

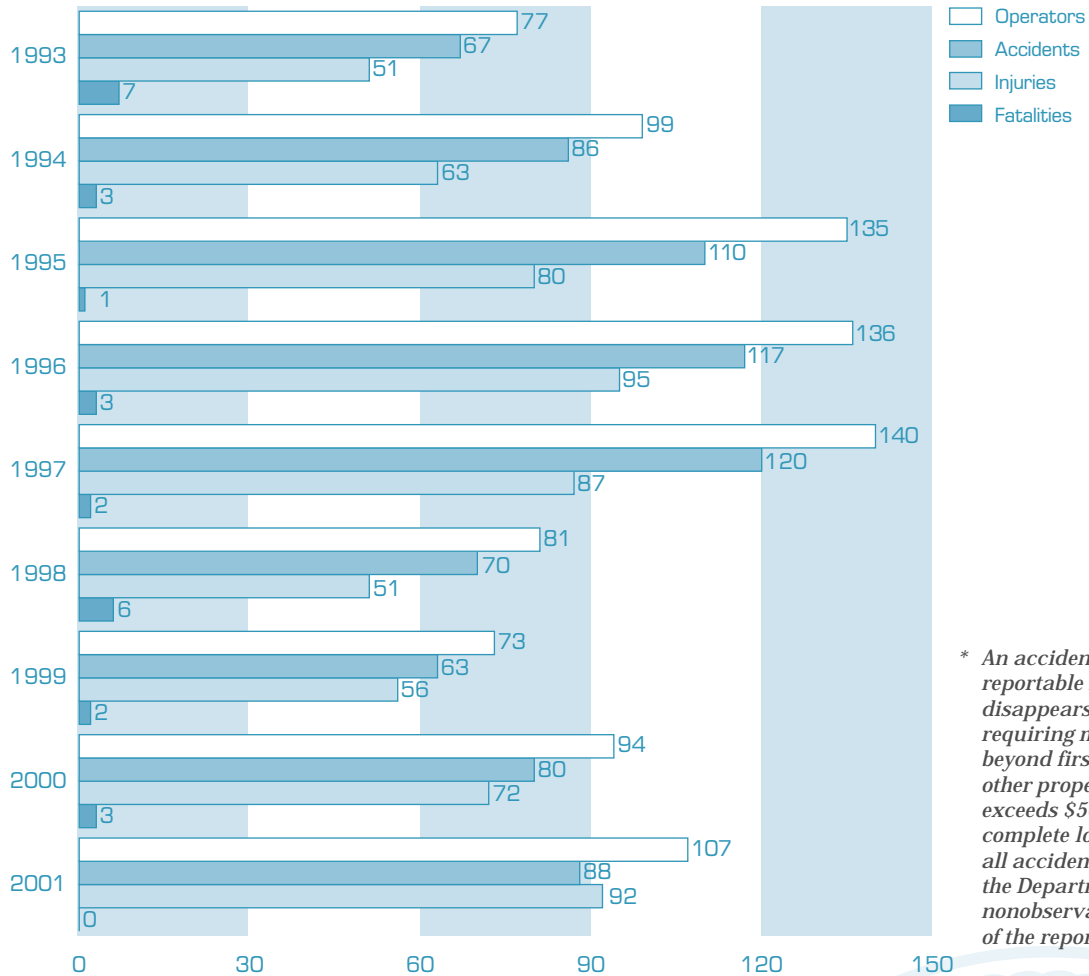
1980-2001 California Boating Accidents*

Year	Number of Accidents	Number of Injuries	Number of Fatalities	Amount of Property Damage
1980	657	270	112	\$2,039,800
1981	728	319	87	\$3,655,630
1982	696	323	103	\$2,497,000
1983	648	333	95	\$3,713,100
1984	791	341	93	\$2,491,700
1985	869	403	76	\$4,246,400
1986	741	319	68	\$2,645,500
1987	905	325	54	\$3,381,600
1988	745	333	51	\$2,396,100
1989	632	371	43	\$3,669,800
1990	761	416	50	\$3,131,200
1991	750	421	58	\$2,653,800
1992	689	447	59	\$4,360,100
1993	743	434	67	\$2,052,800
1994	709	386	40	\$1,740,300
1995	833	490	52	\$2,536,500
1996	850	537	56	\$2,241,700
1997	925	526	43	\$3,266,800
1998	772	413	58	\$2,299,600
1999	907	491	42	\$2,864,000
2000	906	524	51	\$3,038,400
2001	907	502	48	\$2,841,900

* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.



