



New York State
Parks, Recreation and
Historic Preservation

We'll see you out there



2023 Recreational Boating Report



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Executive Summary

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP)'s goal is to provide the public with a safe and enjoyable boating environment. This is accomplished by developing safe boating habits through education combined with enforcement of the Navigation Law.

This recreational boating report has been organized to help us better understand how incidents happen, while affording possible insights as to how to prevent them.



Recreational boating is a multi-billion dollar a year industry enjoyed by residents and visitors alike. In 2023, New York State registered 431,474 vessels. Of these, 1,198 vessels were for commercial purposes and 424,061 were for recreational purposes. In 2023, New York had 18 reported fatalities. This is a decrease of 10 fatalities compared to last year. Most of these fatalities were individuals between the ages of 41 – 60+,

with 50% of fatalities happening among those over 40 years old. The phase-in of Brianna's Law continues in 2024 culminating in 2025 with all ages being required to take a Safe Boating Course.

New York's motorized vessel fatality rate was 4.17 deaths per each 100,000-registered watercraft in 2023. From 2000 to 2023, the long-term average fatality rate is 4.64. On a positive note, New York had the fewest number of total reported incidents (138) and injuries (38) in recorded history.

From 2010 to 2023, recreational boating deaths have averaged 23 deaths per year. There are almost 120,000 more registered boats and vastly more unregistered paddle craft now. From 1970 to 1990, recreational boating deaths averaged 62 deaths per year. This decrease can largely be contributed to a few key factors. The federal government created many important safety standards for boat manufacturers, most notably, the Federal Boat Safety Act of 1971. Increased education and lifejacket use are also significant factors.

Legislation has strengthened BWI laws and changed the perception of drinking alcohol on the water. Changes to boater education laws have expanded from the first requirements for youths to take a mandatory course which started in 1959, to

requirements for personal watercraft operators which started in 2000, and now to Brianna's Law which includes all motorized boat operators born after January 1, 1983, and by 2025, all ages. Online education has further made boating education accessible to all. Availability of equipment, training, and funding through grant programs has led to an enhanced marine law enforcement capability.

What causes recreational boating incidents and fatalities on the water in New York? The leading cause is drowning. It is impossible to tell how many people have been saved by wearing a lifejacket but the potential consequences of not wearing one are clear. We also know how deadly of an impact unexpected cold-water immersion can be in both the early and late boating seasons. There are far fewer reported incidents during the cold weather months, but a much higher percentage of them result in a fatality. Cold-water immersion can overcome a victim quickly. This is because the physiology of cold-water immersion involves uncontrollable physical reactions such as a gasp reflex, hyperventilation, unconsciousness, elevated heart rate, and vasoconstriction; all of which can quickly overcome a boater in distress. A properly fastened lifejacket, along with proper cold weather clothing, is the surest way to ensure survival in cold water longer. The lack of a lifejacket, coupled with the fact that most boating deaths involve boats less than 21 feet in length, led to legislation that requires everyone on watercraft less than 21 feet to wear a lifejacket between November 1st and May 1st. Following the passage of this legislation New York has seen a decrease in the percentage of fatalities occurring during that time.

Alcohol and drug use is a significant cause of fatal boating incidents in New York. Between 2005 and 2023, intoxication was found to be the primary contributing factor in 80 fatalities (20.4%), of all boating deaths. These substances can impair both judgment and reaction time. Alcohol also causes blood vessels to dilate which accelerates to heat loss and can cause hypothermia to set in more quickly.

Non-motorized watercraft represented four of the total fatalities (22%) in 2023. The size of the non-motorized segment of the boating population is difficult to determine since a registration is not required in New York State. Many are unfamiliar with boating and boating education is not required. Most of these incidents involve the victim exiting the craft unexpectedly either by capsizing or falling overboard. Once in the water the wearing of a lifejacket may have assisted them in surviving. Paddlers should also consider the weather conditions and water temperature they are heading into. Even an experienced paddler may have difficulty out in the elements engaging with uneven, cold waters.

In summary, we may now better understand that by taking some simple proactive steps, we can reasonably assure a safe day on the water. We recommend that all passengers

always wear a lifejacket when operating paddle-craft or staying outside the cabin of the motorboat. Be prepared, incidents happen quickly. Never mix alcohol or drugs with boating. Impairment is detectable in persons with a blood alcohol concentration far below 0.08 percent. Alcohol use by passengers can be dangerous, too. Add in the environmental stressors from being on the water and it greatly impairs one's ability to stay alert and react. Of course, it's essential to understand as much as possible about boating before heading out so consider taking a boating safety course. Always equip your boat with the required safety equipment, file a float plan, keep a copy of a boating accident report in a dry compartment and don't forget to bring a cellphone or marine radio, in the event you need to summon assistance.

Award Recipients:



Lastly, congratulations to our New York State Educator of the Year nomination for 2023. With the NYS Educator recipient going to Brian Markman.

Brian actively promotes safe boating education both on the water and in the classroom. He is a member of the NYPD Harbor Auxiliary Unit – a volunteer branch of the NY Police Department- and patrols some of the most congested waters of New York City. In executing these patrols, Brian engages boaters in safety education through casual conversation, distribution of educational materials and courtesy vessel inspections. Brian says "Boating safety is important to me because boating, which is such a fun and enjoyable activity, can become a tragic one when anyone involved in the activity is not properly trained...All too often I see people operating boats who are risking their lives and the lives of others without having the proper education. It is rewarding when I have the opportunity to speak to someone about boating safety- especially youths- so they can have an enjoyable and safe experience."

Brian is integral to making free classroom boating education accessible to the people of New York City. In addition to teaching the course to hundreds of students over almost a decade, Brian has single handedly recruited and mentored more new volunteer instructors than any other instructor in the state. His efforts in expanding the volunteer instructor base in New York City are significant and help ensure that free classroom education remains accessible for years to come. Brian has a wonderful ability to connect with his students and has been recognized and approached by former students at large events, like the New York Boat Show. These students fondly reflect upon their time in his class,

share their experiences with him, and sometimes ask to attend another course with him to refresh their knowledge.

New York recognizes and appreciates Brian for his considerable commitment to promoting safe and responsible boating in our state. Congratulations again to Brian for the well-deserved honor of being named the 2023 New York State Boating Educator of the Year.



