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FOREWORD

Under the authority of Title 46, United States Code, the Chief, Office of Navigation Safety and Waterway Services has been delegated the responsibility to collect, analyze, and annually publish statistical information obtained from recreational boat numbering and casualty reporting systems. Within this Office, the Auxiliary, Boating, and Consumer Affairs Division has Recreational Boating Safety Program responsibility.

Boating Statistics 1990, the 32nd annual report, contains statistics on recreational boating accidents, State and Coast Guard boat numbering activities, and Coast Guard Auxiliary programs. The report also contains summaries of all regulations issued by the Coast Guard under the authority of Title 46, United States Code, and other safety program information.

This report is a result of the coordinated effort of the Coast Guard and those jurisdictions which have Federally approved boat numbering systems. These include the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, the Commonwealth of the Northern Mariana Islands, and all States except Alaska.

This publication is distributed to Coast Guard units, Coast Guard Auxiliary flotillas, and to other organizations and individuals on the mailing list. The publication may be copied freely in the interest of boating safety. For questions on content, availability of the current or back issues, and additions to the mailing list, use the address or telephone number at the top of this page.

JOHN W. LOCKWOOD
Captain, U.S. Coast Guard
Chief, Office of Navigation
Safety and Waterway Services

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INTRODUCTION

SCOPE

This report contains statistics on numbered boats and recreational boating accidents and information on boating safety activities for calendar year 1990. States and jurisdictions which have Federally approved boat numbering systems file official reports to provide the boat numbering statistics. Coast Guard numbering records cover the State of Alaska, which does not have an approved numbering system. Data for the accident statistics come from three sources: copies of Boating Accident Reports forwarded to the Coast Guard by those jurisdictions with an approved numbering and casualty reporting system; reports submitted directly to the Coast Guard in Alaska; and reports of Coast Guard investigations of fatal boating accidents that occurred on waters under Federal jurisdiction.

ACCIDENT REPORTING

Current regulations (33 CFR 173-4) require that the operator of any vessel that is numbered or used for recreational purposes file a report if the vessel is involved in an accident that results in:

1. Loss of life; or
2. Personal injury which required medical treatment beyond first aid; or
3. Damage to the vessel and other property exceeding \$500; or
4. Complete loss of the vessel.

Boat operators are required to report their accidents to authorities of the State in which the accident occurred, or directly to the Coast Guard if it occurred in Alaska. States with approved numbering systems furnish the Coast Guard with copies of Boating Accident Reports. The minimum reporting requirements are set by Federal regulation, but States are allowed to have stricter requirements. The statistics in this publication cover only accidents meeting the Federal minimum reporting requirements.

Most States use Boating Accident Report forms which are very similar to the Coast Guard form. A copy of the Coast Guard form is at the end of this report. Microfiche of Boating Accident Reports and investigation reports are filed at Coast Guard Headquarters for statistical purposes only.

The statistics in this publication cover boating accidents reported on waters of joint Federal and State jurisdiction and exclusive State jurisdiction. The statistics include any reports received of accidents on waters under exclusive jurisdiction of Alaska, even though the reports are not required.

Accidents covered in this report occurred during calendar year 1990. Only those reported to Coast Guard Headquarters by April 5, 1991 are included in the statistics.

CASES EXCLUDED FROM REPORT

The following types of cases involving recreational boats are not included in this report:

1. Accidents involving only slight injury which did not require medical treatment beyond first aid or involving property damage of not more than \$500;

2. Accidents which were not caused or contributed to by a vessel, its equipment or its appendages;

3. Accidents in which the boat was used solely as a platform for other activities, such as swimming or skin diving. Eight fatalities from such accidents were reported by the States in 1990. Such cases are not included because the victims freely left the safety of their boat. However, if the victim is struck by another boat, the accident is reportable because of the involvement of the striking boat.

Accidents involving only commercial vessels are not included. All commercial accidents, even those involving vessels numbered under Title 46, United States Code, are reviewed and tabulated by the Coast Guard Office of Marine Safety, Security and Environmental Protection and published in the Proceedings of the Marine Safety Council, CG-129.

USE OF THE STATISTICS

Users of the statistics in this report should be aware of the following facts which may affect results of analyses of non-fatal accidents:

1. The Boating Accident Reporting System does not include every accident involving a recreational vessel. Some accidents are not in the system because they are not required to be reported. Many more accidents are not reported because of ignorance of the law and difficulty in enforcing the law. We believe that only a small fraction of all non-fatal boating accidents occurring in the United States are reported to the Coast Guard or to local or State law enforcement agencies. The reporting rates of subgroups of accidents, such as those involving personal watercraft, propeller strikes, or whitewater, probably differ greatly depending upon unspecified variables. We do believe, however, that nearly all recreational boating fatalities are included in these statistics.

2. Federal regulations do not require the reporting of accidents on private waters, where States have no jurisdiction, or on State waters in Alaska, which does not have an approved numbering system. Reports of accidents on such waters are included in this report when received by the Coast Guard if they satisfy the other requirements for inclusion.

3. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a report.

4. Fluctuations from year to year in non-fatal accident statistics may be caused by factors other than the change in the total number of recreational boating accidents. A seemingly small change in the low reporting rate may cause a relatively large change in the statistics.

BOAT NUMBERING

Chapter 123 of Title 46, United States Code requires each undocumented vessel equipped with propulsion machinery to be numbered in the State in which it is principally operated. The law allows the States and other jurisdictions to create their own numbering systems as long as they meet or exceed Federal requirements. At the end of 1990, only Alaska lacked its own approved numbering system. In that jurisdiction the Coast Guard performs the numbering function and requires only undocumented vessels equipped with propulsion machinery used on waters subject to the jurisdiction of the United States to be numbered. Many States (27) require the numbering of non-powered boats, such as sailboats. A list of the numbering requirements of the States is found on the following page.

The statistics on the following three pages are derived from reports which the participating States and other jurisdictions file with the Coast Guard. The statistics are actual counts of valid boat numbers which have been issued. Their accuracy is affected by several factors, including compliance of the boat owners with the numbering laws and the efficiency with which the various State numbering systems handle expired and new registrations. The numbering requirements for each jurisdiction are given so that comparisons may be made. Estimates are provided for non-reporting jurisdictions based on the growth in numbering as reported in the past.

Note: The Coast Guard asked the reporting jurisdictions to replace the category of "steel" hull material with "inflatable" on their 1990 boat numbering reports. Steel boats are now included with aluminum boats in the new category "metal". This new information appears in the table, Classification of Numbered Motorboats by Propulsion and Hull Material, on page 6. The reason for the change is that inflatables are a greater safety concern and are increasing in numbers while numbers of steel boats are decreasing. Almost 60 percent of the reporting jurisdictions were able to provide information on inflatables in the first year we asked. Inflatables were previously included in the "other" category. It is estimated that only 60 percent of numbered inflatables are counted in the new category.

NUMBERING DATA BY STATE

		TOTAL BOATS NUMBERED		SCOPE OF CURRENT BOAT NUMBERING SYSTEM
		1990	1989	
TOTAL		10,996,253	10,777,370	
	RANK			
Alabama	18	231,985	214,151	All motorboats, sailboats and rental boats
*Alaska	49	30,911	29,665	All motorboats used on Federal waters
Arizona	29	143,334	142,858	All watercraft
Arkansas	28	150,020	146,490	All motorboats with exceptions ²
California	2	792,930	752,836	All motorboats; sailboats over 8 feet in length
Colorado	35	80,549	82,653	All motorboats and sailboats
Connecticut	32	100,366	98,264	All motorboats; sailboats 19.5 feet or more in length
Delaware	44	40,139	41,019	All motorboats
Dist. of Col.	52	6,131	4,895	All watercraft
Florida	4	681,240	710,831	All motorboats
Georgia	14	274,081	270,134	All motorboats; sailboats 12 feet or more in length
Hawaii	51	14,081	13,501	All motorboats; sailboats over 8 feet in length
Idaho	36	64,180	63,421	All motorboats
Illinois	9	350,235	339,979	All motorboats; sailboats over 12 feet in length
Indiana	15	273,759	216,228	All motorboats
Iowa	21	192,645	158,258	All watercraft with exceptions ³
Kansas	33	90,256	89,888	All motorboats and sailboats
Kentucky	30	139,852	113,166	All motorboats
Louisiana	11	288,011	283,467	All motorboats
Maine	31	112,569	132,039	All motorboats
Maryland	25	177,396	173,523	All motorboats
Massachusetts	23	186,338	250,250	All motorboats
Michigan	1	848,584	856,749	All motorboats
Minnesota	3	714,802	706,085	All watercraft with exceptions ⁴
Mississippi	24	182,378	170,515	All motorboats and sailboats
Missouri	16	272,442	263,841	All motorboats; sailboats over 12 feet in length
Montana	40	43,360	40,000 ¹	All motorboats; sailboats 12 feet or more in length
Nebraska	38	58,683	57,26 ¹	All motorboats
Nevada	41	42,694	40,603	All motorboats
New Hampshire	34	82,035	77,229	All watercraft
New Jersey	27	164,539	158,253	All motorboats; all other boats over 12 feet in length
New Mexico	46	32,200	35,481	All motorboats and sailboats
New York	7	425,756	419,956	All motorboats
North Carolina	13	275,424	267,446	All motorboats
North Dakota	45	36,185	43,507	All motorboats
Ohio	8	378,249	380,412	All watercraft
Oklahoma	22	188,781	184,703	All watercraft except jonboats with less than 10 hp
Oregon	26	173,572	165,771	All motorboats; sailboats 12 feet or more in length
Pennsylvania	12	286,826	279,159	All motorboats
Rhode Island	47	31,931	36,775	All watercraft
South Carolina	10	319,132	302,282	All motorboats
South Dakota	39	53,413	49,674	All motorboats; all other boats over 12 feet in length
Tennessee	17	241,632	233,403	All motorboats and sailboats
Texas	5	606,942	603,709	All motorboats
Utah	37	59,869	58,464	All motorboats and sailboats
Vermont	42	41,862	37,497	All motorboats
Virginia	20	202,600	196,119	All motorboats
Washington	19	214,043	195,791	All motorboats; sailboat 16 feet or more in length
West Virginia	43	40,880	47,356	All motorboats
Wisconsin	6	497,080	482,336	All motorboats; sailboat over 12 feet in length
Wyoming	50	22,940	22,476	All motorboats
Guam	56	512 ¹	512	All motorboats
Puerto Rico	48	31,159	28,149	All motorboats
Virgin Islands	53	3,738	3,819	All motorboats
Am. Samoa	56	128	66	All motorboats
N. Marianas	54	897	518	All motorboats

*Alaska did not have an approved numbering system as of December 31, 1990. The Coast Guard is the numbering authority.

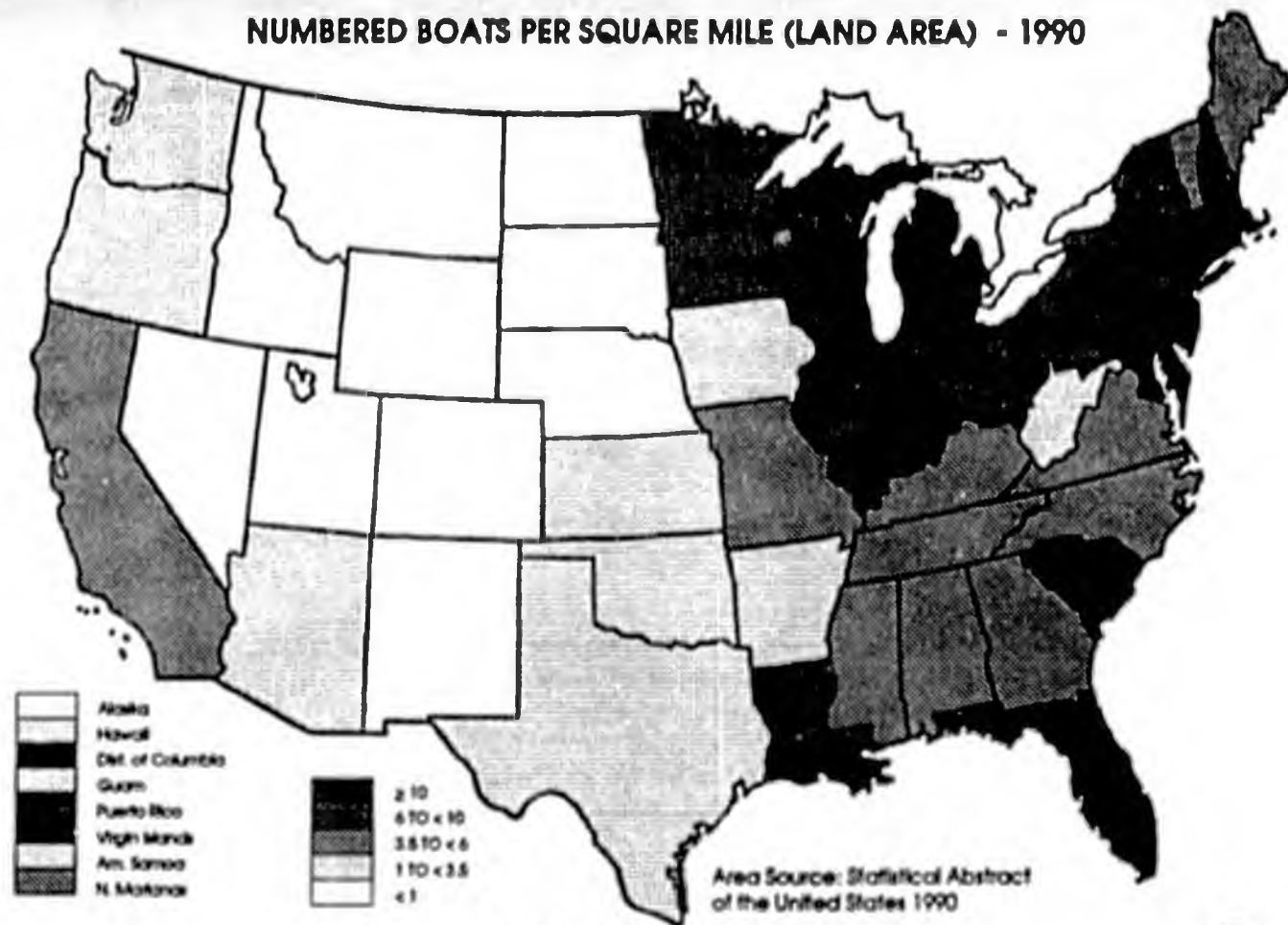
¹ Estimate. (No report received)

² Arkansas excludes boats with motors of 10 HP or less used only during daylight.

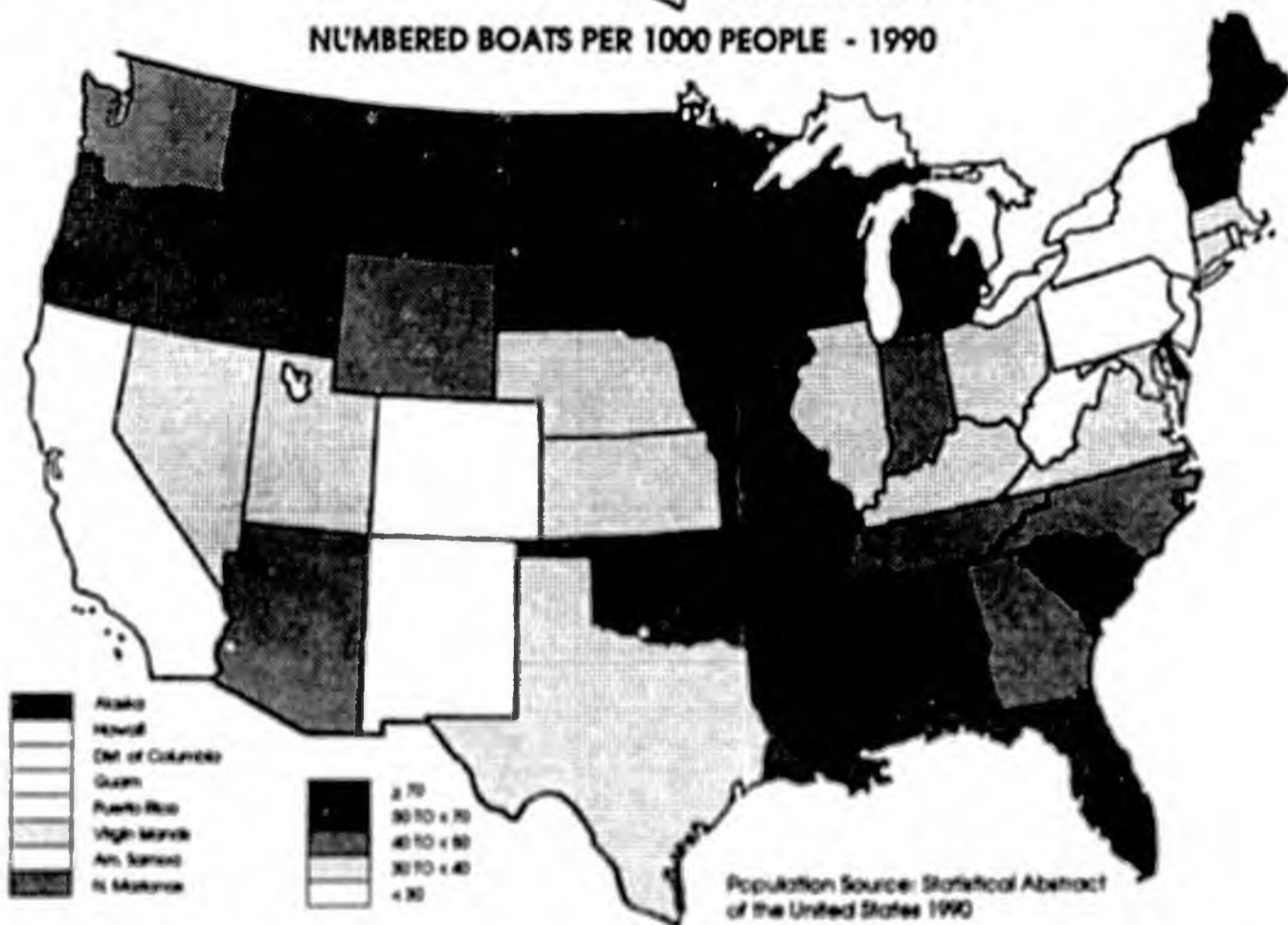
³ Iowa excludes inflatable under 7 feet in length and canoes/kayaks under 13 feet in length.

⁴ Minnesota excludes non-motorized boats 9 feet in length and under, duckboats during duckhunting season, and riceboats during harvest season.

NUMBERED BOATS PER SQUARE MILE (LAND AREA) - 1990



NUMBERED BOATS PER 1000 PEOPLE - 1990



CLASSIFICATION OF NUMBERED MOTORBOATS BY PROPULSION AND HULL MATERIAL¹ - 1990

(PERCENT)

WOOD FIBERGLASS METAL² INFLATABLE OTHER TOTAL CLASS

Less than 16 ft	Outboard	1.39	17.67	27.23	.50	1.59	48.38	Class A 51.42
	Inboard	.07	2.49	.41	.01	.06	3.04	
16 ft to less than 26 ft	Outboard	.75	17.14	10.76	.04	.29	28.98	Class 1 44.77
	Inboard	.44	14.61	.62	.01	.11	15.79	
26 ft to less than 40 ft	Outboard	.05	.25	.35	.001	.01	.66	Class 2 3.38
	Inboard	.45	2.09	.17	.001	.01	2.72	
40 ft to 65 ft	Outboard	.005	.01	.04	0	.002	.06	Class 3 .43
	Inboard	.06	.22	.09	0	.003	.37	
Total	Outboard	2.20	35.07	38.38	.54	1.89	78.08	
Total	Inboard	1.02	19.41	1.29	.02	.18	21.92	
Total by Material		3.22	54.48	39.67	.56	2.07		

¹ Includes 10,096,245 numbered motorboats under 65 feet. All boats reported to be registered as inboard-outdrives were counted as inboards, and where the States' reports broke down auxiliary sailboats between inboard and outboard, those boats were included in this table. For a few States with incomplete information, the boats were distributed by using previous years' reports. The 900,008 boats registered by the States but not shown in this table include: 200,433 non-powered sailboats; 75,480 auxiliary sailboats (type of engine unknown); 232,707 non-powered canoes; 126,203 non-powered rowboats; 42,429 personal watercraft; 3,224 motorboats over 65 feet in length; and 219,532 miscellaneous boats.

² See Note Page 3.

CLASSIFICATION OF NUMBERED MOTORBOATS BY PROPULSION AND HULL MATERIAL - 1986 - 1989
(PERCENT)

	1989					
	WOOD	FIBERGLASS	ALUMINUM	STEEL	OTHER	TOTAL
TOTAL	3.76	53.91	38.19	.92	3.22	
OUTBOARD	2.63	36.00	37.41	.77	2.95	79.76
INBOARD	1.13	17.91	.78	.15	.27	20.24
	1988					
	WOOD	FIBERGLASS	ALUMINUM	STEEL	OTHER	TOTAL
TOTAL	4.33	52.67	38.72	.94	3.34	
OUTBOARD	3.04	36.33	37.85	.78	3.04	81.04
INBOARD	1.29	16.34	.87	.16	.30	18.96
	1987					
	WOOD	FIBERGLASS	ALUMINUM	STEEL	OTHER	TOTAL
TOTAL	4.59	52.15	38.92	1.12	3.22	
OUTBOARD	3.20	36.62	38.12	.91	2.93	81.78
INBOARD	1.39	15.53	.80	.21	.29	18.22
	1986					
	WOOD	FIBERGLASS	ALUMINUM	STEEL	OTHER	TOTAL
TOTAL	5.07	51.36	39.48	.93	3.16	
OUTBOARD	3.60	37.13	38.72	.78	2.86	83.09
INBOARD	1.47	14.23	.76	.15	.30	16.91

FATALITY RATE

The best available indicator of safety in recreational boating is the fatality rate, which relates the number of fatalities to the changing boat population. The Coast Guard's fatality rate is the number of reported fatalities per 100,000 recreational boats (estimated). The most meaningful fatality rate would be based on the exposure of boaters to the risks of boating, measured in passenger-hours, but such detailed, annual, nationwide information is not available. The estimate of the number of boats in the United States is based on nationwide telephone surveys conducted by the Coast Guard for the years 1973 and 1976 and by the American Red Cross in 1989 under a Coast Guard grant. Because a new estimate produced by the 1989 American Red Cross survey shows that our previous estimates were not high enough, we have adjusted the estimates from 1977 through 1989. These adjustments lowered the estimates of the fatality rate.