1993-2001 California Youth Operator Accidents *

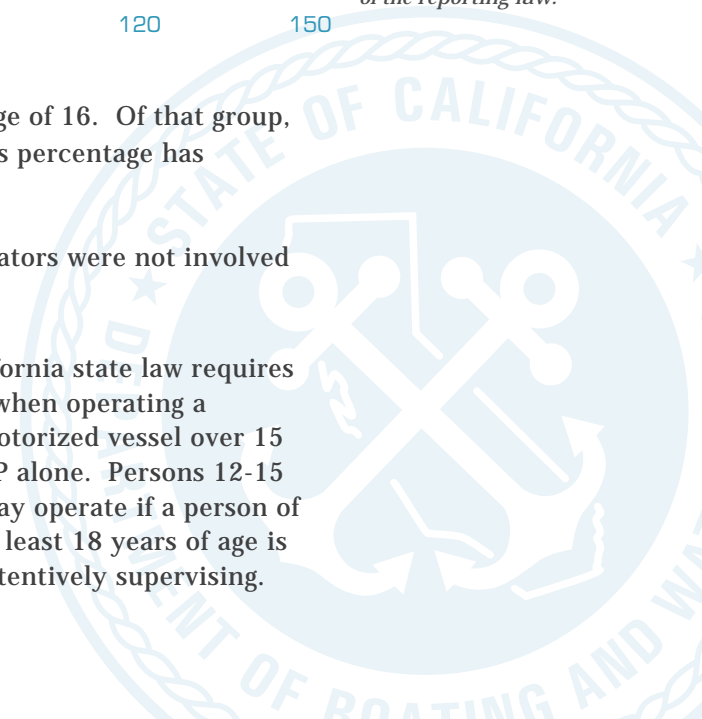


* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

- 49% of youth operators were under the age of 16. Of that group, 92% did not have an adult on board. This percentage has increased from 74% in 2001.
- For the first time since 1990, youth operators were not involved in any fatal accidents.

The Department reminds boaters that California state law requires boat operators to be at least 16 years of age when operating a

motorized vessel over 15 HP alone. Persons 12-15 may operate if a person of at least 18 years of age is attentively supervising.



2001 California Boating Accidents by County*

County	Number of Accidents	Number of Injuries	Number of Fatalities	Amount of Property Damage
Alameda	11	1	2	\$26,550
Amador	5	3	0	\$9,700
Butte	18	12	2	\$43,900
Calaveras	23	17	0	\$93,500
Colusa	7	8	0	\$9,700
Contra Costa	35	11	4	\$138,450
El Dorado	17	7	0	\$30,000
Fresno	17	9	0	\$18,500
Humboldt	6	0	3	\$6,600
Imperial	17	13	2	\$29,150
Kern	14	12	1	\$26,250
Kings	2	1	0	\$8,900
Lake	10	7	1	\$56,600
Lassen	3	2	1	\$4,500
Los Angeles	64	31	0	\$240,200
Madera	23	16	1	\$23,900
Marin	10	2	0	\$45,500
Mariposa	4	2	0	\$8,600
Mendocino	2	0	0	\$4,300
Merced	2	0	1	\$550
Monterey**	11	2	1	\$61,100
Napa	25	23	1	\$19,700
Nevada	8	7	0	\$10,600
Orange***	55	8	0	\$515,250

Northern California

Southern California

* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

** Monterey County statistics are split between Northern and Southern California.

*** The increase in boating accidents in Orange County when compared with accident totals appearing in previous reports is not due to an increase in accidents, but rather to an increase in the reporting of accidents to the Department.



