

2014

Boating Accidents Statistical Report



Florida Fish and Wildlife Conservation Commission
Division of Law Enforcement

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BOATING ACCIDENT STATISTICAL REPORT

2014 FWC Boating Officer of the Year



Officer Timothy (Tim) Shearer was selected as the 2014 Boating Officer of the Year. Tim has served with the FWC for five years. In 2013, he logged many hours of vessel patrol hours focusing on boating safety, manatee protection, boating under the influence (BUI), derelict vessels and fisheries enforcement. He led his assigned area in an initiative aimed at targeting boating safety through BUI enforcement.

In order to better prepare himself, he attended the Advanced Roadside Impairment Detection Enforcement Course and became a Breath Test Operator in order to make himself more of an asset to details targeting boating safety and BUI enforcement.

On March 28, 2014, Tim was on water patrol in the St. John's River, near the Acosta Bridge in downtown Jacksonville, when he saw a man jump from the bridge. The man fell 90 feet into the water. Within seconds Tim located the man just under the surface of the water. He was able to bring the man to the surface, and radio for assistance. While waiting for backup, the subject, who was conscious and complaining of back pain, started to fight with Tim saying, "Let me die...Let me go...I want to die..." The Fire Rescue vessel arrived and they were able to remove the injured man from the water. Despite his injuries, the man is expected to recover.

Officer Shearer has used pro-active enforcement to save stakeholders and local agencies time and money through his efforts involving at-risk, abandoned and derelict vessels. By identifying these vessels early and making contact with the owners, the vessels are usually brought into compliance. Tim identifies the owners in order to have contact information for any future risks their vessels may pose.

He has the reputation of a true professional and has gained the respect of his co-workers, other law enforcement agencies, stakeholders and the citizens he comes in contact with.

2014 Boating Educator of the Year



Daniel (Dan) Thomas was selected as the 2014 Boating Educator of the Year. Dan has been a dedicated United States Power Squadron (USPS) boating safety instructor for the recreational boating public in the Vero Beach area for over ten years. He has taught several different courses including America's Boating Course, which is USPS's NASBLA approved course. He also teaches USPS's Seamanship Course, Instructor Development Course, and parts of several other courses. In addition, he has taught numerous seminars, including VHF radio, GPS, paddling, knots, and chart reading.

Dan has served as the Squadron Education Officer for the last four years. He has led the educational efforts of 450 members during this time. One of the highlights of Dan's recent work is his time teaching "hands on" boat training. Dan is one of the few certified instructors for the USPS Practical on the Water Training Program in Florida.

He helped start the Youth Sailing Foundation of Indian River, where he now serves as an assistant leader. The program teaches students ages eight through seventeen how to build and sail boats. The group started with two sailboats and now has 30 boats available for use by the students. Approximately 40 students a year, representing all parts of the community, receive instruction through this program. Over the last several years he has spent thousands of hours (and countless weekends) working and teaching with this project.

Dan not only contributes as an instructor to members of the boating public, but he also teaches other instructors. Dan teaches vessel safety examiners about how to conduct a vessel safety exam safely and properly. Of course, Dan also continues to conduct these vessel safety exams himself as well.

Cover Photo Credit: Officer Jorge Pino, FWC DLE

INTRODUCTION

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

THE DIVISION OF LAW ENFORCEMENT

Roles and Mission

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

Responsibilities

The FWC Division of Law Enforcement provides protection to those who enjoy Florida’s natural resources, while also enforcing resource protection and boating safety laws. Officers patrol rural, wilderness, inshore and offshore areas, as well as areas where other law enforcement agencies do not routinely patrol. FWC officers have the authority to enforce all 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 our state’s wildlife, natural resources and some very important boating safety topics.

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

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

Uniquely prepared

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

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 and education and outreach programs.

Environmental Protection:

State and federal environmental law enforcement. Cultural and natural resources protection and preservation. State lands and water quality protection. Investigations and education and outreach programs.

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 and environmental hazards in the waterways.

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

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

Boating education is critical

The 2014 Boating Accidents Statistical Report indicates there were 634 reportable boating accidents and 73 boating related fatalities in the calendar year. This total includes four missing persons who at the end of 2014 have not been located or accounted for and their circumstances suggest that death or serious injury has occurred. Many of the deaths were due to victims falling overboard and drowning. A large number of the deaths could have been prevented if the victims had worn life jackets. We continue to increase our efforts to reduce the number of boating-related fatalities through education about the importance of wearing life jackets while boating.

Florida's current boating safety education law only applies to boaters born on or after January 1, 1988 and 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 perform fresh and saltwater resource enforcement activities, they routinely conduct boating safety inspections aimed at both identifying and preventing violations. FWC officers make boating safer and ultimately save lives.

Safe boating is a choice

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

--- FWC 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 2014 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 our state. Boating accidents must meet at least one of the five criteria below to be classified as reportable:

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

The number of vessels registered in the State of Florida increased slightly in 2014. With 899,635 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.



2014 SUMMARY

BOATING ACCIDENT REVIEW

- Florida continues to lead the nation with a total number of 899,635 **registered vessels** in 2014.
- There were a total of 634 reportable boating accidents in 2014.

REPORTABLE BOATING ACCIDENT

- Collision with vessel was the leading type of accident with a total of 163 (26%).
- Towed watersport activities were involved in 16 accidents, resulting in 17 injuries. PWC were used in three of the 16 accidents.
- Paddlecraft (canoes, kayaks, rowboats) were involved in 19 accidents resulting in 16 fatalities and five injuries
- May was the month with the highest number of accidents (90).
- Miami-Dade County reported the **highest number of accidents and injuries** (79 total accidents with 10 fatalities and 47 injuries).

REPORTABLE BOATING FATALITIES

- **64 fatal accidents** for 2014 resulting in **73 fatalities**.
- **28%** of the fatal accidents were **falls overboard** (18 accidents). Boaters falling overboard remains the main cause of boating fatalities.
- **The leading cause of death** in fatal boating accidents was drowning 51 (70%).
- The deadliest month in 2014 was July with 17 fatalities.
- **Alcohol or drug-use** is reported to have played a role in 12% of boating fatalities.
- 86% of the victims of fatal boating accidents were males (63).
- 59% (42) of the 71 operators involved in fatal accidents were age 51 or older.
- 50% (37) of all vessels involved in fatal accidents in 2014 were 16 feet or less in length.

REPORTABLE BOATING INJURIES

- There were **634 accidents resulting in 365 injuries**. The rate of injury was 41 injuries per 100,000 registered vessels.

REPORTABLE PERSONAL WATERCRAFT ACCIDENTS

- Personal watercraft (PWC) accounted for 12% of all registered vessels in Florida.
- PWC were involved in 16% (104) of reportable boating accidents.
- Rented PWC represented 50%(75) of PWC involved in accidents
- **54%** of PWC accidents involved a **collision with another vessel**.
- 45% of PWC accidents occurred in Pinellas (19), Monroe (17) and Miami-Dade (11) counties.
- Five fatalities resulted from the 104 PWC accidents.

BOATING EDUCATION STATISTICS

- FWC issued 38,178 Boating Safety Education ID Cards in 2014.
- 60% of the cards were issued to persons born on or after January 1, 1988.
- Of the 38,178 cards issued, 28,115 were issued to males, 9,919 were issued to females. 144 did not enter their gender. An additional 8,525 cards were printed for lost, damaged and information changes.
- **82%** of the **operators** involved in fatal accidents had **no formal boater education**.

Boating accident statistics for 2014 were compiled on 2/26/2015. Reports received after that date are not included in the following data. In 2014 there were four missing persons reported. There has not been any updated information as to their status. The four missing persons have been included in the fatality data.

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Boating Accident Review



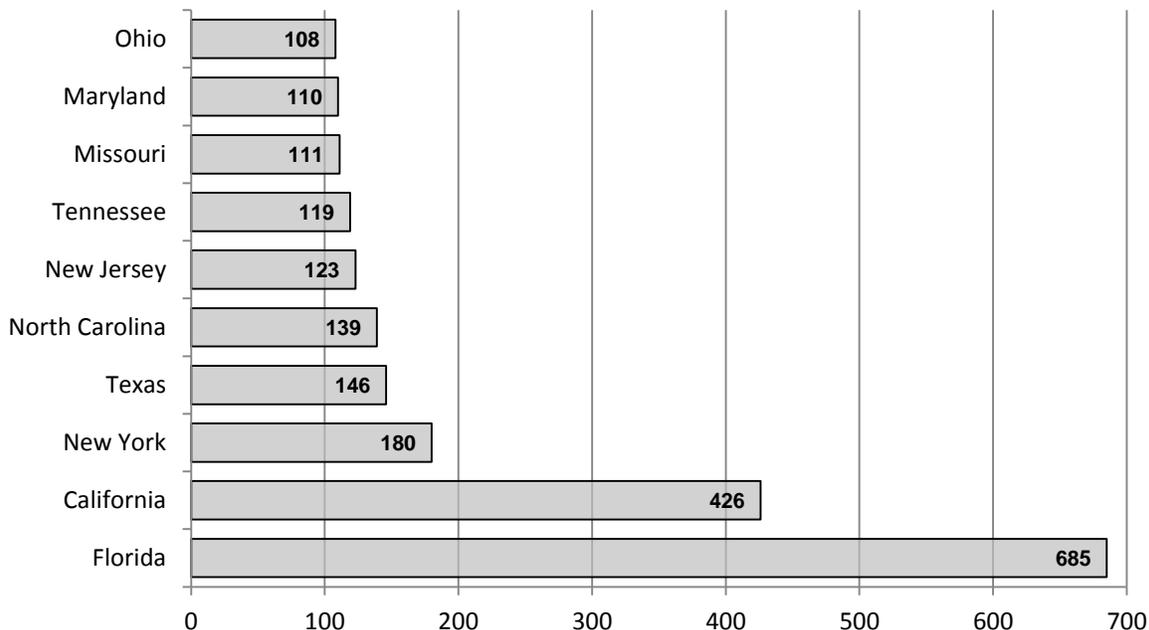
Boating Accident Review

Cover Photo: (Courtesy of FWC)

On August 17, 2014, an 18 foot jet boat was involved in an accident in the North Fork of the St. Lucie River south of Marker 27. The 50-year-old operator and his 6-year-old son were in the vessel when a plastic bag that was in the vessel almost blew out. The operator asked his son to hand him the bag and while reaching for it the vessel veered off course, running into the shoreline. Both of the occupants were thrown forward upon impact. Good Samaritans responded to the crash and brought them to a boat ramp where the son was transported to the hospital for a laceration on his scalp. The father's injuries were minor scrapes and bruises. While at the hospital the son was also found to have a skull fracture that did not require surgery, he did however receive stitches for the laceration.

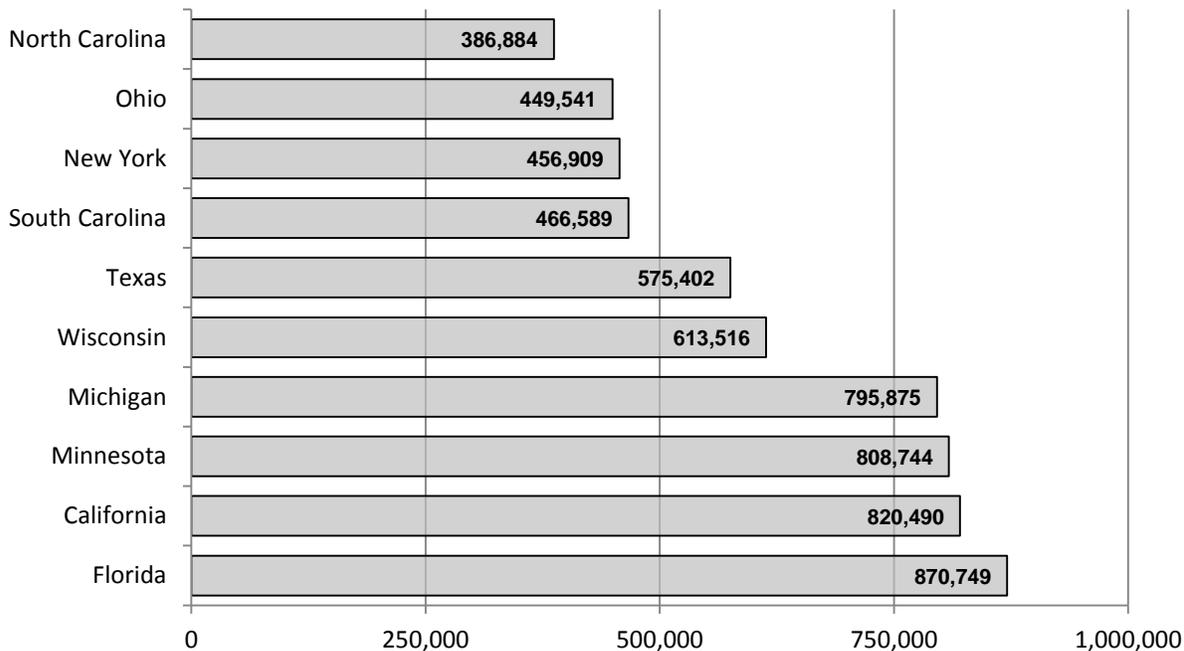
2014 BOATING ACCIDENT REVIEW

NUMBER OF ACCIDENTS - TOP TEN STATES 2013 (RECREATIONAL)



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

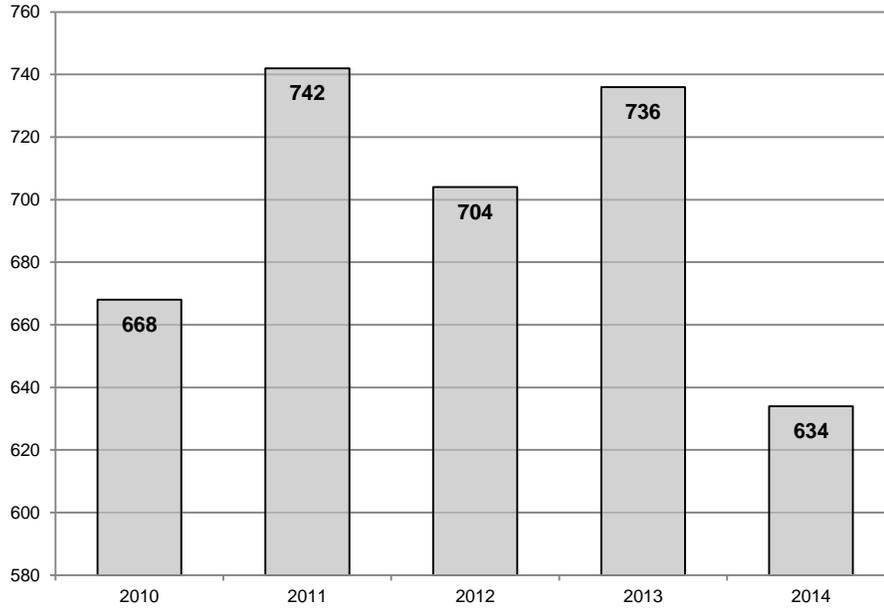
REGISTERED VESSELS - TOP TEN STATES 2013 (RECREATIONAL)



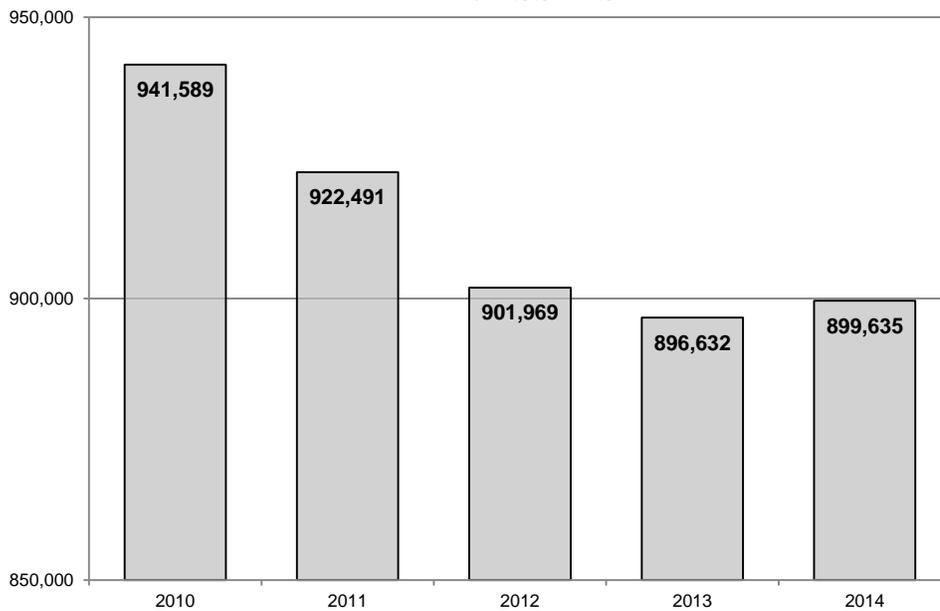
* Totals represent number of recreationally registered vessels in 2013.
Source: U.S. Coast Guard Boating Safety Division

2014 BOATING ACCIDENT REVIEW

2010 - 2014 FLORIDA REPORTABLE ACCIDENTS



2010-2014 FLORIDA TOTAL REGISTERED VESSELS



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



Reportable Boating Accidents



Reportable Boating Accidents

Cover Photo: (Courtesy of FWC)

Early on the morning of June 24, 2014, a boating accident occurred in Newfound Harbor off Big Pine Key. A 16 foot Sport Craft boat embedded its bow into the port side of a 30 foot sailboat. A patrol boat from USCG Marathon was the first emergency services to arrive at the location.

USCG advised that the operator of the Sport Craft had fled the scene before they arrived. The 60-year-old occupant of the sailboat stated that he was awakened at approximately 2:30 a.m. by the impact. When he went on deck, he saw the Sport Craft embedded into the bow of his sailboat and the operator appeared dazed but apparently ok. He went below to call 911 and when he returned on deck the operator of the Sport Craft was gone.

Monroe County Sheriffs (MCSO) attempted to make contact with registered owner at his residence, which was located less than two miles from the crash scene, but nobody answered the door. The officers observed damage to the Sport Craft. The windshield plexiglas was dislodged and laying in the bow section, the windshield frame was bent forward, and the GPS unit was broken off from its mount. No blood or other signs of injury were observed on the Sport Craft.

The sailboat had impact damage on the port bow in the form of a hole approximately four feet wide by three feet tall, and impact cracks on the starboard bow, both from the impact of the Sport Craft.

At approximately 8:00 a.m. MCSO advised that they had located the owner of the Sport Craft at his residence. The operator stated that he was coming back from Picnic Island and was texting on his phone when he impacted the sailboat. He said after the impact, that he became scared and swam to shore.

He was cited for failure to report an accident with damage over \$2,000 and for failure to maintain a proper lookout.

2014 REPORTABLE BOATING ACCIDENTS

2014 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY

County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Alachua	9,983	10,276	0	0	0	\$0	52	0
Baker	2,290	2,296	1	0	1	\$0	53	0
Bay	17,182	18,057	9	1	7	\$12,800	49	1:2,006
Bradford	2,186	2,200	0	0	0	\$0	19	0
Brevard	31,995	33,266	19	2	12	\$247,700	9	1:1,751
Broward	40,618	42,072	34	2	10	\$555,500	6	1:1,237
Calhoun	1,485	1,516	0	0	0	\$0	54	0
Charlotte	20,342	21,011	9	0	6	\$167,600	18	1:2,335
Citrus	14,962	15,556	15	2	12	\$38,600	13	1:1,037
Clay	11,614	11,805	3	1	1	\$7,100	37	1:3,935
Collier	20,936	21,926	25	0	29	\$291,300	7	1:877
Columbia	4,204	4,257	0	0	0	\$0	55	0
Desoto	2,127	2,207	1	0	1	\$10,000	47	1:2,207
Dixie	2,158	2,426	1	0	0	\$1,000	48	1:2,426
Duval	26,445	27,203	15	2	3	\$764,000	12	1:1,814
Escambia	15,061	15,486	8	3	4	\$119,700	20	1:1,936
Flagler	5,033	5,125	3	0	0	\$18,200	34	1:1,708
Franklin	2,267	3,298	3	1	2	\$2,000	35	1:1,099
Gadsden	2,291	2,322	0	0	0	\$0	56	0
Gilchrist	1,614	1,640	0	0	0	\$0	57	0
Glades	1,114	1,147	2	1	0	\$950,000	40	1:574
Gulf	2,597	2,899	3	0	4	\$33,200	36	1:966
Hamilton	872	886	1	2	0	\$1,000	46	1:886
Hardee	1,549	1,570	0	0	0	\$0	58	0
Hendry	2,760	2,919	2	0	1	\$3,000	39	1:1,496
Hernando	8,687	8,908	7	1	0	\$82,000	24	1:1,273
Highlands	8,224	8,324	2	0	2	\$2,200	43	1:4,162
Hillsborough	39,662	40,517	13	1	12	\$118,150	16	1:3,117
Holmes	2,053	2,075	0	0	0	\$0	59	0
Indian River	10,018	10,466	4	1	1	\$13,500	31	1:2,617
Jackson	4,623	4,645	1	0	2	\$4,000	44	1:4,645
Jefferson	1,248	1,265	1	0	3	\$2,000	45	1:1,265
Lafayette	903	1,825	0	0	0	\$0	60	0
Lake	19,883	20,160	6	1	7	\$12,600	26	1:3,360
Lee	43,505	44,913	37	3	22	\$1,603,127	5	1:1,214
Leon	14,523	14,809	0	0	0	\$0	61	0
Levy	3,782	4,113	3	2	0	\$21,500	32	1:1,371

2014 REPORTABLE BOATING ACCIDENTS

2014 VESSEL REGISTRATION AND ACCIDENTS BY COUNTY								
County	Recreational Vessels	Total Vessels	Reportable Accidents	Fatalities	Injuries	Property Damage	Rank	Accident Rate*
Liberty	1,082	1,107	2	1	1	\$200	42	1:554
Madison	1,123	1,128	0	0	0	\$0	62	0
Manatee	16,728	17,579	7	1	2	\$15,500	25	1:2,511
Marion	17,827	18,117	3	3	2	\$12,000	33	1:6,039
Martin	15,294	16,050	16	2	6	\$176,029	11	1:1,003
Miami-Dade	60,713	63,319	79	10	47	\$2,225,350	1	1:802
Monroe	24,695	27,522	71	5	37	\$1,210,111	2	1:388
Nassau	5,838	6,013	4	0	1	\$12,607	30	1:1,503
Okaloosa	17,405	18,056	18	0	10	\$144,405	10	1:1,003
Okeechobee	4,650	4,819	2	0	2	\$8,500	41	1:1,606
Orange	26,151	26,578	11	2	10	\$25,800	17	1:2,416
Osceola	7,994	8,141	8	1	9	\$38,250	21	1:1,018
Palm Beach	36,530	37,780	45	4	23	\$320,949	4	1:840
Pasco	22,896	23,503	7	0	6	\$37,500	23	1:3,358
Pinellas	45,631	47,363	53	4	22	\$477,250	3	1:894
Polk	26,992	27,486	3	1	0	\$5,000	38	1:9,162
Putnam	7,347	7,648	6	3	1	\$46,500	28	1:1,275
Santa Rosa	13,686	13,976	4	2	1	\$26,000	29	1:3,494
Sarasota	20,912	21,509	15	1	13	\$69,200	14	1:1,434
Seminole	17,109	17,427	6	4	7	\$15,500	27	1:2,905
St. Johns	13,135	13,613	14	0	8	\$296,396	15	1:972
St. Lucie	12,117	12,724	8	0	4	\$40,800	22	1:1,591
Sumter	4,096	4,148	0	0	0	\$0	63	0
Suwannee	2,595	2,622	0	0	0	\$0	64	0
Taylor	3,538	3,713	0	0	0	\$0	65	0
Union	915	921	0	0	0	\$0	66	0
Volusia	25,684	26,624	22	2	10	\$287,200	8	1:1,210
Wakulla	4,611	4,929	1	1	0	\$0	50	1:4,929
Walton	5,298	5,470	1	0	1	\$0	51	1:5,470
Washington	2,304	2,329	0	0	0	\$0	67	0
DHSMV	1,762	2,947						
TOTAL	867,463	899,635	634	73	365	\$10,572,824		1:1,419

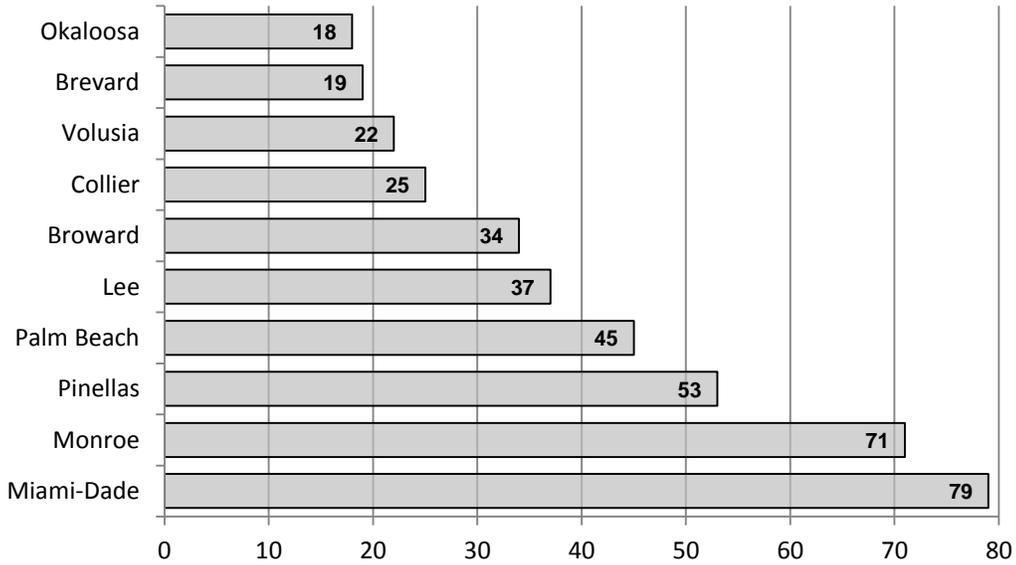
*Accident Rate = $\frac{\# \text{ of Registered Vessels}}{\# \text{ of Accidents}} = \frac{881}{1}$

Those counties in bold print represent the top ten counties.

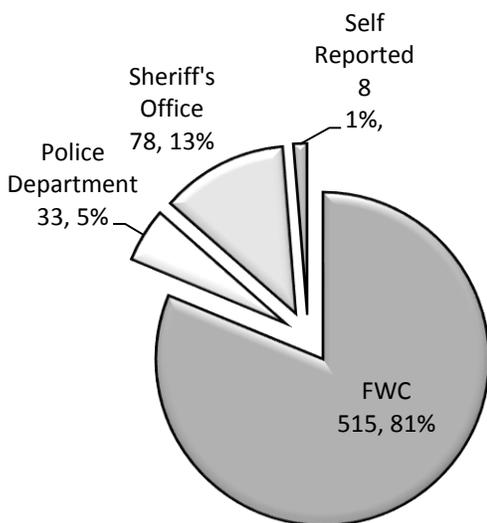
DHSMV numbers represent registrations issued at main office instead of at the county level.

2014 REPORTABLE BOATING ACCIDENTS

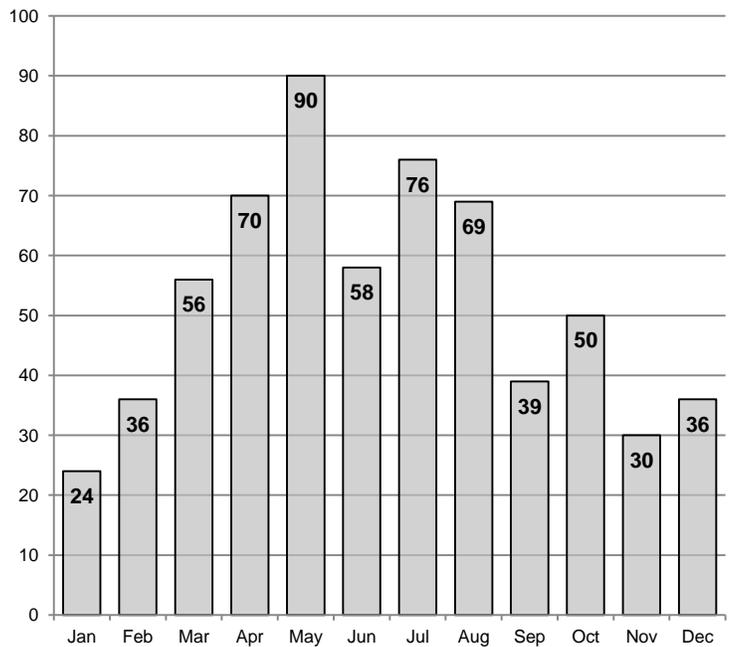
TOP TEN COUNTIES



INVESTIGATING AGENCY



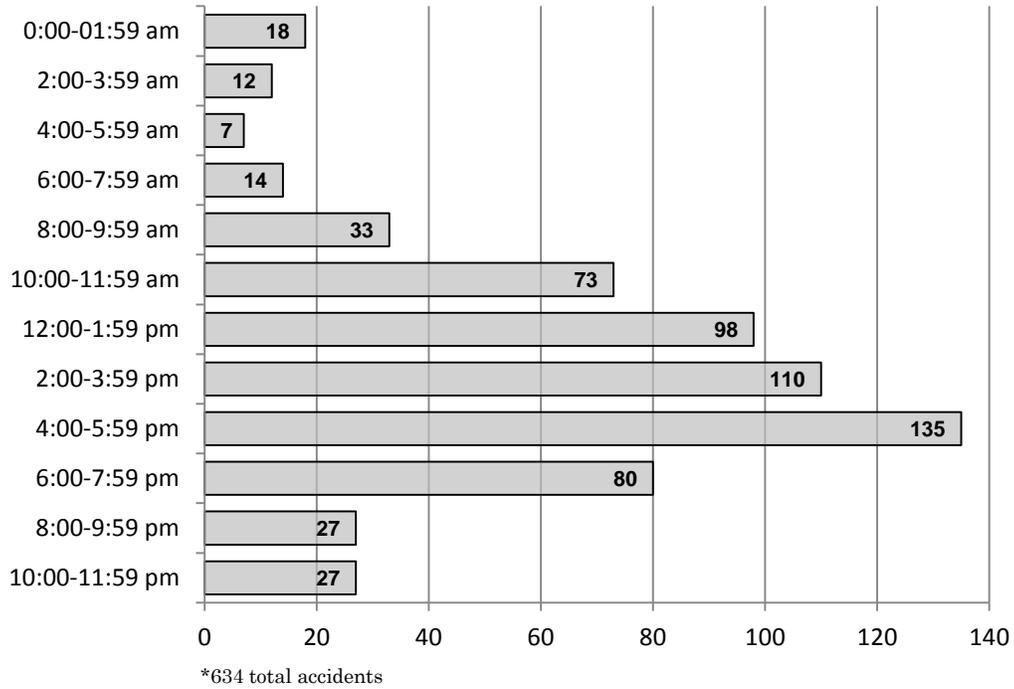
ACCIDENTS BY MONTH



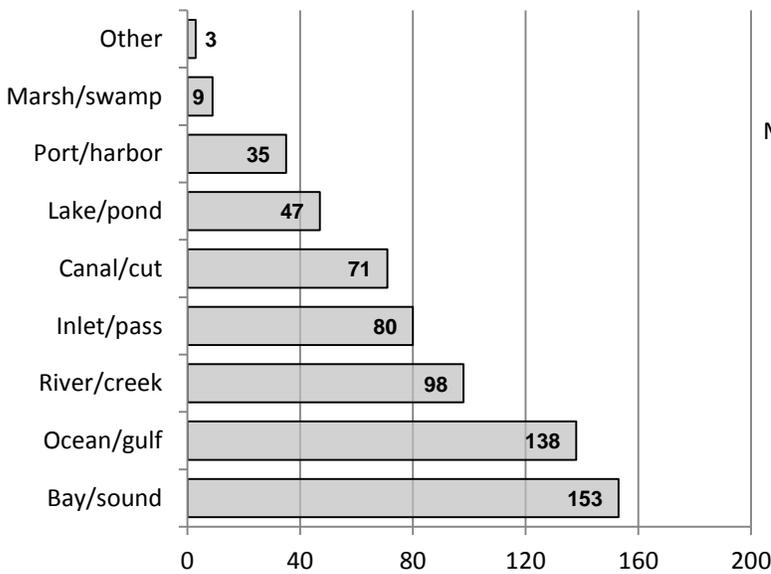
*634 total accidents

2014 REPORTABLE BOATING ACCIDENTS

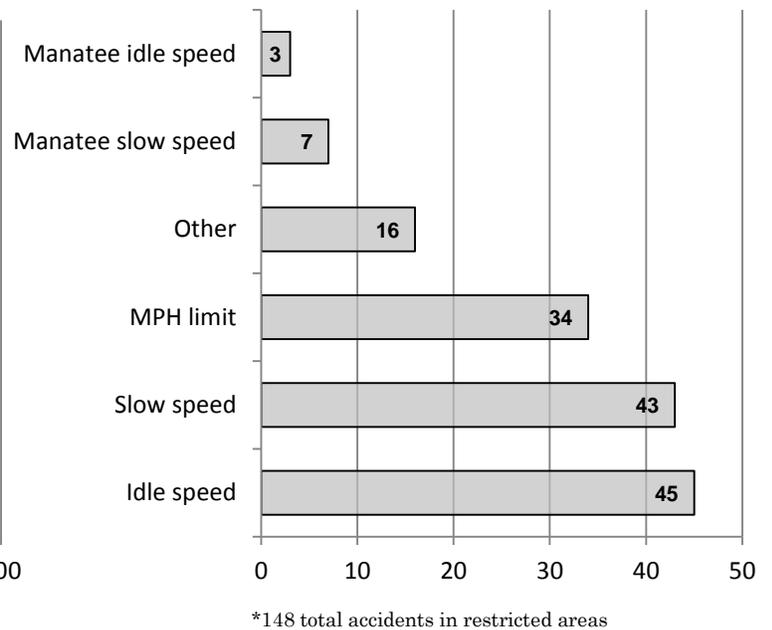
TIME OF DAY



ACCIDENT SITE LOCATION

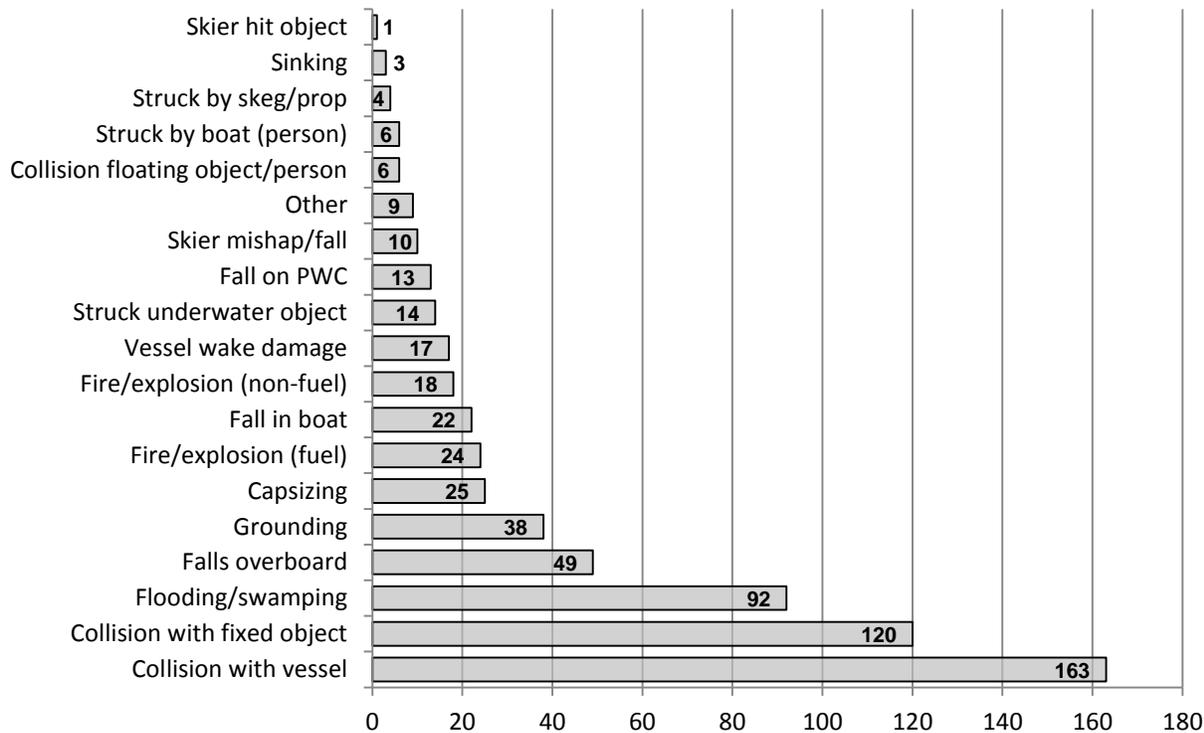


RESTRICTED AREA ACCIDENTS



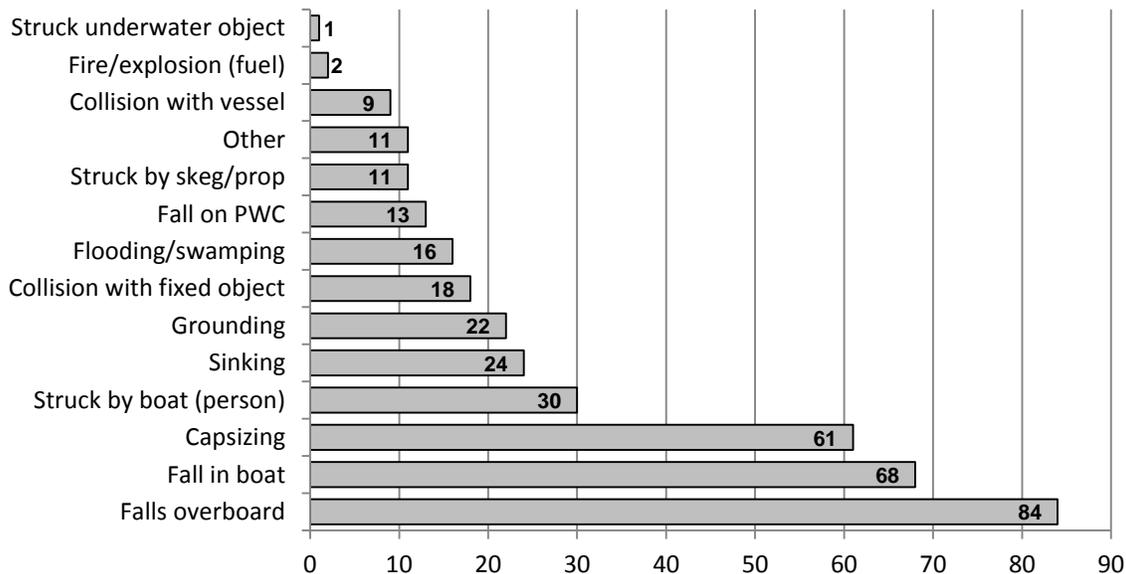
2014 REPORTABLE BOATING ACCIDENTS

PRIMARY TYPE OF ACCIDENT



*634 accidents involving 881 vessels
 (Based on first harmful event as determined by the state reviewing authority.)