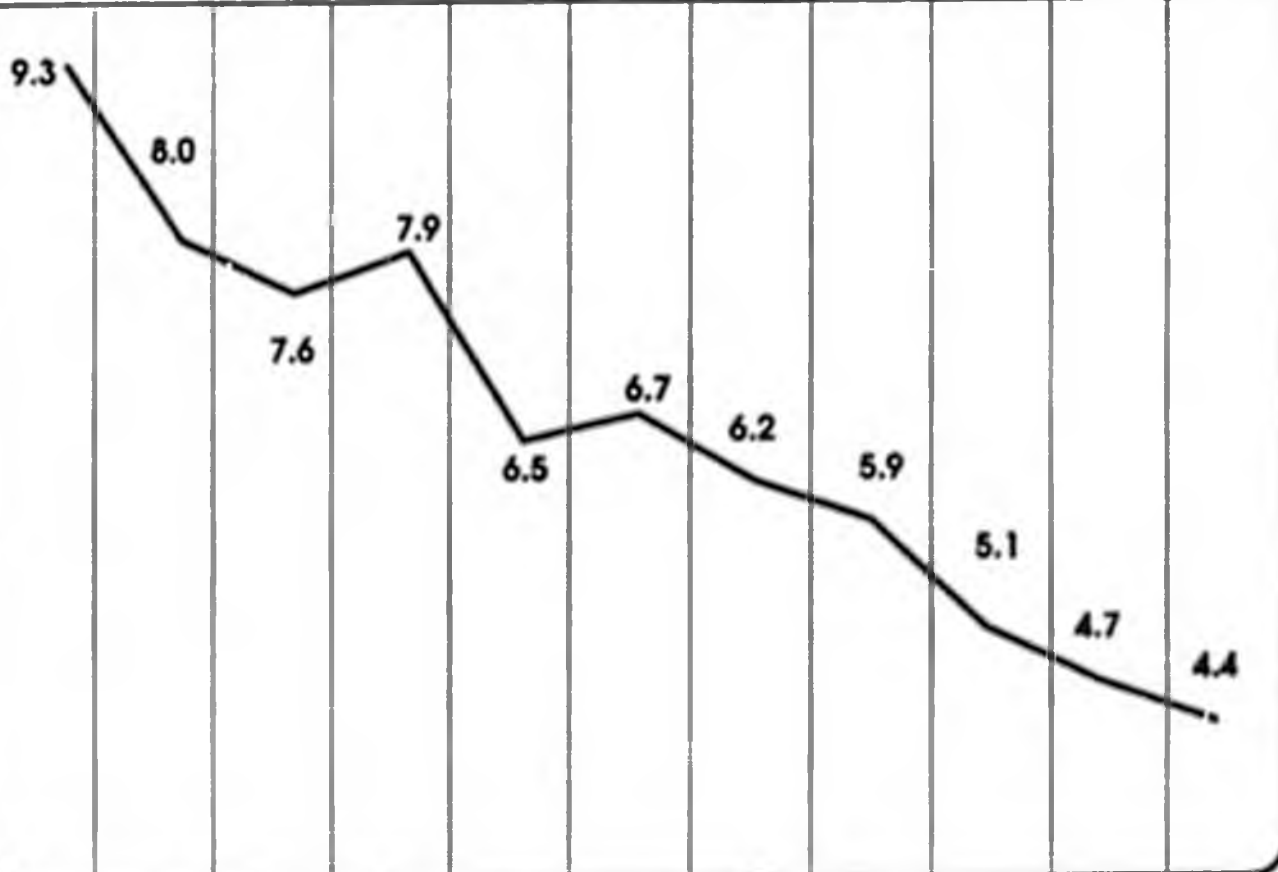
YEAR	FATALITIES	ESTIMATED NUMBER OF BOATS	FATALITY RATE PER 100,000 BOATS
1961	1218	5.85	20.8
1962	1114	5.95	18.7
1963	1167	6.05	19.3
1964	1192	6.2	19.2
1965	1360	6.35	21.4
1966	1318	6.5	20.3
1967	1312	6.65	19.7
1968	1342	6.85	19.6
1969	1350	7.1	19.0
1970	1418	7.4	19.2
1971	1552	7.85	20.2
1972	1437	8.5	16.9
1973	1754	9.6	18.3
1974	1446	10.75	13.5
1975	1466	11.8	12.4
1976	1264	12.75	9.9
1977	1312	13.3	9.9
1978	1321	13.6	9.7
1979	1400	14.1	9.9
1980	1360	14.6	9.3
1981	1208	15.1	8.0
1982	1178	15.5	7.6
1983	1241	15.8	7.9
1984	1063	16.3	6.5
1985	1116	16.7	6.7
1986	1066	17.3	6.2
1987	1036	17.7	5.9
1988	946	18.4	5.1
1989	896	19.0	4.7
1990	865	19.5	4.4

RECREATIONAL BOATING FATALITY STATISTICS (1980 - 1990)

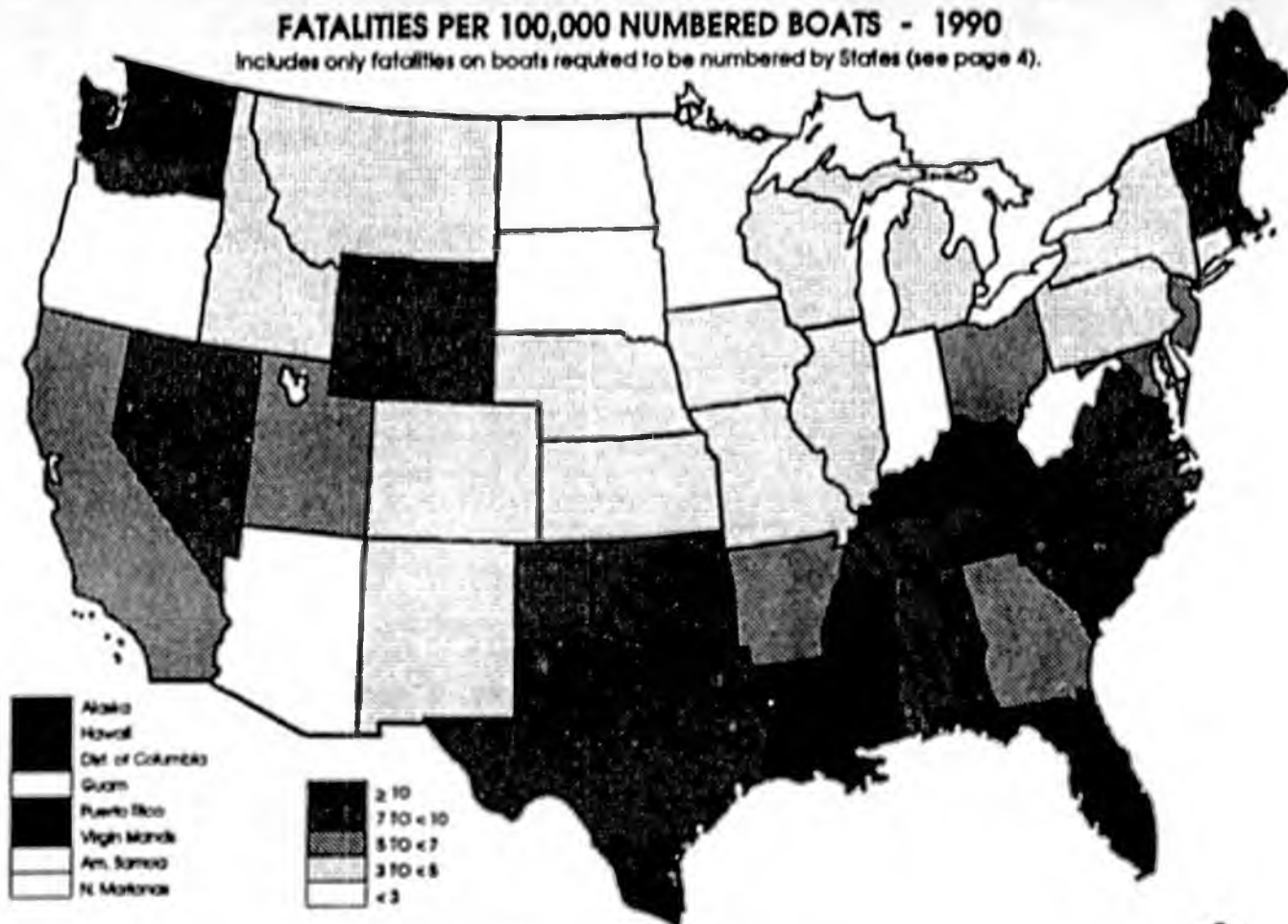
FATALITIES



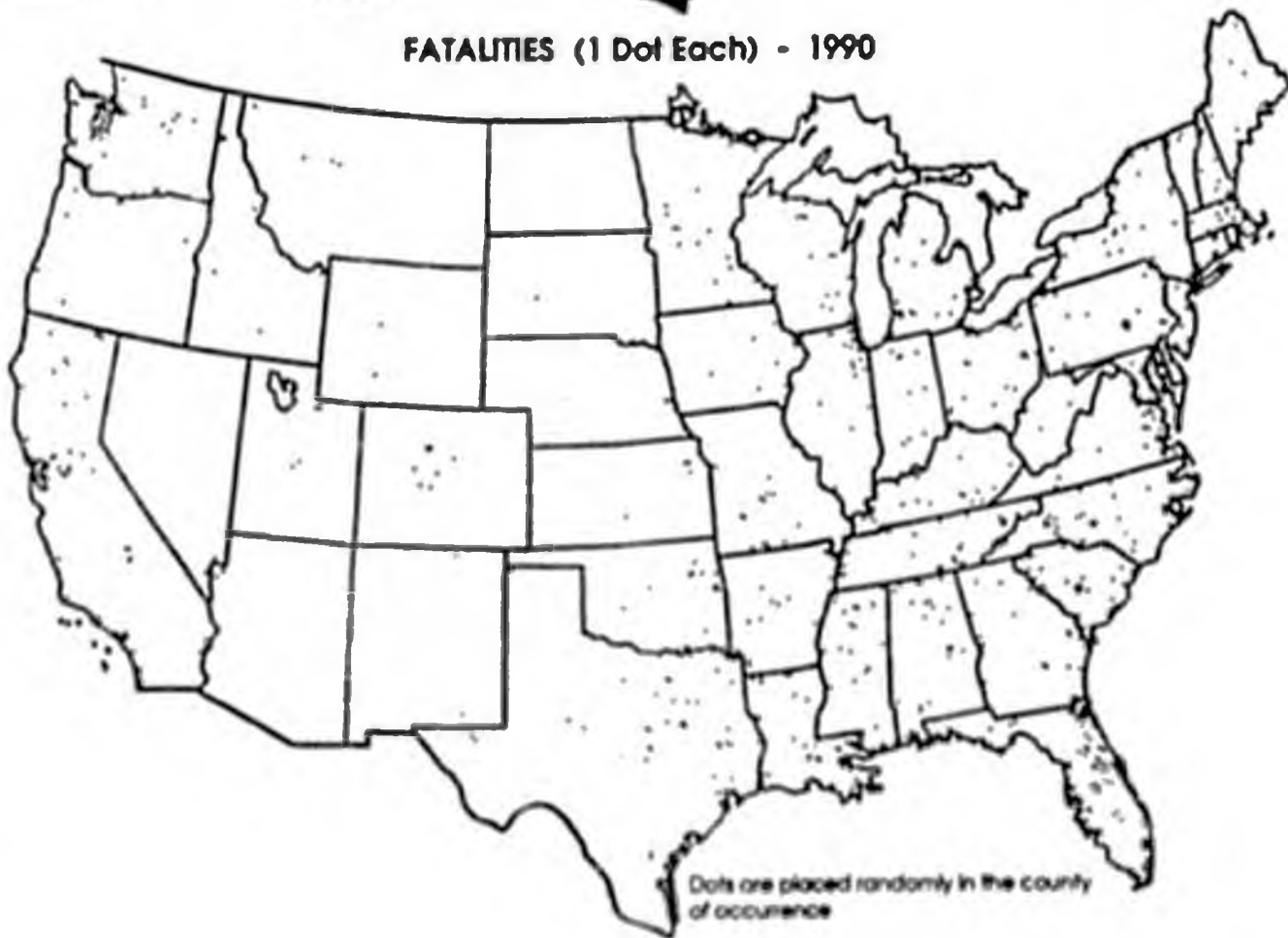
FATALITY RATE PER 100,000 ESTIMATED BOATS



FATALITIES PER 100,000 NUMBERED BOATS - 1990
 Includes only fatalities on boats required to be numbered by States (see page 4).



FATALITIES (1 Dot Each) - 1990



FIVE YEAR SUMMARY OF BOATING ACCIDENTS

1990 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
Grounding	390	14	240	\$2,123,400
Capstizing	545	289	259	\$1,073,700
Swamping/Flooding	252	60	55	\$920,800
Sinking	210	11	38	\$1,391,300
Fire or Explosion of Fuel	274	14	141	\$3,671,300
Other Fire or Explosion	97	2	22	\$3,252,900
Collision with Another Vessel	2,242	81	1,376	\$7,180,500
Collision with Fixed Object	864	76	545	\$2,959,600
Collision with Floating Object	269	13	100	\$834,000
Falls Overboard	451	239	260	\$90,600
Falls Within Boat	139	1	164	\$71,900
Struck by Boat or Propeller	183	7	180	\$7,100
Other Casualty: Unknown	495	58	442	\$231,600

1989 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
Grounding	385	13	243	\$2,097,400
Capstizing	576	330	258	\$973,700
Swamping/Flooding	228	70	77	\$1,337,200
Sinking	219	31	54	\$1,168,800
Fire or Explosion of fuel	303	7	179	\$6,325,300
Other Fire or Explosion	60	6	11	\$2,049,400
Collision with Another Vessel	2,039	60	1,265	\$6,707,500
Collision with Fixed Object	797	60	509	\$2,665,000
Collision with Floating Object	296	8	116	\$1,284,900
Falls Overboard	428	217	252	\$103,400
Falls Within Boat	119	0	142	\$92,000
Struck by Boat or Propeller	65	6	60	\$3,900
Other Casualty: Unknown	548	88	469	\$424,700

1988 TYPE OF ACCIDENT	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
Grounding	432	18	216	\$2,156,100
Capstizing	608	305	286	\$1,313,800
Swamping/Flooding	265	64	45	\$824,100
Sinking	276	36	52	\$1,589,600
Fire or Explosion of Fuel	385	5	176	\$7,117,100
Other Fire or Explosion	42	3	11	\$1,019,400
Collision with Another Vessel	2,351	76	1,321	\$6,187,900
Collision with Fixed Object	848	78	449	\$2,460,400
Collision with Floating Object	376	13	126	\$1,193,500
Falls Overboard	450	260	222	\$58,000
Falls Within Boat	97	3	101	\$18,800
Struck by Boat or Propeller	48	11	40	\$5,400
Other Casualty: Unknown	540	74	431	\$388,000

FIVE YEAR SUMMARY OF BOATING ACCIDENTS

1987	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TYPE OF ACCIDENT				
Grounding	451	7	205	\$1,927,800
Capsizing	660	361	217	\$1,178,300
Swamping/Flooding	254	67	80	\$880,200
Sinking	315	55	73	\$2,489,300
Fire or Explosion of Fuel	394	6	183	\$4,469,600
Other Fire or Explosion	41	2	7	\$849,600
Collision with Another Vessel	2,288	80	1,307	\$5,893,200
Collision with Fixed Object	853	58	496	\$2,124,300
Collision with Floating Object	314	17	93	\$1,105,300
Falls Overboard	434	272	200	\$163,200
Falls Within Boat	77	0	85	\$7,400
Struck by Boat or Propeller	119	12	115	\$9,000
Other Casualty: Unknown	546	99	440	\$288,500
1986	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
TYPE OF ACCIDENT				
Grounding	367	11	142	\$1,626,500
Capsizing	628	370	207	\$998,800
Swamping/Flooding	289	89	59	\$811,300
Sinking	227	28	37	\$925,800
Fire or Explosion of Fuel	379	6	171	\$4,084,700
Other Fire or Explosion	83	2	12	\$1,844,200
Collision with Another Vessel	2,108	86	972	\$4,957,900
Collision with Fixed Object	914	79	432	\$3,080,800
Collision with Floating Object	276	8	57	\$614,700
Falls Overboard	451	277	205	\$82,000
Falls Within Boat	70	0	77	\$13,400
Struck by Boat or Propeller	147	16	133	\$1,600
Other Casualty: Unknown	468	94	343	\$316,200
1990	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,411	865	3,822	\$23,808,700
1989	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,063	896	3,635	\$25,233,200
1988	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,718	946	3,476	\$24,332,100
1987	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,746	1,036	3,501	\$21,385,700
1986	TOTAL	FATALITIES	INJURIES	PROPERTY DAMAGE
	6,407	1,066	2,847	\$19,357,900

JURISDICTION OF BOATING ACCIDENTS BY STATE

This table includes statistics for only those accidents for which a determination of jurisdiction could be made from available information

1990	ALL REPORTED ACCIDENTS		FATAL ACCIDENTS		FATALITIES		VESSELS INVOLVED	
	5,299		732		889		7,063	
	EXCLUSIVE STATE	JOINT FEDERAL-STATE	EXCLUSIVE STATE	JOINT FEDERAL-STATE	EXCLUSIVE STATE	JOINT FEDERAL-STATE	EXCLUSIVE STATE	JOINT FEDERAL-STATE
ALL	1,743	3,556	374	358	428	431	2,299	4,764
Alabama	21	123	10	12	11	15	23	149
Alaska	1	33	0	18	0	21	1	38
Arizona	7	128	0	2	0	2	9	182
Arkansas	14	24	11	1	13	1	17	34
California	247	346	19	21	24	26	361	504
Colorado	49	1	5	1	7	1	66	1
Connecticut	15	63	6	3	6	4	19	90
Delaware	4	19	1	0	1	0	6	23
District of Columbia	0	2	0	1	0	1	0	3
Florida	51	617	40	29	47	38	59	828
Georgia	16	49	7	8	8	9	20	66
Hawaii	0	21	0	2	0	3	0	23
Idaho	21	33	5	2	5	2	28	42
Illinois	29	73	11	9	11	12	42	109
Indiana	78	8	8	0	9	0	102	8
Iowa	13	14	2	6	2	6	16	19
Kansas	22	0	4	0	4	0	26	0
Kentucky	16	55	7	15	7	16	21	73
Louisiana	29	51	18	14	21	17	33	68
Maine	8	6	8	1	8	1	8	7
Maryland	16	169	3	12	3	12	17	231
Massachusetts	16	39	11	11	13	13	20	48
Michigan	159	152	12	16	13	19	214	201
Minnesota	89	29	11	7	9	8	98	39
Mississippi	22	40	11	11	12	11	28	48
Missouri	89	103	6	8	7	8	136	127
Montana	2	7	1	2	1	3	2	9
Nebraska	15	2	0	1	0	2	20	2
Nevada	13	101	2	2	2	2	17	136
New Hampshire	32	1	7	0	8	0	41	1
New Jersey	89	234	4	5	4	5	100	309
New Mexico	7	10	1	0	1	0	7	12
New York	97	172	10	14	10	16	132	238
North Carolina	59	64	18	11	22	11	78	88
North Dakota	1	1	0	0	0	0	1	1
Ohio	23	81	11	6	13	11	29	111
Oklahoma	38	25	7	5	9	6	47	33
Oregon	27	68	4	2	5	2	36	92
Rhode Island	29	2	8	12	8	19	8	88
South Carolina	5	2	1	2	2	2	2	2
South Dakota	28	27	9	17	11	21	46	91
Tennessee	4	3	1	0	1	0	19	4
Texas	16	15	8	12	10	16	16	78
Utah	112	15	29	14	34	17	132	72
Vermont	27	15	3	0	4	0	10	57
Virginia	0	3	0	3	0	3	0	3
Washington	23	107	5	16	7	17	27	137
West Virginia	3	19	2	15	2	20	3	15
Wisconsin	18	4	14	1	16	1	71	6
Wyoming	0	2	0	0	0	0	0	4
Unreported	0	33	0	3	0	4	0	26
Total	0	33	0	3	0	4	0	26