2001 California Boating Accidents by County* *(continued)*

County	Number of Accidents	Number of Injuries	Number of Fatalities	Amount of Property Damage
Placer	28	13	2	\$78,100
Plumas	4	3	0	\$9,500
Riverside	58	37	0	\$89,100
Sacramento	16	5	1	\$81,500
San Bernardino	60	49	4	\$151,750
San Diego	73	44	1	\$271,400
San Francisco	13	3	1	\$74,800
San Joaquin	52	27	4	\$239,150
San Luis Obispo	21	9	1	\$34,050
San Mateo	3	0	0	\$11,550
Santa Barbara	5	2	0	\$11,000
Santa Clara	11	6	0	\$9,500
Santa Cruz	6	0	0	\$12,600
Shasta	58	27	3	\$55,950
Sierra	1	0	1	\$0
Solano	14	11	0	\$80,600
Sonoma	16	12	4	\$20,200
Stanislaus	16	10	2	\$37,000
Sutter	2	2	0	\$2,000
Tehama	6	1	0	\$21,000
Trinity	8	8	0	\$2,500
Tulare	7	14	0	\$18,300
Tuolumne	17	12	1	\$27,700
Ventura	11	0	1	\$40,950
Yolo	8	10	2	\$20,000
Yuba	4	3	0	\$9,700
Total	907	502	48	\$2,841,900

Northern
California

Southern
California

* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

California

General Statistics

2001 California Registered Vessels and PWC

County	Total Registered PWC	Total Registered Vessels (includes PWC)
Alameda	4,316	31,990
Alpine	12	131
Amador	172	3,156
Butte	1,107	16,429
Calaveras	358	5,551
Colusa	90	1,377
Contra Costa	5,957	40,958
Del Norte	53	1,577
El Dorado	1,072	14,423
Fresno	2,707	22,841
Glenn	130	1,968
Humboldt	468	7,858
Imperial	645	2,778
Inyo	206	1,306
Kern	3,156	16,905
Kings	586	2,883
Lake	1,006	10,954
Lassen	219	3,300
Los Angeles	39,336	132,081
Madera	637	5,868
Marin	642	10,483
Mariposa	84	1,439
Mendocino	396	5,370
Merced	827	6,751
Modoc	22	788
Mono	160	1,681
Monterey*	1,183	9,836
Napa	665	7,568
Nevada	443	9,596
Orange	25,808	81,594

 Northern California
 Southern California

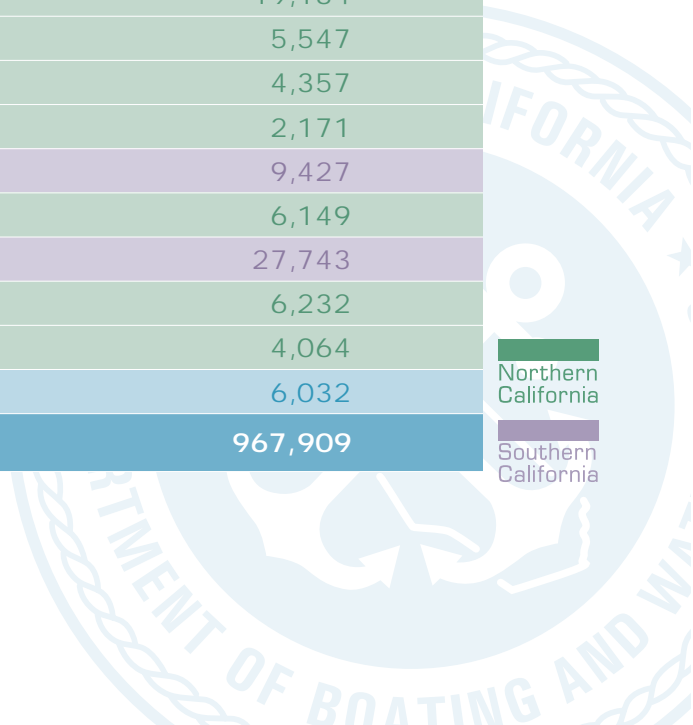
* Monterey County statistics are split between Northern and Southern California.