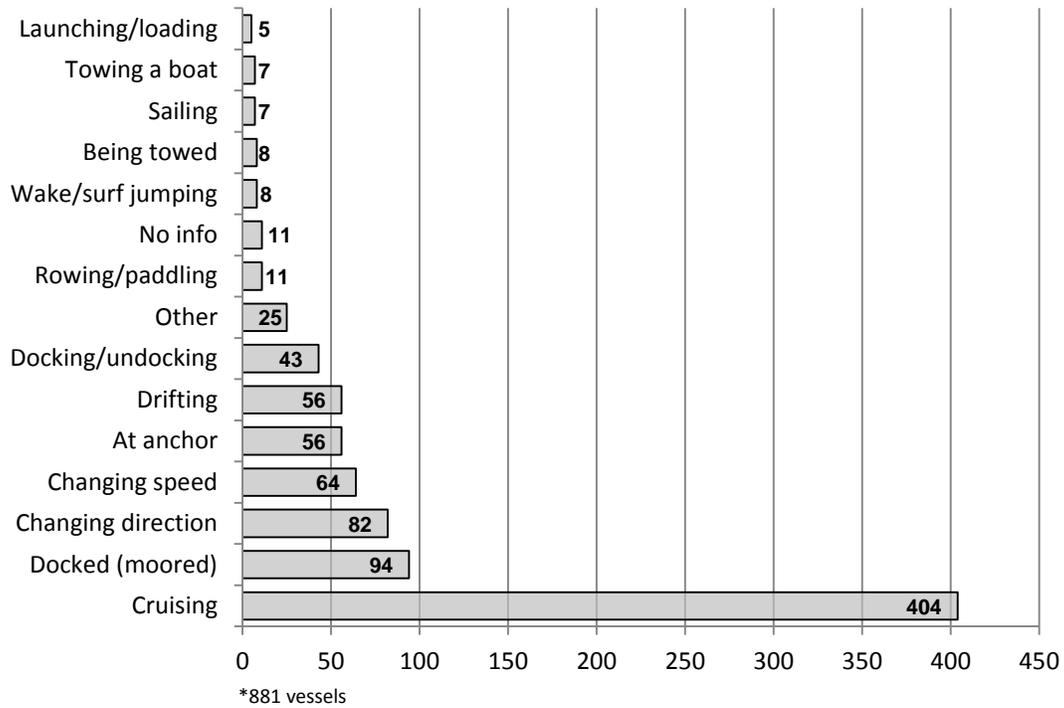
SECONDARY TYPE OF ACCIDENT



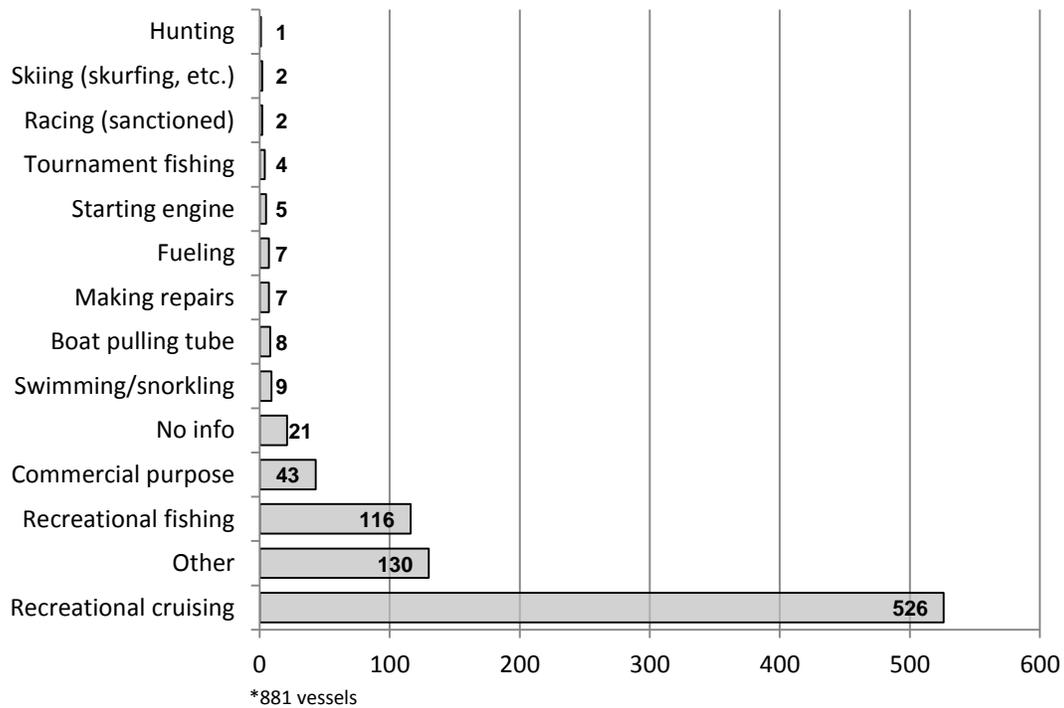
*264 of the 634 accidents did not have a secondary type of accident

2014 REPORTABLE BOATING ACCIDENTS

OPERATION AT TIME OF ACCIDENT

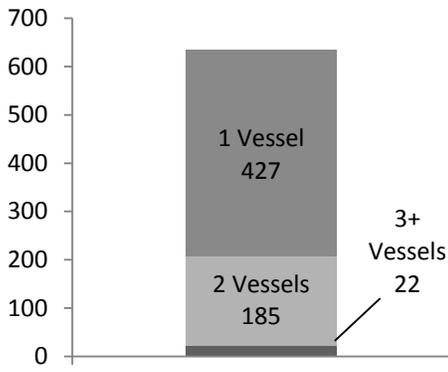


ACTIVITY AT TIME OF ACCIDENT



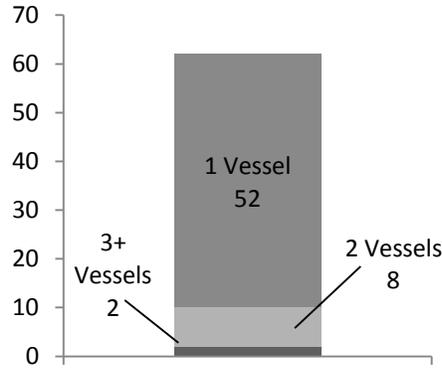
2014 REPORTABLE BOATING ACCIDENTS

VESSEL COUNT IN REPORTABLE ACCIDENTS



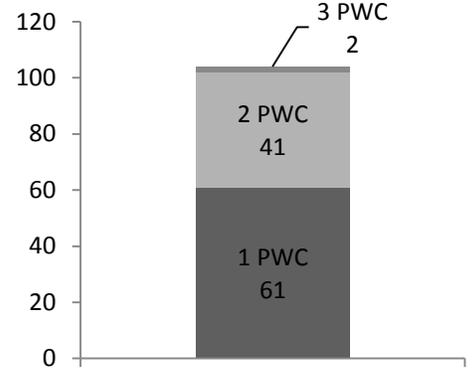
TOTAL NUMBER OF ACCIDENTS

*634 total accidents involving 881 vessels



FATAL ACCIDENTS

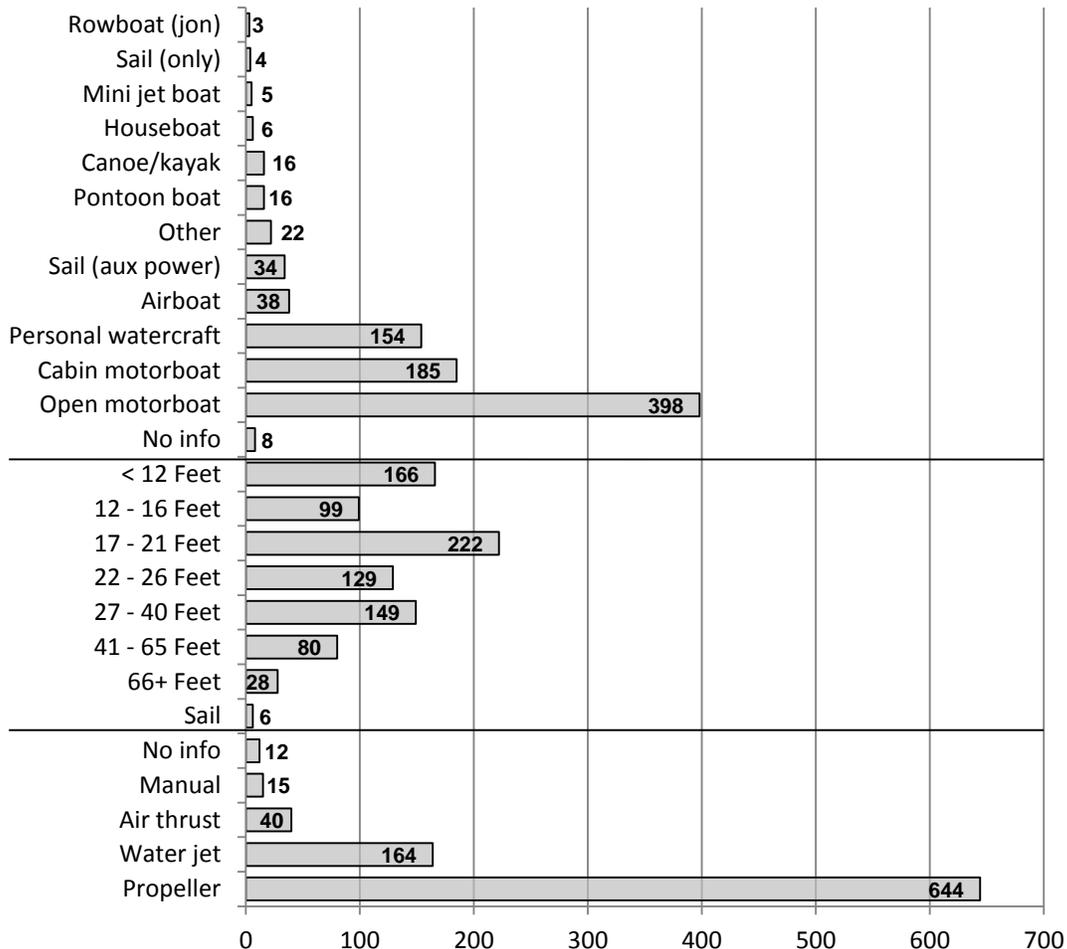
*64 fatal accidents involving 74 vessels



PERSONAL WATERCRAFT

* 104 personal watercraft accidents involving 149 PWC

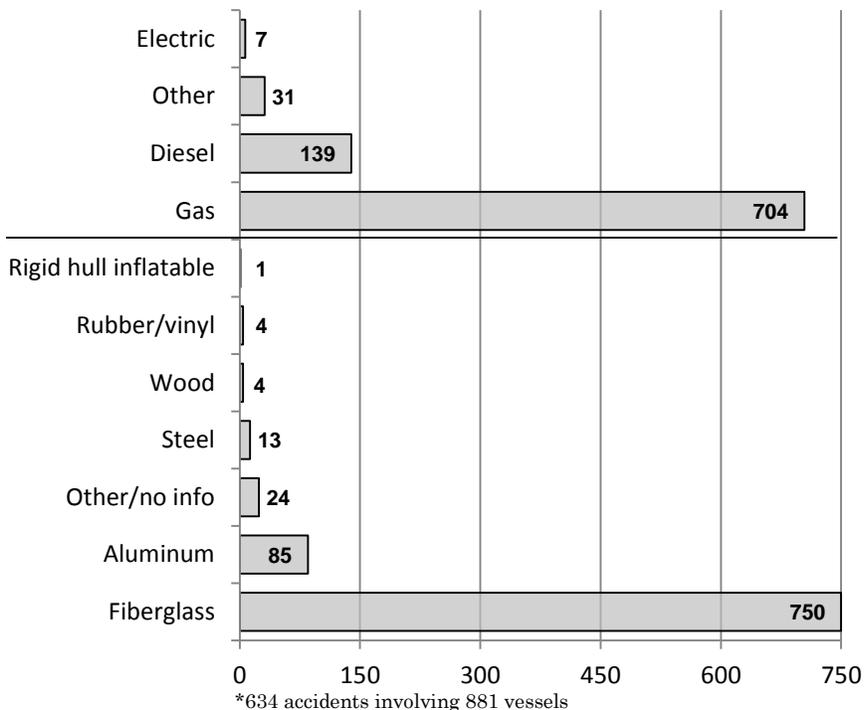
VESSEL TYPE, LENGTH & PROPULSION



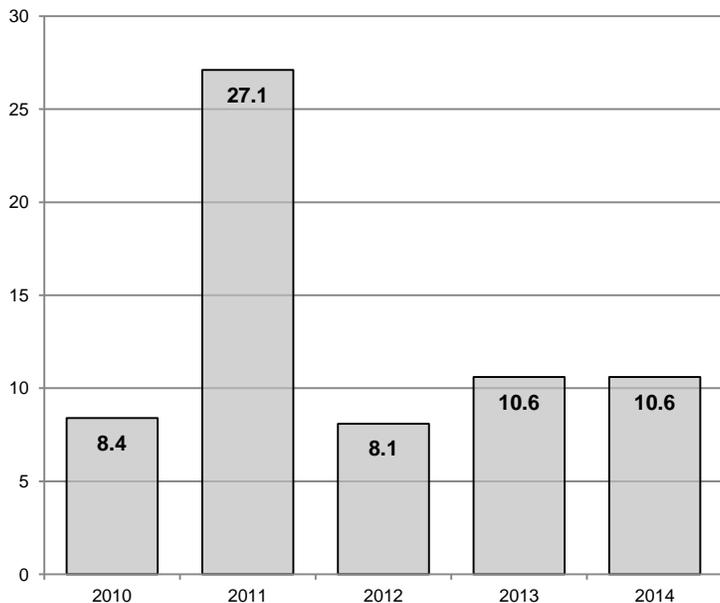
*634 accidents involving 881 vessels

2014 REPORTABLE BOATING ACCIDENTS

VESSEL FUEL & HULL TYPE

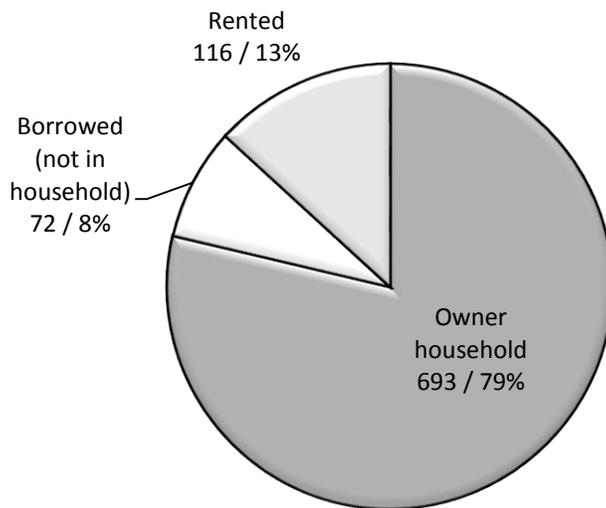


VESSEL & PROPERTY DAMAGE FIGURES (IN MILLIONS)



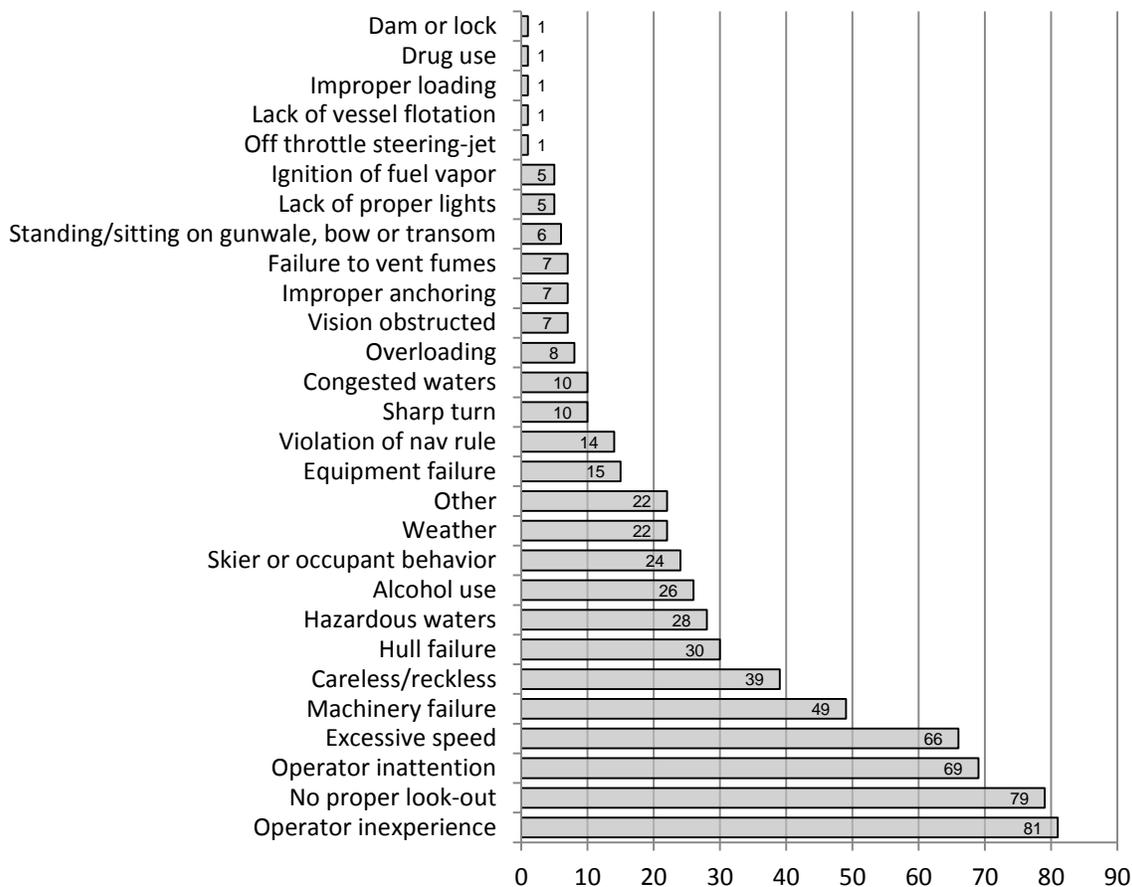
*For 2011, four reportable accidents resulted in \$19,400,000 in damages which caused a significant increase in the total amount of damages.

VESSEL OWNERSHIP

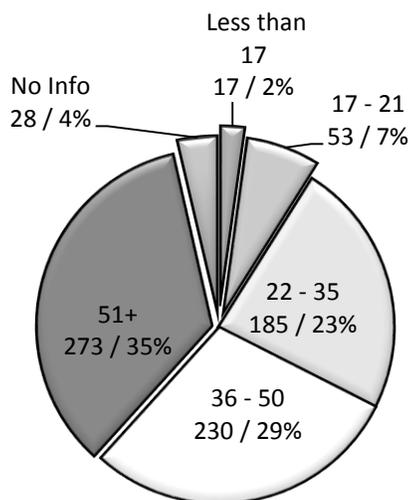


2014 REPORTABLE BOATING ACCIDENTS

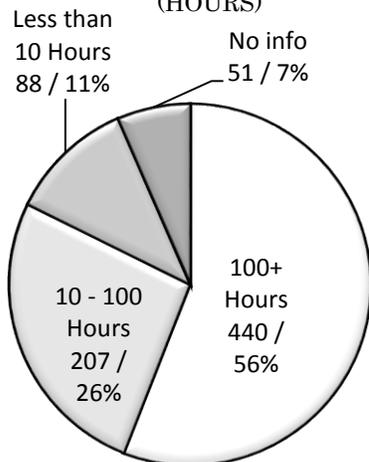
PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



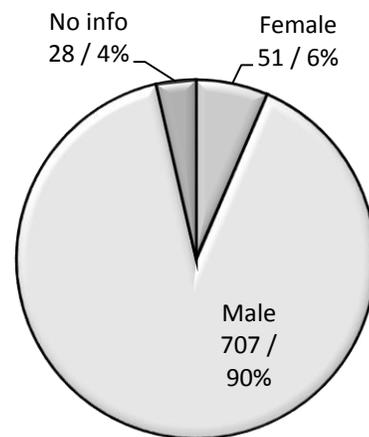
OPERATOR AGE



OPERATOR EXPERIENCE (HOURS)



OPERATOR GENDER

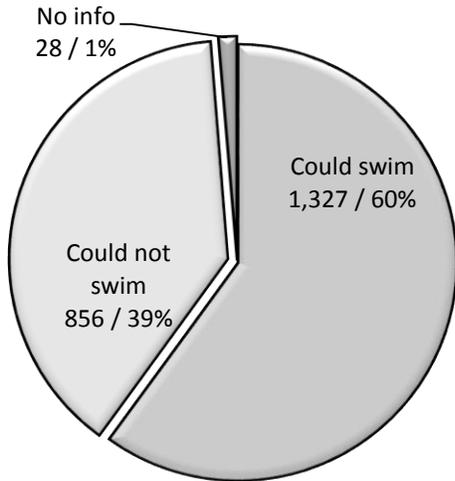


*634 accidents involving 786 operators

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

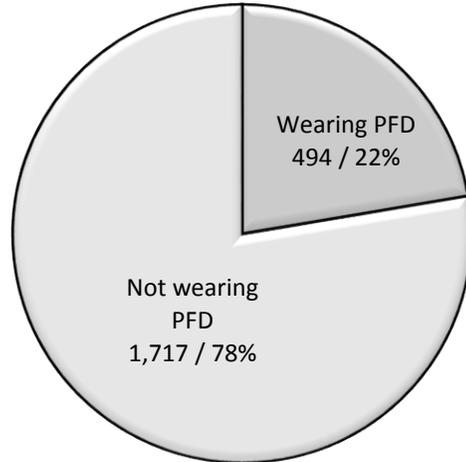
2014 REPORTABLE BOATING ACCIDENTS

OPERATOR/OCCUPANT SWIMMING ABILITY

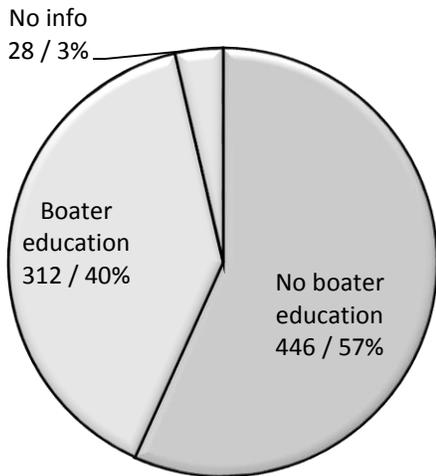


*2,211 total occupants and operators

OPERATOR/OCCUPANT PFD USE

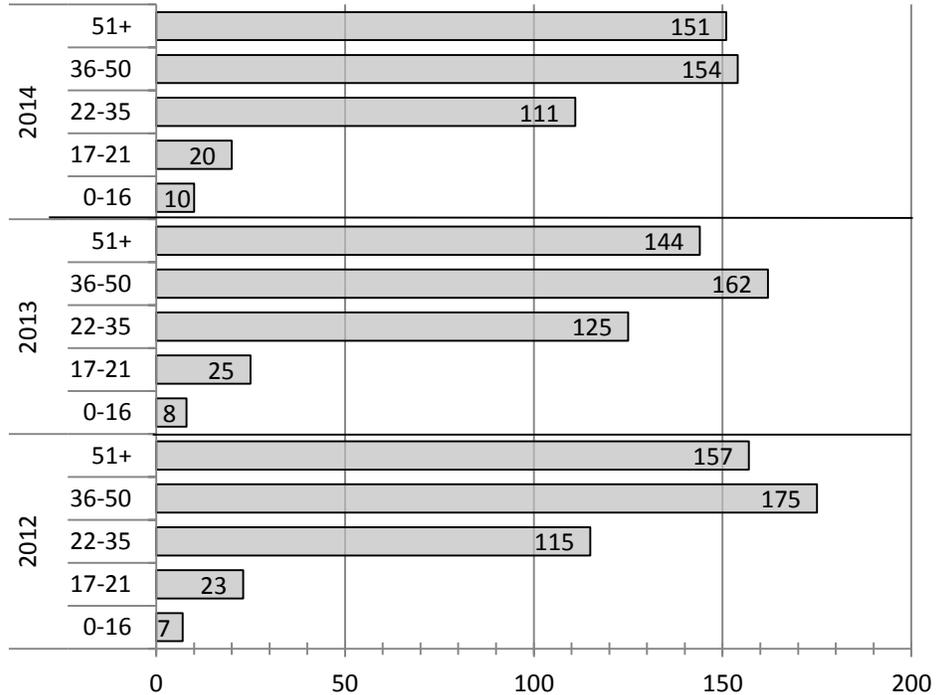


BOAT OPERATOR EDUCATION



*786 operators

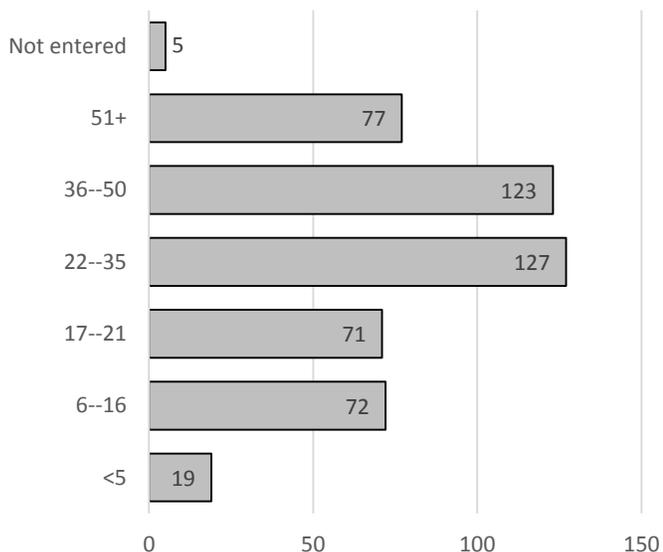
OPERATOR BY AGE WITH NO BOATER EDUCATION



*446 operators with no formal boater education

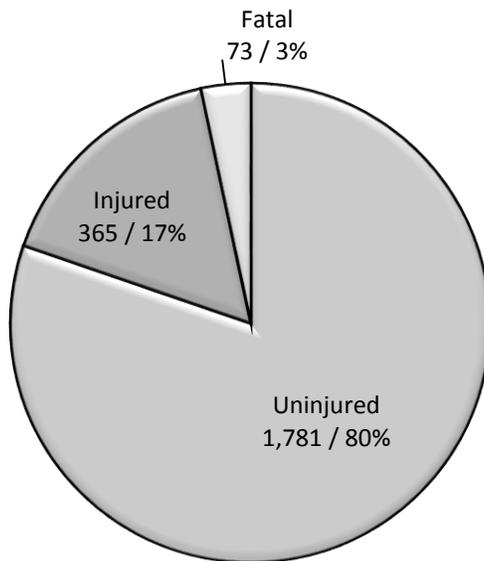
2014 REPORTABLE BOATING ACCIDENTS

PFD WEAR BY AGE



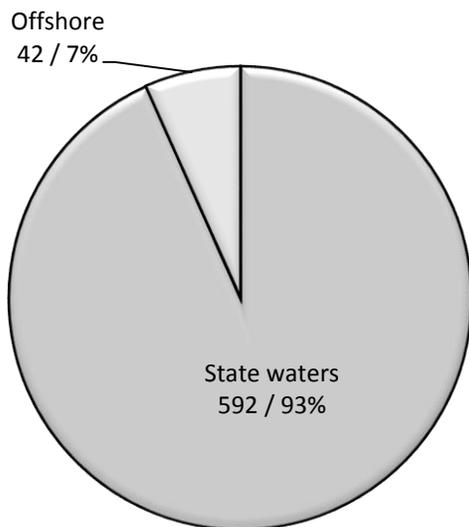
* 494 of 2,211 operators/occupants were wearing a PFD at time of the accident.

VICTIM STATISTICS



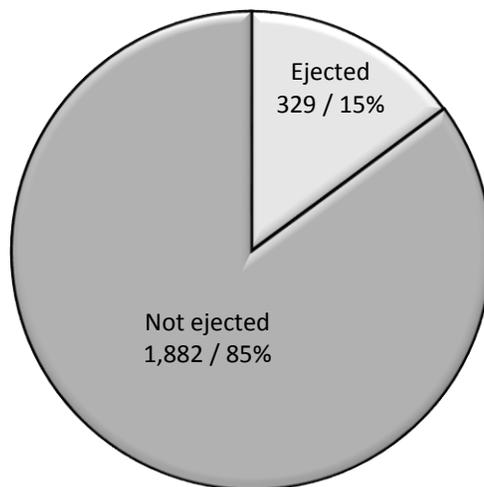
* 2,219 persons involved in vessel accidents. 2,211 Operators/occupants, and 8 swimmers.

