

**OHIO DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF WATERCRAFT**

**2009  
RECREATIONAL BOATING ACCIDENTS**



**A STATISTICAL SUMMARY OF THE REPORTABLE BOATING  
ACCIDENTS IN THE STATE OF OHIO FOR CALENDAR YEAR 2009**

Ted Strickland, Governor

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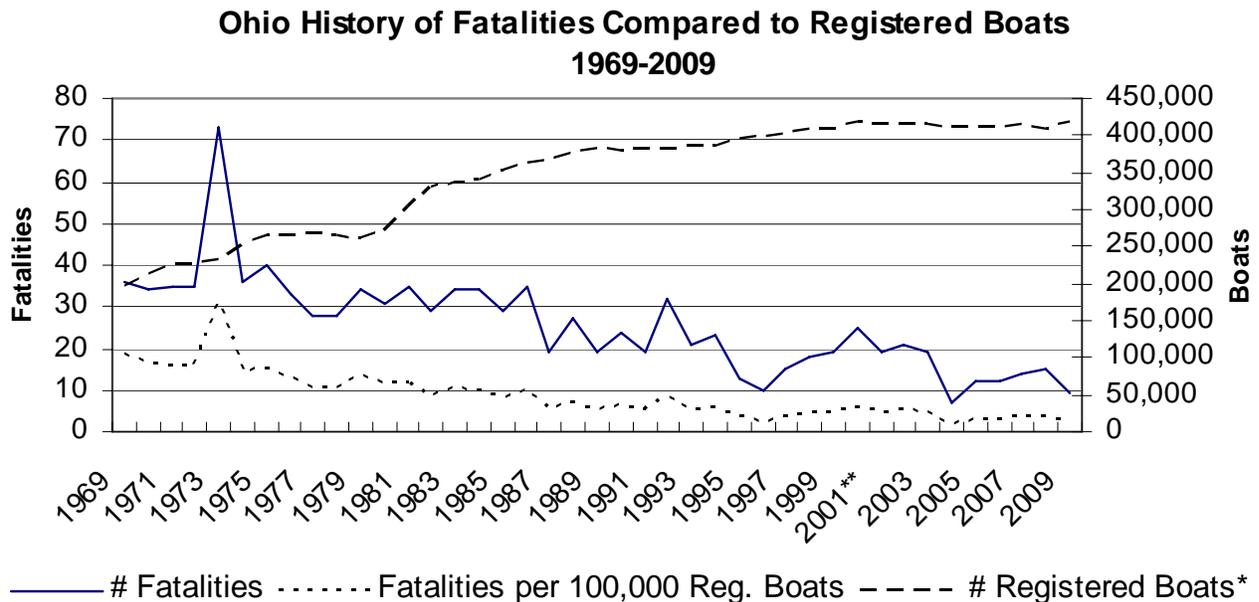
## Table of Contents

Introduction	1
Ohio Boating Accidents 1969-2009	2
Accident Types	3
Accident Causes	5
Accident Times	7
Vessel Data	8
Operator Data	9
Education Certificates	10
Fatality Data	11
Injury Data	12
Accidents by Body of Water and Accident Type	13
2005-2009 Accident Summary by Body of Water	14
Boating Accident Reporting Guidelines	16

## Introduction

In order to best utilize the state's resources, a thorough review of boating accident statistics, officer activities, and registration information is essential. In 2009, a total of 138 reports were filed for boating accidents involving 174 vessels, and resulting in 57 injuries and 9 fatalities.

The ratio of boating fatalities as compared to the number of registered boats in the state decreased from 3.7 fatalities per 100,000 registered vessels in 2008 to 2.2 fatalities per 100,000 registered vessels in 2009. The average over the 2005-2009 period was 3.0 fatalities per 100,000 registered boats, meeting the Division of Watercraft's established goal to reduce fatalities to a five-year average of not more than 3.2 fatalities per 100,000 registered boats.



All states and territories are required to report recreational boating accidents to the United States Coast Guard, where data is compiled nationally. This national data is available through the United States Coast Guard website at: [http://www.uscgboating.org/statistics/accident\\_statistics.aspx](http://www.uscgboating.org/statistics/accident_statistics.aspx)

The United States Coast Guard standard for reporting accidents is established within Title 33, Section 173 of the Code of Federal Regulations. One-hundred eight of the accidents in this report met those guidelines.

Section 1547.59 of the Ohio Revised Code outlines reporting requirements within the state of Ohio. The primary difference between United States Coast Guard reporting requirements and state of Ohio reporting requirements lies in the threshold for property damage. United States Coast Guard reporting requirements call for at least \$2000 in property damage to meet reporting standards, while in Ohio this threshold stands at \$500.

Complete reporting guidelines for both the United States Coast Guard and the state of Ohio can be found on pages 17-19 of this report.

