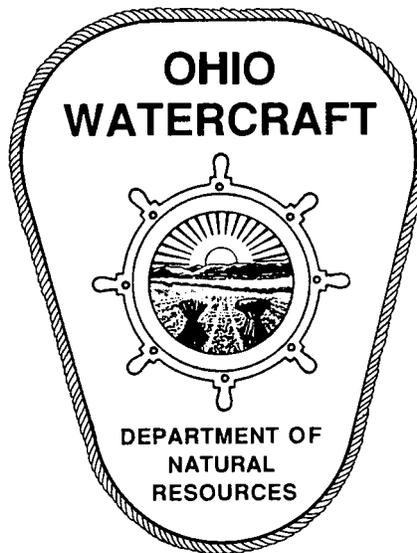


**OHIO DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF WATERCRAFT**

**2014  
RECREATIONAL BOATING ACCIDENTS**



**A STATISTICAL SUMMARY OF THE REPORTABLE BOATING  
ACCIDENTS IN THE STATE OF OHIO FOR CALENDAR YEAR 2014**

John R. Kasich, Governor

James Zehringer, Director

Michael R. Miller, Chief

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# **OHIO DEPARTMENT OF NATURAL RESOURCES**

## **DIVISION OF WATERCRAFT**



### **A STATISTICAL SUMMARY OF THE REPORTABLE BOATING ACCIDENTS IN THE STATE OF OHIO FOR CALENDAR YEAR 2014**

Ohio Department of Natural Resources  
Division of Watercraft  
2045 Morse Road  
Columbus, Ohio 43229  
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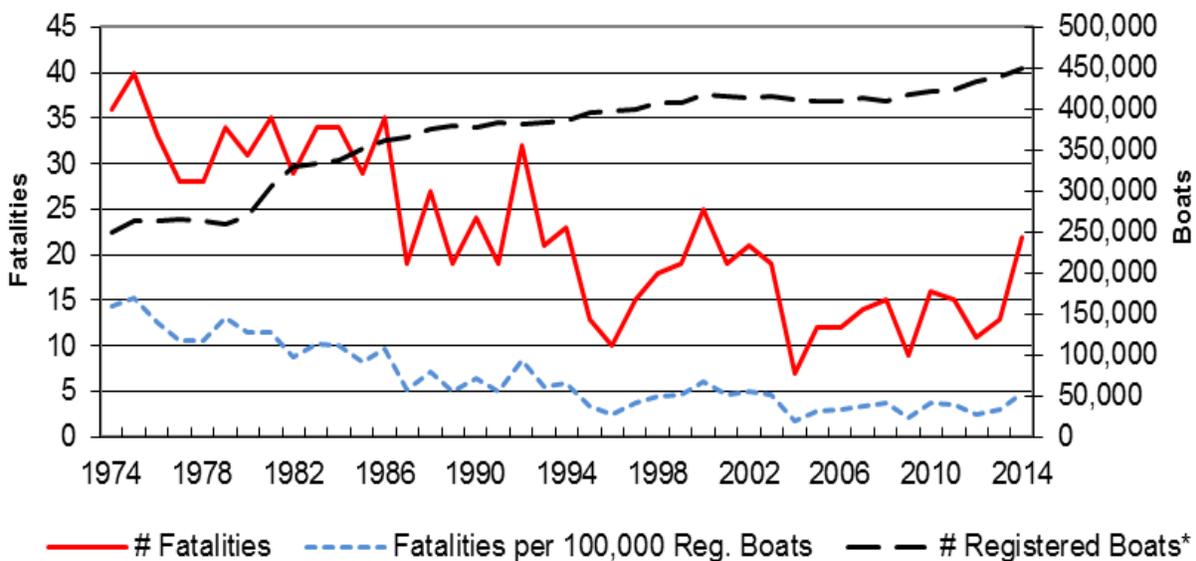
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## Introduction

In order to best utilize the state's resources, a thorough review of boating accident statistics, officer activities and registration information is essential. In 2014, a total of 131 reports were filed for boating accidents involving 179 vessels, and resulting in 41 injuries and 22 fatalities.

The ratio of boating fatalities as compared to the number of registered boats in the state increased from 3.0 fatalities per 100,000 registered vessels in 2013 to 4.9 fatalities per 100,000 registered vessels in 2014. The average over the 2010-2014 period was 3.5 fatalities per 100,000 registered boats, exceeding the Ohio Department of Natural Resources (ODNR) Division of Watercraft's established goal to continue to maintain fatality levels at no more than 3.2 fatalities per 100,000 registered boats over a five-year period.

**Ohio History of Fatalities Compared to 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/index.php>.

The standards and guidelines for reporting recreational boating accidents, established by the United States Coast Guard, are described in Title 33, Section 173 of the Code of Federal Regulations. One hundred of the accidents in this report met those guidelines.

Section 1547.59 of the Ohio Revised Code describes reporting requirements as established by 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 set a minimum of at least \$2,000 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 16-18 of this report.

