

stakeholders as may be identified should be formed to help make vessel determinations periodically. When the Coast Guard undertakes its internal review of the entire vessel determination process (per the mention in recommendation 4.1.5.1) and makes any revisions to the process, it should also describe how a state would request a vessel determination under such process.

**4.1.5 Following are recommendations regarding certain vessel determinations already issued by the Coast Guard:**

- 4.1.5.1** “Paddleboard” and “Kiteboard” have both been deemed by the Coast Guard to be vessels when “outside the narrow limits of a swimming, surfing or bathing area.”

**Recommendation: “Paddleboard” and “Kiteboard” should be retained on the current list of vessel determinations pending the Coast Guard’s internal review of the entire vessel determination process.**

- 4.1.5.2** “Argo Amphibious ATV” is a device equipped with 6x6 or 8x8 wheel drives capable of land speeds up to 22 mph and floating on water with speeds up to 2.5 mph, using tire treads to propel through the water; some models also may be equipped with an outboard motor. While on the water, the device is considered by the Coast Guard to be a vessel.

**Recommendation: This vessel determination—the vessel term “Argo Amphibious ATV” and its definition—should be revised so that it is more representative of all amphibious craft and not just specific to one manufacturer.**

- 4.1.5.3** “Gold dredge” is a device of traditional hull types (e.g., monohull, pontoon, etc.), propelled by propulsion machinery (typically outboard motors) used to mine gold off the ocean floor. The devices have been deemed vessels by the Coast Guard.

**Recommendation: “Gold dredge” should be retained on the list of devices the Coast Guard has determined to be vessels.**

- 4.1.5.4** “Float tube” is a tube (typically encased rubber inner tube(s) or a hard-plastic tube) that has a built-in seat, with the operator’s legs sticking through the seat and dangling in the water below the tube. They often have small storage compartments for fishing or gear. The operator, typically a fisherman, wears swim fins to manually steer and/or propel the craft, and often wears chest waders to maintain heat and stay dry. Non-motorized float tubes are propelled by the use of the swim fins; motorized float tubes are propelled by an electric or hand pump motor, with the operator using the swim fins to steer the craft and sometimes to assist in its propulsion.

**Recommendation: A “Float Tube” that is propelled by feet or fins should not be considered a “vessel” as it is similar to an unmodified innertube. A motorized “Float Tube,” on the other hand, should be considered a “vessel” (i.e., it would be designated as an “Open Motorboat”).**

**5. INCIDENT REPORT DATA ELEMENTS, FIELDS, AND DEFINITIONS (see also Incident Report Data Elements summary chart, and the five report category lists)**

Current federal regulation (33 CFR 173.57) details the collection of information on a recreational boating incident report that is then submitted by the State Reporting Authority to the Coast Guard according to the requirement in 33 CFR 173.55. Over the years, additional incident data elements, beyond what are prescribed in regulation, but still within the scope of the National RBS Program, have been included for collection in support of the goals and strategies of the Program. The compilation is then presented by the Coast Guard in its annual recreational boating statistics under the authority of 46 U.S.C. § 6102.

Recommendations presented in this document thus far have outlined the gathering and submission of preliminary information following notification of an incident (recommendation 1.9) and the projected timeline for the State Reporting Authority to submit “all information” about that incident to the Coast Guard (recommendation 3.1). In developing the following series of recommendations as to what should constitute “all information,” project workgroup members weighed the most critical components of a final report to the Coast Guard—that is, the data elements or broad categories of data for national collection along with the related fields or descriptive selections for each element.