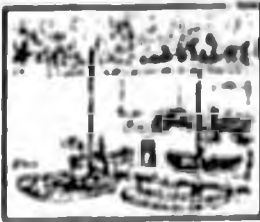
ACCIDENT DATA BY STATE

1990	NUMBER OF ACCIDENTS			NUMBER OF VESSELS INVOLVED IN ACCIDENTS			NUMBER OF PERSONS		PROPERTY DAMAGE (\$)		
	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	TOTAL	FATAL	NON-FATAL INJURY	PROPERTY DAMAGE	KILLED	INJURED NON-FATALITY	PROPERTY DAMAGE
US	6,411	738	2,602	3,071	8,591	739	2,721	6,131	545	3,822	23,808,700
Alabama	157	22	49	66	190	22	52	116	26	74	438,400
Alaska	34	18	2	14	39	18	2	19	21	6	235,100
Arizona	138	2	73	63	194	2	77	115	2	110	378,200
Arkansas	45	12	21	12	62	12	23	27	14	28	136,300
California	761	40	341	380	1,095	40	349	706	57	416	3,131,200
Colorado	59	6	30	23	79	6	33	40	8	41	81,900
Connecticut	97	10	37	50	137	10	37	52	11	50	409,600
Delaware	24	1	7	16	32	1	7	22	1	14	74,300
D.C.	2	1	0	1	3	1	0	2	1	0	12,000
Florida	918	72	378	468	1,247	72	395	780	88	540	4,173,000
Georgia	90	15	32	43	119	15	33	71	17	52	634,900
Hawaii	21	2	6	13	25	2	6	17	3	6	271,700
Idaho	54	7	19	28	70	7	20	43	7	37	119,300
Illinois	124	21	58	45	177	21	65	91	24	115	380,100
Indiana	108	8	50	50	142	8	50	84	9	57	259,500
Iowa	32	8	14	10	41	8	14	19	8	18	21,600
Kansas	28	4	14	10	33	4	14	15	4	17	43,500
Kentucky	77	22	17	38	104	22	18	62	23	36	548,400
Louisiana	109	32	41	36	128	32	45	51	38	88	276,200
Maine	65	9	27	29	80	9	27	44	9	34	203,000
Maryland	188	15	67	108	252	15	67	170	15	94	1,034,000
Massachusetts	102	22	30	50	127	22	30	75	26	53	601,800
Michigan	322	28	185	109	431	28	189	214	32	233	811,700
Minnesota	147	15	88	44	201	15	88	90	17	128	402,400
Mississippi	72	22	27	23	88	22	29	37	23	53	144,500
Missouri	203	14	87	102	265	14	91	160	15	133	545,400
Montana	22	3	6	13	27	3	7	17	4	13	25,800
Nebraska	28	1	16	11	37	1	16	20	2	18	110,200
Nevada	121	4	40	77	161	4	40	117	4	58	452,800
New Hampshire	49	7	22	20	60	7	23	30	8	31	71,700
New Jersey	311	9	88	212	422	9	93	320	9	114	922,500
New Mexico	21	2	8	11	24	2	9	13	2	18	67,200
New York	295	24	112	159	409	24	119	266	26	190	2,101,300
North Carolina	123	29	58	39	164	29	61	74	33	87	273,300
North Dakota	3	0	0	3	3	0	0	3	0	0	5,300
Ohio	124	17	78	78	166	18	30	118	24	53	487,900
Oklahoma	72	12	34	26	92	12	35	45	15	48	198,700
Oregon	89	6	59	59	134	6	37	91	7	58	323,400
Pennsylvania	109	20	53	36	144	20	54	70	27	85	355,000
Rhode Island	30	3	17	17	52	3	11	38	4	16	72,500
South Carolina	105	28	44	35	143	28	50	67	32	78	229,300
South Dakota	12	1	4	4	14	1	4	9	1	4	7,200
Tennessee	76	20	28	27	98	20	32	46	26	47	218,100
Texas	218	43	82	115	271	43	82	168	51	89	651,000
Utah	82	3	37	45	112	3	36	73	4	53	183,100
Vermont	3	3	0	0	3	3	0	0	0	0	0
Washington	134	21	85	57	164	21	58	85	24	86	664,000
West Virginia	123	30	88	88	208	30	88	128	36	62	589,200
Wisconsin	18	3	11	11	24	3	4	17	3	6	33,000
Wyoming	179	17	108	59	250	17	111	122	19	71	281,700
Alaska	2	0	1	1	4	0	1	3	0	1	1,400
Puerto Rico	13	3	5	5	16	3	5	8	4	7	66,100
Islands	13	1	8	8	20	1	4	15	1	8	44,600
Guam	0	0	0	0	0	0	0	0	0	0	0
Mariana	0	0	0	0	0	0	0	0	0	0	0

TYPES OF ACCIDENTS BY STATE

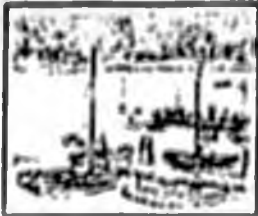
1990	NUMBER OF VESSELS INVOLVED IN ACCIDENTS													VICTIMS			
	TOTAL VESSELS INVOLVED	GROUNDING	CAPSIZE	FLOODING ¹	SINKING	FIRE OR EXPLOSION (FUEL)	FIRE OR EXPLOSION (OTHER)	COLLISION WITH ANOTHER VESSEL	COLLISION WITH FIXED OBJECT	COLLISION WITH FLOATING OBJECT	FALLS OVERBOARD	FALLS WITHIN BOAT	STUCK BY BOAT OR PROPELLER	OTHER CASUALTIES ²	DROWNINGS	OTHER DEATHS	INJURIES
TOTALS	8,591	390	545	252	210	274	97	4,422	864	262	451	139	191	494	707	158	3,822
Alabama	190	7	19	5	6	8	2	69	36	15	12	0	2	9	20	6	74
Alaska	39	2	5	1	3	1	0	10	1	4	8	0	0	4	21	0	6
Arizona	194	16	2	14	3	10	2	116	1	4	2	5	7	12	2	0	110
Arkansas	62	2	4	2	2	3	0	33	4	5	5	0	1	1	12	2	28
California	1,095	51	39	17	28	27	8	687	48	24	28	11	39	88	35	15	416
Colorado	79	4	9	4	3	1	0	40	5	0	1	3	0	9	8	0	41
Connecticut	137	9	9	2	3	3	2	79	9	6	6	4	1	4	11	0	50
Delaware	32	2	2	2	0	0	0	16	7	0	2	0	0	0	1	0	14
Dist. of Col.	3	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0
Florida	1,247	41	64	25	44	30	21	655	195	21	53	30	28	40	66	22	540
Georgia	119	3	12	4	5	2	2	59	14	2	4	1	4	7	15	2	54
Hawaii	25	7	1	3	0	0	0	8	1	1	0	1	2	1	3	0	6
Idaho	70	4	5	1	1	1	1	31	11	5	4	0	2	4	5	2	37
Illinois	177	3	16	9	3	4	0	108	13	5	5	1	2	8	20	4	115
Indiana	142	3	11	0	7	6	2	68	12	3	11	1	4	14	9	0	57
Iowa	41	1	2	2	2	1	0	19	2	0	3	0	2	7	7	1	18
Kansas	33	1	3	2	3	0	0	10	3	1	5	0	2	3	4	0	17
Kentucky	104	5	9	5	1	6	0	56	9	4	5	0	1	3	19	4	36
Louisiana	128	2	12	3	5	4	0	42	31	7	14	2	1	5	25	13	88
Maine	80	10	9	2	1	0	0	35	6	2	6	0	3	6	7	2	34
Maryland	252	9	12	2	5	12	2	131	16	10	9	14	5	25	11	4	94
Massachusetts	127	6	12	4	4	2	3	50	18	9	12	1	2	4	22	4	53
Michigan	431	7	32	11	3	14	5	216	30	6	28	12	15	52	29	3	233
Minnesota	201	5	10	5	3	6	0	109	10	3	15	4	5	26	12	5	128
Mississippi	88	4	9	3	3	1	1	34	15	2	8	3	1	4	19	4	53
Missouri	265	8	10	22	3	11	3	125	35	2	13	4	2	27	10	5	133
Montana	27	3	4	0	0	1	0	10	2	3	3	0	0	1	4	0	13
Nebraska	37	0	1	1	2	4	1	17	0	1	2	0	3	5	0	2	18
Nevada	161	18	5	10	12	7	2	77	10	0	5	3	4	8	2	2	58
New Hampshire	60	5	3	0	1	3	0	22	9	1	5	3	2	6	8	0	31
New Jersey	422	27	13	15	4	17	8	228	59	15	14	5	4	13	5	4	114
New Mexico	24	4	6	2	3	0	0	6	2	0	0	0	0	1	1	1	18
New York	409	26	24	5	8	14	12	230	43	11	13	8	10	5	18	8	190
North Carolina	164	3	13	6	0	3	0	84	16	4	21	0	2	12	24	9	87
North Dakota	3	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Ohio	166	12	17	2	8	5	2	82	14	13	4	2	1	4	21	3	53
Oklahoma	92	6	8	4	7	6	1	40	4	0	7	1	3	5	15	0	48
Oregon	134	11	5	1	3	6	0	71	16	9	4	3	1	4	4	3	58
Pennsylvania	144	2	18	7	1	3	1	71	8	4	14	5	2	8	26	1	85
Rhode Island	52	1	2	1	0	0	0	42	0	1	2	1	0	4	4	0	16
South Carolina	143	7	11	1	5	4	2	76	16	6	10	0	1	4	26	6	78
South Dakota	14	0	2	1	0	0	0	4	3	0	1	0	1	1	0	0	4
Tennessee	98	3	11	3	1	4	1	46	6	3	8	1	1	10	20	6	47
Texas	271	9	23	11	3	10	3	105	49	14	27	3	2	12	44	7	89
Utah	112	7	7	5	1	9	1	60	7	2	4	0	4	5	4	0	53
Vermont	3	0	1	1	0	0	0	0	0	0	1	0	0	5	0	0	0
Virginia	164	7	10	4	3	12	6	61	21	9	15	4	4	8	21	3	86
Washington	205	15	23	11	5	7	2	87	17	18	9	0	9	35	1	62	
West Virginia	24	1	2	0	1	1	0	15	2	1	1	0	0	3	0	0	6
Wisconsin	250	8	14	7	1	4	0	148	22	6	19	3	6	12	16	3	144
Wyoming	11	2	0	0	0	1	0	4	2	0	1	0	0	1	2	0	13
Guam	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1
Puerto Rico	16	0	2	3	0	0	0	7	2	0	2	0	0	0	3	1	8
Virgin Islands	20	1	1	1	0	0	0	17	0	0	0	0	0	0	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. Mariana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type of accident refers only to the first event that occurred; some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality. ¹ Includes scuttling. ² Includes unknown.



FIVE YEAR SUMMARY OF SELECTED ACCIDENT DATA BY STATE 1986 - 1990

	TOTAL NUMBER OF ACCIDENTS					FATAL ACCIDENTS					FATALITIES				
	1986	1987	1988	1989	1990	1986	1987	1988	1989	1990	1986	1987	1988	1989	1990
TOTALS	6,407	6,746	6,718	6,663	6,411	910	854	815	764	738	1,046	1,036	946	896	846
Alabama	165	152	179	103	157	21	18	22	14	22	22	21	23	15	26
Alaska	45	47	42	35	34	39	31	27	29	18	53	46	34	37	21
Arizona	166	180	168	133	138	10	5	4	5	2	12	6	4	6	2
Arkansas	36	41	38	59	45	13	15	13	17	12	17	15	13	18	14
California	741	905	745	632	761	57	45	45	31	40	68	54	51	43	50
Colorado	73	79	72	63	59	5	12	7	8	6	6	13	8	10	8
Connecticut	75	69	83	34	97	7	7	9	4	10	6	9	12	5	11
Delaware	21	24	25	25	24	2	3	1	2	2	3	4	1	2	1
Dist. of Columbia	7	4	3	0	2	0	0	0	0	1	0	0	0	0	1
Florida	744	842	982	899	918	57	81	79	56	72	66	106	94	65	88
Georgia	116	134	125	104	90	16	24	21	18	15	16	30	22	21	17
Hawaii	54	62	31	40	21	3	1	4	1	2	3	2	6	3	3
Idaho	63	52	69	45	54	13	4	15	14	7	17	7	16	16	7
Illinois	88	60	95	83	124	16	14	17	14	21	21	18	19	17	24
Indiana	130	126	120	111	108	13	9	10	13	8	14	10	12	16	8
Iowa	55	42	44	28	32	7	7	8	4	8	8	8	4	4	8
Kansas	49	37	47	36	28	9	8	2	6	4	9	11	2	6	4
Kentucky	96	92	66	58	77	27	14	18	10	22	32	17	17	12	23
Louisiana	159	132	129	134	109	45	49	52	39	32	56	58	60	49	38
Maine	59	62	69	39	66	10	11	11	18	9	11	12	11	20	9
Maryland	161	194	224	173	188	11	18	12	21	15	12	20	16	25	15
Massachusetts	87	133	136	92	102	12	14	14	15	22	13	21	18	26	26
Michigan	396	435	357	315	322	51	49	25	30	28	57	55	30	34	32
Minnesota	165	161	174	162	147	22	17	21	15	15	31	18	23	16	17
Mississippi	81	72	55	57	72	24	20	13	13	22	26	23	10	17	23
Missouri	168	196	208	211	303	22	12	21	12	14	23	16	21	13	15
Montana	14	11	13	21	22	11	3	3	9	3	12	3	3	9	4
Nebraska	21	21	28	28	28	5	2	4	2	1	5	2	4	2	2
Nevada	34	85	104	89	121	6	4	3	4	4	8	4	4	4	4
New Hampshire	7	7	7	56	49	7	6	7	10	7	8	6	8	10	8
New Jersey	265	244	265	308	311	12	11	12	23	9	14	13	14	26	9
New Mexico	29	19	17	21	21	8	0	2	0	2	9	0	3	0	2
New York	277	300	301	251	298	35	28	31	25	24	42	37	38	33	28
North Carolina	130	102	135	152	123	24	22	24	24	29	27	28	26	25	32
North Dakota	11	11	10	7	3	0	2	2	1	0	0	0	2	1	0
Ohio	226	251	215	170	124	27	16	22	16	17	35	19	27	19	24
Oklahoma	78	52	45	50	72	14	17	14	12	12	19	26	20	13	15
Oregon	81	70	110	75	99	15	18	18	16	6	18	25	24	16	7
Pennsylvania	65	77	78	88	109	21	16	14	16	20	22	17	14	12	27
Rhode Island	52	49	52	57	30	3	4	2	7	3	3	5	2	2	4
South Carolina	78	109	91	79	105	30	29	27	26	26	33	29	31	19	32
South Dakota	33	17	13	19	12	3	2	1	4	1	3	2	2	6	1
Tennessee	78	86	82	67	76	25	22	12	22	20	29	25	13	25	26
Texas	312	300	276	289	218	65	72	63	62	51	76	53	72	78	57
Utah	108	91	97	71	82	8	8	4	1	3	11	8	4	4	4
Vermont	21	1	4	3	3	10	1	0	3	3	21	15	27	26	24
Virginia	107	100	94	118	124	18	17	23	26	21	30	26	25	21	18
Washington	147	171	135	141	163	16	23	23	17	30	30	25	26	27	33
West Virginia	25	27	28	24	18	6	7	6	8	3	4	7	5	5	3
Wisconsin	126	162	197	187	179	11	13	12	16	17	24	26	25	18	19
Wyoming	11	14	15	3	9	5	3	2	2	2	8	4	0	2	0
Guam	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Puerto Rico	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Virgin Islands	18	12	0	0	13	0	0	0	0	0	0	0	0	0	0
Am. Samoa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N. Mariana	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



TYPES OF BOATING ACCIDENTS - 1990

	VESSELS INVOLVED	FATALITIES
TOTALS	8,891	865
Grounding	390	14
Capsizing	545	289
Swamping/Flooding	252	60
Sinking	210	11
Fire/Explosion (fuel)	274	14
Fire/Explosion (other)	97	2
Collision with another vessel	4,422	81
Collision with fixed object	864	76
Collision with floating object	262	13
Falls overboard	451	239
Falls within boat	139	1
Struck by boat or propeller	191	7
Other	470	29
Unknown	24	29

Type of accident refers only to the first event that occurred. Some accidents involve more than one event. A grounding followed by a sinking is counted only as a grounding even though the sinking may have directly led to a fatality.

We estimate that we receive reports for only a small fraction of all non-fatal accidents.

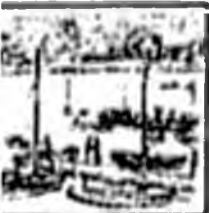
REPORTING OF ALCOHOL INVOLVEMENT

Historically, the reporting of alcohol involvement in recreational boating accidents has been lower than expected. Beginning in 1987 the recommended Boating Accident Report (BAR) form contained a block for indicating the involvement of alcohol in the accident. Obviously operators are not motivated to report themselves as having had alcohol before a boating accident occurred. Many BAR's are filed by law enforcement officials, who should not have failed to report the involvement of alcohol.

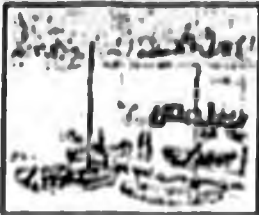
A study of fatalities in four States (California, Maryland, New Jersey, and North Carolina) showed that 61% of the fatalities had a BAC (Blood Alcohol Content) of .04 or more. BAC's of .10 or more were found in 31% of the fatalities. These States were chosen because they already collected BAC information for a significant number of fatalities.

The table at right shows alcohol involvement reporting for the last three years. These statistics include all victims in an alcohol-related accident, even if the victim, or operator of the boat carrying the victim, did not use alcohol. The total in Boating Statistics 1989 included only victims on the boat having an operator who used alcohol.

ALCOHOL INVOLVEMENT IN BOATING ACCIDENTS 1988 - 1990

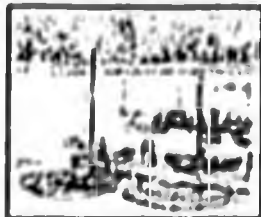


	FATALITIES			INJURIES			BOATING ACCIDENT REPORTS WITH ALCOHOL INVOLVED		
	1988	1989	1990	1988	1989	1990	1988	1989	1990
	146	144	134	356	381	549	511	486	668
Alabama	3	3	6	11	7	8	9	7	12
Alaska	6	7	3	0	0	0	12	5	3
Arizona	1	0	0	11	6	6	10	3	5
Arkansas	1	3	2	2	11	1	8	9	6
California	3	6	2	8	10	15	31	16	18
Colorado	0	2	5	4	2	6	6	3	5
Connecticut	2	0	2	5	0	4	7	0	8
Delaware	0	0	0	1	0	4	4	0	1
District of Columbia	0	0	1	0	0	0	0	0	1
Florida	12	7	27	68	92	125	75	91	135
Georgia	0	4	2	1	4	11	15	11	10
Hawaii	0	0	0	0	0	0	2	0	0
Idaho	3	0	1	9	0	0	6	0	2
Illinois	3	2	8	4	10	37	7	8	21
Indiana	2	6	3	2	14	13	15	19	22
Iowa	3	0	0	7	3	1	7	3	2
Kansas	1	0	0	1	0	1	2	0	3
Kentucky	4	0	1	1	5	3	5	1	4
Louisiana	5	3	6	12	14	11	8	14	8
Maine	0	3	0	4	1	1	9	5	1
Massachusetts	11	4	3	3	2	8	12	8	6
Michigan	3	6	2	13	7	11	7	9	5
Minnesota	6	4	8	21	22	37	30	29	45
Mississippi	7	9	2	27	25	42	33	51	39
Missouri	2	1	3	3	4	7	8	5	6
Montana	2	4	4	15	10	29	13	16	23
Nebraska	1	3	0	0	0	3	0	3	1
Nevada	0	0	0	2	2	2	1	3	2
New Hampshire	0	0	1	3	1	9	4	3	10
New Jersey	2	5	0	1	8	7	0	7	1
New Mexico	1	1	0	8	8	8	10	11	11
New York	0	0	0	2	1	3	0	3	1
North Carolina	5	2	8	10	15	35	22	18	24
North Dakota	4	4	4	6	18	16	6	16	15
Ohio	1	0	0	0	0	0	0	0	0
Oklahoma	5	6	5	6	12	9	19	9	10
Oregon	2	2	1	4	1	7	7	3	3
Pennsylvania	1	1	3	2	11	9	6	15	9
Rhode Island	0	1	1	2	1	0	2	3	2
South Carolina	4	3	1	4	1	7	5	6	4
South Dakota	0	1	0	0	3	0	4	3	1
Tennessee	3	6	2	6	1	10	7	6	4
Texas	6	2	2	9	4	11	15	8	7
Utah	0	0	2	3	0	7	1	0	1
Vermont	8	6	3	11	6	12	9	15	13
Virginia	2	5	0	4	5	1	3	4	3
Washington	7	6	2	9	8	25	20	10	21
West Virginia	1	0	0	0	0	0	3	0	0
Wisconsin	0	0	0	0	0	0	0	0	0
Wyoming	0	0	0	0	0	0	0	0	0
Marshall Islands	0	0	0	0	0	0	0	0	0