## Ohio Boating Accidents 1974-2014

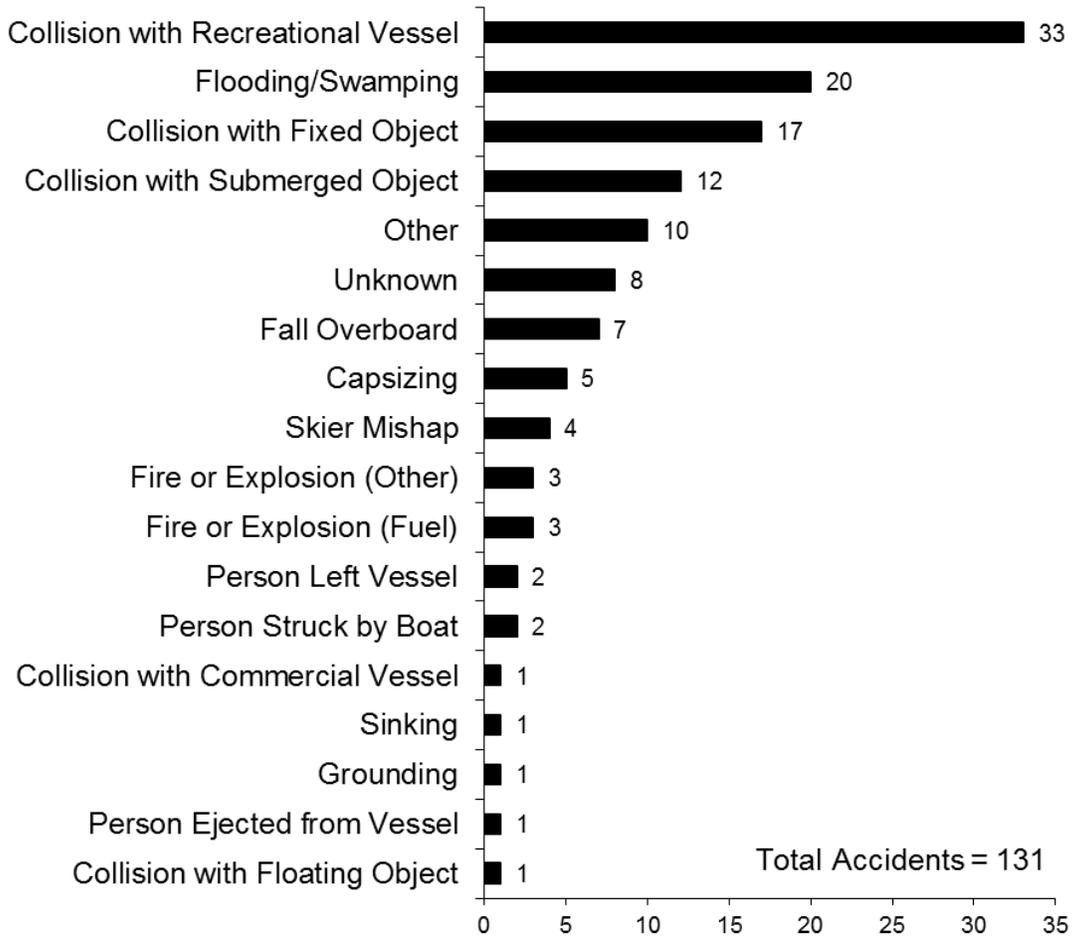
Year	# Fatalities	# Accidents	# Vessels	# Injuries	# Registered Boats*	Fatalities per 100,000 Registered Boats
1974	36	138	170	14	250,304	14.4
1975	40	101	127	29	263,109	15.2
1976	33	133	155	24	262,937	12.6
1977	28	128	155	11	265,765	10.5
1978	28	163	220	26	263,366	10.6
1979	34	94	130	59	260,229	13.1
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
2010	16	157	201	80	422,243	3.8
2011	15	175	235	96	424,211	3.5
2012	11	161	199	83	432,841	2.5
2013	13	140	190	41	440,051	3.0
2014	22	131	179	41	449,893	4.9

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

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

## 2014 Ohio Boating Accidents

### Primary Accident Types



Collisions between vessels resulted in 26% (34) of the reportable accidents in 2014, an increase of 2% as compared to 2013. These collisions involved 40% (71) of the vessels, and accounted for \$158,057 (10%) in boat damages, 22% (9) of the injuries and 0 (0%) of the fatalities. Operator Inattention was cited most frequently as the primary contributing factor in these accidents, accounting for 11 (32%) of all such reportable incidents in 2014.

The ODNR 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 17% (22) of the reportable accidents for 2014, resulting in 22% (9) of the injuries and 36% (8) of the fatalities. Of the vessels involved in these incidents, there were 12 open motorboats, 10 kayaks, 1 personal watercraft, 1 canoe and 1 sail-only vessel.

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 24% (32) of reportable accidents, 11 (27%) of the injuries and 9 (41%) of the fatalities in 2014.

### Primary Accident Types by Boat Type

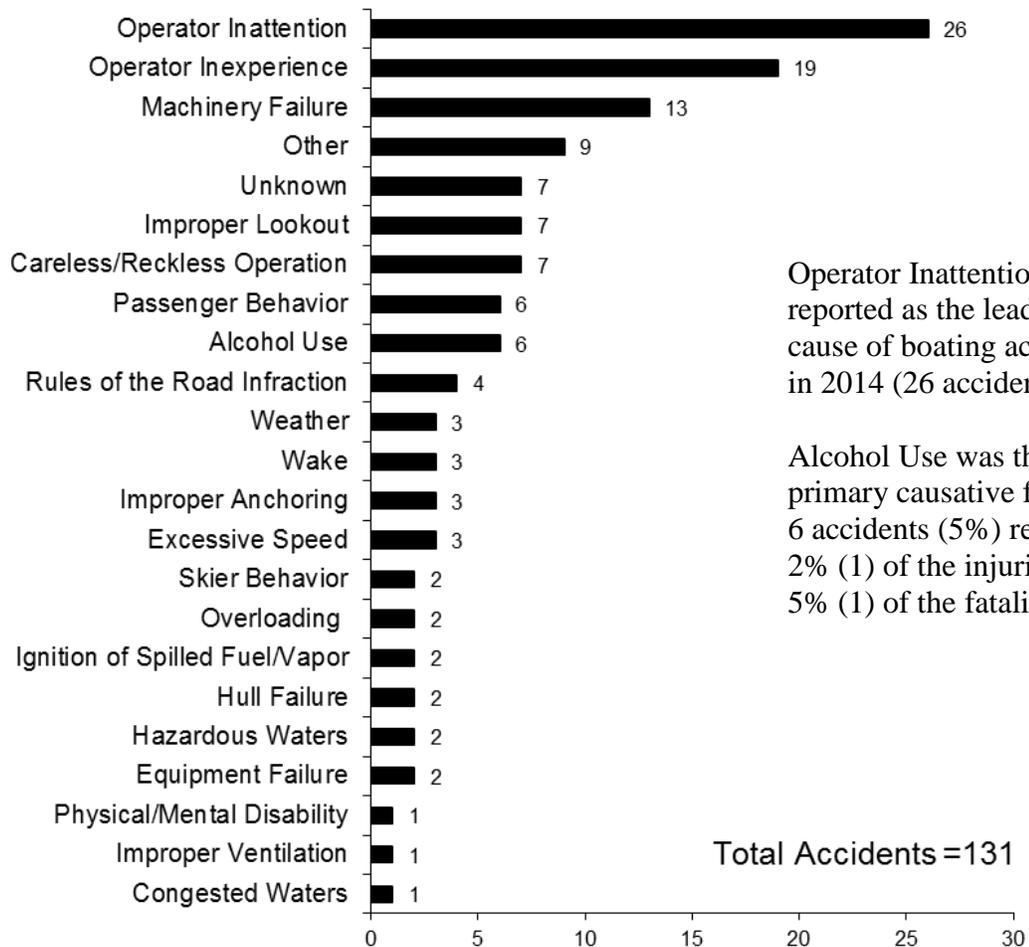
Accident Type	Auxiliary Sail	Cabin Motorboat	Canoe	Houseboat	Kayak	Open Motorboat	Pontoon	PWC	Rowboat/ Rowing Scull	Sail Only	Unknown/Other
Capsizing	0	0	1	0	5	0	0	0	0	1	0
Collision with Commercial Vessel	1	1	0	0	0	0	0	0	0	0	0
Collision with Fixed Object	2	7	0	0	1	3	3	3	0	0	1
Collision with Floating Object	0	1	0	0	0	0	0	0	0	0	0
Collision with Recreational Vessel	6	17	0	0	0	22	8	11	1	0	4
Collision w/ Submerged Object	0	3	1	1	0	6	1	0	0	0	0
Fall Overboard	0	0	1	0	1	3	1	1	0	0	0
Fire or Explosion (Fuel)	0	1	0	0	0	1	0	1	0	0	0
Fire or Explosion (Other)	0	2	0	0	0	1	0	0	0	0	0
Flooding/Swamping	0	2	0	0	4	15	0	0	0	0	0
Grounding	0	0	0	0	0	0	0	1	0	0	0
Other	0	4	0	0	0	7	1	1	0	0	0
Person Ejected from Vessel	0	0	0	0	0	0	0	1	0	0	0
Person Left Vessel	0	1	0	0	0	0	0	1	0	0	0
Person Struck by Boat	0	0	0	0	0	0	0	1	0	1	0
Sinking	0	0	0	0	0	0	1	0	0	0	0
Skier Mishap	0	0	0	0	0	4	0	0	0	0	0
Unknown	0	3	1	0	0	3	1	0	1	0	1
<b>Total Vessels</b>	<b>9</b>	<b>42</b>	<b>4</b>	<b>1</b>	<b>11</b>	<b>65</b>	<b>16</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>6</b>

