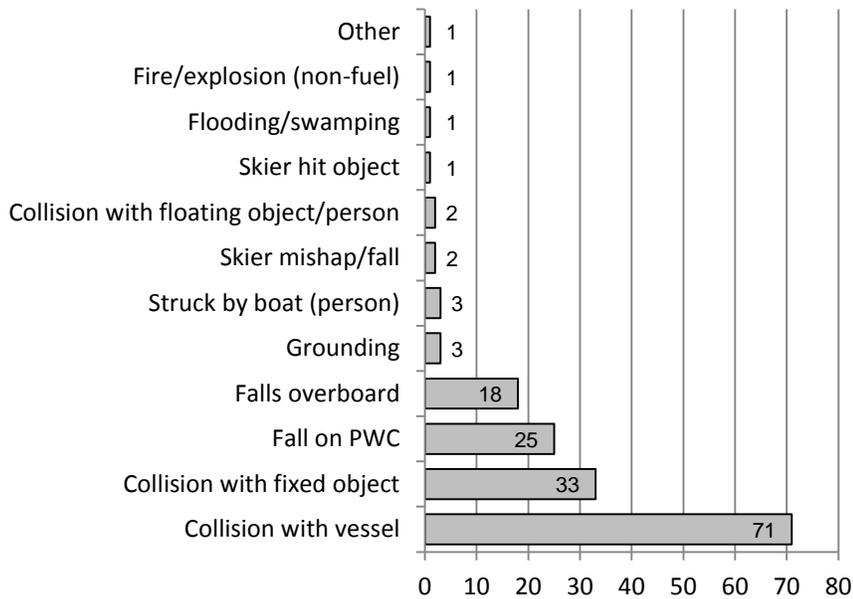
### OPERATION AT TIME OF ACCIDENT



\*222 PWC involved in 161 accidents

## 2015 PERSONAL WATERCRAFT DATA

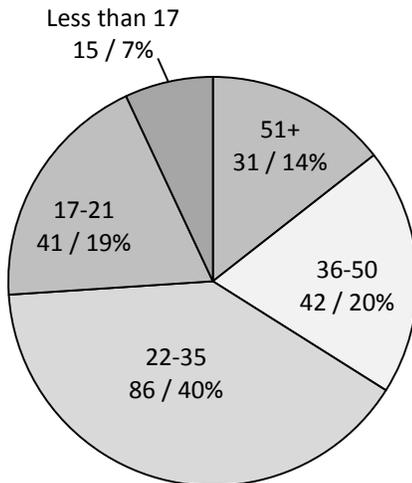
### PRIMARY TYPE OF ACCIDENT



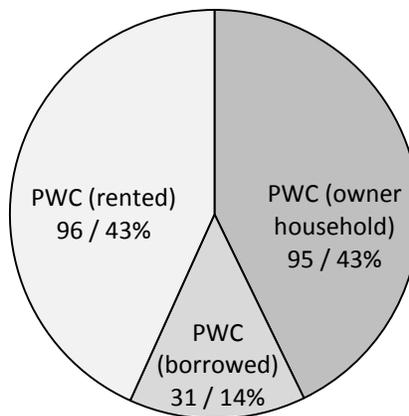
\*161 PWC accidents  
(Based on first harmful event as determined by the state reviewing authority.)

On October 19, 2015, a PWC was operating in Tarpon Basin in Monroe County. At approximately 12:45 a.m., the PWC struck a sailboat that was anchored in the basin. The operator was ejected upon impact and struck the sailboat receiving fatal injuries. The sailboat was not displaying any lights. The PWC operator had a Blood Alcohol Content (BAC) of .194.

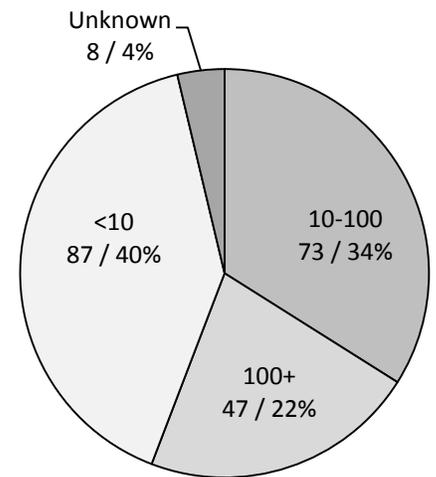
### PWC OPERATOR AGE



### PWC OWNERSHIP



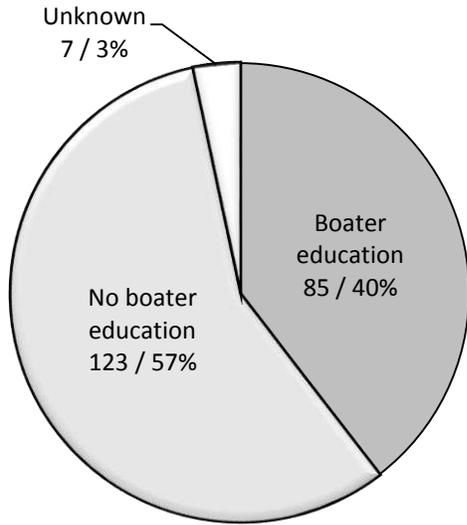
### PWC OPERATOR EXPERIENCE (HOURS)



\*161 PWC accidents involving 222 PWC and 215 operators  
Operator information for seven PWC are unknown due to hit and run accidents or no operators at time of accident.

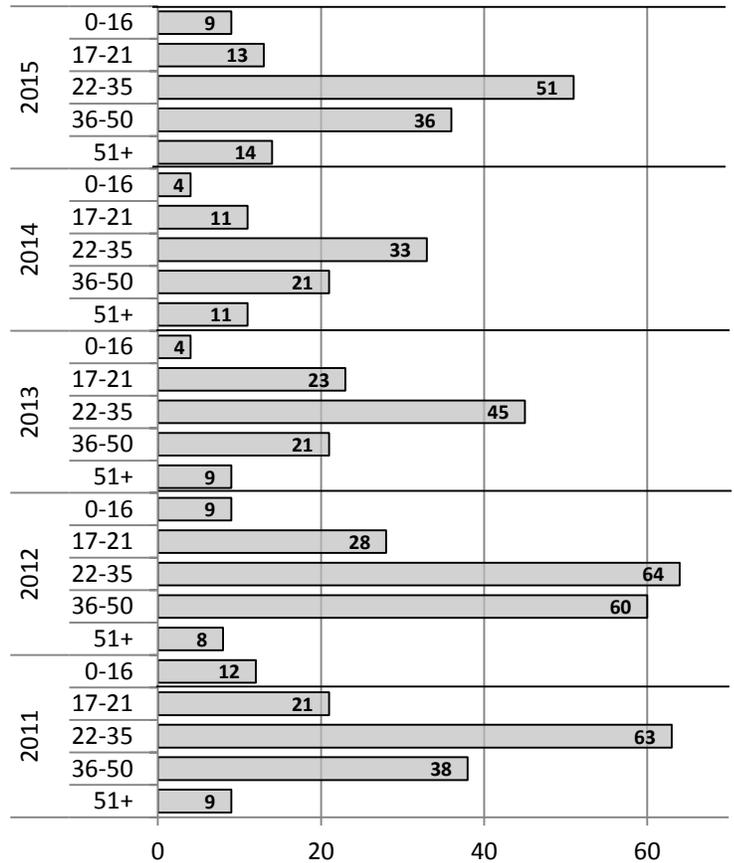
## 2015 PERSONAL WATERCRAFT DATA

### PWC OPERATOR EDUCATION

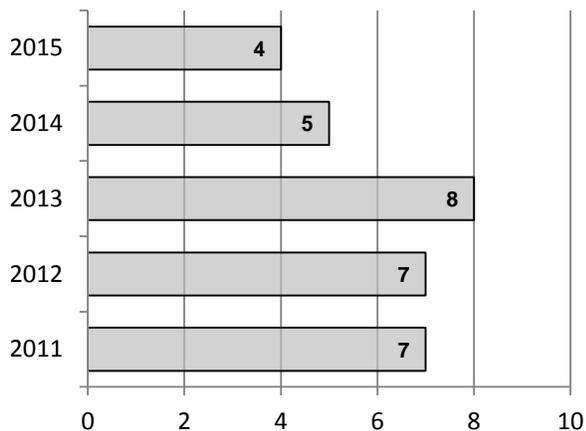


\*161 accidents involving 215 operators

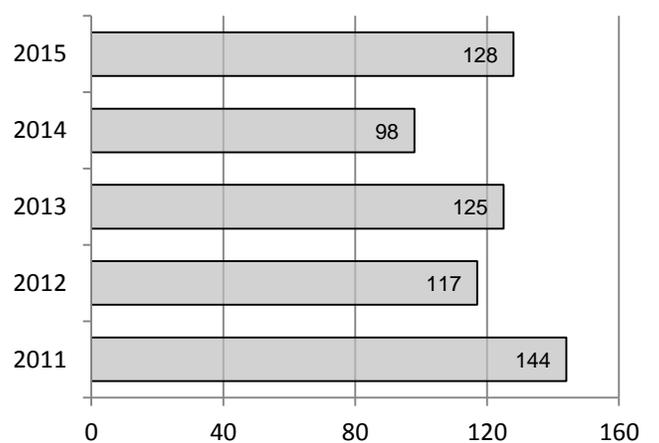
### PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION



### PWC FATALITIES 2011-2015

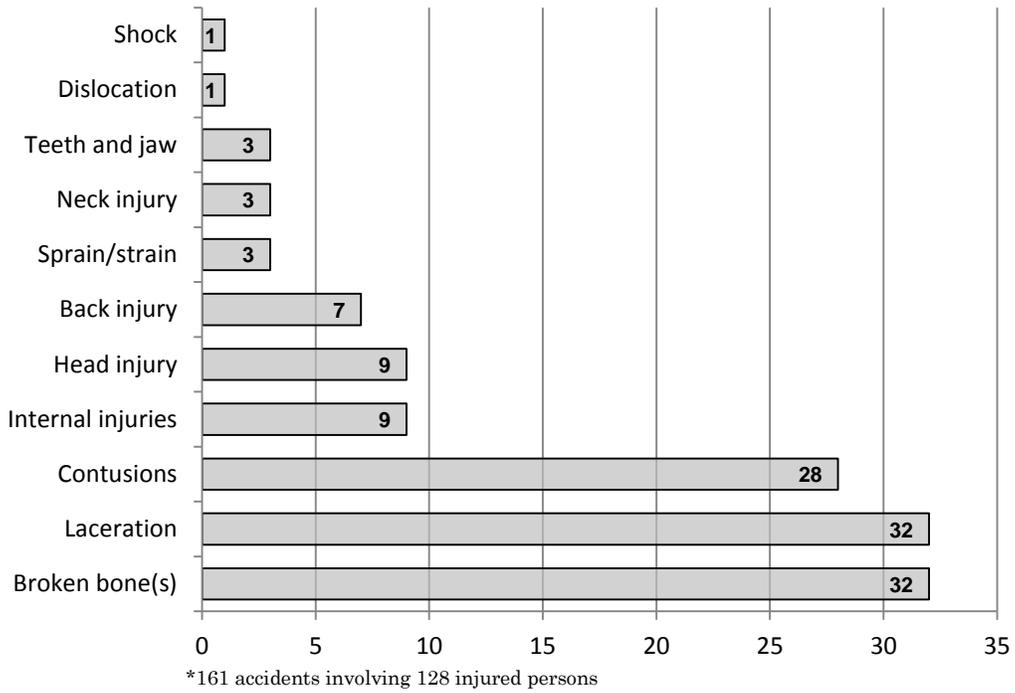


### PWC INJURIES 2011-2015

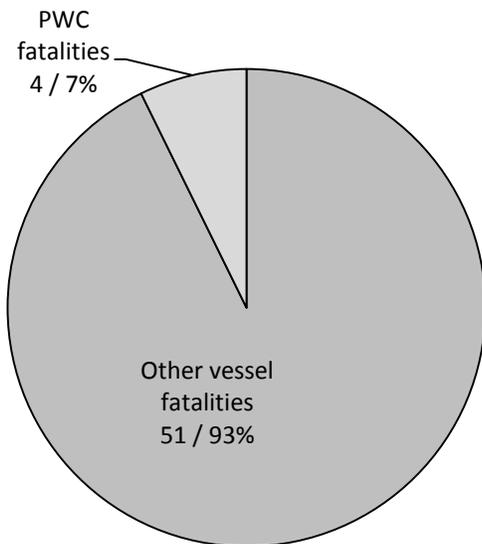


## 2015 PERSONAL WATERCRAFT DATA

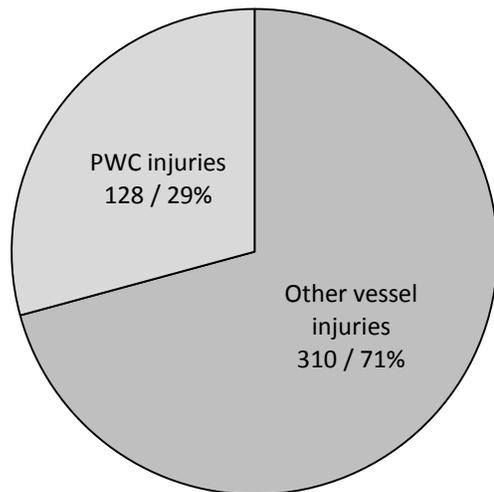
### PRIMARY INJURY TYPES



### COMPARISONS OF PWC FATALITIES

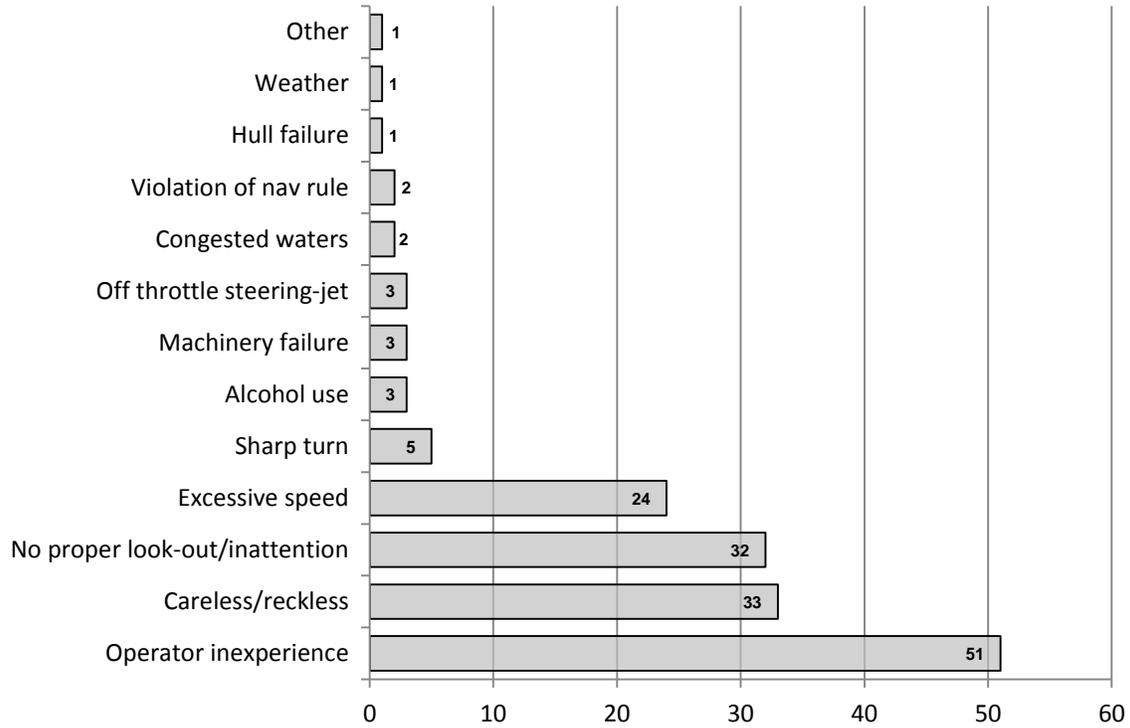


### COMPARISONS OF PWC INJURIES

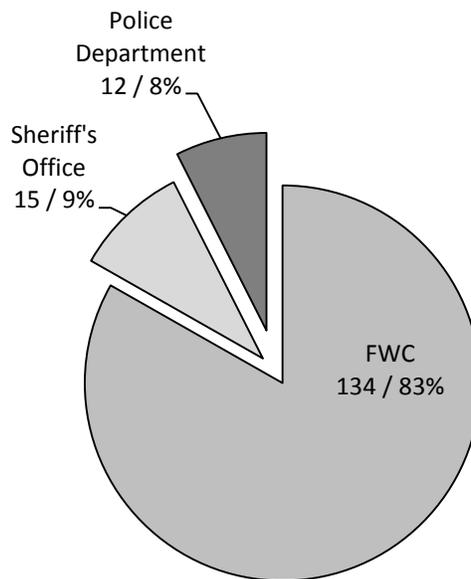


## 2015 PERSONAL WATERCRAFT DATA

### PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



### INVESTIGATING AGENCY



\*161 PWC accidents

# Boating Education Statistics



**American Boat Operators' Course**



**boat-ed™**



**BOATERexam.com**  
Educating Boaters Online



**BoatTests101.com**



**BoatUS®  
Foundation**



**FloridaBoatingCourse.com**

**PWC SafetySchool.com**

**FLORIDA**  
The Sunshine State



**Bobber A. Card**  
620 S. Meridian St.  
Tallahassee, FL 32399  
DOB: 1/1/1998

This is to certify that the above has successfully and satisfactorily completed a safe boating course as issued or approved by the State of Florida.

Expiration Date: LIFETIME

Boating Safety Education I.D. Card #:

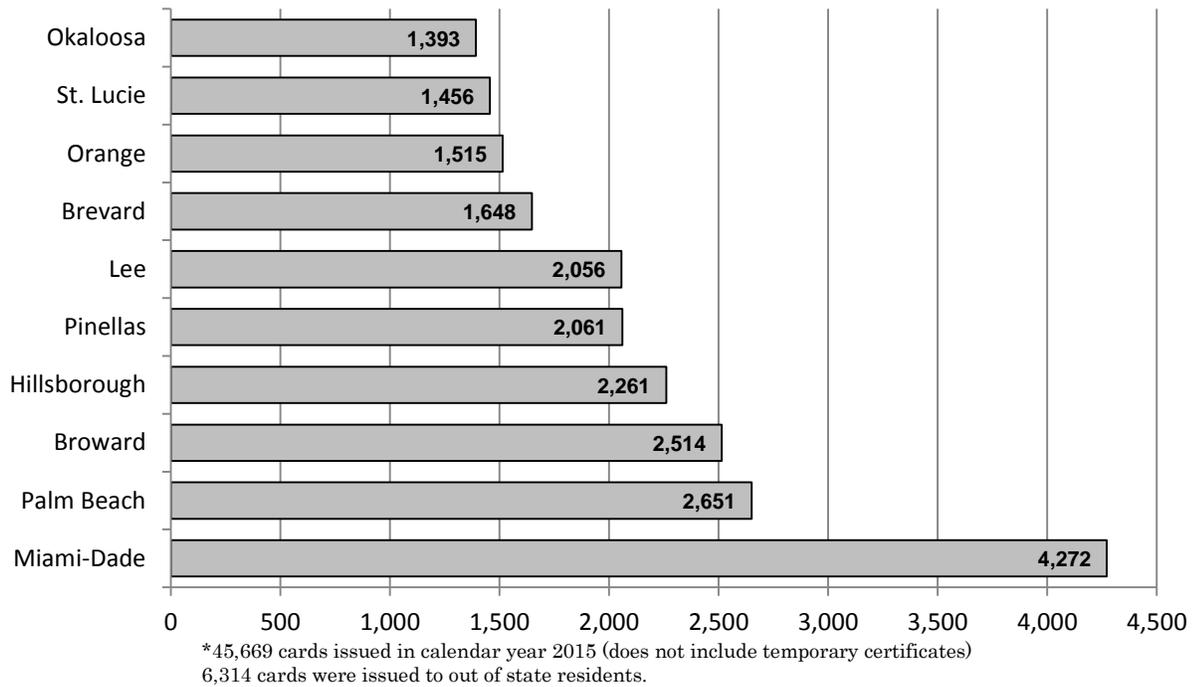


## **Boating Education Statistics photo detail**

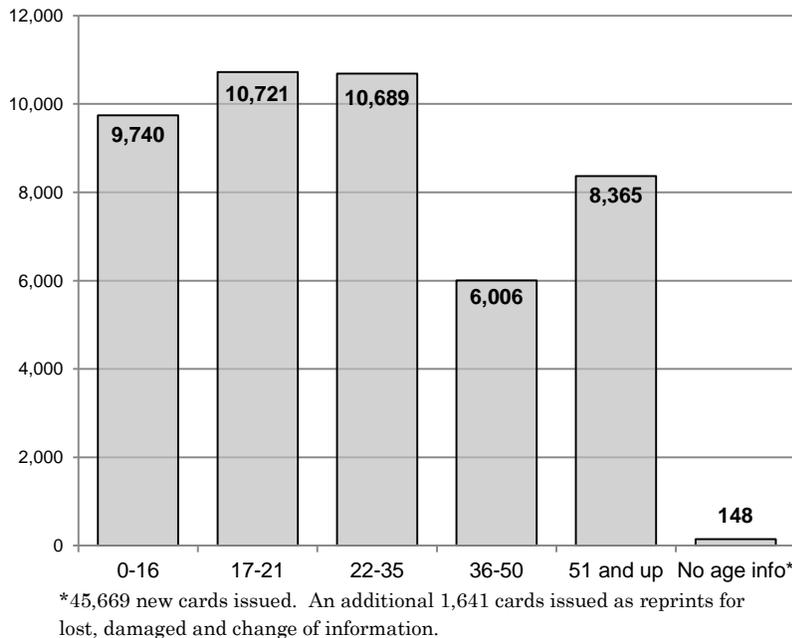
Some of the on-line providers of the Florida boater education course.

