

New York State 2007 Recreational Boating Report



New York State
David A. Paterson, Governor

Office of Parks, Recreation & Historic Preservation
Carol Ash, Commissioner



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STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

DAVID A. PATERSON
GOVERNOR

Dear Fellow New Yorkers:

I am delighted to contribute to the 2007 Boating Report of the New York State Department of Parks Recreation and Historic Preservation.

Each year throughout the Empire State more than one million boating enthusiasts across this great state enjoy any number of recreational boating opportunities. From a canoe trip in the Adirondacks, to a fishing excursion in the Finger Lakes Region, to a day of sailing on the Great South Bay, New York offers an exciting variety of boating adventures.

While there are risks associated with any recreational activity, there also are ways to minimize the potential for accidents, and their resulting damages and losses. A few simple precautions taken beforehand, such as putting on a life jacket, are crucial to ensure the safety of boaters. As always, we remind boaters to "Boat Smart From the Start. Wear Your Life Jacket!"

Boating knowledge is another key factor to keeping our waterways both safe and enjoyable. I strongly encourage all boaters to take a boating safety course through State Parks, or one of the excellent courses offered by the U.S. Coast Guard Auxiliary and the U.S. Power Squadron. Understanding the law, as well as the safe operation of a boat, benefits everyone on the water.

Intoxicated boat operation is just as dangerous as operating a vehicle while under the influence, and is another concern we continue to address. I strongly encourage all marine law enforcement agencies to be tough on intoxicated or impaired boaters. There is no place for alcohol where boating is concerned.

Public officials, law enforcement and the boating community must continue to work together to ensure a boating season that is enjoyable, yet safe. As we share New York's waterways, we must remember that safety on our waterways is everyone's responsibility.

Warmest regards.

Sincerely,

A handwritten signature in black ink that reads "David A. Paterson". The signature is written in a cursive, flowing style.

DAVID A. PATERSON



NEW YORK STATE
OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

CAROL ASH
Commissioner

DAVID A. PATERSON
Governor

Welcome Aboard!

Congratulations to both state and local marine law enforcement agencies as well as our boating safety instructors for a job well done in 2007. As more people are choosing to spend their recreation time on our waters, your job has become increasingly more important, and more challenging.

While the number of fatalities remains significantly lower than twenty years ago, there are still too many deaths that could easily have been averted through the simple use of a properly worn life jacket. We must continue to stress the importance of life jackets, for wearing a life jacket is the single most important thing boaters can do to protect themselves on the water. It won't work if you don't wear it!

On a positive note, the number of accidents involving personal watercraft (PWC) in 2007 was once again among the lowest in any year since 1992. There were only 32 accidents involving PWC last year, a significant decrease from the 117 accidents experienced in 1999. New York State Parks, through the Marine Services Unit, has developed a nationally recognized boating safety education program that has already helped more than 145,000 New York boaters earn safety certification! Congratulations to the more than 800 instructors who have participated in teaching this vital program. Unfortunately, the number of deaths associated with non-mechanically propelled watercraft was up significantly in 2007. More than 60% of last year's fatalities were paddled or rowed vessels. As more and more people take to the waters in these vessels it is even more important that instruction on the dangers of small craft and cold water be stressed.

New York State Parks will work with the State Legislature, industry leaders, and boating enthusiasts to search for additional ways to increase boating and personal watercraft safety. Together, we will make every effort to maintain and improve our safety record and provide New York's boaters with the education and information they need to be safe on the water.

Sincerely,

A handwritten signature in cursive script that reads "Carol Ash".

Carol Ash
Commissioner

INTRODUCTION

New York offers an abundance of scenic waterways, offering outstanding recreational opportunities for boaters. The Atlantic Ocean, Long Island Sound, and Lakes Ontario and Erie beckon to those wishing to cruise offshore. The boater who seeks a more tranquil setting can head toward the Finger Lakes, with the scenic beauty of surrounding hills and many vineyards. They can also travel to one of the many Adirondack lakes set against the dramatic rise of the high peaks. For the sports enthusiast, New York offers pristine lakes and streams for fishing, or whitewater adventure on any of several rivers. And finally, for the historian and tourist, there are the Hudson River and State Barge Canal System, connecting New York not only to points north and west, but to our maritime heritage as well.



With the availability and diversity of all this water, boating's popularity throughout the state is easy to understand. New York ranks among the leaders nationally in the number of registered vessels, 495,623 and counting, with many more non-mechanically propelled boats that do not require registration. As the number of boats continues to grow, new and diverse boat types are introduced, attracting more and more people to the sport.

In a New York Sea Grant-funded study released in 2004, Cornell researchers found that the Empire State's recreational boaters generated a total statewide economic impact of \$1.8 billion and accounted for 18,700 jobs. Boating is a key recreational industry in virtually all areas of New York and these findings represent the first time expenditures related to recreational boating and their impact on the state's economy have been directly measured.

The Office of Parks, Recreation and Historic Preservation (OPRHP) has been given the

responsibility of providing the public with a safe, enjoyable environment for recreational boating. The ultimate goal is to assist the boater in developing safe boating habits. Education and



enforcement are the tools that will help achieve that goal. OPRHP was a national pioneer in developing an education program for youthful boaters, and almost 6,000 youths ages 10 to 17 complete our program each year.

As the education program targeting operators of personal watercraft has become mandatory for all operators, nearly 19,000 boat operators have earned their safety certificates in 2007 alone. OPRHP encourages all adult boaters to take a safe boating course, whether they ride a personal watercraft or not. The U.S. Coast Guard Auxiliary and the U.S. Power Squadron also conduct excellent programs for both youths and adults. Either of their certificates is acceptable in lieu of the state certificate.

A strong law enforcement presence on our waters is also crucial to the safe boating effort. The marine patrol officer serves many functions. Through the enforcement of the Navigation Law, marine patrols can remove the dangerous boater from the water. They are also quite often the first responders to a boater in trouble. Marine patrols serve as visual reminders to the



boating public that they have a responsibility toward the safety of other boaters, as well as toward themselves.

Many of these patrols consider educating boaters as much a part of the job as writing tickets; they often teach youth and PWC safety courses, distribute safety information at boat shows and county fairs, and provide on-the-spot information to the waterborne boater who is unaware of proper safe boating practices.



Accident statistics provide one of the best barometers for gauging the effectiveness of our boating safety efforts and have guided New York in the drafting of legislation aimed at making recreational boating safer. Far too many needless accidents occur, resulting in at least a dozen deaths annually. By reviewing why, how and where these accidents occur, steps can be taken to try to prevent similar events from occurring in the future.

Inside This Report

This report provides an overview of recreational boating in New York during 2007. In particular, this report examines:

Boating safety programs administered by OPRHP

Statewide marine law enforcement efforts

Recreational boating accidents

Vessel registration data

For further information on the items contained in this report, please contact:

NYS Office of Parks, Recreation
& Historic Preservation

Bureau of Marine Services

Empire State Plaza, Building 1

Albany, NY 12238

(518)474-0445 phone (518)408-1030 fax

To find boating safety information on the web, go to

www.nysparks.com

Topics include: Boating education (including a list of available courses); resources, including permit applications, launch sites and forms for downloading; and the latest changes to the navigation law.

Legislation – 2007

Public Vessels

Chapter 320 of the Laws of 2007 amended the Navigation Law in relation to:

stairways, passageways and means of egress on public vessels;

the manning of public vessels;

the operation of public vessels after repairs or modifications;

equipment required on public vessels;

penalties for violation of the navigation law;

authorizing the commissioner to adopt, amend and repeal regulations.



OPRHP RESPONSIBILITIES

As the designated office of the New York State Boating Law Administrator, State Parks is responsible for a number of boating safety programs aimed at making our waterways safe and enjoyable.

Boater Education

New York has had a program for training youthful operators since the early 1960s. Youths between the ages of 10 and 18 who wish to operate a motorboat without an adult in the boat must first earn a safety certificate, either from State Parks, the U.S. Coast Guard Auxiliary or the U.S. Power Squadron.

Since 2004 all operators of personal watercraft (PWC) must complete a boating safety course before hitting the water. This course is essentially the same as the one offered to youths; a minimum of eight hours of classroom training. Subjects covered include: required equipment, the rules of the nautical road, buoys, safe operation, seamanship, accidents and special activities. A full explanation of the education requirements and a list of courses being offered can always be found at:

www.nysparks.com



During 2007 a total of more than 1,000 classes were held, teaching safe boating to nearly 19,000 students. The instructor cadre is comprised of dedicated individuals from law enforcement agencies, boating organizations, yacht clubs, boat dealerships and many other boating related interests. While State Parks administrates the

program, it could not be done without the efforts of these extraordinary volunteers.

For visitors to New York who wish to operate their personal watercraft, any certificate issued by another state will be accepted as proof of having completed a course. Liveries may rent a PWC to those over 18 who have not taken a course provided some minimal instruction is imparted and they stay with 2500 feet of the livery, or are led by a guide.

While we can not list every instructor who so generously donated their time and efforts to teaching, the following instructors (in alphabetic order), each taught at least 100 students during 2007. Our most sincere thanks to these instructors, and to all of our instructors, for helping make New York's waterways a safer place in which to boat.

Douglas Almskog
Christopher Baker
William Benedict
Anthony Brindisi
Gabriel Buschle
Michael Caffarella
Jerry Carew
Harmony Casey
Shawn Castano
John Cleere
Deborah Clementi
Gerald Connor
Charles Contona
Robert Crafa
William Eves
Ronald Ewing
Dean Flemming
John Froio
Richard Gaczewski
Frank Gondar
Ralph Gray
John Grenchenko
Robert Kite
Steven Lawton

Douglas Leininger
John Merriam
Steven Mitchell
Joseph Orlich
Tina Pearl
Robert Perogine
Thomas Perricone
Robin Pierce
Paul Pignatelli
Marzena Pogorzelska
Edward Potrzeba
Richard Powell
Katherine Redmond
Patrick Sacco
Bruce Silvers
Charles Slack
Richard Vandemark
Michael Voelker
Richard Werner
John Whitehair
Jason Wright
Eric Yager
Clark Young

Courses Held & Students Taught per County

County	2007		Since 2000		County	2007		Since 2000	
	Classes	Students	Classes	Students		Classes	Students	Classes	Students
Albany	42	744	227	4306	Oneida	19	397	216	4167
Allegany	3	72	42	901	Onondaga	37	910	297	7340
Bronx	35	556	165	2387	Ontario	10	200	173	3283
Broome	12	273	108	2369	Orange	21	370	133	3812
Cattaraugus	3	35	38	797	Orleans	0	0	8	157
Cayuga	11	338	84	2429	Oswego	10	240	135	2965
Chautauqua	21	374	170	3772	Otsego	12	112	53	670
Chemung	2	28	40	596	Out of State	2	16	142	550
Chenango	1	30	29	395	Putnam	6	170	62	1373
Clinton	21	344	114	2447	Queens	19	212	99	1156
Columbia	6	83	82	1183	Rensselaer	15	277	115	2451
Cortland	3	47	30	583	Richmond	2	17	35	357
Delaware	2	16	35	364	Rockland	13	210	81	1634
Dutchess	19	486	165	3678	Saratoga	24	391	284	6156
Erie	43	962	273	5598	Schenectady	25	365	165	2591
Essex	6	117	75	1165	Schoharie	3	25	13	141
Franklin	10	98	83	1026	Schuyler	9	179	89	1541
Fulton	23	340	156	3598	Seneca	6	125	52	1055
Genesee	0	0	20	427	St. Lawrence	8	156	145	2768
Greene	6	89	38	630	Steuben	7	264	73	2632
Hamilton	7	99	88	1069	Suffolk	162	2773	1312	22030
Herkimer	13	253	78	1523	Sullivan	4	82	62	1122
Jefferson	8	190	168	3388	Tioga	4	68	40	539
Kings	30	268	240	2143	Tompkins	1	14	33	508
Lewis	4	65	40	1021	Ulster	19	257	179	2994
Livingston	9	245	71	2143	Warren	21	308	201	3286
Madison	8	235	95	3003	Washington	3	36	36	440
Manhattan	10	204	31	402	Wayne	18	459	100	2168
Monroe	27	588	339	7026	Westchester	44	649	248	3579
Montgomery	6	69	25	386	Wyoming	2	41	30	560
Nassau	90	1623	820	12366	Yates	9	269	87	2255
Niagara	14	324	164	2689					



Public Vessel Inspection & Licensing

A Public Vessel is defined as any mechanically propelled vessel used or operated for commercial purposes on sole state waters, such as Lake George. In New York, this encompasses everything from water-ski boats to fishing charters to tour boats, some with capacities in excess of 500 people. Each year some 280 vessels are inspected and nearly 800 operators are licensed.



Public vessels are subject to an annual inspection, which includes all safety equipment, the vessels' engines, hull, steering and fuel systems. Operators are examined upon application for a license, which must be renewed annually. Recertification occurs every five years. Completing a boating safety course is a condition for receiving their original license.

Vessels inspected by the USCG are exempt from these provisions. Sections 50 – 69 of the Navigation Law detail the requirements for Public Vessels.

Regatta Permits

According to Section 34 of the NYS Navigation Law, any organization or individual wishing to conduct a regatta on any of the navigable waters of the state must apply to the Marine Services Unit (MSU) for a permit.

A regatta is defined as "*an organized water event of limited duration, which is conducted according to a prearranged schedule*". The applicant must specify date, times, location, security provisions, and submit a small fee for permit processing. The Department of Environmental Conservation handles this function in the Adirondack and Catskill regions, and the United States Coast Guard issues permits for federally regulated waterways.

Floating Object Permits

If an organization or person wishes to place a floating object on the sole state waters of New York they must seek permission from MSU in accordance with Section 35-a of the NYS Navigation Law. This category of floating object includes mooring buoys, bathing beach markers, special anchorage area markers, speed zone markers, and swimming floats.

In general, the permit is granted based upon the recommendation of a local marine law enforcement agency using the following two criteria:

- a) *Does the object pose a hazard to safe navigation?*
- b) *Does the object restrict free access to and from the shore for other residents?*

The Department of Environmental Conservation handles this function in the Adirondack and Catskill regions, while mooring buoys on federal waterways are permitted by the U.S. Army Corps of Engineers.