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

Accident Type	# Vessels	# Injured	# Fatalities
Collision with Recreational Vessel	69	9	0
Flooding/Swamping	21	6	3
Collision with Fixed Object	20	6	0
Other	13	1	0
Collision w/ Submerged Object	12	0	0
Unknown	10	0	10
Capsizing	7	5	1
Fall Overboard	7	2	5
Skier Mishap	4	4	0
Fire or Explosion (Fuel)	3	4	0
Fire or Explosion (Other)	3	1	0
Collision with Commercial Vessel	2	0	0
Person Left Vessel	2	0	2
Person Struck by Boat	2	2	0
Collision with Floating Object	1	0	0
Grounding	1	0	1
Person Ejected from Vessel	1	1	0
Sinking	1	0	0

# 2014 Ohio Boating Accidents

## Primary Accident Causes



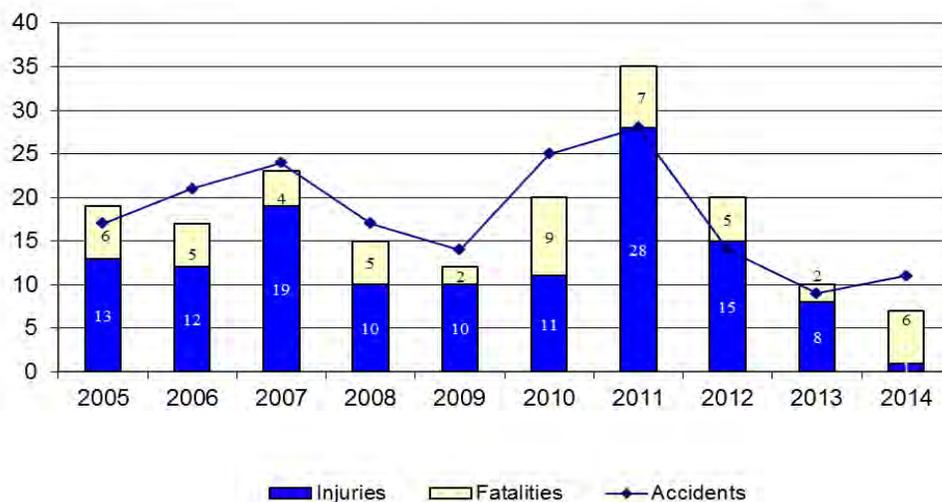
## Actions at the Time of the Accident

<u>Operation</u>		<u>Activity</u>	
Cruising	44	Pleasure Boating	90
Tied to dock/moored	29	Fishing	28
Docking/Leaving Dock	16	Docked/Moored	27
Rowing/Paddling	15	Other/Unknown	9
Changing Speed and Direction	14	Whitewater Sports	6
Changing speed	13	Water Tubing	4
Changing direction	11	Water Skiing	4
Other/Unknown	9	Racing	3
Drifting	7	Swimming	2
At anchor	6	Governmental	2
Sailing	5	Starting Engine	1
Launching/Retrieving	4	Making Repairs	1
Towing	4	Fueling	1
Being towed	2	Commercial Activity	1

## Accident Cause by Accident Type (All Vessels)

Primary Cause for Vessel	Capsizing	Collision with Commercial Vessel	Collision with Fixed Object	Collision w/ Floating Object	Collision with Recreational Vessel	Collision w/ Submerged Object	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	Unknown
Alcohol Use	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
Careless/Reckless Operation	1	0	1	0	3	0	0	0	0	4	0	2	1	0	0	0	0	0
Congested Waters	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Equipment Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Excessive Speed	0	0	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0
Hazardous Waters	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	0	0	0	0	0	0	0	0	0
Improper Anchoring	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1
Improper Lookout	0	1	1	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0
Improper Ventilation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Machinery Failure	0	0	1	0	5	0	0	0	1	4	0	6	0	0	0	0	0	1
Operator Inattention	1	1	5	0	21	4	0	0	1	3	0	1	0	0	0	0	0	1
Operator Inexperience	2	0	3	0	14	2	2	0	0	1	1	0	0	0	0	0	0	1
Other	0	0	0	1	0	3	0	0	0	1	0	2	0	0	0	0	1	2
Overloading	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Passenger Behavior	2	0	0	0	0	0	2	0	0	1	0	0	0	2	0	0	0	0
Physical/Mental Disability	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Rules of the Road Infraction	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Skier Behavior	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Unknown	0	0	1	0	0	0	2	1	1	0	0	0	0	0	0	0	0	2
Wake	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0
Weather	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>Total Vessels</b>	<b>7</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>21</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>10</b>