2001 California Registered Vessels and PWC *(continued)*

County	Total Registered PWC	Total Registered Vessels (includes PWC)
Placer	2,047	20,159
Plumas	198	3,819
Riverside	17,327	50,081
Sacramento	4,734	47,674
San Benito	341	1,967
San Bernardino	17,669	52,220
San Diego	13,885	70,104
San Francisco	468	4,659
San Joaquin	2,715	26,087
San Luis Obispo	1,603	13,498
San Mateo	2,145	14,659
Santa Barbara	1,306	11,038
Santa Clara	5,469	32,821
Santa Cruz	613	8,465
Shasta	1,250	18,380
Sierra	13	357
Siskiyou	123	4,196
Solano	1,818	16,468
Sonoma	2,274	20,961
Stanislaus	2,369	19,134
Sutter	508	5,547
Tehama	285	4,357
Trinity	81	2,171
Tulare	1,378	9,427
Tuolumne	332	6,149
Ventura	6,210	27,743
Yolo	458	6,232
Yuba	315	4,064
Out of State	1,478	6,032
GRAND TOTAL	181,875	967,909

 Northern California
 Southern California



2001 California PWC Accidents by County*

County	Number of Accidents	Number of Injuries	Number of Fatalities	Amount of Property Damage
Amador	2	2	0	\$3,700
Butte	4	3	1	\$10,2000
Calaveras	7	4	0	\$29,000
Colusa	3	5	0	\$2,700
Contra Costa	3	3	1	\$5,000
El Dorado	5	2	0	\$6,200
Fresno	12	9	0	\$11,150
Imperial	7	8	0	\$17,000
Kern	10	12	0	\$22,450
Kings	2	1	0	\$8,900
Lake	2	3	0	\$2,500
Lassen	1	2	0	\$1,500
Los Angeles	27	18	0	\$35,650
Madera	12	10	0	\$9,150
Mariposa	2	1	0	\$6,600
Monterey**	1	0	0	\$600
Napa	13	11	0	\$8,200
Nevada	2	2	0	\$9,500
Orange***	4	1	0	\$3,300
Placer	14	11	0	\$45,600
Plumas	3	3	0	\$6,000
Riverside	39	25	0	\$48,000
Sacramento	3	1	0	\$6,050
San Bernardino	29	21	2	\$37,500
San Diego	16	18	0	\$18,400
San Joaquin	7	4	0	\$14,000
San Luis Obispo	2	0	0	\$1,500
Santa Clara	3	2	0	\$4,350
Shasta	9	6	0	\$16,550
Solano	2	4	0	\$8,000
Stanislaus	9	7	0	\$18,000
Trinity	1	1	0	\$2,500
Tulare	5	8	0	\$12,300
Tuolumne	10	6	1	\$24,650
Yuba	2	2	0	\$8,500
Total	273	216	5	\$465,200

* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

** Monterey County statistics are split between Northern and Southern California.

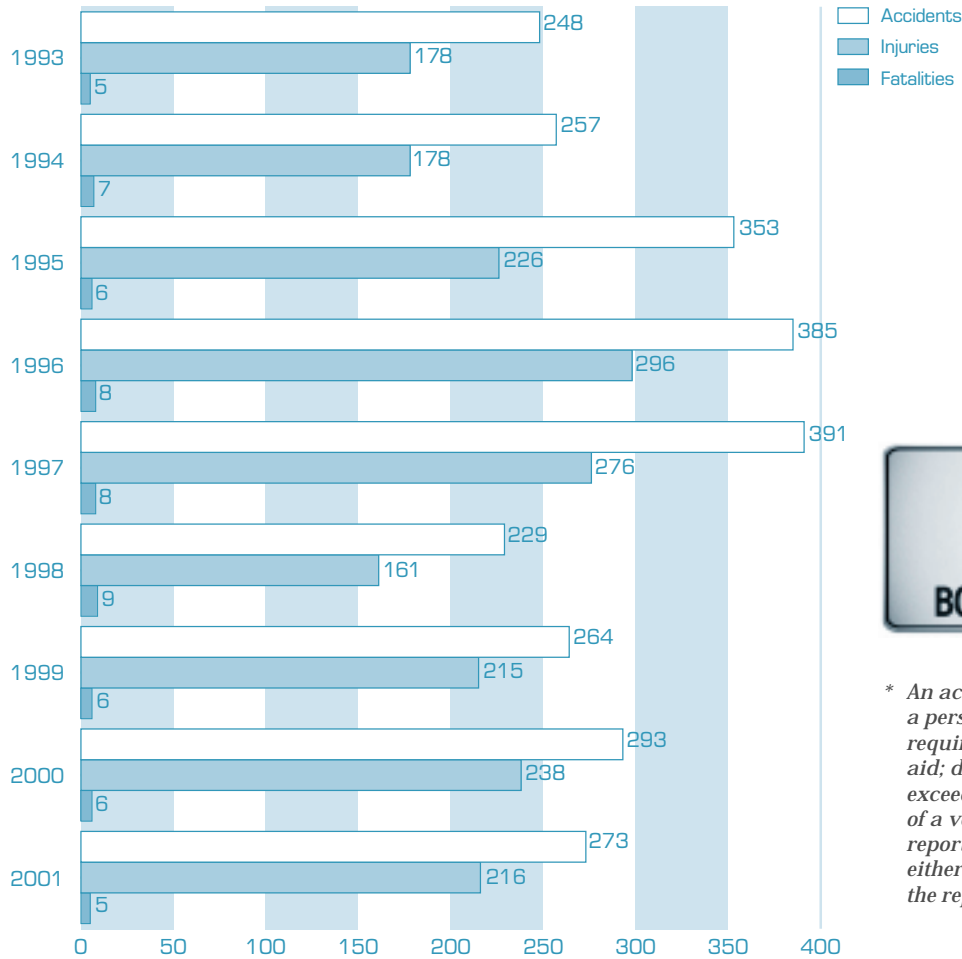
*** The increase in boating accidents in Orange County when compared with accident totals appearing in previous reports is not due to an increase in accidents, but rather to an increase in the reporting of accidents to the Department.

Northern
California

Southern
California

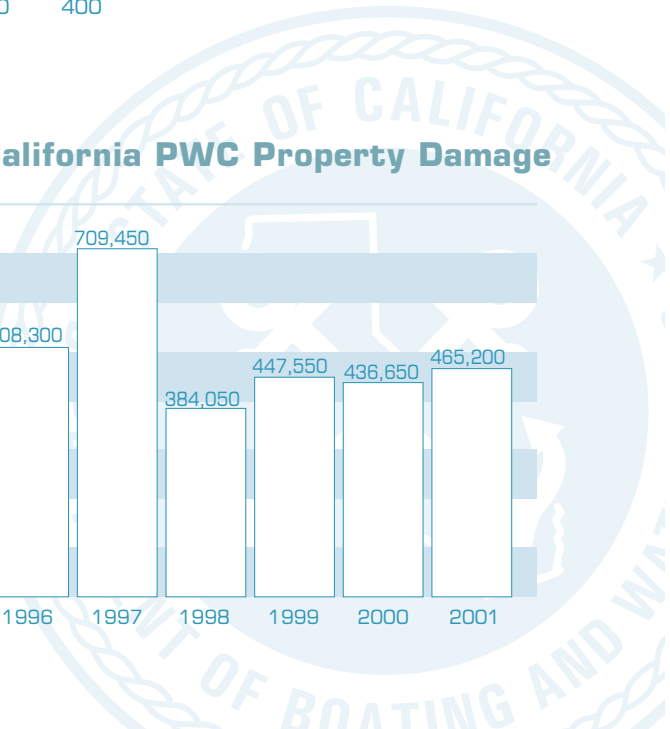
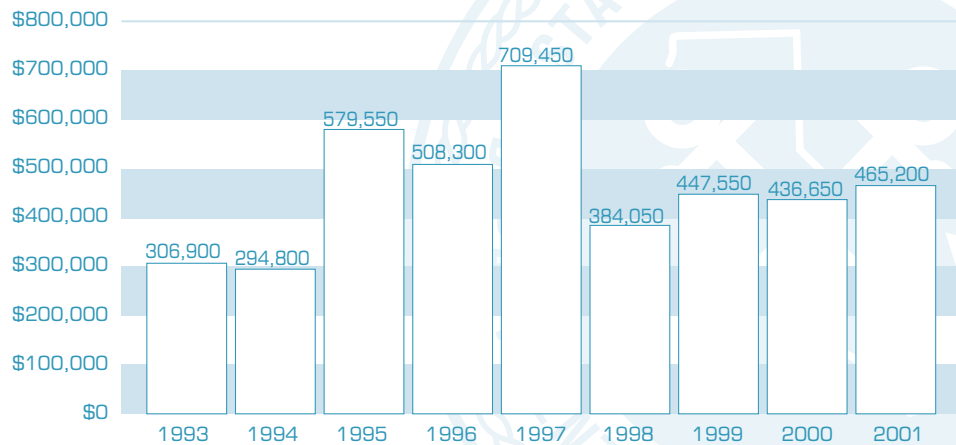