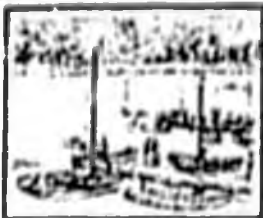
CAUSES OF BOATING ACCIDENTS - 1990

	VESSELS INVOLVED	FATALITIES
TOTALS	8,591	865
LOADING OF PASSENGERS OR GEAR		
Overloading	90	46
Improper weight distribution	50	32
Sitting on gunwale, transom, bow, or back of seat	28	11
Movement of passengers	9	8
Hoisting or lowering of anchor	1	1
Leaning over edge of boat, moving or standing	63	29
FREE WATER IN BOAT		
Water entered over gunwale, bow or transom	88	6
Water entered through hull	112	10
EQUIPMENT		
Fuel system	41	5
Electrical system	58	0
Auxiliary power or heat equipment	20	2
Steering, throttle, or other non-power equipment	345	13
Improper navigation lights	47	8
Starting in gear	1	1
OPERATION OF VESSEL		
High speed maneuver	61	17
Improper lookout	2,681	38
View obstructed	42	2
Inattention or carelessness	285	95
Other violation of the Rules of the Road	23	6
Speeding	134	43
Navigational error	153	1
ENVIRONMENT		
Wake or wave striking vessel	180	16
Strong current, rough waters	477	164
Slippery surface or deck	24	9
Poor visibility	31	2
Submerged object	455	23
OTHER VESSEL AT FAULT	1,682	30
IGNITION OF SPILLED FUEL OR VAPOR	109	6
OTHER	1,112	84
UNKNOWN	189	157



OPERATION AT TIME OF ACCIDENTS - 1990

	VESSELS INVOLVED	FATALITIES
TOTALS	8,591	865
Cruising	4,163	317
Cruising, fishing	229	11
Cruising, hunting	10	0
Cruising, sailing	9	9
Maneuvering	521	30
Maneuvering, docking	364	1
Maneuvering, leaving dock	191	0
Maneuvering, mooring	0	0
Maneuvering, for towing	0	0
Waterskiing	808	30
Waterskiing, maneuvering with skier down	0	0
Racing	39	0
Towing	37	1
Being towed	21	2
Drifting	569	153
Drifting, fishing	196	156
Drifting, hunting	5	6
Drifting, diving or swimming	9	0
Drifting, fueling	4	0
At anchor	382	27
At anchor, fishing	65	9
At anchor, hunting	2	0
At anchor, diving or swimming	9	0
At anchor, fueling	8	0
Tied to dock	691	13
Tied to dock, fueling	15	1
Other	162	11
Unknown	82	88



VESSEL INFORMATION - 1990

		VESSELS INVOLVED	FATALITIES
TOTALS		8,591	866
TYPE OF BOAT	Open motorboat	4,169	462
	Cabin motorboat	1,497	69
	Auxiliary sailboat	488	18
	Sailboat only	114	20
	Rowboat	99	69
	Canoe or kayak	125	90
	Inflatable boat	44	24
	Houseboat	102	2
	Personal Watercraft	1,156	29
	Other	267	18
Unknown	530	64	
HULL MATERIAL	Wood	271	26
	Aluminum	899	270
	Steel	55	7
	Fiberglass	6,617	411
	Rubber, vinyl, canvas	60	27
	Other	13	3
	Unknown	606	121
PROPULSION	Outboard	3,073	454
	Inboard gasoline	1,658	42
	Inboard diesel	293	8
	Inboard-outboard	1,757	53
	Jet	760	25
	Sail	114	20
	Manual (oars, paddle)	248	182
	Other	53	5
Unknown	635	76	
HORSEPOWER	No engine	366	202
	10 hp or less	317	90
	11-25 hp	364	76
	26-75 hp	1,411	116
	Over 75 hp	4,179	179
	Unknown	1,954	202
YEAR BUILT	1990	719	31
	1989	1,043	41
	1987-1988	1,191	68
	1985-1986	778	22
	1982-1984	634	30
	1977-1981	1,010	89
	Prior to 1977	1,797	195
	Unknown	1,419	389
LENGTH	Less than 16 feet	1,874	366
	16 feet to less than 26 feet	4,333	327
	26 feet to less than 40 feet	978	29
	40 feet to not more than 66 feet	366	8
	More than 66 feet	18	0
	Unknown	1,022	136



OPERATOR INFORMATION - 1990

		VESSELS INVOLVED	FATALITIES
TOTALS		8,591	866
AGE OF OPERATOR	Under 12 years	33	2
	12 to 18 years	531	39
	19 to 25 years	1,236	92
	26 to 50 years	4,263	409
	Over 50 years	1,154	193
	Unknown	796	130
	No Operator	578	0
OPERATOR'S EXPERIENCE	Less than 20 hours	924	84
	20 to 100 hours	1,226	113
	100 to 500 hours	1,697	94
	Over 500 hours	2,327	133
	Unknown	1,839	441
	No Operator	578	0
NUMBER OF PERSONS ON BOARD	None	526	0
	One	1,884	185
	Two	2,163	307
	Three	1,128	142
	Four	944	94
	Five	569	31
	Six	318	28
	Seven	150	14
	Eight	91	7
	Nine	42	4
	Ten	22	3
	More than 10	33	3
	Unknown	721	47
FORMAL INSTRUCTION OF OPERATOR ¹	USCG Auxiliary	748	22
	US Power Squadrons	366	8
	American Red Cross	128	7
	State	290	5
	Other	821	57
	None	3,753	306
	Unknown	1,909	460
	No Operator	576	0
FAULT OF OPERATOR ²	Did contribute	4,315	461
	Did not contribute	3,964	239
	Not determined	312	165
PERSONAL FLOTATION DEVICES	Insufficient or no PFD's on board	150	175
	Approved, accessible, used	2,515	80
	Approved, accessible, not used	3,295	359
	Approved, not accessible	168	6
	Not approved, accessible, used	9	1
	Not approved, accessible, not used	0	0
	Not approved, not accessible	0	0
	Other	0	0
Unknown	2,451	244	

¹ Formal instruction of operator implies that some education has been received, but not necessarily that a course was successfully completed.

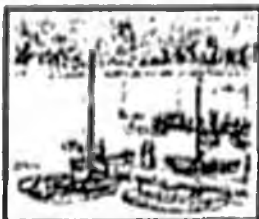
² Operator fault is largely a subjective judgement. If at any point in the chain of events leading up to an accident, the operator, by action or inaction contributes to the casualty, then the accident is coded, "Fault of Operator: Did Contribute." If an accident occurs because of factors outside the control of the operator, then the accident is coded, "Fault of Operator: Did Not Contribute."



WEATHER AND WATER CONDITIONS - 1990

		VESSELS INVOLVED	FATALITIES
TOTALS		8,591	865
TYPE OF BODY OF WATER	Ocean/Gulf	420	35
	Great Lakes (not tributaries)	80	38
	Bays, inlets, sounds, harbors, Intracoastal waterways	1,406	80
	Rivers, streams, creeks	2,173	282
	Lakes, ponds, reservoirs, dams, gravel pits	3,979	423
	Other	485	1
	Unknown	48	6
WATER CONDITIONS	Calm	4,664	376
	Choppy	2,465	144
	Rough	677	89
	Very rough	247	66
	Strong current	292	77
	Unknown	246	113
WIND	None	1,257	115
	Light	4,392	322
	Moderate	1,805	141
	Strong	611	104
	Storm	216	44
	Unknown	310	139
VISIBILITY ¹	Good	6,723	519
	Fair	337	51
	Poor	134	17
	Dark	1,147	157
	Unknown	250	121
WATER TEMPERATURE	Below 40 degrees F	56	24
	40-49 degrees F	252	76
	50-59 degrees F	667	95
	60-69 degrees F	1,862	157
	70-79 degrees F	2,579	140
	80-89 degrees F	1,213	82
	90 degrees F and above Unknown	49	2
	1,913	289	

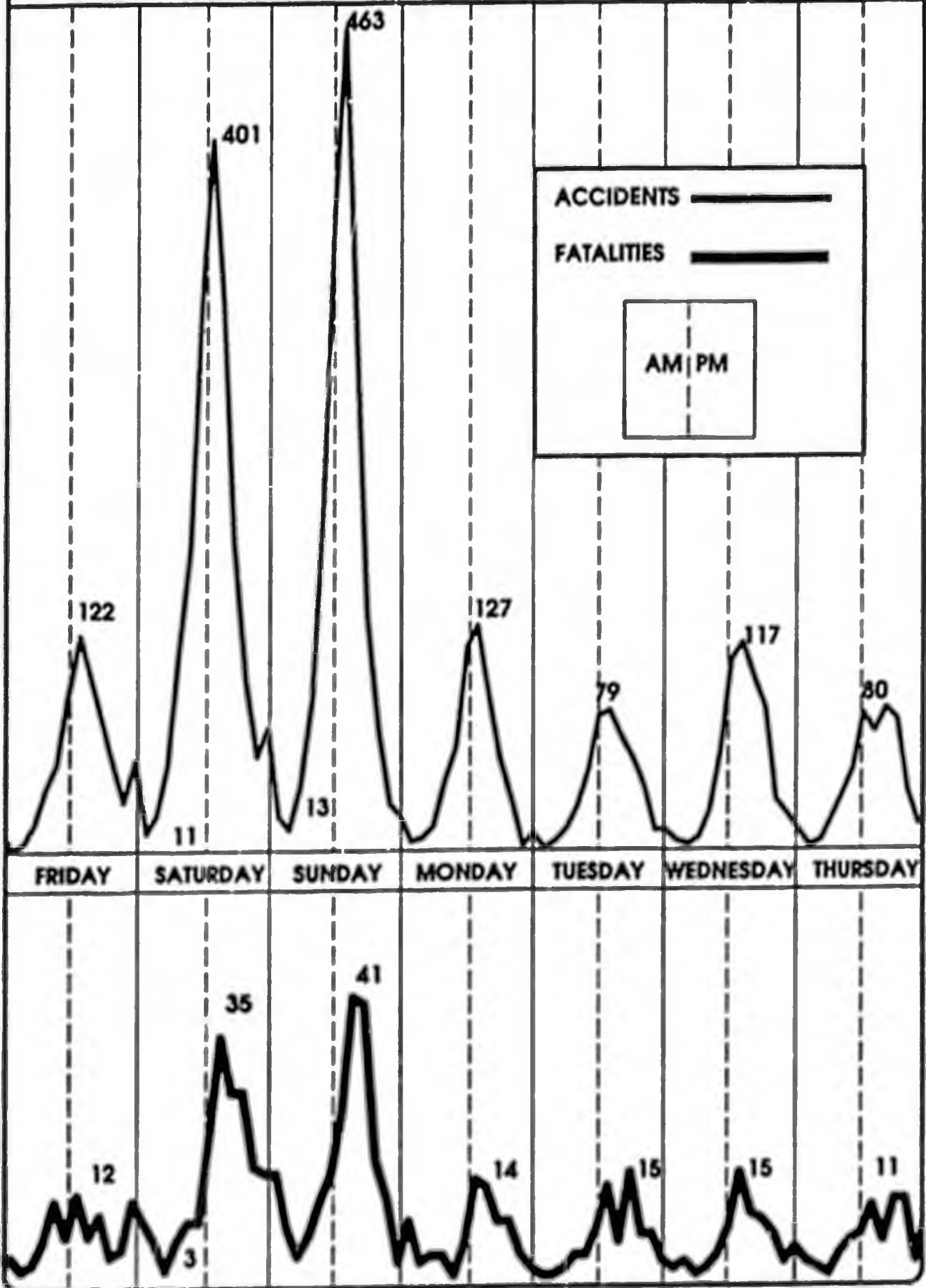
¹ Accidents are now coded "dark" when they occur at night even if the visibility is reported "good," "fair," or "poor."



MISCELLANEOUS DATA - 1990

		VESSELS INVOLVED	FATALITIES
TOTALS		8,591	865
TIME OF DAY	Midnight to 2:30 am	240	37
	2:30 am to 4:30 am	59	18
	4:30 am to 6:30 am	78	10
	6:30 am to 8:30 am	191	26
	8:30 am to 10:30 am	451	41
	10:30 am to 12:30 pm	811	54
	12:30 pm to 2:30 pm	1,570	109
	2:30 pm to 4:30 pm	1,902	114
	4:30 pm to 6:30 pm	1,406	118
	6:30 pm to 8:30 pm	850	78
	8:30 pm to 10:30 pm	484	44
	10:30 pm to midnight	239	43
Unknown	310	173	
MONTH OF YEAR	January	113	25
	February	189	47
	March	296	52
	April	566	91
	May	908	118
	June	1,482	136
	July	2,078	133
	August	1,396	105
	September	961	72
	October	327	37
	November	157	25
	December	118	24
Unknown	0	0	
DAY OF WEEK	Friday	818	98
	Saturday	2,469	210
	Sunday	2,482	231
	Monday	776	93
	Tuesday	608	77
	Wednesday	787	74
	Thursday	651	82
	Unknown	0	0
RENTED	Boat was rented	568	41
	Boat was not rented	7,081	715
	Unknown	942	109

FATALITIES AND ACCIDENTS DURING THE WEEK - 1990



U. S. COAST GUARD AUXILIARY

The Coast Guard Auxiliary was established by Congress as a civilian volunteer, non-military organization, to promote safety in recreational boating in the United States. It is comprised of approximately 34,000 members who are experienced boaters, amateur radio operators, or licensed aircraft pilots. Auxiliarists take pride in the fact that they are known for the promotion of safe boating by setting a good example. Auxiliarists' boats must be equipped and maintained to high standards of safety which exceed the requirements of federal law for recreational motorboats. To accomplish its mission the Auxiliary carries out three basic programs: Courtesy Marine Examinations (CME), Public Education and Operations.

Courtesy Marine Examination (CME). Specially-trained members of the Auxiliary are authorized to conduct Courtesy Marine Examinations of recreational boats upon the request and consent of the owners or operators. This is a check of the boat's safety-related equipment covering both the requirements of federal and state law and certain additional criteria for safety which have been adopted by the Auxiliary. Boats meeting these criteria are awarded the respected Auxiliary CME decal "Seal of Safety." If a boat does not pass the examination, the owner is advised of the deficiencies, but no report is made to any law enforcement official. This examination is in effect a form of boater education - a one-on-one exchange of boating safety information.

Public Education. The Auxiliary offers the public an array of boating safety courses, each tailored to a specific need. There are courses for both sailing and power boating - novice and expert. Courses are taught by experienced Auxiliarists using slides, movies, and demonstrations. The multi-lesson "Sailing and Seamanship" and the "Boating Skills and Seamanship" courses cover basic knowledge of Aids to Navigation, Rules of the Road, Boat Handling, Legal Requirements, Marine Engines, Marlinspike Seamanship, Communications, Weather, Locks and Dams, and more. Boaters are also offered a multi-lesson "Advanced Coastal Navigation" course. Youngsters can enjoy the "Water'N Kids" coloring book presentation.

Operations. To assist the U. S. Coast Guard, members of the Auxiliary perform search and rescue missions, patrol regattas and marine events, and add a large measure of safety to the nation's waterways by their safety patrols. These Auxiliary operations are often performed in conjunction with regular Coast Guard units.

The Coast Guard Auxiliary reports the following achievements in calendar year 1990:

Persons enrolled in public safe boating courses	336,034
Courtesy Marine Examinations conducted	278,706
Safety patrols	29,656
Support missions for Coast Guard	31,480
Assists to the public	8,418
Regatta patrols	2,968
Persons assisted	21,179
Lives saved	409
Value of property saved/assisted	\$346,734,000

Membership. Men and women interested in these programs are encouraged to apply for membership in the Auxiliary. For further information please contact the nearest Coast

Guard or Auxiliary unit or write to Commandant (G-NAB-1), U. S. Coast Guard Headquarters, Washington, D. C. 20593-0001, or call (800) 368-5647.

BOATING SAFETY EDUCATION

The Coast Guard supports a national program to educate the public in safe boating practices. It serves as the focal point for information for all government agencies, Federal and State, and national non-profit organizations with boating programs. As a part of this process, organizations are encouraged to share information and resources to develop and conduct programs to promote boating safety.

The Boating Safety Education Branch serves as the liaison with national organizations and coordinates events with the National Safe Boating Council such as the National Boating Education Seminar and the National Safe Boating Campaign. Such programs are designed to keep boating educators current and to foster a greater awareness of boating safety issues on the part of the boating public. In addition, a similar liaison is conducted with State agencies through the National Association of State Boating Law Administrators Education Committee. The National Boating Safety Course at the Reserve Training Center at Yorktown, Virginia is offered to train State enforcement and education personnel.

Education materials are developed and distributed through the network of Federal, national, and State organizations. Schools, civic groups, and local boating organizations are encouraged to contact Coast Guard District Boating Safety Offices, the Coast Guard Auxiliary and their State Boating Education Coordinator for assistance in planning and organizing a boating safety presentation or program. Individuals seeking safety information should call the Boating Safety Hotline, (800) 368-5647.

BOATING SAFETY AND PRODUCT ASSURANCE

The Recreational Boating Safety Program ensures that boats sold to the public meet Coast Guard regulations by monitoring the activities of the recreational boat builder through a Coast Guard factory inspection program and testing sample boats purchased on the open market. Manufacturers are required to correct any boats found to be in violation of the regulations. The Boating Safety Circular is published to provide boat manufacturers and dealers with the latest information on safety.

Some boats and marine products are found to have defects which create a substantial risk of personal injury to the public. Such defects are required to be repaired or corrected at the boat manufacturers' expense. Most of the defects investigated to date have been reported voluntarily by the manufacturers. Consumer complaints are also investigated and can result in an order for a manufacturer to repair a defect. Ordinary warranty problems are not covered by these rules. Suspected boat or equipment defects may be reported to the Recreational Boating Product Assurance Branch by writing:

Commandant (G-NAB-6)
U. S. Coast Guard
2100 2nd Street, SW
Washington, DC 20593-0001

In addition to the more visible activities carried out by the Coast Guard on behalf of recreational boating safety, the Recreational Boating Product Assurance Program has been working with voluntary standards organizations to investigate and highlight elements of boat and associated equipment construction that could be improved and/or standardized to reduce the probability of an accident occurring.

CONSUMER INFORMATION & ASSISTANCE

A Consumer Affairs and Analysis Branch provides a central point of contact at Coast Guard Headquarters where users of Coast Guard services can go with questions or complaints concerning Coast Guard programs and policies. Although situated to deal primarily with the Coast Guard's Recreational Boating Safety Program, the staff will assist consumers who want information, or need help in resolving problems, in other public-oriented Coast Guard programs (e.g. vessel documentation, commercial vessel operator licenses, aids to navigation services, drawbridge operations, water pollution, search and rescue services, and vessel boardings for law enforcement purposes).

The Consumer Affairs and Analysis Branch produces and distributes information on Coast Guard activities and policies through press releases, media articles, a consumer column in the Boating Safety Circular, and a series of Coast Guard Consumer Fact Sheets. The Fact Sheets cover specific topics of current interest to consumers (e.g. Pros & Cons of Documenting a Boat, Marine Sanitation Devices on Boats, Sources of Boating Safety Education, etc.). Single copies of the Boating Safety Circular and the Fact Sheets are available at no charge.

The Consumer Affairs and Analysis Branch also operates a toll-free Boating Safety Hotline (telephone: (800)-368-5647). The Hotline is designed to: (1) Tell boat owners and buyers whether a particular boat model has been involved in a safety recall (in some recalls, manufacturers are only able to notify a small percentage of current owners); (2) Take reports from owners concerning safety problems they are experiencing in their boats to determine if a safety recall is warranted; (3) Take feedback or comments from recreational boaters concerning Coast Guard law enforcement boardings; and (4) Answer questions on boating safety.

The Consumer Affairs and Analysis Branch can be contacted on the Boating Safety Hotline (telephone: (800)-368-5647; in the Washington, D.C. area, 267-0780) or by writing

Assistant (G-NAB-5)
U. S. Coast Guard
2100 2nd Street, SW
Washington, DC, 20593-0001

Located at Coast Guard Headquarters in Washington, DC, the Hotline is in operation Monday through Friday from 8:00 a.m. to 4:00 p.m. eastern time.

BOATING SAFETY REGULATIONS

The following are regulations issued by the Coast Guard under the authority of Title 46, U.S. Code:

1. Especially Hazardous Conditions, 33 CFR 177. Describes specific unsafe boating conditions in which use of a boat could be especially dangerous. Issued July 7, 1972; effective August 7, 1972.
2. Defect Notification, 33 CFR 179. Requires manufacturers to notify consumers of safety defects in boats and associated equipment. Issued August 4, 1972; effective September 3, 1972.
3. Manufacturer Requirements, 33 CFR 181. Requires certification of compliance for manufacturers of recreational boats subject to federal standards. Also requires manufacturers to assign hull identification numbers to their boats. Issued August 4, 1972; effective November 1, 1972.
4. Boat and Associated Equipment Standards, 33 CFR 183. Requires basic flotation and sets load and horsepower capacities for boats under twenty feet in length. Issued August 4, 1972; effective November 1, 1972, except for the flotation standard, effective August 1, 1973.
5. Vessel Numbering and Accident Reporting, 33 CFR 173 & 174. Establishes uniform system for registering and numbering boats with propulsion machinery. Establishes procedures for reporting boating accidents. Issued October 7, 1972; effective July 1, 1973.
6. Personal Flotation Devices, 33 CFR 175. Establishes new requirements for carriage of personal flotation devices (PFDs). Classifies PFDs into types I, II, III, IV, and V to indicate the general level of performance. Issued March 28, 1973; effective October 1, 1973.
7. Hazardous Bars, 33 CFR 177. Defines unsafe boating conditions which can exist in certain coastal bars and inlets in Oregon and Washington. Issued January 23, 1974; effective February 22, 1974.
8. Manifestly Unsafe Voyage, 33 CFR 177. Defines unsafe conditions that can exist for recreational boats in prolonged open-sea voyages. Issued March 18, 1974; effective April 17, 1974.
9. Amendment to Inboard Safe Loading Standard, 33 CFR 183. Relaxes the safe loading standard for inboard boats, particularly as it applies to high performance boats. Issued August 13, 1975; effective February 9, 1976.
10. Amendment to Safe Loading and Safe Powering Standards, 33 CFR 183. Clarifies terms in the standards that had been misunderstood, e.g., "level", "beam", "length". Issued September 23, 1975; effective March 23, 1976.
11. Amendment to Flotation Standard, 33 CFR 183. Amends the table used to calculate the weight of outboard engines. Adds a new category of outboard engines over 150 HP. Issued March 18, 1976; effective September 15, 1976.
12. Amendment to Coast Guard Procedural Rules, 33 CFR 1. Describes the procedure followed by the Coast Guard in issuing written warnings to boat operators for minor violations of boating safety laws or regulations. Issued April 29, 1976; effective April 29, 1976.
13. Amendment to Numbering Regulations, 33 CFR 173 and 174. Updates information in the numbering regulations. Primarily, notes that the District of Columbia and Guam have approved numbering systems. Issued June 10, 1976; effective June 10, 1976.
14. Amendment to U. S. Customs Service Regulations, 33 CFR 12. (A joint Treasury - Coast Guard regulation.) Ensures that imported boats and associated equipment which are not in compliance with safety standards and regulations are brought into compliance before being used or offered for sale. Issued June 10, 1976; effective July 12, 1976.
15. Amendment to PFD Regulations, 33 CFR 175. Revokes the provision which permits a person using a white water canoe or kayak to use a non-approved life saving device because approved PFDs that are suitable for white water use became available. Issued June 14, 1976; effective October 1, 1977.
16. Amendment to Safe Loading and Flotation Standards, 33 CFR 183. Clarifies the meaning of certain terms in the standards, e.g. "boat weight" and "permanent appurtenances". Excepts submersible boats, surface effect vehicles, and amphibious vehicles from the flotation standard. Issued January 13, 1977; effective July 22, 1977.
17. Amendment to Safe Loading Requirements for Low- and Non-Powered Boats, 33 CFR 183. Establishes a more reasonable formula for calculating the safe loading capacity of low-powered and non-powered boats, e.g. dinghies, dories, rowboats. Issued January 13, 1977; effective July 22, 1977.