Vessel Theft

The Marine Services Unit assists with the anti-theft efforts of marine law enforcement agencies across the state through the issuance of hull identification numbers to vessels not given one by the manufacturer, or in the event the vessel is privately constructed. Approximately 300 of these numbers are issued through OPRHP each year. Each vessel's number is distinct, and can greatly assist in the recovery of stolen vessels.

Of the vessels reported stolen each year more than one-third were personal watercraft. Smaller motorboats accounted for another third of all vessels stolen. These craft are easy targets for theft: small, portable, and usually already on a trailer. The recovery rate is low for these types of craft; typically only 1 in 4 are ever recovered.

Aids to Navigation

MSU is responsible in part for the placement and maintenance of navigation aids on sole state waters. The Canal Corporation is responsible for the State Barge Canal, the Department of Environmental Conservation maintains aids in the Adirondack and Catskill regions, and the United States Coast Guard maintains navigation aids on federal waterways.



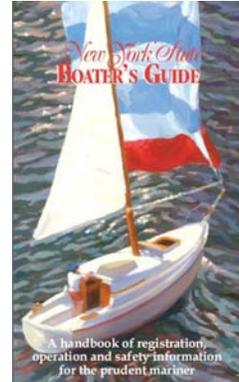
In 2006, OPRHP placed approximately 2,000 aids to navigation in our state waters. The crew which completes this work is stationed in the state's Finger Lakes Park Region and travel across the state from that location. In addition to placing these aids, this crew is responsible for the upkeep of these aids and the removal of them after the boating season is over.

23 Waterways			
<u>Spar Buoys</u>		<u>#2 Size Buoys</u>	
Danger	1,250	Danger	450
Channel	100	Channel	200



Publications & Public Service

State Parks provides several free publications designed to make boating safer and more enjoyable for the recreational boater. The primary reference source for boaters is the *New York State Boater's Guide*, which contains information on all rules, regulations, registration information and safety guidelines necessary.



Also of great value is the *New York State Boat Launch Sites*, a complete listing of all of the launch sites operated by State Parks and the Department of Environmental Conservation.

State Parks also produces a sticker to remind the boater of the most pertinent safety rules, posters explaining equipment requirements, rules of the nautical road, and more, and provides boating safety activity books for youths.

State Parks has instituted the *Loaner for Life* personal flotation device program. Under the program, when a Marine Patrol finds a boater without life jackets, they receive a loaner PFD to see them safely to shore. Finally, Parks is working directly with the Department of Motor Vehicles to provide boating safety mailings to boaters as they receive their registration renewal notices.



MARINE LAW ENFORCEMENT

The Office of Parks, Recreation & Historic Preservation is responsible for the coordination of marine law enforcement efforts across the state.

Patrols

Park police operate patrols in 10 of the 11 park regions. Their jurisdiction does not end at the borders of the parks, but extends throughout the state. The State Police also run patrols across the state and are especially active on the Barge Canal system. The Department of Environmental Conservation also runs patrols across New York, and enforces the Navigation Law as well as enforcing fish, game and pollution statutes. On a more local level, most County Sheriff's Offices operate marine patrols on their waterways. Many of the cities and towns in Westchester, Nassau and Suffolk Counties supplement the county efforts with their own patrols, either through their police departments or through the establishment of Harbor Masters and Bay Constables offices.

(See the Activity Report Summary on the following pages for details on Marine Patrol activity across the state.)

State Aid

Three quarters of the fees collected from vessel registrations are provided to State Parks for distribution to localities that operate marine patrols. Of these fees, nearly \$3.5 million was used to reimburse local marine law enforcement activities in 2007. A participating agency – generally the county, or towns and villages within a county if the county doesn't participate – may be reimbursed for a maximum of 75 percent of its total operating, capital and personnel expenses up to \$300,000. In recent years, the reimbursement rate had dropped to below 50 percent as more money has been requested than was available from registration fees. However, since the 2003 registration fee increase the rate of reimbursement has returned to the 75 percent level.

Training

State Parks conducts an annual training program for marine law enforcement officers from state, county and local agencies. The Marine Law Enforcement School is a 40-hour course, and focuses on teaching students the Navigation Law, basic boat handling, and proper vessel boarding procedures.

The Marine Patrol Vessel Operators Course is run concurrently with the basic program, and focuses on teaching proper vessel handling techniques as well as seamanship, navigation, radar and search and rescue. It is primarily an on-the-water training program.

State Parks also conducts an Impaired Boater Recognition Program for law enforcement, which is similar to the training received by highway patrols for recognizing intoxicated operators. Participants are taught the standard tests - including the horizontal gaze nystagmus test - for determining if a subject is intoxicated, as well as tests that were specifically designed for use on boats.

Marine law enforcement officers charged with enforcing Section 44 of the Navigation Law – *Noise Levels on Pleasure Vessels* – must first be trained by State Parks. Since this law became effective in 1993 over 80 noise meters have been distributed by State Parks to law enforcement agencies, and over 450 officers have been trained.



A Personal Watercraft Operators Course has been developed by State Parks for agencies that use these craft as part of their patrols. The course stresses extensive on-the-water training in the handling and maneuvering characteristics of a PWC. This program is generally conducted late in the boating season at Cayuga Lake State Park.

State Parks also sponsors office participation when possible at several national training programs, including:

- NASBLA Accident Investigation
- USCG National Boating Safety Course.

In all, State Parks has either taught, or sponsored the training of more than 1,900 marine law enforcement officers from across the state since the inception of these programs in 1985. The following page details the components of each of the aforementioned state training programs.

Marine Law Enforcement Course



Search & Seizure
Boating While Intoxicated
Navigation Lights
Rules of the Nautical Road
Pollution & Waste
Vessel Registrations
Vessel Theft
Hull Identification Numbers
Speeding/Reckless Operation
Regatta Permits & Floating Object Permits
Officer Security
Vessel Equipment Requirements
Accident Reporting & Investigation
Personal Watercraft Laws
Legal Updates
Operator Education Laws
Vessel Boarding (on the water)
Boat Handling (on the water)
Water Survival (in the pool)
Aids to Navigation
Public Vessel Law
Navigation & Charting

Marine Patrol Vessel Operators Course



(All sessions are classroom & on-the-water)
Boat Handling
Towing Operations
Line Handling
Seamanship
Man Overboard
Electronics
Underway Operations
Search & Rescue
Navigation Rules

Personal Watercraft Operators Course

PWC Fundamentals
Operations
Righting & Re-boarding
On-water PWC Handling Skills
Basic Maneuvering
Serpentine
Backing Box
Touch and Go
Basic Docking
Persons Recovery
Evasive Maneuvers
Troubleshooting, Maintenance & Trailing



Impaired Boaters Recognition Program

Alcohol & The Marine Environment
Detection & Deterrence
Phases of Detection
Effects & Tolerances
Standardized Field Sobriety Tests
Horizontal Gaze Nystagmus
Laboratory Test Sessions
Drugs That Impair
Case Law
Court Preparation

Noise Law Enforcement Course

Section 44 – Navigation Law
Noise Theory
Noise Meter Operation
Testing Standards
Vessel Testing – On The Water



Summary of Marine Law Enforcement Activity

COUNTY	Total Vessel Hours	Total Mile Hours	Searches	Assists	Vessel Inspections	BWI Arrests	Total Arrests
Albany	205	400	3	15	30	0	7
Allegany	200	336	0	17	18	0	0
Cattaraugus	641.5	777	2	8	104	0	11
Cayuga	1267	3032	0	32	213	0	19
Chautauqua	3053.5	6909	19	137	1074	3	108
Clinton	980	1282	3	13	499	1	36
Columbia	458	1321	2	9	70	1	12
Cortland	16	106	0	0	13	0	1
Dutchess	1121	2426	3	25	70	0	7
Erie	2423	5897	4	26	439	1	53
Fulton	360	720	5	11	0	1	23
Greene	354	758	1	9	28	0	23
Hamilton	774	661	7	32	234	0	0
Herkimer	386	777	0	31	18	0	2
Jefferson	629	799	7	8	52	0	13
Lewis	69	116	0	0	0	0	2
Livingston	1797	2253	6	48	56	2	19
Madison	300	350	5	15	30	1	13
Monroe	1476	4226	31	96	323	2	345
Nassau	14769	36923	29	149	578	1	600
Niagara	858	3197	17	72	461	0	39
Oneida	1799	2912	8	52	211	3	305
Onondaga	1320	4350	2	10	200	10	138
Ontario	2712	6189	0	54	1456	1	35
Orange	1257	4691	7	54	155	0	25
Orleans	262	3802	0	43	250	0	16
Oswego	595	2430	7	24	0	0	67
Otsego	44	45	0	4	35	0	5
Putnam	205	380	0	8	50	2	0
Rensselaer	280	1270	6	21	77	2	18
Rockland	1008	3648	26	62	82	1	20
Saratoga	875	1197	1	17	1175	0	65
Schuyler	160	425	2	9	233	1	26
Seneca	200	810	2	21	99	2	54
Steuben	585	1170	3	7	1	0	15
Suffolk (Police Dept.)	6301	15899	261	376	1871	11	1923
Suffolk (Sheriff)	500	2268	15	26	106	2	64
Sullivan	163	408	1	18	2	0	4
Tioga	53	213	0	1	16	0	0
Tompkins	1106	1218	2	18	29	0	16
Ulster	801	1450	3	29	323	0	45
Warren	1506	1742	31	253	91	2	133
Wayne	484	3199	4	66	294	0	32
Westchester	405	512	18	39	104	6	72
Wyoming	275	282.5	1	7	9	0	1
Yates	760	2210	4	19	1504	0	48
New York City	44548	133644	54	459	480	0	237

STATE & LOCAL AGENCIES	Total Vessel Hours	Total Mile Hours	Searches	Assists	Vessel Inspections	BWI Arrests	Total Arrests
Park Police - Region							
Central	125	312	0	1	12	1	12
Finger Lakes	140	439	1	12	18	0	18
Genesee	27	204	0	6	17	1	14
Long Island	251	976	18	12	57	0	27
Niagara	330	823	8	7	51	0	41
Palisades	276	1294	1	19	73	0	16
Saratoga	84	213	1	16	69	0	27
Taconic	88	340	0	13	7	0	7
1000 Islands	305	674	4	27	88	22	163
State Police							
Troop B	490	648	0	3	55	0	36
Troop D	744	687	3	15	94	1	36
Troop E	40	40	0	0	0	0	0
Troop F	277	554	0	13	137	0	51
Troop G	922	1793	0	32	185	4	43
Troop K	459	919	0	12	108	0	31
Troop L	72	47	2	4	31	0	20
Troop T	4099	8360	2	37	619	12	1281
Department of Environmental Conservation							
Statewide	26507	40490	16	70	30081	12	1169
Lk George Park Comm.	4075	4636	10	561	479	5	96
Municipalities							
East Hampton	2750	20870	3	9	85	1	35
Greenburgh	600	1420	51	4	54	1	7
Huntington	3700	4100	7	65	255	0	63
Islip	675	5200	23	55	127	1	275
Mamaroneck	1589	4043	23	20	116	0	62
New Rochelle	2010	5848	42	55	89	0	84
Rye	261	3960	41	71	38	0	9
Smithtown	3016	6896	174	155	534	0	55
Quogue	575	710	0	8	128	0	47
Yonkers	2410	2410	46	147	92	0	181
TOTALS	157238	388536.5	1078	3899	46862	117	8603

Note: The activity listed is as reported to State Parks, and has been neither audited nor verified.

2007 VESSEL REGISTRATIONS BY COUNTY & LENGTH

	Total	Uncoded	Class A < 16'	Class 1 16 - 25'	Class 2 26 - 39'	Class 3 40' - 65'	Class 4 > 65'	% Of Total
OUT OF STATE	12942	10	4644	7042	1127	117	2	2.61
ALBANY	10066	33	4062	5383	559	25	4	2.03
ALLEGANY	1901	8	822	1049	21	1	0	0.38
BRONX	2611	9	860	1245	450	30	17	0.53
BROOME	7459	27	3613	3531	271	16	1	1.50
CATTARAUGUS	2974	6	1289	1606	65	8	0	0.60
CAYUGA	5627	16	2221	3155	228	7	0	1.14
CHAUTAUQUA	7074	32	2582	4106	334	19	1	1.43
CHEMUNG	4347	5	1880	2289	162	9	2	0.88
CHENANGO	2319	1	1287	985	45	1	0	0.47
CLINTON	5974	18	3054	2657	235	10	0	1.21
COLUMBIA	2980	6	1310	1539	119	6	0	0.60
CORTLAND	2257	5	1077	1103	69	3	0	0.46
DELAWARE	1303	0	636	618	48	0	1	0.26
DUTCHESS	7865	18	3448	3782	587	29	1	1.59
ERIE	26313	95	9435	14571	2059	144	9	5.31
ESSEX	4436	13	2048	2238	128	9	0	0.90
FRANKLIN	4207	2	2273	1880	48	3	1	0.85
FULTON	4606	13	2171	2250	167	5	0	0.93
GENESEE	2309	3	1020	1211	64	10	1	0.47
GREENE	2485	4	995	1319	160	7	0	0.50
HAMILTON	2096	11	1071	1000	11	3	0	0.42
HERKIMER	3751	11	1740	1912	82	6	0	0.76
JEFFERSON	10948	65	4524	5629	688	42	0	2.21
KINGS	4251	10	1381	1860	887	101	12	0.86
LEWIS	1949	2	1121	794	32	0	0	0.39
LIVINGSTON	3985	6	1806	2104	67	2	0	0.80
MADISON	4470	12	1869	2403	179	6	1	0.90
MONROE	29641	82	11928	15614	1900	113	4	5.98
MONTGOMERY	2135	8	1086	964	74	2	1	0.43
NASSAU	35233	97	10677	17328	6358	743	30	7.11
NEW YORK	4449	11	1134	2016	1078	199	11	0.90
NIAGARA	9105	45	3273	5138	627	20	2	1.84