## 2015 BOATING EDUCATION

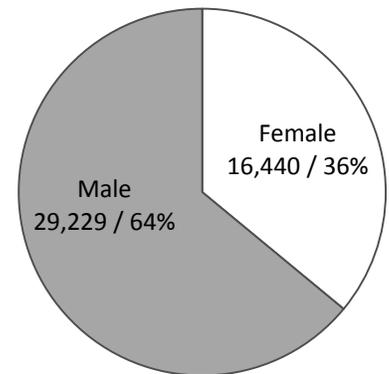
### TOP TEN COUNTIES-BOATING SAFETY EDUCATION IDENTIFICATION (I.D.) CARDS ISSUED



### BOATING SAFETY EDUCATION I.D. CARD DISTRIBUTION BY AGE

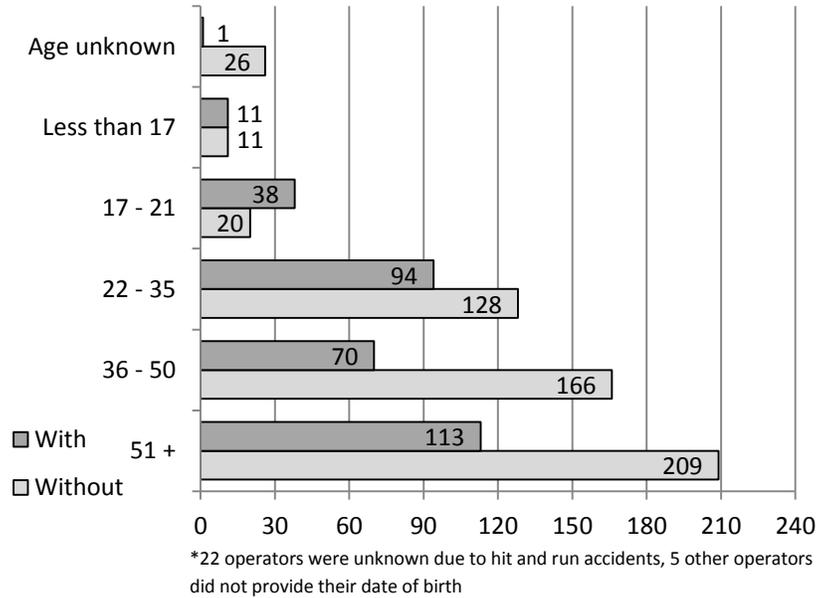
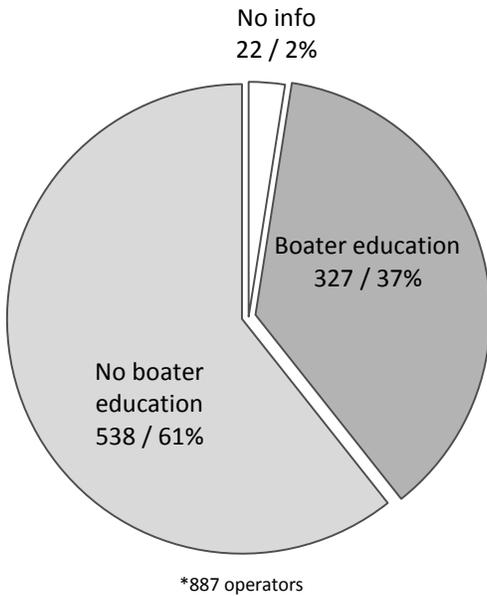


### I.D. CARD DISTRIBUTION BY GENDER

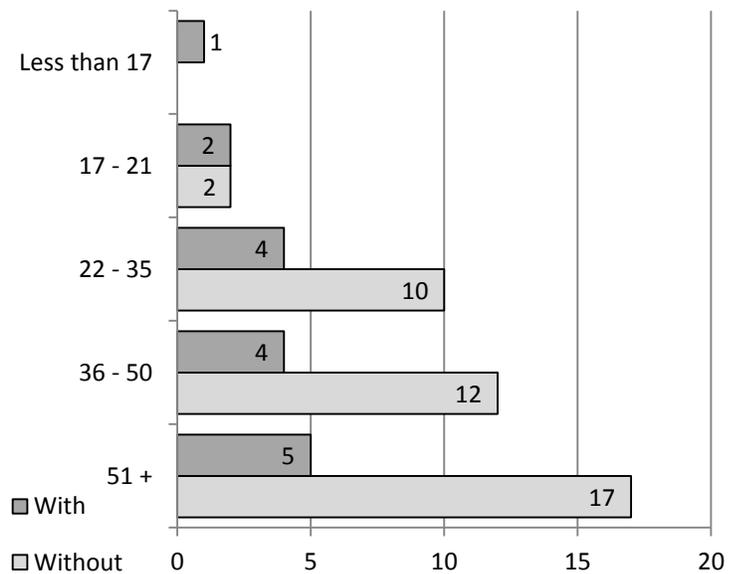
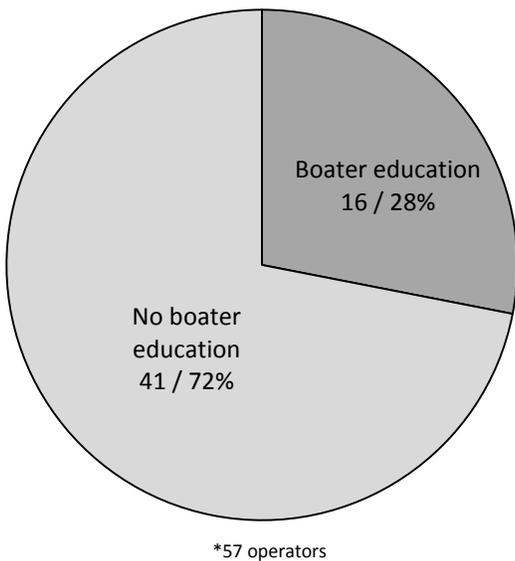


## 2015 BOATING EDUCATION

### OPERATORS INVOLVED IN ACCIDENTS-EDUCATION/AGE



### OPERATORS INVOLVED IN FATAL ACCIDENTS-EDUCATION/AGE



# Violation Summary



## **Violation Summary photo detail**

### **Top picture**

Gasparilla, Tamp Bay Pinellas County

(Annual festival)

### **Bottom picture**

Crab Island, Okaloosa County

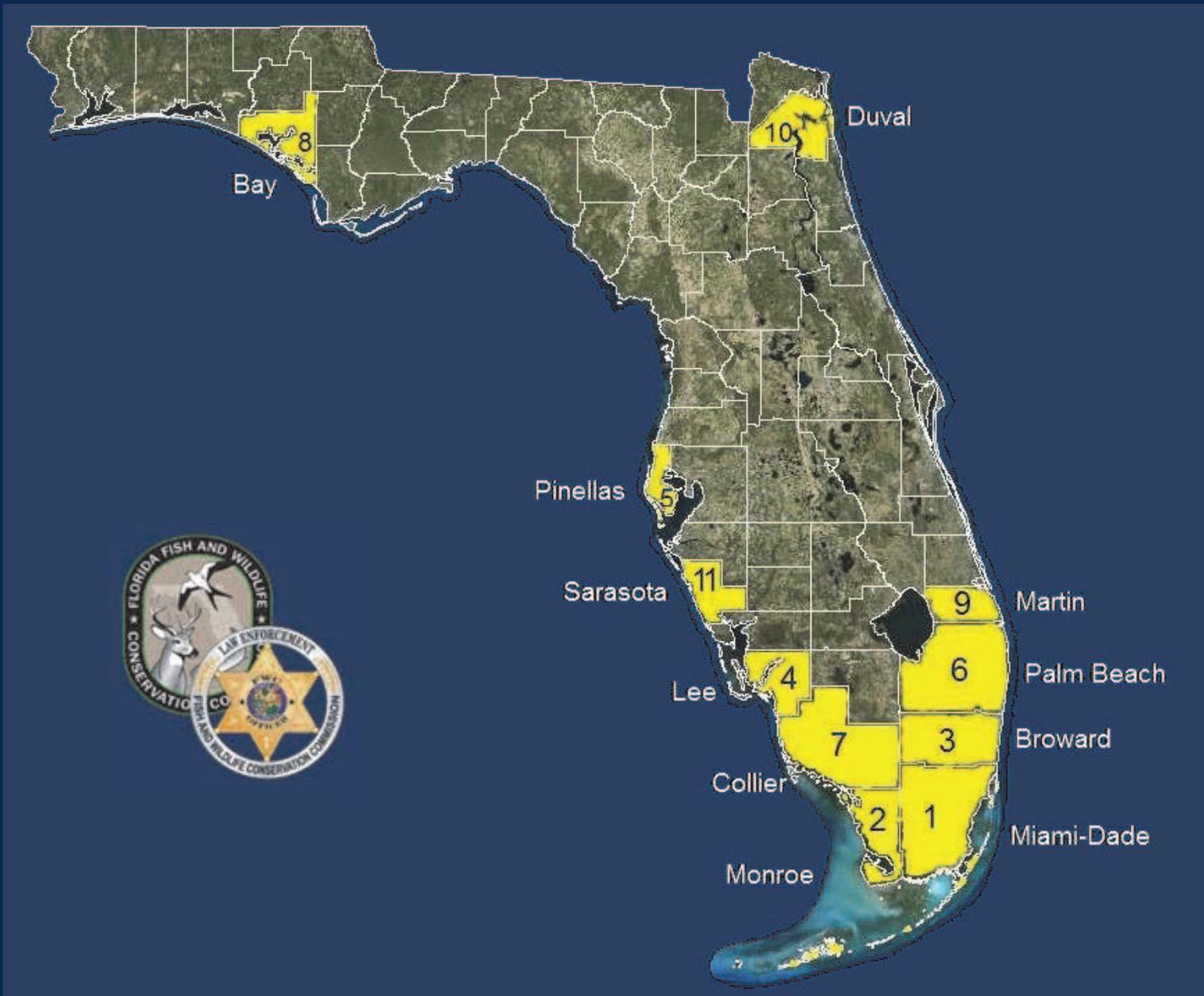
(Memorial Day weekend)

## VIOLATION SUMMARY

<b>2015 UNIFORM BOATING CITATION SUMMARY</b>				
CITATION	2015		2014	
	FWC	Other	FWC	Other
<b>Aids to Navigation and Regulatory Markers</b> Uniform waterway markers for safety and navigation Mooring to or damaging markers or buoys	26	1	8	0
<b>Alcohol and Drugs</b> Operation of a vessel under the influence of alcohol Operation of a vessel while impaired	314	12	350	11
<b>Boating Restricted Areas</b> Manatee protection rules Public safety rules Local ordinances	1,895	1,749	1,622	1,326
<b>Boating Safety Education</b> Boating safety education I.D. cards	329	320	263	238
<b>Livery Operations</b> Rental without proper safety equipment Rental without boater education Rental to persons under 18 years of age	45	5	25	5
<b>Negligent Operation of a Vessel</b> Reckless operation of a vessel Careless operation of a vessel Navigation rule violation resulting in an accident Navigation rule violation not resulting in an accident Failure to report an accident	572	164	802	468
<b>Personal Watercraft</b> Personal watercraft regulations	282	81	200	86
<b>Skiing and Diving</b> Skiing, aquaplaning and parasailing violations Dive flag violations	323	68	302	54
<b>Registration and Numbering</b> Operation of unregistered/unnumbered vessels Application, certificate, number or decal violation Special manufacturer and dealer numbers Violation relating to vessel titling Violation relating to Hull Identification Numbers	1,728	423	1,052	416
<b>Safety Equipment and Regulations</b> Equipment and lighting requirements	3,444	494	3,146	525
<b>SUB TOTAL</b>	<b>8,958</b>	<b>3,317</b>	<b>7,770</b>	<b>3,129</b>
<b>TOTAL VIOLATIONS RECORDED</b>	<b>12,275</b>		<b>10,899</b>	



# 2015 Top Eleven Counties For Boating Accidents



A thorough review of the annual boating accident statistics has revealed that 64% of the reportable boating accidents during the 2015 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 type of vessels involved, the length, the primary cause of each accident and the primary type of accident 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.

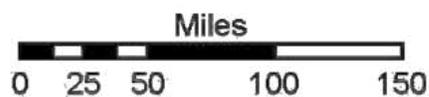




## Florida Top 11 Counties for Boating Accidents during 2015

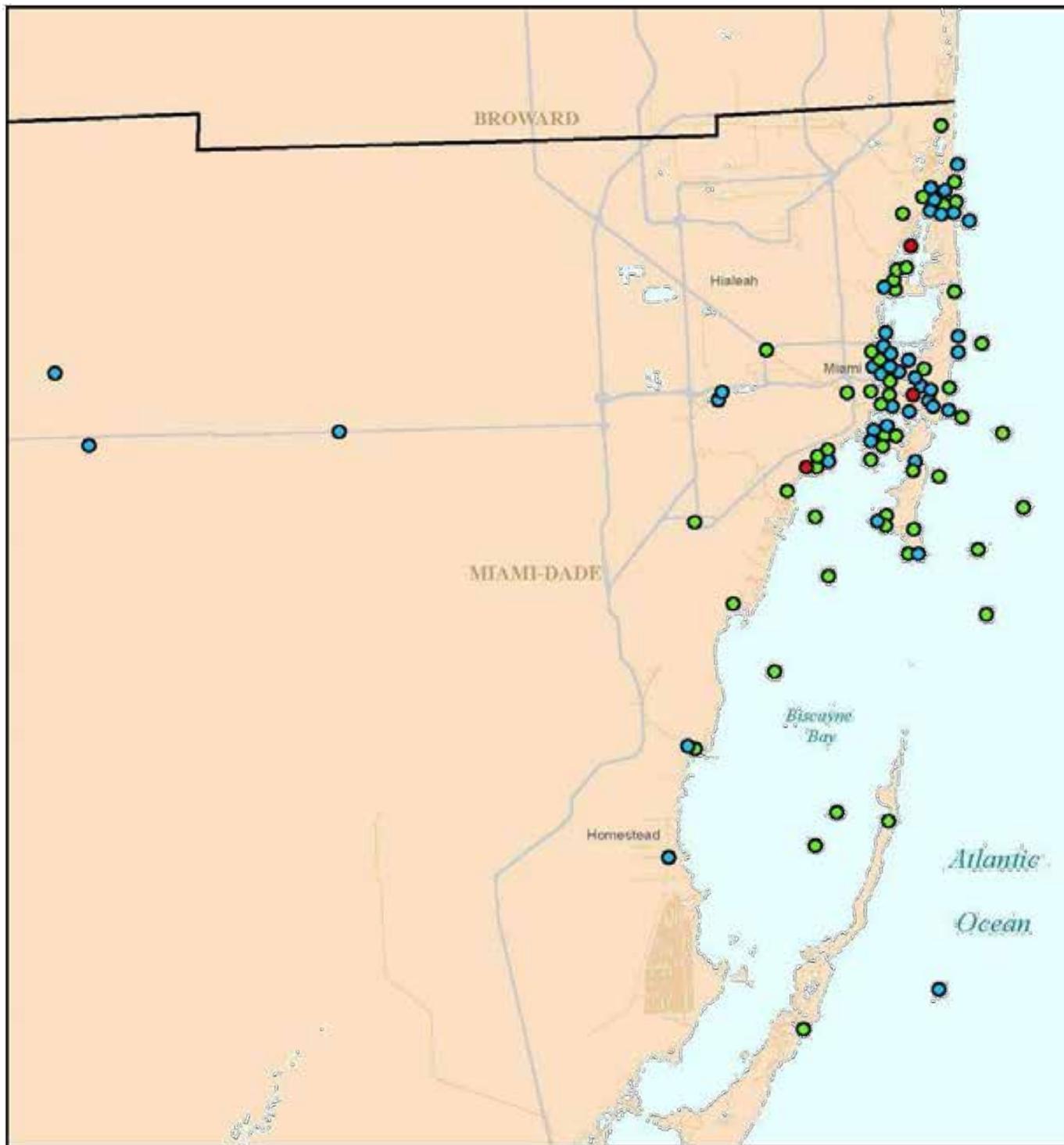
### Legend

- Fatal Accident (22)
- Accident with Injury (178)
- Accident without Injury (272)



Map document  
created by  
FWC LE GIS

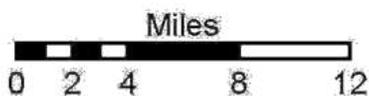




Known Locations of Accidents in Miami-Dade County during 2015

**Legend**

- Fatal Accident (3)
- Accident with Injury (42)
- Accident without Injury (51)

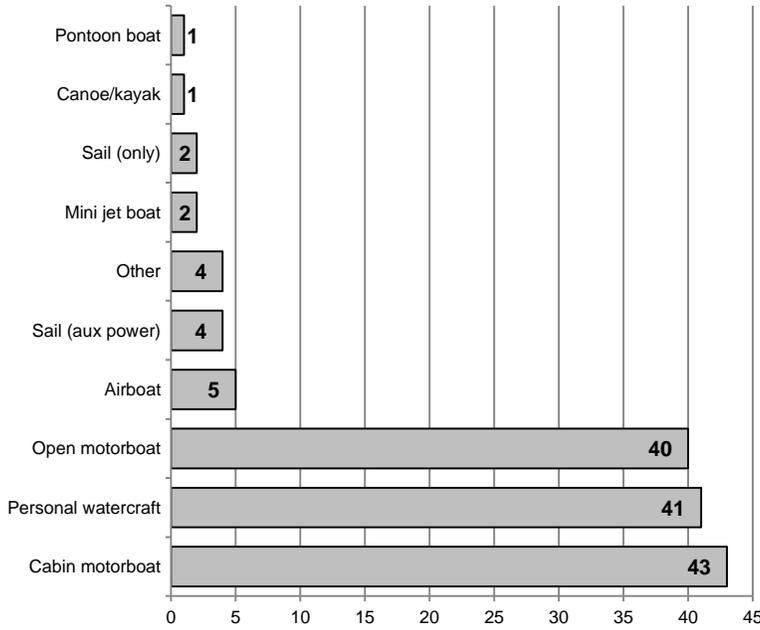


Map document  
created by  
FWC DLE GIS

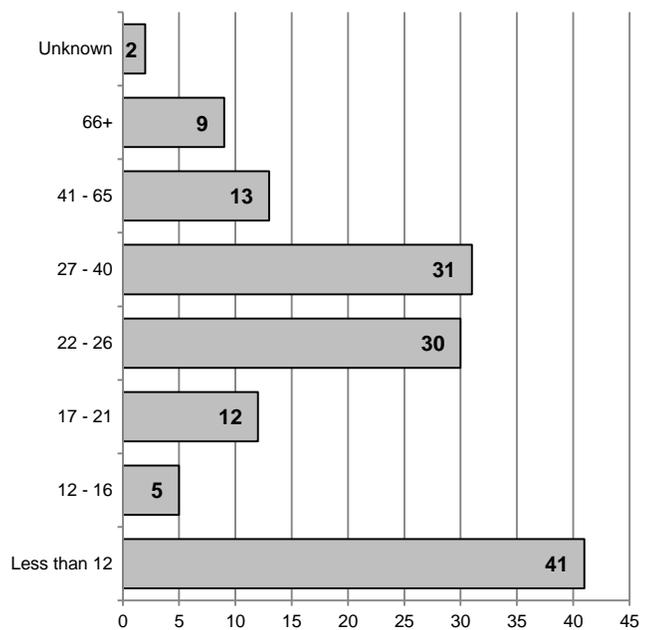


# 1. MIAMI-DADE COUNTY

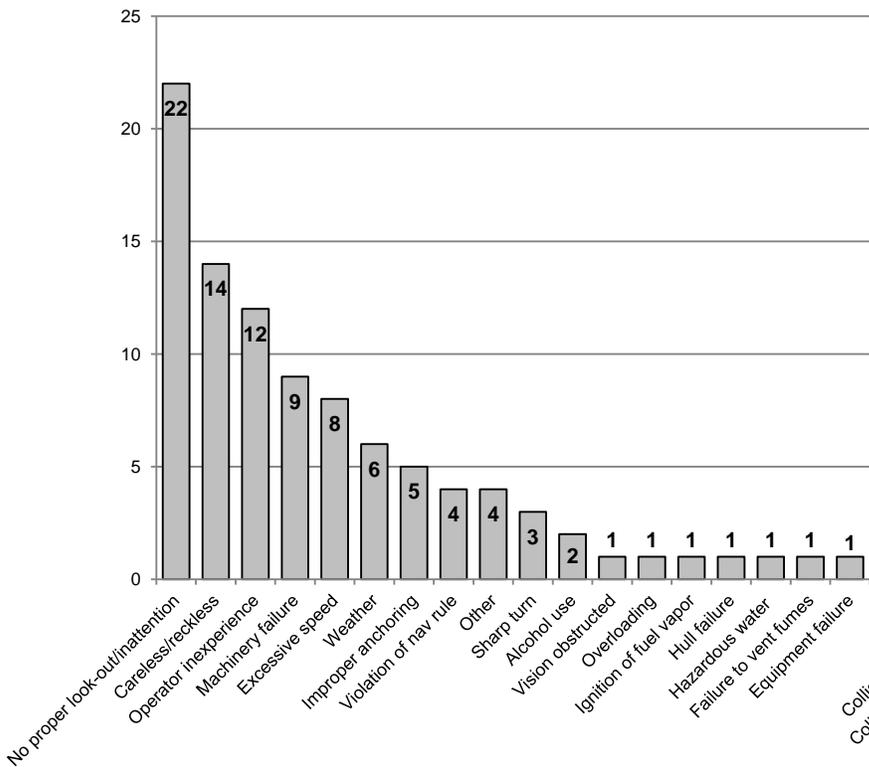
## TYPE OF VESSEL



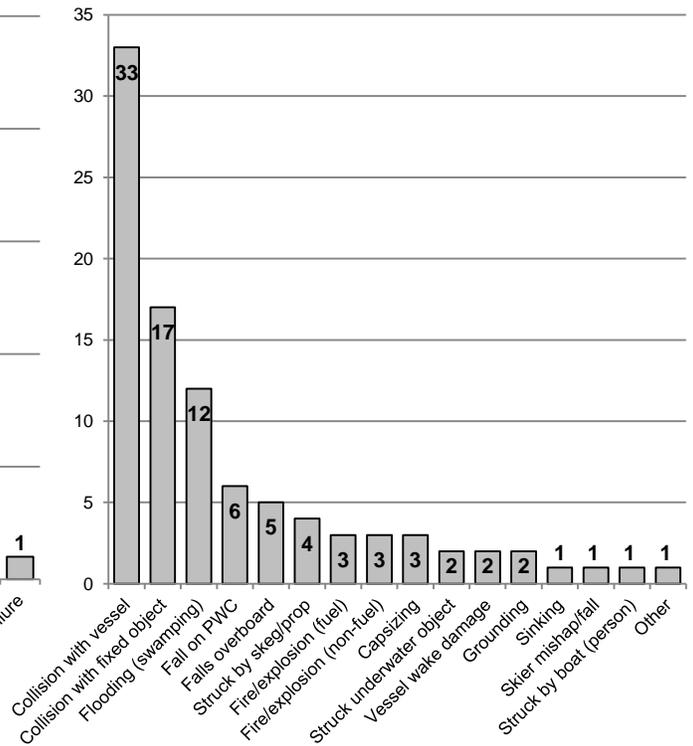
## VESSEL LENGTH (IN FEET)