16. Fuel and Electrical Standards for Boats, 33 CFR 183. Establishes fuel and electrical standards for the manufacture of boats using inboard gasoline engines for propulsion or electrical power in order to prevent fires and explosions. Issued January 31, 1977; effective dates of the requirements vary from August 1, 1977 to August 1, 1978.

19. Flotation Standards for Boats, 33 CFR 183. Establishes level flotation standards on rowboats and outboard boats less than 20 feet in length, the boats most often involved in swamping and capsizing accidents, so that the boat will float level when swamped and provide a safe platform until rescue. Issued April 18, 1977; effective August 1, 1978.

20. Amendment to Fuel and Electrical Standards for Boats, 33 CFR 183. Revises several broad or unnecessary requirements. Issued July 14, 1977; effective August 1, 1977.

21. Personal Flotation Device Pamphlet, 33 CFR 181. Requires manufacturers of personal flotation devices (PFD) to provide with each PFD a pamphlet containing information on the selection, care, and proper use of PFDs. Issued March 9, 1977; effective September 1, 1978.

22. U.S. - Canadian Agreement on Assignment of Hull Identification Numbers, 33 CFR 181. Advises of an agreement between the U.S. and Canadian Coast Guards to coordinate assignment of manufacturers ID codes in hull identification numbers (HIN), allowing a boat manufacturer to use the same HIN system when marketing boats in U.S. and Canada. Issued April 10, 1978; effective April 10, 1978.

23. Amendment to Numbering Regulations, 33 CFR 173. Permits owners of leased or chartered vessels to retain the certificate of number when the rental is for less than seven days. Issued April 27, 1978; effective April 27, 1978.

24. Amendment to Fuel Systems Standard, 33 CFR 183. Delayed the effective date of fuel pump and carburetor requirements from August 1, 1978 to February 1, 1979 to give industry more time to comply with the new regulations. Issued September 17, 1978; effective September 17, 1978.

25. Amendment to Electrical Systems Standard, 33 CFR 183. Delayed the effective date of ignition protection requirements from August 1, 1978 to February 1, 1979 to give industry more time to comply with the new regulations. Issued September 17, 1978; effective September 17, 1978.

26. Amendment to Flotation Systems Standard, 33 CFR 183. Allows use of flotation material that is not resistant to gasoline or other solvents if it is installed in a part of the boat where it will not come in contact with these liquids or vapors. Establishes performance specifications for flotation material to help manufacturers determine if their flotation material will meet the standard. Issued December 4, 1978; effective August 1, 1979.

27. Amendments to Numbering and Accident Reporting Regulations, 33 CFR 173 & 174. Clarifies circumstances of a reportable injury. Extends the time limit for reporting accidents that don't involve death or personal injury from 5 to 10 days. Increases the maximum property damage in a non-reportable accident from \$100 to \$200. Clarifies that the rulemaking authority must determine the causes of reported accidents. Issued January 25, 1979; effective February 26, 1979.

28. Amendments to Numbering and Accident Reporting Regulations, 33 CFR 174. Leaves to the states the manner in which an invalid number sticker must be removed, conditions under which the number and validation sticker must be removed; and content of the report required of the operator in case of death or disappearance. Issued July 19, 1979; effective August 20, 1979.

29. Amendment to Electrical System Standard, 33 CFR 183. Permits circuit breakers to be located up to 7 inches away from the power source, or up to 40 inches away if the conductor is additionally protected by a sheath or enclosed box, if it is physically impossible to locate the circuit breaker at the power source. Issued November 5, 1979; effective November 5, 1979.

30. Operator Requirement for Visual Distress Signals, 33 CFR 175. Requires operators of boats used on coastal waters to carry approved (for both day and night) visual distress signals, e.g. orange smokes, orange distress flags, flares, electric distress lights. Exempts boats used in approved regattas, open sailboats less than 26 feet, rowboats, canoes, and other boats under 16 feet in length during daylight hours. Issued December 17, 1979; effective January 1, 1981.

31. Ventilation Standard for Boats, 33 CFR 175 and 183. Requires closed compartments with gas engines, including generators, on boats built on or after August 1, 1980 to be ventilated by a blower system of a certain standard. Requires engine compartments, and in certain circumstances fuel tank compartments, to have natural ventilation. Requires operators of such boats to keep certain parts of the blower system operable. Issued December 17, 1979; effective August 1, 1980.

32. Amendment to Capacity Information Label on Boats, 33 CFR 183. Requires a bright yellow background on the label. Requires the capacity to be shown in number of persons as well as pounds on boats less than 20 feet in length. Adds a method to determine the number of persons that a boat can safely hold. Issued January 10, 1980; effective August 1, 1980.

33. Amendment to Visual Distress Signal Regulations to Accept Hand-Held Red Flares, 33 CFR 175. Adds hand-held red flares to the lists of visual distress signals (see item 30). Issued July 3, 1980; effective January 1, 1981.

34. Start-in-Gear Protection Devices on Outboard Motors, 33 CFR 181 & 183. Requires manufacturers of an outboard motor with 115 lbs. or more of static thrust (7-9 hp) to provide built-in start-in-gear protection in the outboard motor or a label stating that the outboard motor must be installed with a compatible remote control which contains the start-in-gear protection. All manufacturers of remote starting controls must affix a label to their controls telling whether or not the control system has start-in-gear protection. Dealers installing an outboard motor with the remote controls must insure that start-in-gear protection is provided. Issued January 15, 1981; effective August 1, 1982.

35. Application for Certificate of Numbers, Change in Required Contents, 33 CFR 174. No longer requires states to obtain information on date of birth and citizenship of vessel owners applying for Certificates of Number. Issued February 25, 1982; effective March 29, 1982.

36. Amendment to Visual Distress Signal Requirements, 33 CFR 175. Amendment clarifies the language concerning the carriage requirements. A revised table shows the approval numbers of acceptable pyrotechnic signal devices. A grandfather clause was inserted to allow pyrotechnic signal launchers manufactured before 1 January 1981 to be continued to be used in launching of approved signals. Issued June 7, 1982; Effective June 7, 1982.

37. Amendment to Correction of Especially Hazardous Conditions Aboard Boats, 33 CFR 177. Amendment is editorial in nature and reflects changes made in other Statutes cited by the "Hazardous Conditions" regulations. These changes include reference to the Inland Navigational Rules Act of 1980. Issued August 23, 1982; Effective August 23, 1982.

38. Amendment to Boat Hull Identification Numbers, 33 CFR 181. Amendment makes alteration or removal of the HIN more difficult; requires the placement of an additional HIN which will enable identification of the boat even if primary HIN is altered or removed; requires a single HIN format; and makes the removal or alteration of a HIN a violation of federal law. Issued September 9, 1983; Effective August 1, 1984.

39. Amendment to Electrical and Fuel System Standards, 33 CFR 183. Amendment repeals and revises standards determined to be no longer necessary. These changes were made after a review effort to lessen regulatory burden upon recreational boat manufacturers, while insuring that an adequate level of safety is maintained. The amendment makes numerous changes to regulations affecting batteries, conductors, overcurrent protection, fuel tanks, fuel stop valves, hose clamps, seals and gaskets, hose identification, and anti-siphon protection. Issued December 15, 1983. Effective June 11, 1984.

40. Amendment to Visual Distress Signal Requirements, 33 CFR 175. Amendment revises definition of "coastal waters" where visual distress signals are required to be carried on vessels. Issued February 27, 1984. Effective August 27, 1984.

41. Amendment to Certification, Safe Loading and Flotation Standards, 33 CFR 181 & 183. Amendment revises or removes sections of the regulations which have been determined to be no longer necessary or to have limited value in improving boating safety. Weights of outboard motors, which are used to determine safe loading capacities, are updated. The amount of flotation material required to be installed in boats is also revised. Issued October 5, 1984. Effective April 3, 1985.

42. Amendment to Certification, Safe Loading and Flotation Standards, 33 CFR 181 & 183. Amendment clarifies the intent of the regulations after the amendment issued October 5, 1984. Manufacturers of boats rating a maximum persons capacity of less than 660 pounds must not exceed the lesser calculated value obtained by performing the two tests described in §§ 183.39 & 183.41. Issued May 2, 1985. Effective May 2, 1985.

43. Amendment to Personal Flotation Devices, 46 CFR 160. This interim final rule establishes approval requirements for hybrid inflatable personal flotation devices (hybrid PFDs). Use of the approved hybrid PFDs is optional but, if carried, certain limitations apply. Issued August 22, 1985. Effective September 1, 1985 (except for §§ 160.077-25(a) & 160.077-25(e), whose effective dates will be published separately).

44. Amendment to Certification and Safe Powering Standards, 33 CFR 181 & 183. Amendment establishes a performance test as an alternative to the existing calculation method to allow higher horsepower capacities for certain high performance boats. The alternate test applies to recreational outboard boats 13 feet or less in length with remote wheel steering, a minimum 19-inch transom height or equivalent, and a capacity rating not to exceed two persons. Issued October 23, 1986. Effective August 1, 1987.

45. Amendment to Ventilation Standard, 33 CFR 183. Amendment removes the requirements for ventilation openings to face forward and for testing to show airflow. The requirements had virtually no impact on achieving necessary ventilation and their removal relieves a regulatory burden on recreational boat manufacturers. Issued October 23, 1986. Effective August 1, 1987.

46. Amendment to Fuel System Standard, 33 CFR 183. Amendment requires gasoline fuel hose installed in new recreational boats to meet the performance requirements of SAE Standard J1527DEC86 instead of SAE Standard J30C. The change responded to safety concerns about the effects of increasing levels of aromatics and alcohols in fuels on permeation rates and longevity of hose meeting SAE Standard J30C. Issued April 20, 1987. Effective October 17, 1987.

47. Operating a Vessel While Intoxicated 33 CFR 95, 173, 174, and 177. Rule sets independent Federal standards based on an individual's behavior and blood alcohol concentration (BAC) for determining whether an individual operating a recreational vessel is intoxicated. It adopts enacted State BAC standards. It amends regulations to require specific information on the role of alcohol or drugs in reports of boating casualties. It allows Coast Guard personnel to terminate the use of a vessel when the operator is under the influence of an intoxicant to the extent that further operation of the vessel creates an unsafe condition. Penalties include a civil penalty up to \$1,000 and a criminal penalty up to \$5,000, up to one year imprisonment, or both. Issued December 14, 1987. Effective January 13, 1988.

48. Amendment to Electrical System Standard and Incorporation by Reference, 33 CFR 183. Amendment revises electrical standards for new recreational boats by incorporating Underwriters Laboratories (UL) Standard 1426 - Cables for Boats - in lieu of a general reference to independent testing laboratories that is no longer considered useful, and by deleting UL Standard 83 - Thermoplastic Insulated Wires and Cables. The change added the UL listed boat cable standard (UL 1426) which is now widely used for marine cable installed in recreational boats and made minor changes to the list of other standards incorporated by reference in Part 183, to reflect current publication dates and one address change. Issued September 23, 1988. Effective March 22, 1989.

49. Amendment to Personal Flotation Device Pamphlet Requirements, 33 CFR 175 & 181. Updates PFD Pamphlet Requirements by incorporating by reference the PFD pamphlet design and packaging requirements in Underwriters Laboratories, Inc. (UL) Standard for Marine Buoyant Devices (UL 1123). The rule terminated an interim exemption for PFD manufacturers (issued February 23, 1989) on February 4, 1991. The rule also revised other PFD related sections to reflect approval of special purpose Type V PFDs, and removed an obsolete exemption from PFD carriage requirements for certain kayaks and canoes, prior to October 1, 1977. Issued August 6, 1990; effective February 4, 1991.

50. Exemption from Personal Flotation Device Pamphlet Requirements, 33 CFR 181. Exempts manufacturers subscribing to Underwriters Laboratories, Inc. (UL) Listing Services for Marine Buoyant Devices, Vests and Cushions from the burden of providing two pamphlets with each PFD, one under Coast Guard requirements and one under UL Standard 1123, while the Coast Guard conducts a rulemaking to update its PFD pamphlet requirements. Issued February 23, 1989; effective February 23, 1989.

51. Amendments to Numbering and Accident Reporting Regulations, 33 CFR 173. Corrected statutory citations and restatements of legislative text to reflect changes made in recodification of Title 46 of the United States Code. Updated the lists of issuing and reporting authorities to include additional State numbering and casualty reporting systems approved by the Coast Guard. Issued June 27, 1989; effective June 27, 1989.

52. Amendment to Personal Flotation Device Pamphlet Requirements, 33 CFR 175 & 181. Updates PFD Pamphlet Requirements by incorporating by reference the PFD pamphlet design and packaging requirements in Underwriters Laboratories, Inc. (UL) Standard for Marine Buoyant Devices (UL 1123). The rule terminated an interim exemption for PFD manufacturers (issued February 23, 1989) on February 4, 1991. The rule also revised other PFD related sections to reflect approval of special purpose Type V PFDs, and removed an obsolete exemption from PFD carriage requirements for certain kayaks and canoes, prior to October 1, 1977. Issued August 6, 1990; effective February 4, 1991.

GLOSSARY

At anchor - Held in place in the water by an anchor; includes "moored" to a buoy or anchored vessel and "dragging anchor".

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. The bottom must become uppermost, except in the case of a sailboat, which lies on its side.

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 bow of another vessel, regardless of the nature of the tow, i.e., 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 floating object - Collision with any waterborne object above or below the surface that is free to move with the tide, current, or wind, except another vessel.

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

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 Coast Guard. Documented vessels are not numbered.

Drifting - Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current, or wind.

Fault of operator - Speeding; overloading; improper loading, not properly seating occupants of boat; no proper lookout; carelessness; failure to heed weather warnings; operating 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 engine with clutch engaged or throttle advanced; irresponsible boat handling such as quick, sharp turns.

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

Fire/explosion (fuel) - Accidental combustion of vessel fuel, liquids, including their vapors, or other substances, such as wood or coal.

Fire/explosion (other) - Accidental burning or explosion of any material on board except vessel fuels or their vapors.

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.

Improper lookout - No proper watch; the failure of the operator to perceive danger because no one was serving as lookout, or the person so serving failed in that regard.

Inboard-outboard - Also referred to as inboard/outdrive. Regarded as inboard because the power unit is located inside the boat.

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, i.e. docking, mooring, unloading, etc.

Motorboat - Any vessel equipped with propulsion machinery, not more than sixty-five feet in length.

Motor vessel - Any vessel equipped with propulsion machinery (other than steam) more than 65 feet long.

Numbered vessel - An undocumented vessel numbered by a state with an approved numbering system or by the Coast Guard under Chapter 123 of 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.

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 - Craft less than 13 feet in length designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within the confines of a hull.

Rules of the Road - Statutory and regulatory rules governing navigation of vessels.

Sailboat or auxiliary sailboat - 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 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 with 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.

Towing - Engaged in towing any vessel or object, other than a person.

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.

BOATING ACCIDENT REPORT

The operator/owner of a vessel used for recreational purposes is required to file a report in writing whenever an accident results in: loss of life or disappearance from a vessel; an injury which requires medical treatment beyond first aid; or property damage in excess of \$200 or complete loss of the vessel. Reports in death and injury cases must be submitted within 48 hours. Reports in other cases must be submitted within 10 days. Reports must be submitted to the reporting authority in the State where the accident occurred. This form is provided to assist the operator in filing the required written report.

COMPLETE ALL BLOCKS. (Indicate those not applicable by "NA")

NAME AND ADDRESS OF OPERATOR		AGE OF OPERATOR DATE OF BIRTH	OPERATOR'S EXPERIENCE This type of boat <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> Over 500 Hours	
OPERATOR TELEPHONE NUMBER		OWNER TELEPHONE NO.	Other Boat Operating Exp. <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> Over 500 Hours	
NAME AND ADDRESS OF OWNER		RENTED BOAT? <input type="checkbox"/> YES <input type="checkbox"/> NO	NUMBER OF PERSONS ON BOARD	FORMAL INSTRUCTION IN BOATING SAFETY <input type="checkbox"/> None <input type="checkbox"/> State <input type="checkbox"/> U.S. Power Squadron <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> American Red Cross <input type="checkbox"/> Other (Specify) _____

VESSEL NO. 1 (this vessel)

BOAT REGISTR. NO.	BOAT NAME	BOAT MAKE	BOAT MODEL	MFR. HULL IDENTIFICATION NO.
TYPE OF BOAT <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Sail (only) <input type="checkbox"/> Rowboat <input type="checkbox"/> Canoe <input type="checkbox"/> Other (Specify) _____	HULL MATERIAL <input type="checkbox"/> Wood <input type="checkbox"/> Aluminum <input type="checkbox"/> Steel <input type="checkbox"/> Fiberglass <input type="checkbox"/> Rubber/nylon <input type="checkbox"/> Other (Specify) _____	ENGINE <input type="checkbox"/> Outboard <input type="checkbox"/> Inboard gasoline <input type="checkbox"/> Inboard diesel <input type="checkbox"/> Inboard outdrive <input type="checkbox"/> Jet <input type="checkbox"/> Other (Specify) _____	PROPULSION No. of engines _____ Horsepower (total) _____ Type of fuel _____	CONSTRUCTION Length _____ Year built (boat) _____
Has boat had a Safety Examination? <input type="checkbox"/> YES <input type="checkbox"/> NO For current year? <input type="checkbox"/> YES <input type="checkbox"/> NO Year _____ Indicate whether <input type="checkbox"/> USCG Auxiliary Courtesy Marine Exam. <input type="checkbox"/> State/Local examination <input type="checkbox"/> Other _____				

ACCIDENT DATA

DATE OF ACCIDENT	TIME am pm	NAME OF BODY OF WATER	LOCATION (Give location precisely)	Lat: _____ Long: _____
STATE	NEAREST CITY OR TOWN		COUNTY	
WEATHER <input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Cloudy <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Hazy	WATER CONDITIONS <input type="checkbox"/> Calm (waves less than 6") <input type="checkbox"/> Choppy (waves 6" to 2') <input type="checkbox"/> Rough (waves 2' to 6") <input type="checkbox"/> Very Rough (waves over 6") <input type="checkbox"/> Spring Current	TEMPERATURE (Estimate) Air _____° Water _____°	WIND <input type="checkbox"/> None <input type="checkbox"/> Light (0 - 6 mph) <input type="checkbox"/> Moderate (7 - 14 mph) <input type="checkbox"/> Strong (15 - 23 mph) <input type="checkbox"/> Storm (Over 23 mph)	VISIBILITY Day Night <input type="checkbox"/> Good <input type="checkbox"/> <input type="checkbox"/> Fair <input type="checkbox"/> <input type="checkbox"/> Poor <input type="checkbox"/>

OPERATION AT TIME OF ACCIDENT (Check all applicable) <input type="checkbox"/> Commercial Activity <input type="checkbox"/> Cruising <input type="checkbox"/> Manoeuvring <input type="checkbox"/> Approaching Dock <input type="checkbox"/> Leaving Dock <input type="checkbox"/> Wave Riding <input type="checkbox"/> Racing <input type="checkbox"/> Towing <input type="checkbox"/> Other (Specify) _____	TYPE OF ACCIDENT <input type="checkbox"/> Drifting <input type="checkbox"/> At Anchor <input type="checkbox"/> Tied to Dock <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> Skin Diving/ Swimming <input type="checkbox"/> Being Towed <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Flooding <input type="checkbox"/> Sinking <input type="checkbox"/> Fire or Explosion (Fuel) <input type="checkbox"/> Fire or Explosion (Other than fuel) <input type="checkbox"/> Falls Overboard <input type="checkbox"/> Falls in Boat <input type="checkbox"/> Falls Overboard Propeller <input type="checkbox"/> Collision with Vessel <input type="checkbox"/> Collision with Fixed Object <input type="checkbox"/> Collision with Floating Object <input type="checkbox"/> Falls Overboard <input type="checkbox"/> Falls in Boat <input type="checkbox"/> Hit By Boat or Propeller <input type="checkbox"/> Other (Specify) _____	WHAT IN YOUR OPINION CONTRIBUTED TO THE ACCIDENT? (Check all applicable) <input type="checkbox"/> Weather <input type="checkbox"/> Excessive Speed <input type="checkbox"/> No Proper Lookout <input type="checkbox"/> Reduced Vision <input type="checkbox"/> Overloading <input type="checkbox"/> Improper Loading <input type="checkbox"/> Hazardous Waves <input type="checkbox"/> Alcohol use <input type="checkbox"/> Drug Use <input type="checkbox"/> Fault of Hull <input type="checkbox"/> Fault of Machinery <input type="checkbox"/> Fault of Equipment <input type="checkbox"/> Operator Inexperience <input type="checkbox"/> Operator Inattention <input type="checkbox"/> Other (Specify) _____
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PERSONAL FLOTATION DEVICES (PFD'S)		PROPERTY DAMAGE	FIRE EXTINGUISHERS
Was the boat properly equipped with COAST GUARD APPROVED FLOTATION DEVICES? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they serviceable? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used by someone? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type? <input type="checkbox"/> I <input type="checkbox"/> II <input type="checkbox"/> III <input type="checkbox"/> IV <input type="checkbox"/> V (Specify) _____ Were PFD's properly used? <input type="checkbox"/> Yes <input type="checkbox"/> No Adjusted? <input type="checkbox"/> Yes <input type="checkbox"/> No Stored? <input type="checkbox"/> Yes <input type="checkbox"/> No	Was the vessel carrying 2025 approved flotation devices? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, indicate kind _____	Estimated amount This Boat \$ _____ Other Boat \$ _____	Were they used? (If yes, list Type(s) and number used.) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA Type: _____
Include any comments on PFD's under ACCIDENT DESCRIPTION on other side of form.		DESCRIBE PROPERTY DAMAGE	
		NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY	

If more than 3 fatalities and/or injuries, attach additional forms.