## Ohio Boating Accidents 1969-2009

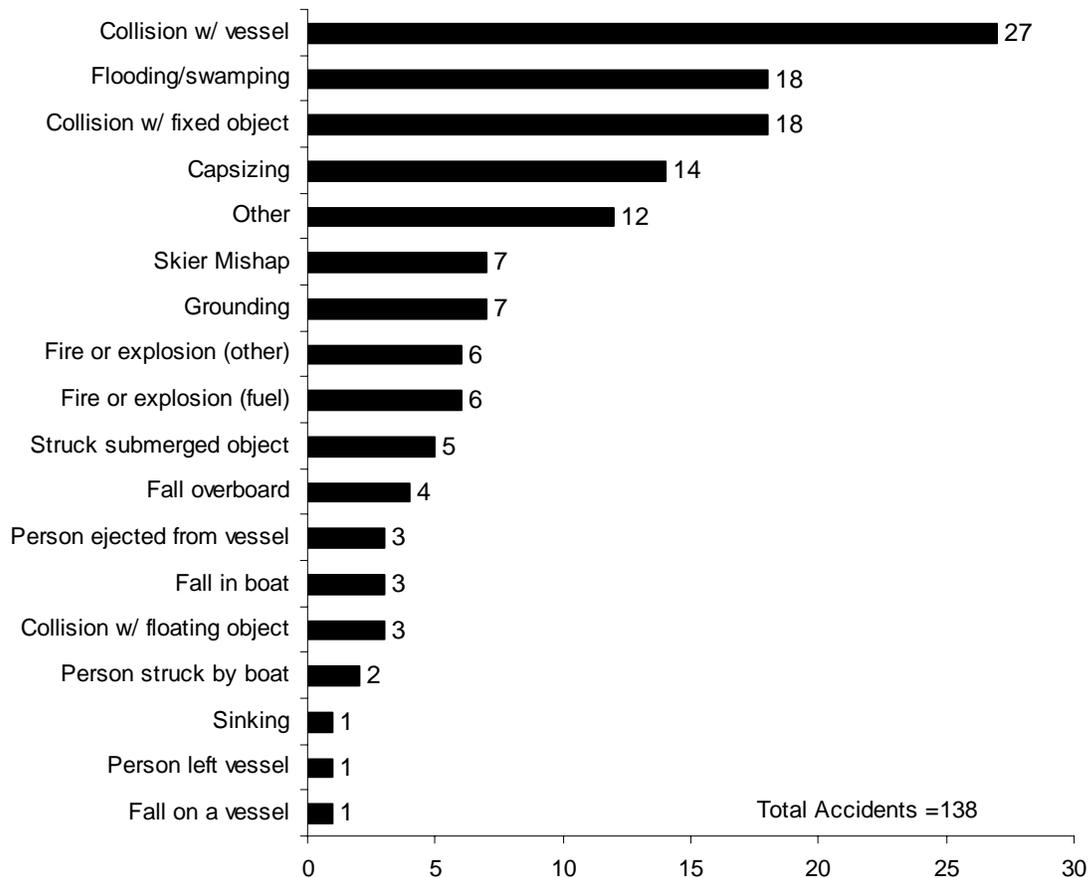
Year	# Fatalities	# Accidents	# Vessels	# Injuries	# Registered Boats*	Fatalities per 100,000 Registered Boats
1969	36	89	109	7	195,594	18.4
1970	34	84	103	11	212,405	16.0
1971	35	97	125	21	224,806	15.6
1972	35	97	124	12	226,424	15.5
1973	73	145	174	33	231,379	31.5
1974	36	138	170	14	250,304	14.4
1975	40	101	127	29	263,109	15.2
1976	33	133	155	24	262,937	12.6
1977	28	128	155	11	265,765	10.5
1978	28	163	220	26	263,366	10.6
1979	34	94	130	59	260,229	13.1
1980	31	97	131	43	270,092	11.5
1981	35	100	131	45	304,880	11.5
1982	29	114	148	52	330,126	8.8
1983	34	125	164	58	334,423	10.2
1984	34	178	236	78	338,184	10.1
1985	29	208	277	71	351,394	8.3
1986	35	226	288	55	361,883	9.7
1987	19	251	323	78	366,289	5.2
1988	27	215	262	67	375,194	7.2
1989	19	170	202	64	380,412	5.0
1990	24	124	166	53	378,249	6.3
1991	19	168	219	98	383,136	5.0
1992	32	156	205	58	382,218	8.4
1993	21	136	187	65	384,048	5.5
1994	23	176	236	102	385,206	6.0
1995	13	294	405	118	394,885	3.3
1996	10	263	366	121	398,388	2.5
1997	15	198	280	85	399,888	3.8
1998	18	228	296	100	407,688	4.4
1999	19	232	313	115	407,347	4.7
2000	25	191	261	82	416,798	6.0
2001**	19	176	247	90	414,658	4.6
2002	21	191	249	82	414,060	5.1
2003	19	160	226	83	415,597	4.6
2004	7	143	190	59	412,248	1.7
2005	12	166	230	96	410,445	2.9
2006	12	143	173	69	410,245	2.9
2007	14	155	202	80	413,102	3.4
2008	15	164	197	112	408,931	3.7
2009	9	138	174	57	416,938	2.2

\*\* United States Coast Guard boating fatality criteria changed

\* Includes numbered and alternative recreational vessels; excludes documented vessels and livery vessels

## 2009 Ohio Boating Accidents

### Accident Types



Collisions between vessels resulted in 20% (27) of the reportable accidents in 2009, an increase of 2% as compared to 2008. These collisions involved 32% (56) of the vessels, and accounted for \$149,347 (26%) in boat damages, 9% (5) of the injuries, and 1 (11%) of the fatalities. Careless/Reckless Operation was cited most frequently as the primary contributing factor in these accidents, accounting for 6 (22%) of all reportable incidents in 2009.

The Division of Watercraft continues to focus on decreasing incidents of flooding/swamping and capsizing of small vessels (less than 18 feet), as well as falls overboard from these smaller vessels. Combined, these three types of accidents on vessels less than 18 feet in length accounted for 23% (31) of the reportable accidents for 2009, resulting in 10 injuries (18%) and 56% (5) of the fatalities. Of the vessels involved in these incidents, there were 5 canoes, 5 kayaks, 18 open motorboats, 1 personal watercraft, 1 rowboat, 1 sailboat, and 1 airboat.

Although the primary focus of the “Operation Overboard” campaign is on smaller vessels (less than 18 feet in length), it is interesting to note that when all vessels are considered (regardless of length) the number of incidents involving flooding/swamping, capsizing and falls overboard increases to 26% (36) of reportable accidents and 6 (67%) of the fatalities in 2009.