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 FROM BOAT)



*2,211 total operators/occupants

Boating Fatalities



Boating Fatalities

Cover Photos: (Courtesy of FWC)

Top picture

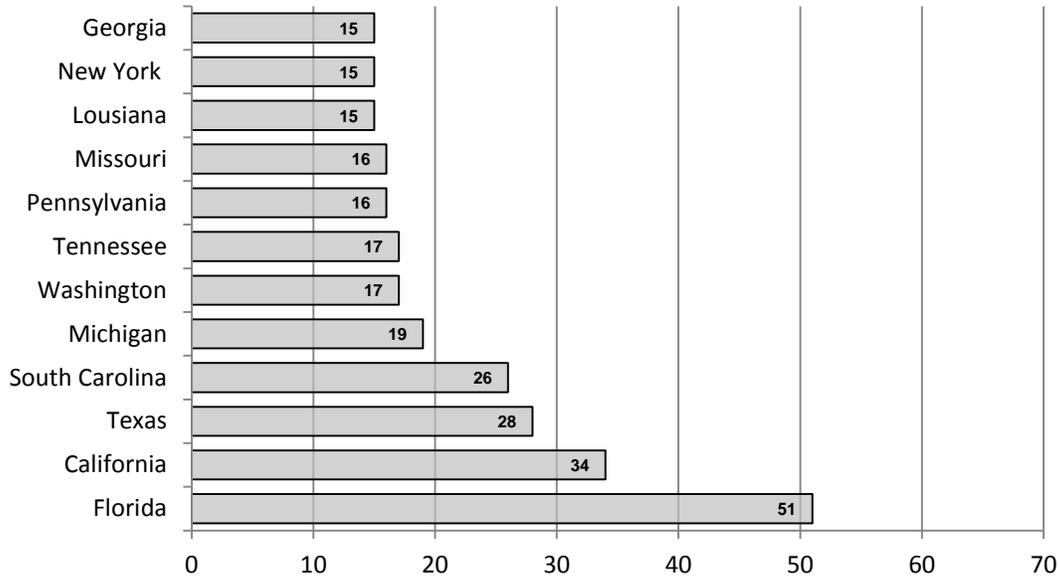
On May 24, 2014 at approximately 3:00 a.m., two 27-year-old males and a 28-year-old female launched a canoe into Wells Lake from the shoreline at the Mariners Wharf Apartments. They paddled approximately 120 yards from shore when the canoe capsized. All three subjects were ejected into the water. One of the men was able to swim to shore and the other was found floating with the assistance of a cooler and later rescued by Clay County Sheriff Office. The female was unable to swim to shore and slipped below the surface. Clay County Sheriff office dive team searched from 7:00 a.m. until 6:00 p.m. on 5/24/2014 and 5/25/2014. Both occupants advised that all three had been consuming alcohol throughout the night. On 5/26/2014 at approximately 5:15 a.m., the female was found deceased approximately 40 feet from the western shoreline of Mariners Wharf Apartments. There were no lifejackets or other safety equipment onboard at the time of the accident.

Bottom picture

On October 2, 2014, a father and son launched their 16 foot bass boat from the Dunnellon Boat Ramp on the Withlacoochee River in Dunnellon, Florida. They traveled south on the river (up-river) approximately 3 ½ miles with the son, 59-years-old, as the operator of the boat. While traveling around a right curve in the river, the boat went under some overhanging tree limbs along the west bank, and struck a cypress tree head on. The impact caused the son to be thrown from the steering console onto the floor near the front deck. The father, 79-years-old, was ejected from the vessel into the water. Citrus County Deputies used a Good Samaritan vessel to recover both victims and transport them to home close by where Citrus EMS provided emergency assistance and transport. The son was transported to Citrus Memorial Hospital where he was pronounced deceased. The father was transported to Ocala Regional Hospital with non-life threatening injuries.

2014 FATALITY DATA

2013 FATALITIES - TOP TWELVE STATES



*Twelve states due to ties for 10th place. 2014 statistics for top 12 states were not available at time of printing

Source: U.S. Coast Guard Division of Auxiliary and Boating Safety (recreational fatalities)

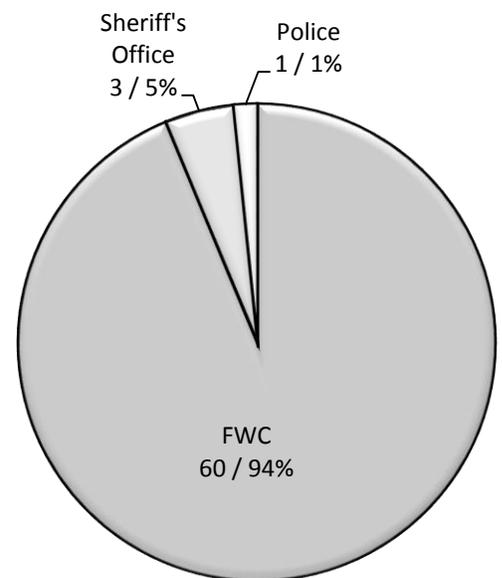
FLORIDA TOTAL FATALITIES RECORDED

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

0 300000 600000 900000 1200000

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

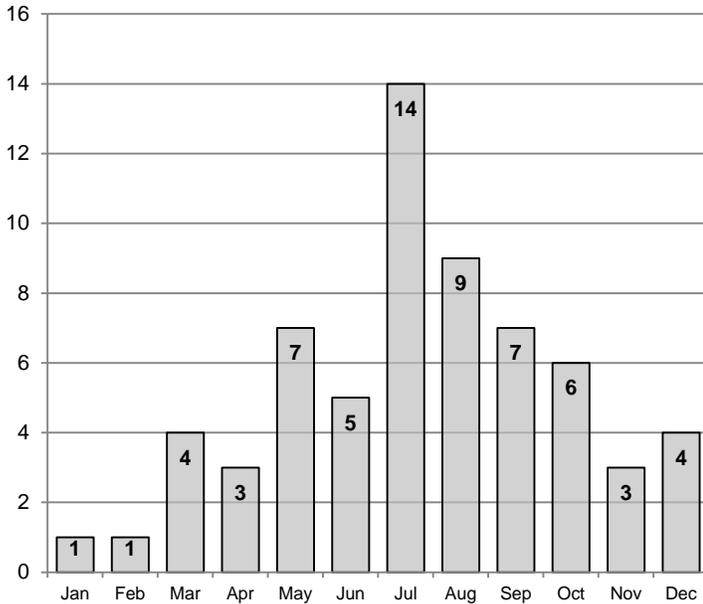
INVESTIGATING AGENCY



*64 fatal accidents

2014 FATALITY DATA

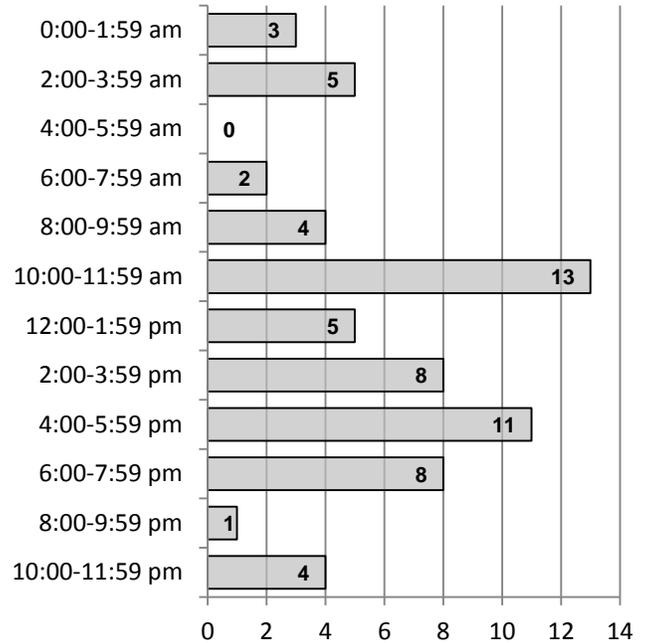
FATAL ACCIDENTS BY MONTH



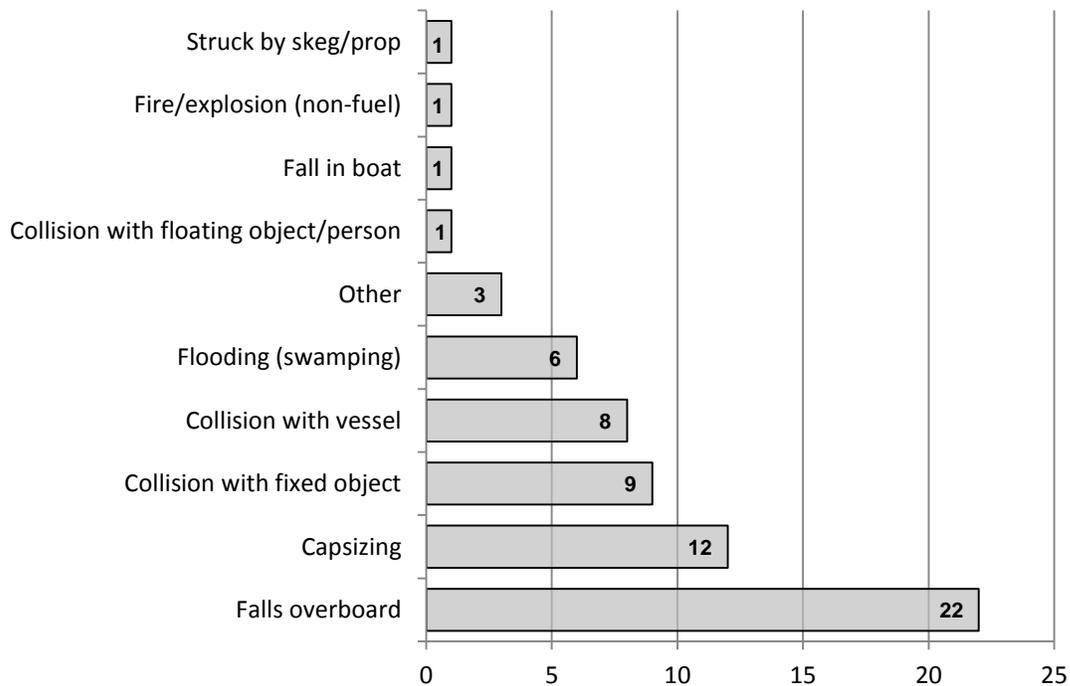
*64 fatal accidents involving 73 fatalities

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

TIME OF DAY



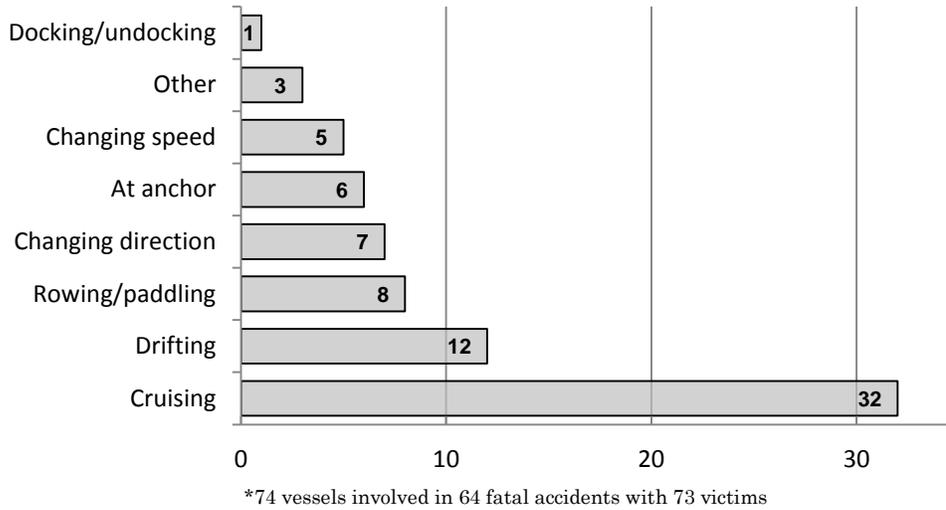
ACCIDENT TYPES



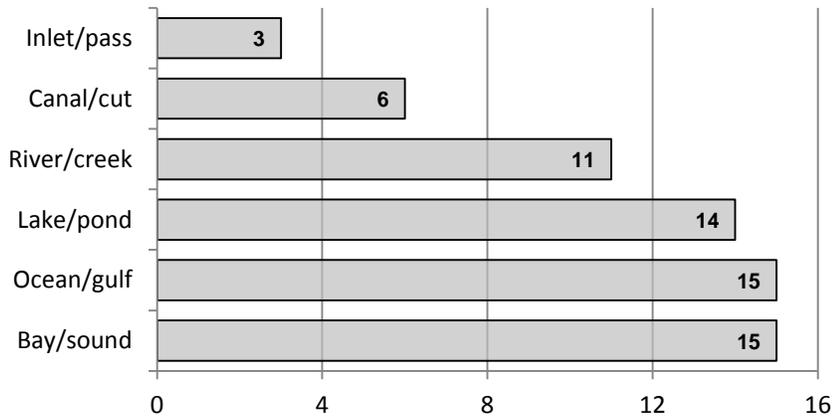
*64 fatal accidents involving 73 fatalities (Based on first harmful event.)

2014 FATALITY DATA

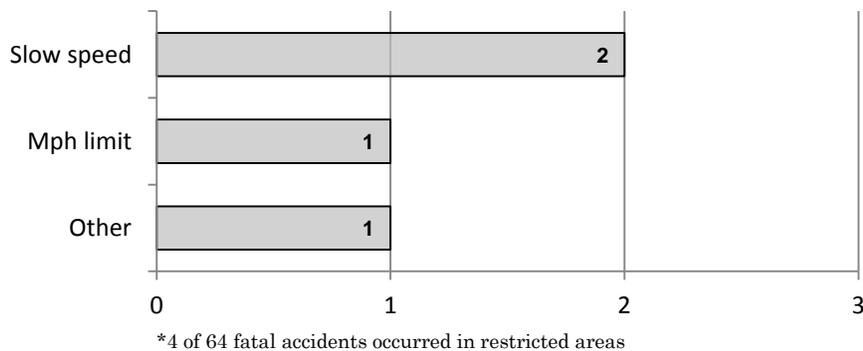
OPERATION AT TIME OF ACCIDENT



ACCIDENT SITE LOCATION

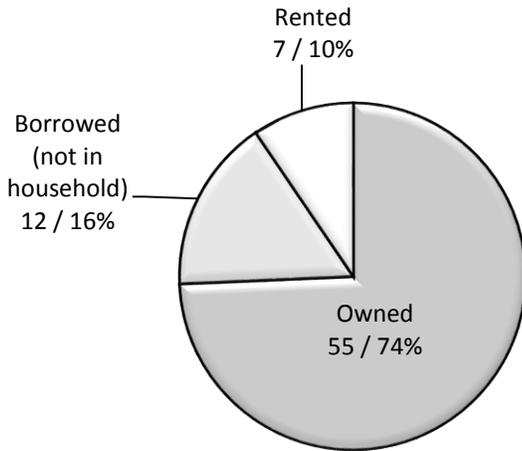


RESTRICTED AREA FATAL ACCIDENTS

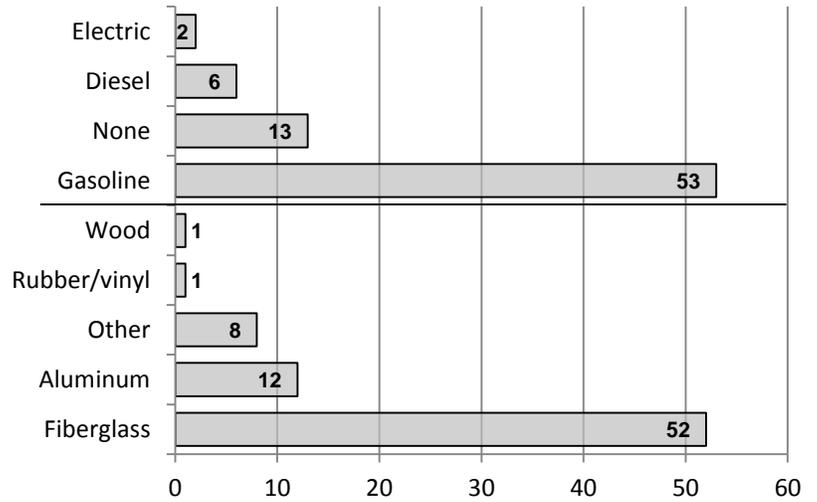


2014 FATALITY DATA

VESSEL OWNERSHIP

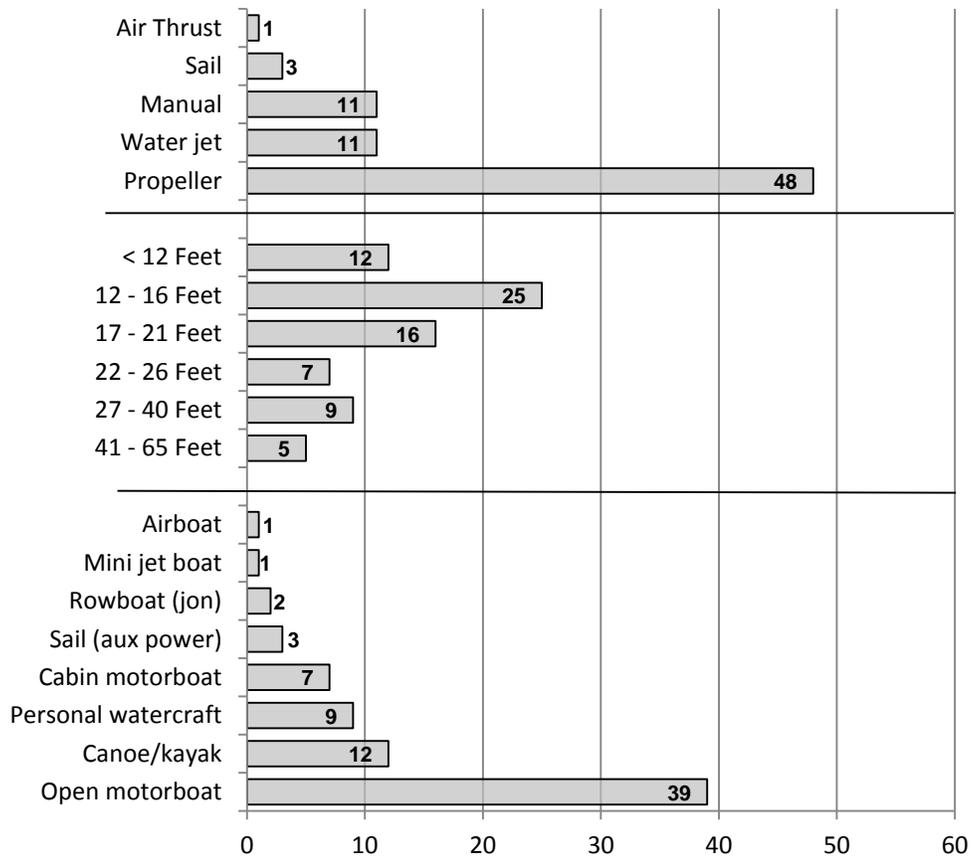


VESSEL FUEL & HULL TYPE



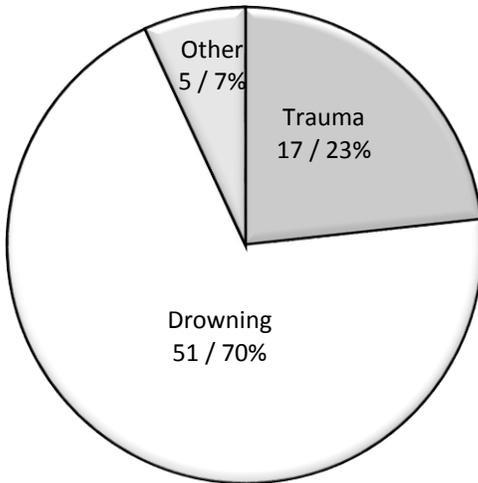
*73 total fatalities involving 74 vessels

VESSEL PROPULSION, LENGTH & TYPE



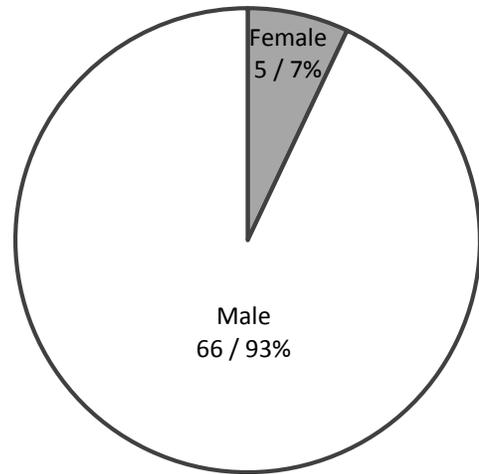
2014 FATALITY DATA

PRIMARY CAUSE OF DEATH



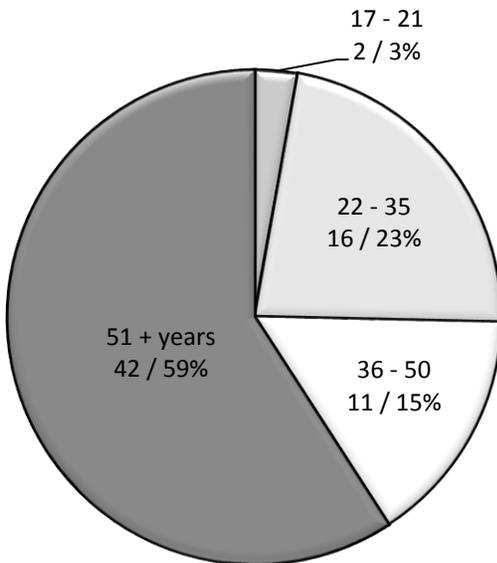
*73 fatalities

OPERATOR GENDER

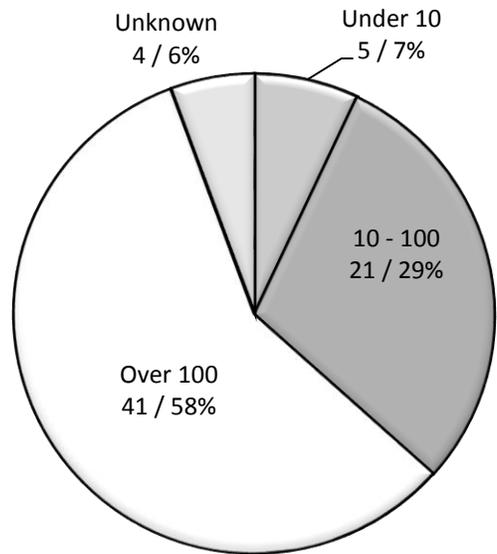


*71 operators

OPERATOR AGE



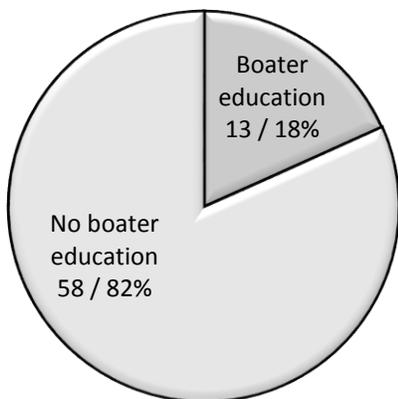
OPERATOR EXPERIENCE (IN HOURS)



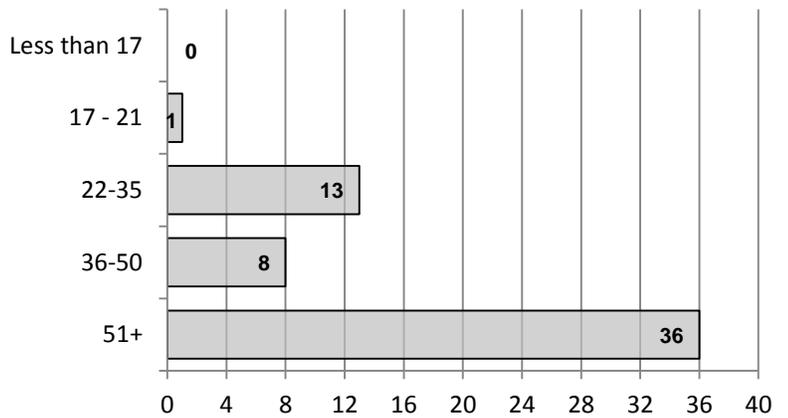
2014 FATALITY DATA

Marion County, 9/21/14: Three adults and two children were in a 16 foot canoe on Halfmoon Lake. Movement in the canoe caused it to take on water, capsize and sink. The adult passengers began to assist the two children to stay afloat. Good Samaritans in a nearby boat heard their calls for help and came over to assist and called 911. They were able to pull everyone onboard except for a 29-year-old male who could not be located. Once onshore, one of the adult occupants, a 51-year-old woman, stopped breathing. She was transported to Munroe Regional Medical Center where she was pronounced deceased. There were no lifejackets or other safety equipment on the canoe at the time of the accident. The 29-year-old's body was recovered the next day.

OPERATOR EDUCATION

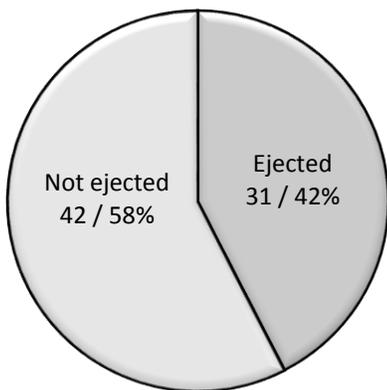


OPERATORS BY AGE WITHOUT FORMAL BOATER EDUCATION

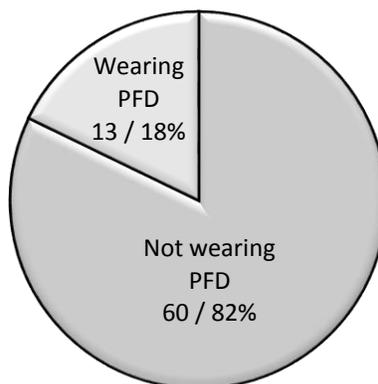


*58 operators did not have any formal boater education

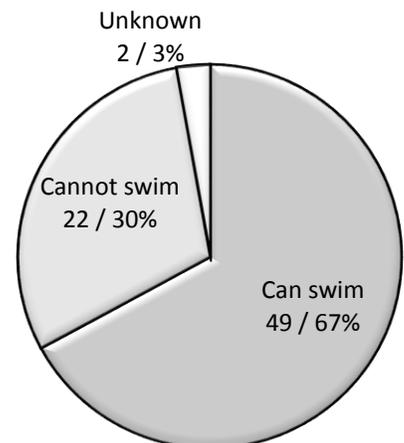
VICTIM STATISTICS (EJECTED)



VICTIM STATISTICS (WEARING PFD)



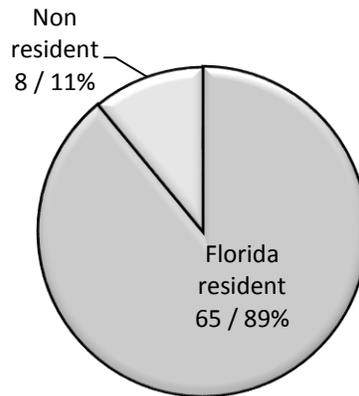
VICTIM STATISTICS (SWIMMING ABILITY)



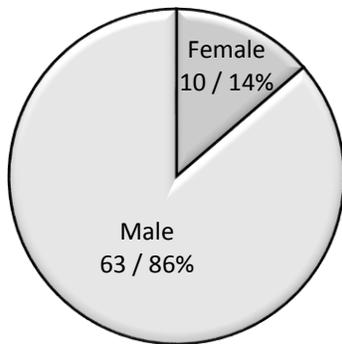
*64 fatal accidents involving 73 victims

2014 FATALITY DATA

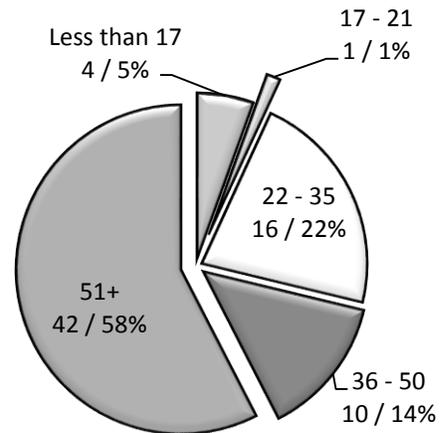
VICTIM RESIDENCY



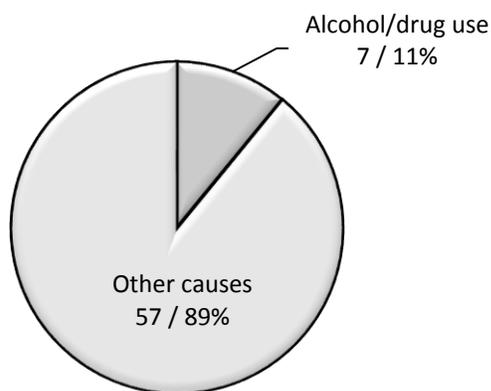
VICTIM GENDER



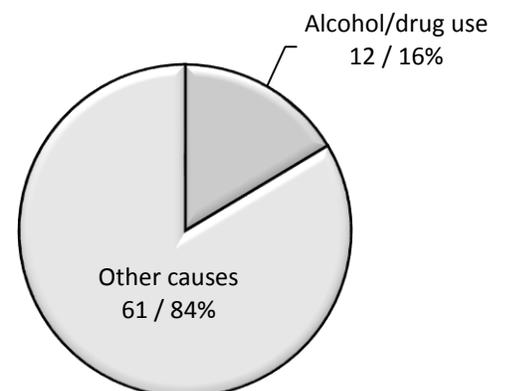
VICTIM AGE



ALCOHOL/DRUG RELATED ACCIDENTS



ALCOHOL/DRUG RELATED VICTIMS

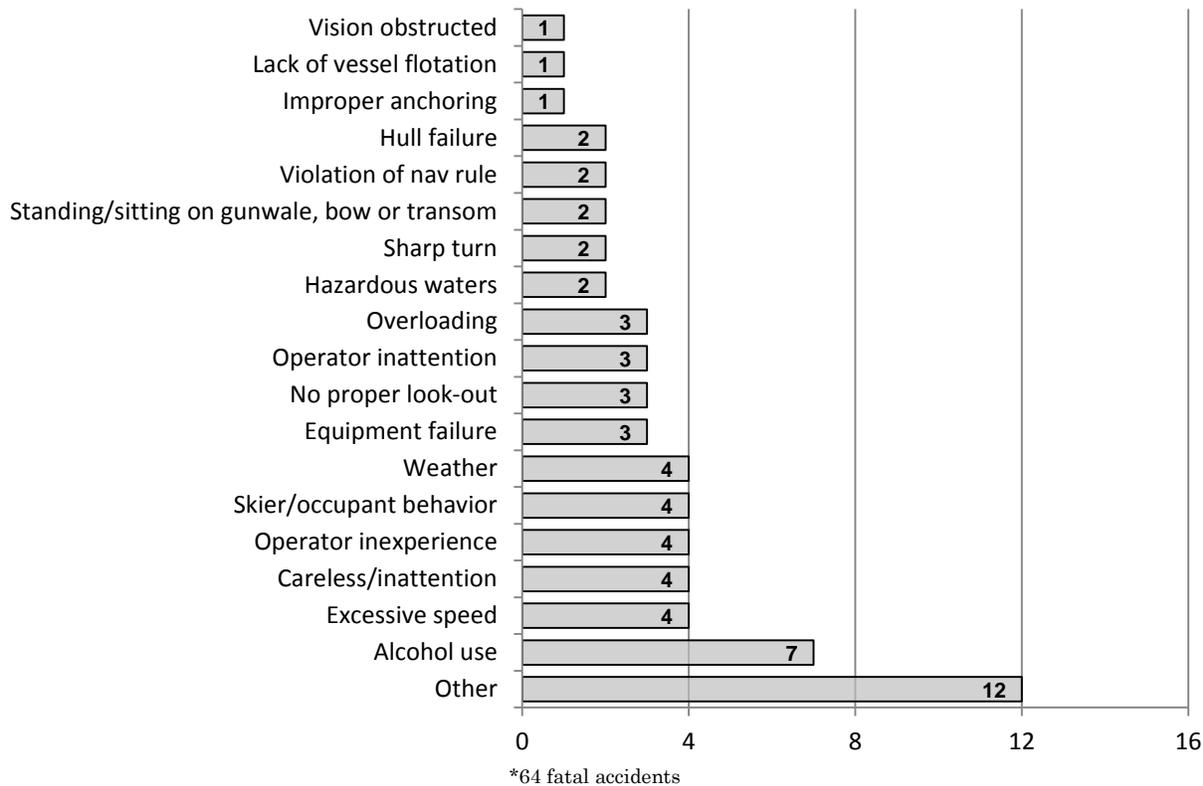


*64 accidents involving 73 fatalities

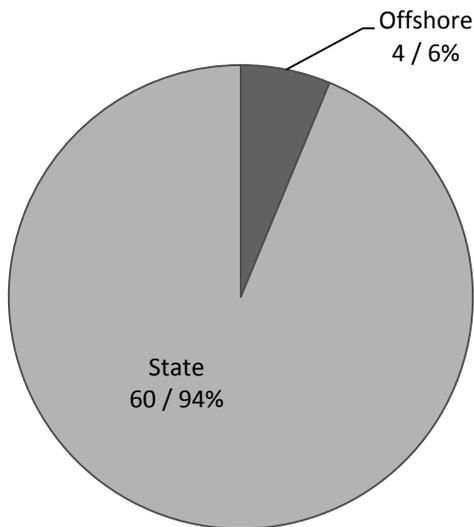
(Alcohol/drug related refers to any accidents in which alcohol or drug use may have been a contributing factor, whether or not legally impaired.)