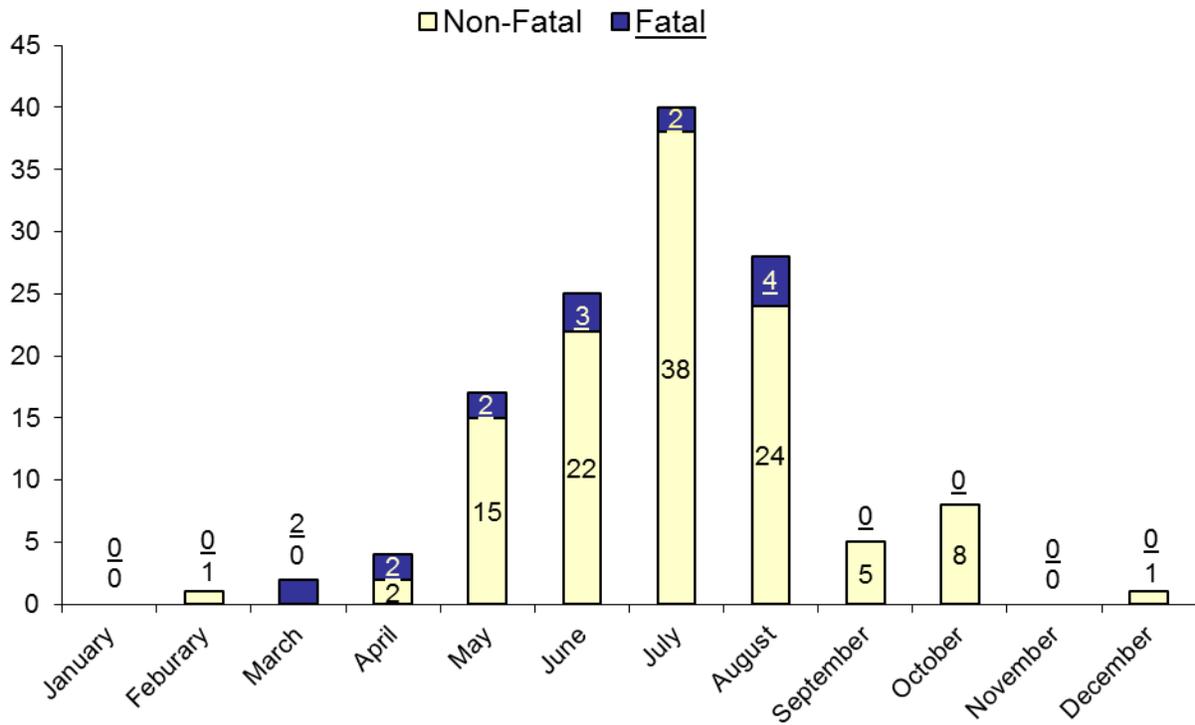
### Alcohol Involved: Accidents – Injuries – Fatalities



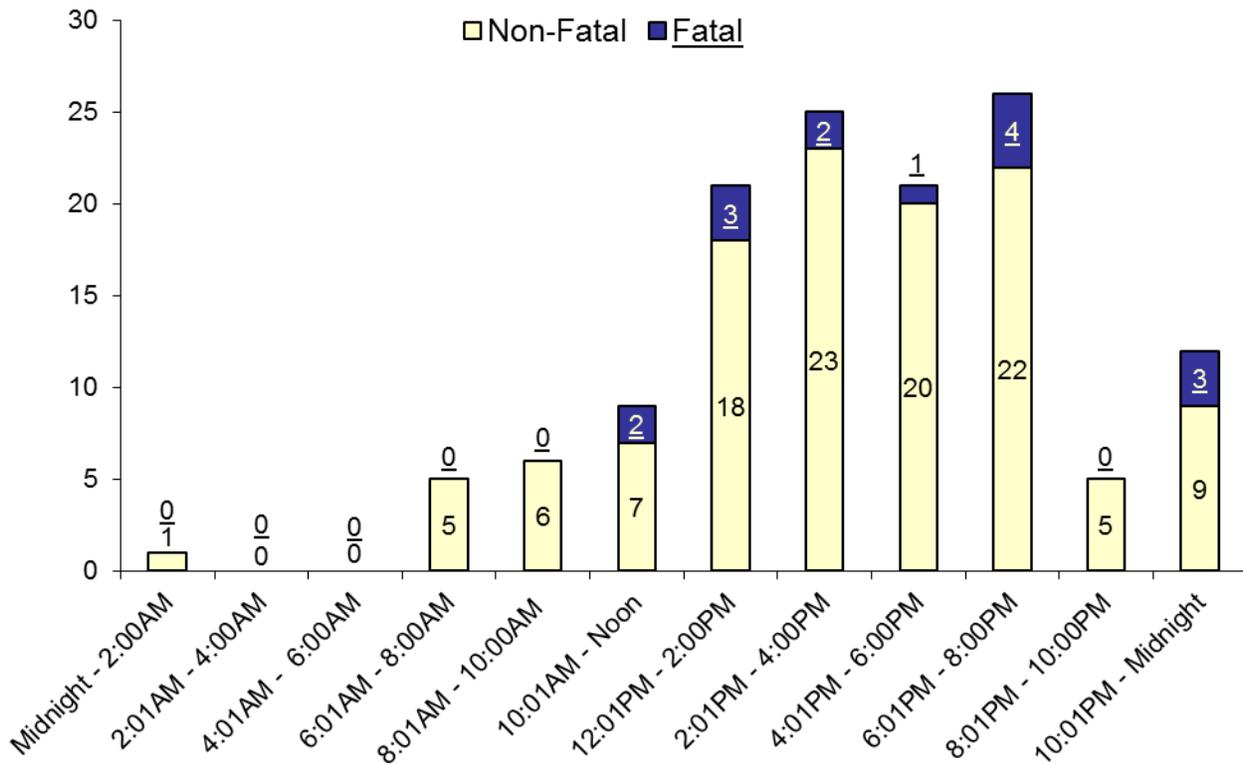
In addition to those accidents where alcohol was listed as the primary accident cause (see page 5), there were an additional 5 accidents (4%) in 2014 that were alcohol involved (defined as an accident where there is evidence or a reasonable likelihood that the use of alcohol contributed to the accident). These accidents accounted for 5 additional fatalities (23%).