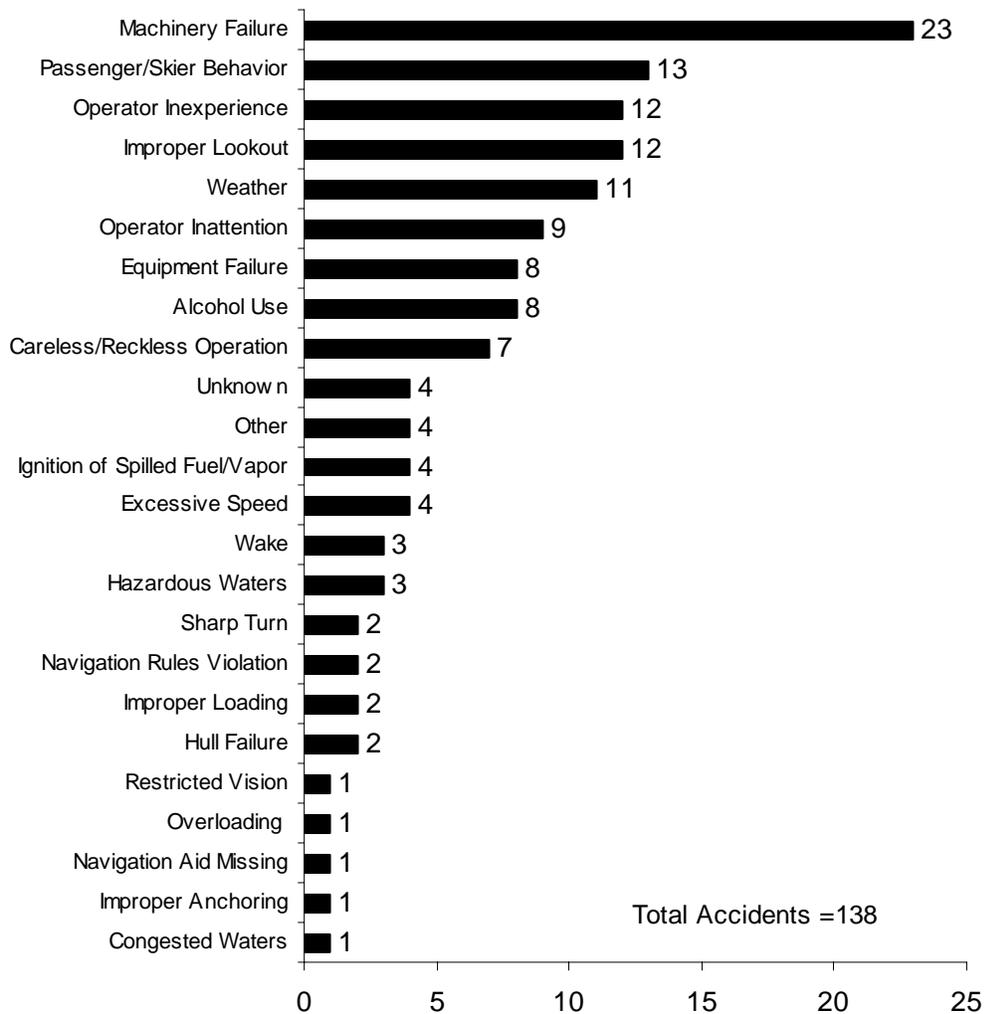
### Accident Types by Boat Type

Accident Type	Unknown/Other	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Kayak	Open Motorboat	Pontoon	PWC	Rowboat	Sail Only
Capsizing	0	1	0	4	0	5	3	0	1	0	1
Collision with Fixed Object	0	3	8	1	0	0	7	0	1	0	0
Collision with Floating Object	0	0	3	0	0	0	1	0	0	0	0
Collision with Vessel	0	0	19	0	0	1	12	7	16	0	1
Fall in Boat	0	0	0	0	0	0	3	0	0	0	0
Fall on a Vessel	0	0	0	0	0	0	0	0	1	0	0
Fall Overboard	0	0	0	1	0	0	2	0	0	1	0
Fire or Explosion (Fuel)	0	0	1	0	1	0	4	0	0	0	0
Fire or Explosion (Other)	1	0	1	0	0	0	4	1	0	0	0
Flooding/Swamping	1	0	2	0	0	0	15	0	0	0	0
Grounding	0	0	4	0	0	0	3	0	0	0	0
Other	1	2	3	0	0	0	5	1	1	0	1
Person Ejected from Vessel	0	0	0	0	0	0	1	0	2	0	0
Person Left Vessel	0	0	0	1	0	0	0	0	0	0	0
Person Struck by Boat	0	0	0	0	0	0	1	0	1	0	0
Sinking	0	0	0	0	0	0	1	0	0	0	0
Skier Mishap	0	0	1	0	0	0	5	1	0	0	0
Struck Submerged Object	0	0	2	1	0	0	2	0	0	0	0
<b>Total Vessels</b>	<b>3</b>	<b>6</b>	<b>44</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>69</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>3</b>

### Vessels, Injuries, and Fatalities by Accident Type

Accident Type	# Vessels	# Injured	# Fatalities
Collision with Vessel	56	5	1
Collision with Fixed Object	20	9	0
Flooding/Swamping	18	2	1
Capsizing	15	6	2
Other	14	4	0
Skier Mishap	7	9	0
Grounding	7	2	0
Fire or Explosion (Other)	7	2	0
Fire or Explosion (Fuel)	6	6	1
Struck Submerged Object	5	0	0
Collision with Floating Object	4	1	0
Fall Overboard	4	2	3
Fall In Boat	3	2	0
Person Ejected From Vessel	3	3	1
Person Struck By Boat	2	2	0
Person Left Vessel	1	1	0
Fall On a Vessel	1	1	0
Sinking	1	0	0

## Accident Causes



Machinery Failure was the leading cause of boating accidents in 2009 (23 accidents; 17%), resulting in 4% (2) of the reported injuries and 11% (1) of the fatalities.

Alcohol Use was reported as the primary causative factor in 8 accidents (6%) resulting in 11% (6) of the injuries and 11% (1) of the fatalities.

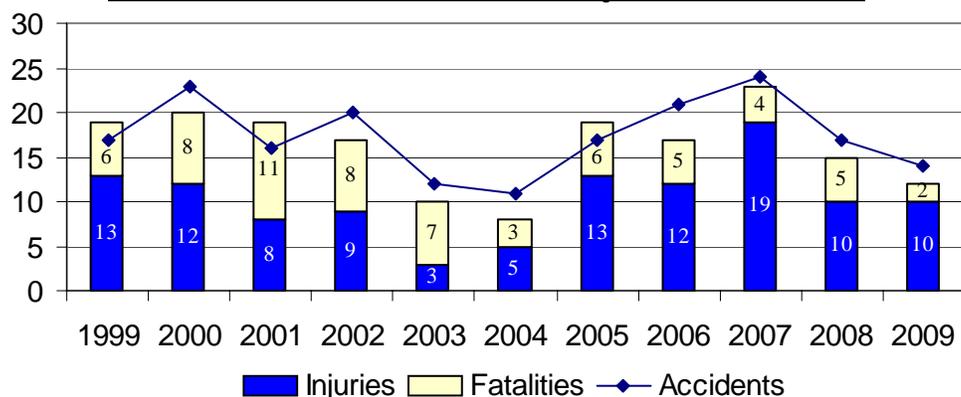
## Actions at the Time of the Accident

<u>Operation</u>		<u>Activity</u>	
Cruising	46	Pleasure Boating	100
Drifting	18	Fishing	28
Tied to Dock/Moored	16	Docked/Docking	16
Docking/Leaving Dock	16	Other/Unknown	9
Changing Speed and Direction	16	Water Tubing	7
Towing	9	Water Skiing	6
Rowing/Paddling	9	Tournament	5
Other/Unknown	9	Racing	1
At anchor	9	Making Repairs	1
Changing speed	8	Starting engine	1
Changing Direction	8		
Launching	5		
Sailing	3		
Being Towed	2		

## Accident Cause by Accident Type

Primary Cause for Vessel	Capsizing	Collision with Fixed Object	Collision with Floating Object	Collision with Vessel	Fall in Boat	Fall on a Vessel	Fall Overboard	Fire or Explosion (Fuel)	Fire or Explosion (Other)	Flooding/Swamping	Grounding	Other	Person Ejected from Vessel	Person Left Vessel	Person Struck By Vessel	Sinking	Skier Mishap	Struck Submerged Object
Alcohol Use	0	3	0	5	0	0	1	0	1	0	0	2	0	0	0	0	0	0
Careless/Reckless Operation	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Congested Waters	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dam/Lock	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drug Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Equipment Failure	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0
Excessive Speed	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1
Hazardous Waters	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hull Failure	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Ignition of Spilled Fuel/vapor	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
Improper Anchoring	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Improper Loading	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Improper Lookout	0	3	2	10	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Machinery Failure	0	4	2	8	0	0	0	2	3	4	3	2	1	0	0	0	0	0
Navigational Aid Missing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Navigation Rules Violation	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operator Inattention	1	2	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Operator Inexperience	6	1	0	5	0	0	0	0	0	2	1	0	0	0	0	0	0	1
Other	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Overloading	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Passenger/Skier Behavior	1	0	0	0	0	0	0	0	0	0	0	4	0	1	1	0	5	0
Restricted Vision	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rules of the Road Infraction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sharp Turn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Sitting/Standing on the Gunnels/Bow/Transom	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0
Wake	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0
Weather	2	1	0	2	0	0	0	0	0	4	0	1	0	0	0	0	0	1
<b>Total Vessels</b>	<b>15</b>	<b>20</b>	<b>4</b>	<b>56</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>18</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>5</b>

