

[Insert Report Year and State/Agency Name]

Recreational Boating Accidents Report

[Insert agency address, phone, URL]

[Insert report release date]

[On inside cover, insert names of state/agency leadership, other credits]

TABLE OF CONTENTS

INTRODUCTION

About the [Recreational Boating Safety program]
Purpose of this Report

HIGHLIGHTS

Accident statistics
 Accidents
 Deaths
 Injuries
 Property damage
 Loss of vessels
Other statistics
 Registered vessels
 Boating education / certification
Issues and trends

TABLES

Accident Types (Primary Type) *
Accident Causes/Contributing Factors (Primary Cause/Factor) *
Accidents by Month *
Accidents by Day of Week *
Accidents by Time of Day *
Accidents by County *
Accidents by Vessel Type *
Accidents by Vessel Length *
Vessel Operation at Time of Accident *
Vessel Activity at Time of Accident *
Operator Boating Safety Education *
Operator's Overall Boating Experience (in Hours) *
Operator's Experience with the Vessel (in Hours) *
Operator Gender *
Operator Age *
Fatalities – Cause of Death
Fatalities – Life Jacket Use
Fatalities – Cause of Death and Life Jacket Use
Fatalities – Cause of Death and Vessel Type
Fatalities – Vessel Type and Life Jacket Use

* Tables present data for "All Accidents," "Injury Accidents," and "Fatal Accidents."

INTRODUCTION

About the [Recreational Boating Safety program]

User instructions: In this section, insert narrative on the mission statement for the agency/division regarding the RBS program, including what functions the agency/division serves and the duties that are completed throughout the year (*i.e., boating safety enforcement, search and rescue, education, waterways management, etc.*).

The narrative in this introduction to the program also could include:

Vessel registration data for the year covered in the report (see also **HIGHLIGHTS**)

Description of new state laws, rules and regulations that went into effect during the report year (or recent years) and that may affect boaters in the state

Purpose of this Report

User instructions: In this section, insert narrative that describes what the report covers and important things to know about the statistics it contains, including, but not limited to:

A notation that the report covers Coast Guard reportable or state reportable (if they differ) recreational boating accidents for the [20XX calendar/report year]

[NOTE: Document the date the report data was pulled, as subsequent record updates would change the statistics presented here.]

A description of your state's accident reporting requirements / thresholds and whether and how they may vary from the federal reporting requirements

[NOTE: This is to explain why your state's statistics as reported here and the federal statistics reported in the U.S. Coast Guard's annual boating statistics report might not match. Even if your state's reporting requirements are the same as those of the federal, an explanation of possible differences might still be needed because the figures presented in the report will be based on what your state entered into BARD-Web prior to any recoding that the Coast Guard does to prepare the figures for the annual, national statistical summary.]

This summary also could include:

List of other agencies that are involved in investigating / reporting recreational boating accidents in your state;

Descriptions of any anomalies—for example, weather-related issues—important to understanding the year's statistics

HIGHLIGHTS

User instructions: Keep this to a one-page, bulleted summary of important, interesting accident statistics and other boating safety issues and trends, *most of which* will be detailed in the data tables later in the report, including:

Accident statistics

User instructions: The intention is to pull the total number of each; calculate percentage change from previous report [calendar] year (as available and pertinent); and calculate key rates and rate changes from previous year or over time (as available and pertinent). Bulleted statements would be constructed from these statistics:

Accidents

[Total number of accidents for report year]
[Percentage change from previous report year]

Deaths

[Total number of fatal accidents for report year]
[Percentage change from previous report year]
[Total number of fatalities for report year]
[Percentage change from previous report year]
[Rate for report year]
[Rate change from previous report year]

Injuries

[Total number of injury accidents for report year]
[Percentage change from previous report year]
[Total number of injured persons for report year]
[Percentage change from previous report year]

Property damage

[Total dollar amount property damage for report year]
[Percentage or dollar amount change from previous report year]

Loss of vessels

[Total number of vessel losses for report year]
[Percent change from previous report year]

HIGHLIGHTS (continued)