## Accident Times

### Month for Fatal and Non-Fatal Accidents

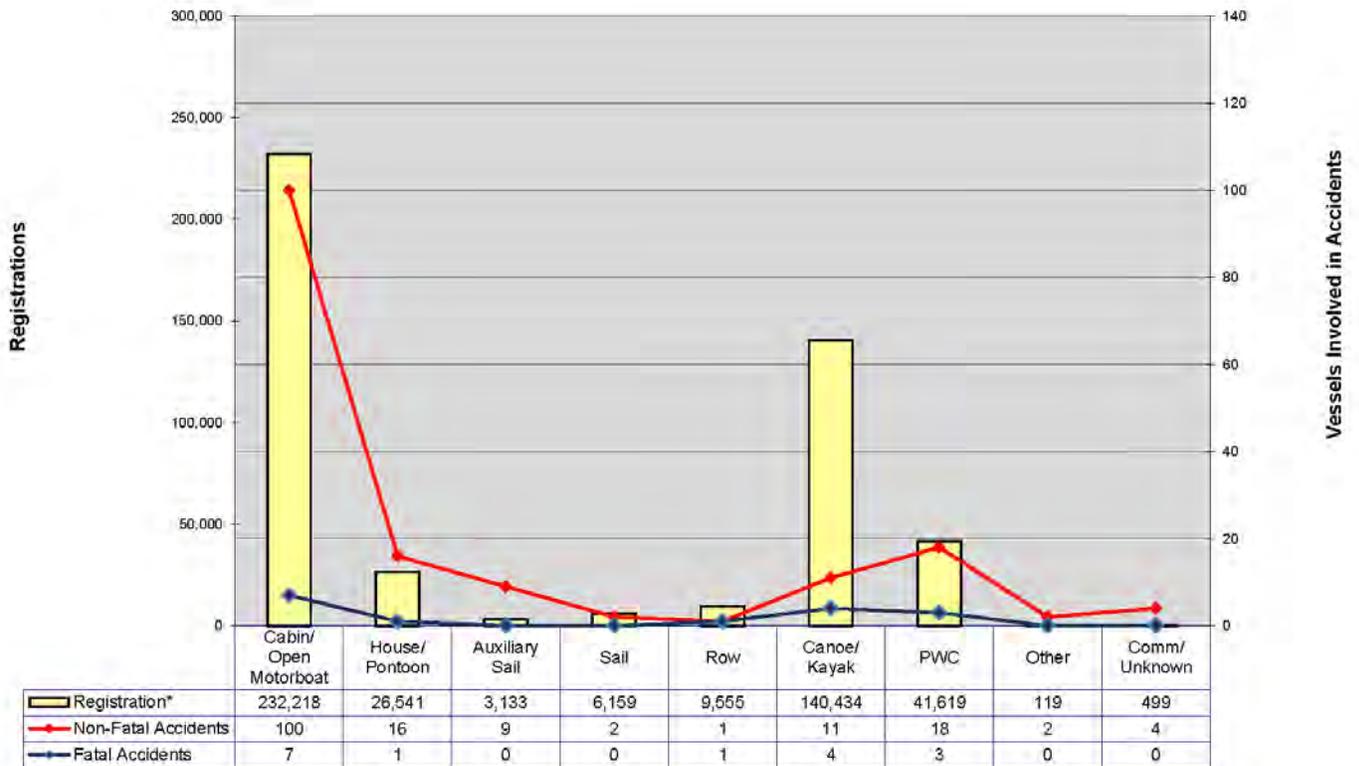


### Time of Day for Fatal and Non-Fatal Accidents



## Vessel Data

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



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

### Boat Operator Versus Ownership

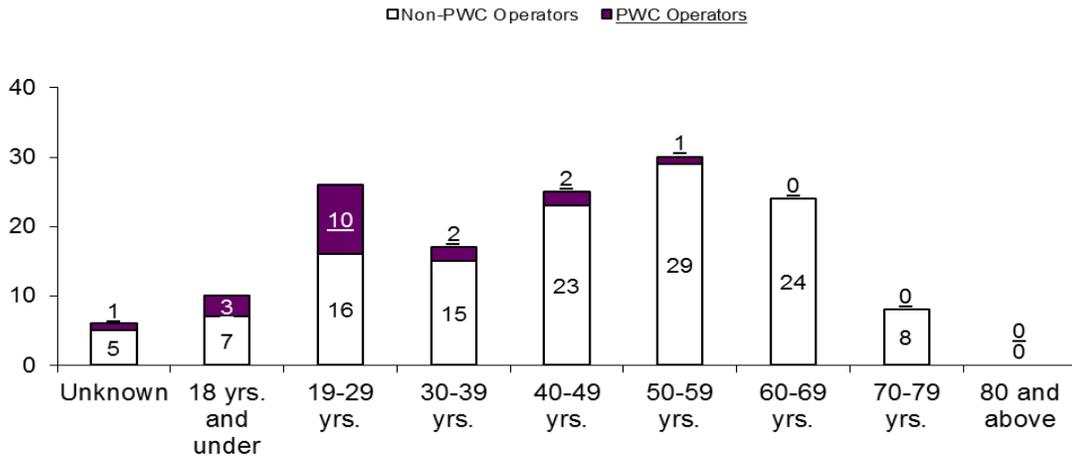
	No Operator	Owner or Operator Unknown	Owner Operated Vessel	Someone Other Than Owner Operated Vessel
Auxiliary Sail	2	0	6	1
Cabin Motorboat	11	1	23	7
Canoe/Kayak	0	1	7	7
Open Motorboat	9	2	35	19
Other/Comm/Unk	0	0	4	2
Pontoon/Houseboat	3	1	4	9
PWC	2	1	4	14
Rowboat	0	0	1	1
Sail Only	0	0	0	2
<b>Total</b>	<b>27</b>	<b>6</b>	<b>84</b>	<b>62</b>

The owner and operator were known/identified for 146 of the vessels involved in accidents in 2014.

Approximately 42% of all vessels involved in accidents in 2014 (when the owner and operator were identified) were operated by someone other than the owner of the vessel.

# Operator Data

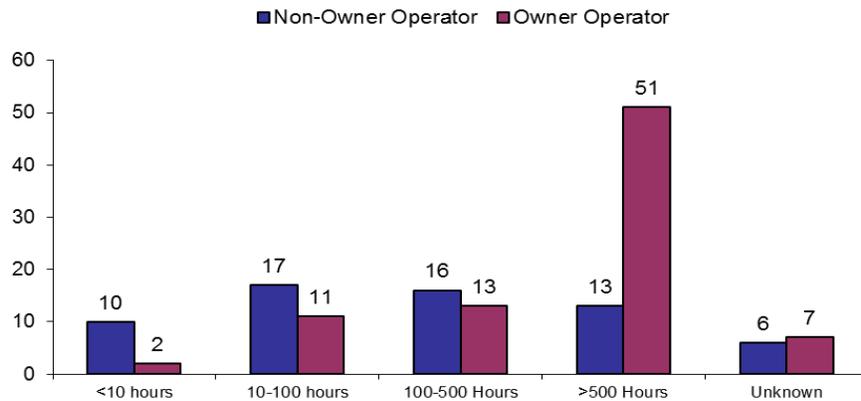
## Operator Age



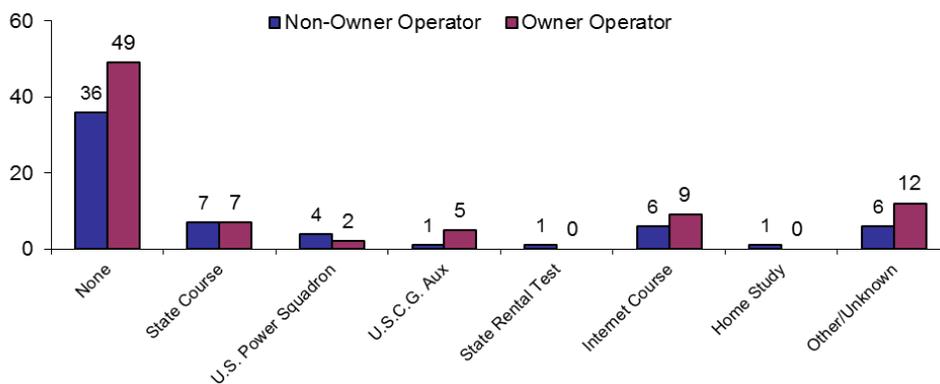
The age of 140 of the operators involved in accidents in 2014 was reported. The average age for these 140 operators was 44.4 years.