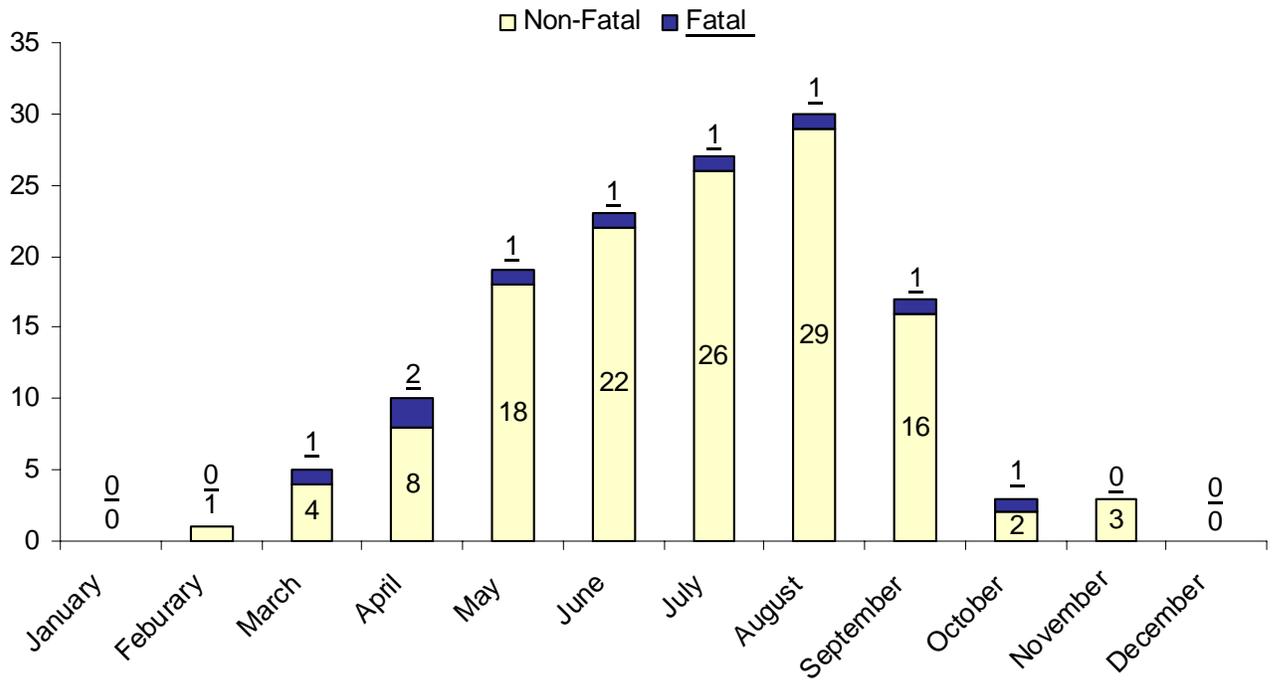
### Alcohol Involved: Accidents – Injuries – Fatalities



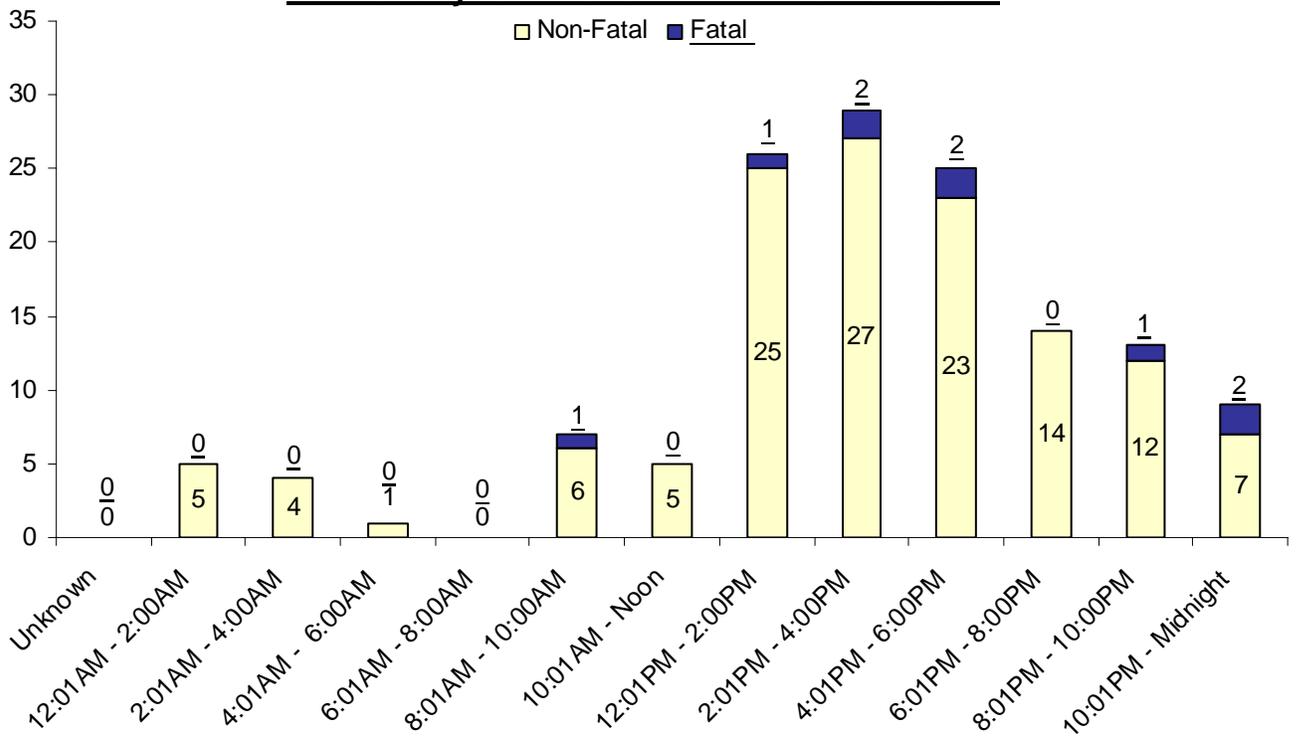
In addition to those accidents where alcohol was listed as the primary cause (see page 5), there were an additional 6 accidents (4%) in 2009 that were alcohol involved (defined as an accident where there is evidence or a reasonable likelihood that the use of alcohol contributed to the accident). These accidents accounted for 4 additional injuries (7%) and 1 additional fatalities (11%).