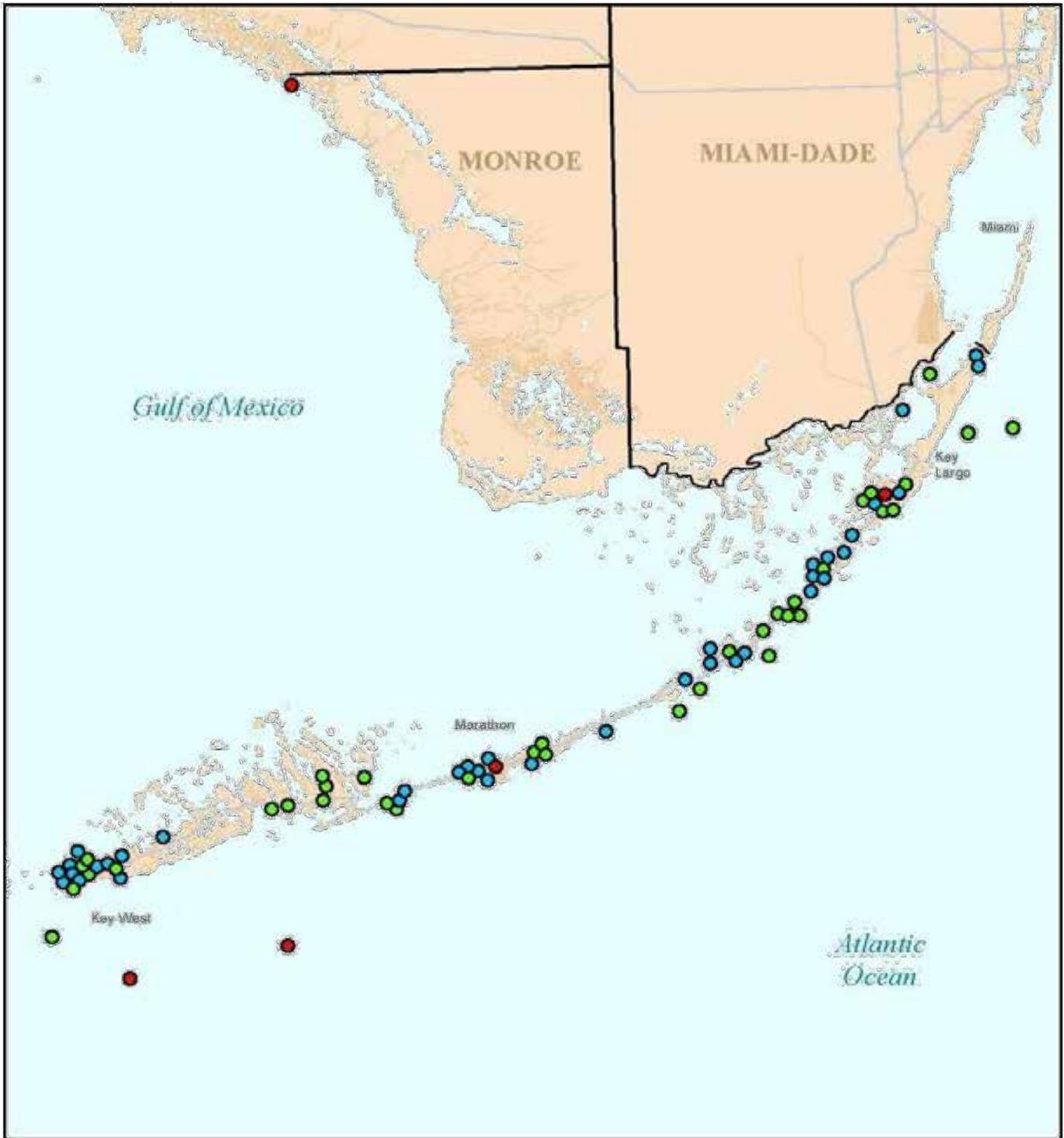


## PRIMARY CAUSE OF ACCIDENT



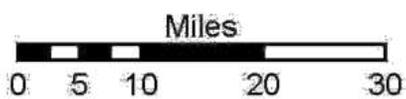
## PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Monroe County during 2015

- Legend**
- Fatal Accident (5)
  - Accident with Injury (37)
  - Accident without Injury (36)

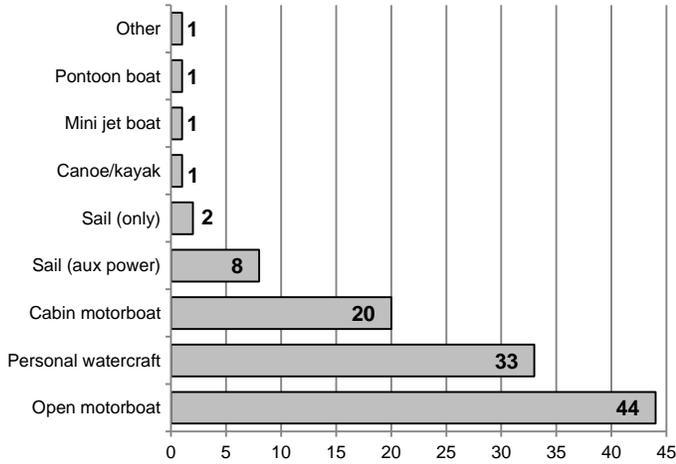


Map document  
created by  
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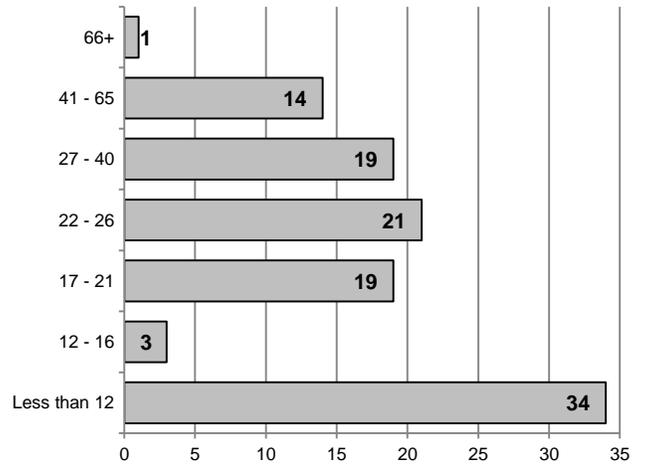


## 2. MONROE COUNTY

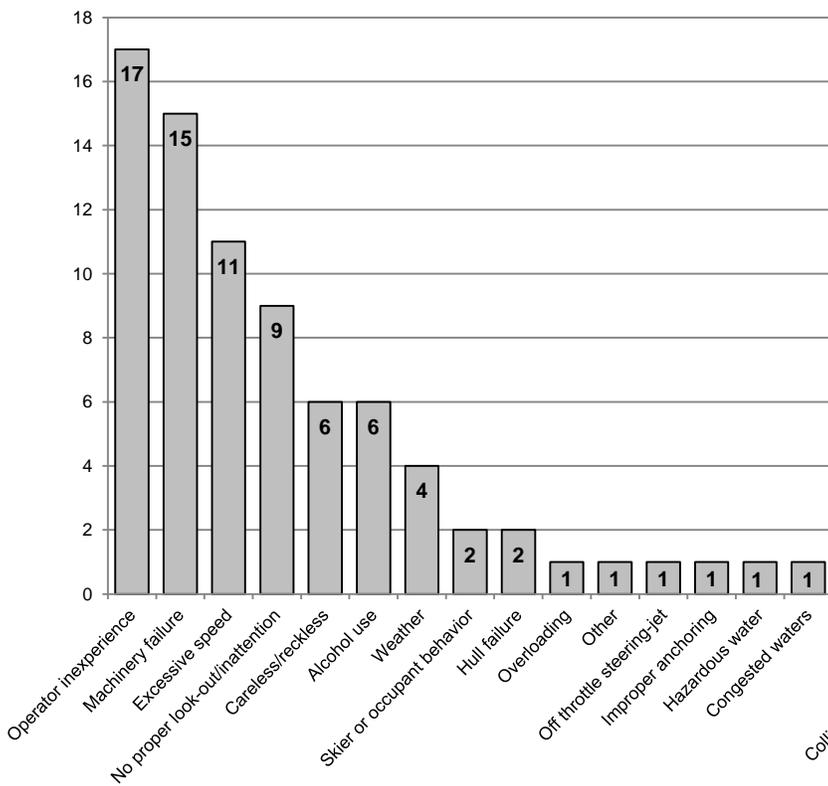
TYPE OF VESSEL



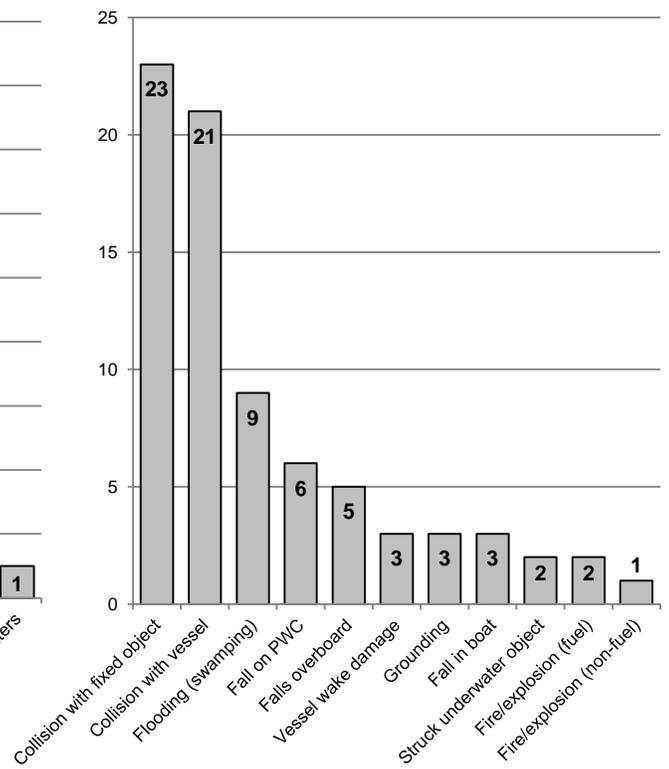
VESSEL LENGTH (IN FEET)

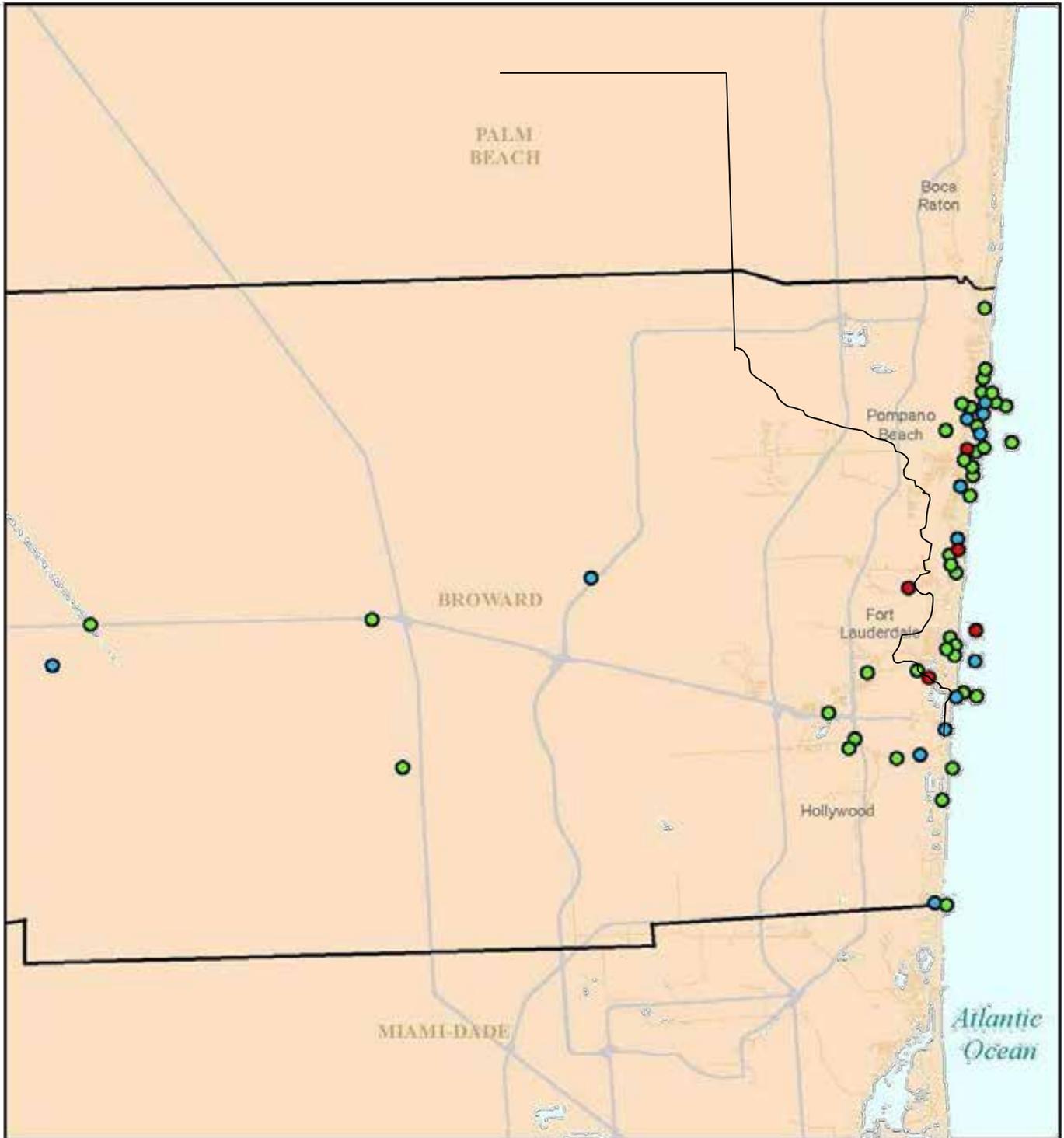


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Broward County during 2015

**Legend**

- Fatal Accident (5)
- Accident with Injury (13)
- Accident without Injury (39)

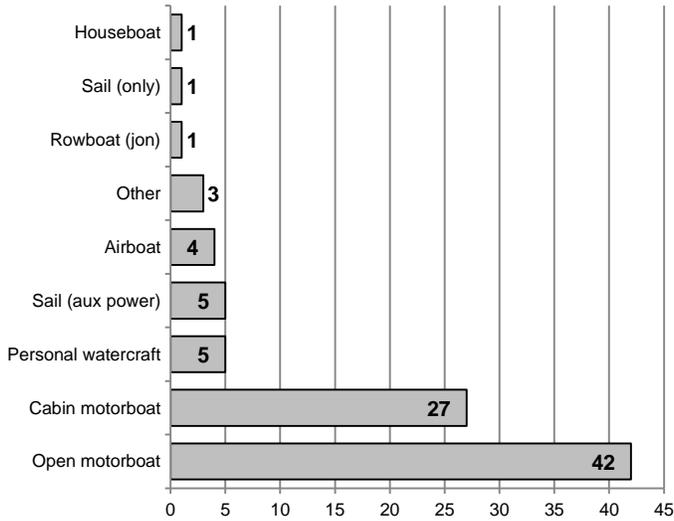


Map document  
created by  
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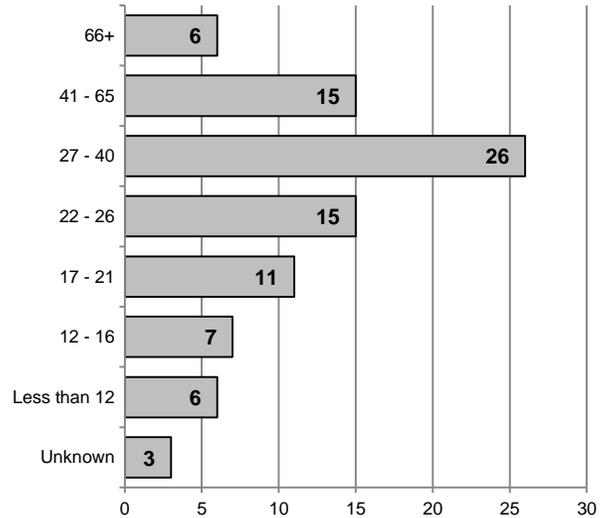


### 3. BROWARD COUNTY

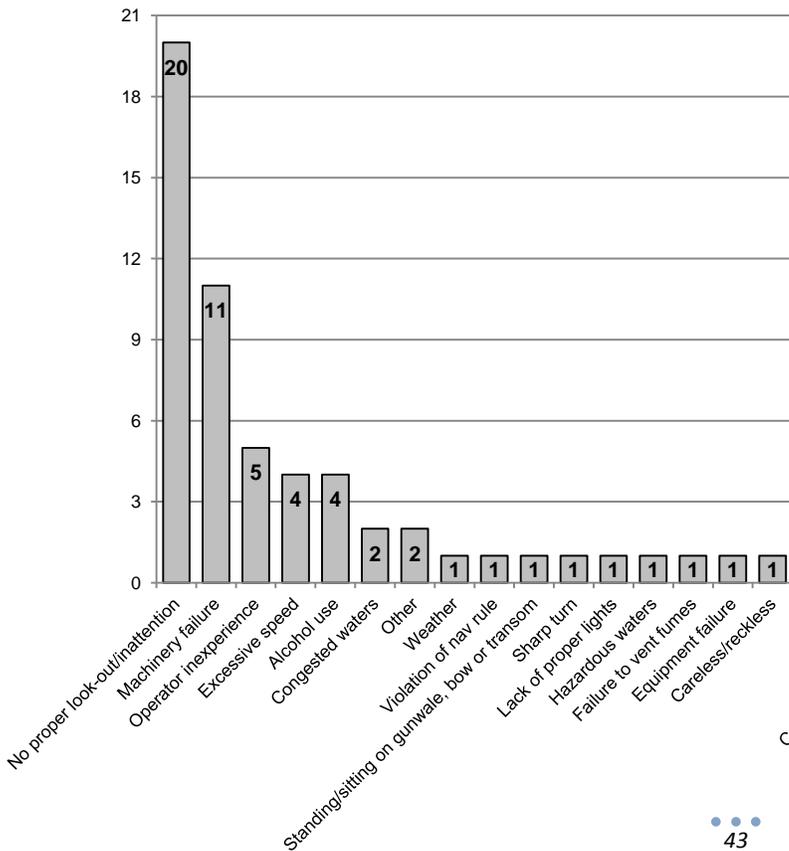
TYPE OF VESSEL



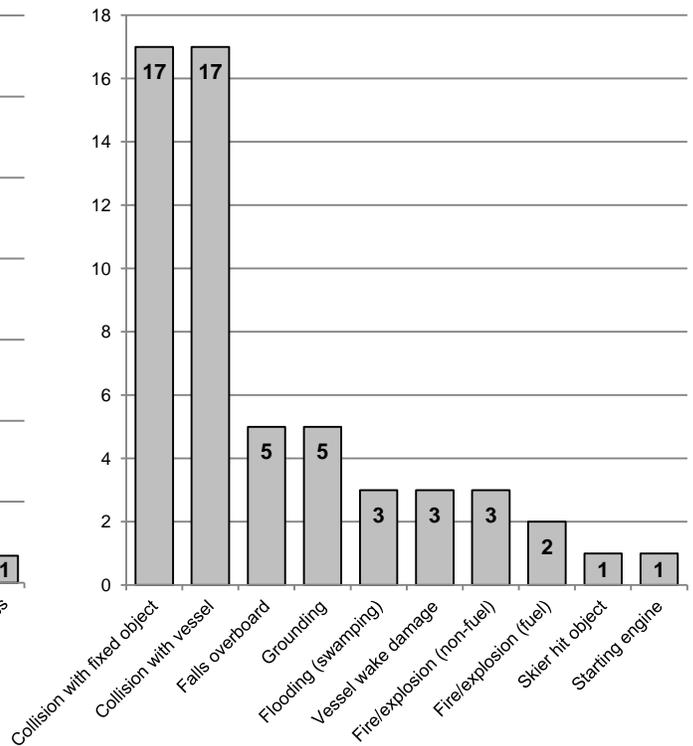
VESSEL LENGTH (IN FEET)