DECEASED

NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?

INJURED

NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No

ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (Sequence of events. Include Failure of Equipment. If diagram is needed attach separately. Continue on additional sheets if necessary. Include any information regarding the involvement of alcohol and/or drugs in causing or contributing to the accident. Include any descriptive information about the use of PFDs.)

VESSEL NO. 2 (if more than 2 vessels, attach additional forms)

Name of Operator	Address	Boat Number
Telephone Number		Boat Name
Name of Owner	Address	

WITNESSES

Name	Address	Telephone Number
Name	Address	Telephone Number
Name	Address	Telephone Number

PERSON COMPLETING REPORT

SIGNATURE	Address	Telephone Number
QUALIFICATION (Check One) <input type="checkbox"/> Operator <input type="checkbox"/> Crew <input type="checkbox"/> Investigator <input type="checkbox"/> Other		Date Submitted

(do not use) - FOR REPORTING AUTHORITY REVIEW (use agency date stamp)

Based on (check one) <input type="checkbox"/> This report <input type="checkbox"/> Investigation and this report <input type="checkbox"/> Investigation <input type="checkbox"/> Could not be determined	Name of Reviewing Office	Date Received
Primary Cause of Accident	Secondary Cause of Accident	Reviewed By

BOATING ACCIDENT REPORT

ADDENDUM

FOR REPORTING AUTHORITY

NAME OF OPERATOR: _____ DATE OF ACCIDENT: _____

ALCOHOL

For operator and each passenger indicate:

OPERATOR	TEST FOR ALCOHOL TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	TYPE OF TEST <input type="checkbox"/> BLOOD <input type="checkbox"/> BREATH <input type="checkbox"/> URINE <input type="checkbox"/> OTHER	TEST RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE	BAC _____%
PASSENGER	TEST FOR ALCOHOL TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	TYPE OF TEST <input type="checkbox"/> BLOOD <input type="checkbox"/> BREATH <input type="checkbox"/> URINE <input type="checkbox"/> OTHER	TEST RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE	BAC _____%
PASSENGER	TEST FOR ALCOHOL TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	TYPE OF TEST <input type="checkbox"/> BLOOD <input type="checkbox"/> BREATH <input type="checkbox"/> URINE <input type="checkbox"/> OTHER	TEST RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE	BAC _____%
PASSENGER	TEST FOR ALCOHOL TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	TYPE OF TEST <input type="checkbox"/> BLOOD <input type="checkbox"/> BREATH <input type="checkbox"/> URINE <input type="checkbox"/> OTHER	TEST RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE	BAC _____%
PASSENGER	TEST FOR ALCOHOL TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	TYPE OF TEST <input type="checkbox"/> BLOOD <input type="checkbox"/> BREATH <input type="checkbox"/> URINE <input type="checkbox"/> OTHER	TEST RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE	BAC _____%

DRUGS

For operator and each passenger indicate:

OPERATOR	TEST FOR DRUGS TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE
PASSENGER	TEST FOR DRUGS TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE
PASSENGER	TEST FOR DRUGS TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE
PASSENGER	TEST FOR DRUGS TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE
PASSENGER	TEST FOR DRUGS TAKEN? <input type="checkbox"/> YES <input type="checkbox"/> NO	RESULTS <input type="checkbox"/> POSITIVE <input type="checkbox"/> NEGATIVE

NAME OF REVIEWING OFFICE

REVIEWED BY

FACSIMILE (FAX) TRANSMISSION ONLY



Office of Environmental Health and Engineering
Alaska Area Native Health Service
222 West 8th Avenue, #68
Anchorage, Alaska 99513
Phone: 907-271-4700 Fax: 907-271-4734



TO: <i>Heather</i>	FROM: <i>Ron Perkins</i> <i>AK. Native Health Service</i>
FAX: <i>465-2299</i>	
PHONE: <i>465-4843</i>	PHONE: <i>271-4700</i>
DATE: <i>2-18-92</i>	TOTAL PAGES: <i>5 + cover</i>
REFERENCE TO: <i>Drowning Statistics</i>	

MESSAGE:

group remains at 12.5 percent in 1986." However, American Indian and Alaska Natives have a national rate of 6.0 percent in 1984-1986, lower than the overall U.S. rate of 6.8 percent."

Source:

AK. Bureau of Vital Stats. Annual Report 1986-87

Accident Prevention and Injury Control

- By 1990, the death rate from drowning should be reduced to no more than 1.5 per 100,000 persons.

Progress: Alaska is far from this goal. In 1986, drowning accounts for 15.9 deaths per 100,000 persons in Alaska. Out of 87 deaths due to drowning in 1986, 70 percent (61) were boating related. Since the publication of the 1990 objectives in 1979, the already high death rate from drowning (12.3 per 100,000) has actually increased.

The Public Health Service states that many complex factors, both human and environmental, are associated with drowning. Alcohol consumption, for example, is associated with about 50 percent of young adult and adult drownings."

Other environmental factors in Alaska make drowning a more serious health problem for our state. Our lengthy coastline, high rate of recreational and commercial fishing, extensive recreational boating and numerous rivers, lakes and tide flats make Alaska a more dangerous environment than other states that have no coastline and little access to water related activities.

The national rate for drowning deaths was 2.2 in 1983 when the Public Health Service projected that this objective would be realized for the U.S. as a whole." In 1986, the U.S. rate increased to 2.4 drownings per

27 Native
Drowning out of
87 total for 1986
= 31% Native
while
Native pop. =
2% of Total

¹WCS, Advance Report of Final Natality Statistics, 1986, ibid., p.30.

²YRS, 1989, ibid., p.21.

³U.S. Public Health Service, The 1990 Health objectives for the Nation: A Midcourse Review, November, 1986, p.134.

⁴U.S. Public Health Service, November, 1986, ibid., p.133.

**DROWNING PREVENTION PROJECT
Yukon-Kuskokwim Health Corporation
Community Injury Prevention Program**

**Sherron Smyth - YKHC Injury Prevention Program Supervisor.
Nick Kameroff - YKHC Community Injury Prevention Trainer.
Katie Vincent - Injury Prevention Program Assistant.
Raymond Pete - Former CIP Trainer.**

Eleven years of statistics were collated in 1990, to identify the leading causes of death and unintentional injury for the 48 communities served by the Yukon Kuskokwim Health Corporation (YKHC). Drowning was identified as the leading cause of death, outdistancing the second leading cause by nearly 400%. The national death rate for drowning is 1.9/100,000 while the Y-K Delta rate is approximately 65/100,000.

In 1990, injury prevention was listed as one of the top ten goals of the Yukon Kuskokwim Health Corporation. The YKHC Injury Prevention program established their own goal of a 60% reduction in the number of drownings by 1996. To accomplish this goal, several innovative strategies and multi-faceted approaches were developed. The general categories of the project included:

- Skill building through training classes for swimming, cold water survival, boating, etc.
- Public awareness by newspaper articles, TV/radio interviews, video productions, public service announcements, newsletter.
- Legislative change through village councils adopting personal flotation device (PFD) ordinances.
- Behavior modification through the sales of float coats to the boating public.

SKILL BUILDING

Twenty-three classes were taught on boating safety and cold water survival to 1,176 students. Classes were taught in schools and at fish camps. Part of the training took place at a one month water safety program for the Yupiut School District, where the students received first hand experience using PFDs.

PUBLIC AWARENESS

Some of the media exposure for the drowning prevention project included:

- A video tape, "First Thursday", was produced by the local KYUK TV station in conjunction with the YKHC Injury Prevention Program. The video emphasized the drowning problem and the alcohol involvement.
- Two local TV news interviews, with float coat demonstrations.
- Four radio talk shows concerning water safety and drowning prevention.
- Thirty-eight radio PSAs on boating safety, ice safety, and cold water survival.
- Twelve YKHC newsletter articles to YK Delta villages.
- Drowning prevention videos were shown on the local TV station on ten different occasions.

LEGISLATIVE INVOLVEMENT

The village of Kotlik had two children that were saved by their new YKHC float coats, and as a result the village council passed an ordinance requiring PFDs in all boats. Eek is another village that has brought the ordinance before its Village Council, but has not acted on it yet. Twenty-seven other villages have requested sample regulations requiring PFDs, and asked for a letter of support from the YKHC Injury Prevention program.

The State Senator for the YK Delta area has agreed to pursue funding for a swimming pool in Bethel. Public meetings are being held and lots of interest is developing for this pool, after the media blitz by the Drowning Prevention Project.

The Alaska State Troopers are now able to buy float coats from the YKHC Injury Prevention program because of all the positive publicity.

BEHAVIOR MODIFICATION

The centerpiece of this whole effort was a float coat marketing and sales program. In the past, very few people wore PFDs and none of the 157 drowning victims were wearing a PFD. YKHC funded the initial purchase of float coats, which were sold at wholesale cost and the revenues put back into buying more coats. Over 600 float coats have now been sold and numerous reports of people saved by their float coats (see attached "Success Stories") have been received. One Corporation executive, after returning from a river trip, reported that at least 50% of the people on the river were wearing float coats.

AP



Yukon-Kuskokwim Health Corporation

1-800-478-2905

"Fostering Native Self Determination in Primary Care, Prevention and Health Promotion"

Nick Kameroff/YKHC Injury Prevention staff was teaching Boating Safety in Holy Cross. A resident, there told Nick he had fallen in through the ice this Spring. He was wearing his floatcoat. He stayed easily above the water in the hole and got out on safe ice. He walked home and the foam coat helped to keep him from getting severe hypothermia on the way in. He was very cold but ok and was treated for hypothermia once he got into the Village.

Early Spring - Hanger Lake. Ice just went out.

Aloysius and a friend took their canoe out on Hanger Lake. Both were wearing floatcoats they had bought through YKHC. The canoe they were in overturned. They were 30 minutes in the water before making it to shore. The 20 year old Aloysius was wearing a floatcoat with a fleece jacket underneath. (He is a strapping big guy of near, or better than 200 pounds). The fleece soaked up water and he floated lower than the other guy with not as much of his shoulders above water. However, he was warmer than his friend. When they got out Aloysius felt heavy with the weight of the coat and water in the fleece. They walked in. Aloysius stayed warmer than his friend who had a core temperature of 88 degrees feirenheit (85 degrees Feirenheit is the temperature at which a person usually loses consciousness) and a heart rythm (atrial fibrillate) but was stabilised at the hospital.

The Aloysius father, Jimmy, was concerned that heavier guys may need more flotation. I asked Earl Polk (215 pounds) to try out his floatcoat. He did, in the river and found that it floated him plenty high. We are ordering an XXXL coat from Gaunder Mountain catalog with thick foam sleeves and will recommend it for anyone weighing more than 215 pounds. Both young men who survived the ordeal felt that the floatcoats had saved their lives.

Success Stories

P.O. Box 528 Bethel, Alaska 99559 Phone: (907) 543-3321 Fax: (907) 543-5277

02.18.92 11:09 AM • ANHS EHB9072586281 P05



Yukon-Kuskokwim Health Corporation

1-800-478-2905

"Fostering Native Self Determination in Primary Care, Prevention and Health Promotion"

In May of 1990 in the TK Delta Village of Eek, a high school boy and girl went boating right after the break-up of the Kuskokwim River.

The young girl was wearing a floatcoat that was purchased from YKHC in the Summer of 1989 when the Injury Prevention Program had made purchases to try out a floatcoat design. The father of the boy also bought one floatcoat from YKHC for his son that Summer.

While they were boating between ice they ran into an ice chunk and both of them were thrown from the boat. They stayed afloat, and were picked up by another boater.

Because of this incident and the fact that the Villagers felt that the young friends would most surely have died if they had not been wearing the floatcoats, the Village council has met to consider making wearing life jackets or floatcoats a Village Safety Regulation.

In Kalskeg, a TK Delta Village, John Mute had his children wear lifevests at fish camp. The three year old fell in the river and went underneath the raft. He came up on the other side.

Another time later in the Summer, the son slipped off the raft. His dad ran over and plucked him out of the water and asked, were you scared? The 3 year old said "No - I was just going to close my eyes and hold my breath because I knew I would float when I came up".

7/4/91 - Joey Payton
End of old Hospital Road

Joey was swimming with his two daughters. The daughters had life jackets on. One daughter - 5 feet out facing Joey, took one step backward and stepped into a drop-off and was immediately pulled out into the river and away. Joey grabbed his newly purchased YKHC floatcoat and put it on - he swam after Jenna and got her back. He said he is not a strong swimmer. Feels they both would have surely drown had PFD's not been involved.

P.O. Box 528 Bethel, Alaska 99559 Phone: (907) 543-3321 Fax: (907) 543-5277

715/91 ADN

Alaska boating deaths decline

The Associated Press

JUNEAU — The number of recreational boating deaths in Alaska dropped in 1990 but remained among the highest in the United States, the Coast Guard reported.

Twenty-one people died in 18 boating accidents in Alaska last year, according to Coast Guard statistics. There were 34 reported accidents, six injuries and \$235,000 in property damage.

The most common cause of boating deaths in the state was failure to wear life jackets, said Gil Montoya at the Coast Guard's boating safety branch in Juneau.

There were 37 boating deaths in Alaska in 1989 and 34 in 1988.

Part of the problem is the extreme cold of Alaska's waters. It is estimated that a person without a survival suit or other protection can survive only about 15 minutes in 36-degree water. A life jacket, Montoya said, could prolong survival time to about 45 minutes.

The estimated survival time for a person with a survival suit is about 18 hours, more if the water is slightly warmer.

The national fatality count has fallen 36 percent in the last 10 years to record lows in each of the past four years, said Gary Traub, with the Coast Guard in Washington, D.C.

There were 865 fatalities nationally in 1990.

The Coast Guard attributes the decline partly to increased public awareness of the dangers of operating boats while drunk, and also to safety programs and organizations.

The Coast Guard in Alaska has two mobile boating safety detachments which are traveling around Alaska this summer conducting safety boardings of recreational boats to enforce federal laws.

Boats are checked for such things as life jackets, lighting, fire extinguishers and registration.

Walmart

NATIONAL MARINE  MANUFACTURERS ASSOCIATION

<<<<<<FACSIMILE TRANSMISSION>>>>>

TO:	Suellen
COMPANY:	Stearns Mfg.
FAX NUMBER:	612 252 4425
DATE:	December 27, 1991
NO. OF PAGES:	7
SUBJECT:	INFORMATION ON 12&UNDER LAWS
FROM:	George Rounds, CAE National Marine Manufacturers Association Chicago, IL Fax: (312) 329 9815

30/836-4747

The following pages are the survey that the PFDMA did of the state boating law officials concerning children and the wearing of PFDs.

I have no more current information at this time.

Sorry it took so long to dig this out, but it was last March's data.

Happy New Year.



LEGISLATIVE COMMITTEE

SURVEY RESPONSE FROM BOATING LAW ADMINISTRATORS

Survey sent: 52

Response received: 41

1. 19 states out of responding 41 states currently have legislation regarding the use of PFD by children.
2. Specific law requirement varies by states.
3. The states that do not have legislation on the mandatory use of PFD by children cited:
 - a. discriminatory.....should pertain to all ages.
 - b. low or no statistic on child fatality (7)
 - c. do not support mandatory law
 - d. difficult to enforce
 - e. pending evaluation (2)
 - f. lack of interest / not politically feasible (2)
4. State of Alabama killed legislation in 1998.
5. 13 BLA personally do not see a need for a state law requiring the wearing of PFD by children of age 12 and under. support mandatory law.
6. 28 BLA personally see a need for the above.
7. 36 BLA are interested and requested to see a copy of survey.

Please complete the questions below. Thank you.

Does your state require children of age 12 and under to wear personal flotation devices (life vests)?

1. If YES, under what conditions? _____

Please state law requiring such: _____

This law was enacted in 19____.

2. If NO, do you have a bill pending?

YES, pending Bill No. _____.

NO, the reason is: _____

3. Did your state have a law requiring the wearing of personal flotation devices by children?

____ YES ____ NO

____ It was cancelled ____ (year)
because of _____

4. Do you personally see a need for a state law requiring the wearing of personal flotation devices by children?

____ YES ____ NO

YOUR NAME: _____

STATE OF: _____

ADDRESS: _____

Thank you for your time and support. If you are interested, we can send you a copy of our completed survey.

____ YES ____ NO

Please return this survey in the enclosed self-addressed envelope.

STATE	QUEST 2	PENDING BILL #	NO BILL - COMMENT	QUEST 3	IN CANCEL
DELAWARE	8/8	8/8	8/8	No	8/8
DE.	8A	8A	8A	No	8A
CANADA	8A	8A	CCG SET STANDARDS, LOW STAT OF CHILD FATALITIES, CONCERN W/ADULT	No	8A
CONN.	8A	8A	NO, PRIORITIES, NO CHILDREN LOST IN STR ACC. PARENT SUPPORT	No	8A
DC	8A	8A	8A	No	8A
FL.	8A	8A	8A	No	8A
GA	8A	8A	8A	No	8A
INDI	8A	8A	8A	No	8A
ILL.	8A	8A	8A	No	8A
INDIA	8A	8A	LACK OF LEG. INTEREST	No	8A
KS	8A	8A	8A	Yes	8A
LA	8A	8A	8A	Yes	8A
MARY	8A	8A	8A	No	8A
MASS.	8A	8A	8A	No	8A
MICH	8A	8A	NOT POLITICALLY FEASIBLE, NO STAT.	No	8A
MI	8A	8A	8A	No	8A
MONTANA	8A	8A	8A	Yes	8A
MS.	8A	8A	8A	Yes	8A
N.D.	8A	8A	8A	Yes	8A
N.H.	8A	8A	8A	Yes	8A
NC	8A	8A	REPEDED FATALITIES-LS. SHOULD ADDRESS SEC	No	8A
NEBR	8A	8A	8A	Yes	8A
NY	8A	8A	PENDING EVALUATION	No	8A
RI	8A	8A	8A	Yes	8A
OHIO	8A	8A	8A	Yes	8A
OK	8A	8A	8A	Yes	8A
OR	8A	8A	NO STAT. MANDATORY LBR	No	8A
PA	8A	8A	LAW STAT. 1 C 3000 IS 10 YES, R/NO 779	No	8A
RI	8A	8A	8A	No	8A
S. CAROL	8A	8A	WELCOM, ALL FATALITIES INVOLVE ADULT KILLED NOT CHILDREN	No	8A
SD	8A	8A	NO STAT OF FATALITIES	No	8A
TN	8A	8A	8A	Yes	8A
TX	8A	8A	8A	Yes	8A
VT.	8A	8A	8A	Yes	8A
VIS.	8A	8A	NO STAT. NO PROBLEMS	No	8A
VT	8A	8A	8A	No	8A
WYO.	8A	8A	AGE LIMIT DIFFICULTY TO ENFORCE	No	8A
WV.	8A	8A	KILLED IN LEGISLATIVE COURT. CONC. 1990	No	8A
WY	8A	8A	DISCRIMINATORY, SUPPORT ONE FOR ALL AGES	No	8A
INDIANA	8A	8A	NO ISSUE	No	8A
WY	8A	8A	WILL DISCUSS 1992 SESSION	No	8A
VA	8A	8A	ACCIDENT STAT. DO NOT SUPPORT LEGISLATIVE USED PRESENTLY	No	8A