			Class A	Class 1	Class 2	Class 3	Class 4	
	Total	Uncoded	< 16'	16 - 25'	26 - 39'	40' - 65'	> 65'	% Of Total
ONEIDA	11352	26	5015	5940	352	18	1	2.29
ONONDAGA	23044	61	9343	12176	1382	80	2	4.65
ONTARIO	7693	28	2685	4698	266	14	2	1.55
ORANGE	9757	37	4583	4465	626	43	3	1.97
ORLEANS	2230	3	1059	1065	97	6	0	0.45
OSWEGO	9402	16	4462	4430	470	23	1	1.90
OTSEGO	2729	7	1205	1471	41	3	2	0.55
PUTNAM	3210	8	1238	1723	216	22	3	0.65
QUEENS	7264	33	2369	3668	1086	91	17	1.47
RENSSELAER	6205	9	2695	3227	256	17	1	1.25
RICHMOND	4240	14	1360	1967	840	58	1	0.86
ROCKLAND	4757	23	2074	1925	666	59	10	0.96
ST. LAWRENCE	10152	19	5154	4692	273	13	1	2.05
SARATOGA	14090	22	5576	7768	696	27	1	2.84
SCHENECTADY	6559	14	2818	3421	294	10	2	1.32
SCHOHARIE	1183	1	600	544	36	1	1	0.24
SCHUYLER	1716	6	691	949	69	1	0	0.35
SENECA	3013	4	1195	1662	143	8	1	0.61
STEUBEN	5484	5	2357	2991	126	5	0	1.11
SUFFOLK	76600	285	21490	40871	12769	1154	31	15.46
SULLIVAN	3232	2	1713	1432	78	5	2	0.65
TIOGA	2481	6	1183	1210	78	2	2	0.50
TOMPKINS	3679	13	1267	2138	246	15	0	0.74
ULSTER	6014	6	2638	2856	489	24	1	1.21
WARREN	7586	47	2523	4545	458	8	5	1.53
WASHINGTON	3457	8	1569	1791	89	0	0	0.70
WAYNE	6993	18	2882	3696	375	20	2	1.41
WESTCHESTER	12868	47	3993	6109	2374	319	26	2.60
WYOMING	1799	1	751	1026	18	3	0	0.36
YATES	2766	4	994	1701	65	2	0	0.56
Statewide Total	495623	1457	189819	256478	43903	3747	219	100.00

Registrations: Length, Hull Material, Power

Under 16 Feet					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	104	2249	7	24	43
Fiberglass	54303	33762	3250	455	5008
Metal	150	74081	205	12	2050
Inflatable	40	9444	96	3	305
Other	983	2745	64	5	313
16 to Less than 26 Feet					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	2245	1515	143	52	29
Fiberglass	13239	77822	100204	3396	1090
Metal	402	51998	2722	3	180
Inflatable	2	106	6	0	3
Other	55	1103	60	9	63
26 to Less than 40 Feet					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	1065	59	24	38	6
Fiberglass	17470	4458	17144	2176	6
Metal	316	646	178	4	241
Inflatable	4	0	2	1	0
Other	31	16	8	3	7
40 to 65 Feet					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	187	1	4	10	1
Fiberglass	2884	29	225	221	13
Metal	95	21	30	2	4
Inflatable	0	0	0	0	0
Other	7	1	0	4	2
Over 65 feet					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	2	1	0	0	0
Fiberglass	106	26	19	0	5
Metal	6	13	1	0	17
Inflatable	0	17	0	0	0
Other	1	3	0	0	2
Total					
Hull Material	Inboard	Outboard	Sterndrive	Aux. Sail	Other
Wood	3603	3825	178	124	79
Fiberglass	88002	116097	120842	6248	6122
Metal	969	126759	3136	21	2492
Inflatable	46	9567	104	4	308
Other	1077	3868	132	21	387

Note: Uncoded vessels are not included.

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2007. While registrations have, in general, risen, accidents, injuries and fatalities have all decreased steadily until 1991.

A collision between two or more vessels is still the most common type of boating accident and results in the most injuries. Boaters must recognize that the waterways are increasingly more crowded and that vessel operation must be adjusted accordingly. Operators must be constantly aware of what is happening around them. Mixing alcohol and boating adds to the danger. Not only is it illegal, but the lessening of one's judgment and balance can have deadly consequences. Alcohol has been shown to be a contributing factor in fatal incidents.

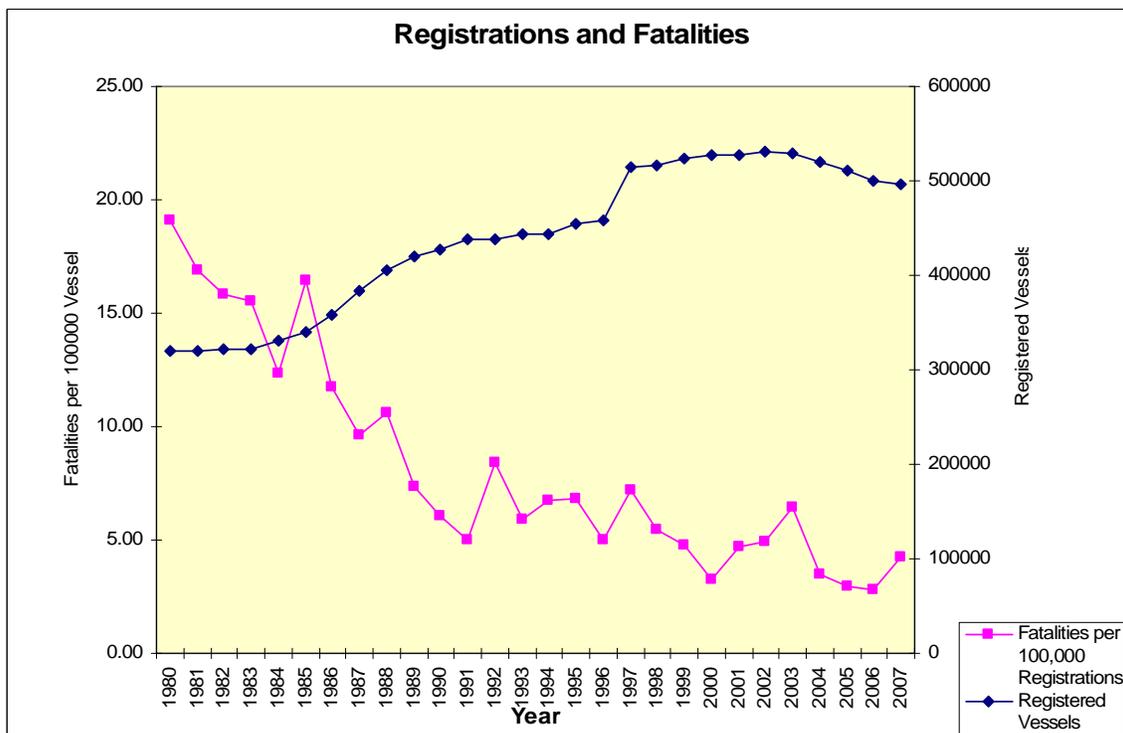
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our waterways. Education and enforcement must be combined with, and complemented by, fair enforceable laws.

It is also vitally important to increase voluntary use of life jackets, especially in the off-season when the water is cold and help may not be able to respond quickly. Roughly one quarter of all fatalities occur when boaters are operating in the off-season, in boats less than twenty-one feet in length, and they end up in the water without the benefit of a life jacket.

Reportable Accidents

For Recreational Vessels:

- Loss of Life or Disappearance
- Injury Involving More Than Basic First Aid
- Total Property Damage in Excess of \$1000



Accident Data: 1980 – 2007

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities
1980	19.09	319492	322	196	61
1981	16.89	319641	308	197	54
1982	15.84	321881	309	180	51
1983	15.53	321881	390	248	50
1984	12.36	331742	271	153	41
1985	16.46	340300	319	182	56
1986	11.72	358400	298	157	42
1987	9.64	383868	310	163	37
1988	10.61	405331	362	120	43
1989	7.37	420885	333	109	31
1990	6.09	426617	323	119	26
1991	5.03	437579	265	119	22
1992	8.44	438342	228	130	37
1993	5.87	442745	226	138	26
1994	6.76	443856	222	90	30
1995	6.81	455189	291	13	31
1996	5.02	458092	325	168	23
1997	7.19	514538	322	182	37
1998	5.42	516738	326	181	28
1999	4.78	523321	315	193	25
2000	3.22	527426	288	127	17
2001	4.73	528113	288	140	25
2002	4.89	531579	284	152	26
2003	6.42	529844	303	137	34
2004	3.46	520758	204	93	18
2005	2.94	510185	219	143	15
2006	2.80	499301	183	101	14
2007	4.24	495623	206	133	21

County and Waterway

Waterway	Accidents	Deceased
Albany		
Basic Creek	1	1
Allegany		
Rushford Lake	1	1
Bronx		
City Island Harbor	1	0
Hammons Cove	1	0
Cayuga		
Cayuga Lake	1	0
Lake Ontario	1	0
Little Sodus Bay	1	0
Owasco Lake	1	0
Chautauqua		
Chatauqua Lake	3	0
Lake Erie	1	0
Clinton		
Chateaugay Lake	1	0
Lake Champlain	1	0
Dutchess		
Hudson River	1	0
Erie		
Lake Erie	1	0
Essex		
Lake Champlain	1	0
Lake George	1	0
Franklin		
St. Regis Lake	1	2
Fulton		
Sacandaga Reservoir	1	0
Greene		
Hudson River	3	0
Jefferson		
Lake Ontario	2	0
St. Lawrence River	2	0
Kings		
Atlantic Ocean	1	2
Hudson River	1	0
Jamaica Bay	2	1
Lewis		
Lake Bonaparte	1	0
Livingston		
Conesus Lake	1	0
Genesee River	1	0

Waterway	Accidents	Deceased
Monroe		
Irondequoit Bay	1	0
Lake Ontario	3	0
Long Pond	1	0
Nassau		
Atlantic Ocean	1	0
Flat Creek	1	0
Long Island Sound	2	1
Manhasset Bay	2	0
Oyster Bay	3	0
Reynolds Channel	1	0
Scow Creek	1	0
Seaman's Creek	1	0
Shell Bank Basin	1	0
Sloop Channel	1	0
Tobay Boat Basin	2	0
West Harbor	2	0
New York		
East River	1	0
Hudson River	2	0
Niagara		
Niagara River	1	0
Twelve Mile Creek	1	0
Oneida		
Oneida Lake	6	1
Onondaga		
Oneida Lake	2	0
Skaneateles Lake	2	2
Ontario		
Canandaigua Lake	1	0
Honeoye Lake	1	0
Orange		
Greenwood Lake	4	0
Oswego		
Lake Ontario	2	1
Oneida Lake	2	1
Sandy Creel	1	0
Otsego		
Otsego Lake	1	0
Putnam		
Hudson River	1	0
Seven Hills Pond	1	0

Waterway	Accidents	Deceased
Queens		
Bergen Basin	1	0
Rensselaer		
Lyons Lake	1	1
St. Lawrence		
Oswegatchie River	1	0
St. Lawrence River	2	0
Saratoga		
Round Lake	1	0
Sacandaga Reservoir	1	0
Seneca		
Cayuga Lake	2	0
Seneca Cayuga Canal	1	0
Suffolk		
Atlantic Ocean	2	0
Coecles Harbor	1	0
Cutchogue Harbor	1	0
Fishers Island Sound	2	0
Gardiners Bay	3	0
Great South Bay	16	0
Greenport Harbor	1	0
Homans River	1	0
Huntington Harbor	1	0
Lake Montauk	1	0
Little Peconic Bay	1	0
Lloyd Harbor	1	1
Long Island Sound	7	0
Mattituck Creek	1	0
Mill Pond	1	1
Moriches Bay	2	0
Mt. Sinai Harbor	3	1
North Channel	1	0
Noyac Bay	1	0
Patchogue Bay	1	0
Penataquit Creek	1	0
Plum Gut	1	0
Port Jefferson Harbor	1	0
Sag Harbor Bay	1	0
Shelter Island Sound	3	0
Shinnecock Bay	5	0
Shinnecock Canal	5	0
Southold Bay	1	0
State Boat Channel	1	0
Three Mile Harbor	1	0

Waterway	Accidents	Deceased
Sullivan		
Delaware River	1	1
Kaneonga Lake	1	0
Mohican Lake	1	0
Pleasure Lake	1	1
Tompkins		
Cayuga Lake	1	0
Ulster		
Esopus Creek	1	1
Hudson River	1	0
Roundout Creek	1	0
Warren		
Lake George	10	0
Loon Lake	1	0
Washington		
Hedges Lake	1	0
Wayne		
Erie Barge Canal	1	0
Lake Ontario	1	0
Sodus Bay	2	0
Westchester		
Hudson River	4	0
Long Island Sound	9	0
Mystery Lake	1	1
Yates		
Canandaigua Lake	2	0
Keuka Lake	2	0

Summary of Types of Accidents

Accident Type	Accidents	Deceased	Injured
Capsizing	17	8	9
Carbon Monoxide Poisoning	1	0	7
Collision w/ Fixed Object	17	0	8
Collision w/ Floating Object	5	0	4
Collision w/ Vessel	57	6	45
Fall on Boat	2	0	2
Falls in Boat	5	0	5
Falls Overboard	9	3	5
Fire/Explosion (Fuel)	9	0	7
Fire/Explosion (Other)	1	0	0
Flooding/Swamping	6	1	2
Grounding	23	0	9
Person Ejected from Vessel	9	3	6
Sinking	6	0	0
Skier Mishap	11	0	11
Struck by Boat	5	0	4
Struck Submerged Object	18	0	7
Other	5	0	2

The above table represents the "Primary" type of accident. Quite often a single incident will encompass multiple accident types. For example, a vessel may capsize and then sink; only the capsizing is captured in the above table, since the sinking never would have happened without the vessel capsizing first.