The data currently prescribed in 33 CFR 173.57 and on the Coast Guard Boating Accident Report form (CG-3865) was reviewed and evaluated for relevance and utility. Elements were identified for retention, modification, deletion, or in several cases, were identified as worthy of new collection. The data elements are presented in this section and also summarized in the **Incident Report Data Elements Summary Chart**. In this section, when there is a large volume of information, the detail is not presented in the recommendation, but instead appears in one of the five appended report category lists. Unless otherwise noted as optional/voluntary/at the State’s discretion, the recommendations are for mandatory collection nationally, with all jurisdictions employing the same terms and definitions for the sake of consistency and accuracy; for easier analysis of critical factors associated with boating incidents; and to help inform development of national- and State-level safety policies, programs and campaigns. The expectation is that while the incident report data collection form would be referenced in an updated regulation, the actual data items would be incorporated into a policy document that could be refreshed more frequently to adapt to changing recreational boating safety issues and needs.

## 5.1 ENVIRONMENTAL / EXTERNAL

- 5.1.1 Data on the Overall Weather Conditions should continue to be collected, with preference for the following basic options: Clear, Cloudy, Foggy/Hazy, Raining, Snowing, Other. Consideration should be given to providing guidance for the selections in a “best practices” document.
- 5.1.2 Data on Visibility should continue to be collected, with preference for the following basic options: Good, Fair, Poor. Consideration should be given to developing parameters or other guidance in a “Best Practices” document to help better define these Visibility options.
- 5.1.3 Data on Wind should continue to be collected, with preference for the following options: no wind (0 mph), light (1-6 mph), moderate (7-14 mph), strong (15-25 mph), stormy (>25 mph), and an additional option of “unknown.”
- 5.1.4 Data on Air Temperature should continue to be collected, but with the following changes: mandatory selection from a range of air temperatures (in Fahrenheit) defined as “Under 30, 30-39, 40-49, 50-59, 60-69, 70-79, 80-89, 90-99, 100 and above, and unknown”; and a field for voluntary reporting of an actual/estimated temperature (in Fahrenheit).
- 5.1.5 Data on Day and Night as light conditions should continue to be collected, but with better definition (considering sunrise to sunset--inclusive of dawn and dusk--as “Day” and adding a check box for “twilight”).
- 5.1.6 Data on Overall Water Conditions should continue to be collected, with preference for the following options as defined (and from which there could be multiple selections): calm (waves 0 to 6”), choppy (waves >6” to 2’), rough (waves >2’ to 6’), very rough (waves >6’), strong current, other, and unknown.
- 5.1.7 Data on Water Temperature should continue to be collected, but with the following changes: mandatory selection from a range of water temperatures (in Fahrenheit) defined as “Under 28, 28-39, 40-49, 50-59, 60-69, 70-79, 80-89, 90 and above, and unknown”; and a field for voluntary reporting of an actual/estimated temperature (in Fahrenheit).

## 5.2 WHERE AND WHEN THE INCIDENT OCCURRED

- 5.2.1 The collection of Coordinates for the incident should be mandatory IF the future reporting system can facilitate documentation based on existing geographical information when the

coordinates are not otherwise readily available. Appropriate, related guidance and a standard format for entering the data should be developed.

5.2.2 Other elements associated with location, including names of the County, State, Body of Water, and Type of Body of Water, should be collected. Location on Water should be retained, but no attempt should be made to try to standardize entries

5.2.3 Data on the Nearest City/Town should be retained for voluntary collection.

5.2.4 The Date and Time of the Incident should continue to be collected. Time of the incident should be recorded in the 24-hour time format, and the reporting system should afford the ability to mark a time as "unknown."

5.2.5 There should be an element and field that accommodates the State's recording of the Date the State Reporting Authority was notified of the incident.

### 5.3 VESSEL CHARACTERISTICS

5.3.1 The Number of Vessels involved in the incident should continue to be collected.

5.3.2 The Name, Make, Model, Model Year, HIN, Registration Number and Document Number (if available) should be collected.

5.3.3 The Ownership Status of the Vessel should continue to be collected. The preferred options are Owned, Rented, and Borrowed, with the addition of an "Other" field.

5.3.4 The Number of Engines should continue to be collected.

5.3.5 The collection of Engine Manufacturer data should only be mandatory if the engine is determined to be a factor in the incident. If the engine manufacturer data is not available (e.g., if the engine is not recoverable), then that should be documented in the system.