The average age of PWC operators was 26.8 years; the average age of all other vessel operators was 47.1 years.

## Operator Experience

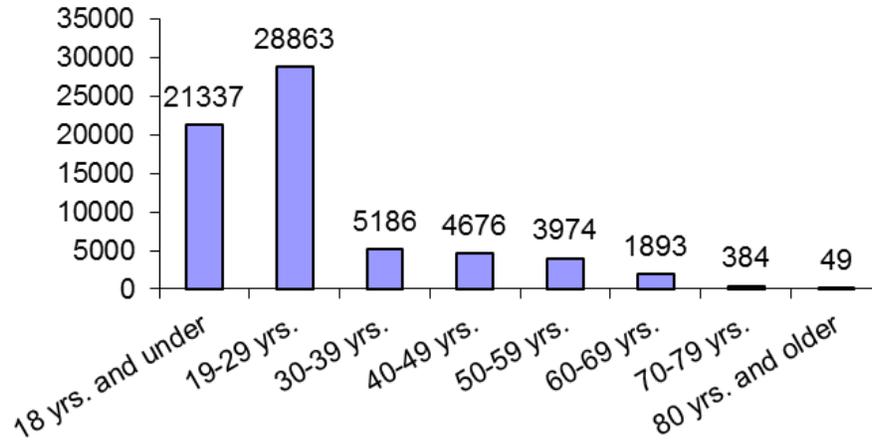


## Operator Education



## Education Certificates

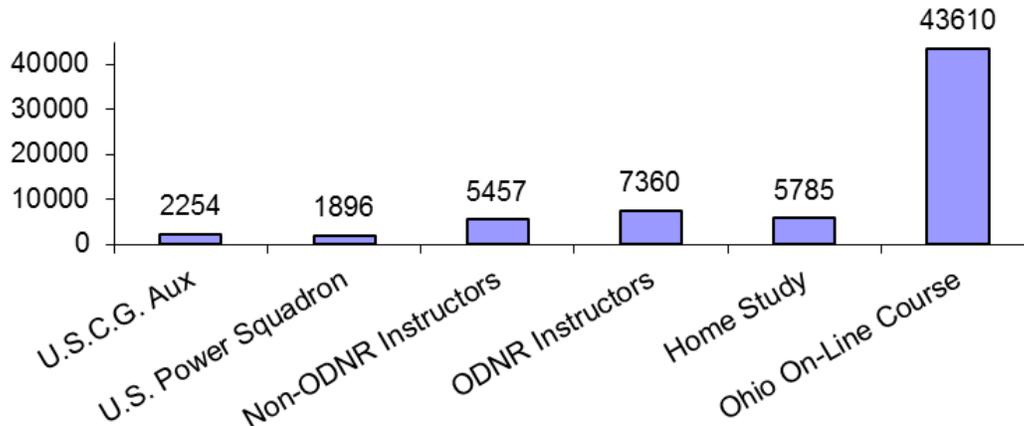
### Age for Education Certificates Issued 2010-2014



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

In 2014, there were 34 operators involved in accidents that were affected by this law; 12 (35%) had not passed the required exam. One of these non-certified operators was operating a cabin motorboat, 2 were operating an open motorboat, 8 were operating a personal watercraft (PWC) and 1 was operating a pontoon boat.

### Education Certificates Issued by Organization 2010-2014



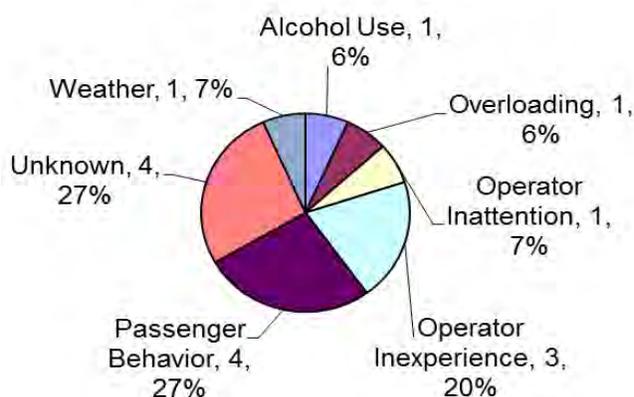
From 2010 through 2014, a total of 66,362 boater education certificates were awarded. Seventy-nine percent (52,262) of those certified fell within the required age group.

## Fatality Data

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

Body of Water	Capsizing	Fall Overboard	Flooding/ Swamping	Grounding	Person Left Vessel	Other/ Unknown
Buckeye Lake			1			
Deer Creek Reservoir		1				
Eastwood Lake		1				
Indian Lake			1			
Lake Erie					1	1
Lake Shawnee						1
Lake White				1		
Muskingum River						1
Ohio River - Meldahl Pool						1
Prairie Oaks Metro Park Quarry	1					
Private Gravel Pit					1	
Private Lake		1				
Private Pond		1				1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>

### Fatal Accident Causes



In 2014, there were 15 fatal accidents resulting in 22 fatalities.

The vessels involved in these fatal accidents included 6 open motorboats, 3 personal watercraft, 2 canoes, 2 kayaks, 1 pontoon boat, 1 cabin motorboat and 1 rowboat.

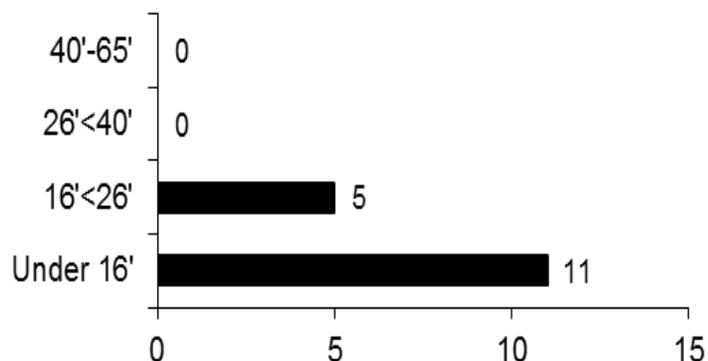
Eight (50%) of the operators involved in these fatal accidents owned the vessel involved in the fatal boating accident; only 2 (13%) of these operators were reported to have taken a boating education course.