2014 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



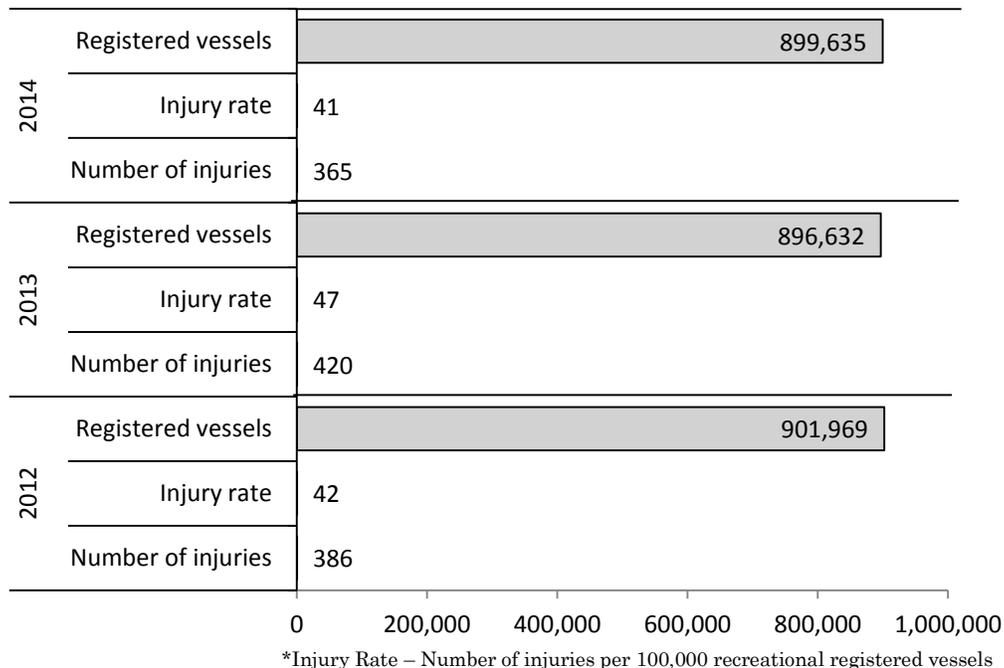
2014 Boating Injuries photo detail

Cover Photo: (Courtesy of FWC)

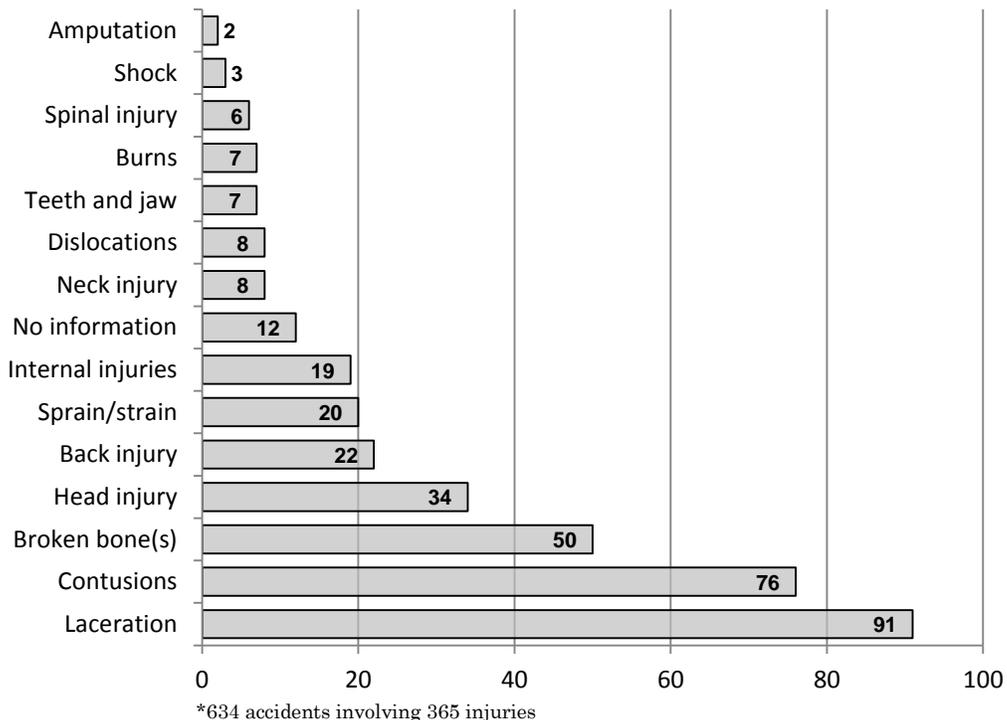
On the early morning of July 30 2014, the operator of a 26 foot vessel was leaving Salt Creek in Pinellas County. As he exited speed zone in Bayborough Harbor, he accelerated the vessel. He was traveling east, approximately 200 yards from the shore line when he made a sharp turn to the north and moments later struck a channel marker. The impact broke the piling and the operator fell against the console, striking his head. After recovering from a few moments of disorientation, the operator applied a towel to his head wound and called for help. He received treatment at a local hospital for a 4-inch laceration on his forehead.

2014 INJURY DATA

TOTAL INJURIES RECORDED 2011-2014

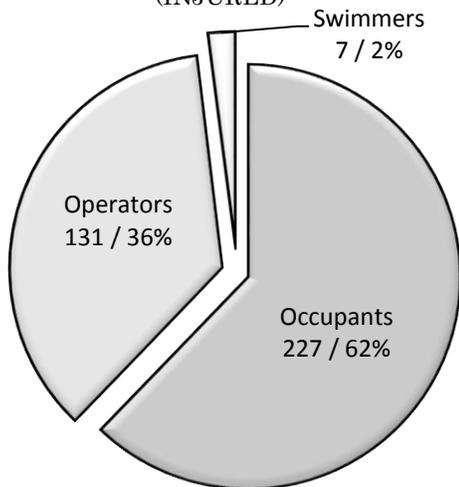


TYPES OF INJURY



2014 INJURY DATA

VICTIM STATISTICS
(INJURED)



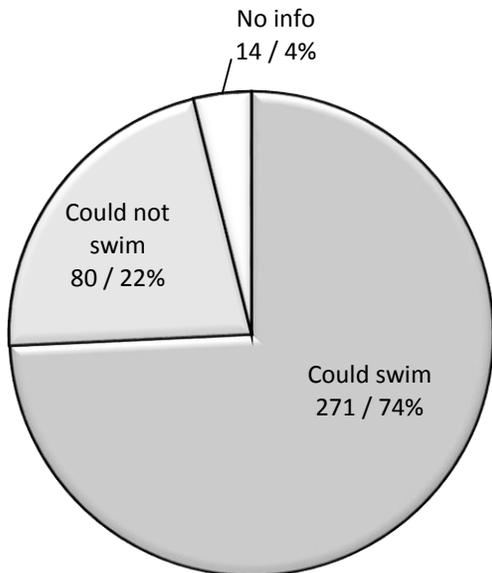
*634 accidents involving 365 injured

On January 19, 2014, a 26 foot Sea Ray was traveling in a northerly direction from the Lake Worth Pier approximately one mile from shore in the Atlantic Ocean. A 27 foot Black Fin was drifting to the west of the Sea Ray and was displaying a divers down flag.

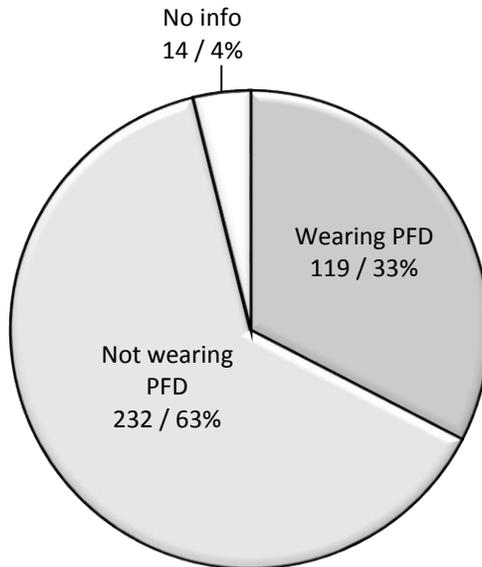
The Sea Ray changed course and crossed the path of the Black Fin approximately 50 to 75 feet ahead of it. The Sea Ray struck a diver from the Black Fin. After striking the diver, the Sea Ray headed toward Palm Beach Inlet.

The diver sustained injuries from his upper rear right leg ankle. Investigation revealed that the dive flag was not properly displayed because the stiffener rod had broken due to corrosion. The operator of the Black Fin was cited for the improper flag display.

VICTIM STATISTICS
(SWIMMING ABILITY)



VICTIM STATISTICS
(PFD USE)





Personal Watercraft Accidents



2014 Personal Watercraft Accidents

Cover Photos: (Courtesy of FWC)

On the evening of May 4 2014, a 25 foot Hydrasport and a PWC were involved in a boating accident near Monument Island in Miami.

The Hydrasport was traveling north from the MacArthur Causeway Bridge toward the East Venetian Bridge. The operator advised he was traveling on plane, and he noticed multiple PWC maneuvering on the west side of the island. The operator described one of the PWC making a sharp U-turn toward the bow of his vessel which resulted in the Hydrasport striking the PWC and its operator on the starboard side. The PWC operator was ejected from the impact and landed in the water. The operator held onto a piece of the seat that had broken off during the impact. The PWC continued under power, circled around the stern of Hydrasport and struck it on the port side. Several other PWC from the area came to his aid and transported him to the island. The operator of the PWC was taken to a local hospital for treatment of non-life threatening injuries.

PERSONAL WATERCRAFT DATA

2014 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY									
County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
Alachua	687	1	688	0	0	0	\$0	25	0
Baker	198	0	1,980	0	0	0	\$0	26	0
Bay	2,011	275	2,286	4	1	3	\$7,800	6	1:572
Bradford	234	0	234	0	0	0	\$0	27	0
Brevard	3,392	11	3,403	1	0	1	\$0	24	1:3,403
Broward	7,786	63	7,939	2	0	0	\$8,500	13	1:3,970
Calhoun	50	0	50	0	0	0	\$0	28	0
Charlotte	1,422	45	1,467	3	0	3	\$1,400	11	1:489
Citrus	856	0	856	1	1	0	\$400	21	0
Clay	1,575	7	1,582	0	0	0	\$0	29	0
Collier	2,969	239	3,208	0	0	0	\$0	30	0
Columbia	253	0	253	0	0	0	\$0	31	0
Desoto	161	1	162	0	0	0	\$0	32	0
Dixie	55	0	55	0	0	0	\$0	33	0
Duval	3,675	10	3,685	0	0	0	\$0	34	0
Escambia	1,629	36	1,665	1	0	1	\$0	23	1:1,665
Flagler	634	3	637	0	0	0	\$0	35	0
Franklin	156	1	157	0	0	0	\$0	36	0
Gadsden	77	1	78	0	0	0	\$0	37	0
Gilchrist	87	0	87	0	0	0	\$0	38	0
Glades	27	1	28	0	0	0	\$0	39	0
Gulf	126	2	128	0	0	0	\$0	40	0
Hamilton	36	0	36	0	0	0	\$0	41	0
Hardee	105	1	106	0	0	0	\$0	42	0
Hendry	180	0	180	0	0	0	\$0	43	0
Hernando	943	1	944	0	0	0	\$0	44	0
Highlands	1,063	3	1,069	1	0	1	\$2,200	18	1:1,069
Hillsborough	5,985	45	6,030	3	0	4	\$10,150	9	1:2,010
Holmes	80	2	82	0	0	0	\$0	45	0
Indian River	719	1	720	0	0	0	\$0	46	0
Jackson	238	3	241	0	0	0	\$0	47	0
Jefferson	104	2	106	0	0	0	\$0	48	0
Lafayette	50	0	50	0	0	0	\$0	49	0
Lake	2,199	8	2,207	1	0	3	\$3,100	17	1:2,207
Lee	4,409	168	4,577	2	0	4	\$250	14	1:2,289
Leon	1,084	1	1,085	0	0	0	\$0	50	0
Levy	176	0	176	0	0	0	\$0	51	0

PERSONAL WATERCRAFT DATA

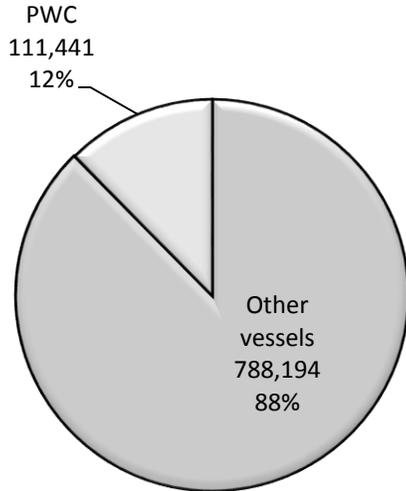
2014 PERSONAL WATERCRAFT REGISTRATION AND ACCIDENTS BY COUNTY									
County	Pleasure	Rental	Total	PWC Accidents	PWC Fatalities	PWC Injuries	Property Damage	Rank	Accident Rate*
Liberty	31	0	31	0	0	0	\$0	52	0
Madison	32	0	32	0	0	0	\$0	53	0
Manatee	2,071	47	2,108	0	0	0	\$0	54	0
Marion	1,598	3	1,601	0	0	0	\$0	55	0
Martin	1,453	16	1,469	1	0	0	\$5,029	15	1:1,469
Miami-Dade	11,548	483	12,031	11	0	14	\$27,500	4	1:1,094
Monroe	1,580	372	1,952	17	1	15	\$29,750	2	1:122
Nassau	604	3	607	0	0	0	\$0	56	0
Okealoosa	2,772	245	3,017	7	0	6	\$11,005	5	1:431
Okeechobee	217	0	217	0	0	0	\$0	57	0
Orange	6,161	39	6,200	3	0	4	\$1,200	12	1:2,067
Osceola	1,796	20	1,816	0	0	0	\$0	58	0
Palm Beach	5,995	29	6,024	12	1	9	\$44,000	3	1:502
Pasco	3,160	14	3,174	1	0	2	\$5,000	16	1:3,174
Pinellas	7,171	159	7,330	19	0	11	\$46,650	1	1:386
Polk	2,633	10	2,643	0	0	0	\$0	59	0
Putnam	495	4	499	1	0	1	\$0	22	1:499
Santa Rosa	1,757	63	1,820	1	0	1	\$1,000	20	1:1,820
Sarasota	2,169	76	2,245	3	1	6	\$5,200	10	1:748
Seminole	2,940	3	2,943	1	0	2	\$2,000	19	1:2,943
St. Johns	1,758	6	1,764	4	0	4	\$2,300	8	1:441
St. Lucie	1,261	3	1,264	0	0	0	\$0	60	0
Sumter	240	0	240	0	0	0	\$0	61	0
Suwannee	167	0	167	0	0	0	\$0	62	0
Taylor	82	0	82	0	0	0	\$0	63	0
Union	65	0	65	0	0	0	\$0	64	0
Volusia	2,370	38	2,408	4	0	3	\$3,000	7	1:602
Wakulla	150	0	150	0	0	0	\$0	65	0
Walton	524	22	546	0	0	0	\$0	66	0
Washington	129	2	131	0	0	0	\$0	67	0
DHSMV	401	2	403						
TOTAL	108,851	2,590	111,441	104	5	98	\$217,434		1:1,072

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

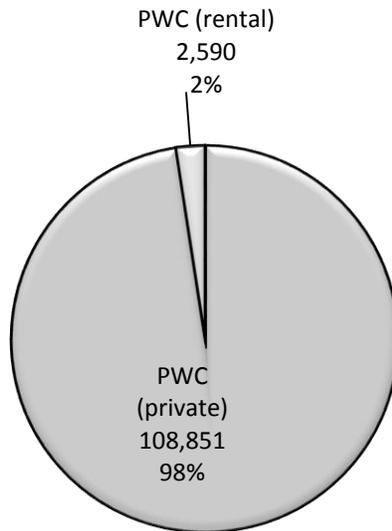
Those Counties in bold print represent the top twelve counties for PWC boating accidents in 2014.
DHSMV numbers represent registrations issued at the main office instead of at county level.

2014 PERSONAL WATERCRAFT DATA

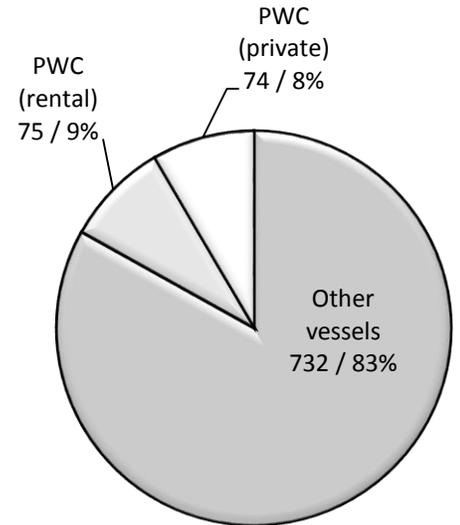
TOTAL REGISTERED PWC



PWC OWNERSHIP BY REGISTRATION

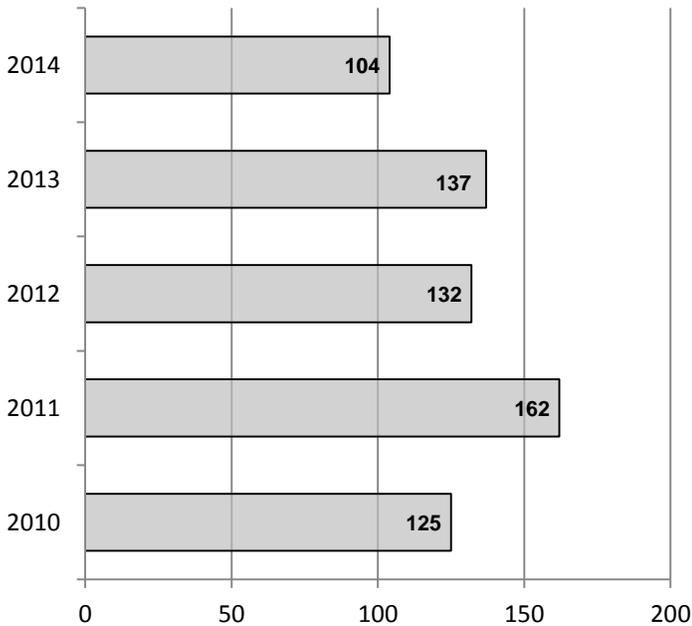


COMPARISON OF PWC TO VESSELS INVOLVED IN ACCIDENTS



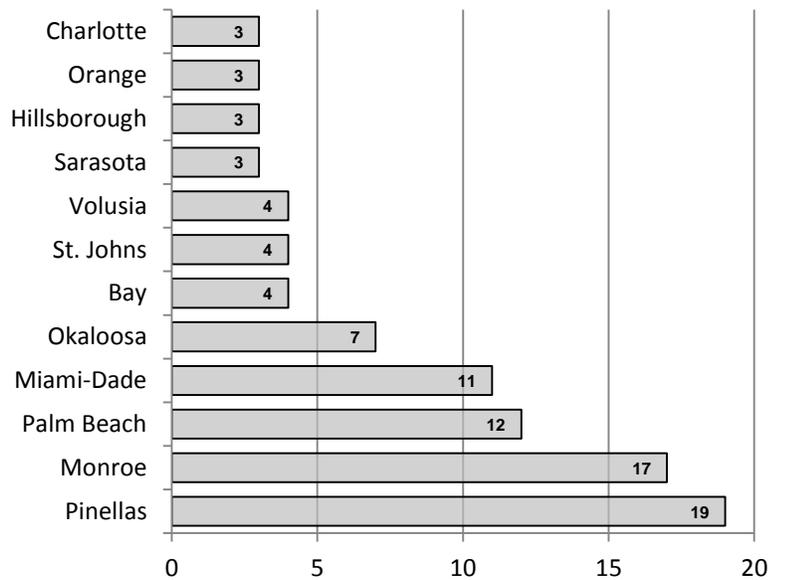
*881 vessels involved in accidents

PWC ACCIDENTS 2010-2014



*104 total PWC accidents.

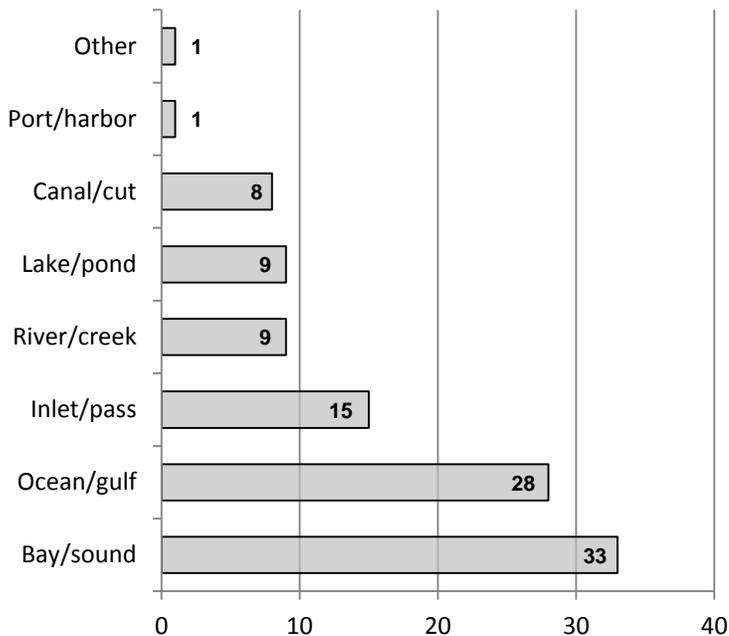
PWC ACCIDENTS TOP TWELVE COUNTIES



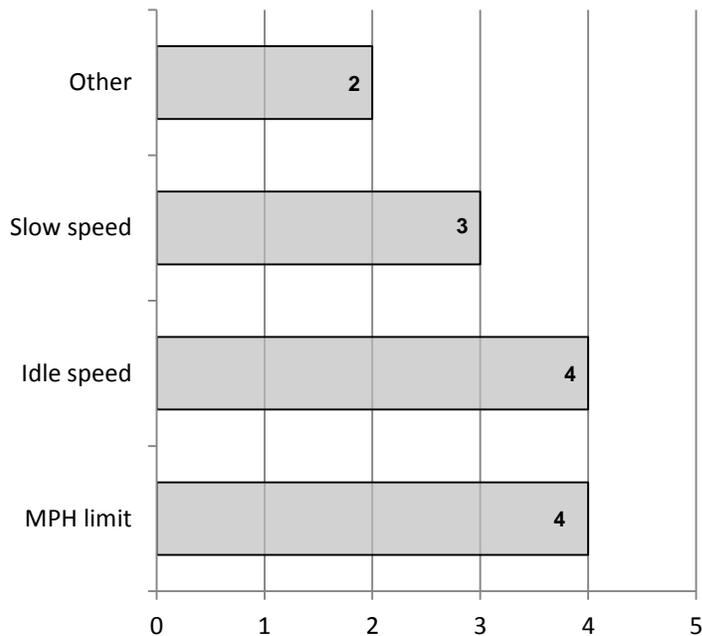
*Twelve counties due to ties.

2014 PERSONAL WATERCRAFT DATA

ACCIDENT SITE LOCATION

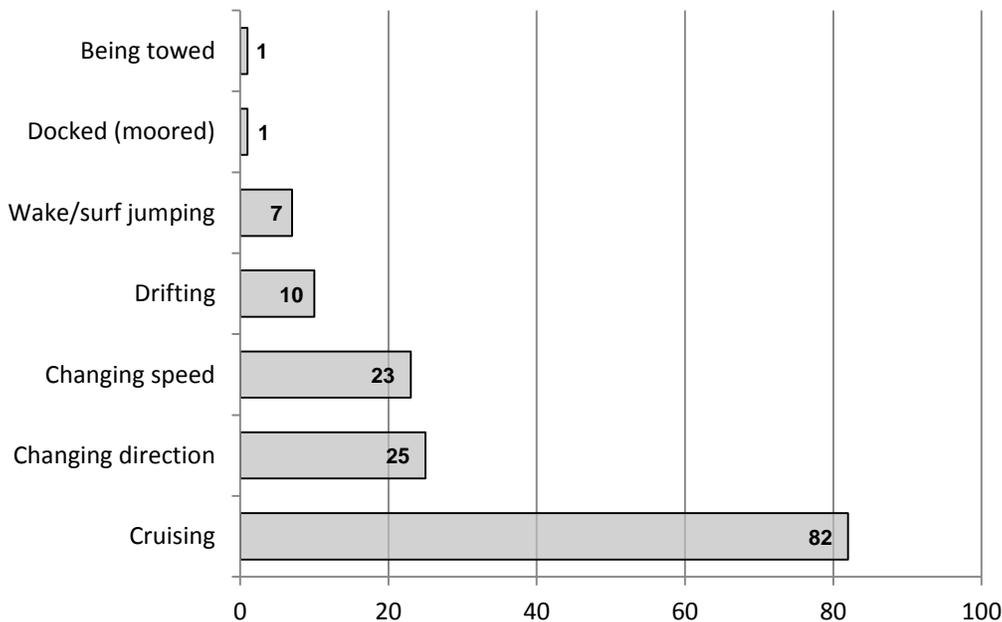


RESTRICTED AREA ACCIDENTS



*13 PWC accidents occurred within a restricted area

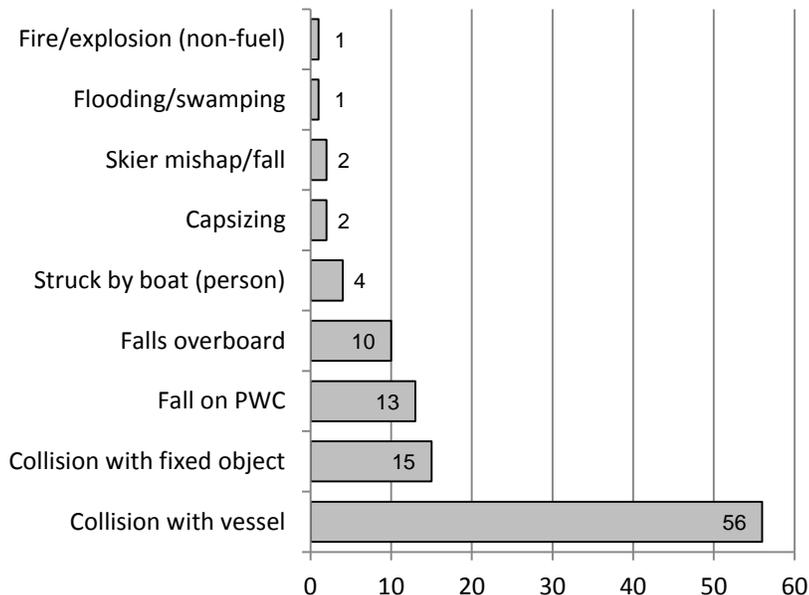
OPERATION AT TIME OF ACCIDENT



*149 PWC involved in accidents.

2014 PERSONAL WATERCRAFT DATA

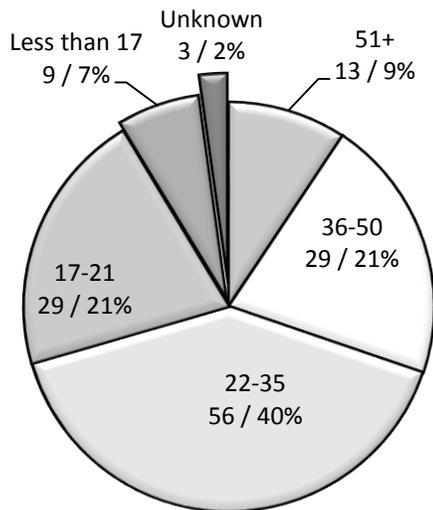
PRIMARY TYPE OF ACCIDENT



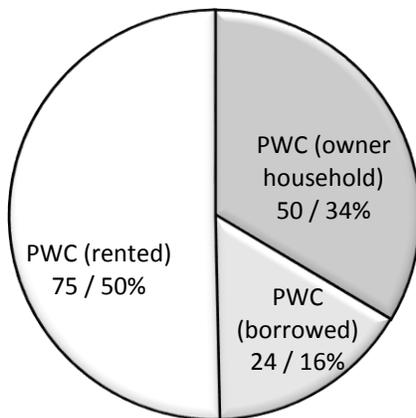
*104 PWC accidents
(Based on first harmful event as determined by the state reviewing authority.)

On May 7th, 2014 a 73-year-old male and a 21-year-old female were operating their PWC on the Salt River in Citrus County. They were turning tight circles and zig zag patterns very close to one another. When the female straightened out of a turn she struck the other PWC and the male operator. He was airlifted to Ocala Regional Hospital where he succumbed to his injuries later that night.

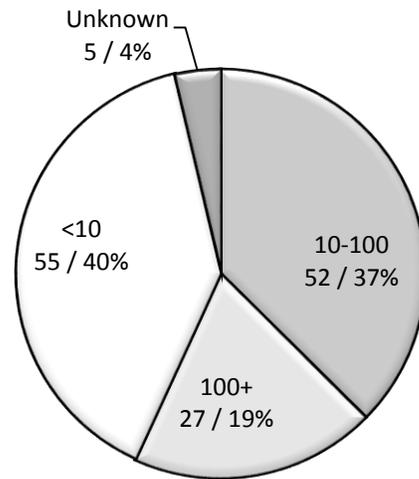
PWC OPERATOR AGE



PWC OWNERSHIP



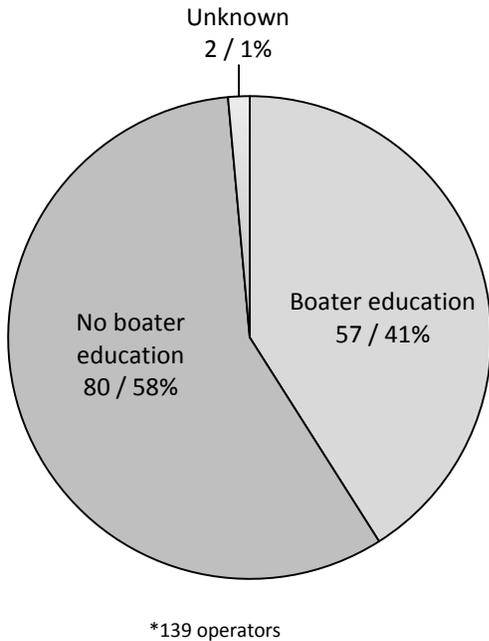
PWC OPERATOR EXPERIENCE (HOURS)



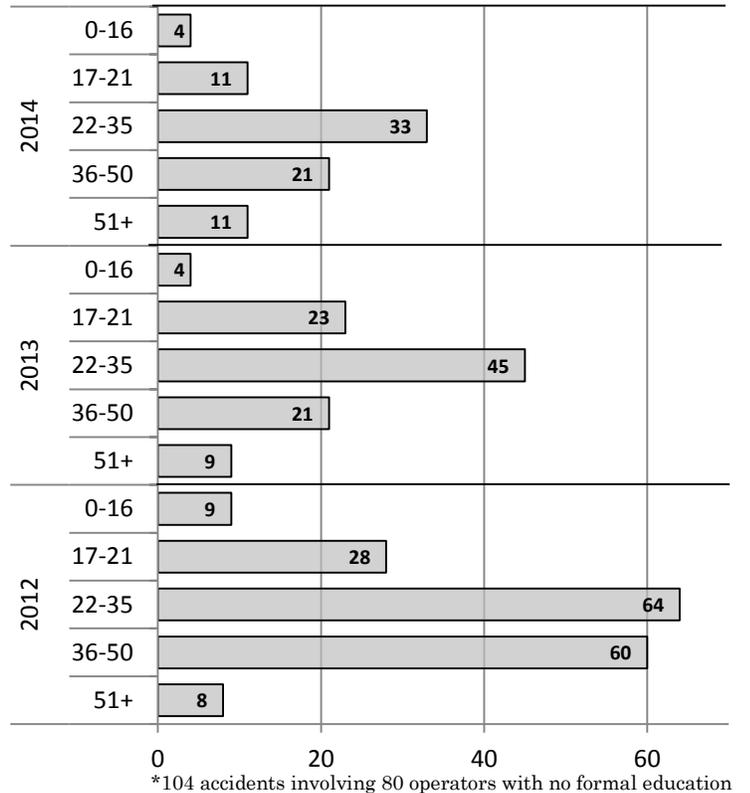
*104 PWC accidents involving 149 PWC and 139 operators
Operator information for two accidents is unknown due to hit and run accidents.