1993-2001 California PWC Accidents, Injuries, and Fatalities *



* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; damage to a vessel or other property exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

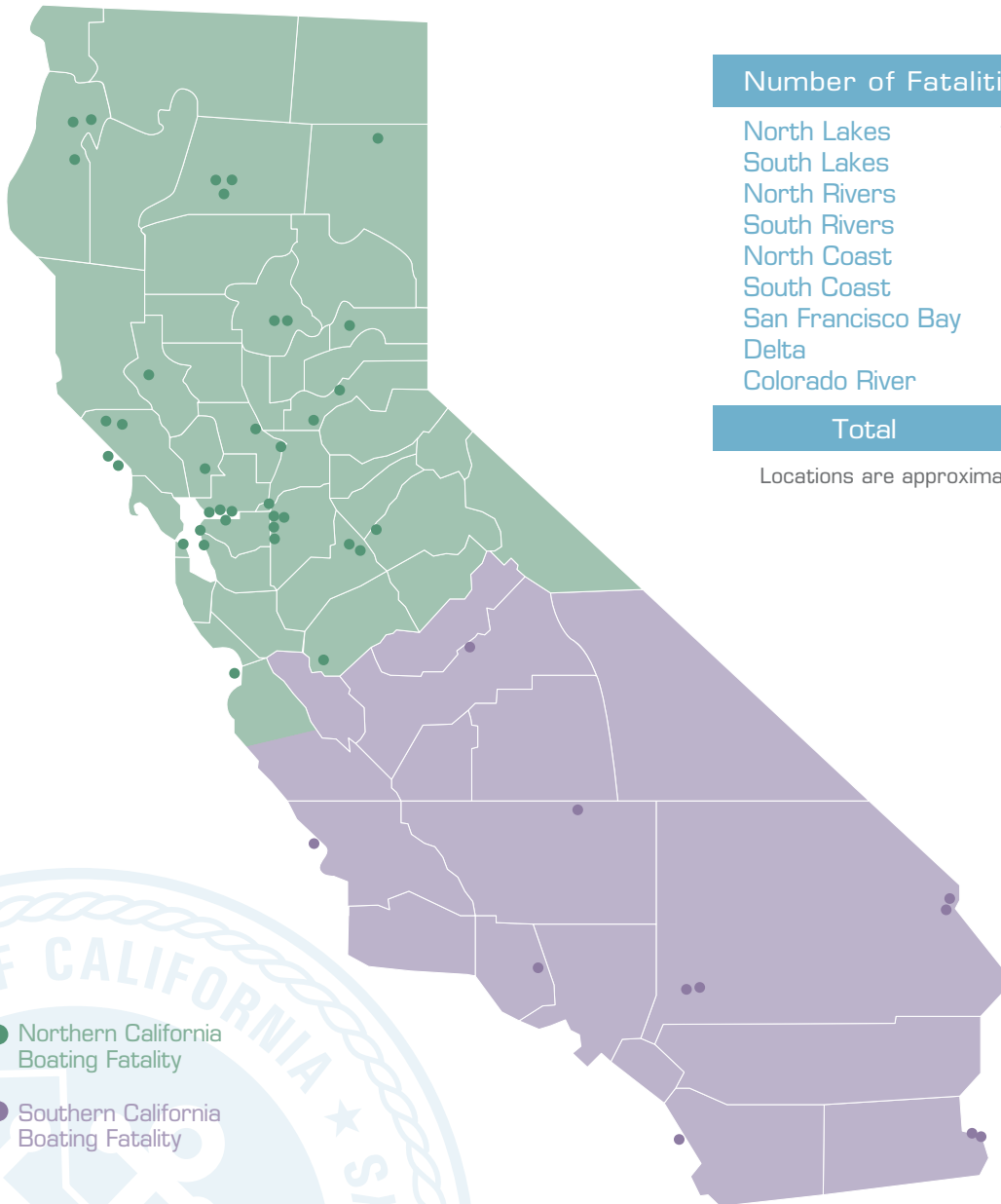
1993-2001 California PWC Property Damage