More congratulations are in order for our Law Enforcement Officer of the year, Deputy Luke Bickford. Deputy Bickford is a dedicated Boating Law Enforcement Officer who has been working for the Onondaga County Sheriff's Office Navigation Unit since 2009. Deputy Bickford prides himself on making the waterways of Onondaga County a safer place for everyone to enjoy. Deputy Bickford is involved in every aspect of the Navigation Unit including, but not limited to: HIN investigations, accident investigations, BWI enforcement, speed enforcement, event planning and coordination, public outreach, community relations, education, along with daily Marine Patrol.

Deputy Bickford worked tirelessly all season to make the waterways safer. Deputy Bickford is extremely proactive on patrols, and he stopped or otherwise contacted and inspected 301 vessels during the 2022 season. Deputy Bickford enjoys educating the public, many of whom might be first time boaters, inexperienced, or just unaware or unfamiliar with the laws of the waterway. Deputy Bickford's commitment to education is shown with his issuing of 475 warnings to educate boaters and their families. Deputy Bickford also takes enforcement action, when necessary, as seen by his 4 BWI arrests and his issuing of 46 tickets during the 2022 season. Deputy Bickford also recovered a lost sailboat reuniting it with its owner and assisted with 9 disabled boats getting the operators and their crew to safety.

The State of New York commends deputy Bickford on his continued commitment to the Onondaga County Sheriff's Navigation Unit and more importantly his commitment to the citizens enjoying the waterways in and around Onondaga County. His efforts to make the waterways safer are worthy of recognition.

*New Regulations / Updates:

Boating while Intoxicated:

If you are a motorized vessel operator who is 16 years of age or older, you are prohibited from operating under the influence with passengers who are 15 years of age or younger aboard. Consequences for doing so:

- Conviction of a Class E felony: jail time and/or a fine of \$1,000-5,000
- For a 2nd offense, conviction of a class D felony: jail time and/or a fine of \$2,000-10,000
- Your vessel operation privileges can be suspended for 24 months.

The Court can consider vehicular traffic law violations from within the past 10 years when sentencing for related navigational law violations. Courts sentencing for related vehicular traffic violation can consider related navigational law violations. (Violations on the water can be considered in traffic court and Road violations can be considered in boat court).

If the operator of the vessel is 16+ years old AND the parent/guardian/custodian etc. of the passenger aged 15 years or younger, the officer will make a report to social services in convictions of BUI.

Engine Cut-off Switch:

This is an adoption into the State law of the Federal law currently in place.

All boats under 26 feet, built after 2020 must be equipped with a cut-off switch (This is a manufacturer requirement, not consumer)

If your vessel is equipped with an engine cut-off switch **you must**

- Use it while operating on plane or above displacement speed
- Keep it in good repair (if it breaks, you must fix it)

Fire Extinguishers:

The United States Coast Guard has changed regulations regarding disposable fire extinguisher requirements. Starting **April 20th, 2022**, if your disposable (non-rechargeable) fire extinguisher has a date of manufacture stamped on the bottom of the bottle (example: "05" means 2005), and it is **older than 12 years**, the extinguisher is considered expired and must be removed from service. This rule relieves owners of recreational vessels from certain inspection, maintenance, and recordkeeping requirements that are more suited for commercial vessels.

These regulations were passed as "B-I" and "B-II" label are being phased out in lieu of new "5-B", "10-B" and "20-B" regulations. Depending on your vessel's model year, you may continue to carry the extinguishers you have now. Vessels in the water that are **less**

than 26 feet and have a model year of 2017 or older may continue to carry “B-I” or B-II” disposable extinguishers. However, once the extinguishing agent is used, the extinguisher is no longer serviceable, or has reached 12 years of age, the extinguisher must be replaced. Boats **less than 26 feet and are a 2018 model or newer** must carry unexpired “5-B”, “10-B” or “20-B” fire extinguishers beginning April 20.

No changes were made to rechargeable or fixed-mount fire extinguisher regulations. They will continue to require regular maintenance servicing.

North Atlantic Right Whale Vessel Strike Reduction (Proposed):

This is an expansion of existing federal regulations.

- Vessels 35 feet and longer are to observe a 10 knot or less speed limit within Seasonal Speed Zones Nov 1 – May 30
- Seasonal Speed Zones expanded to all Atlantic coastal waters 100 nautical miles from shore

Brianna’s Law:

2024 continues with another year of phase-in for Brianna’s Law, where all motorboat operators born on or after January 1st, 1983, will need a boating safety certificate. You can go to wearitnewyork.com to check out all the classroom and online course options available so you can acquire a life-long boating safety certificate for yourself.

Law Enforcement Activity

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations
County						
ALBANY	Unk.	240	10	20	0	0
CATTARAUGUS	42	527	9	34	0	7
CAYUGA	270	647	6	16	0	25
CHAUTAUQUA	1244	3079	134	771	0	358
CHENANGO	0	0	0	0	0	0
CLINTON	446	886	16	32	0	8
COLUMBIA	Unk.	307	30	28	0	37
CORTLAND	0	17	0	19	0	2
DUTCHESS	566	1821	98	7	0	27
ERIE	418	1608	48	21	0	119
ESSEX	690	100	2	8	0	6
FULTON	Unk.	40	14	2	0	6
GREENE	2378	466	34	4	2	27
HAMILTON	1790	1987	24	403	0	172
HERKIMER	222	541	16	2	0	36
JEFFERSON	24	0	0	0	0	0
LEWIS	Unk.	480	3	7	0	9
LIVINGSTON	915	2971	77	140	0	136
MADISON	Unk.	151	2	6	0	9
MONROE	555	4932	129	314	2	223
MONTGOMERY	173	316	6	0	0	0
NASSAU	5558	90900	187	260	0	726
NEW YORK CITY	508	508	157	86	0	0
NIAGARA	484	1872	29	77	0	101
ONEIDA	1094	2708	80	79	0	79
ONONDAGA	650	2908	41	380	5	656
ONTARIO	1502	2145	86	280	1	50
ORANGE	363	1844	10	8	0	3
ORLEANS	143	3184	40	0	0	30
OSWEGO	1174	1847	21	517	0	195
OTSEGO	46	270	3	0	0	11
PUTNAM	261	743	25	0	0	14
ROCKLAND	2700	3000	37	10	0	23
ST. LAWRENCE	104	226	1	67	0	13
SARATOGA	1817	2368	54	277	5	391
SCHENECTADY	Unk.	Unk.	16	44	0	24
SCHUYLER	340	599	14	0	0	82
SENECA	324	506	17	337	0	62
SUFFOLK COUNTY POLICE DEPARTMENT	1000	2000	621	96	29	94
SUFFOLK COUNTY SHERIFF	426	937	13	0	0	23
SULLIVAN	201	295	6	0	0	23