5.3.6 The collection of the Engine Serial Number should be mandatory only if the engine is determined to be a factor in the incident. If the serial number is not available (e.g., if the engine is not recoverable), then that should be documented in the system.

5.3.7 The Engine Drive Type should continue to be collected, with drop-downs for the CFR-authorized options to incorporate additional engine styles. The options should be Inboard, Outboard, Pod Drive, Sterndrive, Unknown, and Other. Airboat Engine should be included in a drop-down for Inboard. Shallow / Surface Drive should be included in a drop-down for Outboard. All of the engine drive types should be more clearly described in "Best Practices."

5.3.8 Horsepower/CCs/Pounds of Thrust should be collected. If the data is not available, then that should be documented in the system.

5.3.9 There should be mandatory collection of data on Overpowering if it was a factor in the incident. There should be a checkbox to indicate overpowering and a text field to document the rated horsepower.

5.3.10 The Fuel Type should continue to be collected, with the following options: the CFR-authorized Gas, Diesel, Electric, and Other. Additional fields should include No Fuel and Unknown.

5.3.11 The Hull Material Type should continue to be collected, with the following options: the CFR-authorized Fiberglass, Aluminum, Plastic, Rubber/vinyl/canvas, Steel, Wood, Other, and Unknown. The primary hull material should be identified for each vessel so that data will match VIS/SNS. The State should be able to document secondary and tertiary hull material types if the vessel is made of more than one material. There should be guidance in the "best

practices” document as to which primary hull material type should be selected in the event a vessel is constructed with more than one material.

- 5.3.12 The list of Vessel Subtypes that was approved by NASBLA membership in 2013 as part of the NASBLA/ERAC and USCG Terms and Definitions Project and that roll up into the primary vessel types mandated in CFR should be made available for the States’ use as part of the anticipated revamp of the reporting system. The States’ collection of data on these subtypes would be voluntary; however, if a State chooses to record vessel subtypes, it should select from the subtype options on this list. (See the 2013 Vessel Sub-Types for Use with Authorized Vessel Types approved list with markups and notes reflecting the current project’s recommendations.)
- 5.3.13 The Vessel Types (included as authorized and defined per the Coast Guard’s 2012 Final Rule on SNS, VIS, BARD; 33 CFR 173.3 and 173.57), should be modified to remove one of the authorized types---"Inflatable Boat." If such a CFR change occurs, then the vessel subtypes list from the 2013 NASBLA/ERAC and USCG Terms and Definitions Project referenced above (in 5.3.12) should also be modified to move “whitewater raft” (which is currently a subtype under Inflatable) to the vessel type “Rowboat.” (See the 2013 Vessel Sub-Types for Use with Authorized Vessel Types approved list with markups and notes reflecting the current project’s recommendations.)
- 5.3.14 Whether or not "Inflatable Boat" is ever removed as one of the Vessel Types authorized in CFR, there should still be a separate check box on the report form to record Inflatable Construction. (See the 2013 Vessel Sub-Types for Use with Authorized Vessel Types approved list with markups and notes reflecting the current project’s recommendations.)
- 5.3.15 The Overall Length of the Vessel (in feet) should continue to be collected.
- 5.3.16 The data elements Depth from transom to keel and Beam width at widest point, both currently written into regulation, should be removed from regulation and future reporting requirements.
- 5.3.17 There should be mandatory collection of Safety equipment/gear recorded at the scene of incidents involving paddlecraft. This should help in determining whether the equipment carried/available was appropriate for mitigating the risks involved with the specific type of vessel(s) and activity.

The specialized lists of items should be:

- Standup paddleboard: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Leash; Helmet; Communications Device (with text field to describe).
- Canoe: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Helmet; Communications Device (with text field to describe).
- Kayak: Wet suit; Drysuit; Paddle (whether it was appropriate for vessel, and whether it was intact); Helmet; Spray skirt; Dewatering Device (note if not applicable); Communications Device (with text field to describe).