2014 PERSONAL WATERCRAFT DATA

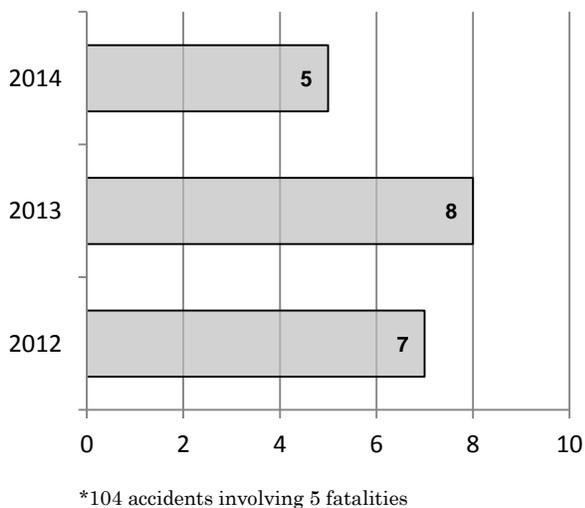
PWC OPERATOR EDUCATION



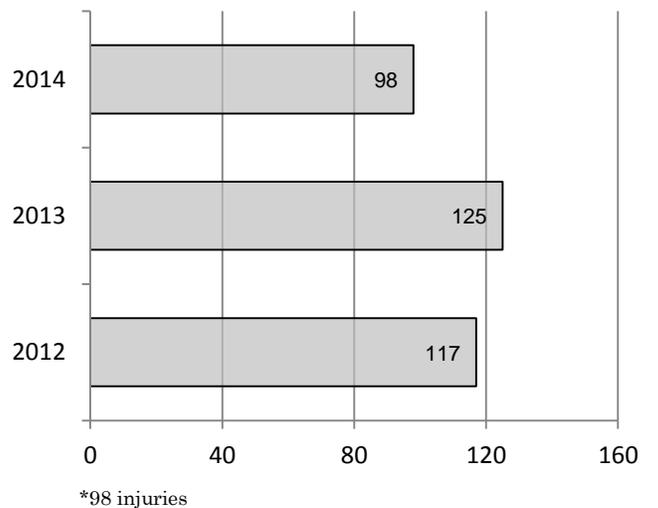
PWC OPERATORS BY AGE WITHOUT BOATER EDUCATION



PWC FATALITIES 2012-2014

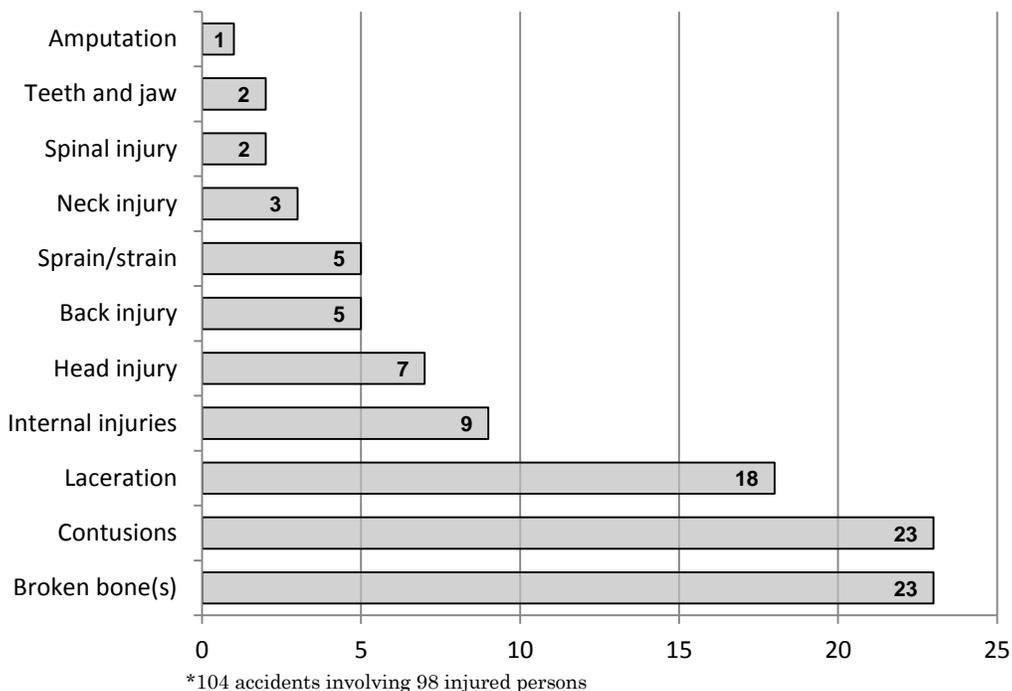


PWC INJURIES 2012-2014

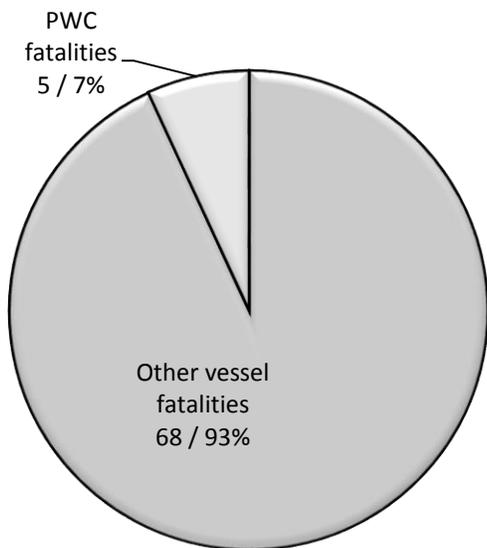


2014 PERSONAL WATERCRAFT DATA

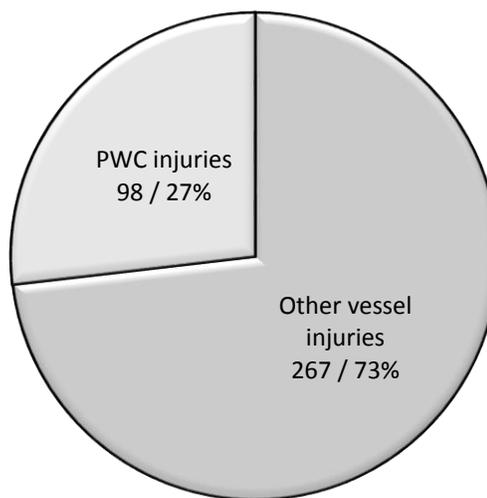
PRIMARY INJURY TYPES



COMPARISONS OF PWC FATALITIES

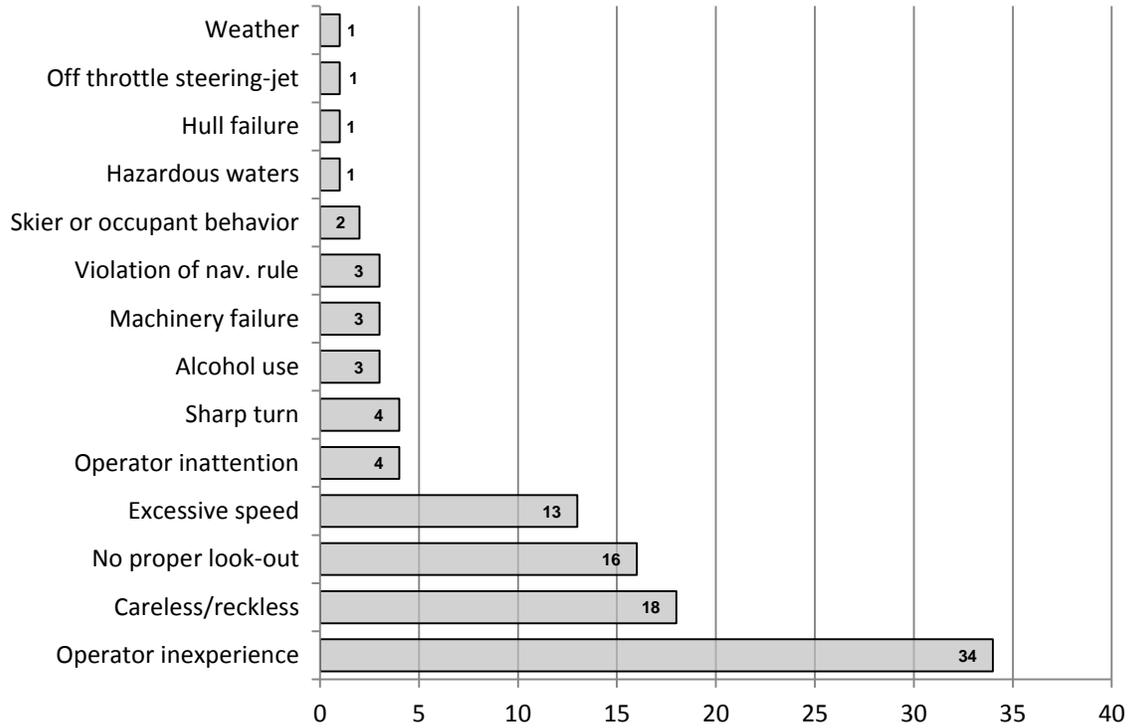


COMPARISONS OF PWC INJURIES

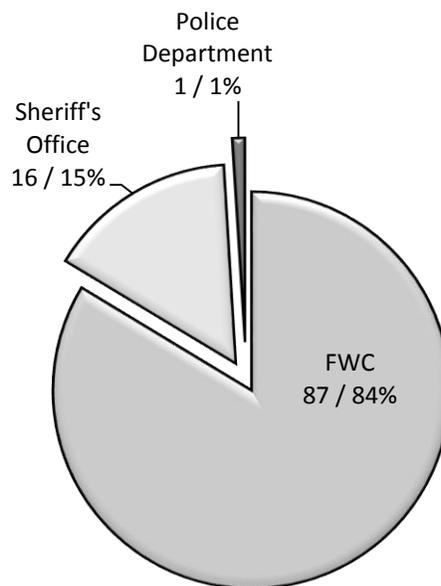


2014 PERSONAL WATERCRAFT DATA

PRIMARY CAUSE ASSESSED BY REVIEWING AUTHORITY



INVESTIGATING AGENCY



*104 PWC accidents

Boating Education

**Florida
personal
watercraft**
rules and safety tips



**Get Your Permanent Florida
Boating Safety Education
Identification Card Today!**

Become a better boater ■ Rent boats and PWC
without taking the Temporary Certificate test



Good for life!
Free replacement
if lost, stolen or
damaged!
Printed on durable,
wallet-sized cards.



Courses are available online, in our **How to Boat Smart** course book, and in classrooms. Visit <http://MyFWC.com/Boating/Safety-Education/Courses> for available courses!

**How to
BOATSMART**
Florida Boating Safety Course

MyFWC.com
Free publication provided by the
Florida Fish and Wildlife Conservation Commission

FLORIDA The Sunshine State

WEAR IT FLORIDA

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

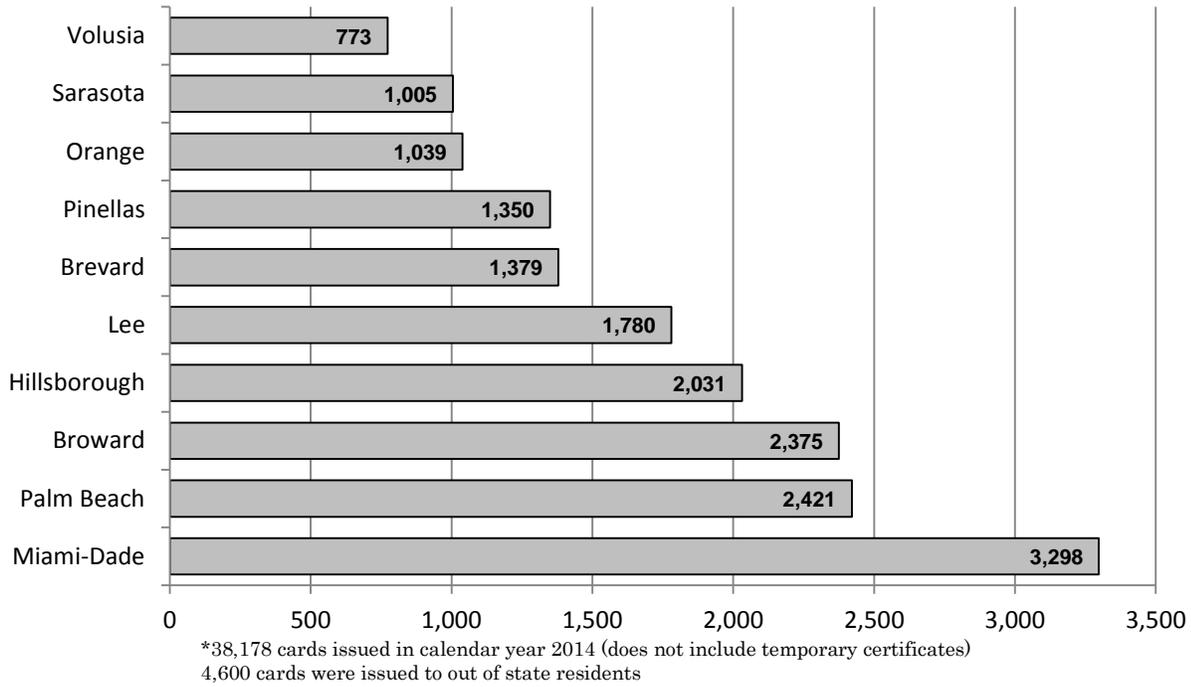
Boating Safety Education I.D. Card #:

This is to CERTIFY the contents of this course are approved by the STATE OF FLORIDA, the NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS and recognized by the U.S. COAST GUARD.

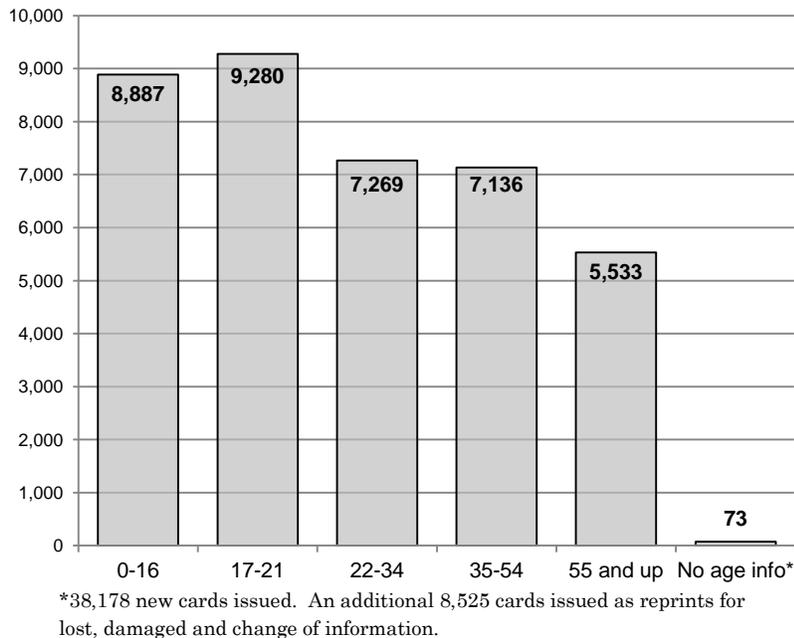


2014 BOATING EDUCATION

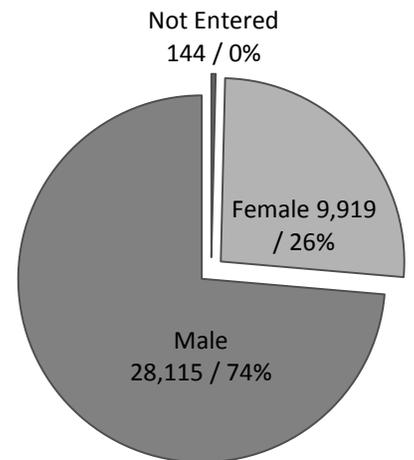
TOP TEN COUNTIES-BOATING SAFETY EDUCATION IDENTIFICATION (I.D.) CARDS ISSUED



BOATING SAFETY EDUCATION I.D. CARD DISTRIBUTION BY AGE

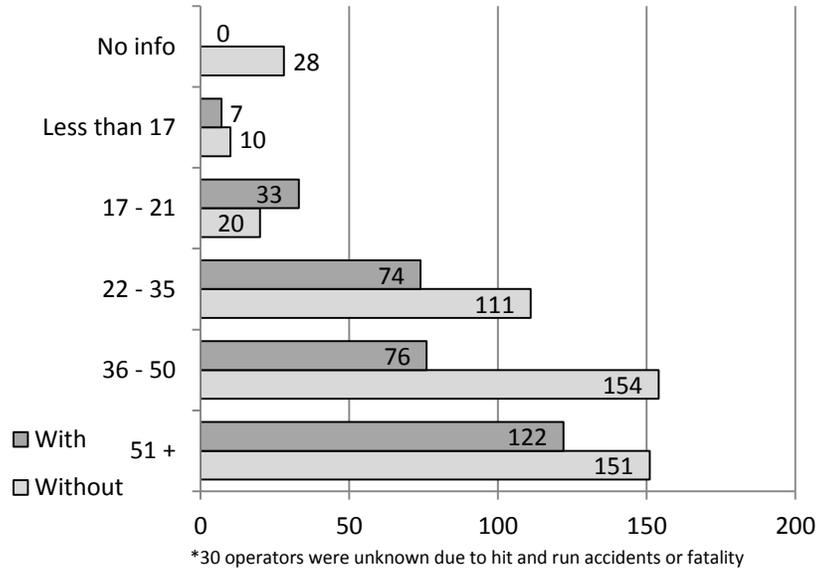
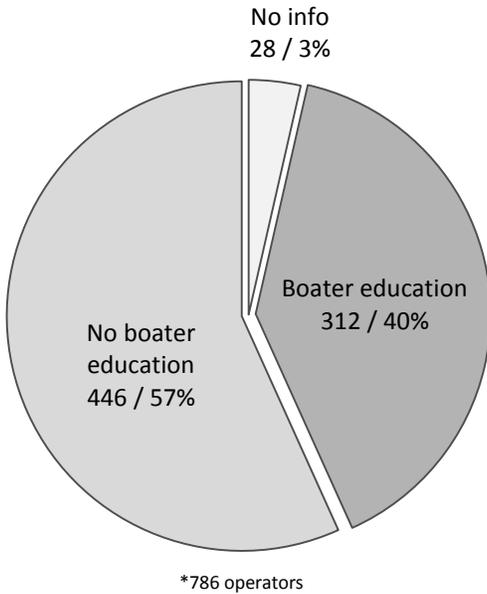


I.D. CARD DISTRIBUTION BY GENDER

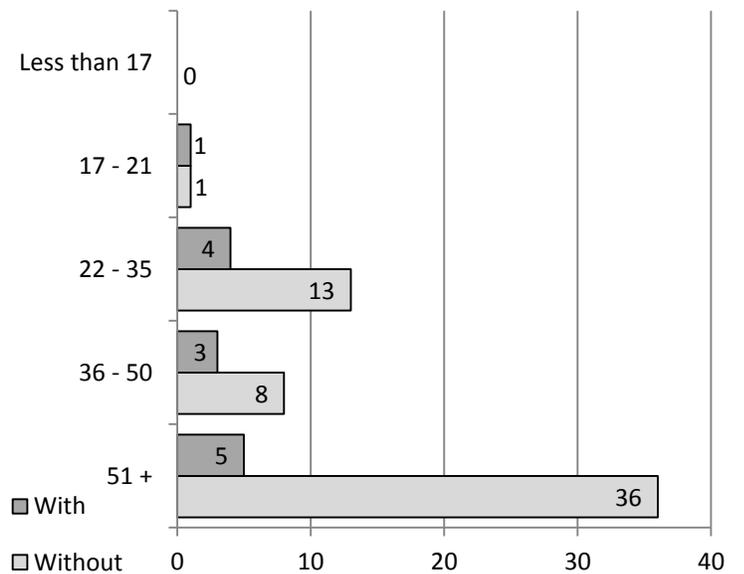
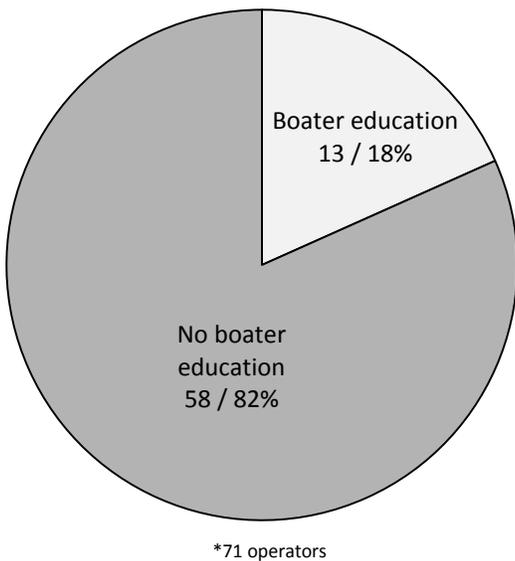


2013 BOATING EDUCATION

OPERATORS INVOLVED IN ACCIDENTS-EDUCATION/AGE



OPERATORS INVOLVED IN FATAL ACCIDENTS-EDUCATION/AGE



Violation Summary



Violation Summary

Top picture

Grassy Island, Taylor County

(Recreational occasion)

Bottom picture

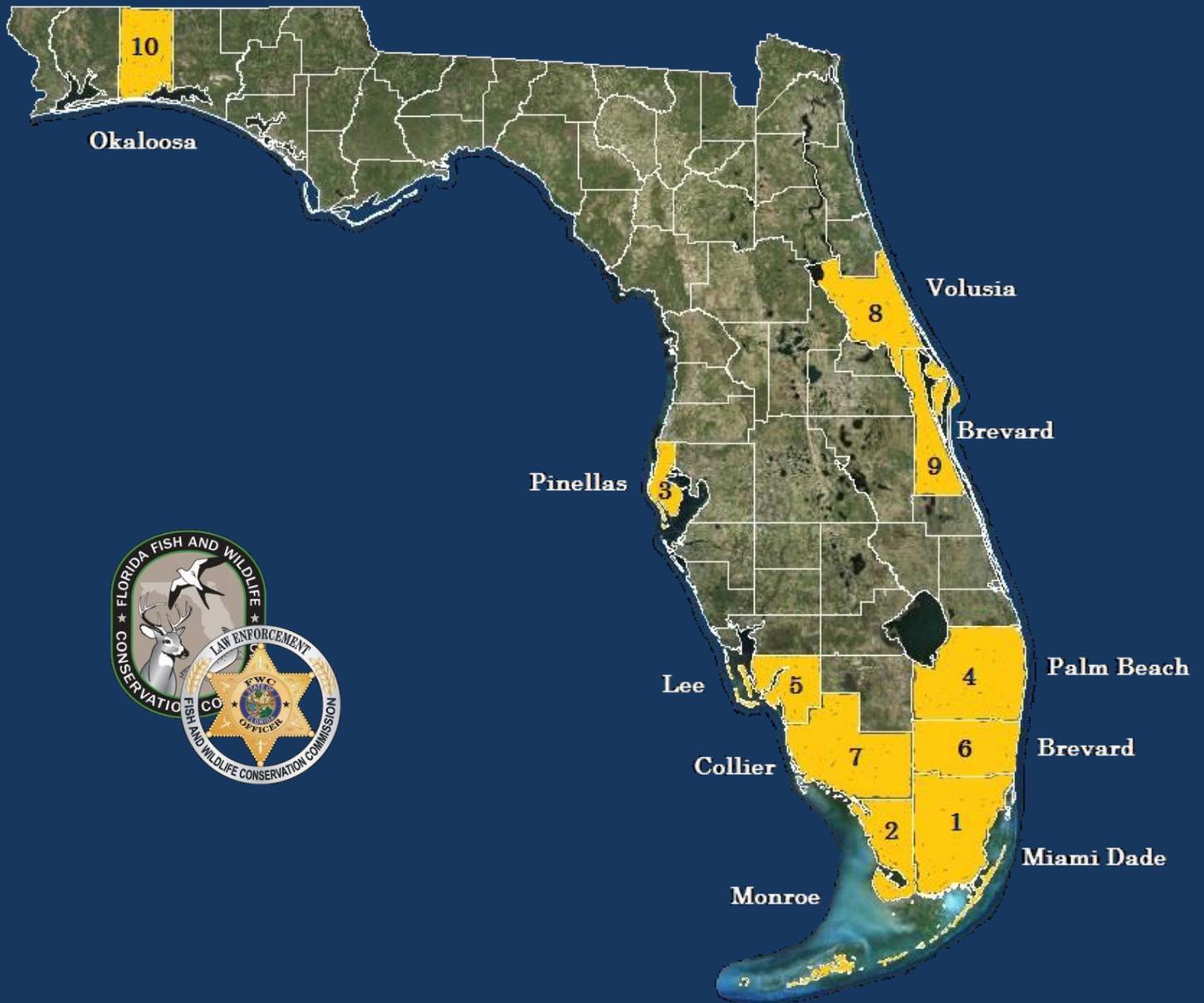
Fort Walton Beach, Okaloosa County

(Billy Bowlegs Annual festival)

VIOLATION SUMMARY

2014 UNIFORM BOATING CITATION SUMMARY				
CITATION	2014		2013	
	FWC	Other	FWC	Other
Aids to Navigation and Regulatory Markers Uniform waterway markers for safety and navigation Mooring to or damaging markers or buoys	8	0	2	0
Alcohol and Drugs Operation of a vessel under the influence of alcohol Operation of a vessel while impaired	350	11	296	7
Boating Restricted Areas Manatee protection rules Public safety rules Local ordinances	1,622	1,326	2,227	1,593
Boating Safety Education Boating safety education I.D. cards	263	238	268	117
Livery Operations Rental without proper safety equipment Rental without boater education Rental to persons under 18 years of age	25	5	17	3
Negligent Operation of a Vessel 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	802	468	506	136
Personal Watercraft Personal watercraft regulations	200	86	194	65
Skiing and Diving Skiing, aquaplaning and parasailing violations Dive flag violations	302	54	295	54
Registration and Numbering 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	1,052	416	749	333
Safety Equipment and Regulations Equipment and lighting requirements	3,146	525	3,157	552
SUB TOTAL	7,770	3,129	6,909	2,860
TOTAL VIOLATIONS RECORDED	10,899		9,769	

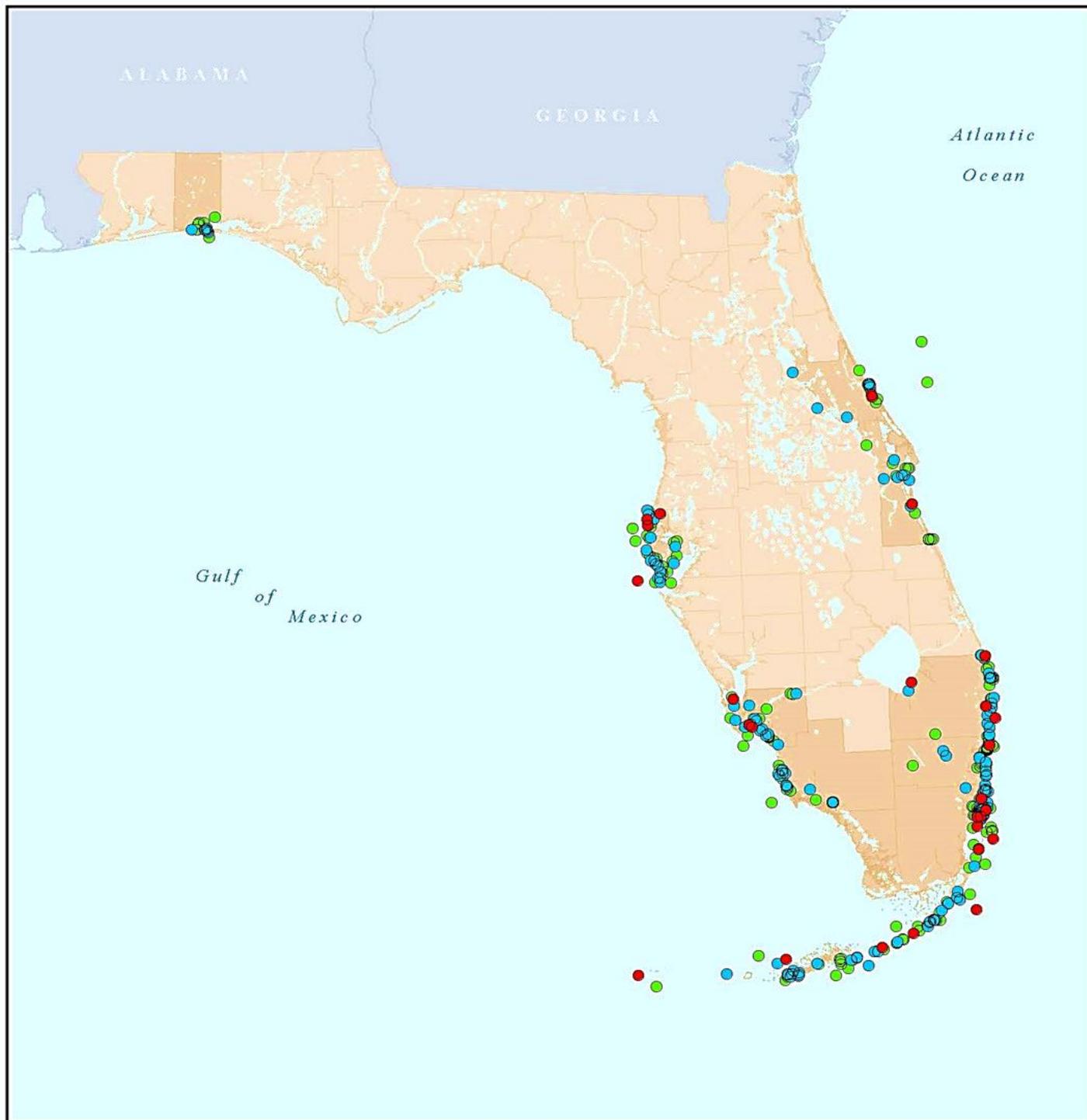
2014 Top Ten Counties For Boating Accidents



A thorough review of the annual boating accident statistics has revealed that 64% of the reportable boating accidents during the 2014 calendar year occurred in 10 Florida counties.

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

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



Florida Top 10 Counties of Boating Accidents during 2014

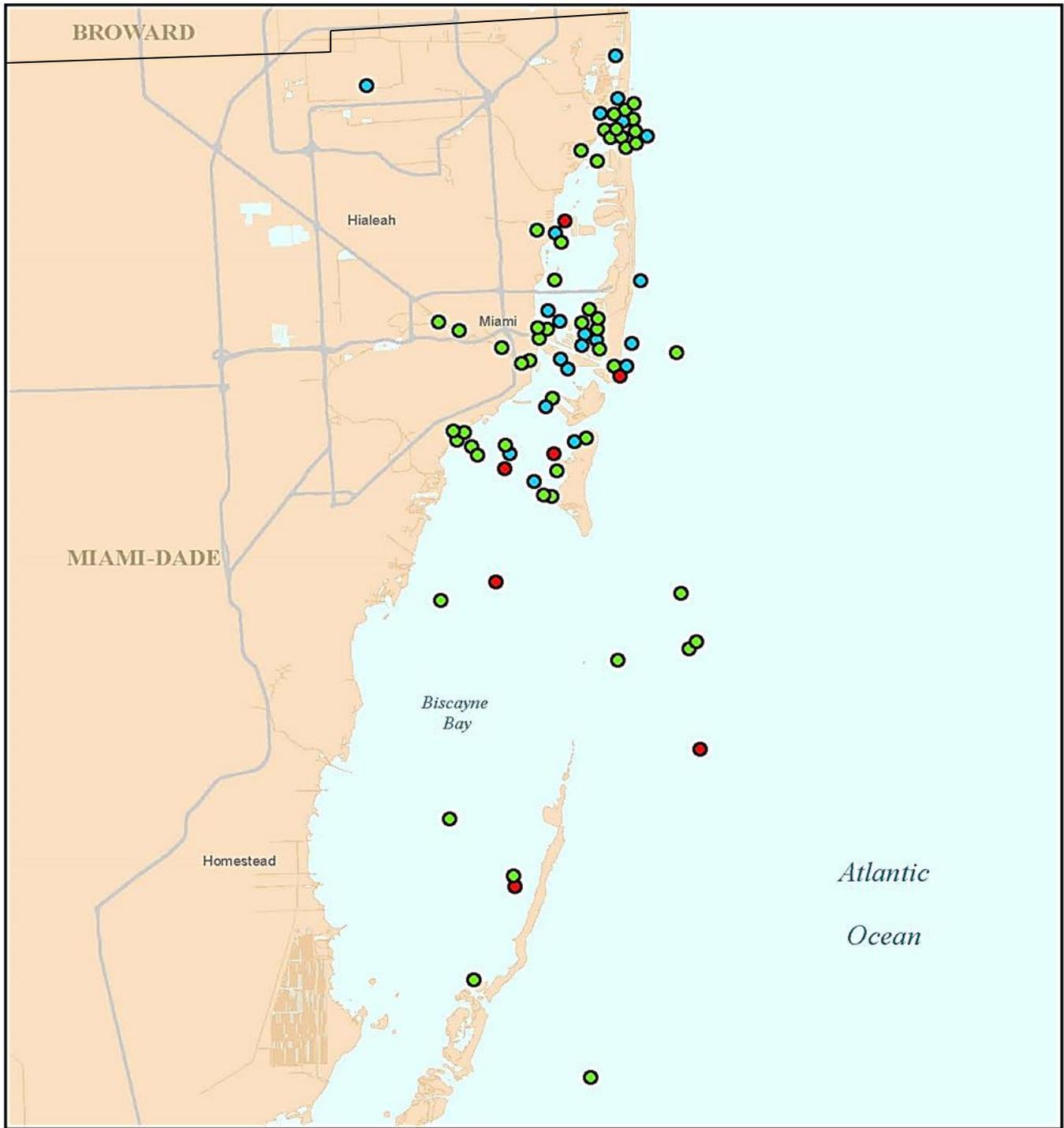
Legend

- Fatal Accident (27)
- Accident with Injury (146)
- Accident without Injury (228)



Map document
created by
FWC LE GIS





Known Locations of Accidents in Miami-Dade County during 2014

Legend

- Fatal Accident (7)
- Accident with Injury (21)
- Accident without Injury (51)