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations
TOMPKINS	238	250	45	8	0	12
ULSTER	2154	2319	42	46	0	96
County (Continued)						
WARREN	2163	4158	332	4537	0	1460
WASHINGTON	100	113	0	34	0	6
WAYNE	717	1984	71	19	0	35
WESTCHESTER	4850	7400	129	124	1	69
WYOMING	213	237	6	35	0	45
YATES	1930	2618	71	3923	1	216
Municipalities						
ASHAROKEN	284	179	23	19	0	7
BABYLON	3412	11411	0	106	0	74
BROOKHAVEN	3735	4120	61	194	0	153
CARMEL	233	1009	22	7	0	44
CAZENOVIA	100	100	10	0	0	0
EAST HAMPTON	480	15500	92	460	0	130
GLEN COVE	Unk.	1020	34	11	0	32
GREENWOOD LAKE	490	2526	85	266	0	208
HAMBURG	Unk.	380	0	0	0	4
HEMPSTEAD	1448	21540	222	18	0	225
HUNTINGTON	2534	2700	443	175	0	138
ISLIP	4950	8056	41	130	0	10
MAMARONECK	2910	2504	85	111	0	49
NEW ROCHELLE	1125	6474	98	50	0	2
NORTH HEMPSTEAD	1690	6250	74	194	0	325
NORTHPORT	302	482	24	10	0	76
NORTH TONAWANDA	Unk.	357	0	84	0	66
OSSINING	10	25	2	0	0	0
OYSTER BAY	2200	2200	252	390	0	412
POUGHKEEPSIE	156	214	8	15	0	12
QUOGUE	337	350	14	154	1	174
RIVERHEAD	350	1800	106	133	0	255
RYE	1092	5785	43	77	0	57
SAG HARBOR	350	1500	41	0	0	30
SHELTER ISLAND	734	2719	126	85	1	116
SMITHTOWN	4500	9120	255	0	0	88
SOUTHAMPTON	2450	2350	347	950	1	1484
SOUTHOLD	425	6011	3	0	1	65
TONAWANDA	80	80	15	80	0	18
WESTHAMPTON	92	92	18	5	0	33
State Agencies						
ALEXANDRIA BAY	3088	906	30	113	0	98
LAKE GEORGE PARK COMMISSION	2598	6546	629	1230	2	592
NY NAVAL MILITIA	Unk.	0	0	0	0	0
Totals	82948	283361	6015	18145	52	10723

2022 Vessel Registrations by County and Length

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 >= 65'
ALBANY	7876	9	3018	4297	509	31	12
ALLEGANY	1795	5	641	1129	20	0	0
BRONX	2089	3	850	749	421	40	26
BROOME	6239	5	2723	3206	283	20	2
CATTARAUGUS	2871	3	984	1770	107	6	1
CAYUGA	5401	22	1855	3216	292	15	1
CHAUTAUQUA	6434	24	2022	4024	341	17	6
CHEMUNG	3267	2	1195	1920	138	9	3
CHENANGO	2065	0	1012	996	51	5	1
CLINTON	5668	11	2512	2891	242	11	1
COLUMBIA	2643	1	1049	1471	111	10	1
CORTLAND	2078	7	866	1156	46	3	0
DELAWARE	1136	0	530	565	38	3	0
DUTCHESS	5760	6	2563	2644	497	47	3
ERIE	22750	67	7729	12440	2303	184	27
ESSEX	4301	8	1634	2489	159	10	1
FRANKLIN	4592	4	2011	2508	62	2	5
FULTON	4543	8	1895	2433	202	4	1
GENESEE	2119	4	794	1239	74	5	3
GREENE	2202	4	808	1226	149	12	3
HAMILTON	1784	9	742	1003	25	3	2
HERKIMER	3503	9	1410	1991	86	5	2
JEFFERSON	11156	45	4295	5991	780	40	5
KINGS	3995	0	1637	1368	851	97	42
LEWIS	2264	0	1063	1156	43	2	0
LIVINGSTON	3799	9	1491	2226	67	5	1
MADISON	4408	11	1605	2617	167	6	2
MONROE	25594	42	10229	13531	1662	119	11
MONTGOMERY	1926	8	826	1012	79	1	0
NASSAU	27305	49	9345	12083	5075	688	65
NEW YORK	3882	1	1191	1530	930	197	33
NIAGARA	7614	29	2503	4388	651	40	3
ONEIDA	10691	32	4208	6058	375	14	4
ONONDAGA	20471	33	7671	11555	1119	85	8
ONTARIO	7576	25	2397	4841	289	22	2

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 ≥ 65'
ORANGE	7477	10	3499	3442	474	44	8
ORLEANS	2005	0	805	1091	106	2	1
OSWEGO	9042	13	3597	4893	520	18	1
OTSEGO	2420	6	895	1474	40	4	1
PUTNAM	2941	7	1165	1541	198	25	5
QUEENS	5199	9	2104	2144	846	64	32
RENSSELAER	5565	2	2346	2922	265	27	3
RICHMOND	3212	6	1354	1209	566	58	19
ROCKLAND	3499	4	1723	1226	484	49	13
ST LAWRENCE	10264	17	4147	5779	304	11	6
SARATOGA	14155	16	5101	8231	766	35	6
SCHENECTADY	5082	8	2046	2723	282	16	7
SCHOHARIE	1039	0	469	520	47	1	2
SCHUYLER	1624	3	578	967	74	2	0
SENECA	2561	2	864	1539	142	12	2
STEBEN	4627	3	1566	2937	116	3	2
SUFFOLK	61045	207	18265	29842	11328	1341	62
SULLIVAN	2796	3	1341	1361	76	10	5
TIOGA	2186	1	959	1163	58	2	3
TOMPKINS	3252	4	982	2020	230	15	1
ULSTER	4832	6	2036	2337	425	27	1
WARREN	7490	35	2148	4677	605	17	8
WASHINGTON	3256	10	1270	1853	118	4	1
WAYNE	6349	16	2279	3623	397	31	3
WESTCHESTER	10297	12	3347	4455	2128	300	55
WYOMING	1670	3	556	1075	32	3	1
YATES	2586	6	783	1734	61	0	2
Out of State	13206	1	4349	7593	1095	154	14
TOTAL	431474	905	157878	228090	40027	4033	541