## 5.4 INCIDENT DETAILS

- 5.4.1 The Number of People Onboard and Number of People Towed should continue to be collected, but there should also be a field for Total People based on these entries. The purpose would be to help ensure against the double counting of any person(s) who had been onboard the vessel, but were being towed at the time of the incident. The future reporting system should accommodate an automatic calculation of the Total; however, it should also feature an override to allow manual entry of Total People in case the breakdown of number of people onboard and number being towed is unknown, but the Total People is known.

- 5.4.2 The Accident Types/Events list approved in 2012 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project---and as modified during the current project workgroup discussions in March 2018, and again in March 2019 and January 2020---should be adopted for national data collection. As part of this, the report category title should be changed to "Incident Events." (See the 2012 Accident Types/Events approved list with markups and notes reflecting the current project's recommendations.)
- 5.4.3 The Operation of the Vessel list approved in 2013 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project--and as modified during the current project workgroup discussions in March 2018---should be adopted for national data collection. (See the 2013 Operation of the Vessel at the Time of the Accident approved list with markups and notes reflecting the current project's recommendations).
- 5.4.4 The Activity--Use of the Vessel/Immediate Activity at Time of Accident list approved in 2013 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project---and as modified during current project workgroup discussions in March 2018 and again in January 2020---should be adopted for national data collection. (See the 2013 Activity: Use of the Vessel and Activity at the Time of the Accident approved list with markups and notes reflecting the current project's recommendations.)
- 5.4.5 The Contributing Factors/Causes list approved in 2012 by NASBLA membership as part of the NASBLA/ERAC and USCG Terms and Definitions Project---and as modified during the current project workgroup discussions in March-April 2018 and again in January 2020---should be adopted for national data collection. (See the 2012 Contributing Factors/Causes approved list with markups and notes reflecting the current project's recommendations.)
- 5.4.6 Regarding vessel design or hull characteristics that might have contributed to an incident, a question should be added for mandatory data collection. *"Is there a possibility that any features or design characteristics of the vessel may have contributed to this accident? \_\_\_\_"* A check-off in this field would indicate "yes," and require follow-up description in the narrative. Appropriate examples and guidance should be developed and included in a "best practices" document for the officer/investigator to consider in responding.
- 5.4.7 Retain the current Incident Description or Narrative for submission to the Coast Guard, but change the label to Synopsis or Executive Summary to distinguish it from a detailed narrative

## 5.5 DAMAGES TO VESSELS AND OTHER PROPERTY

- 5.5.1 There should be a mandatory data collection on each vessel and total non-vessel property damages, with States having the option of submitting actual/estimated dollar amounts and/or using the following four ranges (referred to here as "buckets") for this purpose: <\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000. There should be a description/definition of what "non-vessel property" means in the "Best Practices" document to be developed.
- 5.5.2 For the mandatory collection of vessel damage, an actual/estimated dollar amount should be submitted or a bucket should be selected for each vessel (<\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000).
- 5.5.3 For the mandatory collection of non-vessel property damage associated with the incident (e.g., boating infrastructure that's been damaged, etc.), an actual/estimated dollar amount should be submitted or a single bucket should be selected (<\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000).
- 5.5.4 If the four buckets are used to capture vessel or non-vessel property damage estimates, for purposes of reporting out on these damages, the Coast Guard and States should assign a single dollar value to each bucket.

- 5.5.5 If the four buckets are used to capture vessel or non-vessel property damage estimates, the future reporting system should prompt a user to indicate whether an incident actually met the federal damage threshold of \$2,000 if there are two or more buckets of <\$2,000 selected in the report.