## Accident Times

### Month for Fatal and Non-Fatal Accidents

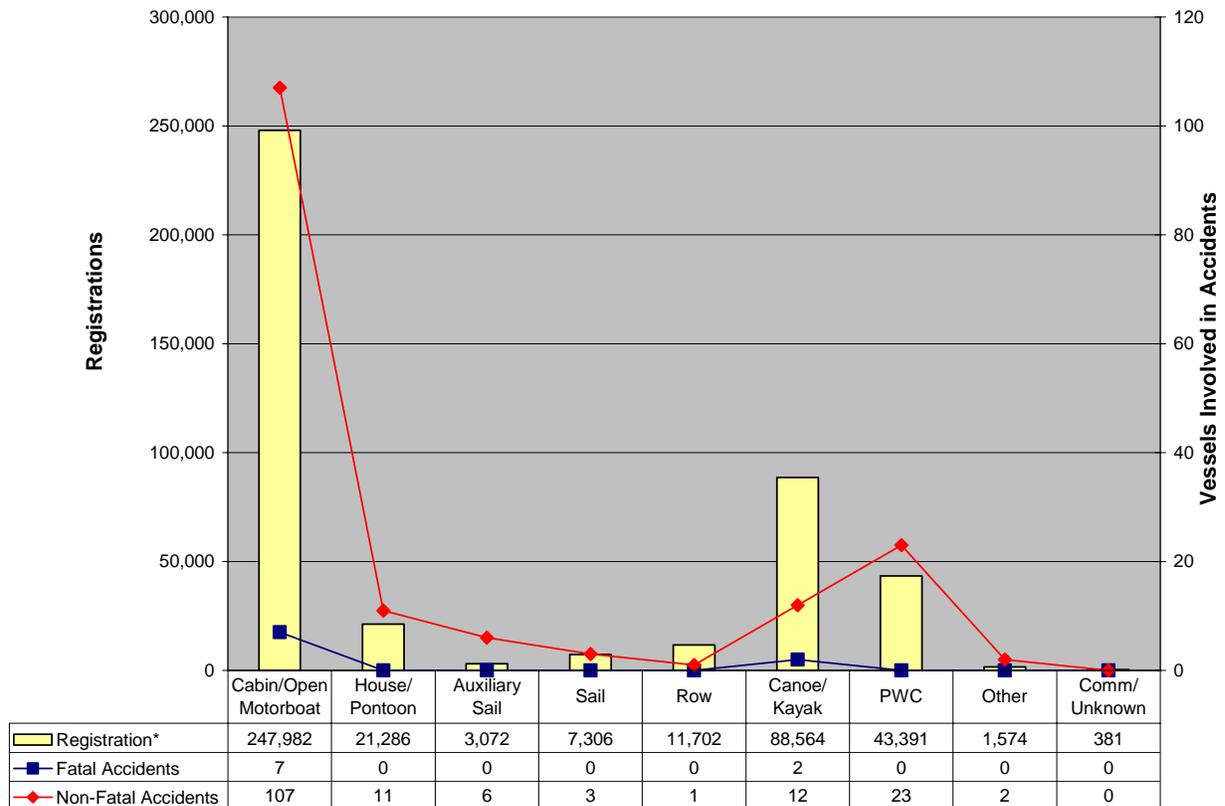


### Time of Day for Fatal and Non-Fatal Accidents



## Vessel Data

### Registrations and Vessels Involved in Accidents by Boat Type



\* Includes all recreational, commercial, documented, and livery vessels.

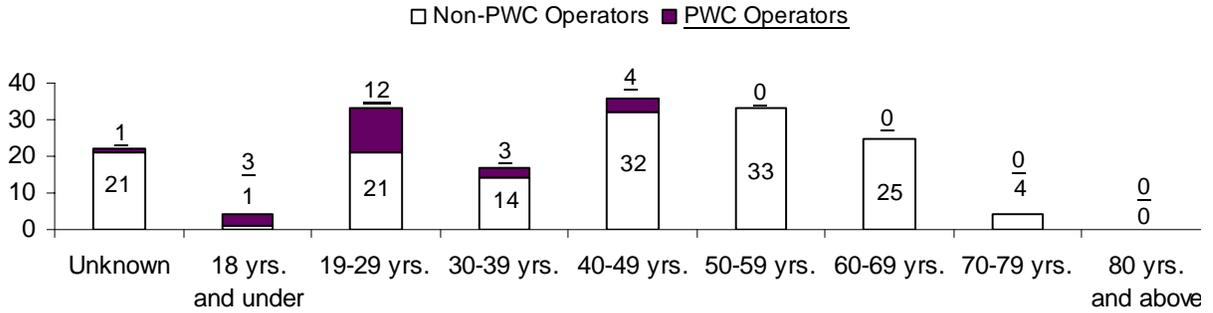
### Boat Operator Versus Ownership

	Owner or Operator Unknown	Owner Operated Vessel	Someone Other Than Owner Operated Vessel
Auxiliary Sail	1	5	0
Cabin Motorboat	7	29	8
Canoe/Kayak	1	5	8
Open Motorboat	7	40	23
Other	0	1	1
Pontoon/Houseboat	2	6	3
PWC	1	2	20
Rowboat	0	0	1
Sail Only	2	1	0
<b>Total</b>	<b>21</b>	<b>89</b>	<b>64</b>

The owner and operator were known/identified for 153 of the vessels involved in accidents in 2009. Approximately 42% of all vessels involved in accidents in 2009 (when the owner and operator were identified) were operated by someone other than the owner of the vessel.

## Operator Data

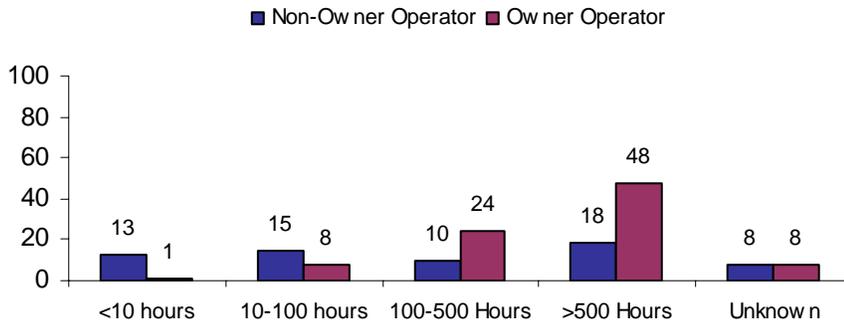
### Operator Age



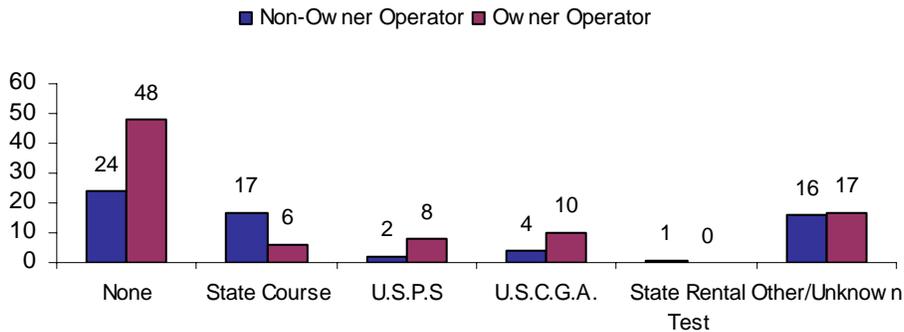
The age of 152 of the operators involved in accidents in 2009 was reported. The average age for these 152 operators was 44.1 years.

The average age of PWC operators was 27.9 years; the average age of all other vessel operators was 46.5 years.