Registered Vessels: By Length and Hull Material

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1304	61	5	26	34	1430
METAL	16492	22	18	0	258	16790
PLASTIC	6555	3216	239	19	1515	11544
FIBERGLASS	14764	58396	3438	309	5728	82635
INFLATABLE	7680	64	60	6	265	8075
STEEL	529	17	5	0	32	583
ALUMINUM	32798	212	195	16	1882	35103
OTHER	1216	278	36	5	183	1718
TOTAL	81338	62266	3996	381	9897	157878
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	973	1654	94	47	16	2784
METAL	9966	68	471	0	25	10530
PLASTIC	2413	482	692	86	102	3775
FIBERGLASS	64548	14329	62175	2019	857	143928
INFLATABLE	314	9	11	1	3	338
STEEL	606	34	34	1	8	683
ALUMINUM	63433	309	1263	11	248	65264
OTHER	717	16	31	8	16	788
TOTAL	142970	16901	64771	2173	1275	228090
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	49	577	16	28	3	673
METAL	127	65	20	1	1	214
PLASTIC	96	275	140	45	11	567
FIBERGLASS	7672	12847	14388	2004	97	37008
INFLATABLE	11	5	3	0	0	19
STEEL	36	40	8	2	6	92
ALUMINUM	1131	125	129	10	7	1402
OTHER	19	20	6	4	3	52
TOTAL	9141	13954	14710	2094	128	40027
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	78	1	7	1	89
METAL	1	8	4	0	1	14
PLASTIC	2	37	5	5	2	51
FIBERGLASS	235	37	265	220	11	768
INFLATABLE	0	1	0	0	0	1
STEEL	11	33	4	4	2	54
ALUMINUM	18	35	7	2	1	63
OTHER	2	6	0	1	3	12
TOTAL	271	235	286	239	21	1052
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	5	0	0	0	7
METAL	4	3	0	0	2	9
PLASTIC	16	6	3	1	2	28
FIBERGLASS	66	229	52	4	27	378
INFLATABLE	25	0	1	0	3	29
STEEL	2	8	0	0	2	12
ALUMINUM	60	5	1	0	2	68
OTHER	6	2	0	0	2	10
TOTAL	181	258	57	5	40	541
Uncoded	O/B	I/B	I/O	SAIL	OTHER	TOTAL
METAL	2	0	0	0	0	2
OTHER	2	2	2	0	897	903
TOTAL	4	2	2	0	897	905
TOTAL OVERALL	233905	93616	83822	4892	12258	428493

ACCIDENTS

The chart below illustrates registration and accident figures for the 1970s through 2023. During that period, while vessel registrations have generally risen to its height in the early 2000s. While fatalities have steadily decreased during that time.

The most common type of boating accident which results in the most injuries is collision between two or more. 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 or drugs increases the level of danger when boating. Not only is it illegal while operating a vessel under the influence, but the lessening of one's judgment and balance can have deadly consequences. Alcohol and drugs have been shown to be important contributing factors in many fatal incidents.

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

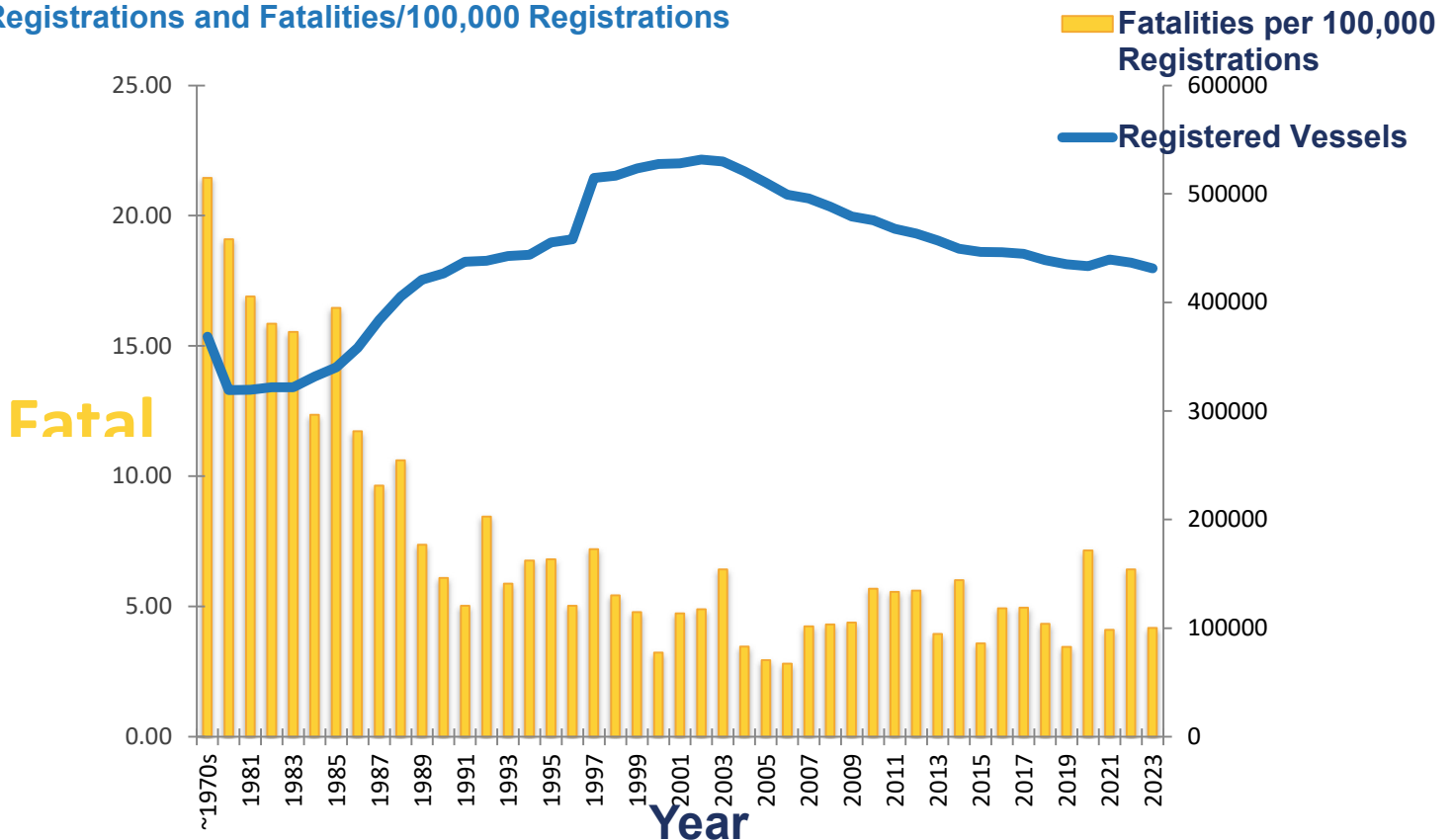
It is also extremely important to increase the use of lifejackets or personal flotation devices (PFDs), especially in the off-season when the water is cold and when help may not be able to respond quickly. While legislation mandates that lifejackets be worn in those instances, it is still incumbent upon the boater to use their best judgment; if the water is cold, wear a lifejacket, and dress for the weather.