## 5.6 PEOPLE ASSOCIATED WITH THE VESSEL(S) INVOLVED IN THE INCIDENT

- 5.6.1 The Vessel OWNER's Name and Address (basic contact information) should continue to be collected nationally. But as part of this, there should be a field for an officer/investigator to explain if information about/identity of the owner is unknown or cannot be obtained.
- 5.6.2 The following identity and contact information on the Vessel OPERATOR(s) involved in the incident should be collected nationally: Name, Address, Phone Number; Date of Birth; and Sex (M/F/Unknown). The operator's Age could be automatically calculated based on the Date of Birth and Date of the Incident, but there should be a voluntary field to document an "Approximate Age" in the event a Date of Birth is not available. There should also be a field for an officer/investigator to explain if any of the information about/identity of the operator(s) is unknown or cannot be obtained.
- 5.6.3 The following identity and contact information on Victims of the incident -- the Injured and Deceased/Disappeared -- should be collected nationally: Name, Address, Date of Birth; and Sex (M/F/Unknown). The victim's Age could be automatically calculated based on the Date of Birth and Date of the Incident, but there should be a voluntary field to document an "Approximate Age" in the event a Date of Birth is not available.
- 5.6.4 Identity/contact information on Property Owners or on Witnesses or Passengers---unless they were victims in the incident---should not be required for national collection.
- 5.6.5 Vessel OPERATOR(s) and Victim(s) identifiers beyond those indicated in the previous statements should be left for the States to consider and use or not use (such identifiers might include email, other contact info, race, language, etc.).
- 5.6.6 Currently, the element OPERATOR(s)' Boating Safety Education focuses on the source of instruction completed. In the future, the element should focus on whether the operator was required to have instruction in the State of operation. If "yes," did the operator meet that requirement? and if "no," did the operator take a course anyway?
- 5.6.7 Currently, OPERATOR Experience focuses on the operator's hours of experience (via range of hours) with the type of vessel involved in the incident. In the future, this element should capture: 1) whether the operator ever operated that type of vessel before (yes/no), with voluntary completion of a follow-up, fill-in estimate of hours of experience; and 2) a voluntary question as to whether the operator had experience boating at that location before (yes/no), with a voluntary follow-up, fill-in estimate of the number of times at that location.
- 5.6.8 Data on the following safety measures should be collected nationally for the Vessel OPERATOR(s): whether an engine cutoff device was used or leash was worn at the time of the incident, and whether the proper item was used, properly attached, and in proper condition.
- 5.6.9 For the Vessel Operator and ALL victims -- injured and deceased -- there should be national collection of Alcohol use (yes/no, with BAC optional); BUI arrest information (as applicable); Drug use (legal and illegal, yes/no, with drop-down menu for selecting options from among the following drug categories, which are also used in motor vehicle crash reports: cannabis (marijuana), depressants, stimulants, hallucinogens, inhalants, narcotic analgesics, other drug(s))
- 5.6.10 For ALL victims -- injured and deceased -- there should be a mandatory national collection of data on Life Jacket use. If the life jacket was a factor in the incident then the following

detail should be mandatory: Type of life jacket; whether inherently buoyant or inflatable; whether serviceable; whether properly used; and whether of proper size.

**5.6.11** The Coast Guard should consult the medical community to develop standardized fields for Cause of Death. This should include seeking the appropriate terminology for describing deaths due to “natural causes” and determining whether and how “hypothermia” should be used.

**5.6.12** In reference to Drownings, consideration should be given to using the following standard terminology to report outcomes: 1) instead of the current "Death-by drowning," use "Drowning, fatal"; and 2) in the case of an injury, use "Drowning, non-fatal."

\*Source and definitions regarding drownings used in developing this recommendation:

<http://www.surfersmedicalassociation.org/drowning-sea-misinformation-drydrowning-secondary-drowning-andrew-schmidt-d-o-mph/> The medical definition of drowning is “the process of experiencing respiratory impairment from submersion/immersion in liquid.” (Definition of Drowning: A Progress Report. Bierens J, Drowning 2e. Berline: Springer, 2014.) Drowning has only three outcomes: fatal drowning, nonfatal drowning with injury or illness, or nonfatal drowning without injury or illness.”