Other statistics

NOTE to USCG & CNSI: *The preference is to load these figures on registered vessels and education/certificates into BARD for the report pull. However, if that cannot occur in this initial version of the template, instruction would be included with the template as to where the compiler can get them (state's Certificate of Numbers and Performance Report Part II, respectively) and what should be included.*

Registered vessels

[Total number of registered vessels for report [calendar] year]
[Percentage change from previous report year(s)]

Boating education / students certified

[Total number of cards/certificates issued for report [calendar] year]
[Percentage change from previous report year(s)]

User instructions: Your state may opt to include other statistics, such as:

- Budget/finance figures
- Equipment/manpower figures
- Citations
- Vessel Safety Checks completed

Issues and Trends

User instructions: You will need to review your state's data to identify any issues and hot topics for the report year; trends; or significant changes from the previous report year. They could include:

- Alcohol/drug-related deaths (%)
- Deceased victims wearing and not wearing life jackets (%)
- Selected, primary cause(s) of accidents/deaths
- Particular vessel type(s) of interest
- Fishing or other activity (e.g., tubing) of particular interest to your state
- Drownings

LIST of DATA TABLES

NOTE to USCG & CNSI: *The following are the data tables presented on pp. 7-25. Those marked with an asterisk present side-by-side data for “All Accidents,” “Injury Accidents,” and “Fatal Accidents.”*

Accident Types (Primary Type) *
Accident Causes/Contributing Factors (Primary Cause/Factor) *
Accidents by Month *
Accidents by Day of Week *
Accidents by Time of Day *
Accidents by County *
Accidents by Vessel Type *
Accidents by Vessel Length *
Vessel Operation at Time of Accident *
Vessel Activity at Time of Accident *
Operator Boating Safety Education *
Operator’s Overall Boating Experience (in Hours) *
Operator’s Experience with the Vessel (in Hours) *
Operator Gender *
Operator Age *
Fatalities – Cause of Death
Fatalities – Life Jacket Use
Fatalities – Cause of Death and Life Jacket Use
Fatalities – Cause of Death and Vessel Type
Fatalities – Vessel Type and Life Jacket Use

DATA TABLES

Accident Types¹ (Primary Type)

	All Accidents	Injury Accidents ²		Fatal Accidents	
Accident Types	Number of Vessels Involved	Number of Vessels Involved ^{3, 4}	Total Persons Injured	Number of Vessels Involved ⁵	Total Fatalities
⁶					
Totals⁷					

User instructions:

1. Your state’s data on Accident Types (Primary only) is being pulled from the Vessel tab in BARD, not from the main Accident tab (i.e., not at the accident level). Use caution in interpreting the results.
2. The threshold for “Injury” is requirement of medical treatment beyond first aid.
3. Because your state’s data on Accident Types is being pulled from the Vessel tab in BARD, the numbers here will not necessarily match the Total (number of) Accidents. They will reflect the **number of Vessels** involved in Injury Accidents.
4. For purposes of this column, the Injury Accidents may include accidents involving Fatalities. As such, you should be aware that there is potential for crossover and double counting. While there will be accidents that are “injury only” and “fatality only,” there also could be accidents involving multiple vessels with injured persons and fatalities AND accidents involving single vessels that have more than one injured person. Although the U.S. Coast Guard does assign an overall, primary accident type to the accident in its offline database, the pull for this report is from data under the Vessel tab in BARD.
5. Because your state’s data on Accident Types will be pulled from the Vessel tab in BARD, the numbers here will not necessarily match the Total (number of) Accidents. They will reflect the **number of Vessels** involved in Fatal Accidents.
6. The Accident Types that are listed in this column will be based on whatever your state has entered.
7. Because your state’s data on Accident Types will be pulled from the Vessel tab in BARD and reflect the number of Vessels involved in these accidents, the totals presented for Accident Types may exceed the total number of Accidents. This is due to the potential for there to be multiple vessels associated with a single Accident.