7-1: BOIRA JATA 121

LAST NAME	STATE	QUEST 1	TR CANCEL	REASON CANCEL	QUEST 4	BYET
GARDNER	AL.	No	NA	BILLED 1990	Yes	Yes
GREGORY	AR.	No	NA	NA	No	Yes
VADE	AR.	No	NA	NA	Yes	Yes
STARS	CALIF	No	NA	NA	No	Yes
POTTER	COOH.	No	NA	NA	No	Yes
MESCHER	DC	No	NA	NA	Yes	Yes
WRIGHT	DELAWARE	No	N/A	N/A	Yes	Yes
THOMPSON	FL.	No	NA	NA	Yes	Yes
SPORN	GA	No	NA	NA	Yes	Yes
BOLEY	INDIA	No	NA	NA	No	No
WALSH	ILL.	No	NA	NA	Yes	Yes
MYERS	INDIANA	No	NA	NA	No	No
MCGOUGH	IOWA	No	NA	NA	Yes	Yes
BOYD	IT	No	NA	NA	Yes	Yes
ANDERSON	MAINE	No	NA	NA	Yes	Yes
MAYLOR	MASS.	No	NA	NA	Yes	Yes
CLARK	MD	No	NA	NA	Yes	Yes
OLSON	MI	No	NA	NA	Yes	Yes
JONES	NC	No	NA	NA	No	NA
WESSMAN	NY	No	NA	NA	No	Yes
ROBERTSON	OH	No	NA	NA	No	Yes
SIMPSON	PA	No	NA	NA	No	Yes
WELLS	RI	No	NA	NA	Yes	Yes
WATSON	S. CAROL	No	NA	NA	No	No
SLATTICE	SD	No	NA	NA	Yes	Yes
JAMESON	TX	No	NA	NA	No	Yes
ENGLE	VIS.	No	NA	NA	No	Yes
ALL	VT	No	NA	NA	Yes	Yes
MULLIN	VT.	No	NA	NA	No	No
BLISS	VA	Yes	NA	NA	Yes	Yes
MYERS	VA	Yes	NA	NA	Yes	Yes
MYERS	VIRGINIA	Yes	NA	NA	Yes	Yes
WATSON	VA.	Yes	NA	NA	Yes	Yes
PICK	W.D.	Yes	NA	NA	Yes	Yes
McCLURE	W.D.	Yes	NA	NA	Yes	Yes
OWEN	WIS.	Yes	NA	NA	Yes	Yes
COOPER	WY	Yes	NA	NA	Yes	Yes
GREGORY	WYO	Yes	NA	NA	Yes	Yes
EDWARDS	WV	Yes	NA	NA	Yes	Yes
WATSON	WV	Yes	NA	NA	Yes	Yes
MOY	WV.	Yes	NA	NA	Yes	Yes

NAME	STATE	Q1957	Q2007
CISCOIT	AR.	No	Yes
YERS	CANAD	No	Yes
POTTER	CONN.	No	Yes
BOEY	INDIA	No	No
PROVIS	INDIANA	No	No
JAKINS	NC	No	No
BESSALEY	NY	No	Yes
BOGERTYRE	OH	No	Yes
SIBBONS	PA	No	Yes
CHITTON	S. CAROL	No	No
JARRISON	VA	No	Yes
EDVES	WIS.	No	Yes
POLLARD	WYO.	No	No
HAKEE	AL.	Yes	Yes
YANE	AL.	Yes	Yes
BRESCHEE	NC	Yes	Yes
BOBITY	DELAWARE	Yes	Yes
THOMPSON	FL.	Yes	Yes
FRON	GA	Yes	Yes
RELOLDING	ILL.	Yes	Yes
RESCORCE	IOWA	Yes	Yes
REDFOLD	KS	Yes	Yes
BROWNING	NY	Yes	Yes
WIS	LA	Yes	Yes
WILSON	KANDE	Yes	Yes
WYLLSON	MASS.	Yes	Yes
CRABHALL	MD	Yes	Yes
WALKER	NY	Yes	Yes
WATTS	MONTANA	Yes	Yes
WATSON	MS.	Yes	Yes
PICE	S.D.	Yes	Yes
McCLAN	S.D.	Yes	Yes
OTTIS	DESD	Yes	Yes
POTTER	NY	Yes	Yes
WENDREY	OHIO	Yes	Yes
RESCORCE	OK	Yes	Yes
WATKINS	KS	Yes	Yes
SLATTICE	SD	Yes	Yes
WATTS	TX	Yes	Yes
WACE	VT.	Yes	Yes
HALL	NY	Yes	Yes

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Form 100-107-10

1991

OUTDOORS HOTLINE

a duck stamp to preserve wetlands for them when they fly south."

Life jackets can save lives

Life jackets could clearly save lives on the water, according to the National Marine Manufacturers Association. Just released Coast Guard figures for 1990 showed that of the 865 people who died in recreational boating accidents that year, 707 drowned. About 90 percent of those people were not wearing personal flotation devices even though a number of their boats were properly equipped. "The most common situation leading to fatalities also remains little changed over the past decade — a capsiz or fall overboard from a small boat on calm inland waters, during the day and in good weather — a scenario easily avoided by advance planning, alertness and common sense," according to the association. Overall, the group added, boating has been getting safer. Fatalities have fallen 36 percent in the past 10 years. Deaths in 1990 were down from 1980, although the Alaska death rate continued to be high.

(7)
Date Referred: March 6, 1992

HOUSE COMMITTEE REPORT
FURTHER REFERRALS:

Date of Committee Action: 3/16/92

The STATE AFFAIRS Committee considered:

HB 447

HOUSE BILL NO. 447

REQUIRE PFD FOR CHILD UNDER 13 YEARS

"An Act requiring a person under 13 years of age to wear a personal flotation device."

RECOMMENDATIONS: the same title
 be replaced with CS HB 447 (STA) a new title
 have attached amendments(s)
 do pass
 do not pass
 no recommendations
 individual recommendations
 additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dep't)
 fiscal impact _____
 zero fiscal note _____

APPROVES PREVIOUS: (Dep't/Chair)
 fiscal note(s) _____
 zero fiscal note(s) Public Safety Resources

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Eugene A. Kubera</i>	<input checked="" type="checkbox"/>	<i>OK</i>		<input checked="" type="checkbox"/>	
<i>W. H. ...</i>	<input checked="" type="checkbox"/>				
<i>Tom ...</i>	<input checked="" type="checkbox"/>				
<i>E. ...</i>	<input checked="" type="checkbox"/>				

Eugene A. Kubera
CHAIRMAN'S SIGNATURE

7-LS18670 ✓
U:rmohle
3/14/92

CS FOR HOUSE BILL NO. 447 (STATE AFFAIRS)
IN THE LEGISLATURE OF THE STATE OF ALASKA
SEVENTEENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE STATE AFFAIRS COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES BRUCKMAN, Grunberg, Mackie, Iron, Navarre

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the use of a personal flotation device by a person under 13 years
2 of age."

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

4 * Section 1. AS 05.25.010 is amended by adding a new subsection to read:

5 (d) The operator of a watercraft on the water of the state may not transport a person
6 under 13 years of age onboard the watercraft unless the person is wearing a United States Coast
7 Guard approved Type I, Type II, or Type III flotation device. In this subsection, "personal
8 flotation device" does not include a life belt or life ring.

9 * Sec. 2. AS 05.25.020 is amended by adding a new subsection to read:

10 (b) A person may not operate a watercraft on the water of the state to tow a person under
11 13 years of age on water skis, a surfboard, or similar device unless the person being towed is
12 wearing a United States Coast Guard approved Type I, Type II, or Type III personal flotation
13 device. In this subsection, "personal flotation device" does not include a life belt or life ring.

14 * Sec. 3. AS 05.25.070 is amended to read:

1 Sec. 05.25.090. PENALTIES. Except as provided in (b) of this section, a [A] person
 2 who violates a [ANY] provision of this chapter is guilty of a misdemeanor and is punishable by
 3 a fine of not more than \$500, or by imprisonment of not more than six months, or by both, for
 4 each violation unless that person is convicted of a violation of AS 28.35.030, in which case the
 5 sentence shall be in accordance with AS 28.35.030.

6 * Sec. 4. AS 05.25.090 is amended by adding a new subsection to read:

7 (b) A person who violates AS 05.25.010(d) or 05.25.020(b) is guilty of a violation, as
 8 defined in AS 11.81.900, and may be fined up to \$50.

9 * Sec. 5. AS 22.15.120 is amended to read:

10 Sec. 22.15.120. LIMITATIONS ON PROCEEDINGS WHICH MAGISTRATE MAY
 11 HEAR. A magistrate shall preside only in cases and proceedings under AS 22.15.040, 22.15.100,
 12 and 22.15.110, and as follows:

13 (1) for the recovery of money or damages only when the amount claimed,
 14 exclusive of costs, interest, and attorney fees, does not exceed \$5,000;

15 (2) for the recovery of specific personal property when the value of the property
 16 claimed and the damages for the detention do not exceed \$5,000;

17 (3) for the recovery of a penalty or forfeiture, whether given by statute or arising
 18 out of contract, not exceeding \$5,000;

19 (4) to give judgment without action upon the confession of the defendant for any
 20 of the cases specified in this section, except for a penalty or forfeiture imposed by statute;

21 (5) to give judgment of conviction upon a plea of guilty by the defendant in a
 22 criminal proceeding within the jurisdiction of the district court;

23 (6) to hear, try, and enter judgments in all cases involving misdemeanors, if the
 24 defendant consents in writing that the magistrate may try the case;

25 (7) to hear, try, and enter judgments in all cases involving infractions under
 26 AS 28, violations under AS 05.25 and AS 11, and violations of ordinances of political
 27 subdivisions;

28 (8) for the extradition of fugitives as authorized under AS 12.70.



March 9, 1992

Representative Bruckman
Room 116
Capital Building
Juneau, Alaska 99801-1182

Dear Representative Bruckman,

I would like the following entered as written testimony for the March 13th House State Affairs Committee hearing on HB 447:

Injuries, including drowning, are the leading cause of death for American Indians and Alaska Natives between one and forty-four years of age. Drowning represented 21% of injury deaths for American Indians and Alaska Natives for the years 1981 - 1985.

According to a 1991 Centers for Disease Control (CDC) data, Alaska had a drowning rate of 15.1 per 100,00 people, while the United States had an overall rate of 2.6 per 100,000. The CDC also determined that Alaska was experiencing 59 excess deaths per year from drowning. Finally, Alaska's drowning rate is three times higher than that of the state with the next highest rate.

I am currently using State of Alaska Bureau of Vital Statistics data to analyze drowning in Southeast Alaska between the years 1980 - 1989. During that time, there were 166 watercraft-related deaths; 150 of those were drownings. People between eleven and forty-four years of age represented 65% of all victims.

There were four drowning fatalities of children under the age of 13 in Southeast Alaska between 1980 - 1989. Two of the four were males, all were non-native, and all victims died in or near their hometown. If we were to assume that each of those children had lived to the age of 70, we could say that their deaths represent 253 years of potential life lost.

Personal floatation devices save lives, but only if people wear them. Children rely on adults to protect them and set good examples. Unfortunately, when it comes to personal floatation, adults do not always protect children or set a good example. However, HB 447 gives the State of Alaska an opportunity to set that good example.

Thank you for taking the time to read this testimony. If you are interested in more detailed information about drowning in Alaska, please do not hesitate to contact me at ph#966-2458.

Sincerely,

David E. Hobbins

David E. Hobbins
Environmental Health Coordinator

ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES

3111 C STREET
ANCHORAGE, ALASKA 99503
(907) 561-7034

RONALD W. SELWICK
STATE CAPITOL
JUNEAU, ALASKA 99801-1162
(907) 465-4043



LABOR & COMMERCE

STATE AFFAIRS

REPRESENTATIVE BETTY BRUCKMAN

MEMORANDUM

TO: Representative Gail Phillips
FROM: Representative Betty Bruckman
DATE: March 6, 1992
SUBJECT: Possible amendments to HB 447

Attached is information I received from the U.S. Coast Guard relating to the amendment you are offering to HB 447, adding commercial fishing vessels to the domain of the bill.

The federal government explicitly considered requiring personal flotation devices to be worn at all times by persons on board commercial fishing vessels. They chose not to include this stipulation in their new regulations because of the additional hazards presented by P.F.D.s that may snag nets or otherwise interfere with fishing operations when worn. The federal government concluded that the potential harm outweighed possible benefits incurred by a requirement for P.F.D. use, including requirements for children.

Additionally, since November 15, 1991, commercial fishing vessels in Alaska now are required to carry immersion (survival) suits. Personal flotation devices for each person on board are still required to be available and readily accessible on recreational boats.

I have noted that at the time the federal regulations were written survival suits for persons weighing less than 44 pounds were not yet available but that the federal government is allowing a four year phase in period after the November 15, 1991 enactment of the new regulations, for manufacturers to start producing them. During the phase in period another type of P.F.D. is required for those individuals weighing less than 44 pounds.

According to Commander Dennis Rome and Lt. Commander Ron Morris, of the U.S. Coast Guard Marine Safety Office there have been no child drownings from commercial fishing boats in the last five years where a personal flotation device would have saved the child's life, (one child died when trapped in the cabin of a boat which sank.) They do not have statistics available for years previous to 1985 but thought that child drownings from commercial fishing boats were extremely rare or nonexistent.

I sincerely share and appreciate your concern that all children be protected from drowning. Experts agree that a P.F.D. wearing requirement compliance rate should run analogous to seat belt laws. Therefore, we can expect an automatic 50% P.F.D. wearing rate almost immediately after enactment. With enforcement and education efforts this figure could be even further increased. Although HB 447 directly affects only children on recreational boats it is my hope that adults and children on commercial boats will also become more aware of the need for P.F.D. use.

It is the general consensus from those I have spoken with who support HB 447 that it has the best chance of passage in its current form, without an amendment to add commercial fishing boats.

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF THE COMMISSIONER

WALTER J. HICKEL, GOVERNOR

400 WILLOUGHBY AVENUE
JUNEAU, ALASKA 99801-1708
PHONE: (907) 465-2400
FACSIMILE: (907) 586-2754

February 27, 1992

The Honorable Betty Bruckman
Alaska State House of Representatives
State Capitol, Room 116
Juneau, AK 99801-1182

Re: HB 447

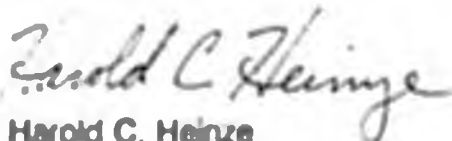
Dear Representative Bruckman:

Drowning is one of the leading causes of death in Alaska. Nationally, drownings have decreased 36% over the last ten years. Yet, Alaskans drown at a very high rate: for 1990 it was 28 times the national average. For these reasons, the Department of Natural Resources supports HB 447, requiring that children under 13 wear floatation devices (PFD's) approved by the U.S. Coast Guard.

This legislation will provide motivation for adults to comply with the common sense of insuring their children are wearing approved PFD's.

Thank you for the opportunity to comment.

Sincerely,



Harold C. Heinze
Commissioner

Attachments

DIVISION OF LEGAL SERVICES

**LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA**

(907) 465-3867 or 465-2450
FAX (907) 465-2020
Mail Stop 3101

240 Main Street, Suite 300
Juneau, Alaska 99801-2101

MEMORANDUM

February 20, 1992

SUBJECT: HB 447: Definition of watercraft

TO: Representative Betty Bruckman
ATTN: Heather Hulseman

FROM: George Utermohle *GU*
Legislative Counsel

This memorandum is in response to your enquiry as to the definition of "watercraft" for purposes of HB 447.

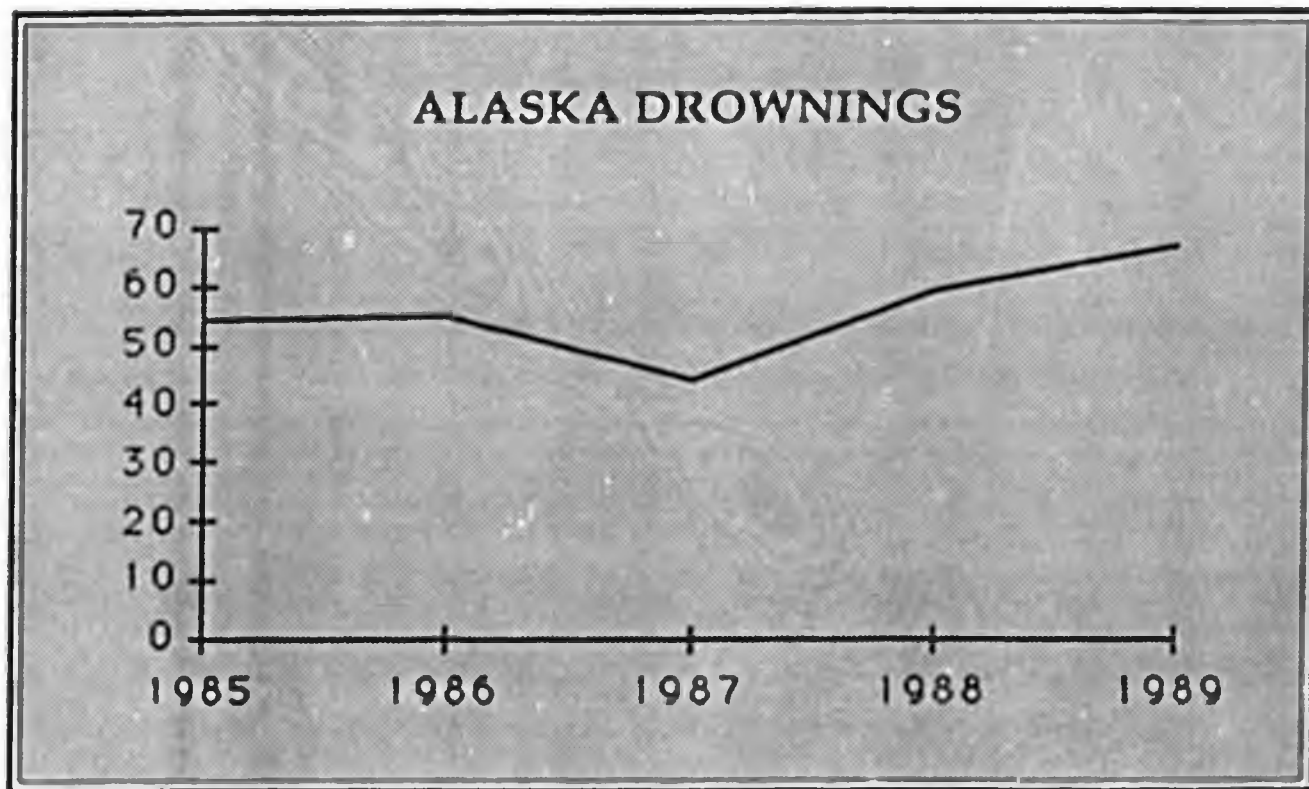
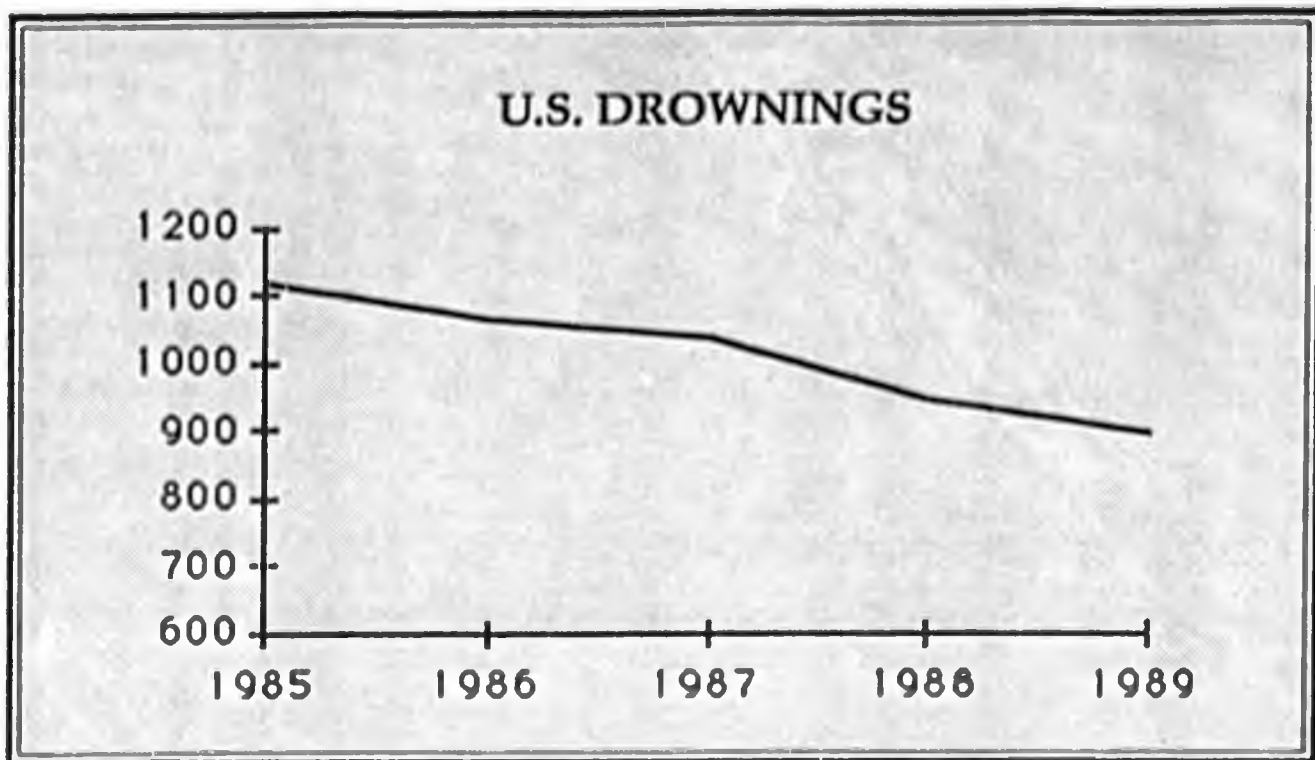
HB 447 adds two subsections to provisions of AS 05.25, relating to use of personal flotation devices (PFD) by persons under 13 years of age. In particular, the bill prohibits the operation of a watercraft unless a person under 13 years of age who is on the watercraft or being towed by the watercraft is wearing a PFD.