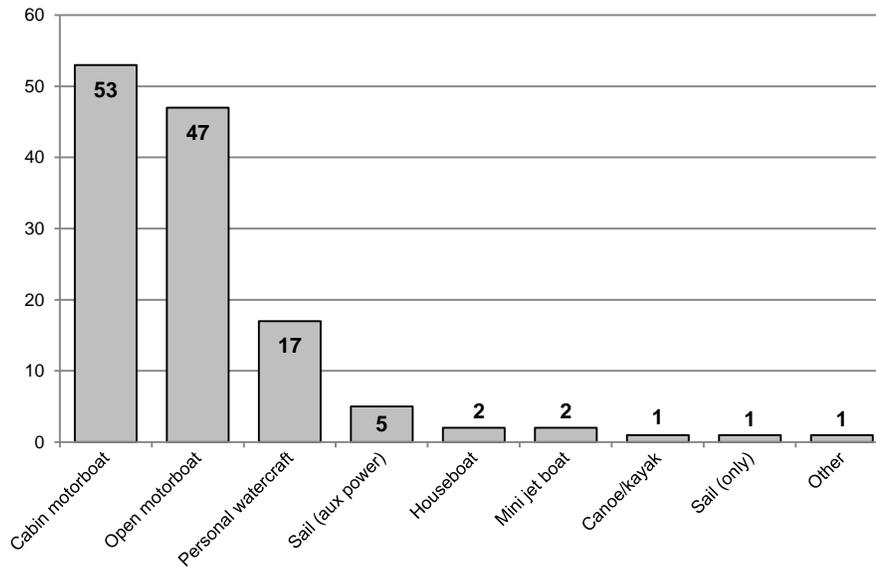


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FWC DLE GIS

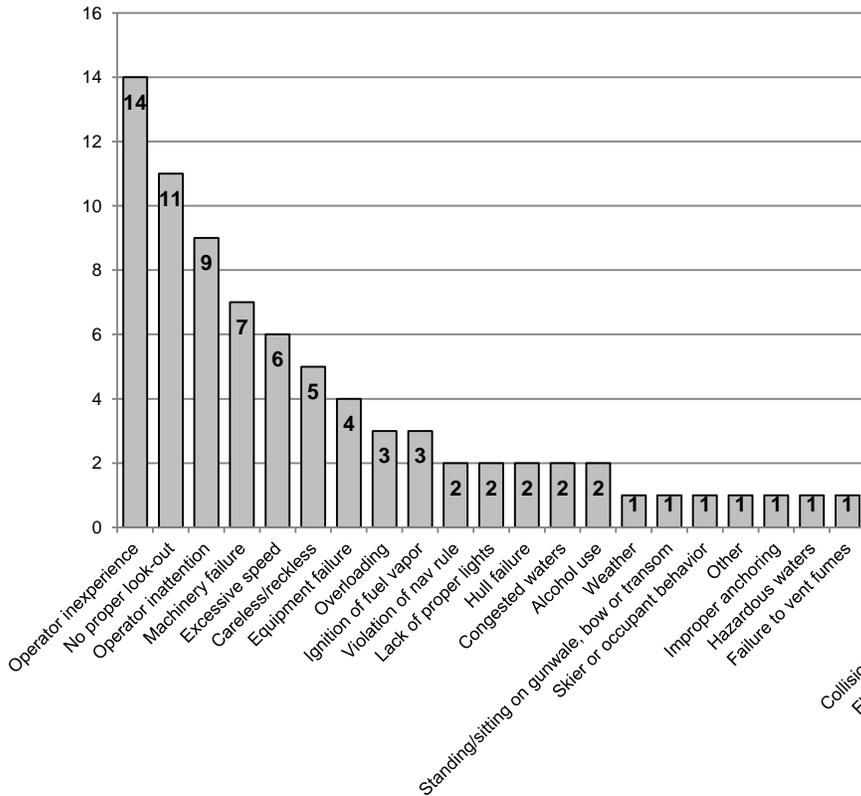


1. MIAMI-DADE COUNTY

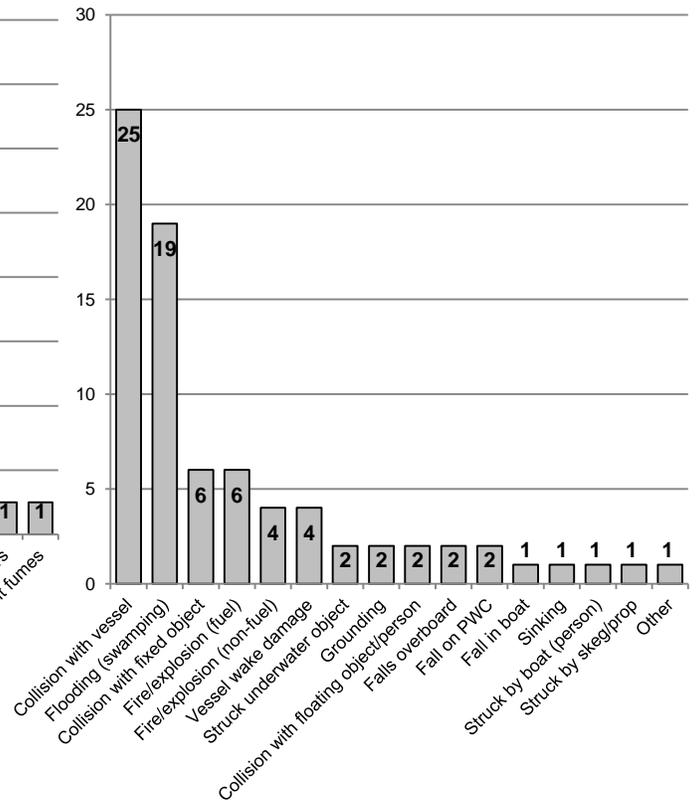
TYPE OF VESSEL

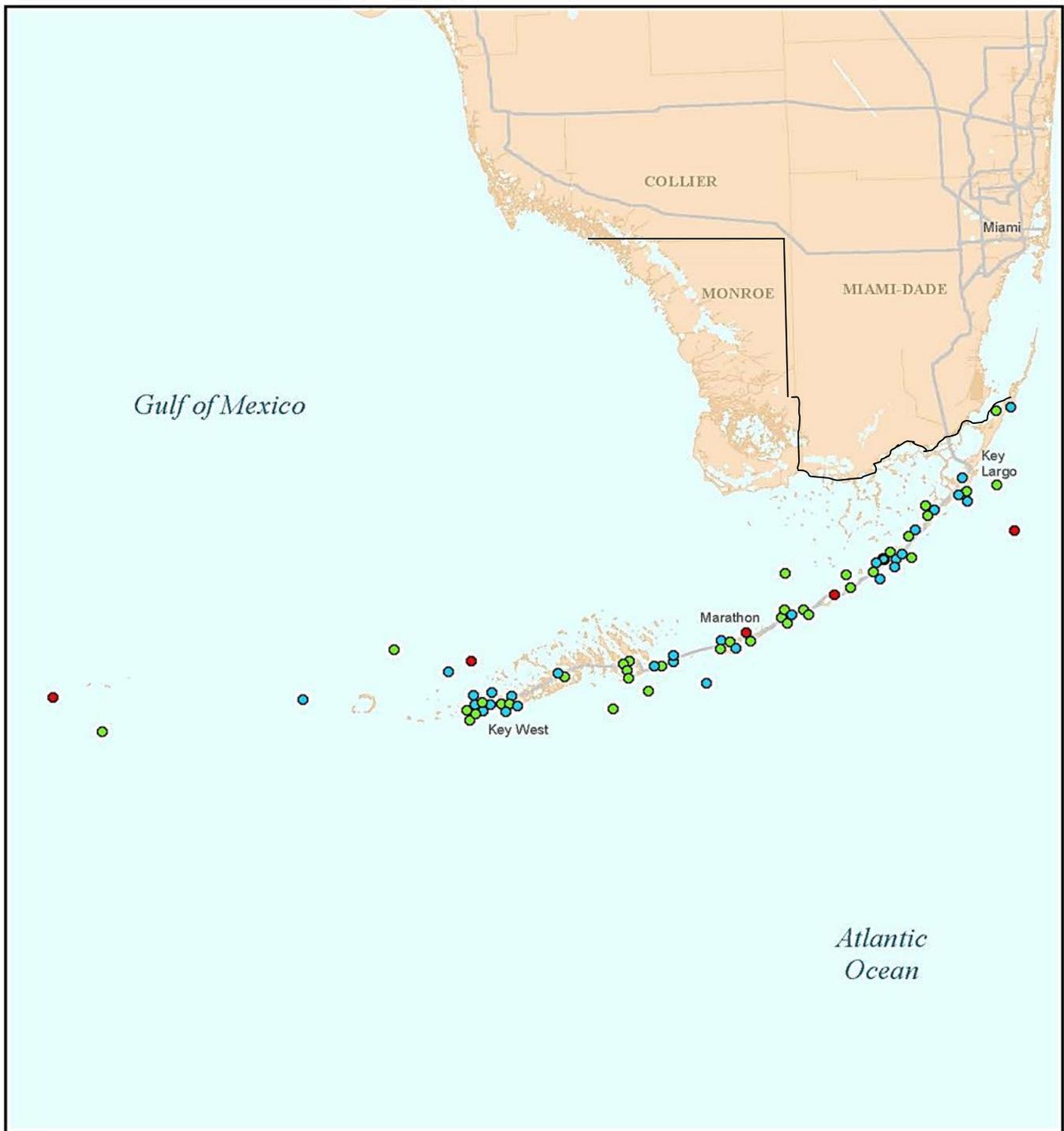


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Monroe County during 2014

Legend

- Fatal Accident (5)
- Accident with Injury (30)
- Accident without Injury (36)

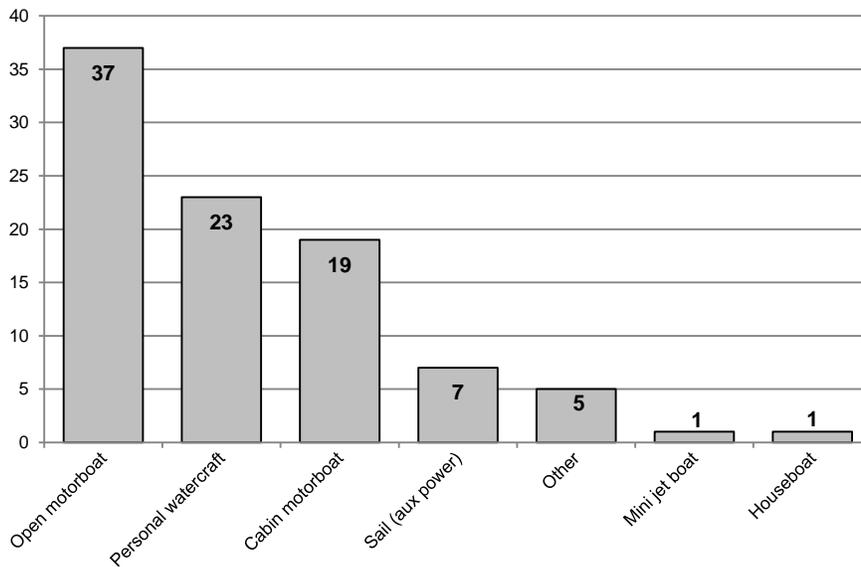


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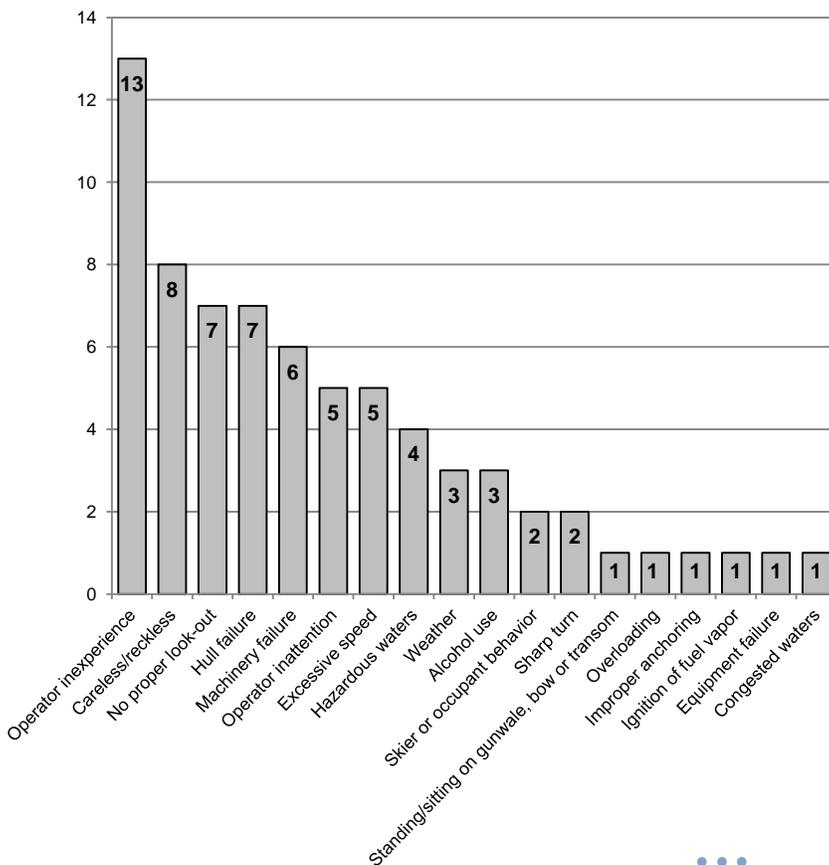


2. MONROE COUNTY

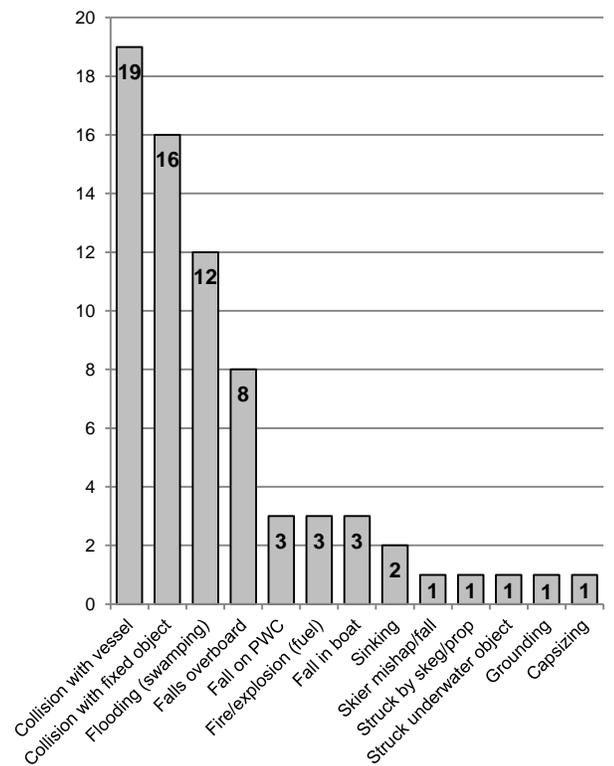
TYPE OF VESSEL

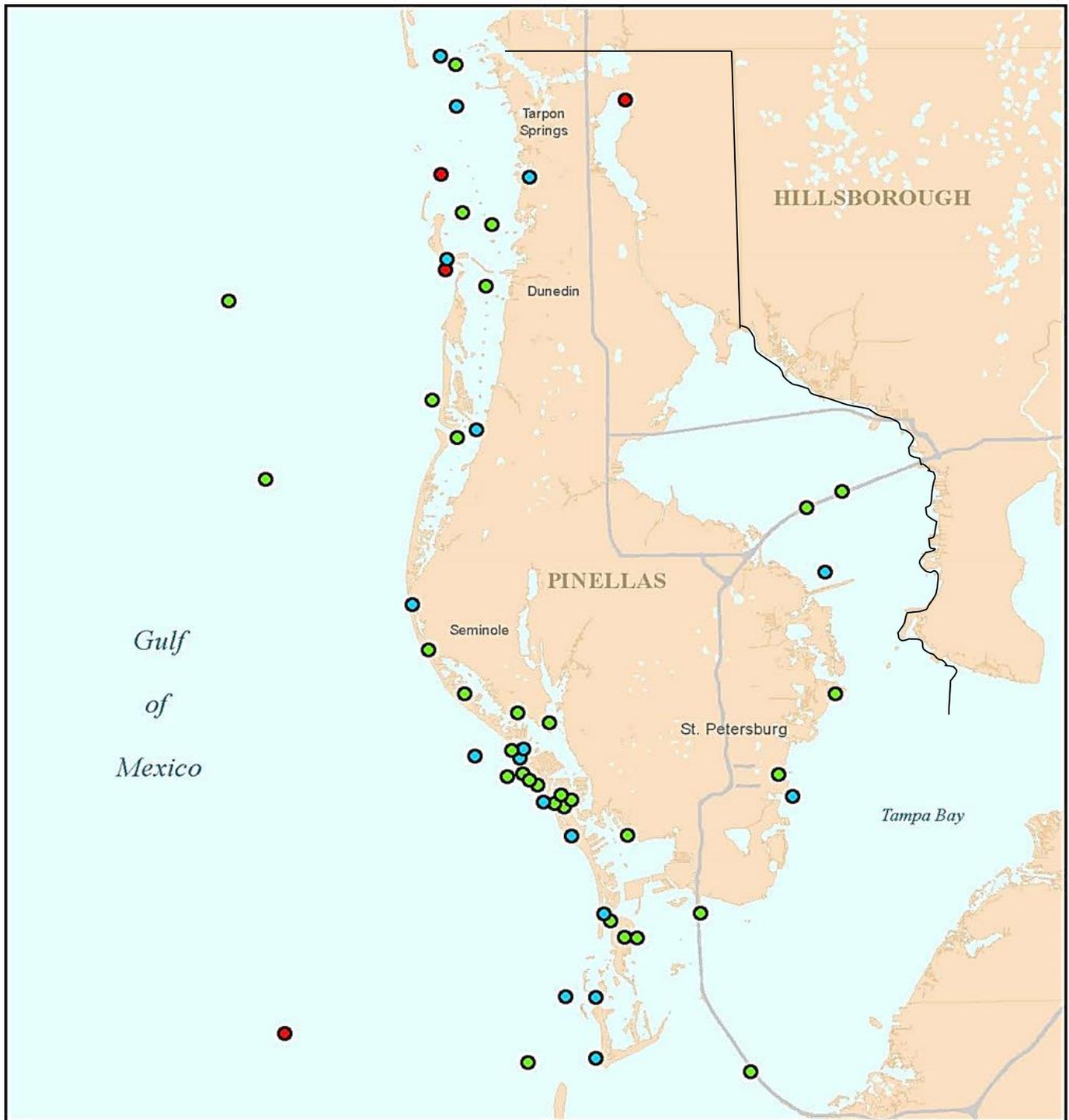


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Pinellas County during 2014

Legend

- Fatal Accident (4)
- Accident with Injury (17)
- Accident without Injury (32)

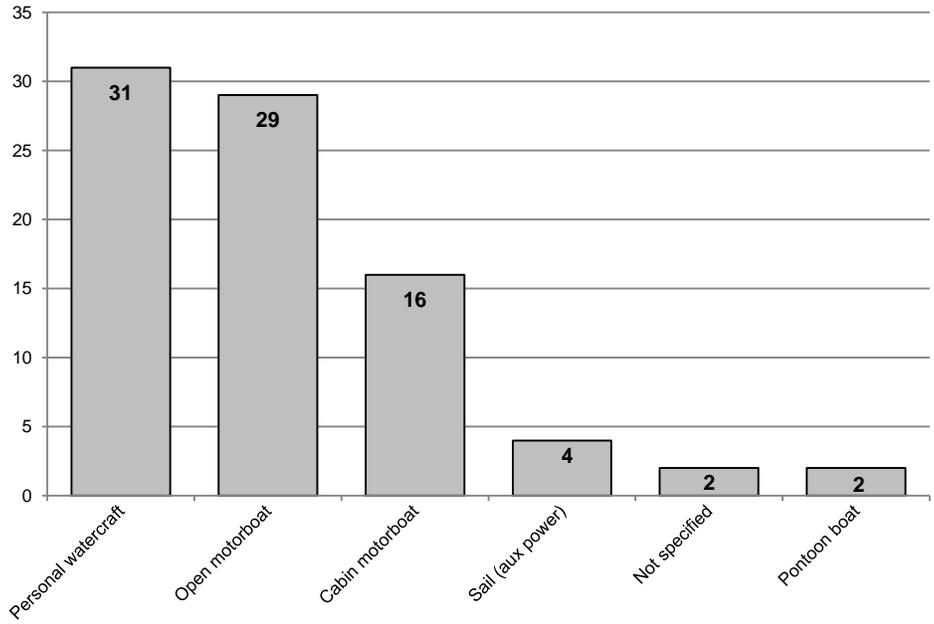


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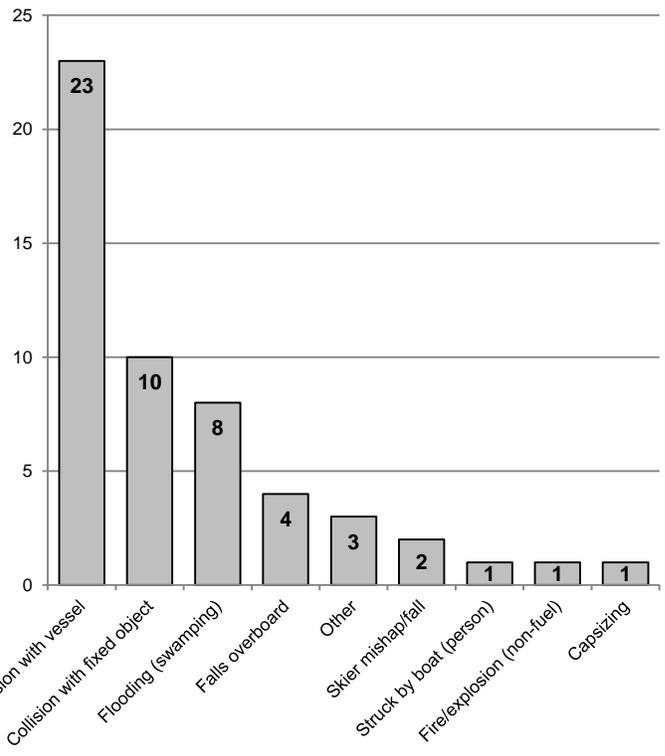
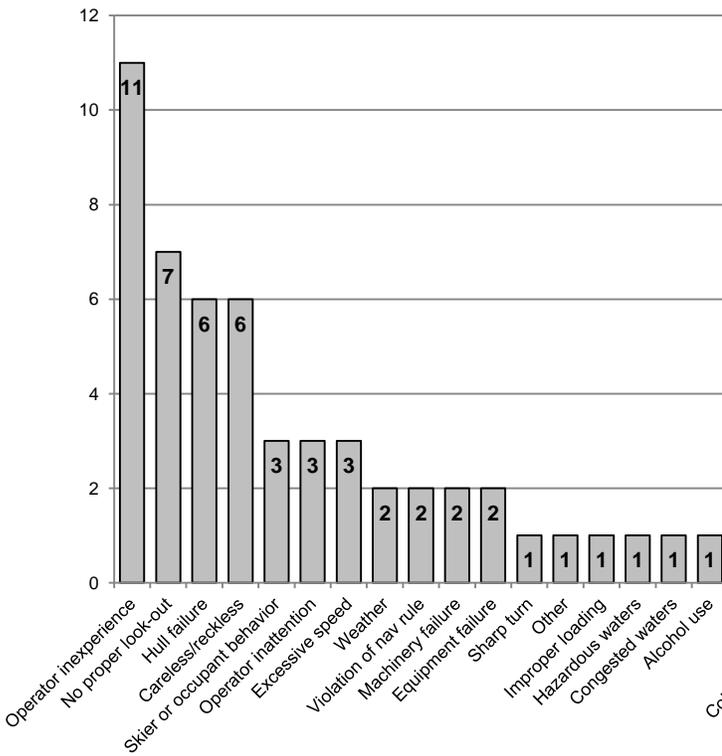
3. PINELLAS COUNTY

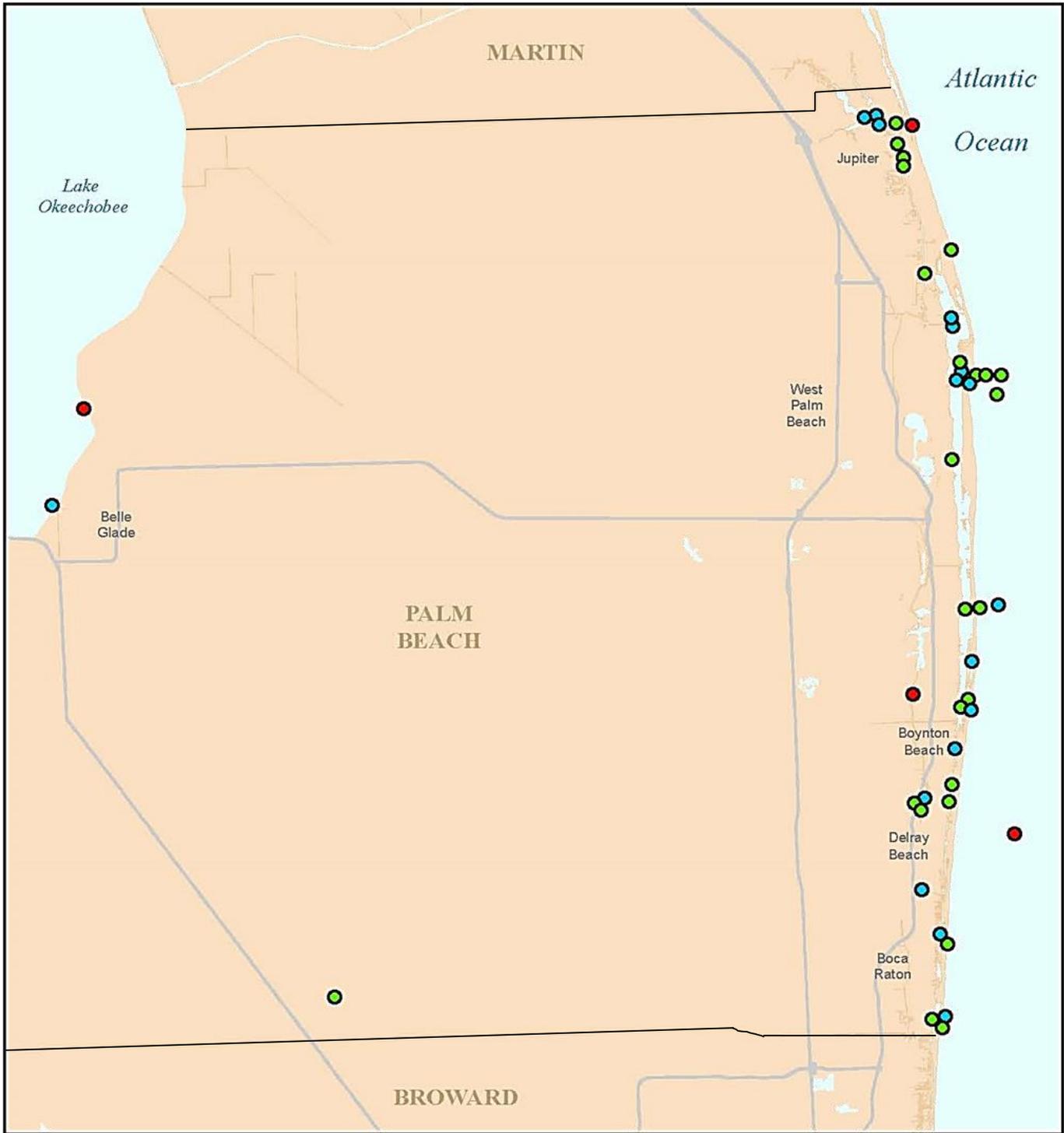
TYPE OF VESSEL



PRIMARY CAUSE OF ACCIDENT

PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Palm Beach County during 2014

Legend

- Fatal Accident (4)
- Accident with Injury (17)
- Accident without Injury (24)

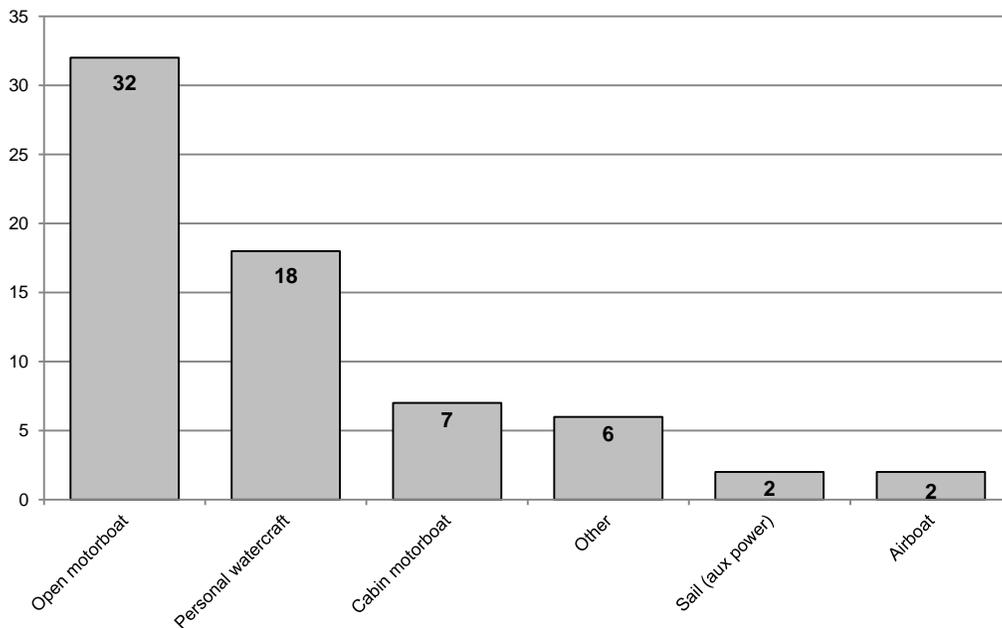


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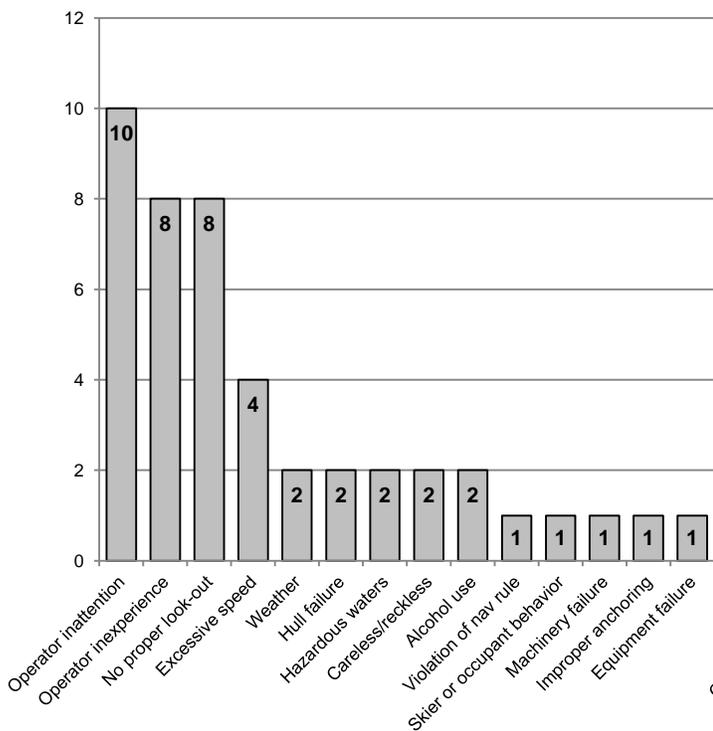


4. PALM BEACH COUNTY

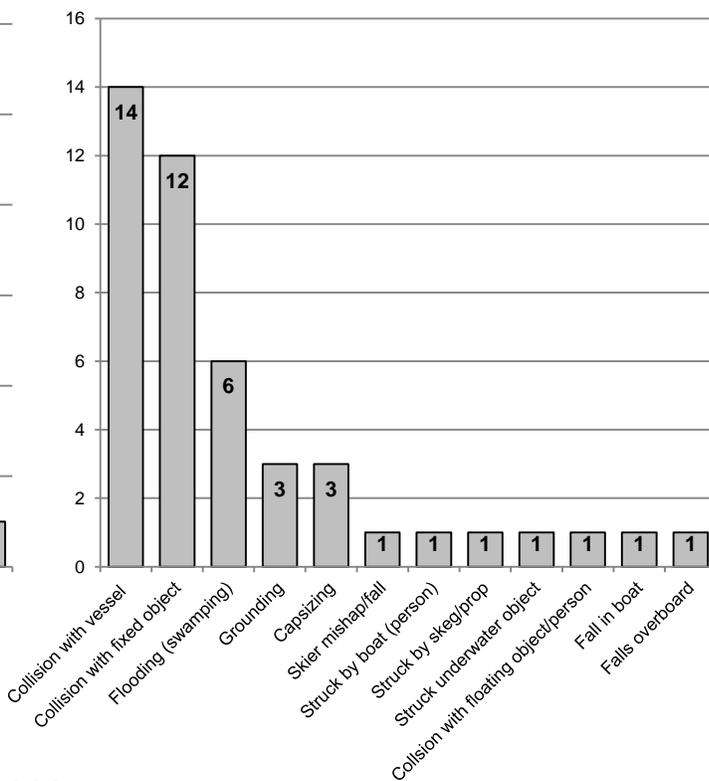
TYPE OF VESSEL

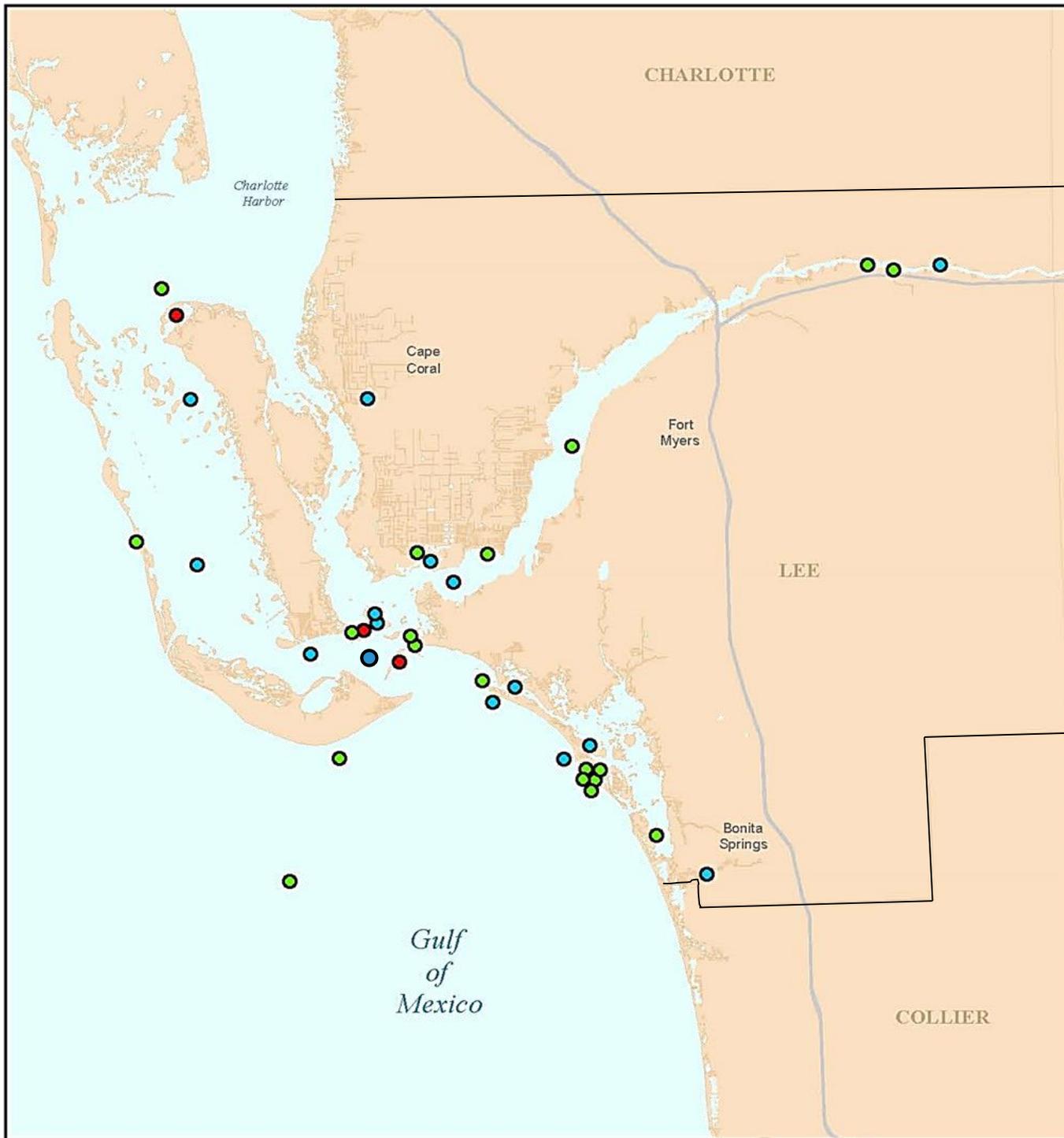


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Lee County during 2014

Legend

- Fatal Accident (3)
- Accident with Injury (15)
- Accident without Injury (19)