Accident Causes/Contributing Factors (Primary Cause/Factor) ¹

	All Accidents	Injury Accidents ²		Fatal Accidents	
Accident Causes/ Contributing Factors	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
³					
Totals					

User instructions:

1. Your state’s data on Accident Causes/Contributing Factors (Primary only) is being pulled at the accident level—that is, from the main Accident tab in BARD. This is unlike the Accident Types, which are recorded on the Vessel tab. The caveats associated with the Accident Types table do not apply here. However, comparisons should **not** be made between this table and the Accident Types table.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. The Accident Causes/Contributing Factors that are listed in this column will be based on whatever your state has entered.

Accidents by Month ¹

	All Accidents	Injury Accidents ²		Fatal Accidents	
Month	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
January					
February					
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					
Totals					

User instructions:

1. Your state’s data on Accidents by Month is being pulled at the accident level—that is, from the main Accident tab in BARD. This is unlike the Accident Types, which are recorded on the Vessel tab. The caveats associated with the Accident Types do not apply here. However, comparisons should **not** be made between this table and tables pulled from the Vessel tab.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.

Accidents by Day of Week ¹

	All Accidents	Injury Accidents ²		Fatal Accidents	
Day of the Week	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
Sunday					
Monday					
Tuesday					
Wednesday					
Thursday					
Friday					
Saturday					
Totals					

User instructions:

1. Your state’s data on Accidents by Day of Week is being pulled at the accident level—i.e., from the main Accident tab in BARD. This is unlike the Accident Types, which are recorded on the Vessel tab. The caveats associated with the Accident Types do not apply here. However, comparisons should **not** be made between this table and tables pulled from the Vessel tab.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.

Accidents by Time of Day ¹

	All Accidents	Injury Accidents ²		Fatal Accidents	
Time of Day	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
12:00-1:59 a.m.					
2:00-3:59 a.m.					
4:00-5:59 a.m.					
6:00-7:59 a.m.					
8:00-9:59 a.m.					
10:00-11:59 a.m.					
12:00-1:59 p.m.					
2:00-3:59 p.m.					
4:00-5:59 p.m.					
6:00-7:59 p.m.					
8:00-9:59 p.m.					
10:00-11:59 p.m.					
Time Unknown					
Total					

User instructions:

1. Your state’s data on Accidents by Time of Day is being pulled at the accident level—that is, from the main Accident tab in BARD. This is unlike the Accident Types, which are recorded on the Vessel tab. The caveats associated with the Accident Types do not apply here. However, comparisons should **not** be made between this table and tables pulled from the Vessel tab.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.

Accidents by County ¹

County	Total Accidents	Number of Injury Accidents ²	Number of Fatal Accidents	Total Persons Injured	Total Fatalities	Total Property Damage (dollars)
Totals						

User instructions:

1. If a breakdown of Accidents by County is not of interest to your state, you may wish to describe or analyze accidents by other geographic or sub-state breakdowns or by bodies of water (see “*Template for In-Depth Analysis of Fatality Trends by Body of Water*” at www.nasbla.org/toolstemplates) or types of bodies of water (such as are used in Table 11 of the annual **USCG Recreational Boating Statistics**).
2. Your state’s data on Accidents by County is being pulled at the accident level—i.e., from the main Accident tab in BARD. This is unlike the Accident Types, which are recorded on the Vessel tab. The caveats associated with the Accident Types do not apply here. However, comparisons should **not** be made between this table and tables pulled from the Vessel tab.
3. The threshold for “injury” is requirement of medical treatment beyond first aid.

Accidents by Vessel Type ¹

	All Accidents ³		Injury Accidents ²³		Fatal Accidents ³	
Type of Vessel Involved	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴
¹						
Totals						

User instructions:

1. Until 2017, the Vessel Types data that are pulled for this table will be based on whatever your state has entered; beyond that date, however, CFR-authorized and standardized Vessel Type terms (11 broad categories) will be used.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns are based, respectively, on the total number of vessels involved in all of the accidents that occurred, in all of the injury accidents, and in all of the fatal accidents.

Accidents by Vessel Length ¹

	All Accidents ³		Injury Accidents ²³		Fatal Accidents ³	
Length of Vessel Involved	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴
<16 feet						
16 - <26 feet						
26 - <40 feet						
40 - <65 feet						
≥65 feet						
Unknown						
Totals						

User instructions:

1. Vessel Length breakdowns are the same as those used in the annual USCG *Recreational Boating Statistics*, with one exception—the final category is presented here as greater than or equal to 65 feet.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns are based, respectively, on the total number of vessels involved in all of the accidents that occurred, in all of the injury accidents, and in all of the fatal accidents.