Reportable Accidents

For Recreational Vessels:

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

Registrations and Fatalities/100,000 Registrations



Accident Data: 1970s - 2023

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities (Includes Paddlecraft)
~1970s	21.44	368439	356	101	79
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	130	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
2008	4.30	488167	215	104	21
2009	4.38	479161	191	78	21
2010	5.68	475688	243	128	27
2011	5.56	467828	226	190	26
2012	5.61	463539	241	126	26

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities (Includes Paddlecraft)
2013	3.94	456909	195	112	18
2014	6.01	449489	194	103	27
2015	3.58	446582	187	98	16
2016	4.93	446117	208	141	22
2017	4.95	444710	181	72	22
2018	4.33	438891	203	108	19
2019	3.45	435213	251	129	15
2020	7.15	433457	240	127	31
2021	4.10	439508	192	118	18
2022	6.41	436565	198	77	28
2023	4.17	431474	138	38	18



Accidents by County and Waterway

County / Waterway	Accidents	Injures	Fatalities
ALBANY			
HUDSON RIVER	1	0	0
BRONX			
EASTCHESTER BAY	1	3	0
LITTLE NECK BAY	2	0	0
LONG ISLAND SOUND	2	0	0
BROOME			
CATTARAUGUS			
ALLEGHANY RIVER	1	0	0
CAYUGA			
ERIE BARGE LAKE	1	0	0
CHAUTAUQUA			
CHAUTAUQUA LAKE	2	1	1
LAKE ERIE	1	1	0
CHEMUNG			
CHEMUNG RIVER	1	1	1
COLUMBIA			
DUTCHESS			
ERIE			
BUFFALO RIVER	1	0	0
LAKE ERIE	2	2	0
ESSEX			
LAKE PLACID	1	0	0
FRANKLIN			
FULTON			
SACANDAGA RESEVOIR	2	0	0
GREENE			
HAMILTON			
INDIAN LAKE	1	0	1
RAQUETTE LAKE	1	1	0
HERKIMER			
FULTON CHAIN	1	0	0
HINCKLEY RESERVOIR	1	1	0
JEFFERSON			
LAKE ONTARIO	3	0	1
ST. LAWRENCE RIVER	3	1	0
KINGS			
LEWIS			
LIVINGSTON			
CONESUS LAKE	1	0	1
MADISON			
MONROE			
IRONDEQUOIT BAY	2	2	0
LAKE ONTARIO	1	1	0

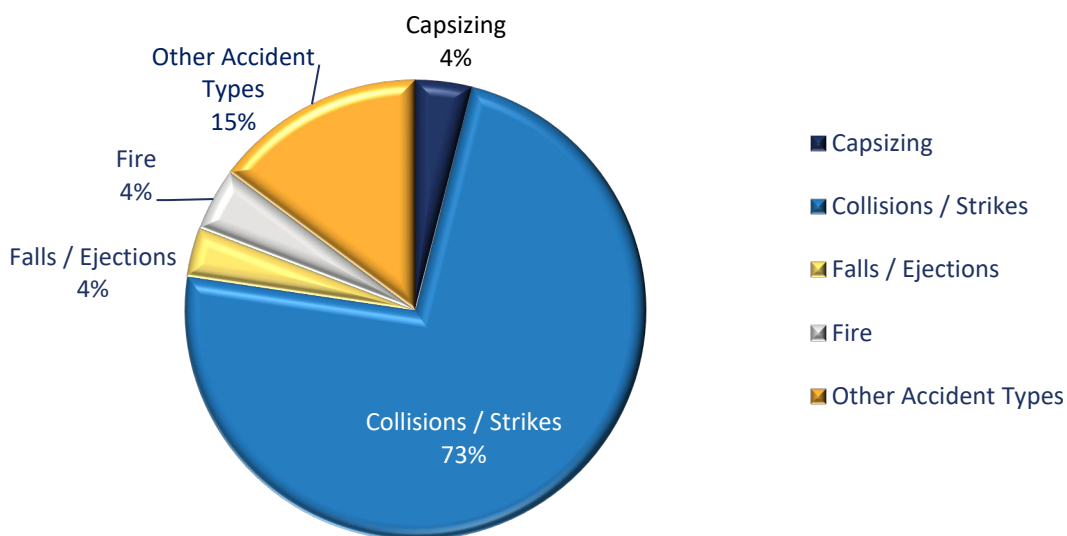
County / Waterway	Accidents	Injures	Fatalities
MONTGOMERY			
ERIE BARGE CANAL	1	0	0
NASSAU			
BELLMORE CHANNEL	2	0	0
BROAD CHANNEL	1	0	0
COLD SPRING HARBOR	1	0	0
GREAT SOUTH BAY	2	0	0
JONES INLET	1	0	1
LONG ISLAND SOUND	2	0	0
MANHASSET BAY	1	0	0
OYSTER BAY	2	1	1
SEAFORD CREEK	1	1	0
SLOOP CHANNEL	3	0	0
WEST HARBOR	1	0	0
NEW YORK			
EAST RIVER	2	0	0
NIAGARA			
NIAGARA RIVER	2	0	0
ONEIDA			
NYS CANAL	1	0	0
ONEIDA LAKE	1	0	2
ONONDAGA			
CROSS LAKE	1	0	1
ONEIDA RIVER	1	0	0
SKANEATELES LAKE	1	1	0
ONTARIO			
CANANDAIGUA LAKE	1		
SENECA LAKE	1		
ORANGE			
HUDSON RIVER	1	1	1
ORLEANS			
LAKE ONTARIO			
OSWEGO			
OTSEGO			
CANADARAGO LAKE	2	1	0
OTSEGO LAKE	1	1	0
QUEENS			
EAST RIVER	1	0	0
ROCKAWAY POINT INLET	1	0	0
SANDY HOOK	1	4	0
RENSSELAER			
HUDSON RIVER	1	1	0
ROCKLAND			
HUDSON RIVER	3	0	0
SARATOGA			
ROUND LAKE	1	0	0