Operation at Time if Accident, by Type of Accident

Accident Type	Operation	Accidents	Deceased	Injured
Capsizing	Changing Direction	1	0	4
	Cruising	3	0	1
	Drifting	4	2	1
	Rowing or Paddling	8	6	3
	Unknown	1	0	0
Carbon Monoxide Poisoning	Tied to Dock/Mooring	1	0	7
Collision w/ Fixed Object	Being Towed	1	0	0
	Changing Direction	1	0	0
	Cruising	9	0	6
	Docking/Undocking	5	0	1
	Tied to Dock/Mooring	2	0	0
	Towing another vessel	1	0	1
Collision w/ Floating Object	Cruising	3	0	4
	Docking/Undocking	1	0	0
	Drifting	1	0	0
Collision w/ Vessel	At Anchor	5	1	2
	Being Towed	1	0	1
	Changing Speed, Direction	11	0	4
	Cruising	29	2	23
	Docking/Undocking	16	0	0
	Drifting	7	1	9
	Sailing	5	0	2
	Tied to Dock/Mooring	22	0	0
	Unknown	4	0	2
Falls in Boat	At Anchor	1	0	1
	Changing Speed, Direction	1	0	1
	Cruising	5	0	5
Falls Overboard	Changing Direction	1	0	1
	Cruising	3	1	1
	Drifting	1	0	1
	Rowing / Paddling	2	2	0
	Towing another vessel	1	0	1
	Unknown	1	0	1

Accident Type	Operation	Accidents	Deceased	Injured
Fire/Explosion (Fuel)	At Anchor	1	0	0
	Cruising	4	0	1
	Drifting	1	0	5
	Tied to Dock/Mooring	3	0	1
Fire/Explosion (Other)	Cruising	1	0	0
	Tied to Dock/Mooring	1	0	0
Flooding/Swamping	Cruising	4	0	1
	Drifting	2	1	1
	Tied to Dock/Mooring	1	0	0
Grounding	Being Towed	1	0	0
	Cruising	20	0	8
	Sailing	1	0	0
	Unknown	1	0	0
Other	At Anchor	1	0	0
	Cruising	1	2	0
	Sailing	1	0	1
Person Ejected from Vessel	Cruising	6	2	4
	Drifting	2	1	1
	Towing another vessel	1	0	1
Sinking	Cruising	3	0	0
	Sailing	1	0	0
	Tied to Dock/Mooring	1	0	0
	Unknown	1	0	0
Skier Mishap	Changing Direction	1	0	1
	Cruising	7	0	7
	Drifting	2	0	2
	Towing another vessel	1	0	1
Struck by Boat	Cruising	3	0	3
	Drifting	1	0	2
	Tied to Dock/Mooring	3	0	0
Struck by Propeller	Cruising	1	0	1
Struck Submerged Object	Changing Speed	1	0	2
	Cruising	16	0	5
	Drifting	1	0	0
Unknown	Cruising	1	0	0
	Drifting	3	0	2
	Tied to Dock/Mooring	5	0	0
	Towing another vessel	1	0	0
	Unknown	1	0	0

Type of Accident and Cause of Accident

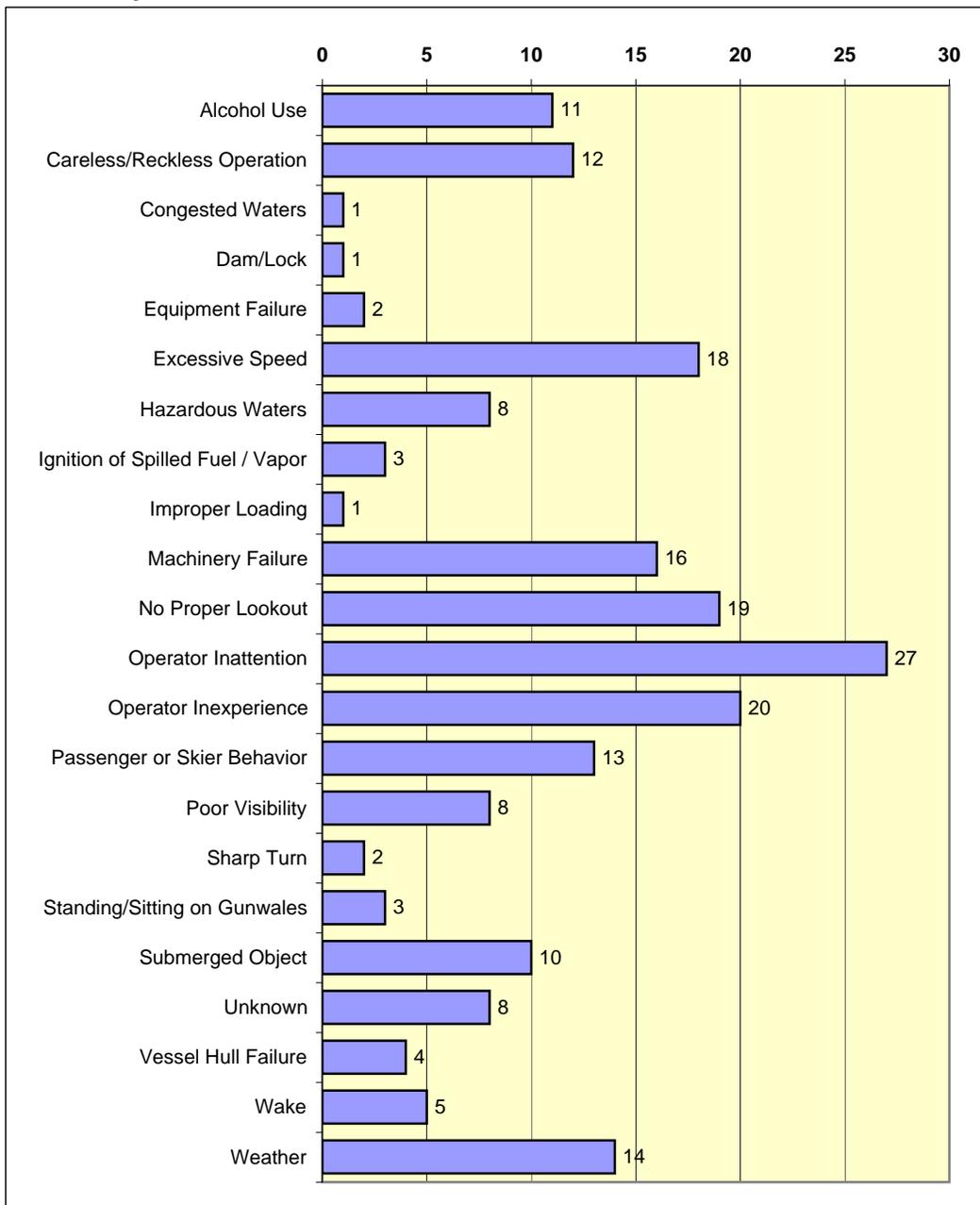
Accident Type	Cause	Vessels	Deceased	Injured
Capsizing	Alcohol Use	2	3	0
	Hazardous Waters	6	3	2
	Machinery Failure	1	0	0
	Operator Inattention	1	0	0
	Passenger or Skier Behavior	2	1	1
	Standing/Sitting on Gunwales etc	1	1	0
	Weather	4	0	6
Carbon Monoxide Poisoning	Machinery Failure	1	0	7
Collision w/ Fixed Object	Unknown	4	0	0
	Careless/Reckless Operation	1	0	0
	Dam/Lock	1	0	0
	Excessive Speed	2	0	1
	Machinery Failure	3	0	0
	No Proper Lookout	2	0	5
	Operator Inattention	2	0	1
	Operator Inexperience	3	0	1
	Poor Visibility (Restricted Vision)	1	0	0
	Wake	1	0	0
Collision w/ Floating Object	Unknown	1	0	2
	Excessive Speed	1	0	0
	No Proper Lookout	1	0	0
	Operator Inattention	1	0	0
	Poor Visibility (Restricted Vision)	1	0	2
	Unknown	31	0	9
	Alcohol Use	6	0	4
	Careless/Reckless Operation	5	0	0
	Congested Waters	2	0	0
	Equipment Failure	1	0	0
	Excessive Speed	9	0	1
	Hazardous Waters	1	0	0
	Lack of / Improper Boat Lights	1	0	0
	Machinery Failure	3	0	0
	No Proper Lookout	10	4	11
	Operator Inattention	14	0	11
	Operator Inexperience	3	0	3
	Passenger or Skier Behavior	1	0	1
	Poor Visibility (Restricted Vision)	5	0	2
	Rules of Road Violation	1	0	0
	Sharp Turn	1	0	1
	Weather	2	0	0

Accident Type	Cause	Vessels	Deceased	Injured
Fall on Boat	Passenger or Skier Behavior	1	0	1
	Unknown	1	0	0
	Careless/Reckless Operation	2	0	2
	Excessive Speed	2	0	2
	Machinery Failure	1	0	1
	Wake	1	0	1
Falls Overboard	Alcohol Use	2	1	1
	Careless/Reckless Operation	2	0	1
	Operator Inattention	1	0	1
	Passenger or Skier Behavior	1	0	1
	Standing/Sitting on Gunwales etc	2	2	0
	Wake	1	0	1
Fire/Explosion (Fuel)	Unknown	1	0	0
	Equipment Failure	1	0	0
	Ignition of Spilled Fuel or Vapor	2	0	1
	Machinery Failure	5	0	6
Fire/Explosion (Other)	Unknown	2	0	0
Flooding/Swamping	Alcohol Use	1	0	1
	Careless/Reckless Operation	1	0	0
	Machinery Failure	1	0	1
	Vessel Hull Failure	2	1	0
	Weather	2	0	0
Grounding	Equipment Failure	1	0	1
	Excessive Speed	2	0	1
	Hazardous Waters	1	0	0
	No Proper Lookout	3	0	2
	Operator Inattention	8	0	4
	Operator Inexperience	5	0	0
	Poor Visibility (Restricted Vision)	1	0	0
	Submerged Object	1	0	0
	Weather	1	0	0
Other	Excessive Speed	1	0	0
	Machinery Failure	1	0	1
	No Proper Lookout	1	2	0
	Unknown	2	0	0
Person Ejected from Vessel	Alcohol Use	1	1	0
	Careless/Reckless Operation	3	0	3
	Excessive Speed	1	0	1
	Hazardous Waters	1	1	0
	Machinery Failure	1	0	1
	Operator Inexperience	1	0	1
	Weather	1	1	0

Accident Type	Cause	Vessels	Deceased	Injured
Sinking	Unknown	1	0	0
	Machinery Failure	1	0	0
	Operator Inattention	1	0	0
	Vessel Hull Failure	2	0	0
	Weather	1	0	0
Skier Mishap	Lack of / Improper Ski Observer	2	0	2
	Operator Inattention	1	0	1
	Operator Inexperience	1	0	1
	Passenger or Skier Behavior	7	0	7
	Wake	1	0	1
Struck by Boat	Unknown	3	0	2
	Excessive Speed	1	0	1
	Improper Loading	1	0	1
	Operator Inexperience	2	0	1
Struck by Propeller	Operator Inattention	1	0	1
Struck Submerged Object	Unknown	1	0	0
	Excessive Speed	1	0	0
	Hazardous Waters	1	0	0
	No Proper Lookout	2	0	3
	Operator Inattention	3	0	2
	Operator Inexperience	3	0	0
	Submerged Object	7	0	2
Unknown	Unknown	10	0	1

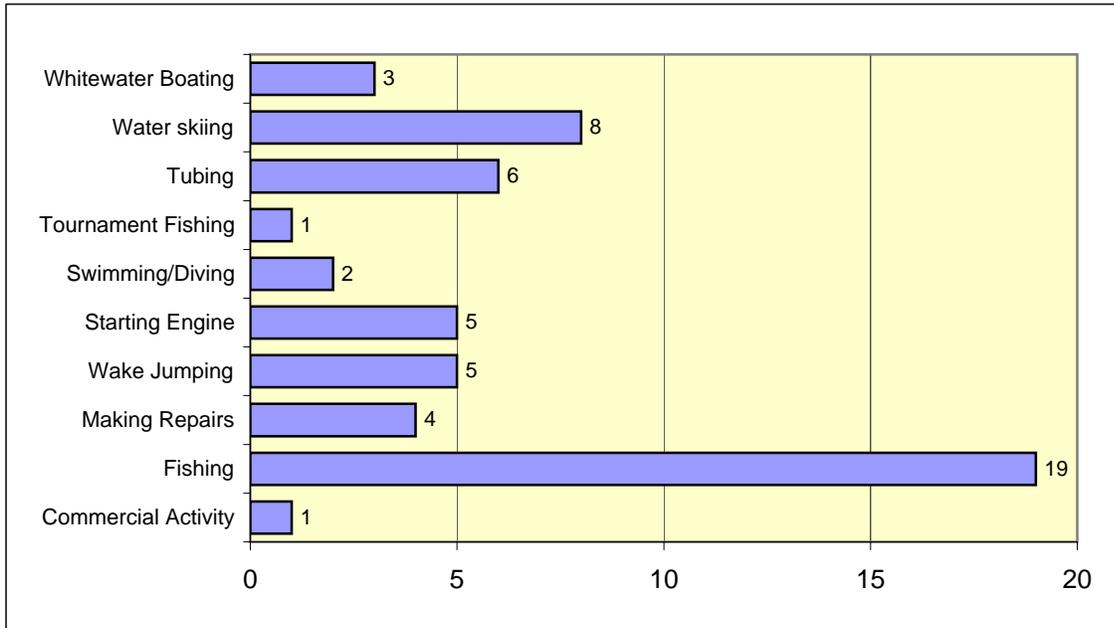
It is worth noting in this table, and the preceding one, that the first column represents the number of vessels involved in accidents, as opposed to the actual number of accidents. Since more than one vessel may be involved in an accident, those incidences must have multiple types of operation, and potentially, multiple causes.