### Operator Experience

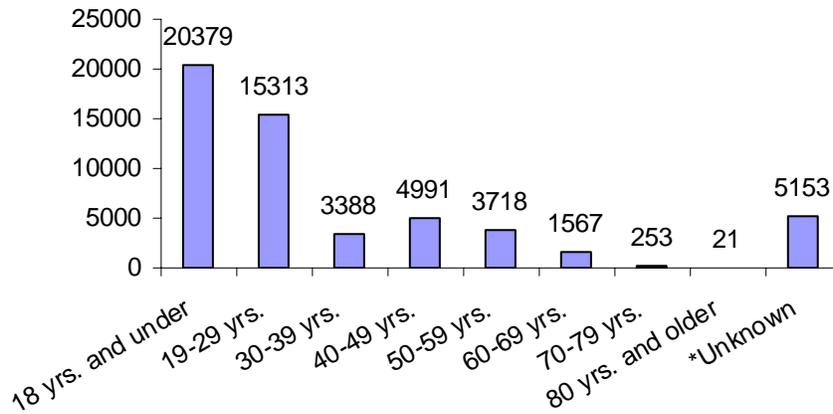


### Operator Education



## Education Certificates

### Age for Education Certificates Issued 2005-2009

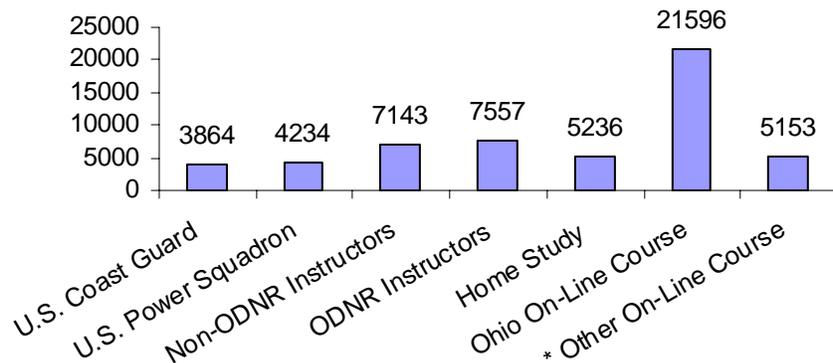


\* Includes Boat U.S. (2007-2009) and BoaterExam.com (2008-2009)

Since 2000, Ohio law has required persons who operate a vessel with a motor greater than 10 horsepower, and born on or after January 1, 1982, to pass a boating safety exam.

In 2009, there were 35 operators involved in accidents that were affected by this law; 15 (43%) had not passed the required exam. One of these non-certified operators was operating a cabin motorboat, 4 were operating an open motorboat, 2 were operating a canoe, 2 were operating a kayak, 5 were operating a PWC, and 1 was operating a sailboat.

### Education Certificates Issued by Organization 2005-2009



\* Includes Boat U.S. (2007-2009) and BoaterExam.com (2008-2009)

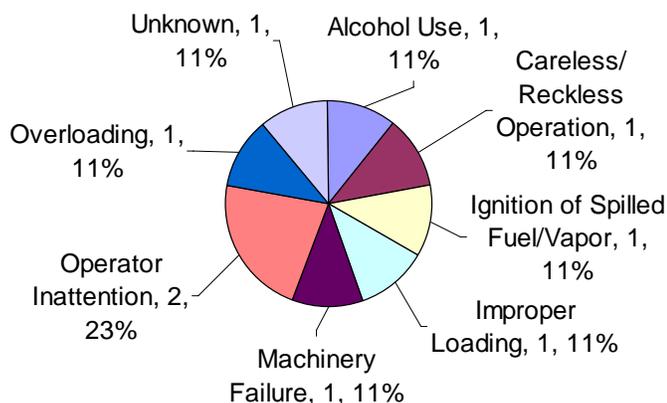
From 2005 through 2009, a total of 54,783 boater education certificates were awarded. Sixty-nine percent of those certified (of the 49,630 for whom an age was available) fell within the required age group.

## Fatality Data

### Fatal Accidents by Accident Type and Body of Water

Body of Water	Capsizing	Collision with Vessel	Fall Overboard	Fire or Explosion (Fuel)	Flooding/ Swamping	Person Ejected from Vessel
Auglaize River	1	0	0	0	0	0
Grand Lake St. Marys	0	1	0	0	0	0
Great Miami River	0	0	0	0	0	1
Harsha Lake/East Fork Reservoir	0	0	0	0	1	0
Lake Erie	0	0	1	1	0	0
Lake Waynoka (Private Lake)	0	0	1	0	0	0
Little Miami River	0	0	1	0	0	0
Tuscarawas River	1	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>

### Fatal Accident Causes



In 2009, there were 9 fatal accidents resulting in 9 fatalities.

The vessels involved in these fatal accidents included 7 open motorboats and 2 canoes.

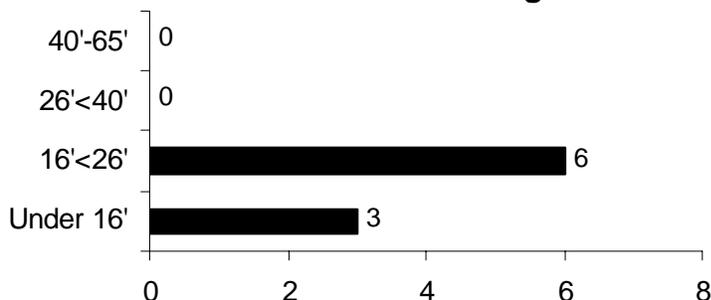
Five of the operators did not own the vessel involved in the fatal boating accident, and only 1 (11%) of the operators had taken a boating education course.

The cause of death in seven (78%) of these fatalities was drowning; trauma accounted for one fatality (11%); and other causes were responsible for the final fatality (11%).

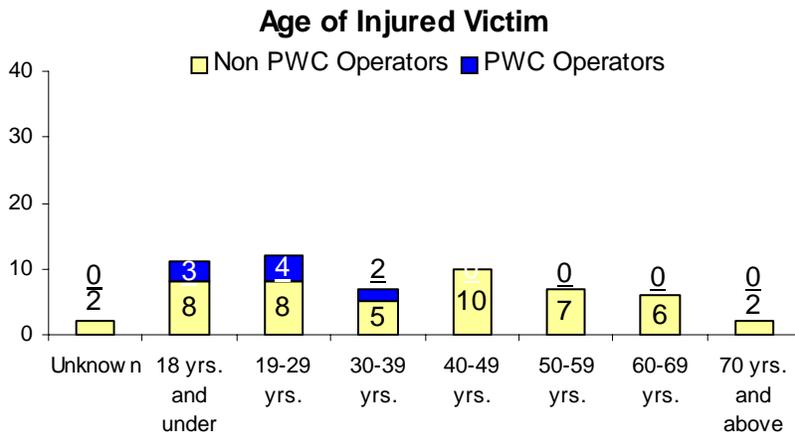
Only one (11%) of the victims was wearing a personal flotation device (PFD) prior to the incident.

All of the victims were male and ranged in age from 33 to 84, with the average age being 52.

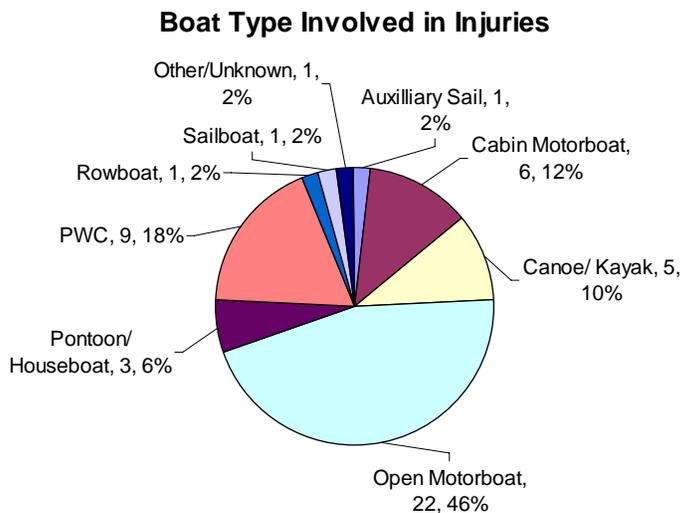
### Fatal Accident Boat Length



## Injury Data



<u>Activity</u>	<u># Injuries</u>
Pleasure Boating	28
Water Skiing/Tubing	11
Fishing	11
Other	3
Relaxing	2
Starting Engine	1
Unknown	1