County / Waterway	Accidents	Injures	Fatalities
SCHOHARIE			
BLAZER POND	1	2	0
SCHUYLER			
SENECA			
ST. LAWRENCE			
STEUBEN			
KEUKA LAKE	1	0	1
SUFFOLK			
ATLANTIC OCEAN	1	0	0
DERING HARBOR	1	0	0
GARDINER'S BAY	1	0	0
GREAT SOUTH BAY	7	0	3
HUNTINGTON HARBOR	1	0	0
LONG ISLAND SOUND	5	2	0
NORTH CHANNEL	2	0	0
NOYAC BAY	1	1	0
OROWOC CREEK	1	1	0
PECONIC BAY	4	0	0
PORT JEFFERSON HARBOR	1	3	0
SAG HARBOR BAY	5	0	0
SHELTER ISLAND SOUND	1	0	0
SHINNECOCK CANAL	1	0	0
WEST NECK HARBOR	1	0	0
SULLIVAN			
TOMPKINS			
ULSTER			
HUDSON RIVER	2	1	0
WARREN			
HUDSON RIVER	2	1	0
LAKE GEORGE	8	1	0
WASHINGTON			
CLARK POND	1	0	1
LAKE GEORGE	1	0	0
WAYNE			
LAKE ONTARIO	1	0	1
SODUS BAY	2	0	0
WESTCHESTER			
HUDSON RIVER	2	0	0
LONG ISLAND SOUND	10	1	0
YATES			

Accident Types

Accident Type	Vessels	Injuries	Fatalities
Capsizing	8	6	5
Carbon Monoxide Poisoning	0	0	0
Collision with Commercial Boat (e.g., tug, barge)	0	0	0
Collision with Fixed Object	15	9	0
Collision with Floating Object	2	0	1
Collision With Recreational Boat	116	5	2
Falls Onboard Boat	0	0	0
Falls Overboard	3	0	3
Fire/Explosion (Fuel)	7	6	1
Fire/Explosion (Other)	2	0	0
Flooding/Swamping	8	0	0
Grounding	10	0	0
Other	8	1	0
Person Left Or Ejected From Vessel	4	0	4
Sinking	0	0	0
Skier Mishap	3	3	0
Struck by Boat	4	4	1
Struck by Propeller or Propulsion Unit	2	2	0
Struck Submerged Object	10	1	0
Sudden Medical Condition	1	1	0
Unknown	0	0	0