Vessel Operation at Time of Accident ¹

	All Accidents ³		Injury Accidents ²³		Fatal Accidents ³	
Vessel Operation	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴	Number of Vessels	Percent of Vessels ⁴
¹						
Totals						

User instructions:

1. The Operation data that are pulled for this table will be based on whatever your state has entered for that field. In the future, if any or all of the standardized Operation entries (framework and terms) from the ERAC/USCG Accident Reporting Terms & Definitions Project (see <http://www.nasbla.org/toolstemplates>) are adopted for use by your state and/or the U.S. Coast Guard, then that would be the basis for this table.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns will be based, respectively, on the total number of vessels involved in **all** of the accidents that occurred, in **all** of the injury accidents, and in **all** of the fatal accidents.

Vessel Activity at Time of Accident ¹

NOTE to USCG & CNSI Given the complexity and potential confusion in interpreting the data for this element, preference would be to generate a chart or graph on activity instead of a table. See issues below.

All Accidents ³		
Vessel Activity ¹	Number of Vessels	Percent of Vessels ⁴
1		
Total		

Injury Accidents ^{2 3}		
Vessel Activity ¹	Number of Vessels	Percent of Vessels ⁴
1		
Total		

Fatal Accidents ³		
Vessel Activity ¹	Number of Vessels	Percent of Vessels ⁴
1		
Total		

Issues the charge team identified regarding constructing this as a table: Multiple activities can be recorded on the accident report. ONE activity out of the potential multiples would need to be identified and pulled to make this table (with its current columns) meaningful to the user.

However, the selection of one activity probably is NOT the primary interest in pulling this data. More likely the user would want to know **how many times the activity showed up**—so the percent shown would not be the percent of vessels, but rather the percentage associated with that activity showing up.

User instructions: (for table as presented; would be modified if a chart/graph is constructed)

1. The Activity data that are pulled for this table will be based on whatever your state has entered for that field, and currently, entries are linked to the Vessel. In the future, if any or all of the Activity entries (framework and terms) from the ERAC/USCG Accident Reporting Terms & Definitions Project are adopted for use by your state and/or Coast Guard, then Activity would be recorded by a broader Vessel Activity as well as a more targeted Immediate Activity of the operator and any victim(s) at the time of the accident. Calculations would then be based on the number of people involved as opposed to the number of vessels.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns will be based, respectively, on the total number of vessels involved in **all** of the accidents that occurred, in **all** of the injury accidents, and in **all** of the fatal accidents.

Operator Boating Safety Education ¹

	All Accidents ³		Injury Accidents ^{2 3}		Fatal Accidents ³	
Type of Education	Number of Operators	Percent of Operators ⁴	Number of Operators	Percent of Operators ⁴	Number of Operators	Percent of Operators ⁴
1						
Totals						

User instructions:

1. The Boating Safety Education Types that are pulled for this table will be based on whatever your state has entered.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns will be based, respectively, on the total number of operators involved in all of the accidents that occurred, in all of the injury accidents, and in all of the fatal accidents. It will not delete those whose education or instruction is unknown.

Operator’s Overall Boating Experience (in Hours) ¹

Hours of Experience ²	All Accidents ⁴		Injury Accidents ^{3 4}		Fatal Accidents ⁴	
	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵
No experience						
Under 10 hours						
10 to 100 hours						
101 to 500 hours						
Over 500 hours						
Unknown						
No operator						
Total						

User instructions:

1. Some states capture both the operator’s overall boating experience and the operator’s experience with the specific vessel on which the accident occurred. Others may capture just the overall experience. This table is intended to capture the overall operating experience; the next table captures the hours of operating experience with the vessel. If your state does not capture data for one of these tables, the data pull will result in a blank table. You will be able to delete it once the report is generated. However, if your state captures data for both types of experience and the report generates results for both, you should **not** merge the counts--that is because the hours of experience recorded for a specific vessel are likely to be a subset of the hours recorded for the overall experience.
2. The breakdowns for the hours of operating experience that appear in this table are the same as those used in the annual USCG *Recreational Boating Statistics*.
3. The threshold for “injury” is requirement of medical treatment beyond first aid.
4. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
5. The calculations for the percent columns will be based, respectively, on the total number of operators involved in **all** of the accidents that occurred, in **all** of the injury accidents, and in **all** of the fatal accidents. It will **not** delete those whose number of hours of experience was unknown.