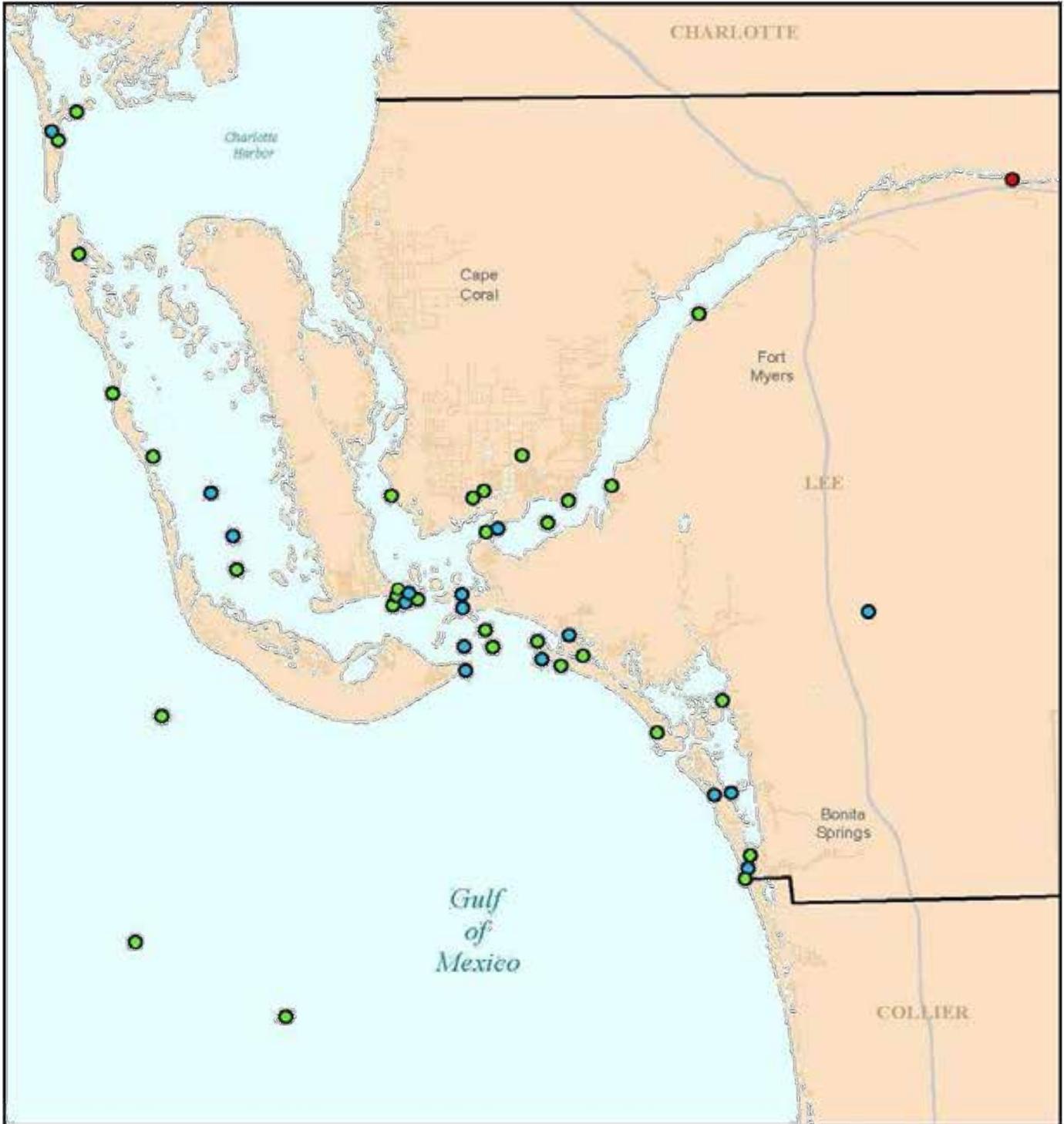


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

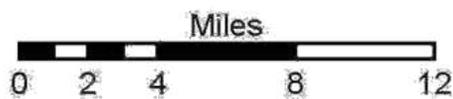




Known Locations of Accidents in Lee County during 2015

**Legend**

- Fatal Accident (1)
- Accident with Injury (16)
- Accident without Injury (31)

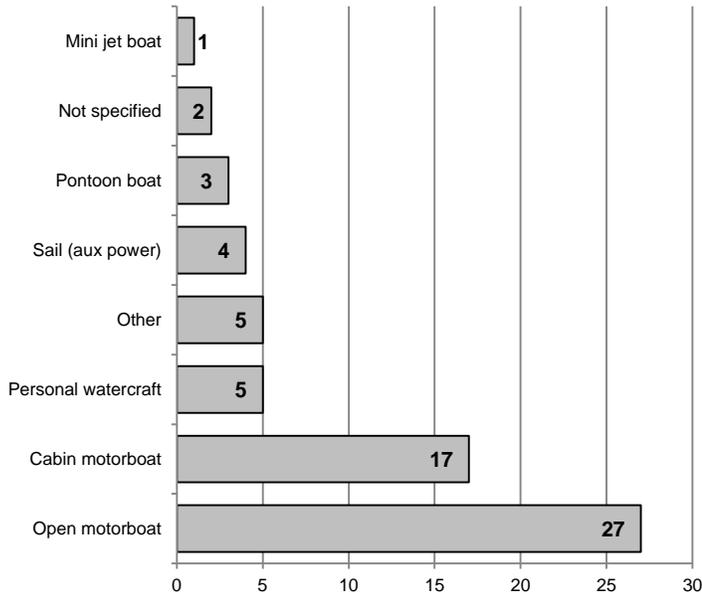


Map document  
created by  
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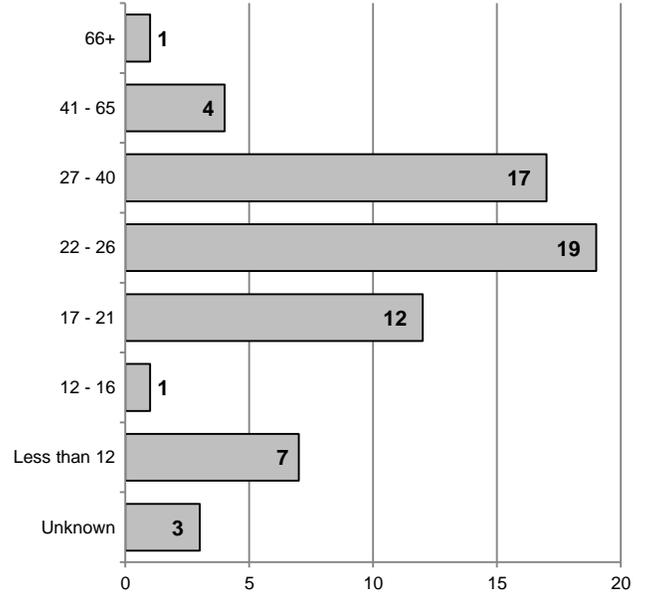


## 4. LEE COUNTY

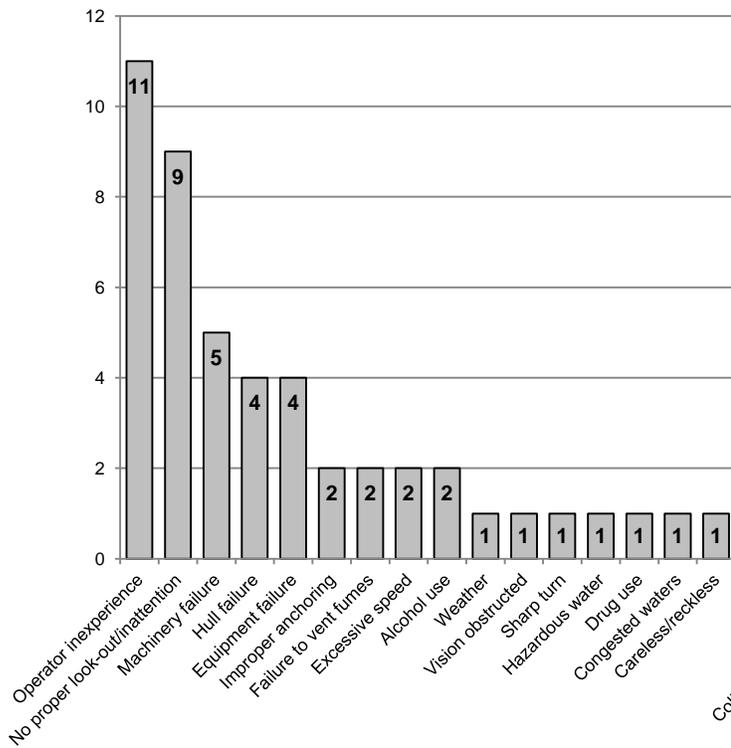
TYPE OF VESSEL



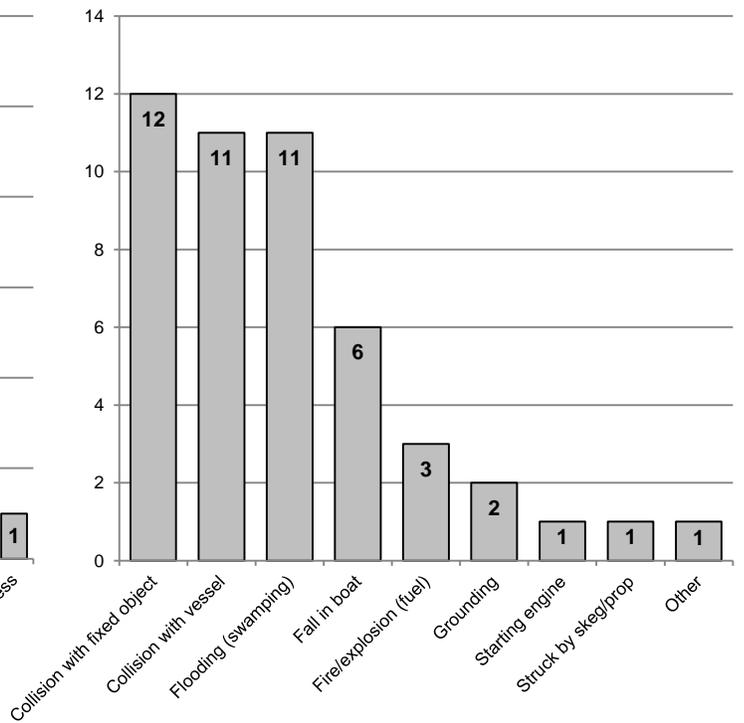
VESSEL LENGTH (IN FEET)

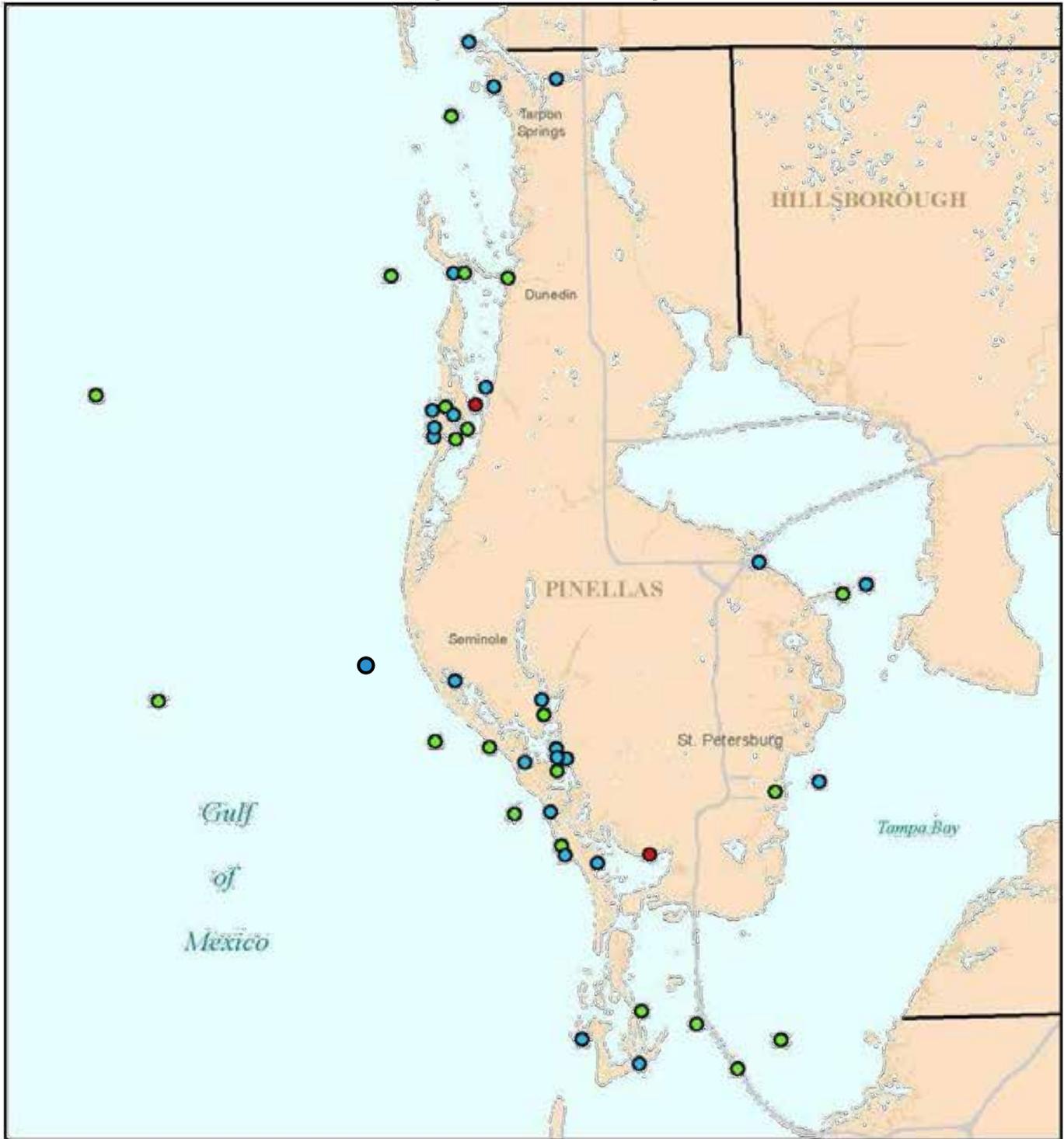


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

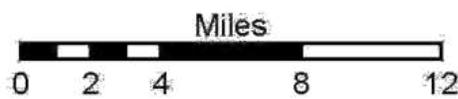




Known Locations of Accidents in Pinellas County during 2015

**Legend**

- Fatal Accident (2)
- Accident with Injury (23)
- Accident without Injury (21)

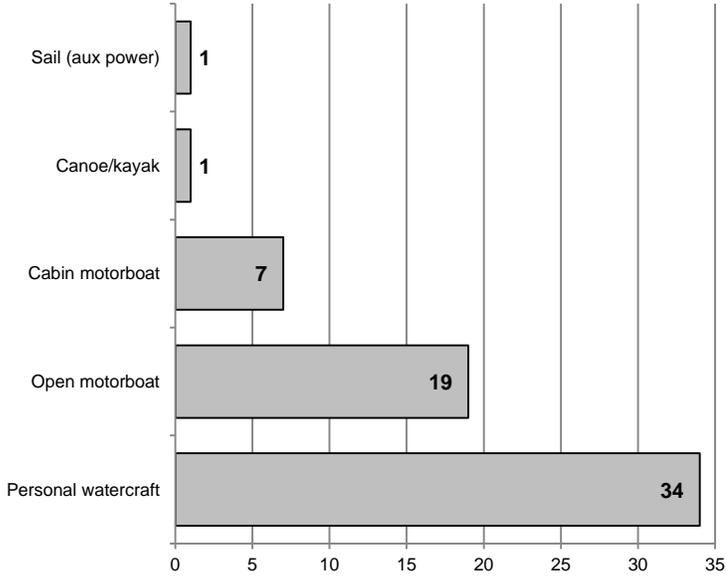


Map document  
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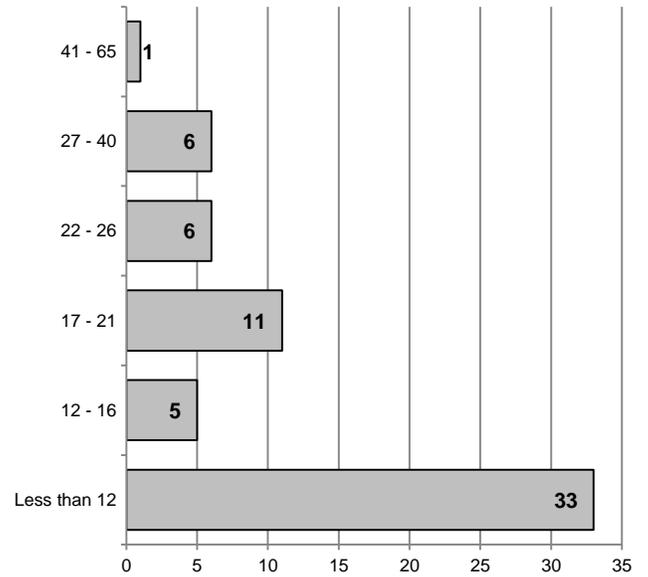


## 5. PINELLAS COUNTY

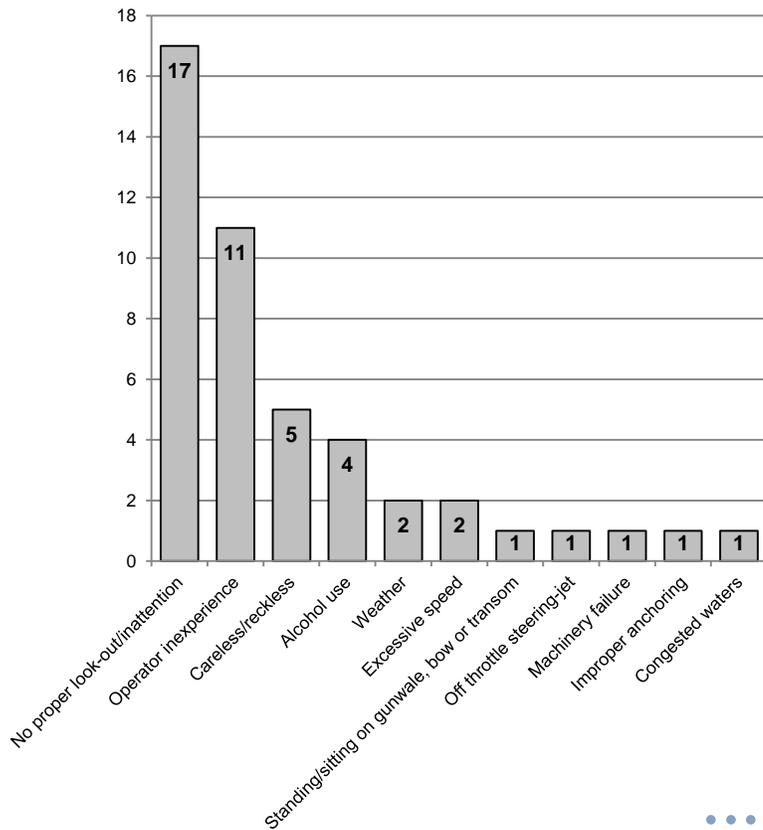
TYPE OF VESSEL



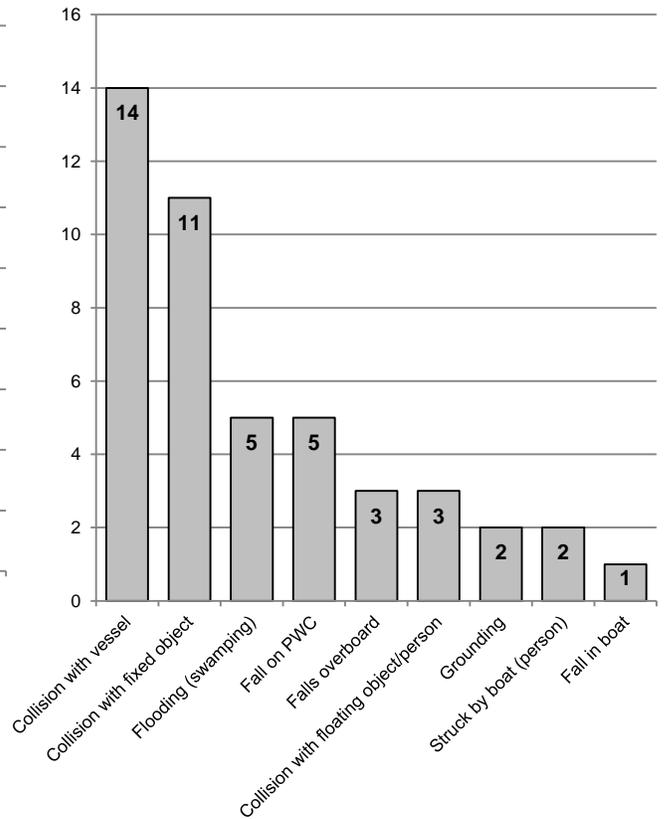
VESSEL LENGTH (IN FEET)

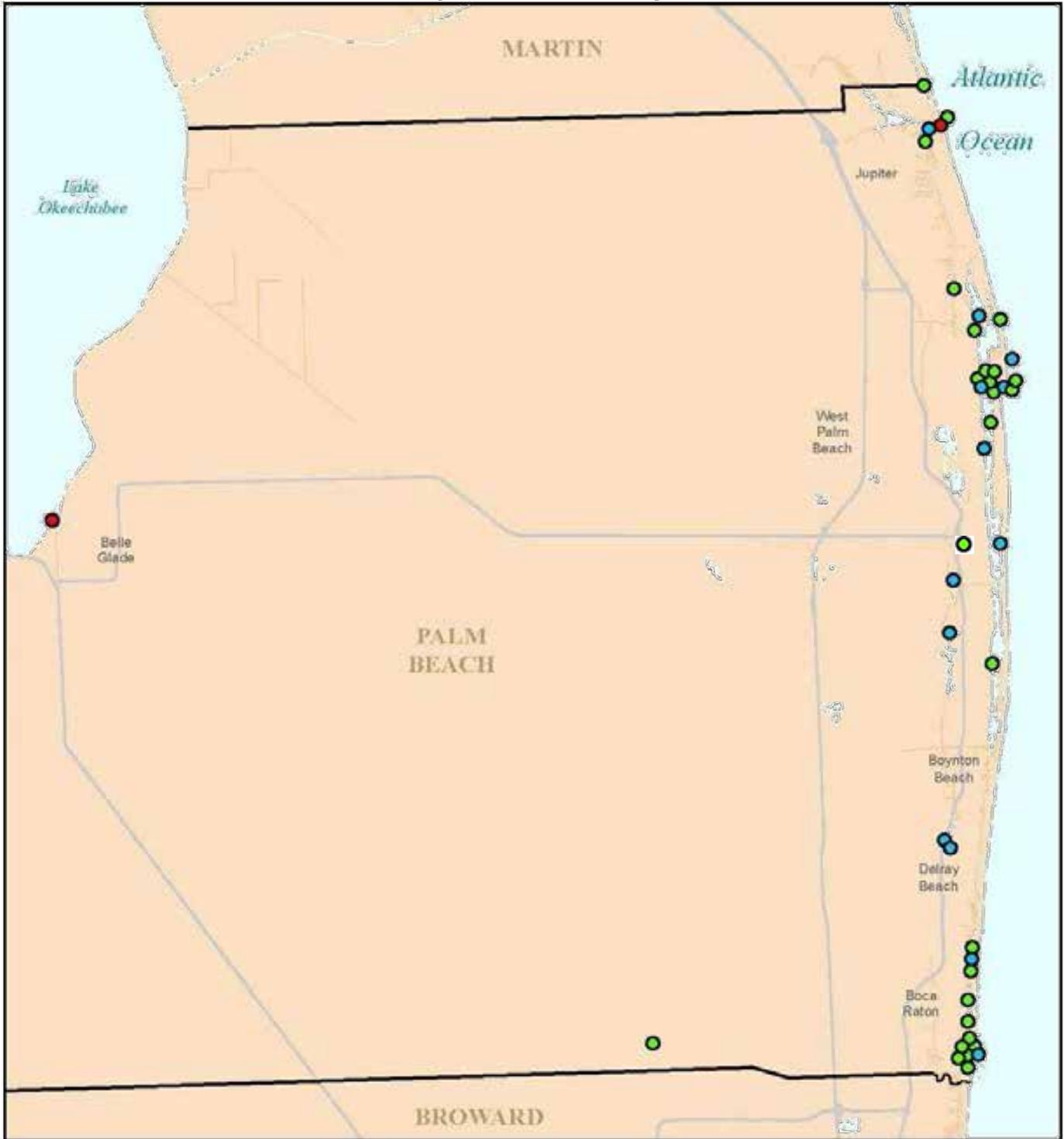


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

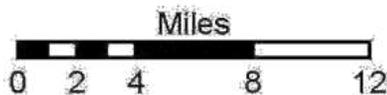




Known Locations of Accidents in Palm Beach County during 2015

**Legend**

- Fatal Accident (2)
- Accident with Injury (13)
- Accident without Injury (26)