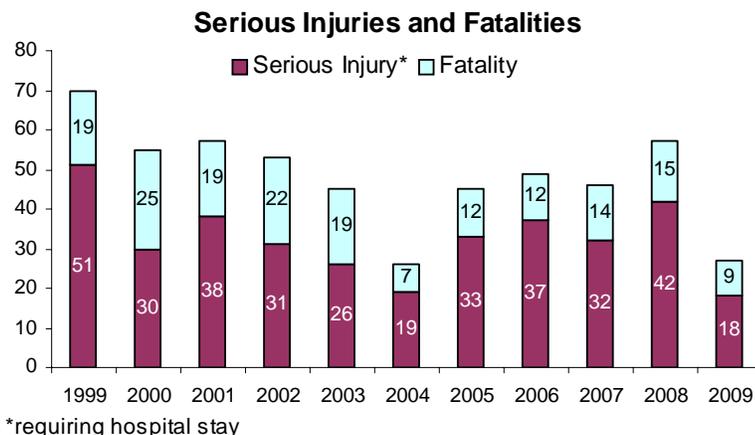
There were 44 accidents reported that resulted in 57 injuries in 2008.

Collisions with a vessel, fixed object or floating object accounted for 23% (10) of these accidents, while skier mishap accounted for 16% (7) of the injury incidents.

The top-ranked causes for accidents resulting in an injury were passenger/ skier behavior (12, 27%), and operator inexperience (5, 11%).

There were 49 vessels involved in the 44 accidents that resulted in the 57 injuries.

The boater education background was reported for 37 of those operators; 61% (19) reported they had not participated in a boater education program.



## 2009 Boating Accidents by Body of Water and Accident Type

Body of Water	Total Vessels	Capsizing	Collision w/ fixed object	Collision w/ floating object	Collision w/ vessel	Fall in boat	Fall on a vessel	Fall overboard	Fire or explosion (fuel)	Fire or explosion (other)	Flooding/Swamping	Grounding	Other	Person ejected from vessel	Person left vessel	Person struck by boat	Sinking	Skier mishap	Struck submerged object
Alum Creek Reservoir	4	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Auglaize River	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Beaver Creek	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Berlin Reservoir	3	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
Buckeye Lake	11	0	1	0	7	0	0	0	1	0	2	0	0	0	0	0	0	0	0
C J Brown Reservoir/Buck Creek	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Caesar Creek Reservoir	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Candlewood Lake	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Chagrin River	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Charles Mill Lake	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Chippewa Lake	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Cuyahoga River	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek Reservoir	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Lake St Marys	7	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Great Miami River	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Harsha Lake/East Fork Reservoir	6	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	0
Huron River	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indian Lake	8	0	1	0	2	0	0	0	0	1	2	0	0	0	0	0	0	2	0
Lake Erie	70	5	11	4	22	1	1	1	2	2	3	5	7	0	0	2	0	2	2
Lake Milton	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Lake Waynoka (Private Lake)	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Little Miami River	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Mad River	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maumee River	10	1	2	0	4	0	0	0	1	0	1	0	1	0	0	0	0	0	0
Michael J. Kirwan Reservoir/ West Branch	4	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Mohican River	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Mosquito Lake	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Ohio River	6	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Portage River	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Private Pond	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Pymatuning Lake	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Rocky River	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Sandusky River	4	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Scioto River	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seneca Lake	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Sippo Lake	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Tuscarawas River	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Reservoir	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Vessels</b>	<b>174</b>	<b>15</b>	<b>20</b>	<b>4</b>	<b>56</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>18</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>5</b>

## 2005-2009 Boating Accident Summary by Body of Water

Body of Water	# Accidents	# Vessels	# Injuries	# Fatalities	Total Boat Damages	Total Property Damages
Alum Creek Reservoir	31	37	16	1	\$34,654	\$25,106
Apple Valley Lake	4	5	2	0	\$8,500	\$1,000
Ashtabula River	3	5	0	0	\$40,052	\$0
Atwood Lake	1	2	0	0	\$2,400	\$0
Auglaize River	2	2	1	1	\$1,000	\$2,000
Beaver Creek	1	2	0	0	\$1,000	\$0
Berlin Reservoir	12	17	6	0	\$39,621	\$2,000
Big Darby Creek	1	1	0	1	\$0	\$0
Big Walnut River	1	1	1	0	\$300	\$0
Buckeye Lake	26	35	14	1	\$48,070	\$8,500
Burr Oak Lake	2	2	0	0	\$3,100	\$0
Burton Lake	1	1	1	1	\$0	\$0
C J Brown Reservoir/Buck Creek	10	11	5	2	\$22,050	\$1,270
Caesar Creek Reservoir	19	22	13	0	\$12,170	\$0
Candlewood Lake	3	3	2	0	\$2,000	\$500
Chagrin River	2	2	1	0	\$1,500	\$1,500
Charles Mill Reservoir	3	3	2	0	\$1,000	\$0
Chippewa Lake	1	1	2	0	\$500	\$0
Choctaw Lake	1	2	1	0	\$0	\$0
Cooley Canal	1	2	0	0	\$500	\$0
Cowan Lake	3	5	1	0	\$1,775	\$0
Crystal Lake	1	1	0	1	\$50	\$0
Cuyahoga River	5	8	0	0	\$190,800	\$26,000
Deer Creek Reservoir	5	6	3	0	\$7,700	\$600
Delaware Reservoir	10	11	6	0	\$9,949	\$1,575
Dillon Reservoir	2	3	1	0	\$2,250	\$0
Eastwood Lake	1	2	1	0	\$0	\$0
Emerald Lake	1	2	1	0	\$0	\$0
Findlay Reservoir #2	1	1	0	0	\$800	\$0
Geauga Lake	1	1	0	1	\$0	\$500
Grand Lake St. Mary's	33	41	9	3	\$48,924	\$3,600
Grand River	2	2	3	0	\$3,400	\$0
Great Miami River	4	4	2	1	\$4,200	\$4,600
Griggs Reservoir	4	4	2	0	\$1,950	\$0
Harsha Lake/East Fork Reservoir	26	30	34	3	\$22,850	\$5,100
Huron River	3	4	2	0	\$5,500	\$0
Indian Lake	26	35	17	0	\$23,531	\$3,250
Jackson Lake	1	1	0	1	\$0	\$0
Lake Erie	285	371	147	15	\$4,357,069	\$208,342
Lake Loramie	1	1	2	0	\$0	\$100
Lake Lorelei	2	2	3	1	\$7,500	\$500
Lake Milton	4	4	4	1	\$5,200	\$0
Lake Mohawk	2	2	3	0	\$250	\$0
Lake Otto	1	1	0	1	\$0	\$0
Lake Roaming Rock	3	3	1	0	\$1,400	\$5,300
Lake Shawnee (Private Lake)	2	2	0	1	\$4,500	\$0
Lake Wapusun	1	1	1	1	\$0	\$0

