

Process for Post Sale Monitoring of Power Boat Accidents

MINING

Historical Data for accidents involving a specific manufacturer or for certain types of accidents

BARD is a major source of historical boat accident data

Google
Current and Historical News
Archives, archive.org, UseNet groups
Trade Journal archives
FOIA requests to States and USCG
Court records (PACER)
Legal cases (Justia)
WestLaw
Forums (fishing, skiing, wake boarding, wake surfing, poker runs, lake forums, boat owners by builder, house boats, pontoons)

Recollection of employees
Customer complaints
Warranty records of safety parts
Sales of safety critical parts

Previous USCG BSCs

Once your Monitoring program gets underway, gradually start reviewing these resources for historical information.

BARD will typically be the best source to start with. Search BARD year by year for accidents involving your products.

Output is specific accidents of interest for further study

MONITORING

Current Sources

Google News - Boat Builder name &/or boat type

Google News Alerts
Media
Boat Builder Forums by Brand
Boat Builder's Owners Club sites
Activity Forums (skiing, fishing)
Trade Magazines/online
Television News
Local News
Social Media, FaceBook
Current Annual BARD database
Date limited searching

Personal reports
Visit with peers, Industry Meetings
Have employees, Dealers, field reps, tech reps, and legal Dept. on the lookout for accidents

Customer complaints
Warranty records of safety parts
Sales of safety critical parts

USCG BSC
NBSAC
BIRMC
USCG media reports (BADs)
WSIA

Monitor, log, and store info on serious accidents & near misses. These records can then be quickly accessed by Management, Product Design, Product Safety & Legal Depts.

Additional information may be needed before State accident reports can be requested

When monitoring process identifies an accident, proceed to Refining process

The first goal for accidents of interest

REFINING

Information on Specific Accidents

request State Accident Reports & photos

Backup and use the Monitoring tools more thoroughly on this accident for more info.

If the accident has some age on it, use the Mining tools on it and similar accidents.

If you are concerned there could be more like this one, use the Mining tools for those built by you and other manufacturers of similar boats or drives, plus the Monitoring tools.

What you really want are the State Accident Reports and any associated photographs.

Mining ←

Mining ←

This chart is NOT professional advice.

It is an effort to encourage boatbuilders to develop their own post sale monitoring programs by providing them with materials to stimulate their own conversations about how to best meet their exact needs.

Note - If you lack expertise with the U.S. Coast Guard Boating Accident Report Database (BARD), we provide a series of BARD instructional videos and related materials at PropellerSafety.com/propeller/bard

See Tips, Information & Acronyms on the Accompanying Page

Tips & Information for Post Sale Monitoring of Power Boat Accidents

Search tips

Be aware of compound words (house boat v. houseboat, bass boat v. bassboat, Sea Ray v. SeaRay, etc.)

Also be aware of common misspellings (Sumerset v. Summerset) and hyphens (Yar-Craft v. YarCraft)

Learn how to filter out overwhelming search hits from subjects with same name as your target, such as a famous band, last name of famous person, city, TV show, movie, famous singer, pro sports team, fast food place, etc.

Monitor emerging accident scenarios by boat type (house boats, pontoon boats, bass boats, ski boats, wake boats, etc). Remember off throttle PWC steering, carbon monoxide poisoning, pontoon boat bow riding propeller strikes, & pontoon boat gate finger amputations were not initially builder/manufacture specific.

Monitor Accidents to Make Boats & Boating Safer

The Future

There is a need to encourage all 50 states to report current and historical accidents to Public BARD.

Boat insurance records hold great potential for monitoring Post Sale accidents, but have yet to be made available.

BARD

The U.S. Coast Guard Boating Accident Report Database (BARD) is the number one source for historical monitoring of boat propeller accidents.

Active use of BARD is necessary for an effective Post Sale boat accident monitoring program.

Accident records in the Coast Guard's annual accident database are coded so they can be sorted into three subsets.

1. Public BARD - an annual database of accident reports received by the U.S. Coast Guard meeting the requirements to be listed in BARD from states and U.S. Territories that allow their accidents to be listed in Public BARD for that year.
2. BARD - the annual database in #1 above PLUS boating accidents reported from States and U.S. Territories not allowing their accident reports to be included in Public BARD that met the requirements to be included in the annual BARD database.
3. BARD PLUS - the annual database in #2 above PLUS boating accidents reported to the U.S. Coast Guard Office of Boating Safety statistical office that did not meet the official requirements to be listed in the annual BARD database.

The Coast Guard can run searches in any of the three subsets of the full database. Boat Builders and individuals are only supplied the Public BARD database.

Thus for a very thorough search, one needs to conduct your own search of Public BARD AND engage the assistance of the Coast Guard via a Freedom of Information Act (FOIA) request to search the remaining accidents.

Acronyms & Definitions

- BADs - U.S. Coast Guard weekly **B**oating **A**ccidents & **D**eaths reports
- BARD - U.S. Coast Guard **B**oating **A**ccident **R**eport **D**atabase
- BIRMC - National Marine Manufacturers Association **B**oating **I**ndustry **R**isk **M**anagement **C**ouncil
- BSC - U.S. Coast Guard **B**oating **S**afety **C**ircular
- Date Limited Searching - limiting search to more recent dates
- FOIA - **F**reedom of **I**nformation **A**ct
- Forums - online gathering places for specific groups/topics/activities
- Google News - news.Google.com
- Google News Alerts - they email you when your search terms come up
- JUSTIA Justia.com online Federal court records
- NBSAC - USCG **N**ational **B**oating **S**afety **A**dvisory **C**ommittee
- Near miss accident - accident with potential to have been much worse
- PACER - PACER.gov **P**ublic **A**ccess to **C**ourt **E**lectronic **R**ecords
- UseNet groups - early text based forums: rec.boats, rec.sport.waterski
- WestLaw - well known provider of court records
- WSIA - **W**ater **S**ports **I**ndustry **A**ssociation

BARD Under Reporting

Many boaters do not know they are supposed to report boat accidents, do not have the ability to complete and submit boat accident reports, or ignore their responsibility to report.

Several efforts have been made to estimate under reporting. The boating industry and the Coast Guard feel fatal accidents are almost all reported, something near 99 percent. We do not agree.

Some studies show about 80 percent of those hospitalized from boating accidents were in a reported accident.

Some estimates suggest only 5 to 10 percent of minor injury accidents are reported. Other estimates are lower.

Use our iceberg chart to visualize and better understand under reporting and the various versions of BARD.

<http://www.propellersafety.com/wordpress/wp-content/uploads/bard-iceberg-chart.pdf>