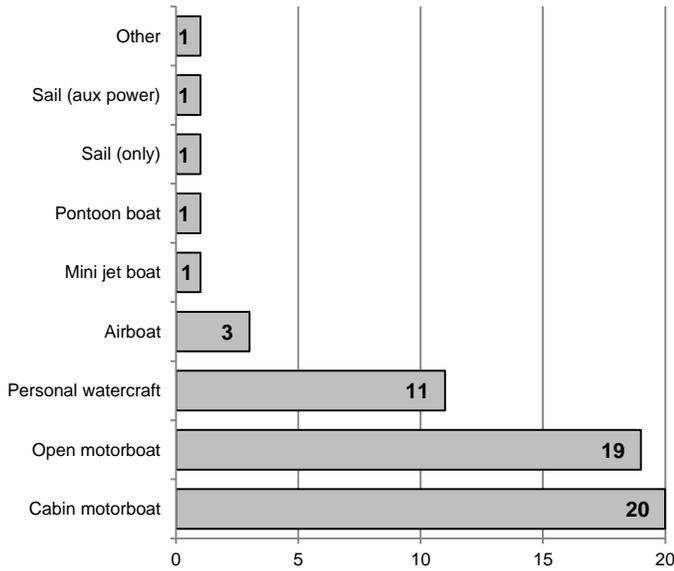


Map document  
created by  
FWC DLE GIS

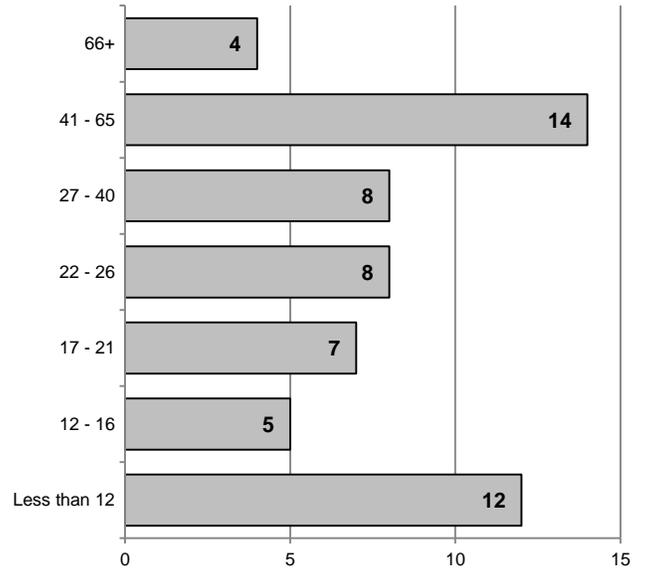


## 6. PALM BEACH COUNTY

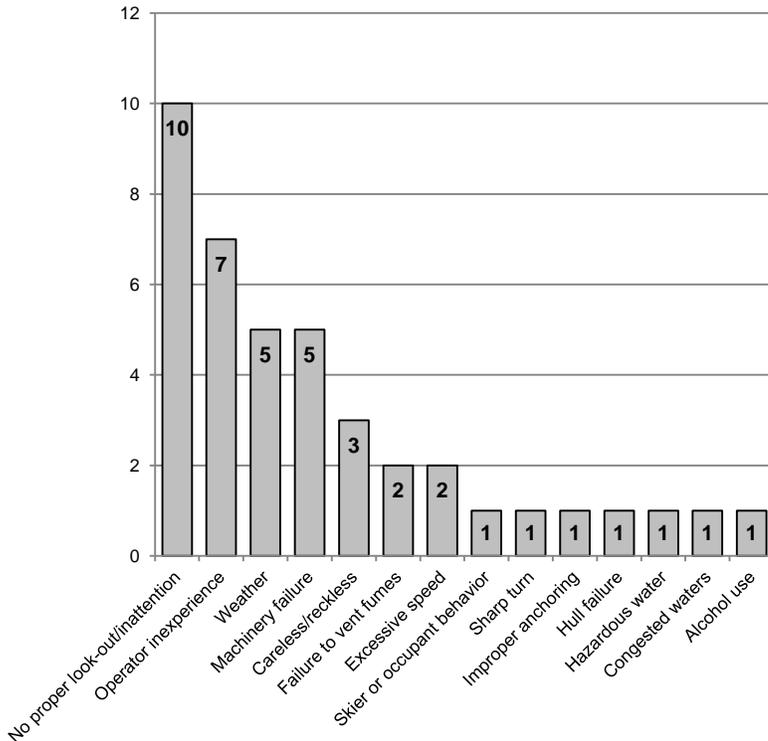
### TYPE OF VESSEL



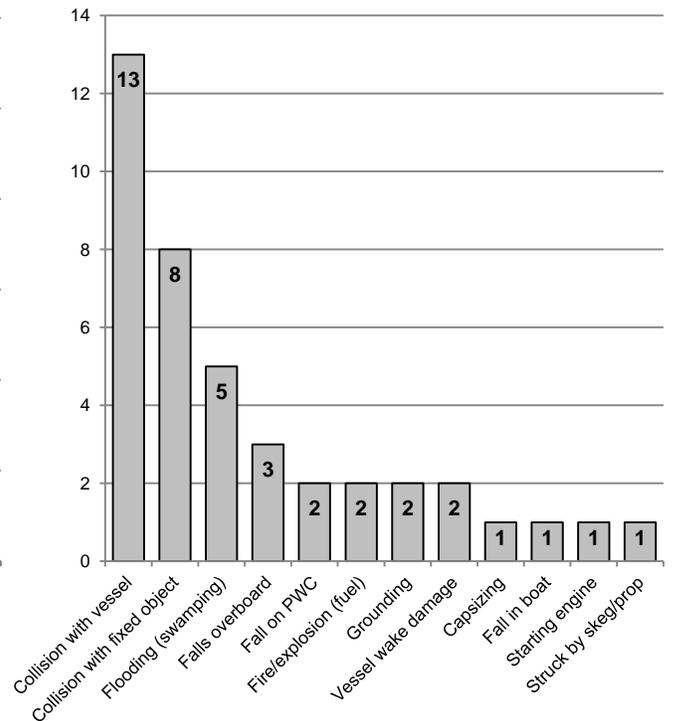
### VESSEL LENGTH (IN FEET)

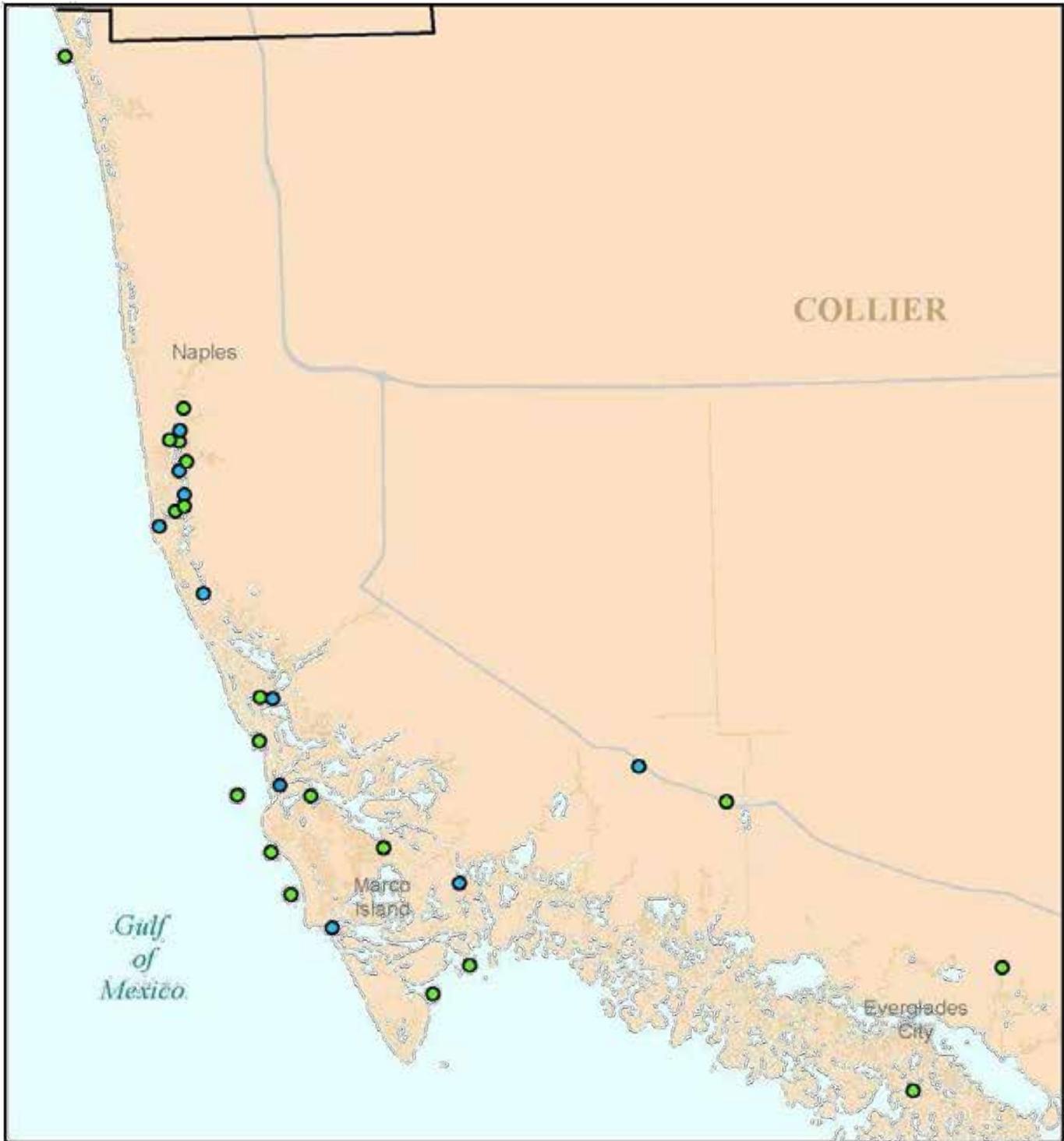


### PRIMARY CAUSE OF ACCIDENT



### PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Collier County during 2015

**Legend**

- Fatal Accident (0)
- Accident with Injury (10)
- Accident without Injury (19)

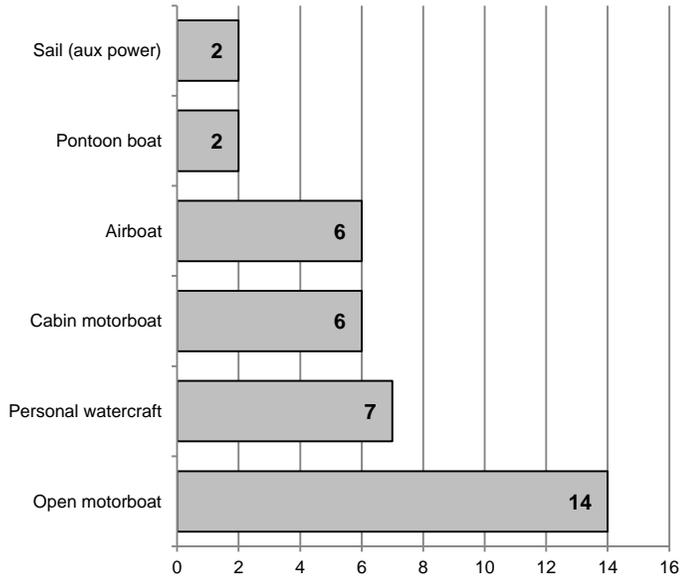


Map document  
created by  
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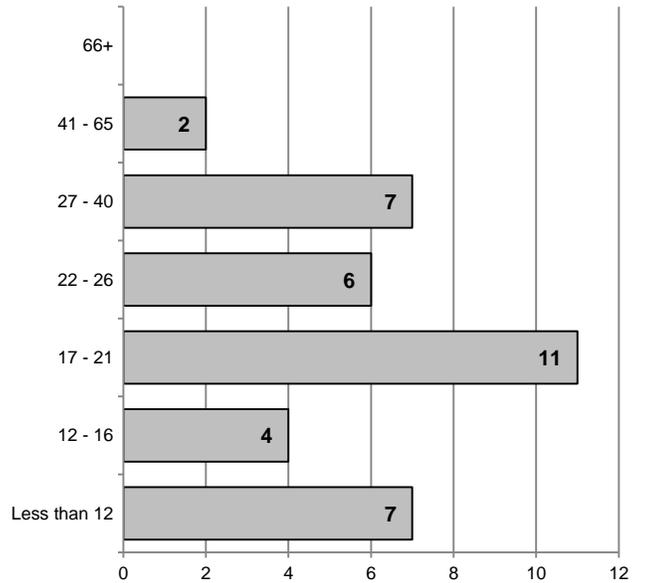


## 7. COLLIER COUNTY

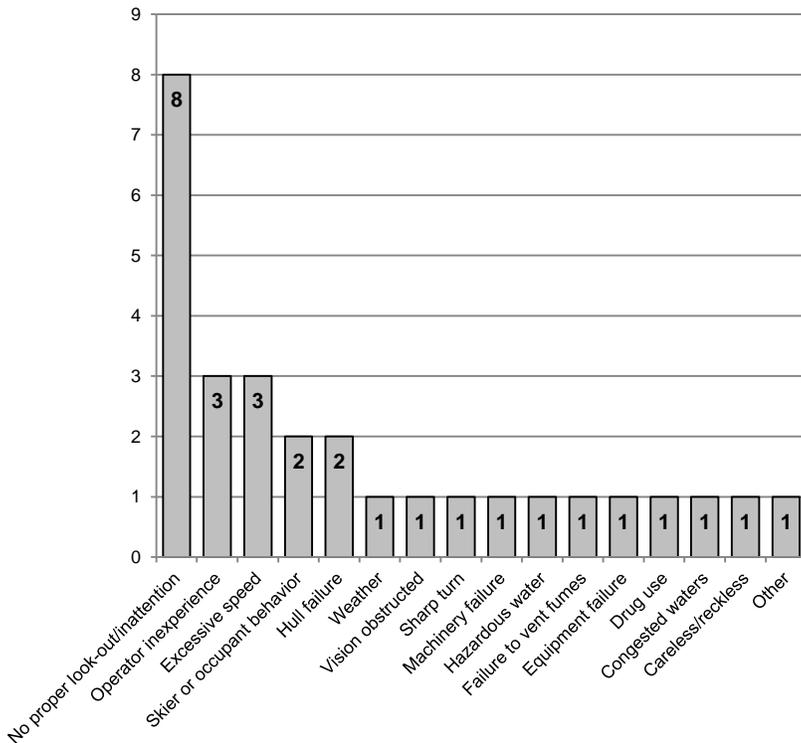
TYPE OF VESSEL



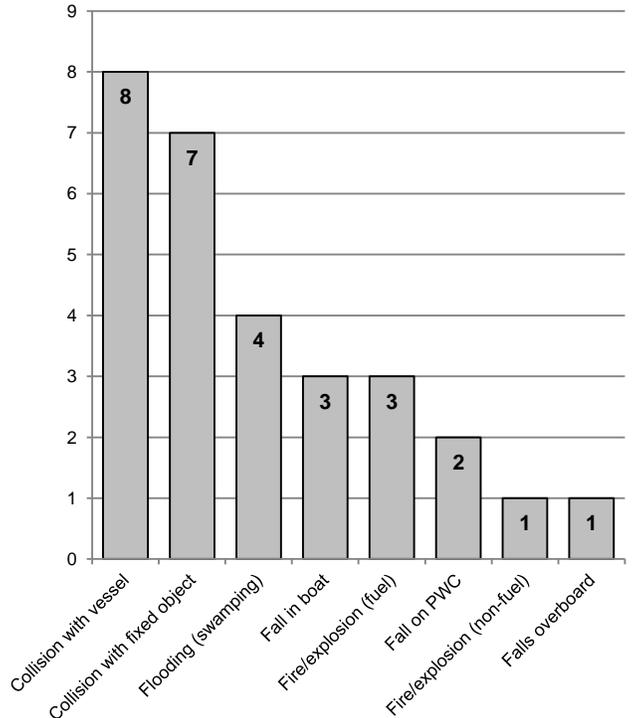
VESSEL LENGTH (IN FEET)

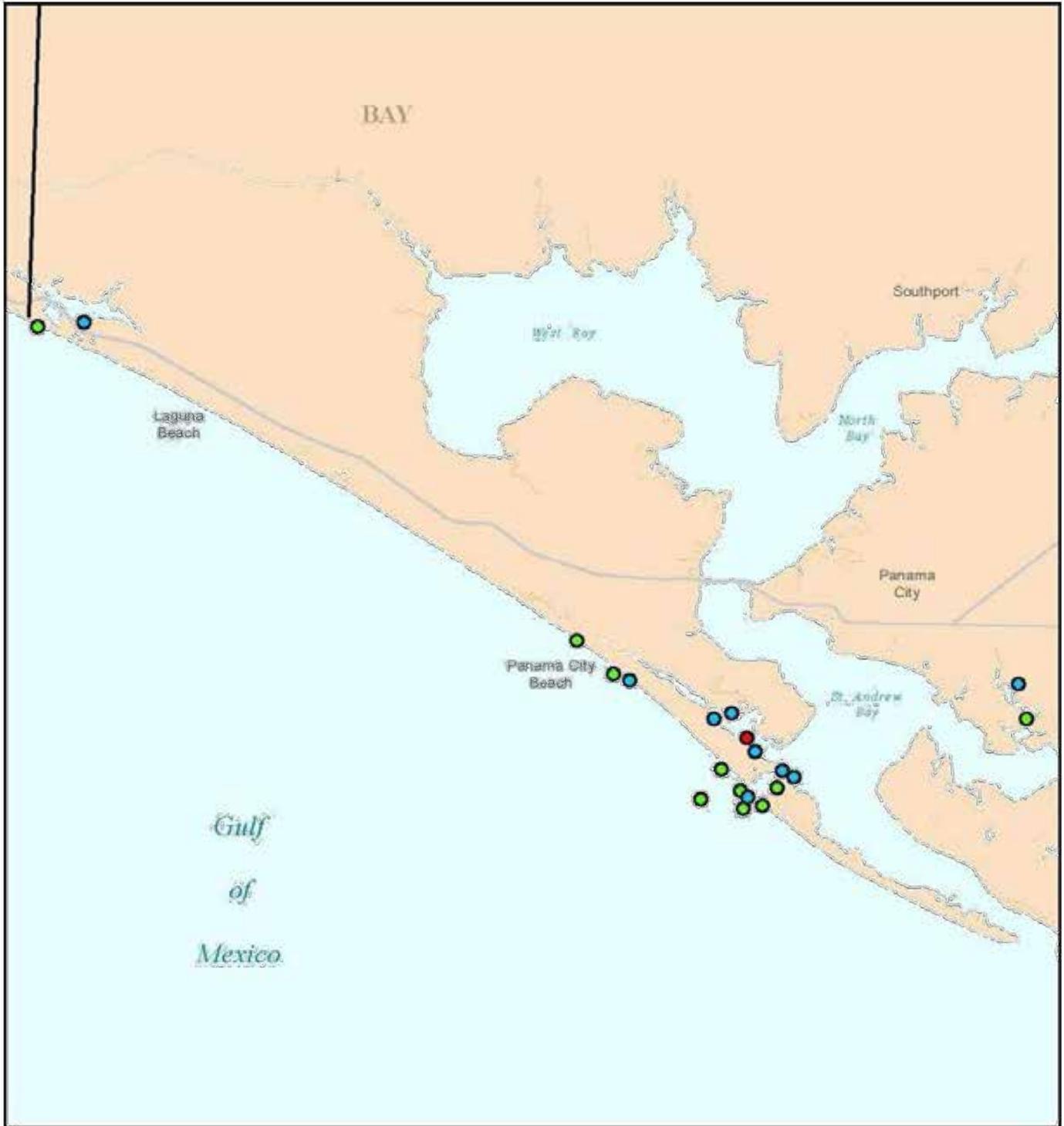


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

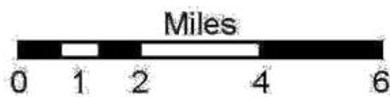




Known Locations of Accidents in Bay County during 2015

**Legend**

- Fatal Accident (1)
- Accident with Injury (9)
- Accident without Injury (10)