Summary of Accident Causes



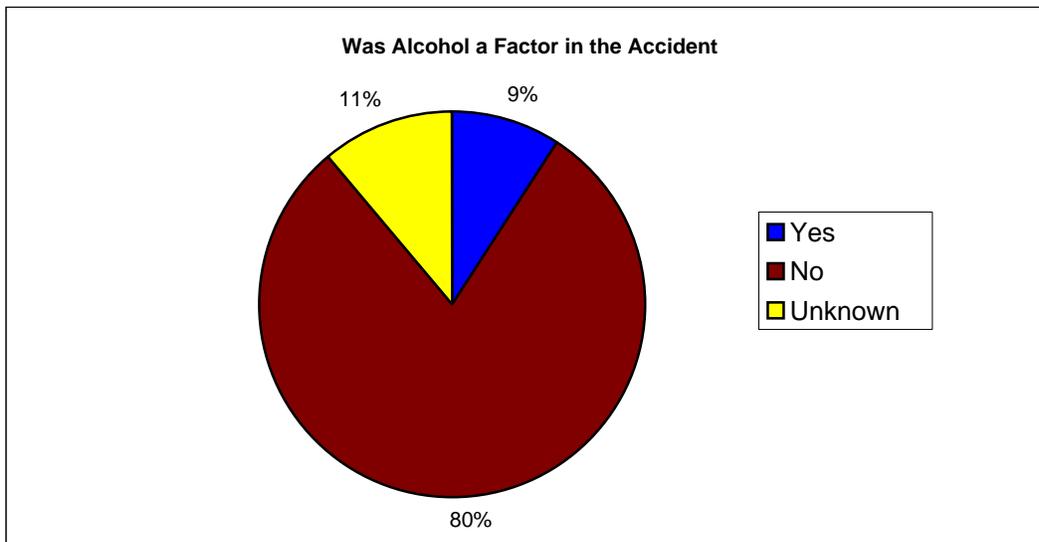
The above table represents the "Primary" cause of an accident. For example, the operator may suddenly and sharply turn the vessel, causing a passenger sitting on the gunwale to be ejected. The Primary Cause is the Sharp Turn, without which it wouldn't have mattered if the passenger had been properly seated or not.

Activity at Time of Accident

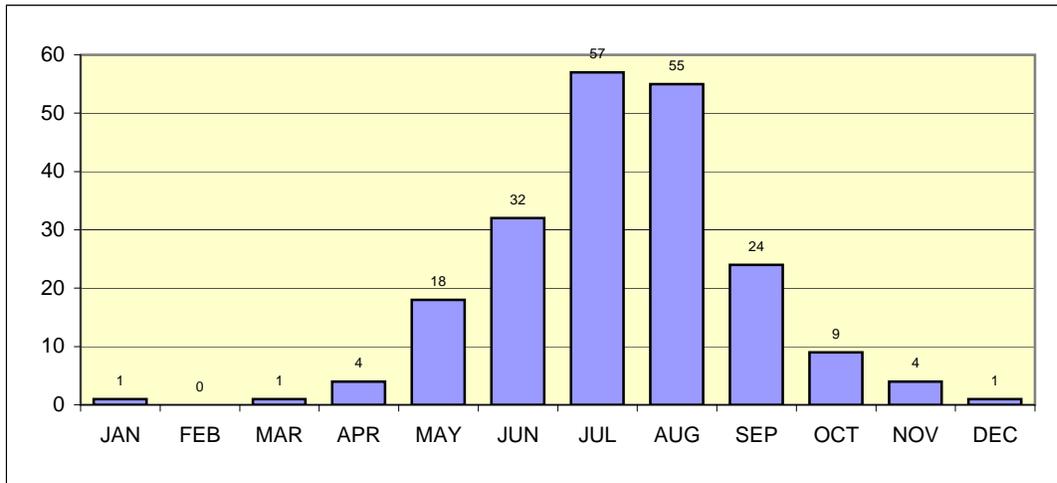


Alcohol & Boating Accidents

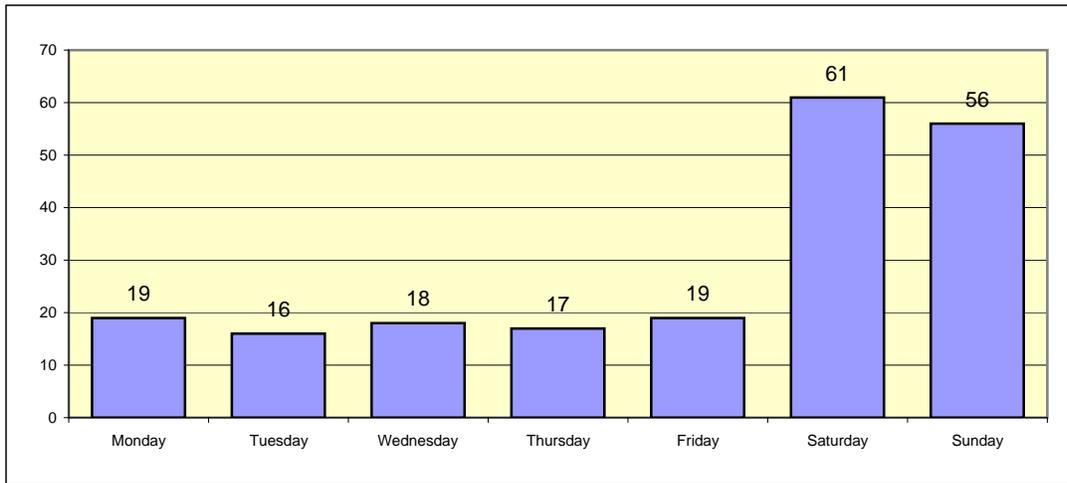
Alcohol Use?	Accidents	Deceased	Injured
Yes	19	8	14
No	164	11	105
Unknown	23	2	14



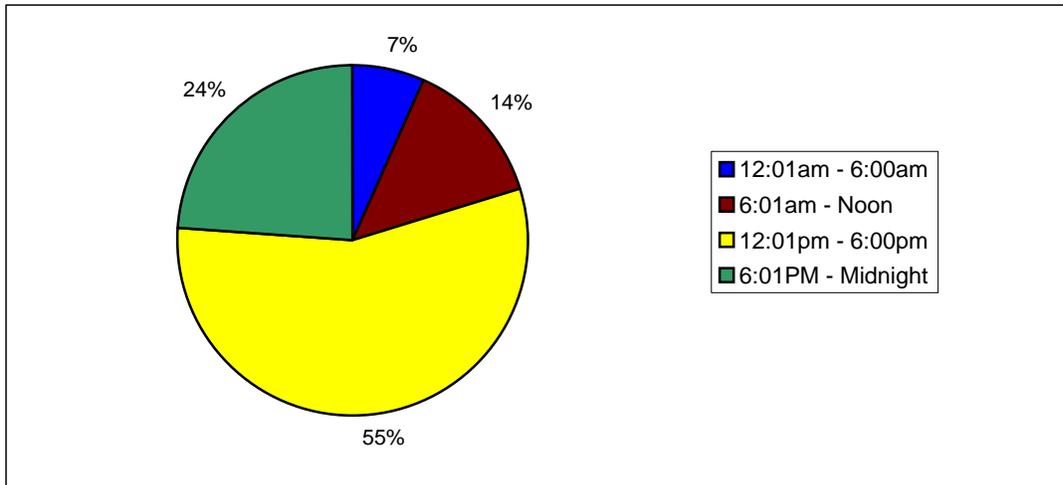
Month of Accident



Day of the Week

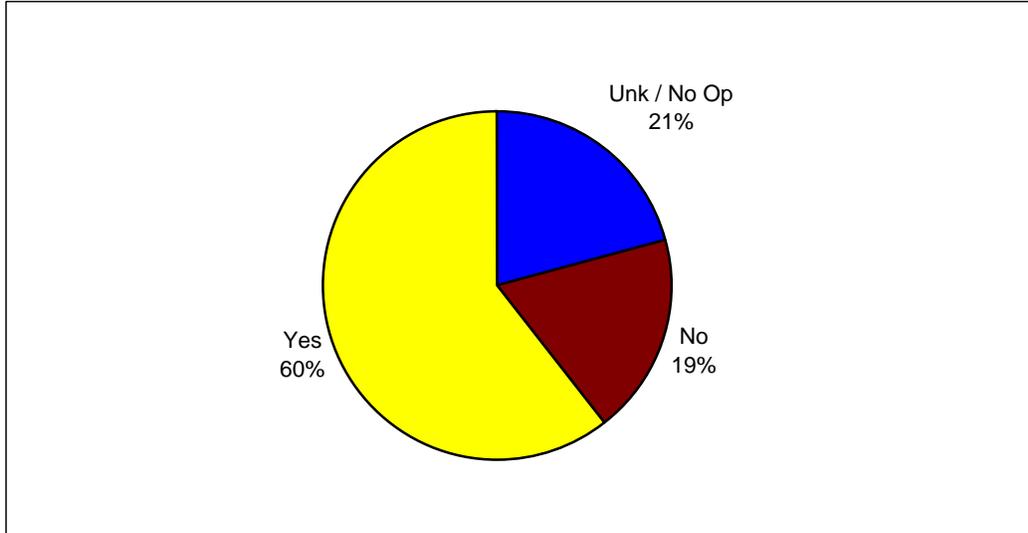


Time of the Accident

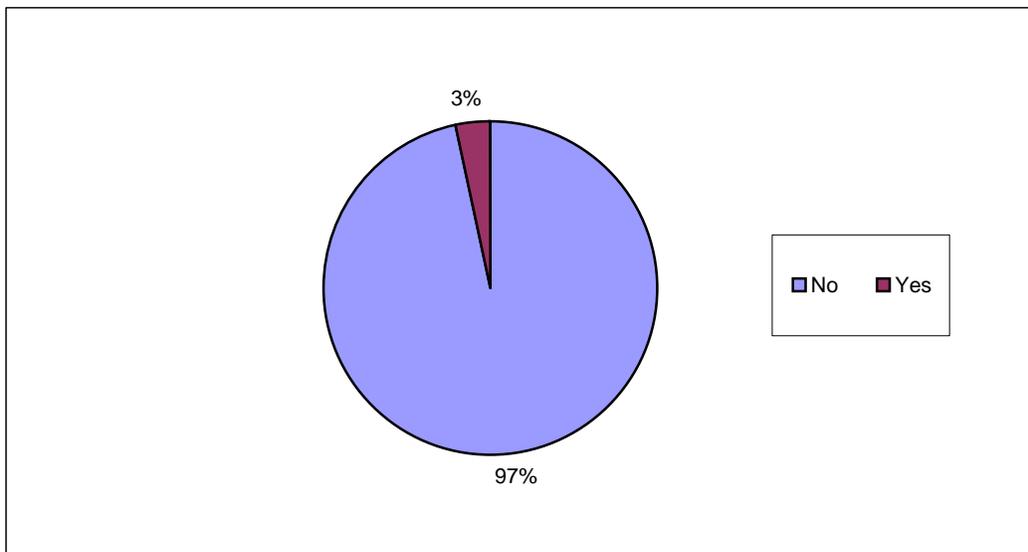


Owner - Operator

This chart looks at whether or not the person operating the vessel at the time of the accident was the owner of the vessel, or someone else. Included in the count of "Owners" is anyone living in the same household as the registered owner.

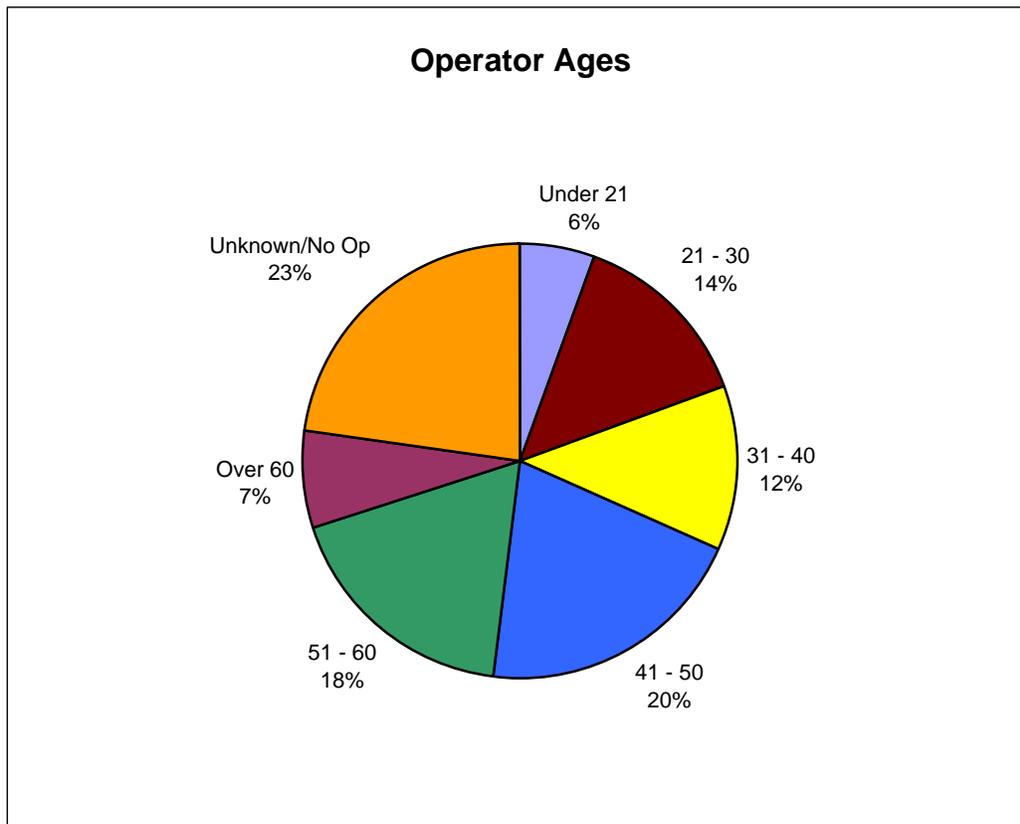


Was the Vessel Involved in the Accident Rented?