Summary of Accident Types

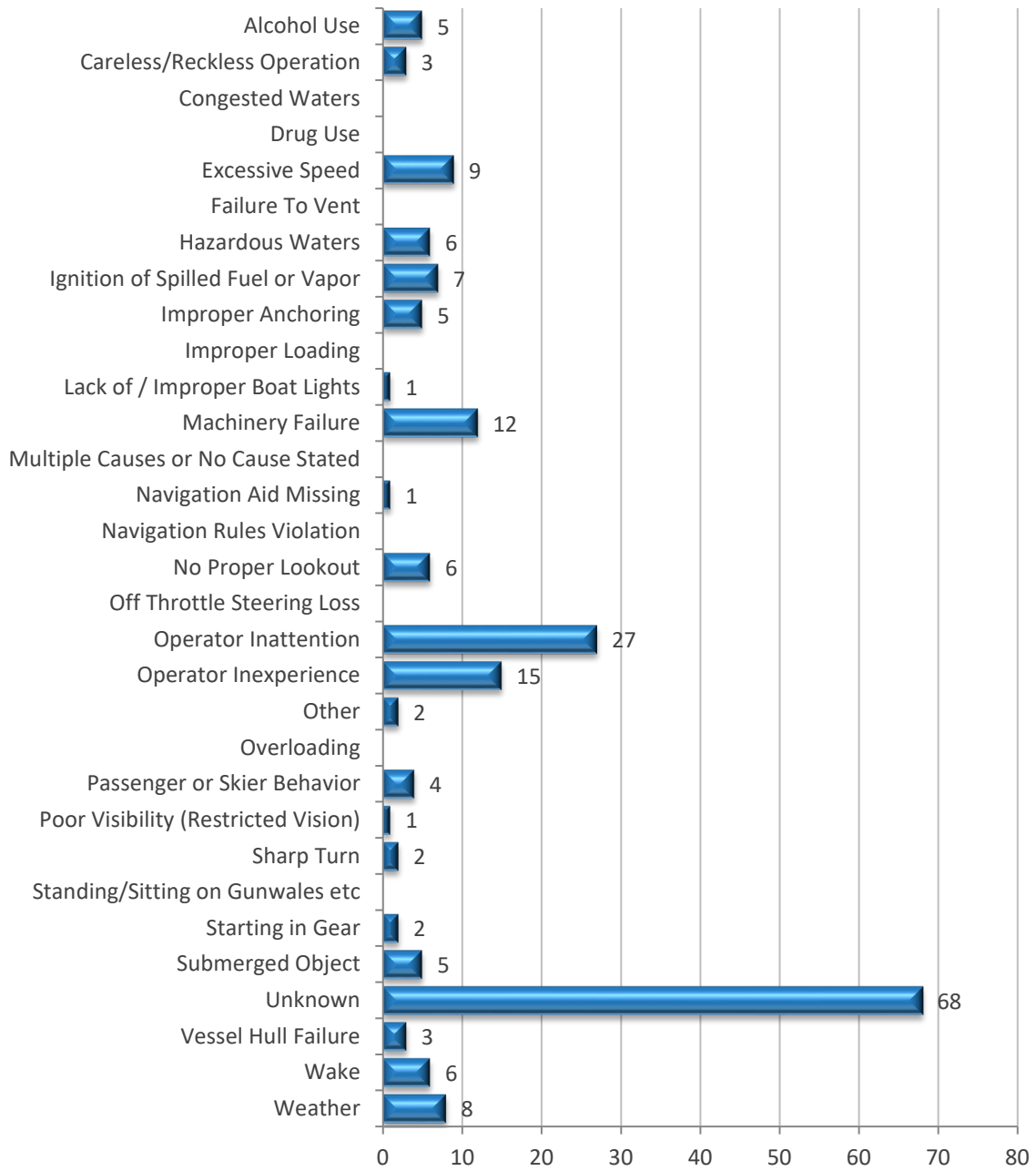


Accident Type and Vessel Operation

Accident Type	Operation	Vessels	Injuries	Fatalities
Capsizing	Changing Direction	1	2	0
	Changing Speed	1	0	1
	Cruising	2	2	1
	Drifting	1	0	0
	Rowing or Paddling	2	2	2
	Unknown	1	0	1
Collision With Fixed Object	At Anchor	1	0	0
	Cruising	8	5	0
	Docking/ Undocking	2	0	0
	Drifting	1	0	0
	Sailing	1	4	0
	Tied to Dock/ Mooring	2	0	0
Collision With Floating Object	Docking/ Undocking	1	0	0
	Rowing or Paddling	1	0	1
Collision With Recreational Boat	At Anchor	6	0	0
	At Anchor, Drifting	1	0	0
	Being Towed	1	0	0
	Changing Direction	8	0	0
	Changing Speed	2	1	0
	Changing Speed, Direction	1	0	0
	Cruising	28	2	2
	Docking/ Undocking	13	0	0
	Drifting	5	1	0
	Launching	1	0	0
	Sailing	2	0	0
	Tied to Dock/ Mooring	41	1	0
	Unknown	6	0	0
Falls In/ On Boat	At Anchor	1	2	0
Falls Overboard	At Anchor	2	0	2
	Drifting	1	0	1
Fire/Explosion (Fuel)	Cruising	3	2	1
	Tied to Dock/ Mooring	4	4	0
Fire/Explosion (Other)	Cruising	1	0	0
	Tied to Dock/ Mooring	1	0	0
Flooding/Swamping	Changing Direction	1	0	0
	Cruising	4	0	0
	Unknown	3	0	0

Accident Type	Operation	Vessels	Injuries	Fatalities
Other	Cruising	4	0	0
	Tied to Dock/ Mooring	1	1	0
	Towing Another Vessel	1	0	0
	Unknown	2	0	0
Person Leaves/ Ejected From Boat	Drifting	2	0	2
	Sailing	1	0	1
	Unknown	1	0	1
Skier Mishap	Cruising	2	2	0
Struck By Boat	Changing Direction	1	1	0
	Changing Speed, Cruising	1	1	1
	Docking/ Undocking	1	1	0
Struck by Propeller or Propulsion Unit	Drifting	1	1	0
	Unknown	1	1	0
Collision with Submerged Object	Cruising	8	1	0
	Unknown	2	0	0
Sudden Medical Condition	Unknown	1	1	0

Cause of Accident by Vessel



Accident Type and Cause

Accident Type	Cause	Vessels	Injures	Fatalities
Capsizing	Alcohol Use	1	0	1
	Excessive Speed	1	0	1
	Machinery Failure	1	0	0
	Operator Inexperience	1	2	1
	Unknown/ Multiple Causes	1	0	1
	Wake	2	2	1
	Weather	1	2	0
Collision With Fixed Object	Alcohol Use	2	2	0
	Excessive Speed	2	3	0
	Improper Anchoring	1	0	0
	Machinery Failure	1	0	0
	Operator Inattention	3	0	0
	Operator Inexperience	3	0	0
	Poor Visibility (Restricted Vision)	1	4	0
	Unknown/ Multiple Causes	2	0	0
	Wake	2	0	0
Weather	1	0	0	
Collision With Floating Object	Hazardous Waters	1	0	1
	Wake	1	0	0
Collision With Recreational Boat	Careless/ Reckless Operation	6	1	0
	Excessive Speed	8	0	0
	Hazardous Waters	6	0	0
	Improper Anchoring	8	0	0
	Machinery Failure	11	0	0
	No Proper Lookout	6	0	0
	Operator Inattention	43	0	0
	Operator Inexperience	12	0	0
	Sharp Turn	2	0	0
	Starting In Gear	2	0	0
	Unknown/ Multiple Causes	153	4	2
	Weather	6	0	0
Fall In/ On Boat	Other-Hit Open Cabin Hatch	1	1	0
Falls Overboard	Hazardous Waters	1	0	1
	Unknown/ Multiple Causes	2	0	2
Fire/ Explosion (Fuel)	Ignition of Spilled Fuel or Vapor	6	4	1
	Machinery Failure	1	2	0
Fire/ Explosion (Other)	Ignition of Spilled Fuel or Vapor	1	0	0
	Unknown/ Multiple Causes	1	0	0
Flooding/ Swamping	Machinery Failure	2	0	0
	Sharp Turn	1	0	0
	Vessel Hull Failure	3	0	0
	Weather	2	0	0