California

General Statistics

2001 California Boating Fatalities by Location *



Locations are approximate.

● Northern California Boating Fatality

● Southern California Boating Fatality

* Monterey County statistics are split between Northern and Southern California.

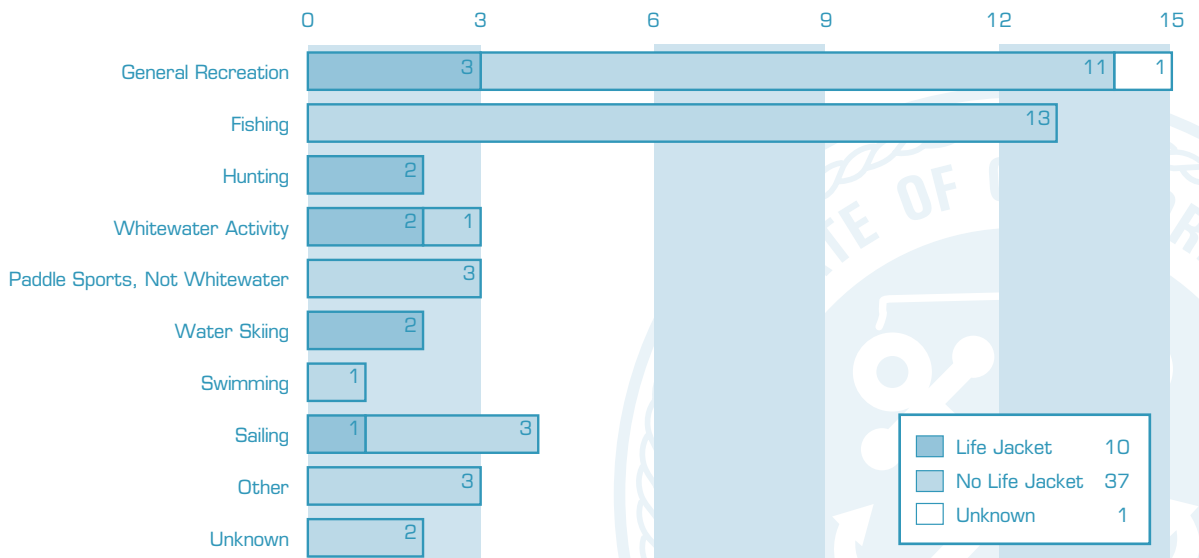


Alcohol-Related Boating Fatalities

- Where testing could be conducted, 24% of boating fatalities were found to be alcohol related.
- The majority of alcohol-related boating fatalities were the result of collisions with other vessels (30%), falls overboard (30%), and vessels capsizing (20%).
- The majority (60%) of the victims drowned. Of this group, none were wearing life jackets.
- Of the 5 passengers killed in alcohol-related boating accidents, 4 contributed to their deaths due to poor judgment related to alcohol consumption. This finding underscores the Department's long-held view that the “designated driver” concept, which works well regarding motor vehicles, does not go far enough in the boating environment. Intoxicated passengers in and around vessels are exposed to dangers that do not affect passengers in a motor vehicle, such as falling overboard or swimming too close to a moving propeller.