**5.6.13** Regarding Cause of Death, there should be a field that would allow the officer/investigator to write a fatality synopsis.

**5.6.14** There should continue to be mandatory collection of the primary injury for persons injured in the incident (those who meet the threshold). The capture of any secondary injuries should be optional.

**5.6.15** For injured persons (those who meet the threshold), the references to body parts/areas of injury should be standardized. If the current categories in the national statistics are used, the term "whole body" should replace "body" to distinguish from "trunk."

**5.6.16** For injured persons (those who meet the threshold), the references to the nature of injury should be standardized. If the current categories in the national statistics are used as a basis, the following terms should be removed, retained pending further information, or introduced: remove "scrape/bruise" (in accordance with revised injury definition); retain "hypothermia" pending consultation with the medical community on usage; introduce "drowning, non-fatal" (see recommendation 5.6.12).

## **6. REPORT DATA INPUT FORMATS (preliminary – will be addressed in more detail in Phase 2 of project)**

The second phase of this project will focus on recommendations for a revised reporting system. However, throughout its discussions in this first phase, the project workgroup identified areas where the current system is deficient and also noted aspects of the proposed, revised incident report structure that will need to be accommodated. In its discussions on feedback received from the States during the comment periods, the workgroup emphasized the need for training not only personnel doing the field investigations, but also persons administering the reporting system. The following recommendations are associated with general data entry and methods for documenting injury and damage information outside of the federal regulatory thresholds for reporting.

**6.1** The future reporting system should accommodate both on-site entry of report data through mobile platforms and manual entry of report data into fillable, printable PDF forms that would allow content to be transferred into the system.

**6.2** In the future, revisions to the reporting system should accommodate the least burdensome method for documenting basic injury or damage information that does not meet the injury or damage threshold but is associated with an otherwise reportable incident. (For example, a field that would allow recording of the number of persons who had injuries below the federal threshold; an officer/investigator would not be expected to fill out an injury record for a person whose injury did not meet the injury threshold. “Best practices” documentation and training should provide guidance on an injury that does not meet the injury or damage threshold, but is associated with an otherwise reportable incident).

## RECOMMENDED INCIDENT REPORT DATA ELEMENTS - FIELDS - DEFINITIONS FOR NATIONAL COLLECTION -- SUMMARY CHART

ELEMENTS	FIELDS/OPTIONS
<b>ENVIRONMENTAL/EXTERNAL CONDITIONS</b>	
<b>WEATHER</b>	
Overall Weather Conditions	clear, cloudy, foggy/hazy, raining, snowing, other (with guidance for the selections)
Visibility	good, fair, poor (with parameters/other guidance to better define the options)
Wind	no wind (0 mph), light (1-6 mph), moderate (7-14 mph), strong (15-25 mph), stormy (>25 mph), and an additional option of "unknown."
Air temperature	mandatory selection from range of air temperatures in °F: under 30, 30-39, 40-49, 50-59, 60-69, 70-79, 80-89, 90-99, 100 and above, and "unknown"; voluntary reporting of actual/estimated temperature in °F
Day/Night (as light conditions)	day, night (with improved definition; for e.g., sunrise/to sunset-inclusive of dawn and dusk-as "day" and adding a checkbox for "twilight")
<b>WATER</b>	
Overall Water Conditions	calm (waves 0 to 6"), choppy (waves >6" to 2'), rough (waves >2' to 6'), very rough (waves >6'), strong current, "other" and "unknown" (with option for multiple selections)
Water temperature	mandatory selection from range of water temperatures in °F: under 28, 28-39, 40-49, 50-59, 60-69, 70-79, 80-89, 90 and above, and "unknown"; voluntary reporting of actual/estimated temperature in °F
<b>WHERE and WHEN INCIDENT OCCURRED</b>	
Coordinates	mandatory collection if future reporting system can facilitate documentation based on existing geographical information when coordinates not otherwise available; determine standard format for entering coordinates data
Location on water	enter description as available (no standard format)
County, State, Body of water, Type of body of water	enter names/descriptions; preference for "hard coding" of type of body of water when information is entered into system.
Nearest City/Town	enter name (voluntary collection)
Date, Time	record in 24-hour time format; allow "unknown"
Notification date (state's recording of date when State Reporting Authority was notified of incident)	format of field to be determined
<b>VESSEL CHARACTERISTICS</b>	
Number of vessels involved in incident	enter number
<b>VESSEL IDENTIFICATION</b>	
Name of each vessel	enter name
Make, model, model year	enter information