The cause of death for 19 of the victims (86%) was drowning; 1 victim perished from impact/trauma (4.5%), 1 victim suffered from a fatal medical condition (4.5%) and the cause of death for 1 victim was unknown (4.5%).

Four (18%) of the fatality victims in 2014 were wearing a personal flotation device (PFD) prior to the incident.

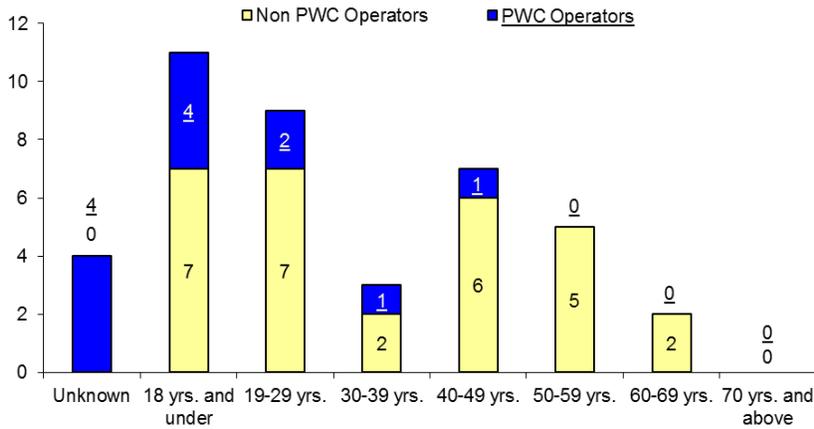
Nineteen of the victims were male and 3 were female. Victims ranged in age from 16 to 64, with the average age being 35.

### Fatal Accident Boat Length



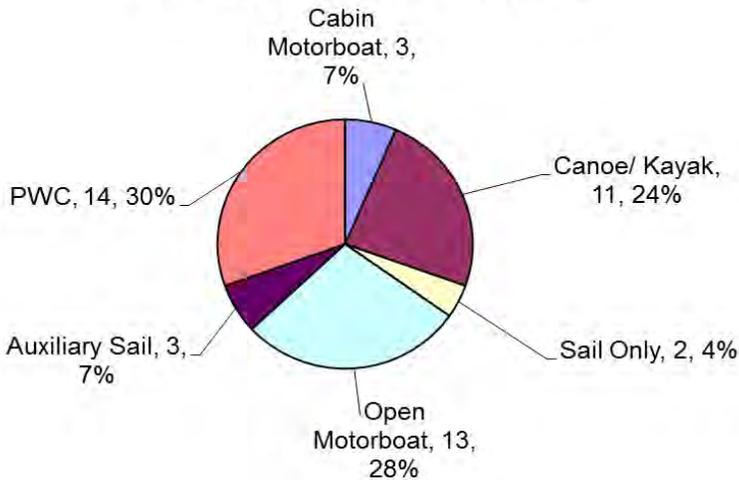
# Injury Data

Age of Injured Victim



Activity	# Injuries
Pleasure Boating	23
Water Skiing/Tubing	5
Whitewater Sports	5
Fishing	3
Other	2
Making Repairs	1
Starting Engine	1
Swimming	1

## Boat Type Involved in Injuries



There were 34 accidents reported that resulted in 41 injuries in 2014.

Collisions with a vessel or fixed object accounted for 29% (10) of these accidents; capsizing, a fall overboard, or flooding/swamping accounted for 12 (35%) of these accidents; and 4 (12%) of these accidents were skier mishaps.

The top-ranked causes for accidents resulting in an injury were Careless/Reckless Operation (5, 15%) and Operator Inexperience (5, 15%). Alcohol use was reported as the primary contributing factor in 1 (3%) of these injury accidents.

There were 46 vessels involved in the 34 accidents that resulted in the 41 injuries.

The boater education background was reported for 41 of those operators; 68% (28) reported they had not participated in a boater education program.

## Serious Injuries and Fatalities



\*requiring hospital stay

## 2014 Boating Accidents by Body of Water and Accident Type

Body of Water	Total Vessels	Capsizing	Collision w/ Commercial Vessel	Collision w/ Fixed Object	Collision w/ Floating Object	Collision w/ Recreational Vessel	Collision w/ Submerged Object	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	Unknown
Acton Lake	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Alum Creek Reservoir	6	0	0	2	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0
Ashtabula River	6	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Auglaize River	5	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0
Berlin Reservoir	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Big Darby Creek	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Buckeye Lake	9	0	0	2	0	3	0	0	0	0	2	0	1	0	0	0	0	0	1
C J Brown Res/Buck Creek Lake	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Caesar Creek Reservoir	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0
Chagrin River	5	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Cuyahoga River	4	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Darby Creek	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer Creek Reservoir	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Eastwood Lake	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
Grand Lake St. Marys	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Grand River	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Great Miami River	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Harsha Lake/East Fork Reservoir	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hoover Reservoir	3	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0
Huron River	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Indian Lake	12	0	0	1	0	6	0	0	0	0	2	0	0	0	0	0	1	0	2
Kokosing River	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake Erie	59	1	0	8	1	20	5	2	2	2	9	0	5	0	1	1	0	0	2
Lake Loramie	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Lake Mohawk	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Lake Seneca	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Lake Shawnee	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lake White	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Little Miami River	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maumee River	7	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0
Muskingum River	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Ohio River	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
O'Shaughnessy Reservoir	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ottawa River	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Paint Creek Reservoir	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Portage Lakes	7	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0
Portage River	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Prairie Oaks Metro Park Quarry	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Private Gravel Pit	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Private Lake	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Private Pond	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Sandusky River	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Seneca Lake	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Springfield Lake	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Tappan Lake	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Vermilion River	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>179</b>	<b>7</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>21</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>10</b>