Operator’s Experience with the Vessel (in Hours) ¹

	All Accidents ⁴		Injury Accidents ^{3 4}		Fatal Accidents ⁴	
Hours of Experience ²	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵
No experience						
Under 10 hours						
10 to 100 hours						
101 to 500 hours						
Over 500 hours						
Unknown						
No operator						
Total						

User instructions:

1. Some states capture both the operator’s overall boating experience and the operator’s experience with the specific vessel on which the accident occurred. Others may capture just the overall experience. This table is intended to capture the hours of operating experience with the vessel; the previous table captures the overall operating experience. If your state does not capture data for one of these tables, the data pull will result in a blank table. You will be able to delete it once the report is generated. However, if your state captures data for both types of experience and the report generates results for both, you should **not** merge the counts—that is because the hours of experience recorded for a specific vessel are likely to be a subset of the hours recorded for the overall experience.
2. The breakdowns for the hours of operating experience that appear in this table are the same as those used in the annual USCG *Recreational Boating Statistics*.
3. The threshold for “injury” is requirement of medical treatment beyond first aid.
4. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
5. The calculations for the percent columns will be based, respectively, on the total number of operators involved in **all** of the accidents that occurred, in **all** of the injury accidents, and in **all** of the fatal accidents. It will **not** delete those whose number of hours of experience was unknown.

Operator Gender ¹

	All Accidents ³		Injury Accidents ^{2 3}		Fatal Accidents ³	
Gender ¹	Number of Operators	Percent of Operators ⁴	Number of Operators	Percent of Operators ⁴	Number of Operators	Percent of Operators ⁴
Male						
Female						
Gender unknown						
Totals						

User instructions:

1. Since the collection and recording of Operator Gender is not required in CFR, it is possible that your state may not have values for this table. If you do not capture this data, the table will be blank and you can delete it from your report.
2. The threshold for “injury” is requirement of medical treatment beyond first aid.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The calculations for the percent columns will be based, respectively, on the total number of operators involved in **all** of the accidents that occurred, in **all** of the injury accidents, and in **all** of the fatal accidents. It will **not** delete those for whom the gender was recorded as “unknown.”

Operator Age^{1 2}

Operator Age ²	All Accidents ³		Injury Accidents ^{3 4}		Fatal Accidents ³	
	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵	Number of Operators	Percent of Operators ⁵
0 to 10						
11 to 20 ⁶						
21 to 30						
31 to 40						
41 to 50						
51 to 60						
61 to 70						
71 to 80						
81+						
Unknown						
Totals						

User instructions:

1. For accidents with an operator.
2. This table pulls your state’s data into more--and more equally sized--age ranges than those used in the annual USCG *Recreational Boating Statistics*. If your state needs to make a direct comparison to the national statistics, you can request a separate data pull from the Coast Guard to align the data.
3. Be aware that there could be crossover in this table as a single incident could involve both non-fatal injuries and fatalities.
4. The threshold for “injury” is requirement of medical treatment beyond first aid.
5. The calculations for the percent columns will be based, respectively, on the total number of operators involved in all of the accidents that occurred, in all of the injury accidents, and in all of the fatal accidents. It will not delete those for which the operator’s age is unknown.
6. Although there are more age groupings here than are used in the annual *Recreational Boating Statistics*, your state might still wish to drill deeper into some of the categories—for example, the second category (11 to 20 years) to further delineate minors from adult boaters, as legally defined, or to more closely align the age ranges with specific regulations or other interests in analyzing your data. Since there are varying requirements and likely variation in such interest across the states, this template table does not attempt further breakdowns beyond what is presented here. **NOTE to Team, USCG & CNSI:** The final product will need to include instruction in how to query the state’s data to meet certain needs.