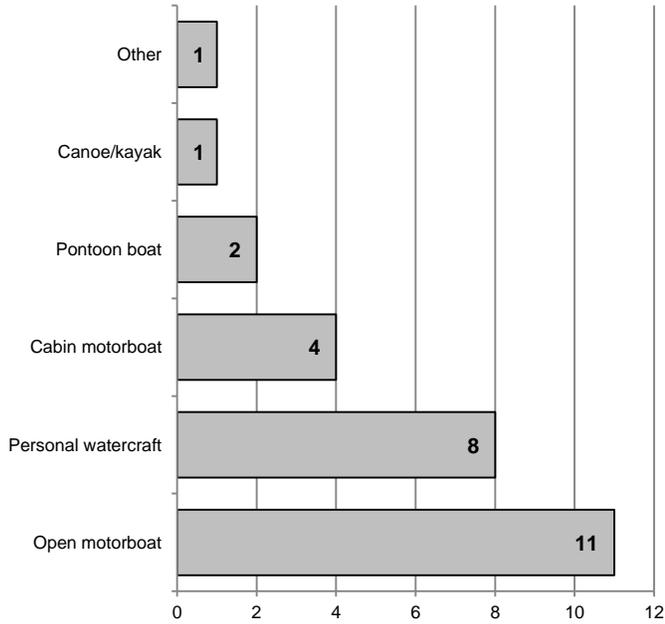


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created by  
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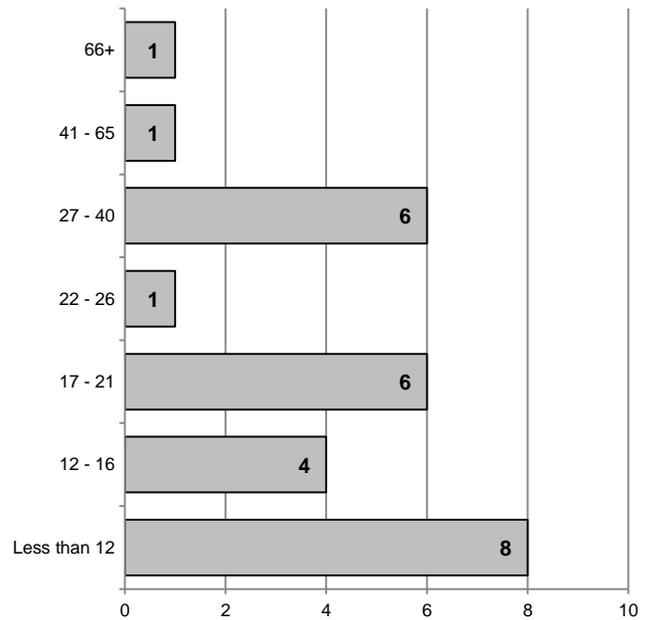


## 8. BAY COUNTY

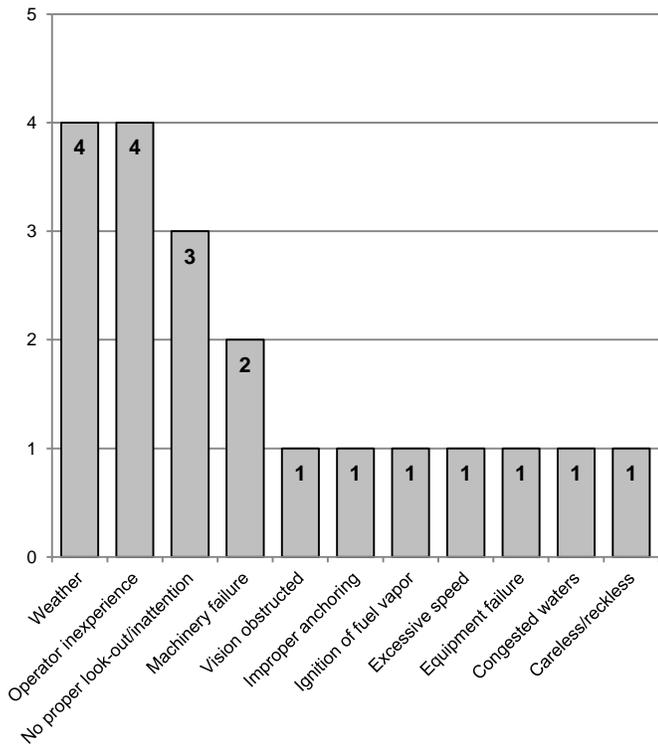
TYPE OF VESSEL



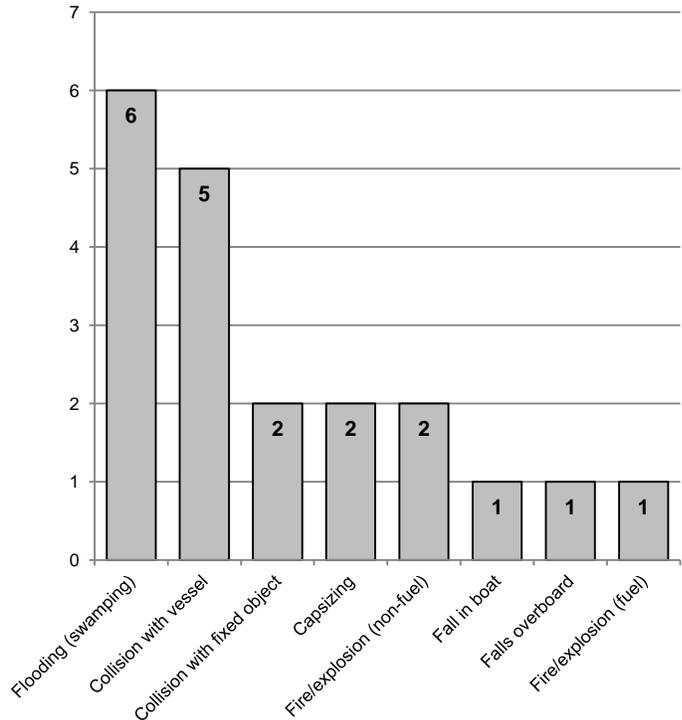
VESSEL LENGTH (IN FEET)

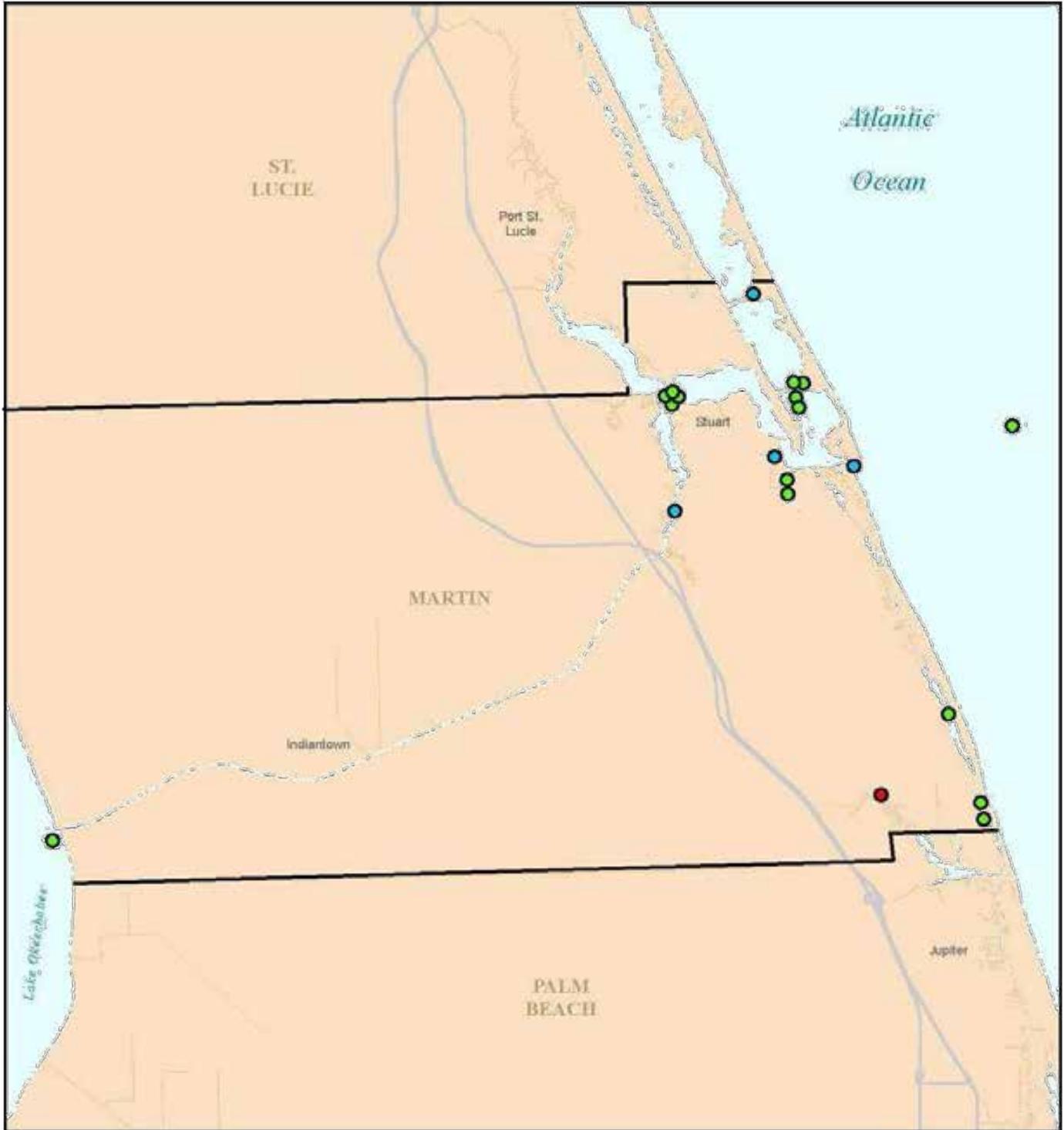


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Martin County during 2015

**Legend**

- Fatal Accident (1)
- Accident with Injury (4)
- Accident without Injury (15)

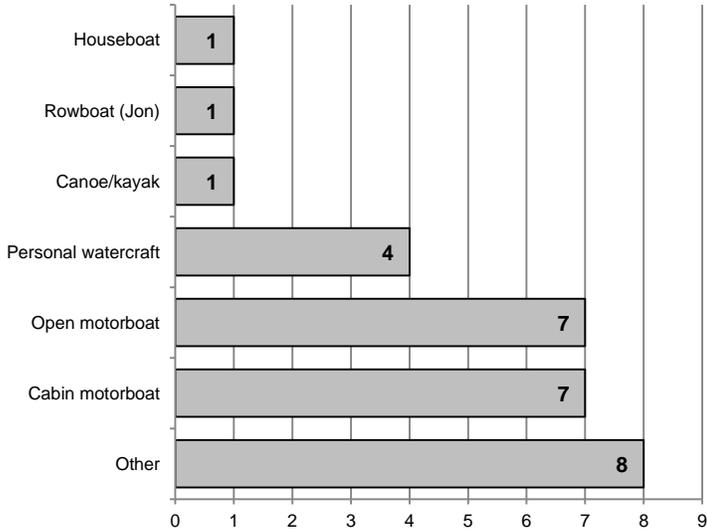


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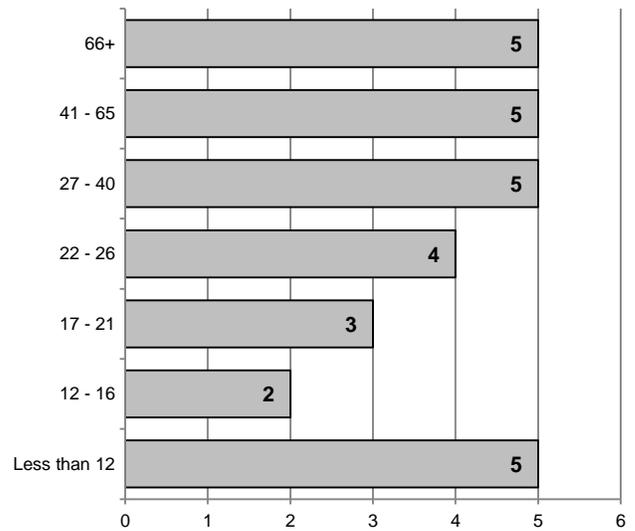


## 9. MARTIN COUNTY

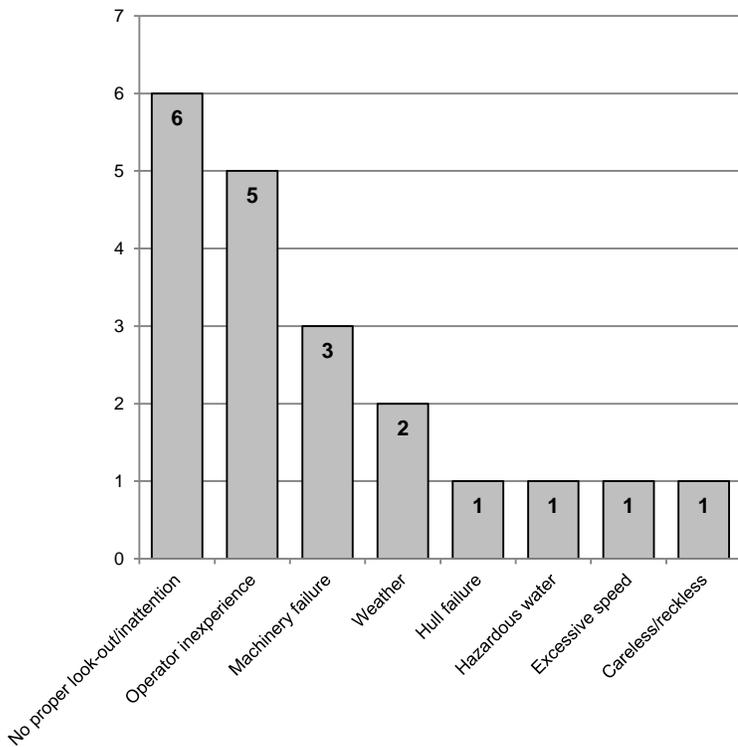
TYPE OF VESSEL



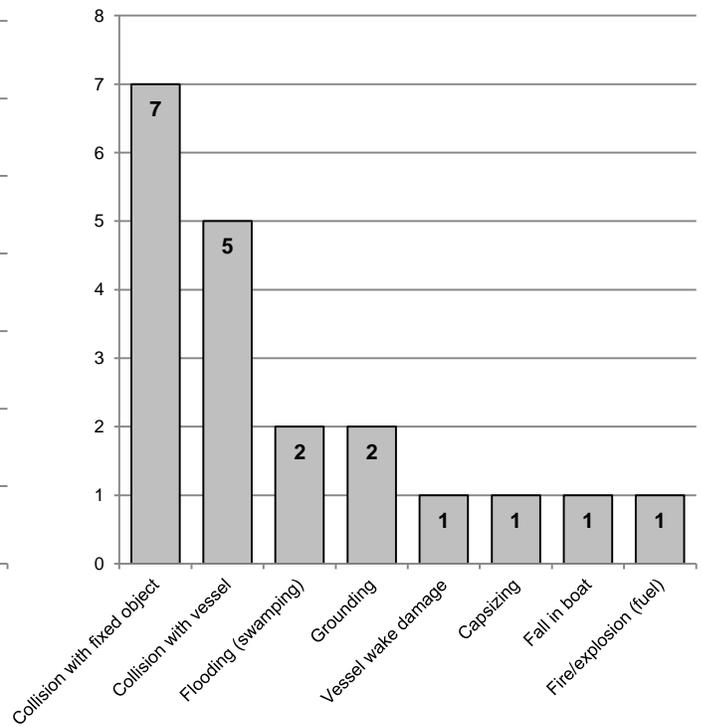
VESSEL LENGTH (IN FEET)

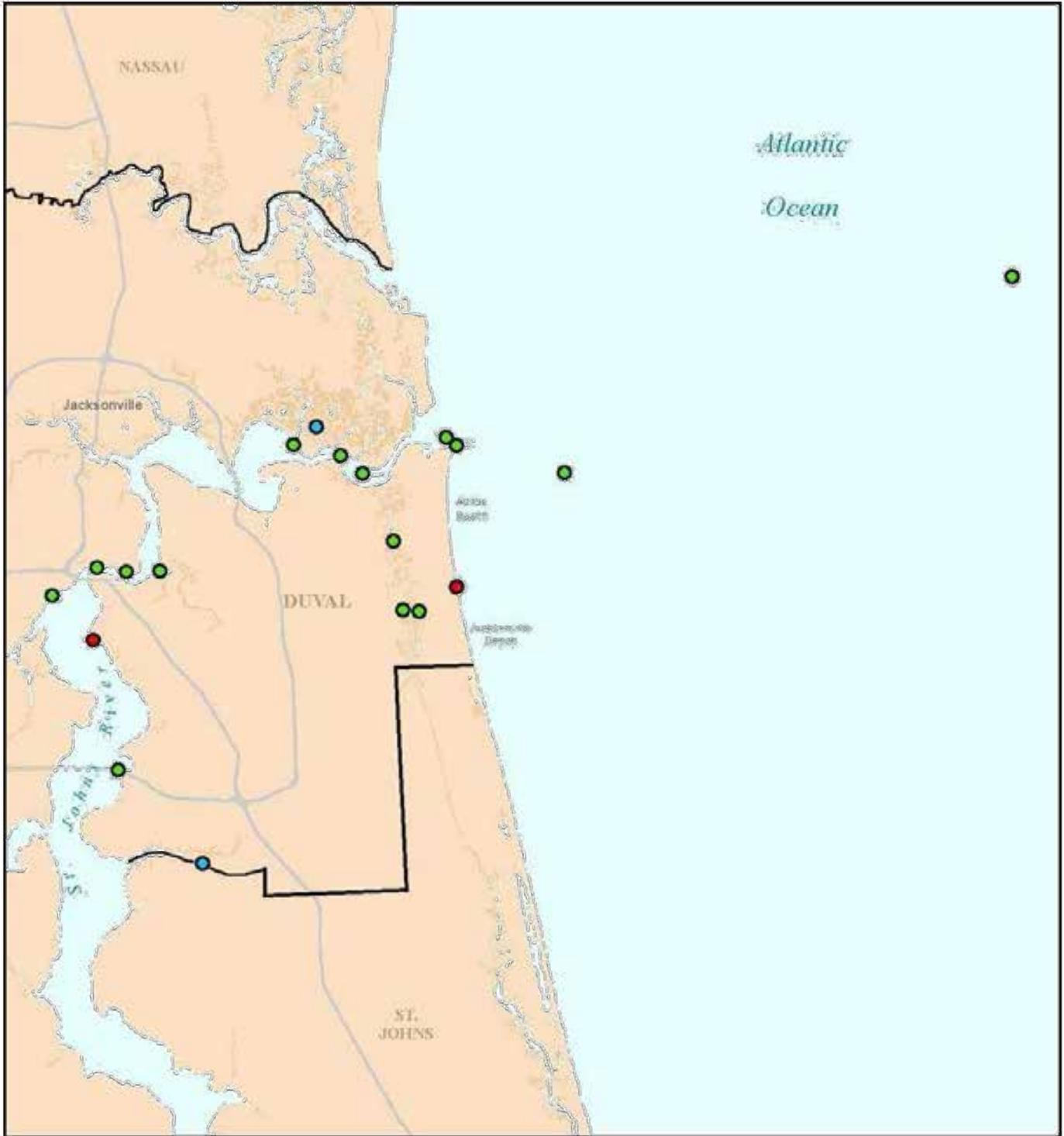


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

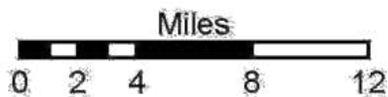




Known Locations of Accidents in Duval County during 2015

**Legend**

- Fatal Accident (2)
- Accident with Injury (2)
- Accident without Injury (15)

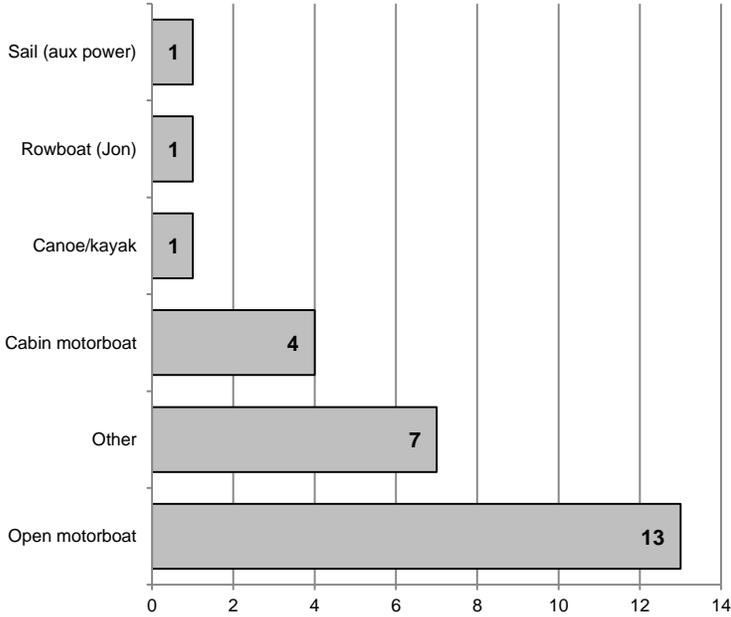


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created by  
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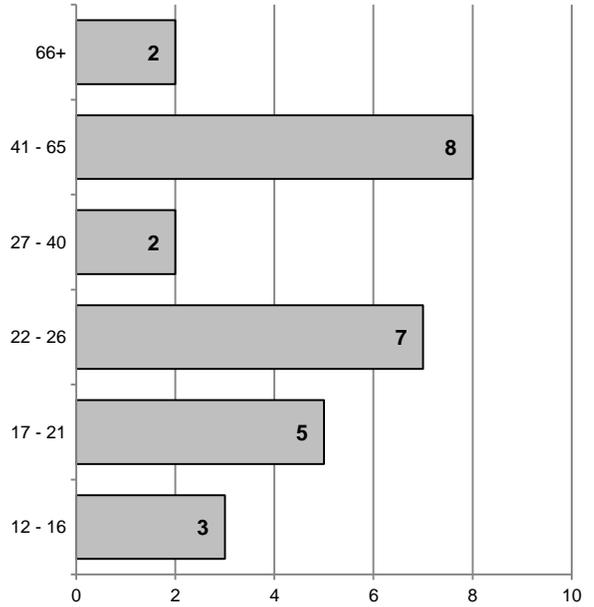