ELEMENTS	FIELDS/OPTIONS
HIN, registration number, document number (if available)	enter / record as available
Vessel ownership status	owned, rented, borrowed, "other" (describe)
<b>ENGINE</b>	
Number of engines	enter number
Engine manufacturer	enter manufacturer name (mandatory, if engine a factor); document if "unknown"
Serial number	enter number (mandatory, if engine a factor); document if "unknown"
Engine drive type	All authorized drive types per CFR: inboard, outboard, pod drive, sterndrive, other, "unknown"; additional fields: Airboat engine in drop-down for Inboard. Shallow / Surface Drive in drop-down for Outboard.
Horsepower, CCs, pounds of thrust	enter total (not per engine)
Overpowering	check box if factor in incident; text field to document rated horsepower
Fuel type	All authorized fuel types per CFR: gas, diesel, electric, other: additional fields : "unknown," and no fuel
<b>HULL MATERIAL</b>	
Hull material type	All authorized hull material types per CFR: fiberglass, aluminum, plastic, rubber/vinyl/canvas, steel, wood, other, plus an "unknown." Identify primary material for each vessel; for poly-construction, allow recording of secondary, tertiary material types
Inflatable construction	check box to record inflatable construction (see Vessel Type below)
<b>VESSEL TYPE and SUBTYPES</b>	
Vessel type	All authorized vessel types per CFR: Cabin motorboat, Open motorboat, Auxiliary sail, Pontoon boat, Inflatable, Houseboat, Sail (only), Rowboat, Airboat, PWC, Other [Note: further recommendations to seek regulatory removal of Inflatable as a "type" and instead use checkoff to indicate "inflatable" regarding hull construction/material]
Vessel subtypes	See Vessel Sub-Types for Use with Authorized Vessel Types
<b>SIZE ESTIMATES</b>	
Overall length	enter in feet
<b>SAFETY EQUIPMENT/GEAR for PADDLECRAFT (available? Used?)</b>	
Standup paddleboard	wet suit, drysuit, paddle (whether appropriate for vessel, whether in tact), leash, helmet, communications device (describe), "unknown"
Canoe	wet suit, drysuit, paddle (whether appropriate for vessel, whether in tact), helmet, communications device (describe), "unknown"
Kayak	wet suit, drysuit, paddle (whether appropriate for vessel, whether in tact), helmet, spray skirt, dewatering device (if applicable), communications device (describe), "unknown"
<b>INCIDENT DETAILS</b>	
Number of people onboard	enter number