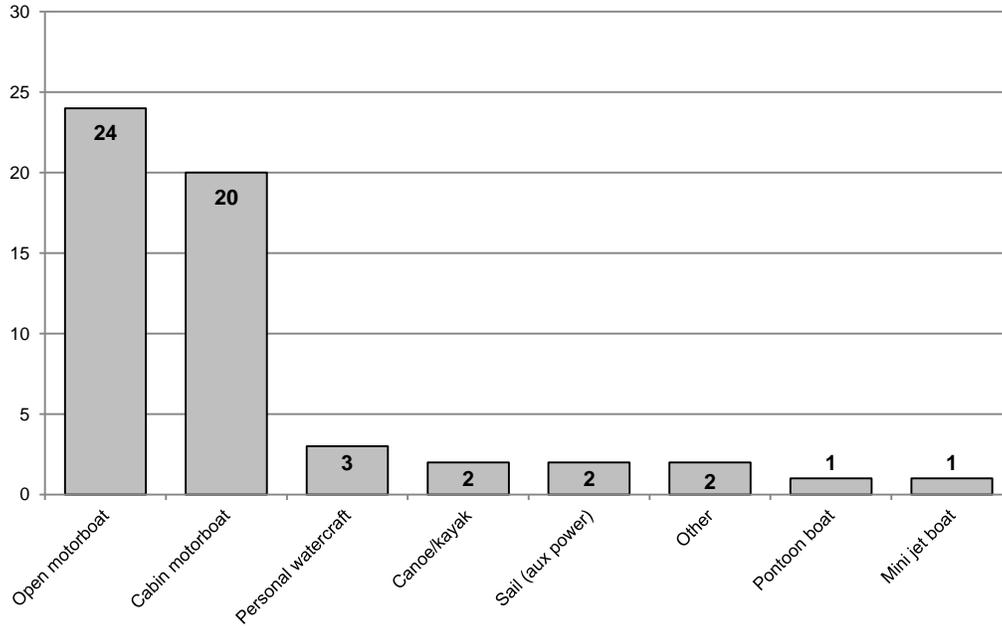


Map document
created by
FWC DLE GIS

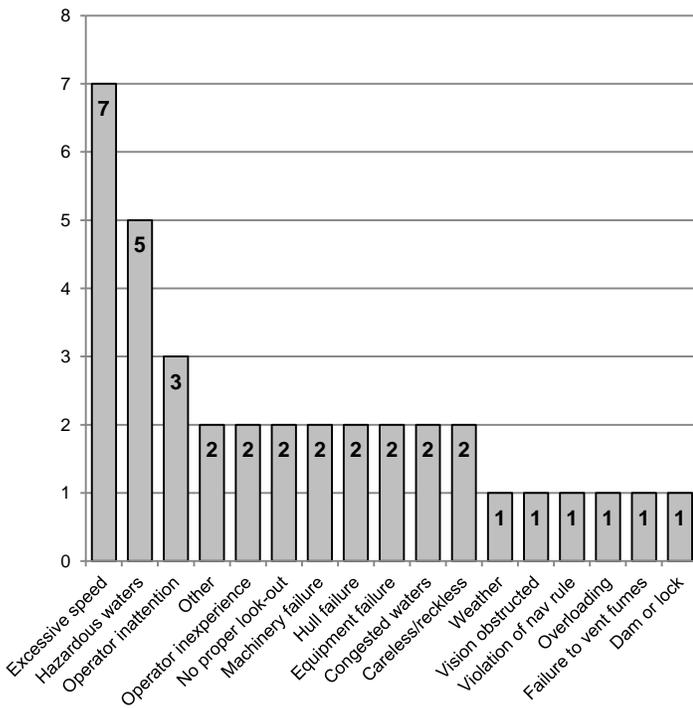


5. LEE COUNTY

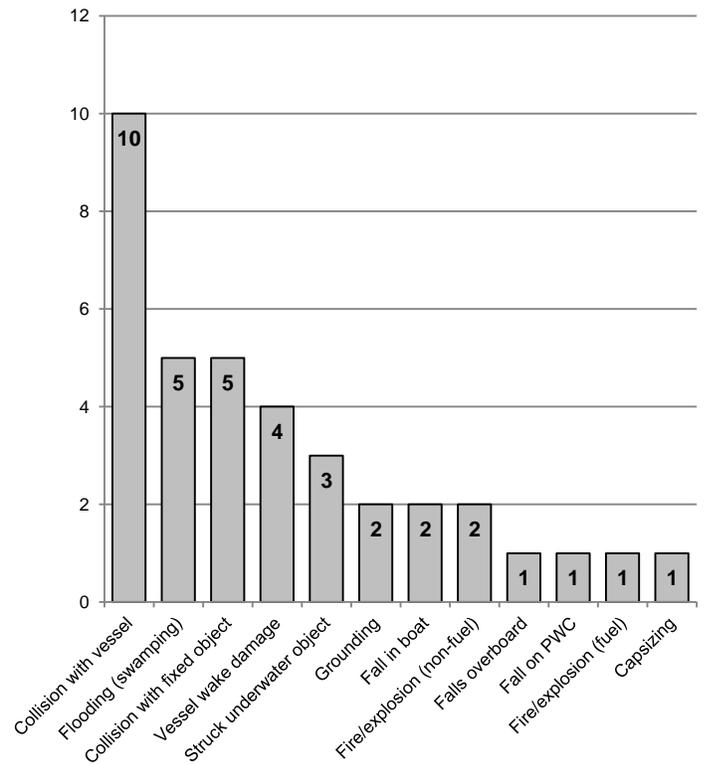
TYPE OF VESSEL

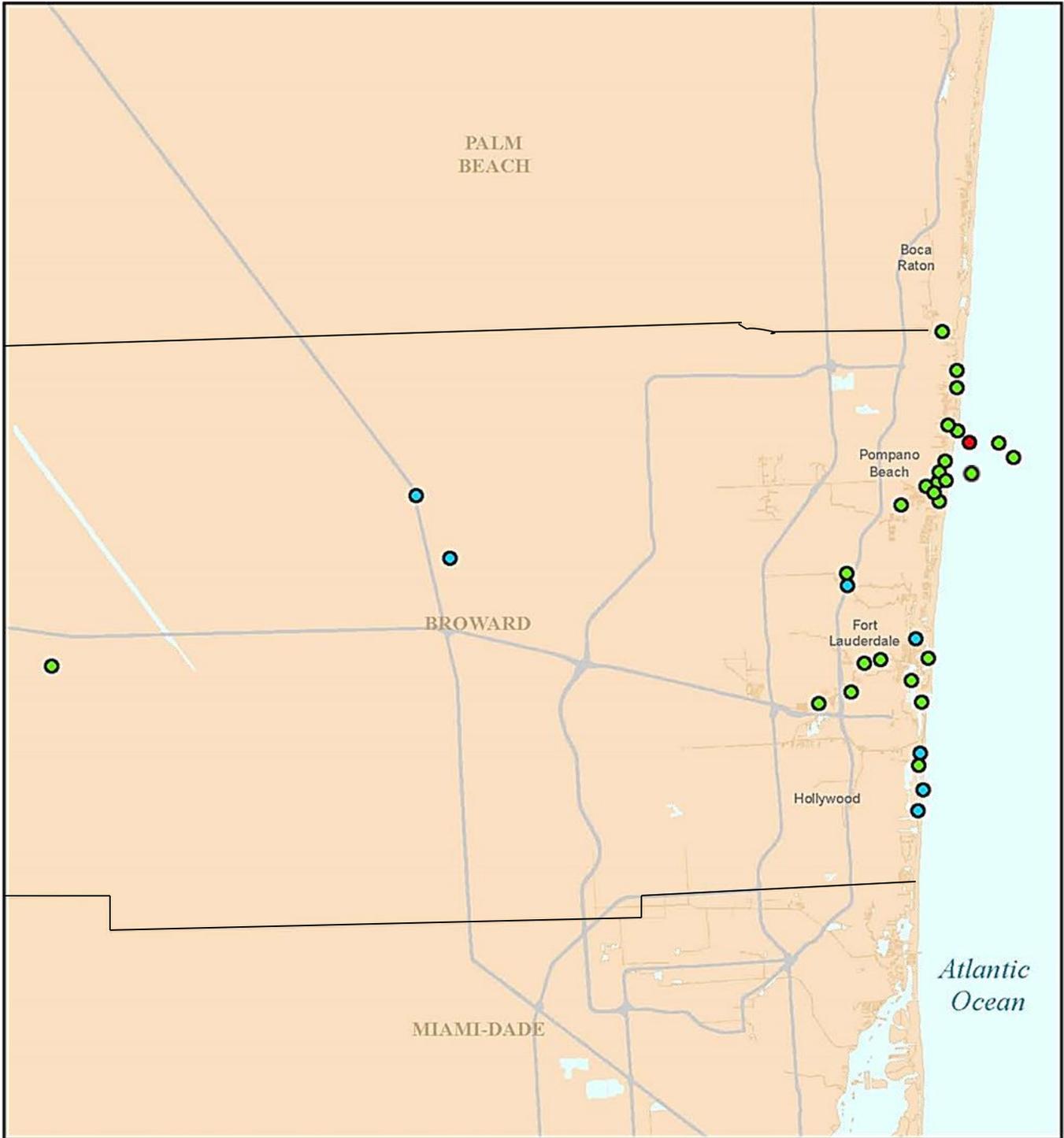


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Broward County during 2014

Legend

- Fatal Accident (1)
- Accident with Injury (7)
- Accident without Injury (26)

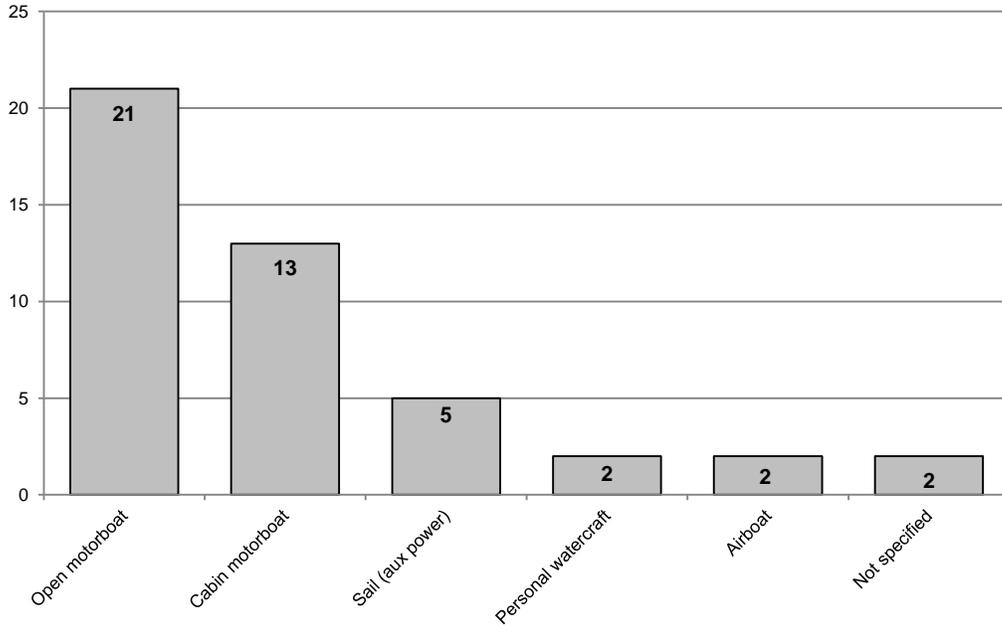


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48 FWC DLE GIS

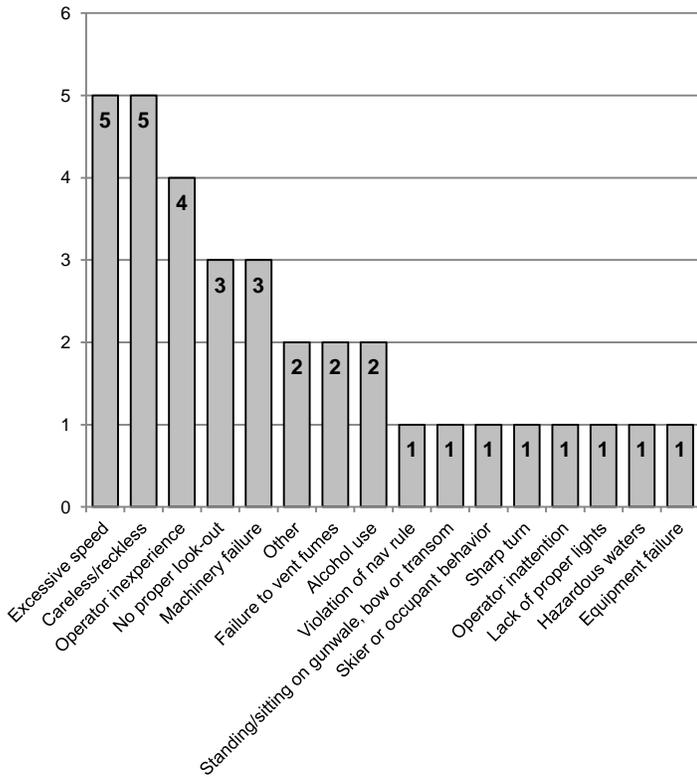


6. BROWARD COUNTY

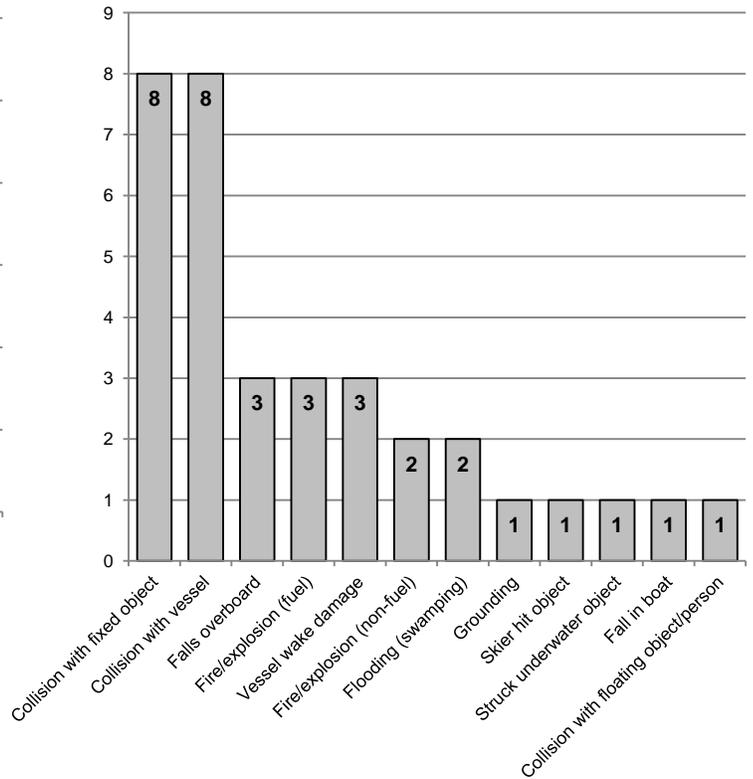
TYPE OF VESSEL

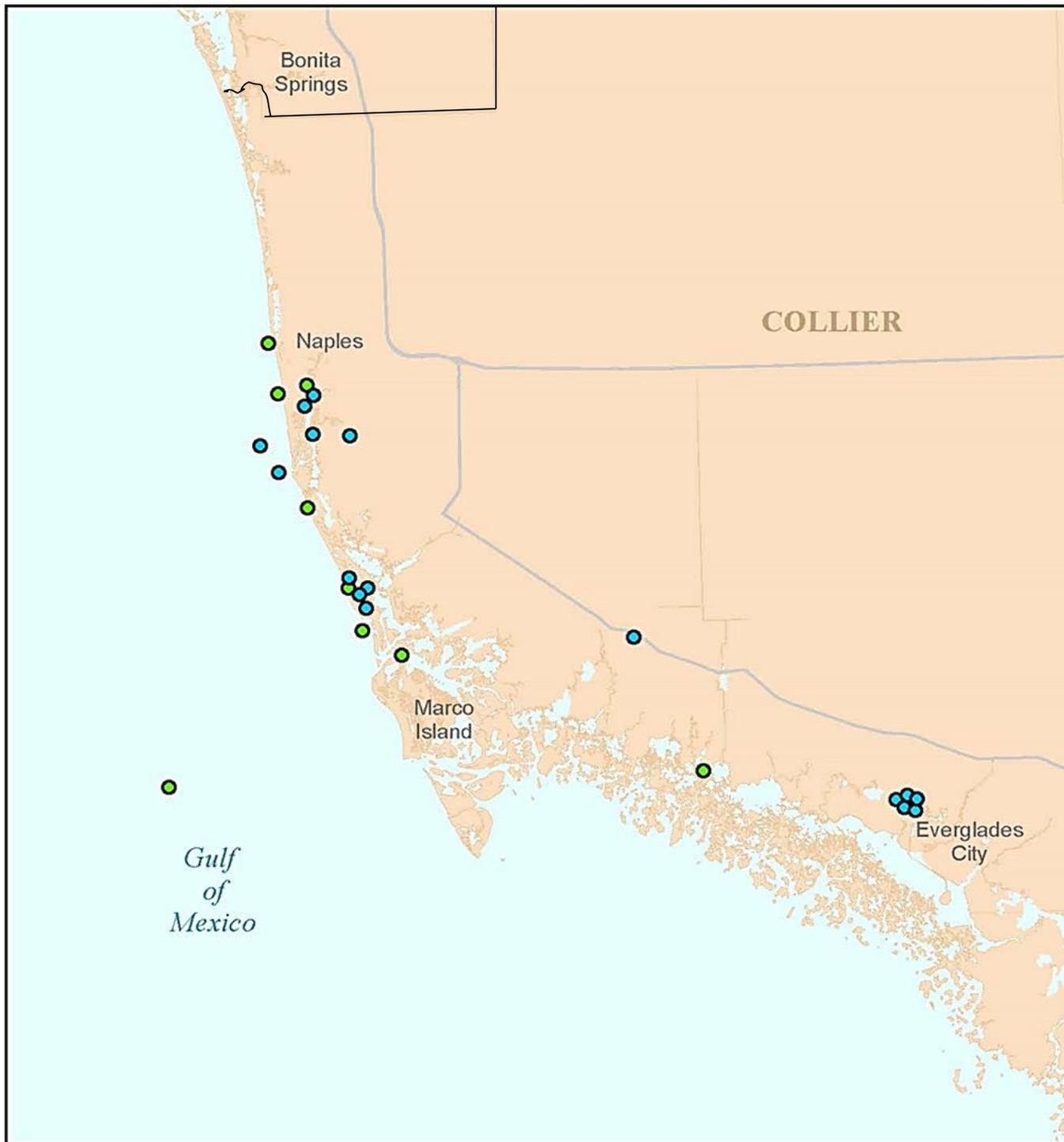


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Collier County during 2014

Legend

- Fatal Accident (0)
- Accident with Injury (16)
- Accident without Injury (9)

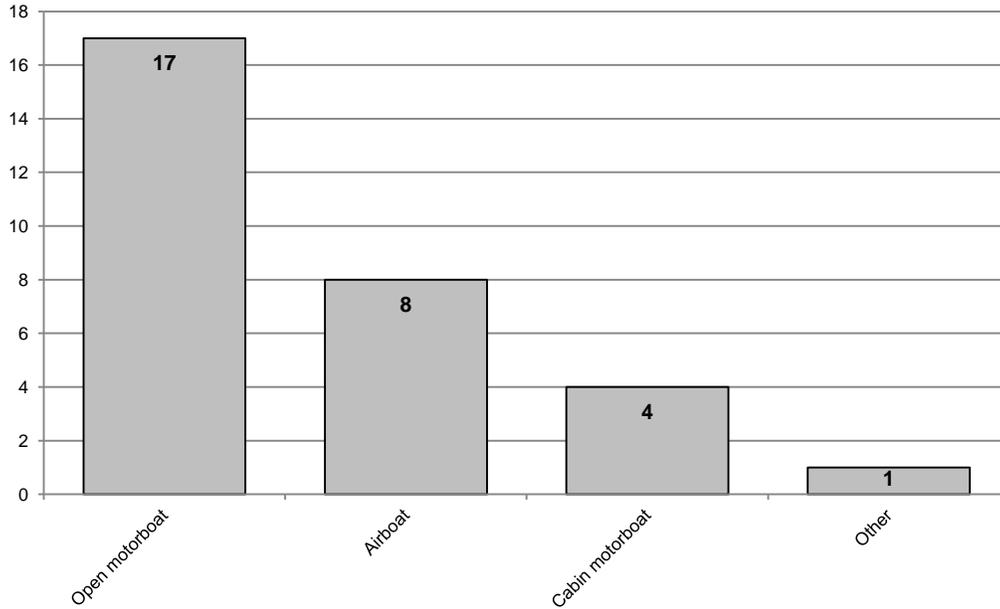


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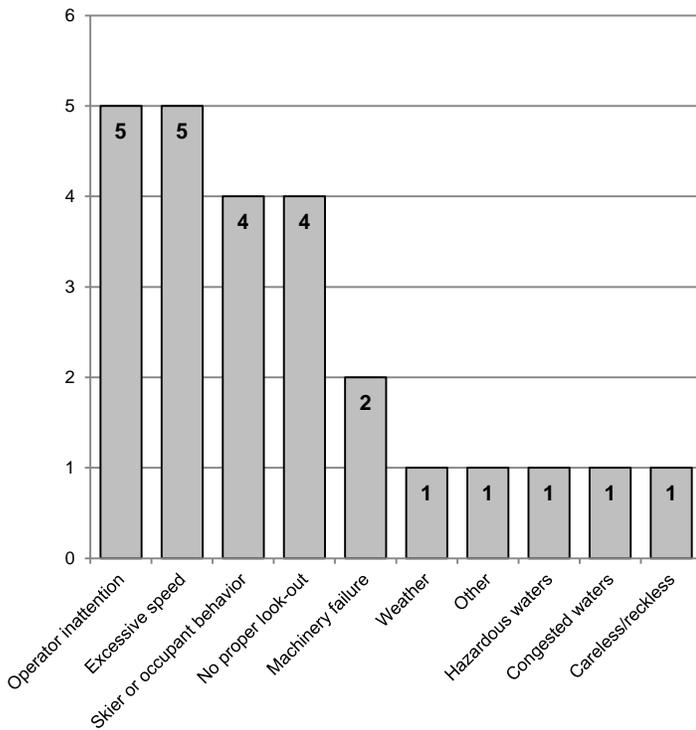


7. COLLIER COUNTY

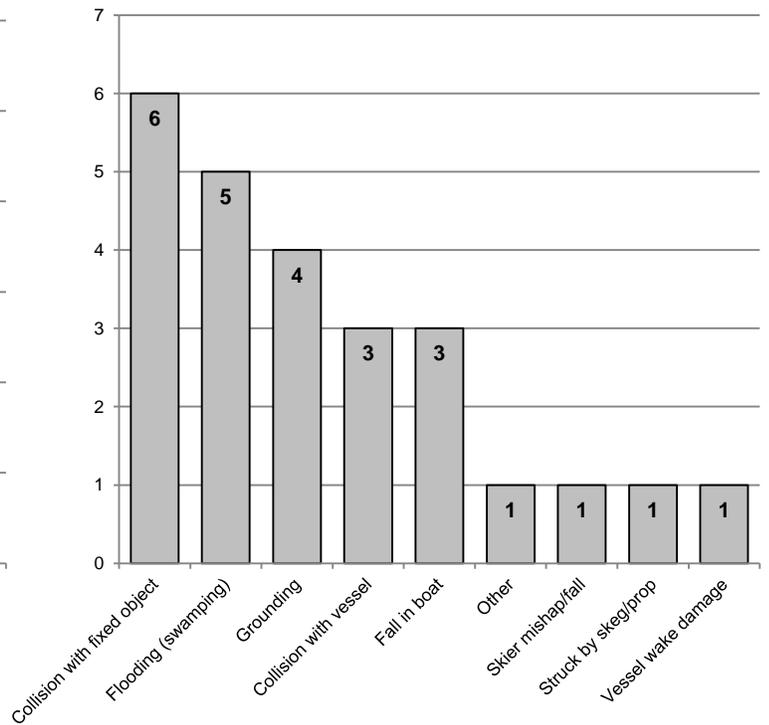
TYPE OF VESSEL



PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Volusia County during 2014

Legend

- Fatal Accident (2)
- Accident with Injury (8)
- Accident without Injury (12)

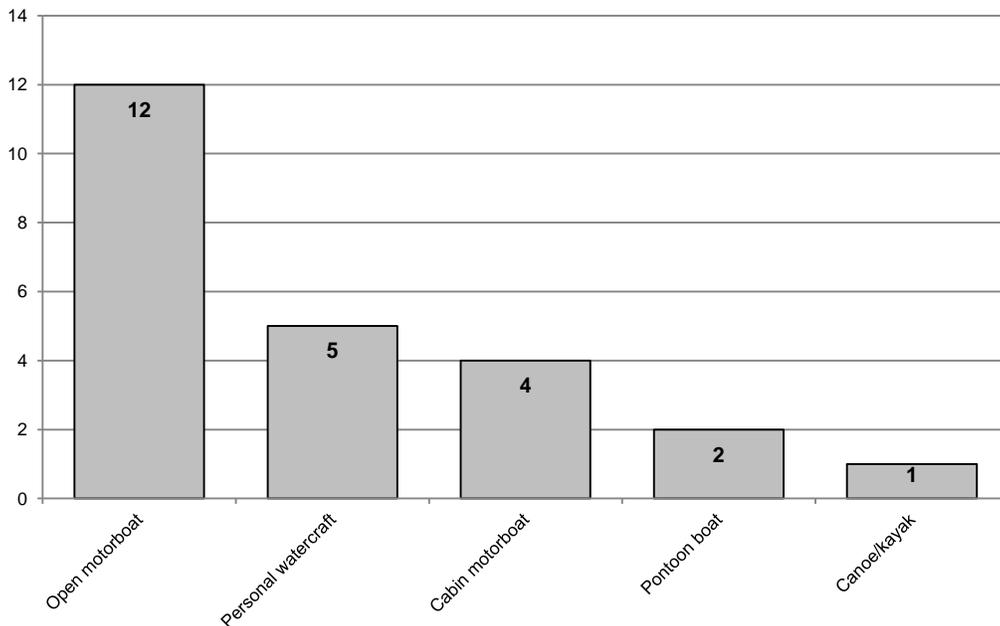


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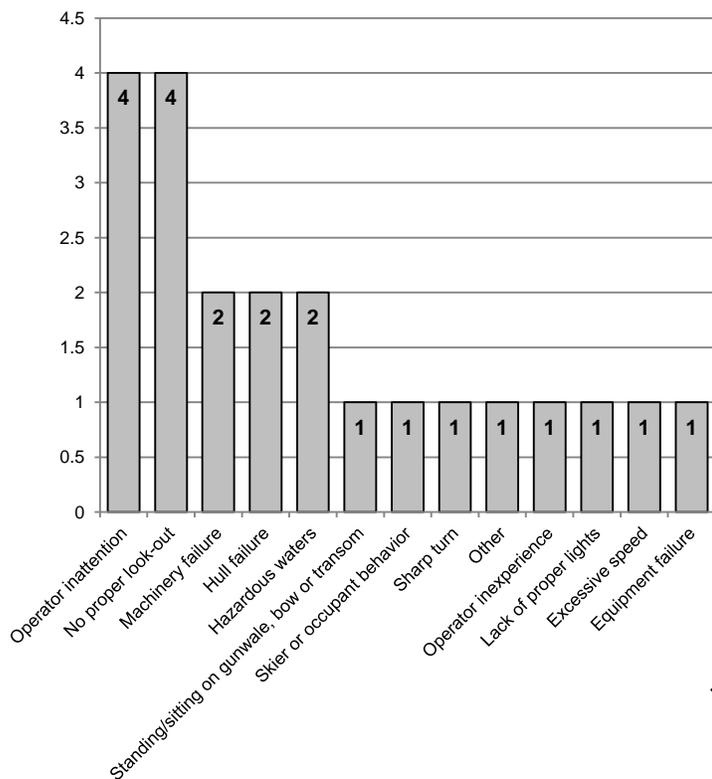


8. VOLUSIA COUNTY

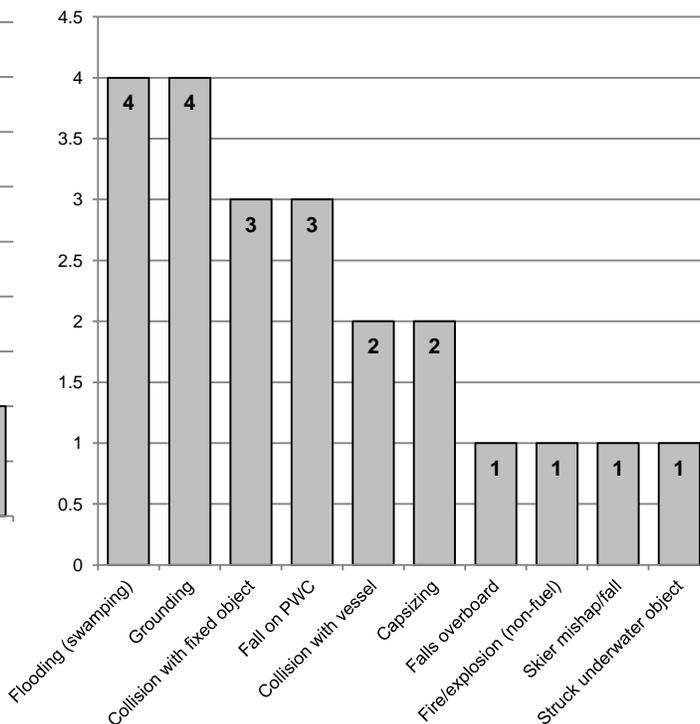
TYPE OF VESSEL

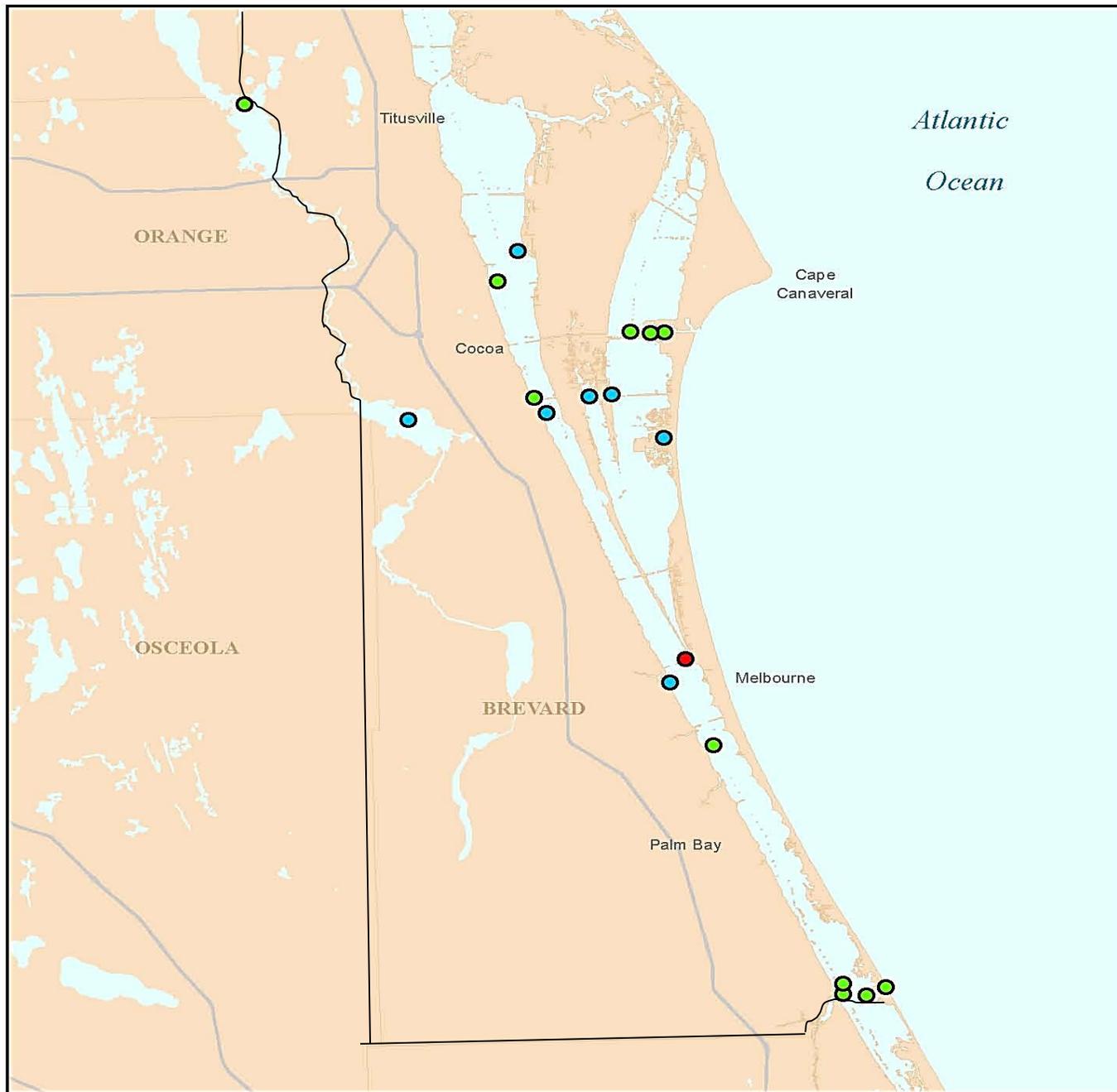


PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT

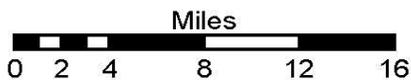




Known Locations of Accidents in Brevard County during 2014

Legend

- Fatal Accident (1)
- Accident with Injury (7)
- Accident without Injury (11)

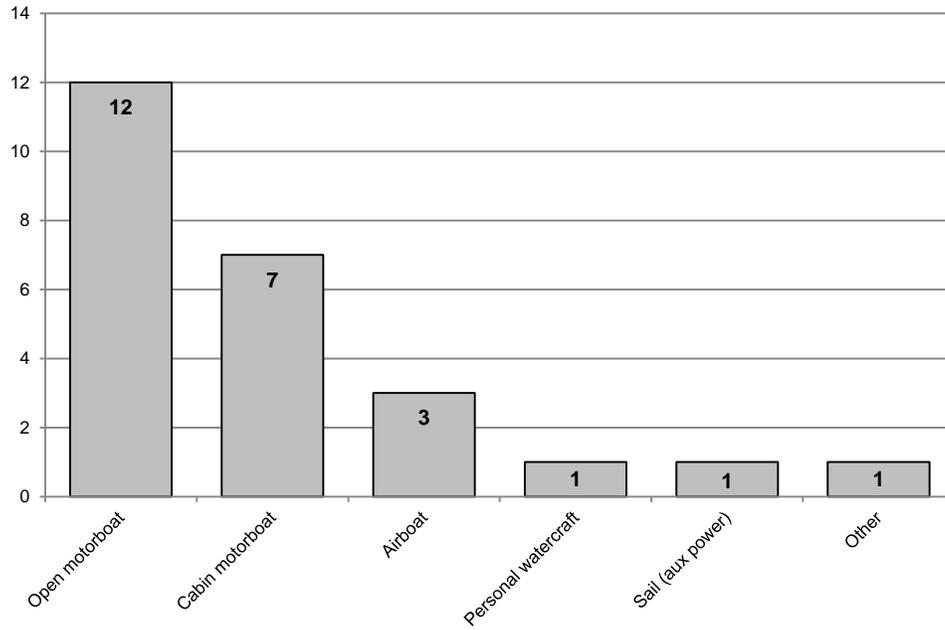


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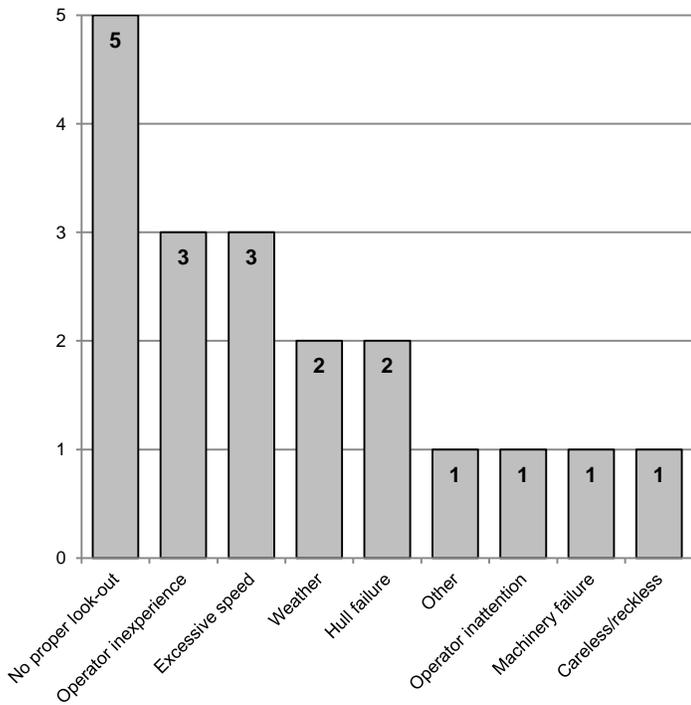