## 10. DUVAL COUNTY

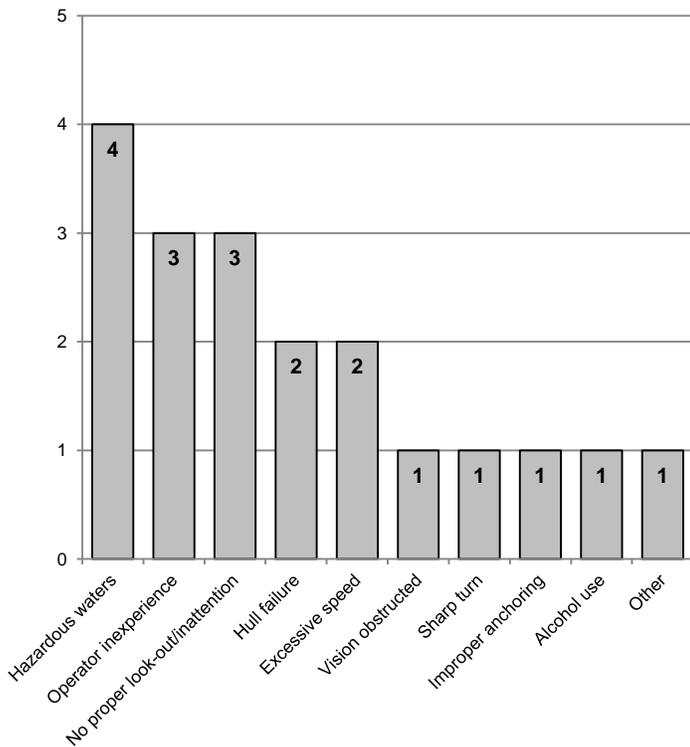
TYPE OF VESSEL



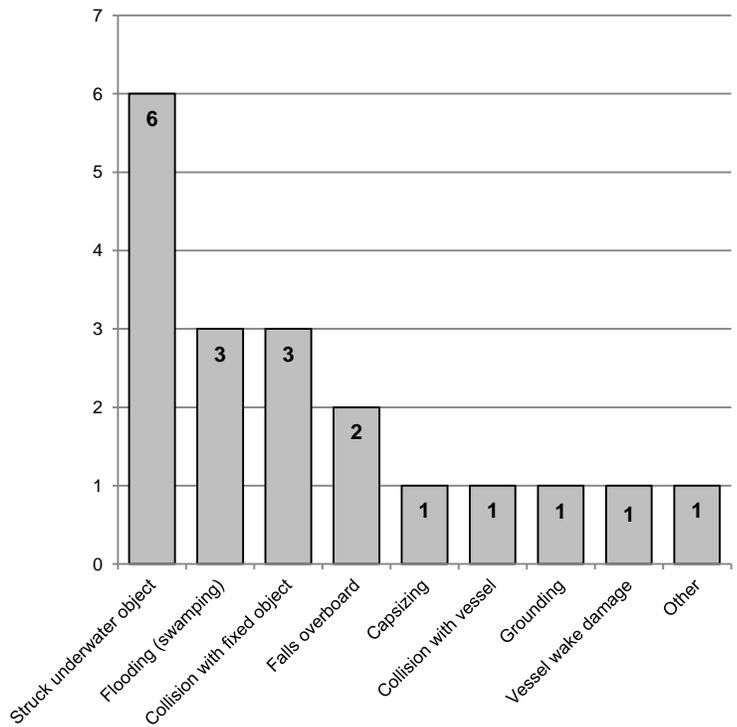
VESSEL LENGTH (IN FEET)



PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

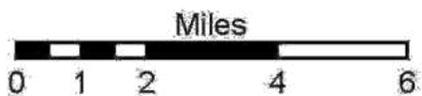




Known Locations of Accidents in Sarasota County during 2015

**Legend**

- Fatal Accident (0)
- Accident with Injury (8)
- Accident without Injury (11)

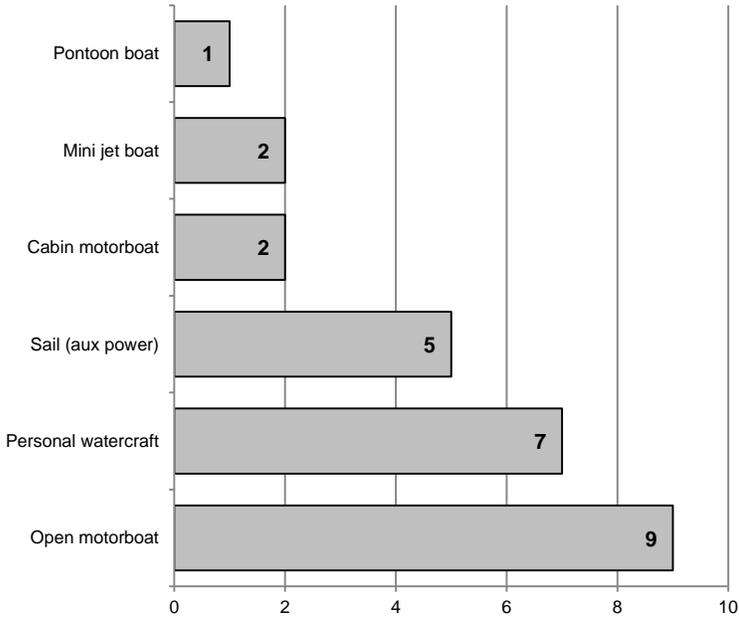


Map document  
created by  
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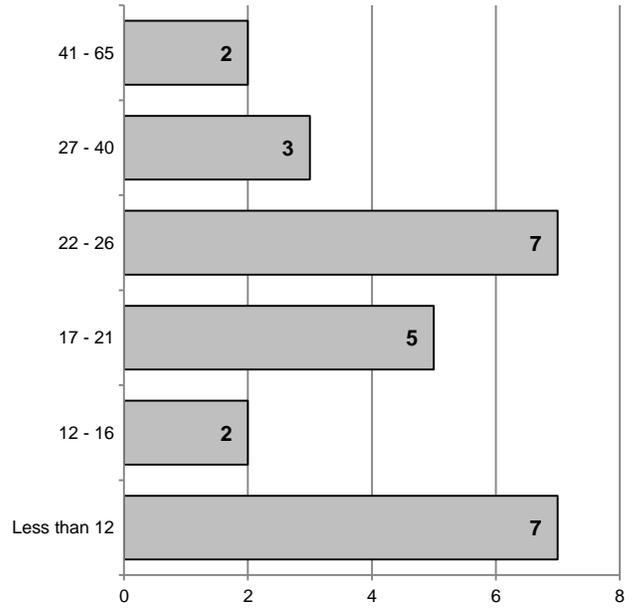


## 11. SARASOTA COUNTY

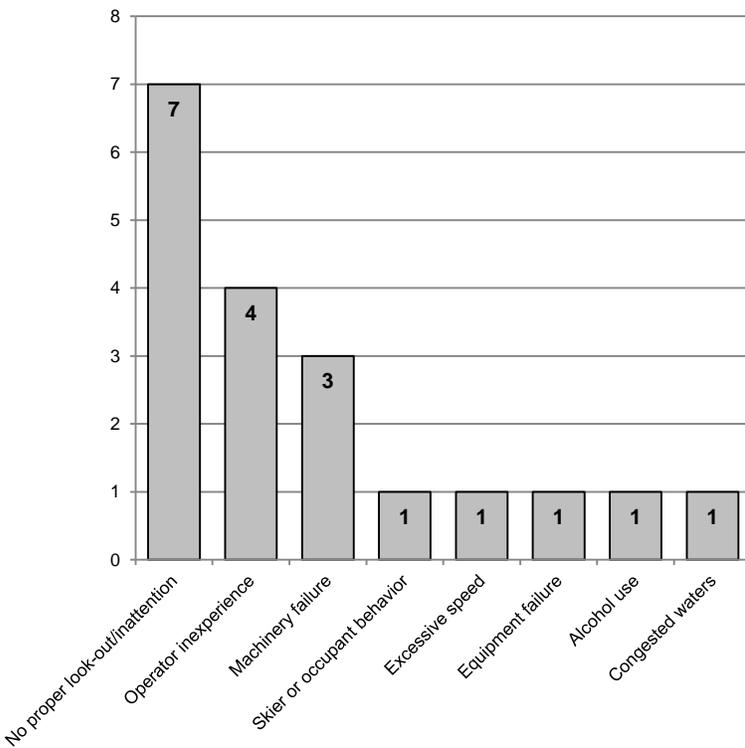
TYPE OF VESSEL



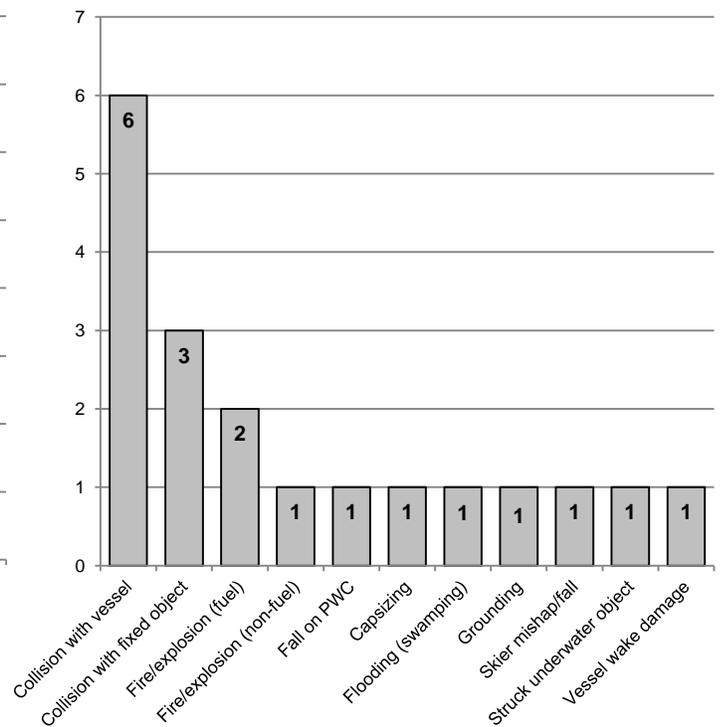
VESSEL LENGTH (IN FEET)



PRIMARY CAUSE OF ACCIDENT

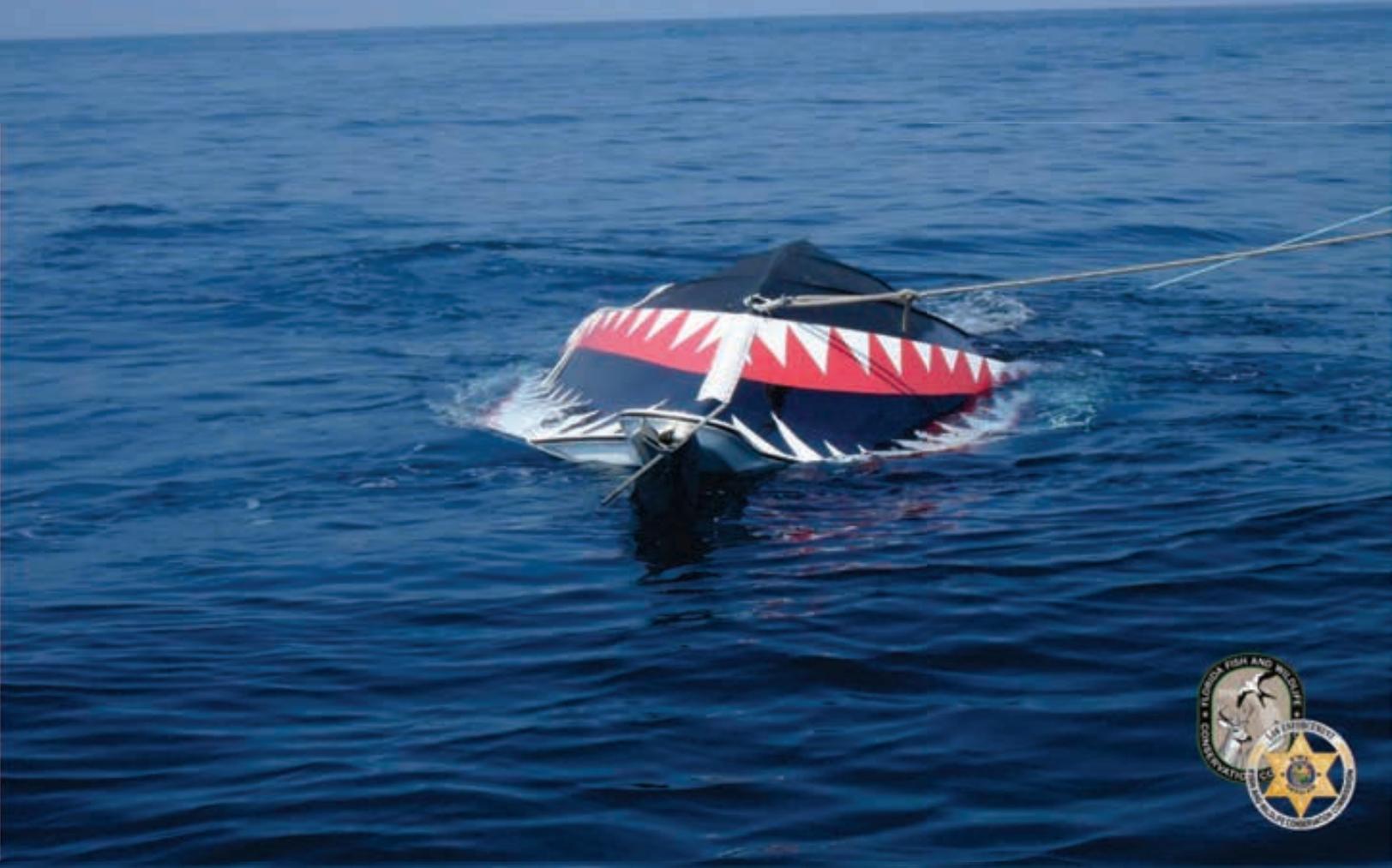
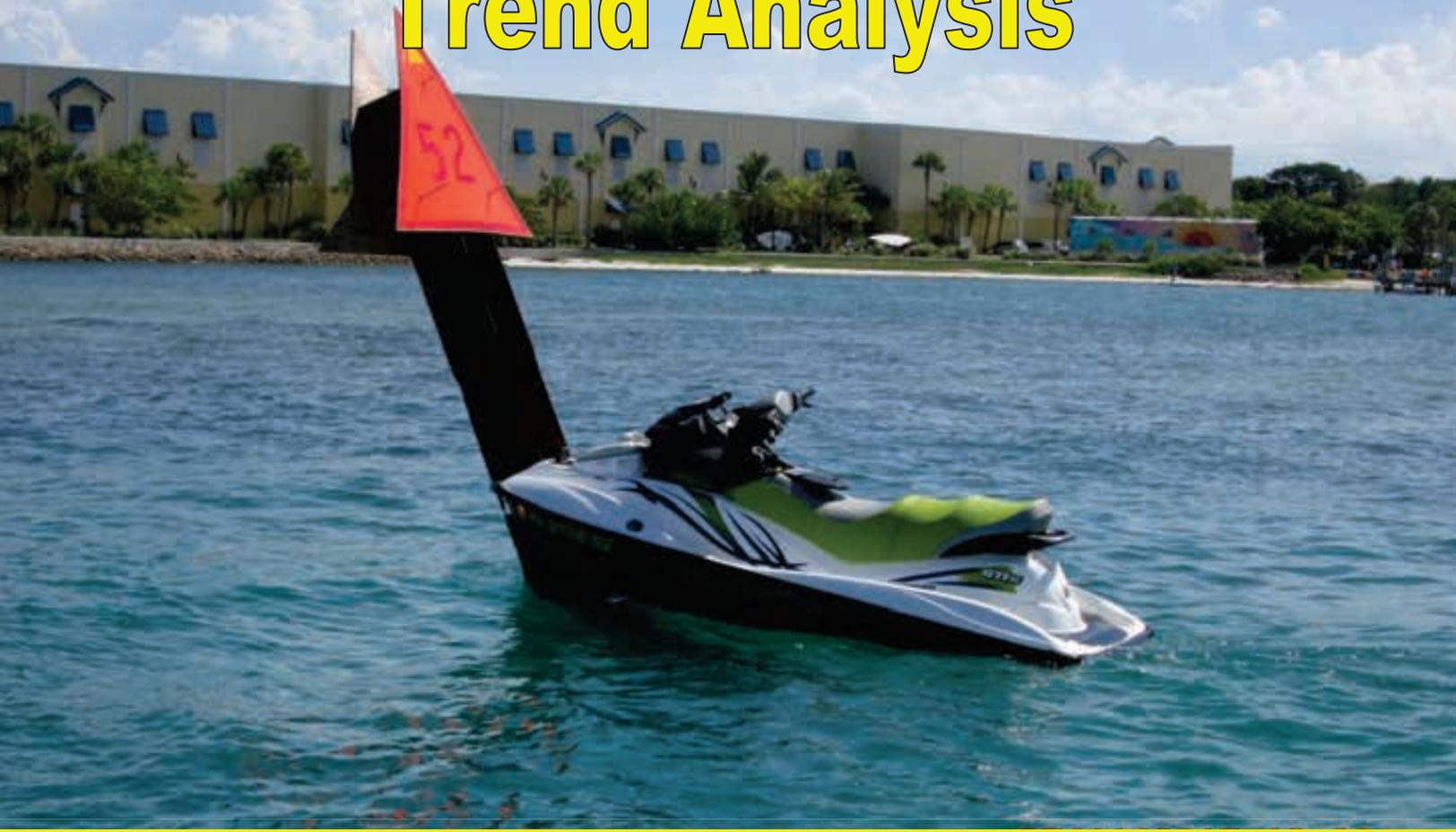


PRIMARY TYPE OF ACCIDENT





# Trend Analysis



## Trend Analysis photo detail

Cover Photos: (Courtesy of FWC)

### **Top Picture:**

A PWC was operating in the ICW near Jupiter Island in Martin County. The 22-year-old male operator was traveling in excess of the regulated 25 mph speed zone. The PWC ramped over the wake of another vessel and the operator lost control. The PWC collided with channel marker #52 and the operator was thrown overboard, unharmed. The PWC received significant structural damage from the impact with the marker.

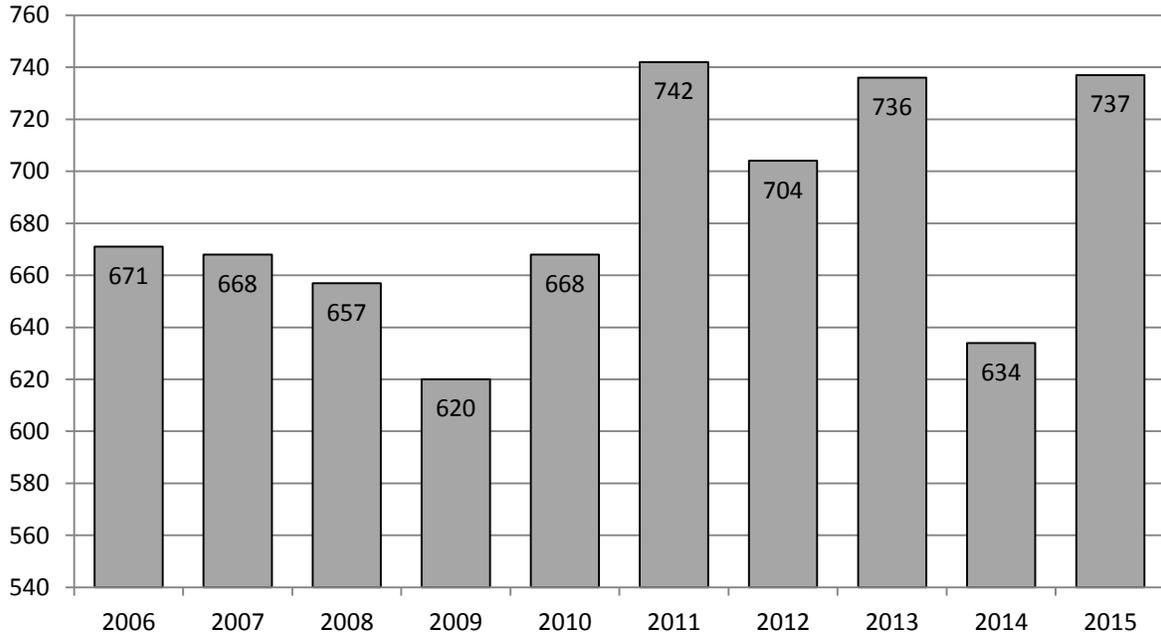
### **Bottom Picture:**

On March 18, 2015, a 23 foot Wellcraft was operating six miles offshore of St. Lucie Inlet. The operator and three passengers were trolling with the vessel traveling at approximately eight miles per hour. The operator noticed the boat was sitting low in the water. He and his passengers quickly put life jackets on. The stern of the vessel had dipped below the water and the vessel flooded then capsized. The vessel was floating with just the bow of the boat sticking out of the water. All occupants were picked up by another vessel, uninjured.