ELEMENTS	FIELDS/OPTIONS
Number of people towed	enter number
Total people	automatic calculation in future reporting system, with override allowing manual entry of number
<b>INCIDENT EVENTS</b>	See Accident Types/Events
<b>OPERATION OF THE VESSEL</b>	See Operation of the Vessel
<b>ACTIVITY--USE OF THE VESSEL/IMMEDIATE ACTIVITY AT TIME OF INCIDENT</b>	See Activity
<b>INCIDENT CAUSES / CONTRIBUTING FACTORS</b>	See Contributing Factors/Causes
Possibility of vessel / hull design characteristics as contributors?	check off response and follow-up narrative description for "Is there a possibility that any features or design characteristics of the vessel may have contributed to this accident? ____"
Incident Synopsis / Executive Summary	renamed to more clearly distinguish the incident description for submission to the Coast Guard from more detailed report narrative
<b>DAMAGES TO VESSELS and OTHER PROPERTY</b>	
Damage estimates (vessel)	Four "buckets" (ranges) to capture damage estimates, with a bucket captured for each vessel; <\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000; mandatory collection, but option for States to use either the buckets or actual/estimated dollar amounts
Damage estimates (non-vessel property)	Four "buckets" (ranges) to capture damage estimates, with a single bucket to capture non-vessel property damage associated with incident; <\$2,000, \$2,000-<\$5,000, \$5,000-<\$10,000, and ≥\$10,000; mandatory collection, but option for States to use either the buckets or actual/estimated dollar amounts
Description of damage	describe
<b>PEOPLE ASSOCIATED WITH THE VESSEL(S) INVOLVED IN THE INCIDENT - OWNER, OPERATOR, PASSENGERS</b>	
<b>VESSEL OWNER (identity)</b>	
Owner's name	enter information (add field to indicate if owner identity / contact information is unknown/cannot be obtained)
Owner address	enter information
<b>VESSEL OPERATOR (identity)</b>	
Operator's name (each operator involved)	enter information (add field to indicate if operator identity / contact information is unknown/cannot be obtained)
Operator's address, phone number	enter information
Operator's DOB	enter information; age may be automatically calculated based on DOB and date of incident, but add voluntary field for "approximate age" in case DOB not available
Operator's sex	male, female, unknown
<b>VICTIMS (identity)</b>	
Number of injured persons	enter number
Injured person(s) - name, address	enter information (add field to indicate if operator identity / contact information is unknown/cannot be obtained)

ELEMENTS	FIELDS/OPTIONS
Injured person(s) - DOB	enter information; age may be automatically calculated based on DOB and date of incident, but add voluntary field for "approximate age" in case DOB not available
Injured person(s) - sex	male, female, unknown
Number of deceased persons (or persons who disappeared)	enter number
Deceased person(s) - name, address	enter information (add field to indicate if operator identity / contact information is unknown/cannot be obtained)
Deceased person(s) - DOB	enter information; age may be automatically calculated based on DOB and date of incident, but add voluntary field for "approximate age" in case DOB not available
Deceased person(s) - sex	male, female, unknown
<b>VESSEL OPERATOR (instruction, experience, safety measures)</b>	
Boating safety education/instruction - required/met?	yes/no as to whether operator was required to have instruction in state of operation and met requirement
Boating safety education/instruction - any taken?	in event of no requirement, yes/no as to whether operator had instruction anyway
Operating experience	
Experience with type of vessel involved in incident	yes/no as to whether operator ever operated the type of vessel before (mandatory); follow-up fill-in estimate of hours (voluntary)
Experience at location	yes/no as to whether operator had experience at location (voluntary); follow-up fill-in estimate of number of times at location (voluntary)
Engine cut-off device used/ leash worn at time of incident	checkoff of engine cutoff device used or leash worn; proper use, attachment, proper condition
Alcohol use	yes, no, BAC optional
Drug use (legal and illegal)	yes, no / drop-down menu selection from categories: cannabis (marijuana), depressants, stimulants, hallucinogens, inhalants, narcotic analgesics, other drug(s)
BUI arrest (as applicable)	yes, no
<b>VICTIMS - injuries, deaths - causes, nature - safety measures)</b>	
Cause of each death; Fatality synopsis	Look to medical community to develop standardized terms that can be used as data fields; create field to accommodate a fatality synopsis
Cause, nature, extent/severity of each injury (primary injury)	Develop standard references to nature of injury, body parts, and areas of injury for fields
Life Jacket use	yes/no; if factor in the incident, mandatory collection of type of life jacket; whether inherently buoyant or inflatable, whether serviceable, properly used; whether proper size
Alcohol use	yes, no, BAC optional
Drug use (legal and illegal)	yes, no / drop-down menu selection from categories: cannabis (marijuana), depressants, stimulants, hallucinogens, inhalants, narcotic analgesics, other drug(s)
BUI arrest (as applicable)	yes, no