Fatal Boating Accidents by Type and Life Jacket Usage*



* An accident is considered reportable if: a person dies, disappears, or is injured requiring medical attention beyond first aid; vessel or other property damage exceeds \$500; or there is complete loss of a vessel. Not all accidents are reported to the Department, due to either nonobservance or ignorance of the reporting law.

Recent Changes in California Boating Law

Children

As of January 1, 2001, California law now requires children under the age of 12 to wear a life jacket when aboard an underway vessel 26 feet in length or less.

Exceptions to this law include the operation of a sailboat that does not exceed 30 feet in length or a dinghy used directly between a moored boat and the shore, or between two moored boats.



Personal Watercraft and Water Skiers

As of January 1, 2001, every person on board a personal watercraft and any person on water skis, an aquaplane or similar device must wear a Coast Guard-approved Type I, II, III or V life jacket.

Exceptions to this law include a person aboard a personal watercraft or being towed behind a vessel, if that person is a performer in a professional exhibition, or preparing to participate in an official regatta, marine parade, tournament or exhibition. In lieu of wearing a Type I, II, III or V Coast Guard-approved life jacket, any person engaged in slalom skiing on a marked course, or any person engaged in barefoot, jump or trick water skiing may elect to wear a wetsuit designed for the activity and labeled by the manufacturer as a water ski wetsuit. A Coast Guard-approved Type I, II, III, or V life jacket must be carried in the tow vessel for each skier electing to wear a wetsuit.

All Vessels

As of January 1, 2001, any person convicted of one moving violation while operating a vessel shall be ordered by the court to complete and pass a boating safety course approved by the Department of Boating and Waterways. Proof of completion and passage of the course must be submitted to the court within seven months of the time of the conviction.



2001 California Boating Safety Tips

Before Going Out...

Education

Many accidents happen because the operator did not know some of the most basic boating safety rules. The Department offers a comprehensive home study course that boaters can order free of charge by calling **(888) 326-2822**. The Department also offers free safety information including videos, pamphlets, and other materials on such topics as PWC operation, water skiing, and fishing.

The Department sponsors a number of aquatic programs statewide where boaters can get on-the-water training in a variety of activities. Visit our website at www.dbw.ca.gov to locate classes in your area, or link to the U.S. Coast Guard Auxiliary or the U.S. Power Squadrons who also offer courses.

Maintenance and Equipment Check

Check that your vessel is in good working order before taking it out on the water. Many accidents caused by inoperable bilge pumps, engine problems, and leaks in the hull could have been avoided with proper maintenance.

Make sure your vessel is equipped with all required safety equipment and that everyone on board knows where it is.

Check the Weather

Many accidents could have been avoided if the operator had checked the weather before venturing out. For your local forecast, visit the National Weather Service's website at www.wrh.noaa.gov/wrhq/nwspage.html. Weather broadcasts can be heard 24 hours a day in Northern California from San Francisco on 162.55 MHz and from Eureka on 162.40 MHz and in Southern California from Los Angeles on 162.55 MHz and from San Diego on 162.4 MHz. Know your vessel's limitations concerning the type of water conditions it can handle and tell someone where you are going and when you plan to return.

Once Underway...

Avoiding a Collision

Situation: Meeting head-on
Rule: Keep to the right

Situation: Crossing
Rule: Give the right-of-way to vessels ahead and to the right

Situation: Overtaking another vessel
Rule: Give the right of way to the other vessel and allow plenty of room



Docking

Be thoroughly familiar with the way your vessel handles. Many accidents occur because operators aren't familiar with how the vessel shifts or how quickly the vessel responds to steering or throttle changes.

Operators should have a passenger act as a "lookout" to help keep clear of the dock, other passing vessels or people in the water. Speed is restricted to 5 MPH in the docking area.

The operator and passengers should keep their hands inside the vessel in the docking area. Severe injuries, including crushed fingers and even amputations, have resulted from boaters trying to help fend off the dock. Even vessels that are traveling at 5 MPH present hazardous situations. The operator should ensure that everyone on board is aware of this danger.