User instructions (and to USCG & CNSI, a request for confirmation of the description of how the report timeframe will be set and multiple years of data pulled)

The last set of data tables cover boating fatalities, cause of death, and life jacket use. Two basic tables present cause of death and life jacket wear—data elements identified for possible coverage in the **Issues and Trends** section of the report **HIGHLIGHTS**. Three additional combination tables give ~~you~~ the opportunity to make some comparisons between cause of death and life jacket use, cause of death and vessel types, and life jacket use and vessel types.

However, if your state experiences a comparatively small numbers of boating fatalities, such tables might not yield meaningful information for a single report year. As a result, the **timeframe for pulling the data in these and perhaps some of the other tables in the template might need to vary from one year to multiple years (e.g., five or even 10 years)**.

This template will allow you to pick the start and end date for the entire report. But since it does not allow for varied timeframe selections within the pull of a single report, you will need to run more than one report to generate tables that would be more meaningful with multiple years of data. You can cut and paste the tables as needed.

Fatalities--Cause of Death

Boating Fatalities		
Cause of Death ¹	Number of Fatalities	Percent of Fatalities
Total		

User instructions:

1. The Cause of Death options that appear in this table will be based on whatever your state has entered.

NOTE to Team, USCG & CNSI: additional instruction to the user may be necessary; to be determined as template table is developed in system.

GENERAL NOTE to Team, USCG & CNSI regarding life jacket wear tables: In response to a question posed in the last version of working document (i.e., for tables that address life jacket use, would it be useful to include whether or not one had been available?), one commenter (SD BLA) indicated that presenting life jackets worn and available (onboard) would be good; they document both. However, the team has no idea whether that information is widely captured and can be pulled from BARD for purposes of this report. Team would like to further explore this as the template is developed in system.

Fatalities -- Life Jacket Use

Status	Number of Fatalities	Percent of Fatalities
Life Jacket Worn		
Life Jacket Not Worn		
Life Jacket Use Unknown		
Total		

NOTE to Team, USCG & CNSI: instruction to the user will be necessary; content to be determined as template table is developed in system.

Fatalities -- Cause of Death and Life Jacket Use ¹

	Life Jacket Use Status		
Cause of Death ²	Worn	Not Worn	Use Unknown
Total Fatalities			

User instructions:

1. This table might require a multi-year data pull to present meaningful information.
2. The Cause of Death options that appear in this table will be based on whatever your state has entered.

NOTE to Team, USCG & CNSI: additional instruction to the user will be necessary; content to be determined as template table is developed in system and final decisions are made as to feasibility of including/excluding the “life jacket available (onboard)” data (percent column(s) may also be added, dependent on those decisions).

FATALITIES -- Cause of Death and Vessel Type ¹

	Vessel Types ³		
Cause of Death ²			
Total Fatalities			

User instructions:

1. This table might require a multi-year data pull to present meaningful information.
2. The Cause of Death options that appear in this table will be based on whatever your state has entered.
3. Until 2017, the Vessel Types data (categories across the top of this table) will be based on whatever your state has entered; beyond that date, however, CFR-authorized and standardized Vessel Type terms (11 broad categories) will be used (see also **Accidents by Vessel Type** table, p. 13).

NOTE to Team, USCG & CNSI: additional instruction to the user may be necessary; content to be determined as template table is developed in system.

Fatalities -- Vessel Type and Life Jacket Use ¹

	Life Jacket Use Status		
Vessel Type ²	Worn	Not Worn	Use Unknown
Total Fatalities			

User instructions:

1. This table might require a multi-year data pull to present meaningful information.
2. Until 2017, the Vessel Types data that are pulled for this table will be based on whatever your state has entered. Beyond that date, however, CFR-authorized and standardized Vessel Type terms (11 broad categories) will be used.

NOTE to Team, USCG & CNSI: additional instruction to the user will be necessary; content to be determined as template table is developed in system and final decisions are made as to feasibility of including/excluding the “life jacket available (onboard)” data (percent column(s) may also be added, dependent on those decisions).