Body of Water	# Accidents	# Vessels	# Injuries	# Fatalities	Total Boat Damages	Total Property Damages
Lake Waynoka (Private Lake)	1	1	0	1	\$0	\$0
Lake White	1	1	2	0	\$6,300	\$0
Leesville Lake	1	1	1	0	\$2,000	\$0
Little Miami River	7	7	3	2	1100	270
Mad River	1	1	0	0	\$350	\$0
Mad River	1	1	2	0	\$0	\$0
Maumee River	32	41	13	1	59824	7970
Michael J. Kirwan Reservoir/West Branch	12	14	5	0	\$45,800	\$0
Mohican River	4	4	3	1	\$1,100	\$150
Mosquito Lake	9	13	5	1	\$22,288	\$1,500
Muskingum River	9	10	7	1	\$31,095	\$2,900
Nettle Lake	1	2	0	0	\$2,689	\$0
Nimisila Reservoir	1	1	1	0	\$0	\$125
Ohio River	23	34	7	3	\$203,353	\$9,500
Olentangy River	1	1	2	0	\$300	\$0
O'Shaughnessy	1	2	0	0	\$2,400	\$0
Ottawa River	1	2	1	0	\$16,000	\$0
Paint Creek Reservoir	5	5	2	0	\$12,100	\$0
Piedmont Lake	2	3	0	1	\$998	\$0
Pipe Creek	1	1	0	0	\$20,000	\$0
Pleasant Hill	3	5	4	0	\$10,496	\$0
Portage Lakes	10	15	4	1	\$24,704	\$2,350
Portage River	3	4	0	0	\$8,700	\$0
Private Lake	1	1	0	1	\$0	\$0
Private Pond	7	7	4	5	\$150	\$0
Private Quarry	1	2	0	1	\$0	\$0
Pymatuning Lake	3	3	5	0	\$500	\$500
Rocky Fork Lake	6	7	4	0	\$12,500	\$1,000
Rocky River	6	9	1	0	\$14,600	\$200
Salt Fork Lake	11	13	5	0	\$29,400	\$600
Sandusky River	11	16	5	1	\$73,900	\$0
Sandy Lake	1	1	0	1	\$0	\$0
Scioto River	4	4	4	1	\$1,200	\$300
Seneca Lake	9	10	3	0	\$13,100	\$8,600
Sippo Lake	1	1	1	0	\$300	\$0
Springfield Lake	2	4	0	0	\$4,300	\$0
St. Joe River	1	1	0	0	\$300	\$150
Tappan Lake	4	6	7	0	\$8,565	\$0
Tuscarawas River	3	3	0	1	\$1,519	\$281
Twin Lakes	1	1	1	0	\$0	\$0
Vermilion River	4	8	0	0	\$8,750	\$590
Walborn Reservoir	1	1	1	0	\$20	\$0
Walhonding River	1	1	0	1	\$0	\$100
West Reservoir	1	2	0	0	\$500	\$0
Wingfoot Lake	1	1	0	1	\$0	\$0
Wolf Run Lake	1	1	1	0	\$0	\$50
<b>Five-Year Total</b>	<b>766</b>	<b>976</b>	<b>414</b>	<b>62</b>	<b>\$5,559,216</b>	<b>\$338,479</b>

**State of Ohio Recreational Boating Accident Guidelines**  
**The Ohio Revised Code, Section 1547.59 states:**

The operator of a vessel involved in a collision, accident, or other casualty, so far as the operator can do so without serious danger to the operator's own vessel, crew, and passengers, shall render to other persons affected by the collision, accident, or other casualty such assistance as may be practicable and as may be necessary in order to save them from or minimize any danger caused by the collision, accident, or other casualty. The operator also shall give the operator's name, address, and identification of the operator's vessel in writing to any person injured and to the owner of any property damaged in the collision, accident, or other casualty.

Any person who renders assistance at the scene of a collision, accident, or other casualty involving a vessel is not liable in a civil action for damages or injury to persons or property resulting from any act or omission in rendering assistance or in providing or arranging salvage, towage, medical treatment, or other assistance, except that the person is liable for willful or wanton misconduct in rendering assistance. Nothing in this section precludes recovery from any tortfeasor causing a collision, accident, or other casualty of damages caused or aggravated by the rendering of assistance.

In the case of collision, accident, or other casualty involving a vessel, the operator thereof, if the collision, accident, or other casualty results in loss of life, personal injury requiring medical treatment beyond first aid, or damage to property in excess of five hundred dollars, shall file with the chief of the division of watercraft a full description of the collision, accident, or other casualty on a form prescribed by the chief. The report so filed shall be used for statistical purposes only and shall not be admissible for any purpose in any civil, criminal, or administrative action at law.

If the operator of the vessel involved in a collision, accident, or other casualty is incapacitated, the investigating law enforcement officer shall file the required form as prescribed by the chief.

## U.S. Coast Guard Reportable Recreational Boating Accidents Guidelines

Title 33 of the Code of Federal Regulations, Section 173, Subpart C, Casualty and Accident Reporting, applies to vessels that are used by their operators for recreational purposes, or that are required to be numbered (including those documented for pleasure), except for those vessels required by law to have a Certificate of Inspection. A casualty or accident report must be submitted to the reporting authority if an occurrence involving these vessels or their equipment results in one or more of the following:

- I.
  - a. A person dies; or
  - b. A person is injured and requires medical treatment beyond first aid (i.e., treatment at a medical facility or by a physician other than at the accident scene); or
  - c. Damage to the vessel and other property totals more than \$2,000 (Note: the reporting threshold under 1547 ORC remains \$500) or there is a complete loss of the vessel; or
  - d. A person disappears from the vessel under circumstances that indicate death or injury.
- II. Examples of accidents that are considered reportable as boating accidents, and that might have been prevented or their effects mitigated by specific components of a boating safety program (i.e., by boating courses, public information campaigns, law enforcement, development and enforcement of boat construction or equipment standards, etc.):
  - Grounding, capsizing, sinking, flooding or swamping
  - Falls on, in or overboard a vessel
  - Persons ejected from a vessel
  - Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment
  - Water-skiing or other mishap involving a towable device
  - Collision with another vessel or object
  - Striking a submerged object
  - A person struck by a vessel, propeller, propulsion unit, or steering machinery
  - Carbon monoxide exposure
  - Electrocutation due to stray current related to a vessel
  - Casualties while swimming from a vessel that is not anchored, moored or docked.
  - Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning
  - Casualties from natural phenomena such as interaction with marine life (i.e. leaping sturgeon causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties)
  - Casualties where a person falls off an anchored vessel

III. The following are examples of occurrences directly or indirectly involving a vessel that are generally considered to be outside the scope of a boating safety program and, therefore, are **non-reportable** as boating accidents. While they may or may not be reported in a state on a boating accident report, they are not included in Boating Statistics published annually by the U.S. Coast Guard.

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel
- A person dies or is injured from natural causes while aboard a vessel
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel
- Property damage occurs to a docked or moored vessel due to theft or vandalism
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment
- Casualty or damage that results when the vehicle used for trailering the vessel fails
- Casualties or damage that occur during accidents that only involve unmodified inner tubes
- Casualties or damage that occur when the only vessels involved are being used solely for governmental, commercial or criminal activity