9. BREVARD COUNTY

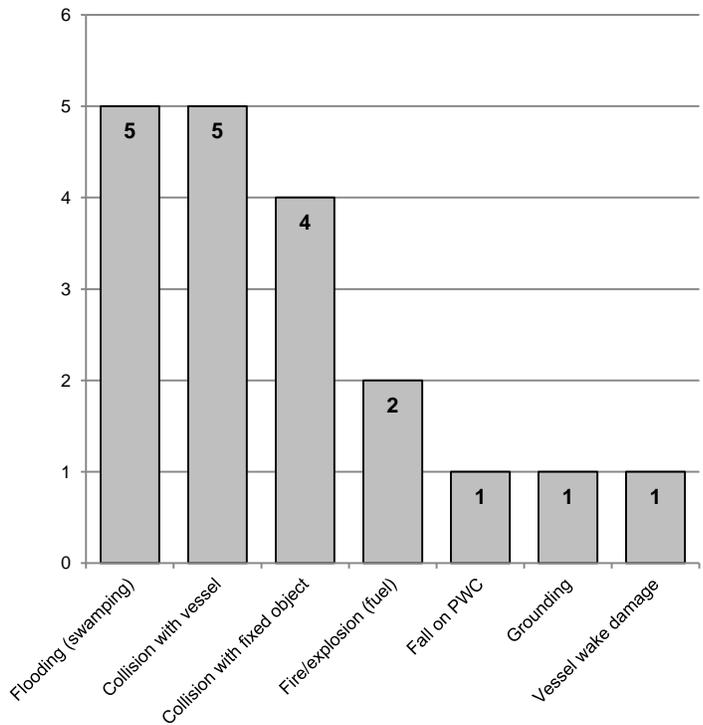
TYPE OF VESSEL



PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT





Known Locations of Accidents in Okaloosa County during 2014

Legend

- Fatal Accident (0)
- Accident with Injury (9)
- Accident without Injury (9)

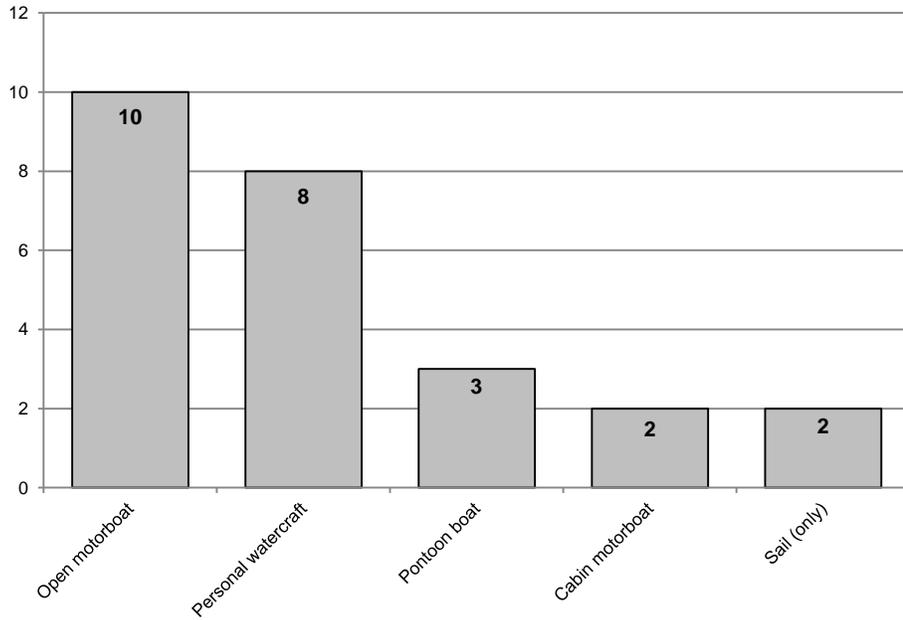


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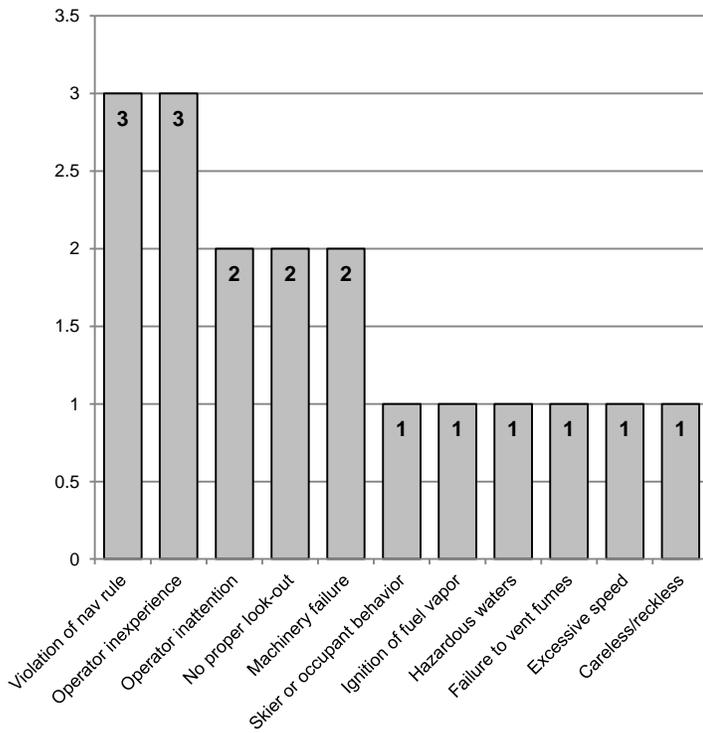


10. OKALOOSA COUNTY

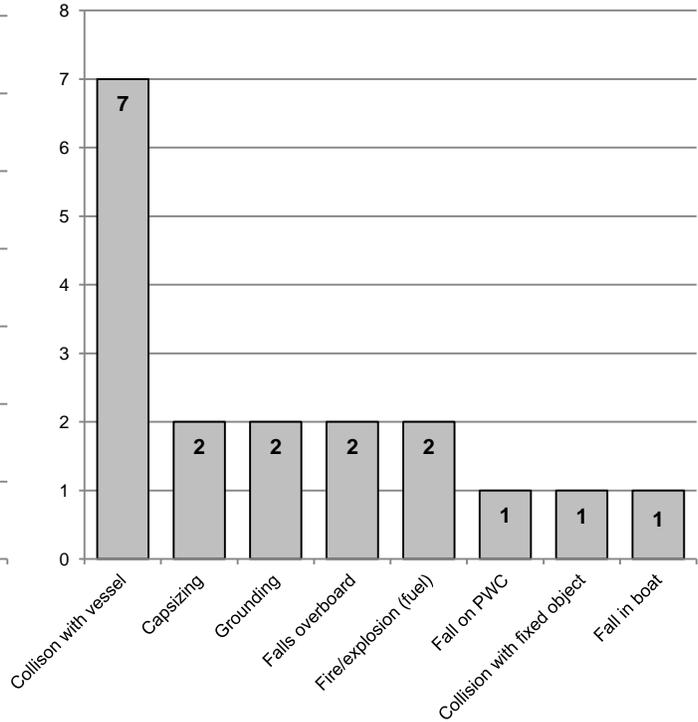
TYPE OF VESSEL



PRIMARY CAUSE OF ACCIDENT



PRIMARY TYPE OF ACCIDENT



Trend Analysis



Trend Analysis

Cover Photos: (Courtesy of FWC)

On Sunday, October 5 2014, at approximately 6:14 p.m., emergency services were notified of a vessel that had been beached in Hannah Park. Good Samaritans reported they had watched the vessel drift up to the beach with no one onboard and the engines still running. Search and rescue efforts commenced in order to locate the operator of the vessel.

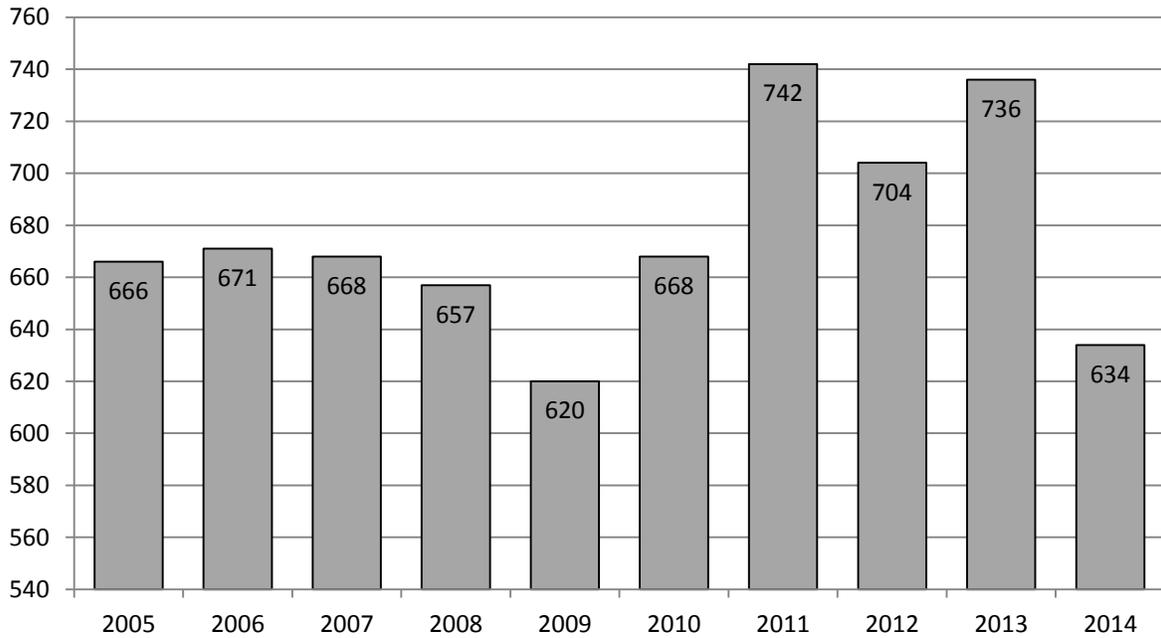
Officers on scene determined the owner through registration of the vessel and then contacted the registered owner's family at the residence.

The girlfriend of the operator stated that she had received several text messages from him throughout the day with the last one being at 1:15 p.m. In the last series of text messages, he informed her that the vessel's VHF antenna had gotten loose. The last text message from him stated, "I rig it." There was no contact between the operator and anyone else after that point.

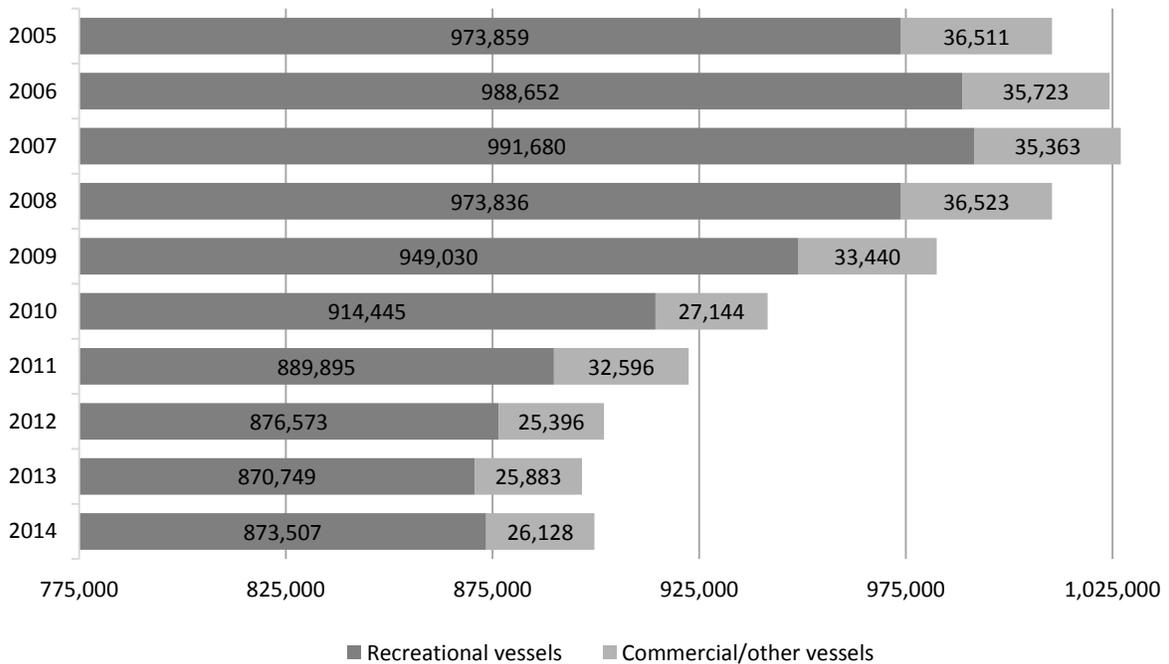
Inspection of the vessel noted that the vessel appeared to have sustained no damage from the beaching and was in very good condition. The vessel had all required safety equipment and a lifejacket was in plain view hanging next to the captain's chair. A tool bag was located on the floor next to the captain's chair. There was a set of vise grip pliers and an adjustable wrench attached to the antenna mount on the top of the vessel. The operator has not yet been located.

2014 TREND ANALYSIS

REPORTABLE ACCIDENTS 2005-2014

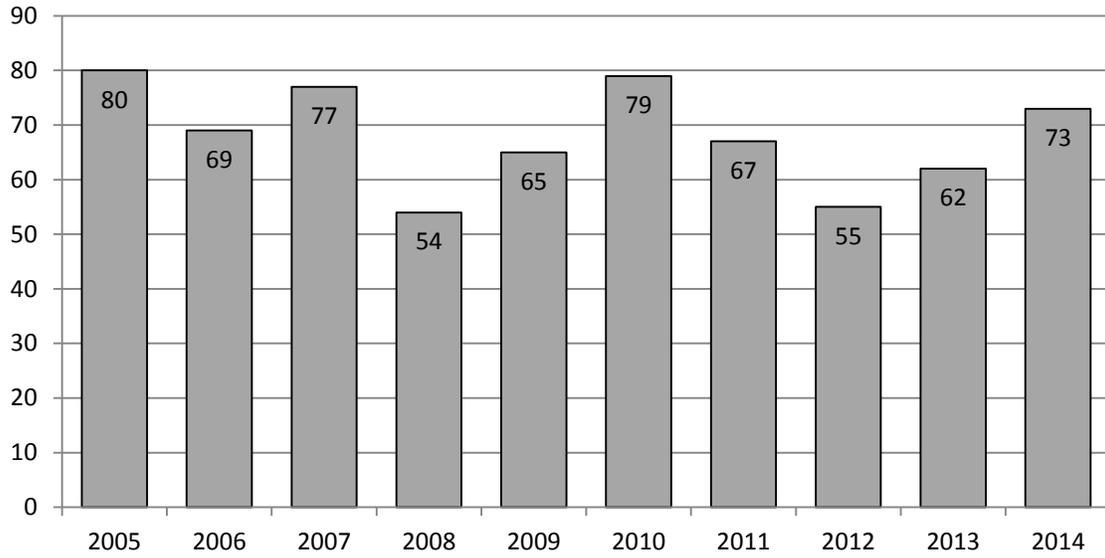


VESSEL REGISTRATION 2005-2014

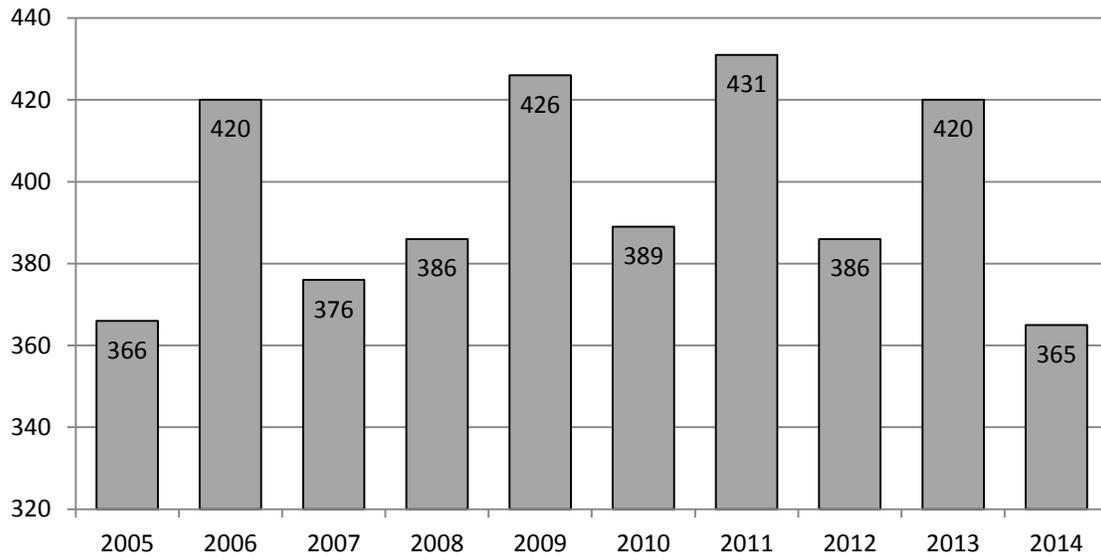


2014 TREND ANALYSIS

FATALITIES 2005-2014

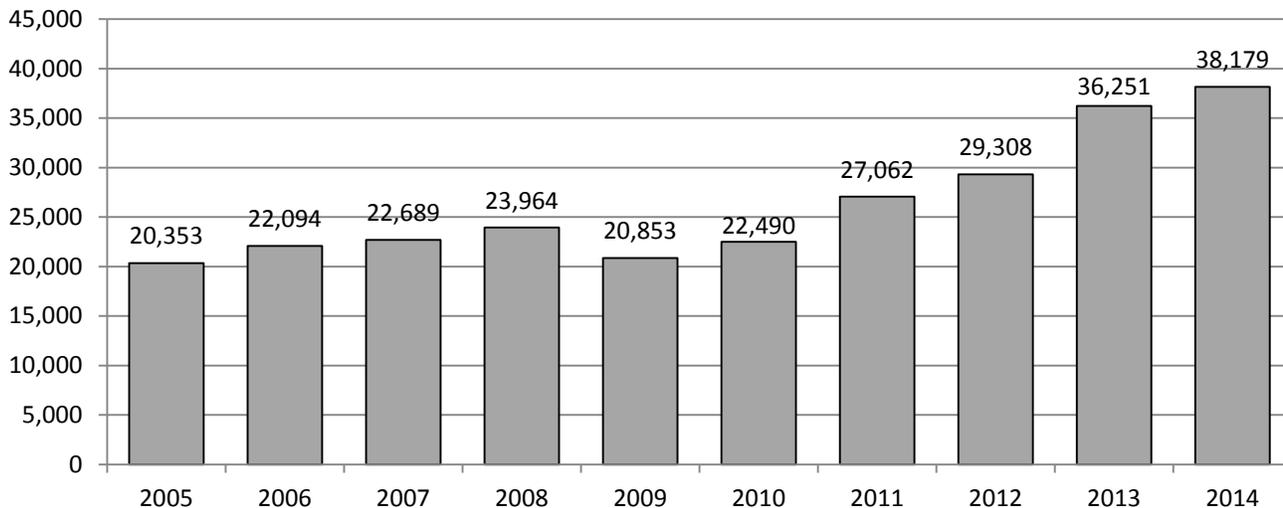


INJURIES 2005-2014

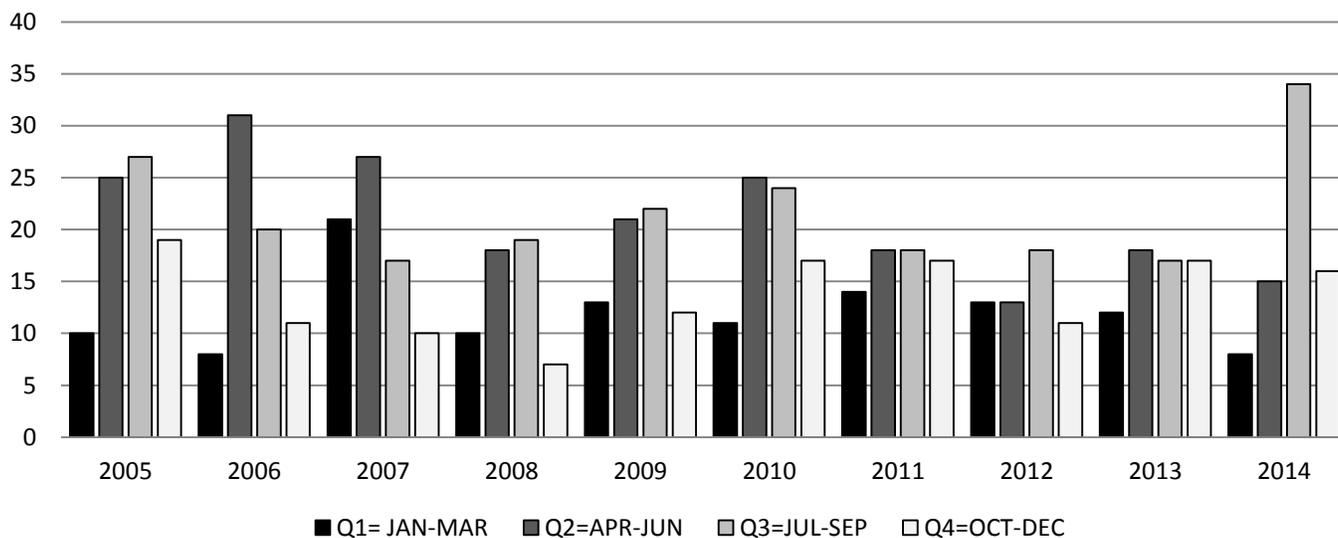


2014 TREND ANALYSIS

BOATING SAFETY EDUCATION I.D. CARDS ISSUED 2005-2014

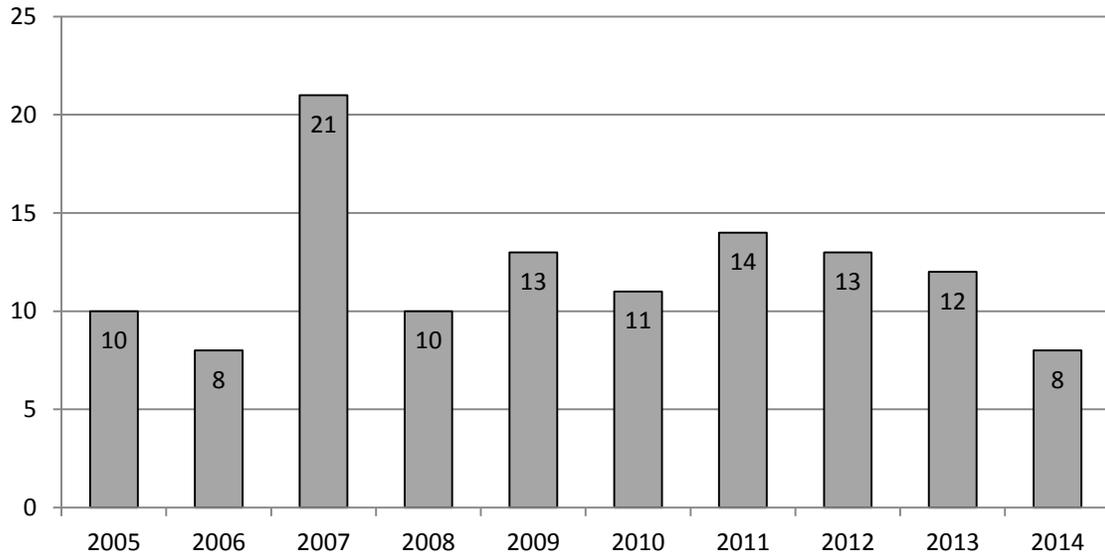


FATALITIES BY QUARTER 2005-2014



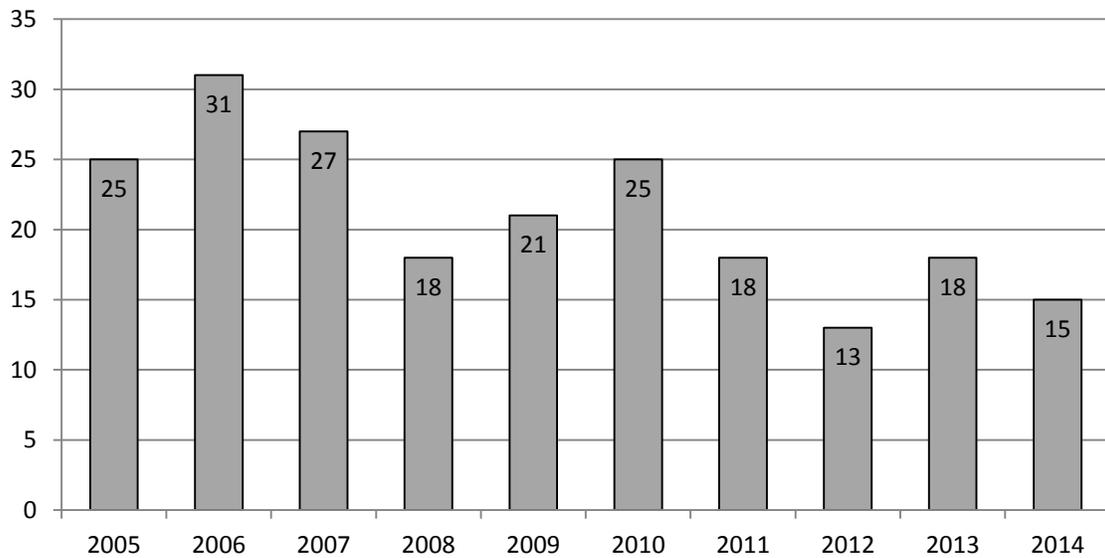
2014 TREND ANALYSIS

QUARTER 1 FATALITIES



*Q1 = JAN - MAR

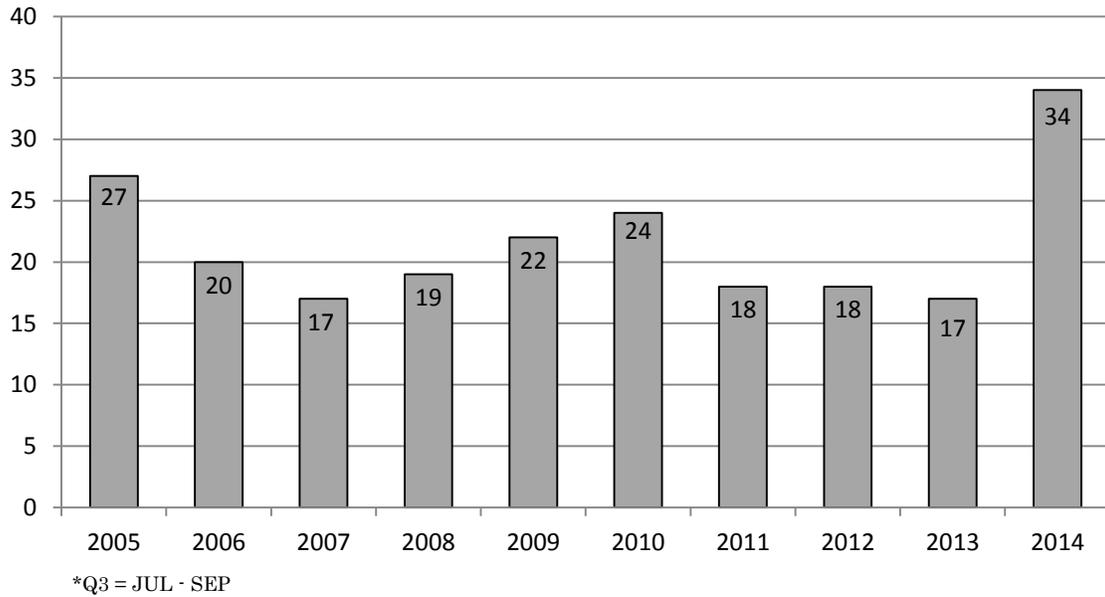
QUARTER 2 FATALITIES



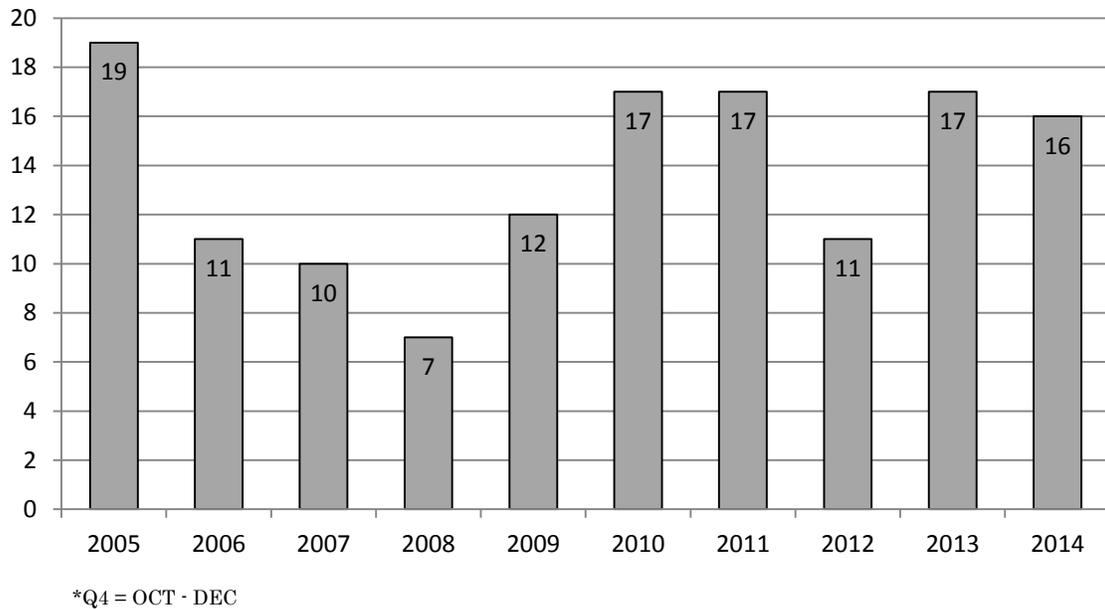
*Q2 = APR - JUN

2014 TREND ANALYSIS

QUARTER 3 FATALITIES



QUARTER 4 FATALITIES



Glossary



Glossary

Cover Photos: (Courtesy of FWC)

Top Picture

A vessel on fire at the Sunset Marina in Martin County. Two people were onboard the vessel at time of the fire. The owner saw the fire from the dock and went to the vessel by use of his Dingy. He yelled fire to his wife and son. He grabbed his son by the arms and tried to pull him from the vessel through a window but was unsuccessful. The owner went on top of the vessel to shut the hatch windows and get fire extinguishers. The fire extinguishers did not seem to help and when he returned he was not able to find his son in the forward cabin of the vessel due to the smoke and flames. He and his wife left the vessel for safety. The fire department arrived and eventually extinguished the fire however the vessel had burned to the waterline. A careful examination of the debris was conducted and the son's remains were found in the very forward compartment.

Bottom Picture

An officer investigating a vessel accident at Thunder Marine in Pinellas County. The owner of the vessel stated that his boat had been damaged while it was tied to his dock. There were no witnesses to the accident and no other information as to how the damage occurred.

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

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

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

FALLS OVERBOARD - A person who unintentionally exits the vessel.

BOATING ACCIDENT STATISTICAL REPORT

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

FIBERGLASS (PLASTIC) HULL - Hulls of fiber-reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded.

FIRE/EXPLOSION (FUEL) - Accidental combustion of vessel fuel or liquids (including their vapors).

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

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

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

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

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

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

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

MANEUVERING - Changing of course, speed or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, such as docking.

MOTORBOAT - (1) Any vessel which is propelled or powered by machinery and which is used or capable of being used as a means of transportation on water. (2) Any vessel equipped with propulsion machinery and not more than sixty-five feet in length.

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.

BOATING ACCIDENT STATISTICAL REPORT

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

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

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

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

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

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

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

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

PERSONAL WATERCRAFT - A vessel less than 16 feet in length which uses an inboard motor powering a water jet pump as its primary source of motive power and which is designed to be operated by a person sitting, standing or kneeling on the vessel, rather than in the conventional manner of sitting or standing inside the vessel.

RECKLESS OPERATION - A person is guilty of reckless operation of a vessel who operates any vessel, or manipulates any water skis, aquaplane or similar device, in willful or wanton disregard for the safety of persons or property at a speed or in a manner as to endanger, or likely to endanger, life or limb, damage the property of or injure any person.

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

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

BOATING ACCIDENT STATISTICAL REPORT

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.

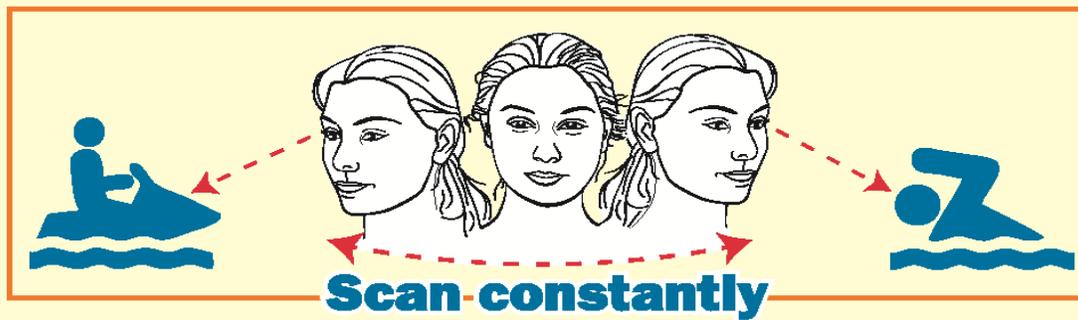
WOOD HULL - Hulls of plywood, molded plywood, wood planking or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.

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



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