## 2010-2014 Boating Accident Summary by Body of Water

Body of Water	# Accidents	# Vessels	# Injuries	# Fatalities	Total Boat Damages	Total Property Damages
Acton Lake	2	2	1	0	\$1,200	\$0
Alum Creek Reservoir	34	43	14	1	\$61,570	\$7,675
Apple Valley Lake	2	3	2	0	\$2,580	\$0
Ashtabula River	6	12	0	0	\$29,166	\$75
Atwood Lake	3	3	1	0	\$1,700	\$0
Auglaize River	3	7	1	0	\$11,200	\$3,500
Beaver Creek	2	2	0	0	\$1,550	\$5,035
Berlin Reservoir	8	10	5	0	\$8,730	\$325
Big Darby Creek	1	1	0	0	\$300	\$0
Bresler Reservoir	1	1	1	0	\$0	\$750
Buckeye Lake	34	54	23	2	\$319,322	\$5,840
C J Brown Reservoir/Buck Creek	11	13	2	1	\$15,971	\$530
Caesar Creek Reservoir	19	26	11	2	\$26,381	\$23,031
Chagrin River	5	7	5	0	\$500	\$0
Chippewa Lake	1	1	0	1	\$0	\$50
Clear Fork Reservoir	2	2	0	1	\$1,500	\$0
Cowan Lake	2	3	1	0	\$4,000	\$0
Cuyahoga River	12	27	0	0	\$75,628	\$333
Darby Creek	1	1	1	0	\$0	\$0
Deer Creek Reservoir	4	4	2	1	\$500	\$0
Delaware Reservoir	2	2	0	0	\$21,379	\$0
Dillon Reservoir	3	4	1	0	\$1,863	\$300
Eastwood Lake	3	4	3	2	\$7,900	\$0
Grand Lake St. Marys	13	15	3	1	\$23,861	\$6,200
Grand River	1	2	0	0	\$700	\$0
Great Miami River	4	6	3	0	\$2,370	\$500
Harsha Lake/East Fork Reservoir	16	19	4	0	\$28,610	\$2,900
Hocking River	1	1	0	1	\$0	\$0
Hoover Reservoir	3	4	0	1	\$6,451	\$400
Huron River	4	5	0	1	\$2,663	\$3,874
Indian Lake	30	44	7	5	\$59,748	\$2,950
Jockey Hollow Wildlife Area	1	1	0	1	\$0	\$0
Kayak Pond - Ohio State Fair	1	1	1	0	\$0	\$0
Kenton Lake	1	1	3	0	\$0	\$0
Kokosing River	2	2	0	0	\$700	\$400
Ladue Reservoir	1	1	0	0	\$0	\$700
Lake Erie	310	394	119	22	\$3,918,174	\$201,537
Lake Lakengren	1	1	1	0	\$0	\$0
Lake Loramie	2	3	0	0	\$1,390	\$0
Lake Lorelei	1	1	0	0	\$1,850	\$0
Lake Milton	10	12	5	0	\$13,829	\$1,000
Lake Mohawk	2	2	2	0	\$0	\$0
Lake Roaming Rock	1	2	0	0	\$1,600	\$0
Lake Seneca	2	2	2	0	\$0	\$0
Lake Shawnee	1	1	0	1	\$0	\$0
Lake White	4	4	1	1	\$18,110	\$11,140
Licking River	1	1	0	0	\$250	\$0

Body of Water	# Accidents	# Vessels	# Injuries	# Fatalities	Total Boat Damages	Total Property Damages
Little Miami River	9	11	13	1	\$23,600	\$4,115
Little Muskingum River	1	1	0	1	\$0	\$0
Lost Creek Reservoir	1	1	2	0	\$0	\$0
M J Kirwan Res/West Branch	20	20	15	2	\$19,576	\$1,190
Mad River	1	1	0	0	\$479	\$0
Maumee River	18	26	14	0	\$85,188	\$6,750
Mogadore Reservoir	2	2	0	2	\$0	\$200
Mosquito Lake	4	4	3	2	\$1,000	\$1,200
Muskingum River	3	4	2	3	\$8,000	\$0
Nimisila Reservoir	1	1	0	1	\$0	\$0
Ohio River	21	28	8	5	\$80,777	\$3,850
Olentangy River	4	4	0	0	\$1,215	\$117
O'Shaughnessy Reservoir	1	1	1	0	\$0	\$0
Ottawa River	1	2	0	0	\$600	\$0
Paint Creek Reservoir	1	1	0	0	\$0	\$500
Pleasant Hill	2	4	3	0	\$500	\$550
Portage Lakes	19	31	7	0	\$21,345	\$1,500
Portage River	5	8	1	0	\$26,491	\$3,250
Prairie Oaks Metro Park Quarry	1	2	1	1	\$0	\$200
Private Gravel Pit	1	1	0	1	\$0	\$0
Private Lake	2	2	1	1	\$0	\$0
Private Pond	7	8	3	7	\$500	\$150
Punderson State Park	1	1	0	0	\$0	\$539
Pymatuning Lake	6	6	2	0	\$7,536	\$3,250
Roaming Shores	2	3	1	0	\$2,500	\$0
Rocky Fork	1	2	0	0	\$1,500	\$0
Rush Run Lake	1	1	0	0	\$3,000	\$500
Salt Fork Lake	15	17	10	0	\$26,854	\$500
Sandusky River	8	11	8	1	\$15,600	\$2,000
Sandusky Scenic River	1	1	1	0	\$0	\$0
Scioto River	3	3	0	0	\$1,200	\$1,830
Seneca Lake	7	9	6	0	\$2,000	\$1,000
Shelly Materials Quarry	1	1	0	1	\$0	\$0
Springfield Lake	1	2	0	0	\$500	\$0
Tappan Lake	5	5	5	1	\$0	\$1,800
Tinkers Creek	1	1	1	0	\$300	\$50
Tomahawk Lake	1	1	1	0	\$0	\$0
Toussaint River	1	2	1	0	\$500	\$1,260
Turtle Creek	1	1	0	0	\$2,588	\$0
Tuscarawas River	3	4	1	1	\$650	\$200
Upper Sandusky Reservoir	1	1	0	1	\$0	\$0
Vermilion River	3	9	0	0	\$14,875	\$6,355
Wards Canal	1	1	5	0	\$0	\$0
White Oak Creek	1	2	0	0	\$3,700	\$0
<b>Five-Year Total</b>	<b>764</b>	<b>1004</b>	<b>341</b>	<b>77</b>	<b>\$5,025,819.43</b>	<b>\$321,901.3</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 disappears from the vessel under circumstances that indicate death or injury; or
  - c. A person is injured and requires medical treatment beyond first aid; or
  - d. Damage to the vessel(s) and other property totals \$2,000 or more (Note: the reporting threshold under 1547 ORC remains \$500); or
  - e. There is a complete loss of any vessel.
- 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
  - Casualties that result when a person departs an anchored, disabled vessel to make repairs, such as unfouling an anchor or cleaning out the intake of a jet-propelled 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 where the vessel did not contribute to the casualty.
- 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 or the structure to which it is moored
- 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 residential platform or other watercraft used primarily as a residence that 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 watercraft that have not been deemed a vessel
- Casualties or damage that occur when the only vessels involved are being used solely for governmental, commercial or criminal activity
- Casualties or damage that occur when the only vessel(s) involved are not numbered and are being used exclusively for racing
- Casualties or damage that occur when the only vessels involved are foreign vessels and thus not subject to U.S. federal reporting requirements