Operator Age

Age Group	Vessels	Fatals	Injuries
Under 21	16	4	6
21 - 30	40	1	33
31 - 40	36	5	11
41 - 50	59	4	30
51 - 60	52	3	38
Over 60	21	4	1
Unknown/No Op	66	0	14



Age of Operator, Boating Education of Operator

Age Group	Education	Vessels	Fatalities	Injuries
Under 21	State Course	2	0	1
	USCG Auxiliary	3	0	1
	US Power Squadron	2	0	0
	None	7	2	4
	Unknown	2	2	0
21 - 30	State Course	3	0	2
	USCG Auxiliary	4	0	2
	US Power Squadron	1	0	1
	None	16	0	16
	Unknown	16	1	12
31 - 40	State Course	1	0	0
	US Power Squadron	1	0	1
	None	16	1	4
	Unknown	18	4	6
41 - 50	State Course	5	0	3
	USCG Auxiliary	5	0	2
	US Power Squadron	3	0	1
	None	24	0	19
	Unknown	22	4	5
51 - 60	State Course	6	1	10
	USCG Auxiliary	7	0	2
	US Power Squadron	8	0	2
	None	19	1	18
	Unknown	12	1	6
Over 60	State Course	3	0	0
	USCG Auxiliary	1	0	0
	US Power Squadron	3	0	1
	None	3	0	0
	Unknown	11	4	0
Unknown / No Op	Unknown / No Op	66	0	14

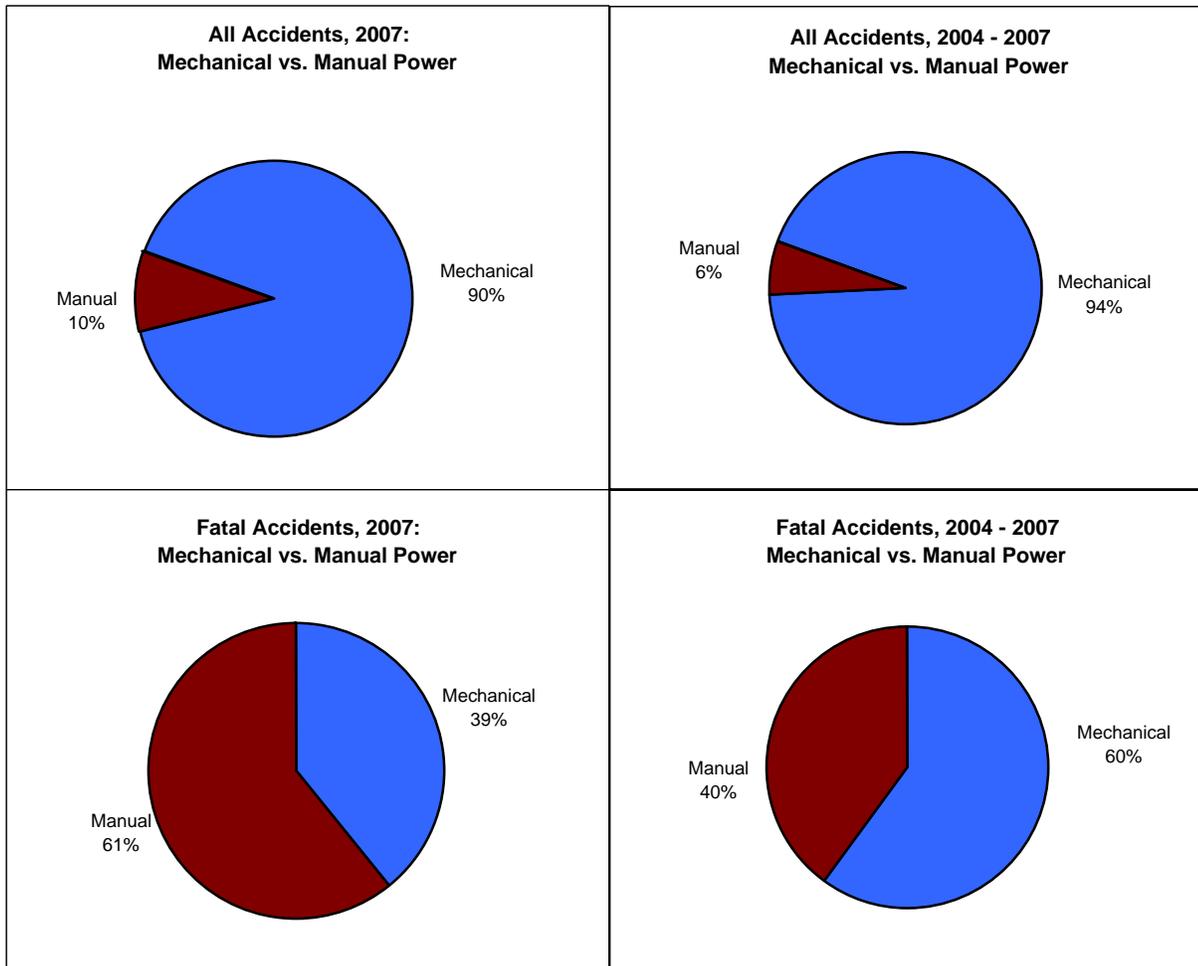
Age of Operator, Boating Experience of Operator

Age Group	Experience	Vessels	Fatalities	Injuries
Under 21	Under 20 Hrs.	2	2	0
	20-100 Hrs.	5	0	3
	100 Hours or More	1	0	0
	Unknown	8	2	3
21 - 30	Under 20 Hrs.	5	0	4
	20-100 Hrs.	11	0	11
	100 Hours or More	10	0	10
	Unknown	14	1	8
31 - 40	20-100 Hrs.	9	0	4
	100 Hours or More	14	0	2
	None	2	1	0
	Unknown	11	4	5
41 - 50	Under 20 Hrs.	5	0	1
	20-100 Hrs.	13	1	3
	100 Hours or More	27	0	20
	None	2	0	1
	Unknown	12	3	5
51 - 60	Under 20 Hrs.	1	1	0
	20-100 Hrs.	7	0	3
	100 Hours or More	33	1	28
	None	1	0	1
	Unknown	10	1	5
Over 60	20-100 Hrs.	2	0	0
	100 Hours or More	13	1	1
	Unknown	6	3	0
Unknown / No Op	Unknown	66	0	14

Types of Vessels

Vessel Type	Accidents	Fatalities	Injuries
Auxillary Sail	19	0	2
Tug / Barge	1	2	0
Cabin Motorboat	93	4	44
Canoe	9	7	2
Houseboat	1	0	0
Kayak	4	2	2
Open Motorboat	108	4	87
Paddle Boat	1	1	0
Personal Watercraft	32	1	26
Pontoon Boat	4	0	21
Rowboat	2	2	0
Sail (only)	10	0	6
Unknown	6	0	0

The numbers above represent the number of vessels involved in accidents, fatal accidents and injury accidents. For example, there were 23 vessels involved in the 21 fatalities in New York last year.



Vessel Type, Accident Type

Vessel Type	Accident Type	Vessels	Deceased	Injured
Auxillary Sail	Collision w/ Fixed Object	1	0	0
	Collision w/ Floating Object	1	0	0
	Collision w/ Vessel	11	0	0
	Grounding	2	0	0
	Other	2	0	1
	Sinking	1	0	0
	Unknown	1	0	0
Barge	Collision w/ Vessel	1	0	0
Cabin Motorboat	Carbon Monoxide Poisoning	1	0	7
	Collision w/ Fixed Object	11	0	2
	Collision w/ Floating Object	2	0	2
	Collision w/ Vessel	40	1	6
	Fall on Boat	2	0	1
	Falls Overboard	1	0	1
	Fire/Explosion (Fuel)	5	0	7
	Fire/Explosion (Other)	2	0	0
	Flooding/Swamping	3	1	0
	Grounding	8	0	2
	Other	2	2	0
	Sinking	3	0	0
	Skier Mishap	2	0	2
	Struck by Boat	2	0	0
	Struck Submerged Object	7	0	5
	Unknown	2	0	0
Canoe	Capsizing	8	6	2
	Person Ejected from Vessel	1	1	0
Houseboat	Sinking	1	0	0
Kayak	Capsizing	4	2	2
Open Motorboat	Capsizing	4	0	4
	Collision w/ Fixed Object	7	0	6
	Collision w/ Floating Object	2	0	2
	Collision w/ Vessel	37	3	20
	Falls in Boat	3	0	3
	Falls Overboard	3	0	3

Vessel Type	Accident Type	Vessels	Deceased	Injured
Open Motorboat	Fire/Explosion (Fuel)	3	0	0
	Fire/Explosion (Other)	1	0	0
	Flooding/Swamping	3	0	2
	Grounding	11	0	6
	Other	2	0	1
	Person Ejected from Vessel	2	1	1
	Skier Mishap	8	0	8
	Struck by Boat	4	0	1
	Struck by Propeller	1	0	1
	Struck Submerged Object	11	0	2
	Unknown	6	0	1
Paddle Boat	Falls Overboard	1	1	0
PWC	Capsizing	2	0	1
	Collision w/ Fixed Object	1	0	0
	Collision w/ Vessel	11	0	5
	Falls in Boat	2	0	2
	Falls Overboard	2	0	1
	Fire/Explosion (Fuel)	1	0	0
	Flooding/Swamping	1	0	0
	Grounding	1	0	0
	Other	1	0	1
	Person Ejected from Vessel	6	1	5
	Struck by Boat	2	0	2
	Unknown	2	0	1
Pontoon Boat	Collision w/ Vessel	2	0	8
	Struck by Boat	1	0	2
	Unknown	1	0	0
Rowboat	Falls Overboard	2	2	0
Sail (only)	Collision w/ Vessel	8	0	4
	Grounding	1	0	0
	Sinking	1	0	0
Unknown	Collision w/ Vessel	6	0	0

This table accounts for all the vessels involved in accidents, but only the primary vessel in both the fatal accidents and injury accidents. This distinction is made primarily to show the exact number of types of accidents leading to the deaths or injuries.

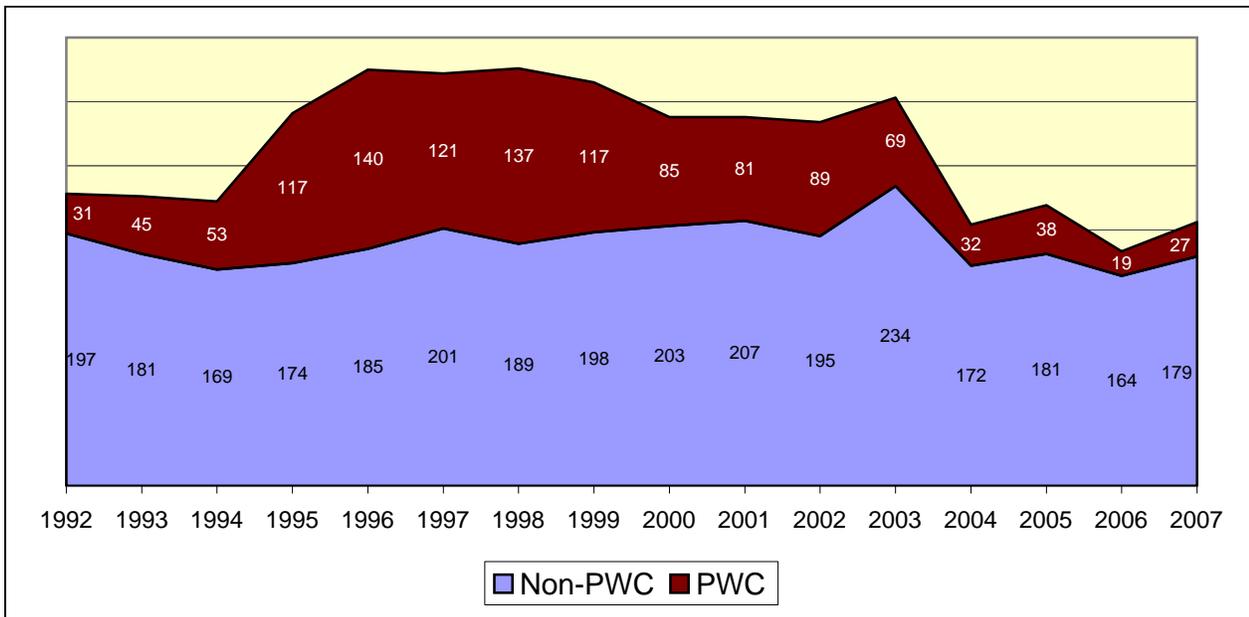
Multi-Year Summary of PWC Accidents

Year	# of PWC	Fatalities	Injuries
1991	40	0	21
1992	31	1	21
1993	45	1	32
1994	53	3	33
1995	117	3	48
1996	140	2	62
1997	121	6	65
1998	137	3	66
1999	117	4	70
2000*	85	1	35
2001	81	0	43
2002	89	2	47
2003	69	1	37
2004	32	1	17
2005	38	3	29
2006	19	1	16
2007	31	1	18

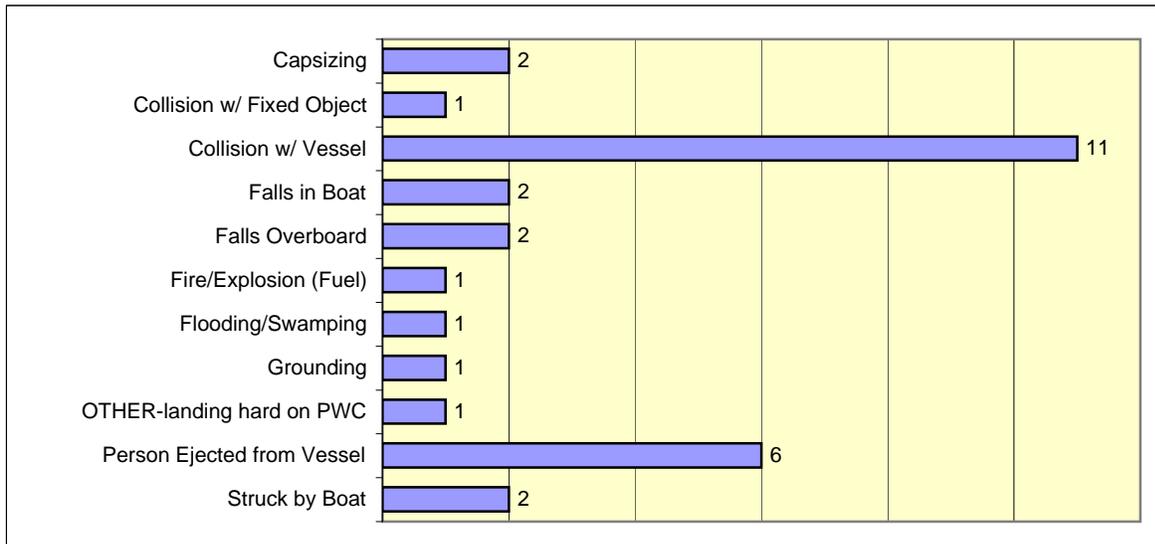


* Mandatory education for PWC operators goes into effect.