For the purposes of HB 447, the applicable definition of "watercraft" can be found at AS 05.25.100(3) which states

"watercraft" means every description of vessel, other than a seaplane on the water, used or capable of being used as a means of transportation on water and devoted to recreational pursuits unless otherwise expressly provided in this chapter; and excepting vessels having a valid marine document issued by the United States or foreign governments;

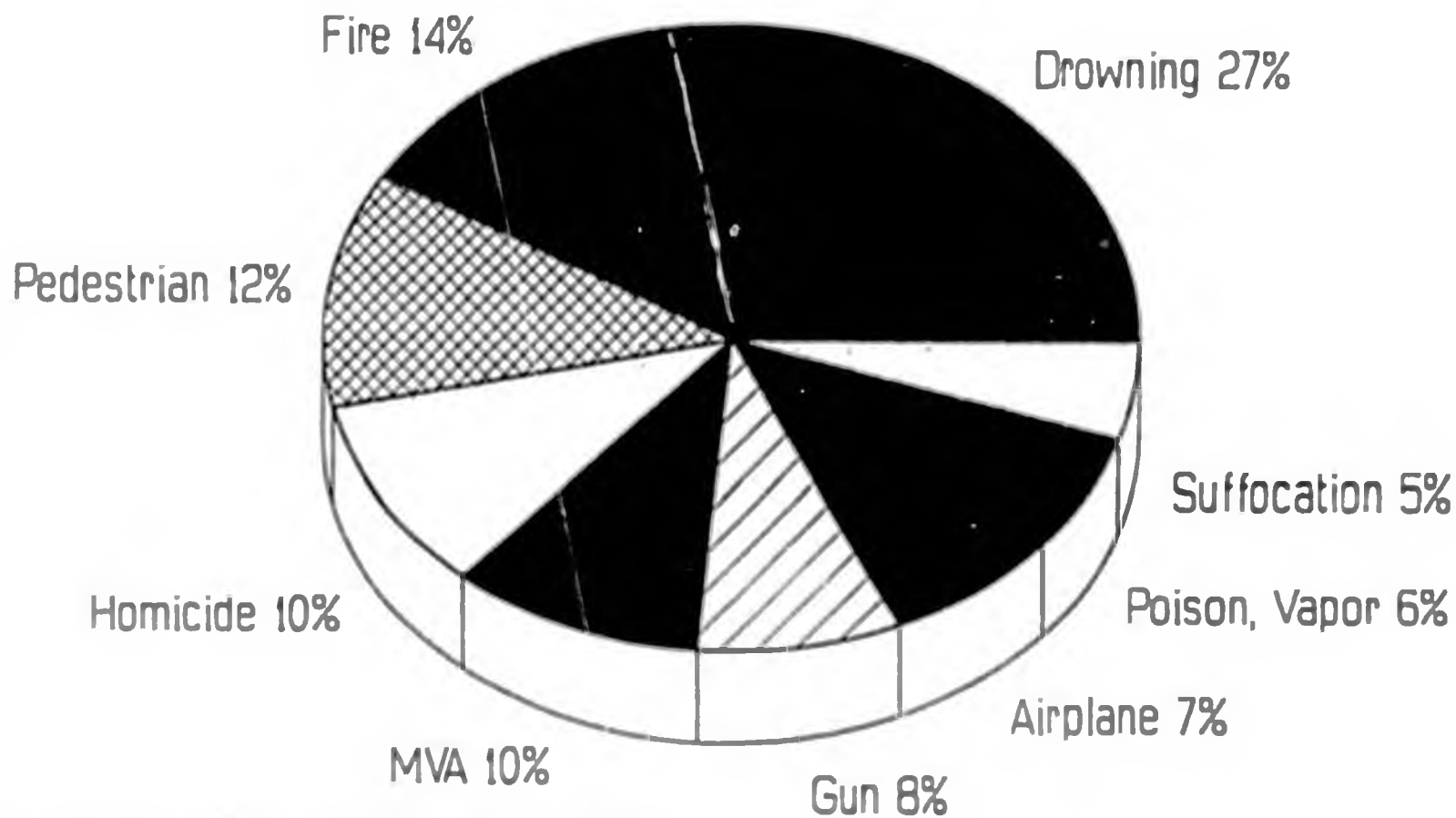
If I may be of further assistance, please advise.

GU:gc
92-143.glc



Statistics from U.S. Coast Guard Boating Statistics 1990
and Alaska Bureau of Vital Statistics.

LEADING CAUSE OF INJURY DEATH ALASKA CHILDREN AGES 0-14, 1980-1985



The Johns Hopkins Inj. Prevention Center

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HB 447

Revision Date: February 27, 1992

Department Affected: Natural Resources

Title: Personal Floatation Device

BRU: Park & Recreation Management

Wearing Requirement for Children

Components: Park Management

Sponsor: Representative Bruckman

Requestor: _____

COMPONENT SERIAL NO. 452

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES						
GRANTS & CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
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REVENUE						
Funding Source:						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
Funding Source:						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of Current year impact: N/A

ANALYSIS: (Attach a separate page if necessary)

See Attached

Prepared by: Peter J. Panarese Phone: 762-2603
 Division: Parks & Outdoor Recreation Date: 02-27-92

Approved by Commissioner: Harold C. Helmer Date: _____
 Agency: Department of Natural Resources

Distribution (by preparer): _____

Fiscal Note Attachment

This legislation is needed to promote public recreation safety throughout Alaska by requiring adults to have floatation devices, approved by the U.S. Coast Guard, on children under the age of 13. Park Rangers will enforce the provisions of this bill while attending to their normal duties on patrol in state parks. No additional funds to do so are anticipated.

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HB 447

Revision Date: _____ Department Affected: Public Safety
 Title: An Act requiring a person under 13 BRU: Alaska State Troopers
to wear a personal flotation device Component: Detachments
 Sponsor: Representative Buckman
 Req: House Transportation COMPONENT SERIAL NO.

7	9	9
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EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
FUND SOURCE:						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)
 Enforcement of this legislation would be provided through the normal course of duties, and would be prioritized with other requests for service. Thus, no significant fiscal impact is anticipated.

Prepared By: LT. Robert L. Clontz Phone: 485-4322
 Division: Alaska State Troopers Date: 2/28/92
 Approved by Commissioner: *Richard L. Burton* Richard L. Burton
 Agency: Department of Public Safety Date: 2/28/92

BILL NO: DRAFT CSHB 447(TRANS)

DATE: February 28, 1992

TITLE: An Act requiring a person under 13 years of age to wear a personal flotation device

CONTACT: Lt. Robert Clontz
Alaska State Troopers
465-4322

This legislation requires that persons under the age of 13 years wear a United States Coast Guard approved Type I, Type II, or Type III personal flotation device while on board a watercraft under 18 feet in length on the water of the state. This legislation also requires that a person being towed on water skis, surfboard or similar device who is under 13 years of age wear an approved personal flotation device.

The Department of Public Safety supports this legislation, as accidental drownings are a very serious problem in Alaska. Although enforcement of this provision would be as resources allow, and would be prioritized with other calls for service, the existence of the law itself is quite likely to increase the numbers of children wearing life jackets while on board small boats in Alaska, and thus might save lives.



Richard L. Burton
Commissioner

**ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES**

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(907) 465-8843

STATE AFFAIRS

REPRESENTATIVE BETTY BRUCKMAN

Sponsor Statement

HB 447

"Requiring a person under 13 years of age to wear a personal flotation device"

I have introduced HB 447 to reduce the tragic number of lives lost each year in Alaska to drowning. Last year 37 people drowned in Alaska; this is 28 times the national average. In some Alaskan communities drowning is the leading cause of death. Ironically, Alaska remains one of only a few states left without a personal flotation device wearing requirement.

According to U.S. Coast Guard reports, victims who drown while wearing personal flotation devices are extremely rare. In 1991, 90% of commercial fishermen who drowned in Alaska were not wearing P.F.D.s. However, of those fishermen who were saved, 55% wore personal flotation devices. In areas of the state with high numbers of drowning victims, local councils and assemblies have already passed ordinances mandating personal flotation device use.

HB 447 does not effect an adult's right to make personal safety decisions. However, while persons older than age 13 will still be able to make informed decisions about P.F.D. use, Alaskan children will now be protected from death by drowning. Drowning accounted for 27% of all child injury deaths in Alaska during 1980-1985.

Although HB 447 only targets children, it is my hope that people who wear personal flotation devices when they are young will choose to continue wearing them as adults. Parents of children now required to wear P.F.D.s may also be influenced by HB 447; as they put their children into personal flotation devices they may think twice about going without P.F.D.s themselves.

I urge you to join many Alaskan boating and health and safety organizations in supporting HB 447. We can no longer stand idly by, watching Alaskan children be lost to death by drowning, a death which is easily preventable. We must act now to protect those who are not old enough to understand the risks of not wearing a personal flotation device.

HB 447 has the backing of...

**Alaska Boating Association
Alaskan Marine Dealers Association
American Red Cross
Department of Natural Resources
Department of Public Safety
Municipality of Anchorage, Dept. of Health and
Human Services
Alaska Federation of Natives
Alaska Area Native Health Service
Providence Hospital, Alaska Safe Kids Program
Humana Hospital, Anchorage
Norton Sound Health Corporation
Alaska Academy of Family Physicians
Alaska Federal Safety and Health Council
Maniilaq Medical Center, Kotzebue
Alaskan Marine Dealers Association
Rural Alaska Health Education Center
Southern Region Emergency Medical Service Council
South East Alaska Regional Health Corporation
Alaska Marine Safety Education Association
Seattle Children's Hospital
Knik Canoers & Kyakers**

... as well as many other individuals and organizations.

Answers to questions about HB 447:

- 1. Will HB 447 affect the Alaska State Ferry System? No, "watercraft" as defined by AS 05.25.100(3) is a vessel "devoted to recreational pursuits".**
- 2. Will HB 447 apply to commercial fishing boats? No, again the definition of "watercraft" specified by HB 447 excludes all commercial vessels.**
- 3. What safety requirements for watercraft already exist under State Law? Under AS 05.25.010(b), "A watercraft operated on inland waters must carry at least one life preserver, or lifebelt, or ring buoy, or other device of the sort approved by the United States Coast Guard for each person on board, so placed as to be readily accessible. A watercraft carrying passengers for hire must carry, so placed as to be readily accessible, at least one life preserver of the sort approved by the United States Coast Guard for passenger-carrying watercraft for each person on board."**
- 4. What are the penalties for violating HB 447? The maximum penalty in place for violations of provisions listed under AS 5.25 is as specified by AS 5.25.090: "a fine of not more than \$500, or by imprisonment of not more than 6 months, or by both, for each violation".**
- 5. Will HB 447 affect an adult's right to make personal safety decisions? No, HB 447 only mandates the use of personal flotation devices by children 13 and under. HB 447 continues to allow adults to make informed decisions about P.F.D. use while protecting children from death by drowning.**
- 7. Are Personal Flotation Devices Expensive? No, Type II flotation devices can be bought for between ten and fifteen dollars. In quantities of fifty or more they can be purchased for as little as eight dollars.**

6. Why does HB447 specifically target persons age 13 and under? Many other states with P.F.D. wearing requirements target only children. The most common cut-off age for P.F.D. requirements across the country is age 12. Arizona, Delaware, Kansas, Louisiana, Montana, Nebraska, Oklahoma, Texas and Utah all have statutes directed at children 12 and under.

Children react very differently from adolescents or adults in a panic situation. Even children who have had swimming lessons forget how to swim when they fall in the water. According to the Children's Health Care System "young children are developmentally unable to perform the necessary survival skills in a panic situation. Drownings and near drownings happen quietly and quickly. Young children do not know how to right themselves and will not be able to yell for help, splash or kick."

Adolescents, although not yet legally adults, have much more mature panic responses than children. They are also better able to understand the risks involved with not wearing a personal flotation device.

8. What are Coast Guard approved Type I, Type II and Type III flotation devices? A Type I P.F.D. or Off-Shore Life Jacket is effective for all waters, especially open, rough or remote waters where rescue may be delayed. It is designed to turn most unconscious wearers in the water to a face-up position. The Type I comes in two sizes. The adult size provides at least 22 pounds buoyancy, the child size, 11 pounds, minimum.

A Type II P.F.D. or Near-Shore Buoyant Vest is intended for calm, inland water or where there is a good chance of quick rescue. This type will turn some unconscious wearers to a face-up position in the water. The turning action is not as pronounced and it will not turn as many persons under the same conditions as a Type I. An adult size device provides 15 and 1/2 pounds buoyancy, a medium child size provides 11 pounds. Infant and small child sizes each provide at least 7 pounds buoyancy.

A Type III P.F.D. or Flotation Aid is good for calm, inland water, or where there is a good chance of quick rescue. It is designed so wearers can place themselves in a face-up position in the water. The wearer must have to tilt their head back to avoid turning face-down in the water. The Type III has the same minimum buoyancy as a Type II P.F.D. It comes in many styles, colors and sizes and is generally the most comfortable type for continuous wear. Float coats, fishing vests and vests designed with features suitable for various sports activities are examples of this type P.F.D.

9. Why are inflatable P.F.D.s not mentioned in HB 447? Inflatable P.F.D.s or "Hybrids" fall into the U.S. Coast Guard Type V classification. These are not recommended for adult use by the U.S. Coast Guard because of the high level of maintenance required to maintain their buoyancy capability and the extra time needed for inflation if an accident occurs and passengers are not actually wearing their P.F.D.s. No companies presently produce Type V flotation devices in child sizes.

10. Who will enforce HB 447? On state waters the Department of Public Safety will be responsible for enforcement. In state parks Park Rangers will enforce HB 447.

11. Why are commercial fishing vessels not included in HB 447? The federal government explicitly considered requiring personal flotation devices to be worn at all times by persons on board commercial fishing vessels. They chose not to include this stipulation in their new regulations because of the additional hazards presented by P.F.D.s that may snag nets or otherwise interfere with fishing operations when worn. The federal government concluded that the potential harm outweighed possible benefits incurred by a requirement for P.F.D. use, including requirements for children.

Additionally, since November 15, 1991 commercial fishing vessels in Alaska now are required to carry immersion suits for each person on board.

There have been no child drownings from commercial fishing boats in the last five years where P.F.D.s would have saved the child's life. (One child died when trapped in the cabin of a boat which sank.) Statistics are not available for years previous to 1985 but experts in the field agree that child drownings from commercial fishing boats were extremely rare or nonexistent.

12. How much compliance can we expect after enactment of HB 447? Experts agree that a P.F.D. wearing requirement compliance rate should run analogous to seat belt laws. Therefore, we can expect an automatic 50% P.F.D. wearing rate almost immediately after enactment. With enforcement and education efforts this figure could be even further increased.

13. What waters will HB 447 have jurisdiction in? In waters of the state; this includes rivers and lakes inland as well as coastal waters up to three miles off shore. There is currently a dispute about state jurisdiction on federal land in Alaska. The state of Alaska asserts that federal lands are ultimately under state jurisdiction, the federal government disagrees. Legal opinion is that this would probably only become an issue on a military base, in which case federal officials could still choose to enforce the state law.

**ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES**

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LABOR & COMMERCE

STATE AFFAIRS

REPRESENTATIVE BETTY BRUCKMAN

MEMORANDUM

TO: House State Affairs
FROM: Representative Bruckman
DATE: March 6, 1992
SUBJECT: Testimony for March 13, 1992

The following people will be testifying in support of HB 447
on March 13:

Ron Perkins, Senior Sanitarian and Community Injury Control
Coordinator, Alaska Area Native Health Service, 250 Gambell
Street, Anchorage, Alaska 99510, (907)-271-4724;

Jerry Dzugan, Executive Director/ Training Coordinator, Alaska
Marine Safety Education Association, Box 2592, Sitka, Alaska,
99835, (907)-747-3287;

Commander Gil Montoya, U.S. Coast Guard, Alaska Boating Safety
Division, (17th Coast Guard District) P.O. Box 25517, Juneau,
Alaska 99802, (907)-463-2195;

Craig Lewis, Interior Region Emergency Medical Services
Council, Inc., 1881 Marika Road, Fairbanks, Alaska
(907)-456-3978, (He can be reached March 10 through March 13
at Southern Region E.M.S. Council 747-8005).

WHILE IN SESSION
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4843



REPRESENTATIVE BETTY BRUCKMAN

MEMORANDUM

TO: Representative Gene Kubina
FROM: Representative Betty Bruckman
DATE: March 2, 1992
RE: HB 447

I respectfully request HB 447, "An Act requiring a person under 13 years of age to wear a personal flotation device" be scheduled for a hearing before the State Affairs Committee, pending referral from the Transportation Committee, at your earliest convenience.



House State Affairs Committee

Representative Gene Kubina, Chair

DATE: March 13, 1992

PLACE: Capital #102

SUBJECT OF MEETING:
 HJR 13 - Relating to Run-Off Elections; Gov. & Lt. Gov.
 HJR 80 - Relating to Est. a Unicameral Legis.
 HJR 69 - Relating to Statehood for Wash. D.C.
 HB 447 - Relating to Require PFD for Child under 13 (Pending referral)

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Robert Clantz	DPS	Box 111200 - Fair			4312	Y?	N	HB 447
DE Gil O. Morrison	U.S.F.G	Fish Building		463-2198	same	Y	N	HB 447
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

HB

459

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. H.B. 459

Revision Date: _____ Department Affected: Department of Corrections
 Title: "An Act relating to...salaries of executive officers of certain boards" BRU: Administration and Support
 Component: Parole Board
 Sponsor: Rep. Parnell
 Requestor: House State Affairs COMPONENT SERIAL NO.

0	6	9	5
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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	-0-	-0-	(19.7)	(19.7)	(19.7)	(19.7)
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	(19.7)	(19.7)	(19.7)	(19.7)

CAPITAL						
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REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	(19.7)	(19.7)	(19.7)	(19.7)
FEDERAL FUNDS						
OTHER FUND SOURCE:						
TOTAL	-0-	-0-	(19.7)	(19.7)	(19.7)	(19.7)

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: 0

ANALYSIS: (Attach a separate page if necessary.)

Please see the attached fiscal analysis.

Prepared By: *Diane Schenker* Diane Schenker, Legislative Liaison Phone: 465-3376
 Division: Office of the Commissioner Date: 03/02/92
 Approved by Commissioner: *Lloyd Hanes* Lloyd Hanes, Commissioner
 Agency: Department of Corrections Date: 03/02/92

CONTINUATION OF FISCAL ANALYSIS

HB 459: An Act relating to the hiring and salaries of the executive officers of certain boards, commissions, authorities and other state entities; and providing for an effective date.

Section 11 of the bill would reduce the salary of the Executive Director of the Parole Board from a Range 23 to a Range 20. This position is budgeted in the Office of the Commissioner of Corrections.

According to the Division of Personnel, the salaries of partially exempt employees, such as the Director of the Parole Board, would remain frozen for two years beyond the effective date of the bill. Therefor, no fiscal impact is expected until FY95. By the time the freeze ends the Director would be at Range 23, M Step.

The annual cost of salary and benefits for 23M is estimated to be 106.1. Salary and benefits for a 20M would be approximately 86.4, for a difference of 19.7 annually.



Alaska State Legislature

HOUSE OF REPRESENTATIVES

Official Business

Kevin "Pat" Parnell

Room 128

State Capitol
Juneau, AK 99801-1182

465-2647

SECTIONAL ANALYSIS of House Bill 459

Note: For purposes of clarification, the amended sections mentioned, affect the current Alaska statutes that outline the duties and responsibilities of the specific boards, councils, and commissions discussed. Where the salary is already in the statute, the specific change is referred to. Otherwise, the changes are new in the statutes. All salary changes start at a Step A, if the person is beginning in service, otherwise the Step procedure is followed (i.e., if a range 24, Step D, reduced to range 22, also Step D).

Section 1. AS 05.40.040 handles the Amateur Sports Authority and specifically defines the pay limit of a range 21 for the executive director.

[Current: 21D, \$58,023 Base Salary+\$19,799 Benefits= \$77,822]

Section 2. AS 14.20.470(a)(7) deals with appointment of an executive secretary for the Board of Education and setting his or her maximum range of a 23, when it had been stated at a range 26, Step B.

[Not listed in budget for FY1992]

Section 3. AS 14.35.020(b) states the maximum level of pay for the executive director of vocational education for the Board of Education to not exceed range 24.

[Not listed in budget FY1992]

Section 4. AS14.42.040(a) places the maximum salary of the executive director of the Postsecondary Education Board at a range 24.

[Current: 27A, \$73,596 Salary+\$22,499 Benefits=\$96,096]

Section 5. AS 15.13.020(i) deals with the executive director of the Public Offices Commission, stating that the salary they receive may not exceed a range 22.

[Current: 24D, \$71,190 Salary+\$24,128 Benefits=\$95,318]

Section 6. AS 16.51.080 concerns itself with the executive director of the Seafood Marketing Institute and the maximum range of a 23 on the state salary schedule.

[Current: 26L, \$94,714 Salary+\$26,785 Benefits=\$121,499]

Committees: Judiciary, Labor & Commerce, Military & Veterans Affairs
Finance Subcommittee, Administration