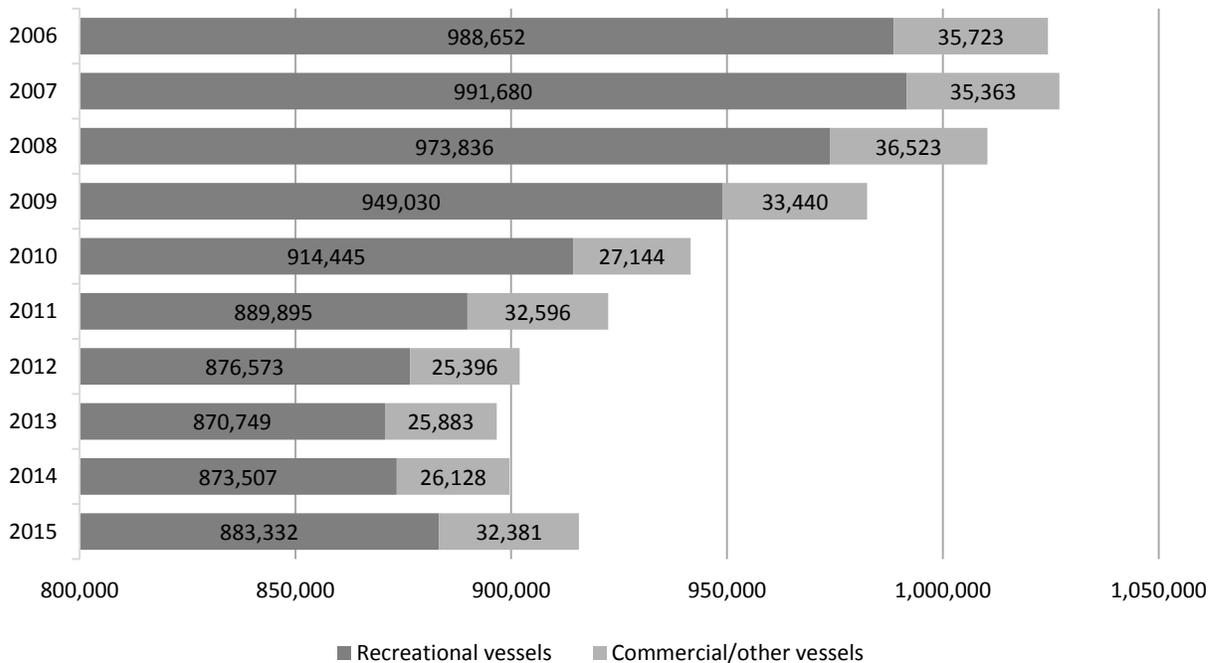
An investigation of the vessel revealed a slow leak from a through-hull fitting and the bilge pumps were not operational.

## 2015 TREND ANALYSIS

### REPORTABLE ACCIDENTS 2006-2015

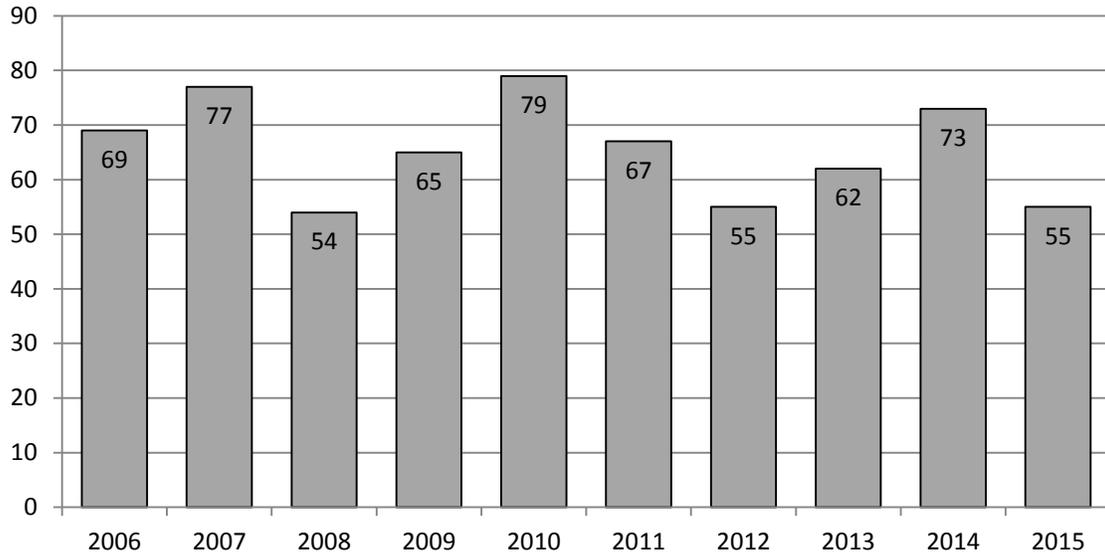


### VESSEL REGISTRATION 2006-2015

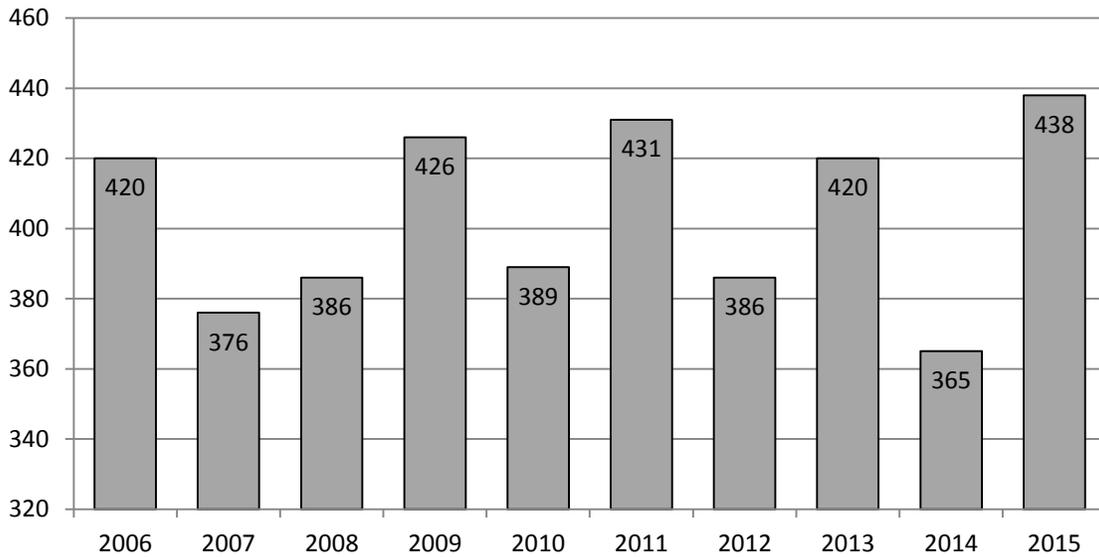


## 2015 TREND ANALYSIS

### FATALITIES 2006-2015

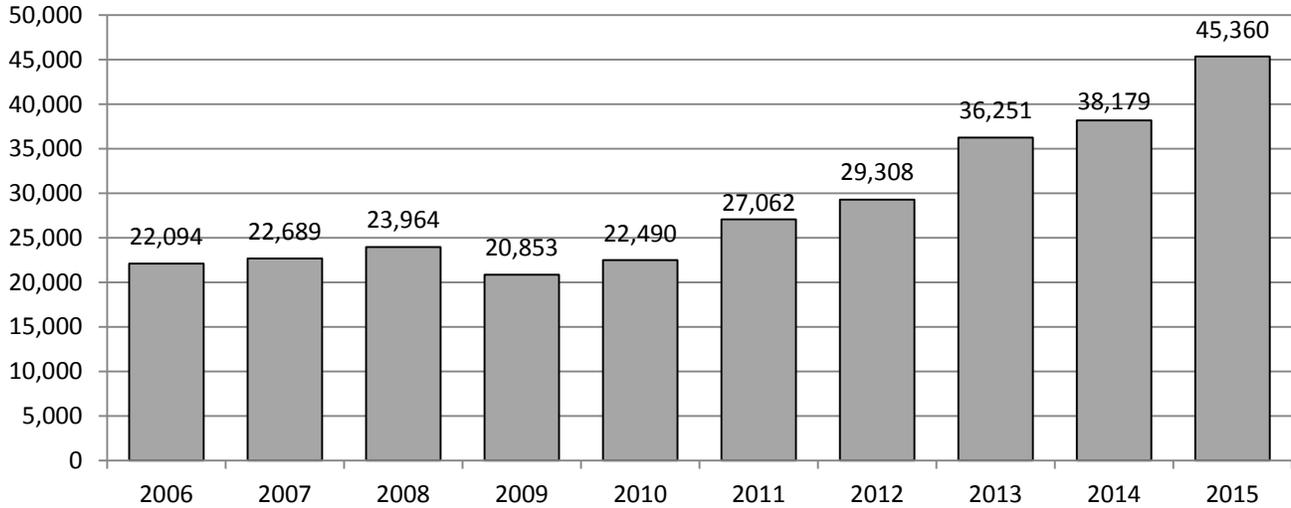


### INJURIES 2006-2015

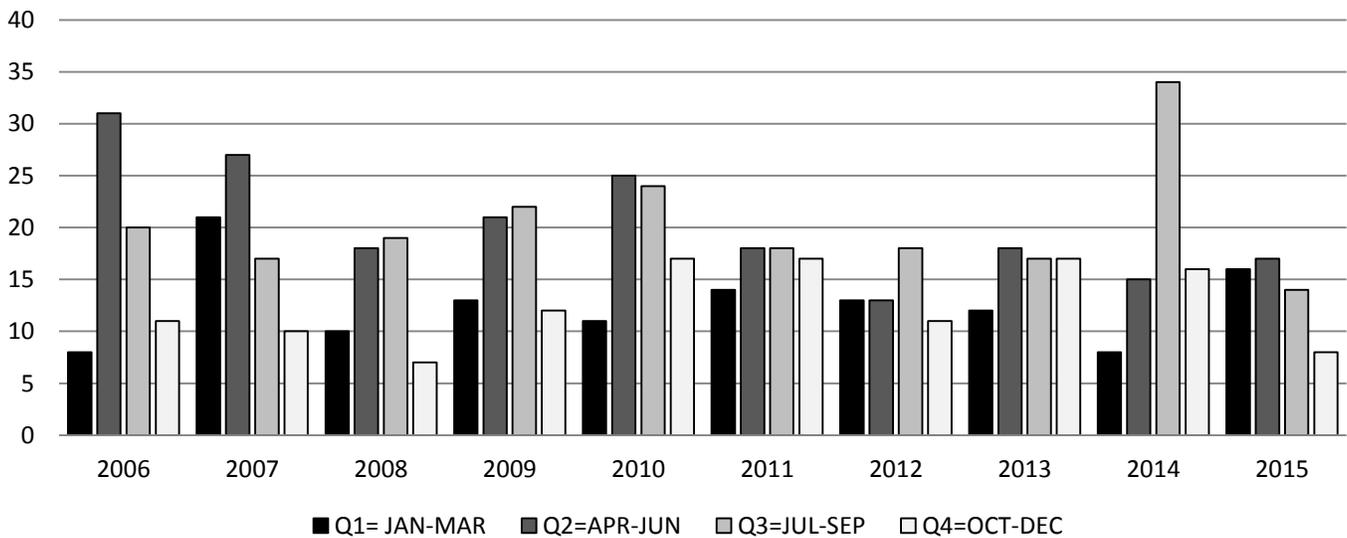


## 2015 TREND ANALYSIS

### BOATING SAFETY EDUCATION I.D. CARDS ISSUED 2006-2015

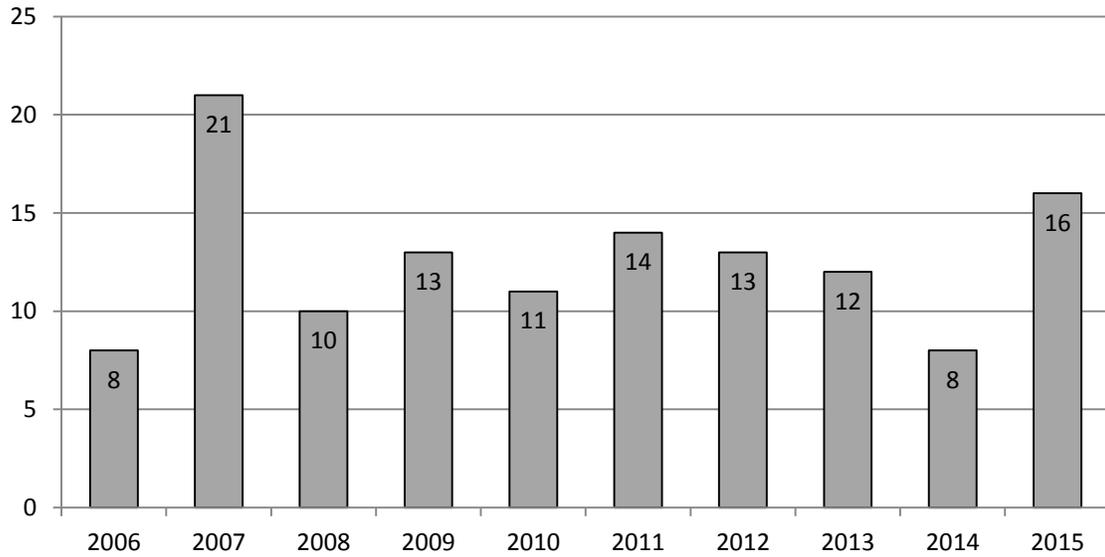


### FATALITIES BY QUARTER 2006-2015



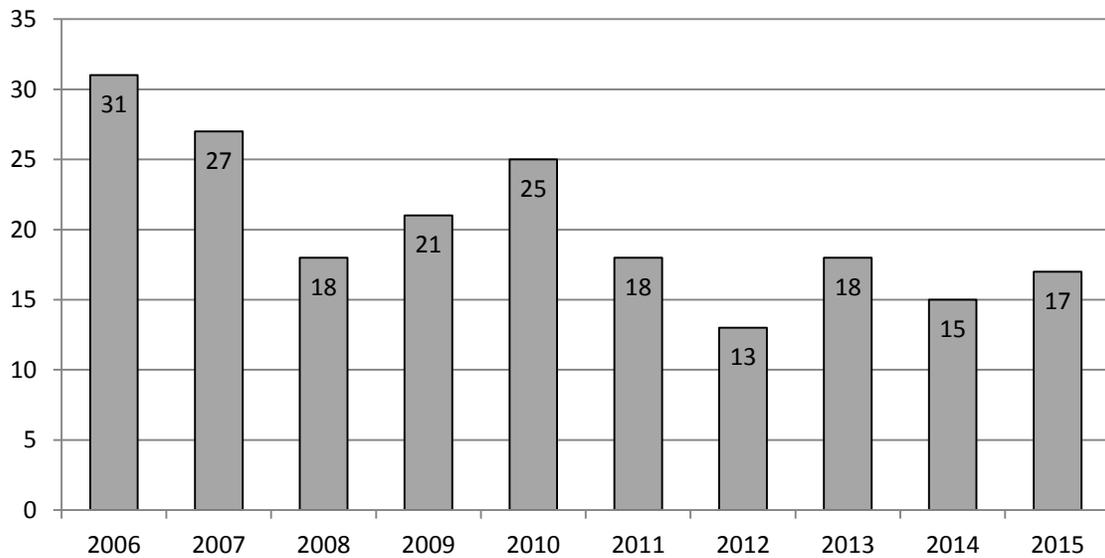
## 2015 TREND ANALYSIS

### QUARTER 1 FATALITIES



\*Q1 = JAN - MAR

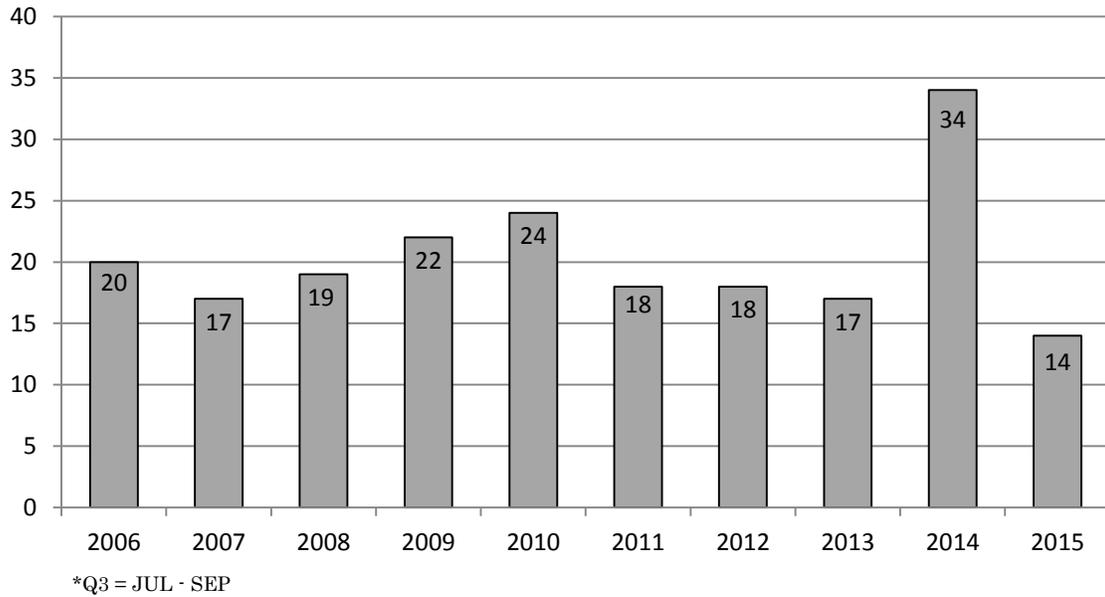
### QUARTER 2 FATALITIES



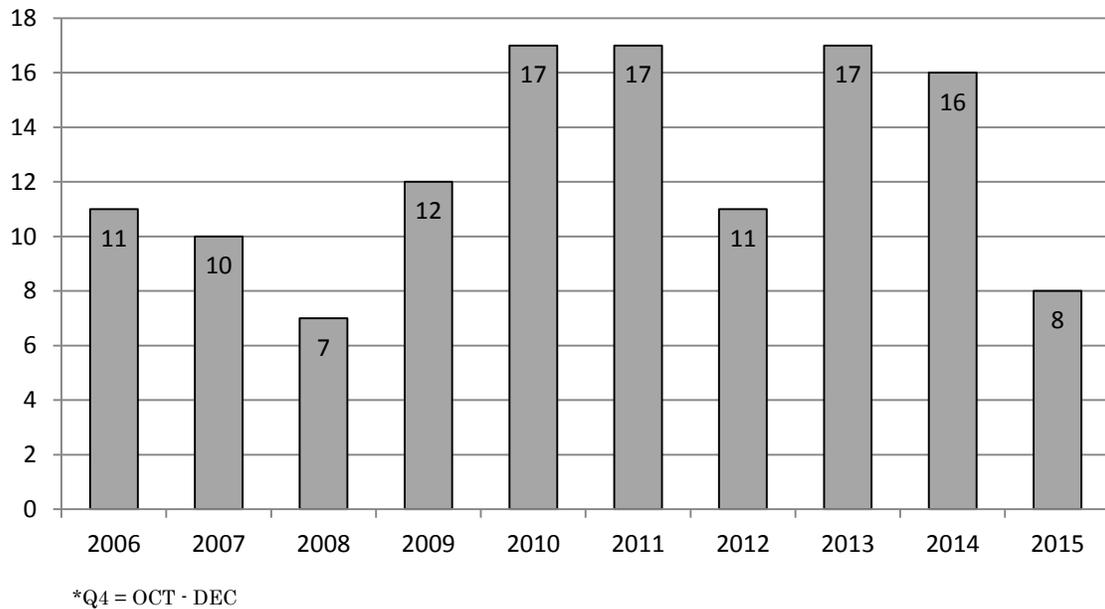
\*Q2 = APR - JUN

## 2015 TREND ANALYSIS

### QUARTER 3 FATALITIES



### QUARTER 4 FATALITIES





# Glossary



## **Glossary photo detail**

Cover Photos: (Courtesy of FWC)

### **Top Picture**

Officers set a perimeter after responding to a vessel fire in the Indian River, Brevard County.

### **Bottom Picture**

Investigator Anthony Rosas inspecting a vessel during his investigation into an accident in Hernando County.

## 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.

**CARELESS OPERATION** – Operation of a vessel in a manner that is not reasonable and prudent, having no regard for other waterborne traffic, posted speed and wake restrictions, and all other attendant circumstances so as not to endanger the life, limb, or property of any person.

**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 of five or more net tons, owned by a citizen of the United States, for which a certificate of documentation is issued by the United States Coast Guard, pursuant to 46 C.F.R. part 67. Documented vessels are not required to display an assigned registration number.

**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.

**FALLS 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.

**INFLATABLE LIFE JACKET** - A sleeveless jacket or vest with inflatable chambers designed to keep a person afloat in the water. May also be manufactured to resemble a belt or fanny pack when not inflated.

**LIFE JACKET** - A sleeveless jacket or vest that is filled with buoyant material designed to keep a person afloat in the water.

**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.

**NAVIGATION RULES** - The International Navigation Rules Act of 1977, 33 U.S.C., for vessels on waters outside of established navigation lines of demarcation as specified in 33 C.F.R. Part 80 or the Inland Navigation Rules Act of 1980, 33 U.S.C. ss 2001 for vessels on all waters not outside of such lines of demarcation.

**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 FLOATATION DEVICE (PFD)** - A life jacket or similar buoyancy aid. See also LIFE JACKET.

**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.

**RULES OF THE ROAD** -The Inland and International Navigation Rules for the prevention of collision at sea.

**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.

**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 airboat, other than a seaplane on the water, used or capable of being used as means of transportation on water.

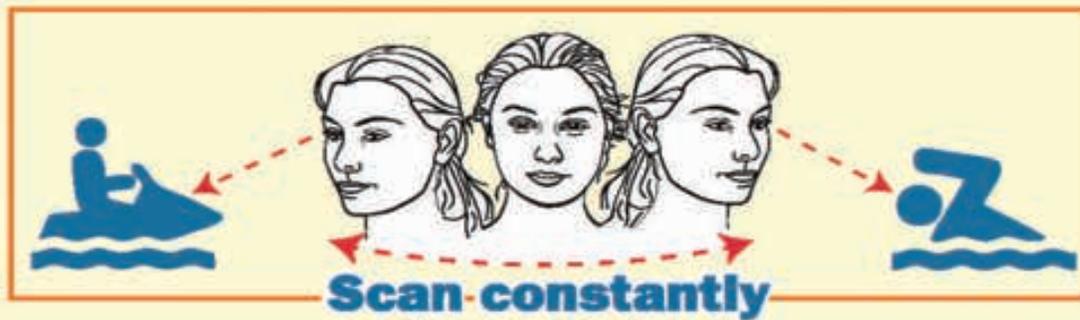
**WOOD HULL** - Hulls of plywood, molded plywood, wood planking or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.

# 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



**Florida Fish and Wildlife Conservation Commission**

**620 South Meridian Street**

**Tallahassee, FL 32399-1600**

**Boating and Waterways Section**

**Phone: (850) 488-5600**

**[www.MyFWC.com](http://www.MyFWC.com)**



**FWC reminds you to not spoil your boating fun.  
Slow down and look around.**