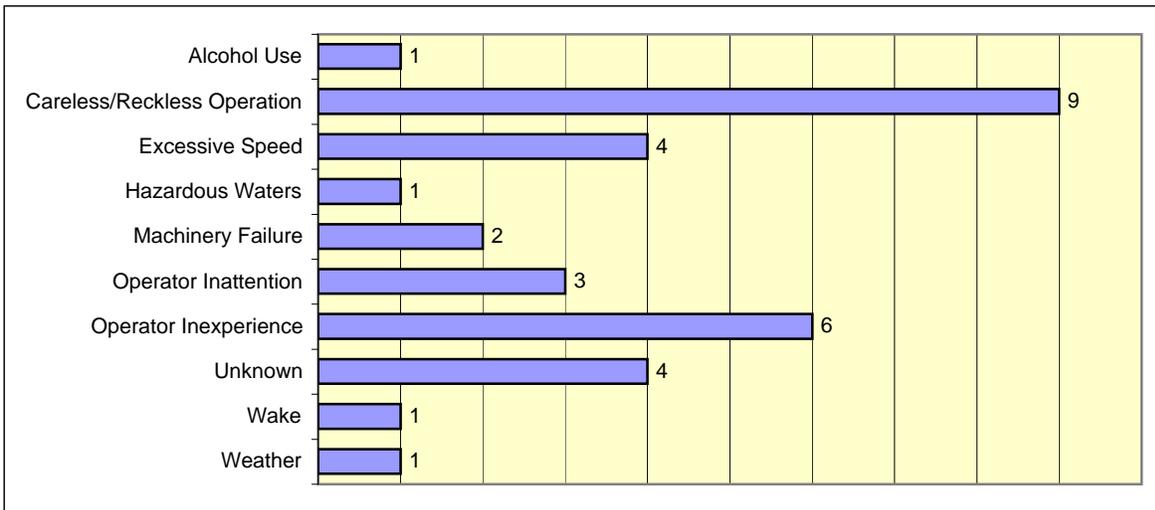
Accidents Involving PWC vs Non-PWC



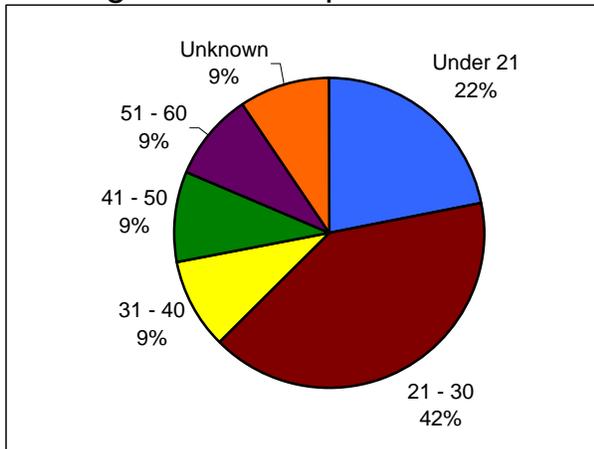
Types of PWC Accidents



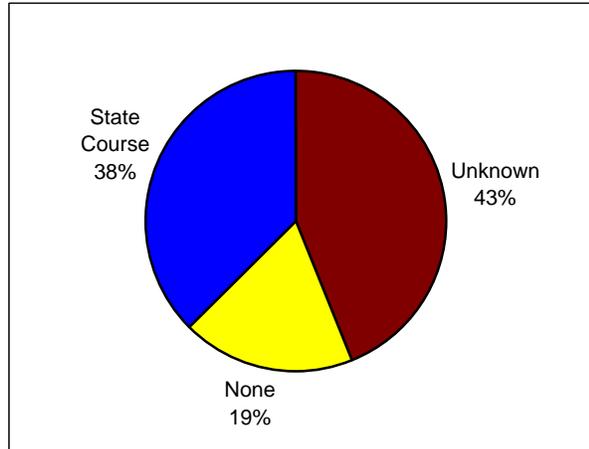
Causes of PWC Accidents



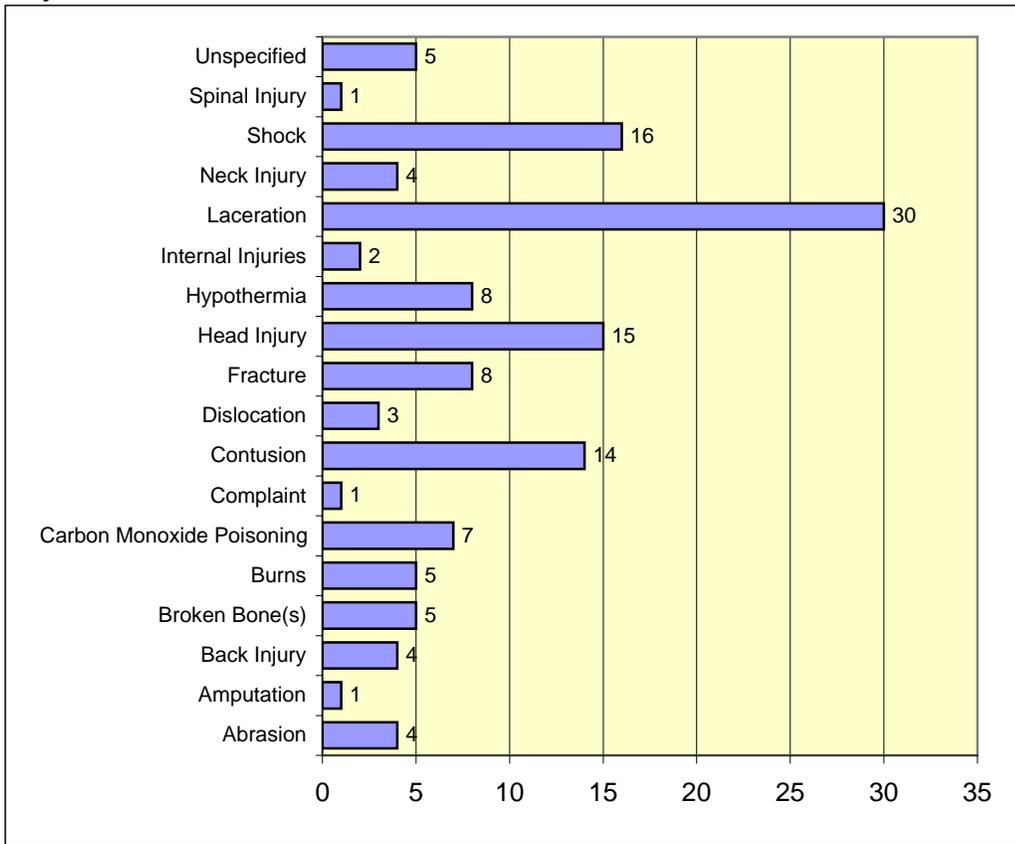
Age of PWC Operator



PWC & Boater Education



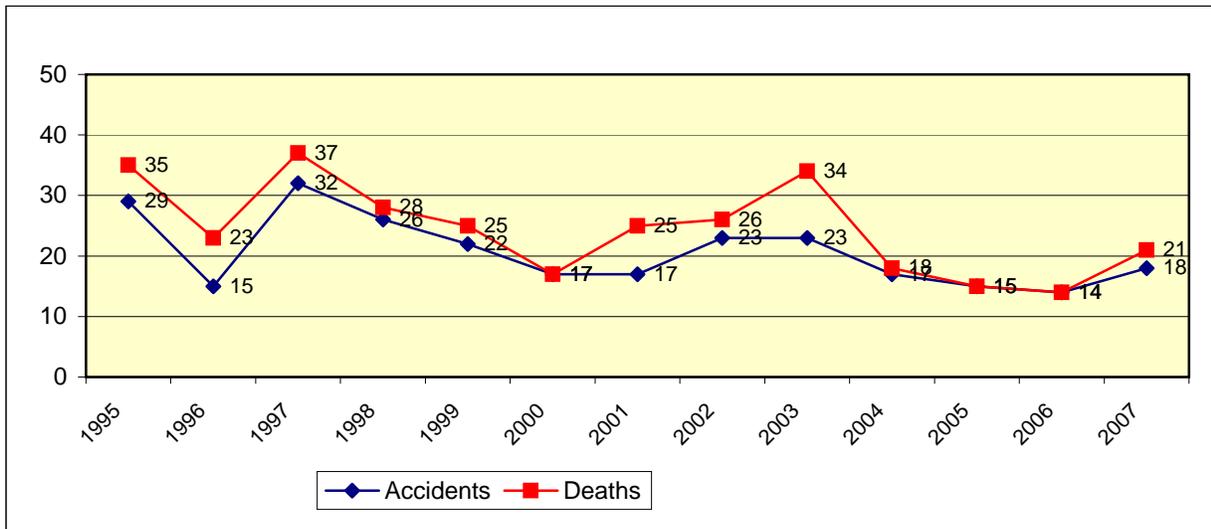
Injuries (all vessels)



Type of Injury, Type of Vessel

# Injuries	Vessel							Total
	Aux. Sail	Cabin M/B	Canoe	Open M/B	Pontoon	PWC	Sailboat	
Abrasion	0	0	0	1	3	0	0	4
Amputation	0	0	0	1	0	0	0	1
Back Injury	0	2	0	1	0	1	0	4
Broken Bone(s)	0	3	0	2	0	0	0	5
Burns	0	5	0	0	0	0	0	5
CO Poisoning	0	7	0	0	0	0	0	7
Contusion	1	3	0	3	2	4	2	15
Dislocation	0	0	0	1	1	1	0	3
Fracture	0	0	0	4	0	4	0	8
Head Injury	0	4	0	6	1	4	0	15
Hypothermia	0	1	4	2	0	1	0	8
Internal Injuries	0	0	0	2	0	0	0	2
Laceration	0	10	0	16	1	2	1	30
Neck Injury	0	0	0	3	1	0	0	4
Shock	0	0	0	14	1	1	0	16
Spinal Injury	0	0	0	1	0	0	0	1
Unknown	0	0	0	4	0	0	1	5
Total	1	35	4	61	10	18	4	133

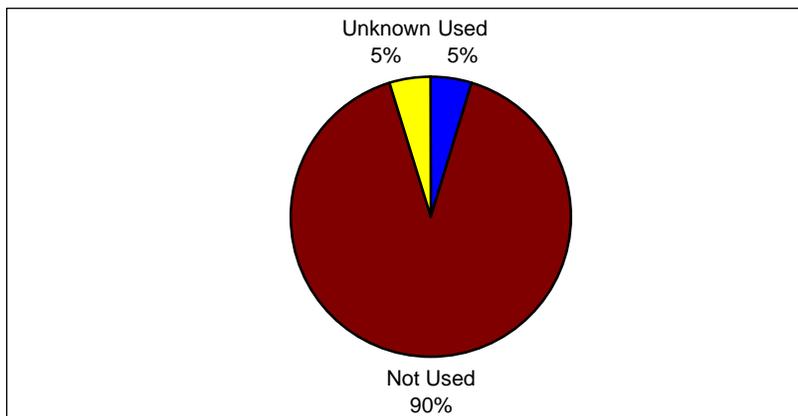
Fatal Accidents vs. Fatalities



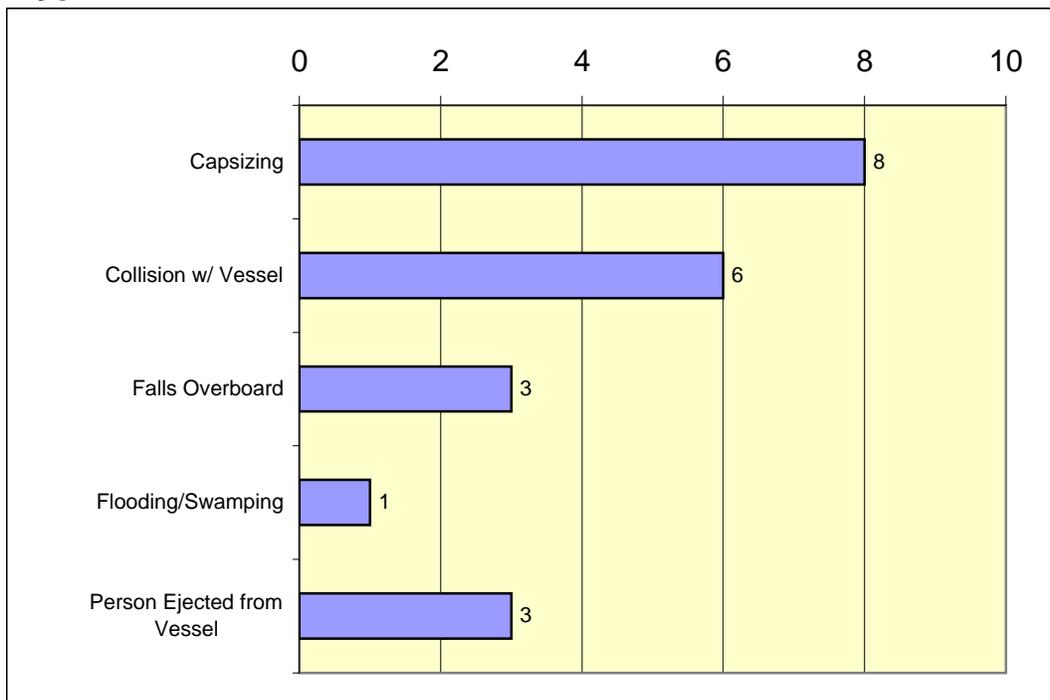
Fatal Accidents, Type of Boat and Operation

Sum of Fatalities	Operation					
Vessel	Anchored	Cruising	Drifting	Paddling	Rowing	Total
Cabin Motorboat	1	2	1	0	0	4
Canoe	0	0	3	4	0	7
Kayak	0	0	0	2	0	2
Open Motorboat	0	3	1	0	0	4
Paddle Boat	0	0	0	1	0	1
PWC	0	1	0	0	0	1
Rowboat	0	1	0	0	1	2
Total	1	7	5	7	1	21

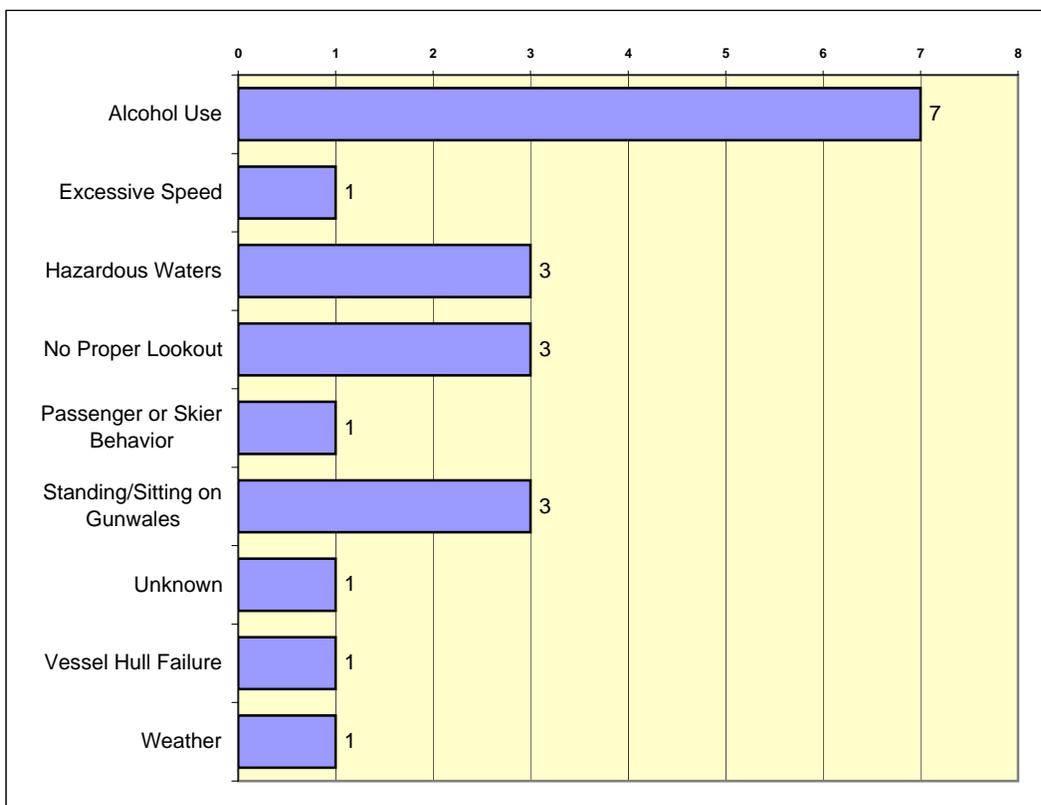
PFD Use in Fatal Accidents



Types of Fatal Accidents



Causes of Fatal Accidents



Summary of Fatal Accidents

Case #	2007-001	The reported victim in this incident was last seen using a small rowboat to reach his larger sailboat, which was tied to a mooring a short distance offshore. The rowboat was later found washed ashore, while the sailboat remained tied to its mooring. The individual remains missing, and is presumed to be dead.
Date	3/27/2007	
Body of Water	Lloyd Harbor	
County	Suffolk	
Alcohol	Unknown	
Cont. Factors	Unknown	
Deceased	1	
Accident Type	Falls Overboard	
Vessel Type	Rowboat	
Case #	2007-002	A brother and sister, ages 14 and 15, attempted to place their canoe in a small creek near their home. The creek was swollen with floodwaters. The current quickly capsized their canoe soon after they got in. The boy was able to swim to shore, but the strong current overpowered his sister, sweeping her downstream, where she ultimately drowned. Neither was wearing a lifejacket.
Date	4/16/2007	
Body of Water	Basic Creek	
County	Albany	
Alcohol	No	
Cont. Factors	Hazardous Waters	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Canoe	
Case #	2007-003	Two men were fishing on Pleasure Lake, about 150 feet from shore. As the wind picked up, the water became choppy, making one of the men nervous. He stood up to re-position himself, and the canoe capsized, throwing both men into the 40-degree water. One of the two was able to swim the short distance to shore, while the other was not able to swim at all in the frigid water. Neither man was wearing a life jacket.
Date	4/20/2007	
Body of Water	Pleasure Lake	
County	Sullivan	
Alcohol	No	
Cont. Factors	Passenger Behavior	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Canoe	
Case #	2007-004	While boating on the north channel of Jamaica Bay in a 15-foot open skiff, both men were thrown from the vessel while in the middle of making a sharp turn. One of the two was rescued by a nearby vessel. The other man was overcome by the cold water and drowned. Neither man was wearing a life jacket.
Date	4/21/2007	
Body of Water	Jamaica Bay	
County	Kings	
Alcohol	No	
Cont. Factors	Excessive Speed	
Deceased	1	
Accident Type	Ejected from vessel	
Vessel Type	Open Motorboat	

Case #	2007-005	Two canoes with three persons aboard each were out on St. Regis Lake late at night. All six had been drinking alcohol. The canoes overturned, throwing all six into the water. None of them were wearing life jackets, nor were there any on board for them to hold on to. Four of the subjects were successfully pulled from the 47-degree water. The other two, ages 18 and 20, were overcome by the cold water and unable to stay afloat.
Date	5/4/2007	
Body of Water	St. Regis Lake	
County	FRANKLIN	
Alcohol	Yes	
Cont. Factors	Alcohol Use	
Deceased	2	
Accident Type	Capsizing	
Vessel Type	Canoe	
Case #	2007-063	A tank barge was being pushed ahead by a tug boat on Long Island Sound, near Sands Point. The tug reportedly did not see a 24-foot boat at anchor in its path, and struck it. The smaller boat capsized, throwing its three passengers into the water. One of the three drowned, while another was treated for various injuries.
Date	6/10/2007	
Body of Water	Long Island Sound	
County	Nassau	
Alcohol	No	
Cont. Factors	No Proper Lookout	
Deceased	1	
Accident Type	Collision w/ Vessel	
Vessel Type	Cabin Motorboat	
Case #	2007-040	A small open motorboat was traveling south on Skaneateles Lake at about 20 MPH according to the occupants, relatively close to shore. It struck a second vessel that was heading east, toward the shore, causing heavy damage to the vessels hull, and causing traumatic injury to its occupants, killing one of them. The striking boat, whose occupants had been drinking alcohol, fled the scene, reportedly calling for help from a "safe" location. A thorough police investigation was able to uncover the vessel causing the fatality.
Date	7/8/2007	
Body of Water	Skaneateles Lake	
County	Onondaga	
Alcohol	Yes	
Cont. Factors	Alcohol Use	
Deceased	2	
Accident Type	Collision w/ Vessel	
Vessel Type	Open Motorboat	
Case #	2007-199	While fishing 4 miles offshore on Lake Ontario, the vessel in question began to take on water. The two men on board were able to send a MayDay message just before the vessel flipped over. As they swam out from underneath, nearby vessels approached to assist them. One of the men was pulled aboard a rescue vessel. The other man was clinging to a cooler, but was unresponsive when a life ring was thrown to him. As he began to slip under the water a rescuer leapt in and pulled him to the surface. Unable to pull him into a boat, he began CPR while holding him alongside until the Coast Guard was able to arrive with proper retrieval gear. He ultimately perished however, despite the best efforts of all involved. Investigators found that some access plates in the stern were loose, allowing the boat to fill with water.
Date	7/14/2007	
Body of Water	Lake Ontario	
County	Oswego	
Alcohol	Unknown	
Cont. Factors	Vessel Hull Failure	
Deceased	1	
Accident Type	Flooding/Swamping	
Vessel Type	Cabin Motorboat	

Case #	2007-197	While paddling in the swift-moving Esopus Creek, the victim's kayak overturned. Unable to right the kayak, and unable to extricate herself, the 52-year-old victim was pushed by the current into a tree that had come to rest against a bridge abutment. The force of the water pushed her under the tree and held her fast. Unable to free herself, the victim drowned.
Date	7/15/2007	
Body of Water	Esopus Creek	
County	Ulster	
Alcohol	No	
Cont. Factors	Hazardous Waters	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Kayak	

Case #	2007-062	Two men were paddling in a 16-foot kayak on Mill Pond in Suffolk County. Both had consumed alcohol. The kayak flipped, throwing both men into the water. Neither was a proficient swimmer. One of the two drowned, while the other was able to hang onto the kayak until rescuers arrived on the scene. Neither was wearing a life jacket.
Date	7/16/2007	
Body of Water	Mill Pond	
County	Suffolk	
Alcohol	Yes	
Cont. Factors	Alcohol Use	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Kayak	

Case #	2007-194	The victim was operating a small rental paddleboat on Lyon's Lake in Rensselaer County. While re-positioning himself in the paddleboat, he fell out and drowned. He was reportedly not able to swim, and he was not wearing a life jacket.
Date	7/21/2007	
Body of Water	Lyons Lake	
County	Rensselaer	
Alcohol	Yes	
Cont. Factors	Alcohol	
Deceased	1	
Accident Type	Falls Overboard	
Vessel Type	Paddle Boat	

Case #	2007-092	Two men, a father and son ages 45 and 76, borrowed a friend's canoe to go fishing on Mystery Lake, a small waterway in Westchester County. The canoe capsized, throwing both men into the water. Neither one was a proficient swimmer, and neither was wearing a lifejacket. The father was able to balance himself on a rock while holding onto the capsized canoe. He tried to reach for his son, but was unable to hold him above water.
Date	8/8/2007	
Body of Water	Mystery Lake	
County	Westchester	
Alcohol	No	
Cont. Factors	Passenger Behavior	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Canoe	

Case #	2007-093	The victim, an 85-year-old male, was drifting on Oneida Lake, fishing. His vessel was struck by a 20-foot Starcraft, carrying seven passengers, who were reportedly under the influence of alcohol. After causing fatal traumatic injury to the victim, the striking boat fled the scene, but was later discovered by investigating officers.
Date	8/9/2007	
Body of Water	Oneida Lake	
County	Oswego	
Alcohol	Yes	
Cont. Factors	Alcohol Use	
Deceased	1	
Accident Type	Collision w/ Vessel	
Vessel Type	Open Motorboat	

Case #	2007-198	Four men were canoeing on the Delaware River near the Barryville-Shohola Bridge. The canoe struck a rock and flipped in the fast moving water, throwing all four men into the river. Three of them were able to reach shore safely; the fourth was unable to get his footing in the current and drowned. None of the men were wearing lifejackets.
Date	8/12/2007	
Body of Water	Delaware River	
County	Sullivan	
Alcohol	No	
Cont. Factors	Hazardous Waters	
Deceased	1	
Accident Type	Capsizing	
Vessel Type	Canoe	

Case #	2007-191	There were no witnesses to the actual accident, just reports that the deceased had been riding his personal watercraft after midnight. The machine was later found aground near the body of the deceased, who had drowned. He was found to be under the influence of alcohol, and not wearing a lifejacket.
Date	10/6/2007	
Body of Water	Oneida Lake	
County	Oneida	
Alcohol	Yes	
Cont. Factors	Unknown	
Deceased	1	
Accident Type	Ejected from vessel	
Vessel Type	Personal Watercraft	

Case #	2007-196	Four men were traveling after dark in the Ambrose Channel off the coast of Brooklyn in a 24-foot boat. They approached a tug boat pulling a barge full of dredged materials, using a 1,500 foot tow line. As the vessel approached, the tug reportedly sounded warning signals, and flashed a searchlight at the smaller vessel. The smaller boat proceeded to pass astern of the tug boat, and struck the tow line, flipping the boat over. A nearby fishing charter heard the tug blasts and radio reports of the crash over his radio and responded within 20 minutes. He rescued one of the men, who had climbed aboard the overturned boat. The other three men were pulled out from the cabin of the boat; one of them was revived, while the other two could not be saved.
Date	10/20/2007	
Body of Water	Atlantic Ocean	
County	Kings	
Alcohol	No	
Cont. Factors	No Proper Lookout	
Deceased	2	
Accident Type	Struck Barge Tow Cable	
Vessel Type	Cabin Motorboat	

Case #	2007-144	Two men launched their canoe onto Rushford Lake. As the wind and current began to pull the canoe away from shore, the men panicked and jumped out, thinking they would swim back to shore. One of them jumped out on the shore side of the canoe and quickly made his way ashore. The other leapt out on the far side of the canoe and almost immediately went under water and did not re-surface. Neither man was wearing a lifejacket. The cold water was presumed to be a factor in his disappearance under water.
Date	11/6/2007	
Body of Water	Rushford Lake	
County	Allegany	
Alcohol	No	
Cont. Factors	Weather	
Deceased	1	
Accident Type	Ejected from vessel	
Vessel Type	Canoe	

Case #	2007-165	The victim was found northwest of his sailboat mooring, on shore, near some docks. His rowboat was also found overturned near some nearby docks. While there were no witnesses to the actual accident, it is presumed that he was in his rowboat trying to get to his moored sailboat. It is unclear how he fell out of his boat, but it is further presumed by investigators that his intoxication was a contributing factor.
Date	11/28/2007	
Body of Water	Mt. Sinai Harbor	
County	Suffolk	
Alcohol	Yes	
Cont. Factors	Alcohol Use	
Deceased	1	
Accident Type	Falls Overboard	
Vessel Type	Rowboat	