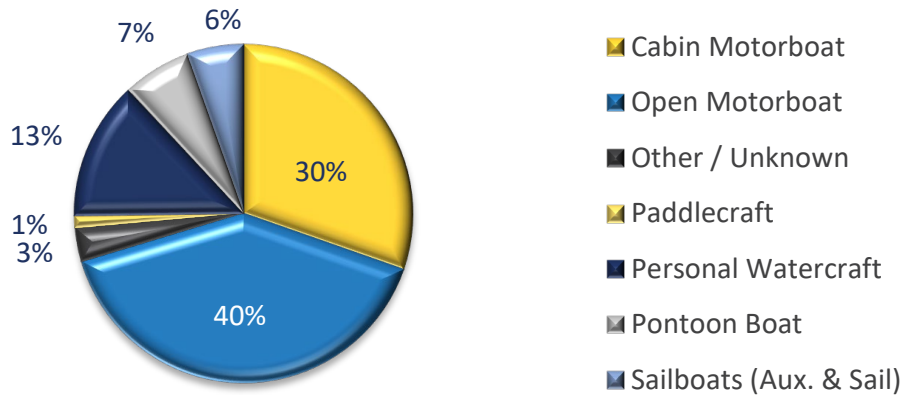
Accident Type	Cause	Vessels	Injures	Fatalities
Grounding	Hazardous Waters	1	0	0
	Machinery Failure	2	0	0
	Navigation Aid Missing	1	0	0
	Navigation Aid Not Performing Properly	1	0	0
	No Proper Lookout	2	0	0
	Operator Inattention	1	0	0
	Operator Inexperience	1	0	0
	Submerged Object	1	0	0
Other	Alcohol Use	2	0	0
	Excessive Speed	4	0	0
	Operator Inattention	4	1	0
	Unknown/ Multiple Causes	6	0	0
	Wake	3	0	0
Person Leaves Or Is Ejected From Vessel	Passenger or Skier Behavior	2	0	2
	Operator Inexperience	1	1	0
	Weather	1	1	0
Skier Mishap	Passenger or Skier Behavior	1	1	0
	Wake	1	1	0
Struck by Boat	No Proper Lookout	2	1	1
	Operator Inattention	2	1	0
	Starting In Gear	1	1	0
Struck by Propeller or Propulsion Unit	Operator Inexperience	1	1	0
	Passenger or Skier Behavior	1	1	0
Sudden Medical Condition	Other-Medical Incident	2	1	0
Struck Submerged Object	Alcohol Use	1	1	0
	Hazardous Waters	1	0	0
	Operator Inattention	2	0	0
	Operator Inexperience	2	0	0
	Submerged Object	3	0	0
	Unknown/ Multiple Causes	1	0	0

Vessel Type and Accident Type

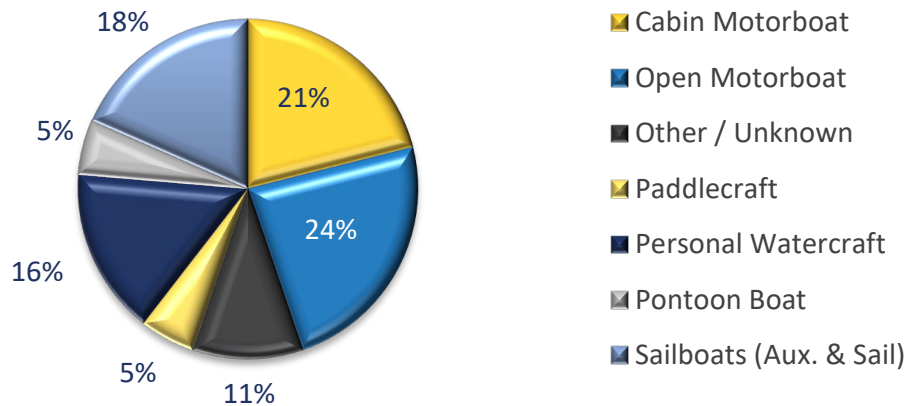
Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Auxiliary Sail	Collision With Fixed Object	2	0	0
	Collision With Recreational Boat	6	0	0
	Flooding/ Swamping	1	0	0
	Grounding	1	0	0
	Other	1	1	0
	Person Leaves Or Is Ejected From Vessel	1	0	1
Cabin Motorboat	Collision With Fixed Object	6	2	0
	Collision With Recreational Boat	34	0	2
	Collision With Submerged Object	4	0	0
	Falls In Boat	1	1	0
	Fire/Explosion (Fuel)	5	4	0
	Fire/Explosion (Other)	2	0	0
	Flooding/ Swamping	1	0	0
	Grounding	4	0	0
	Other	3	0	0
	Person Leaves Or Is Ejected From Vessel	1	0	1
	Skier Mishap	1	1	0
Canoe	Capsizing	2	2	2
	Collision With Floating Object	1	0	1
Catamaran	Capsizing	1	2	0
Inflatable Boat	Capsizing	1	0	1
Jet Boat	Collision With Submerged Object	1	0	0
Kayak	Falls Overboard	1	0	1
Open Motorboat	Capsizing	2	0	1
	Collision With Fixed Object	4	3	0
	Collision With Recreational Boat	46	0	0
	Collision With Submerged Object	5	1	0
	Collision With Vessel	2	0	0
	Falls Overboard	2	0	2
	Fire/Explosion (Fuel)	2	2	1
	Flooding/ Swamping	2	0	0
	Grounding	5	0	0
	Other	2	0	0
	Struck by Propeller or Propulsion Unit	5	1	0
	Sudden Medical Condition	1	1	0
Skier Mishap	1	1	0	

Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Personal Watercraft	Capsizing	1	0	1
	Collision With Fixed Object	1	0	0
	Collision With Recreational Boat	15	3	0
	Collision With Vessel	2	1	0
	Flooding/ Swamping	4	0	0
	Other	2	0	0
	Struck by Boat	2	2	1
Pontoon Boat	Collision With Fixed Object	1	0	0
	Collision With Recreational Boat	9	1	0
	Person Leaves Or Is Ejected From Vessel	2	0	2
	Struck by Boat	1	1	0
Sail (Only)	Capsizing	1	2	0
	Collision With Recreational Boat	1	4	0
Tugboat	Collision With Floating Object	1	0	0
Unknown	Collision With Recreational Boat	2	0	0
	Struck by Boat	1	1	0
	Other	1	0	0
	Struck by Propeller or Propulsion Unit	1	1	0

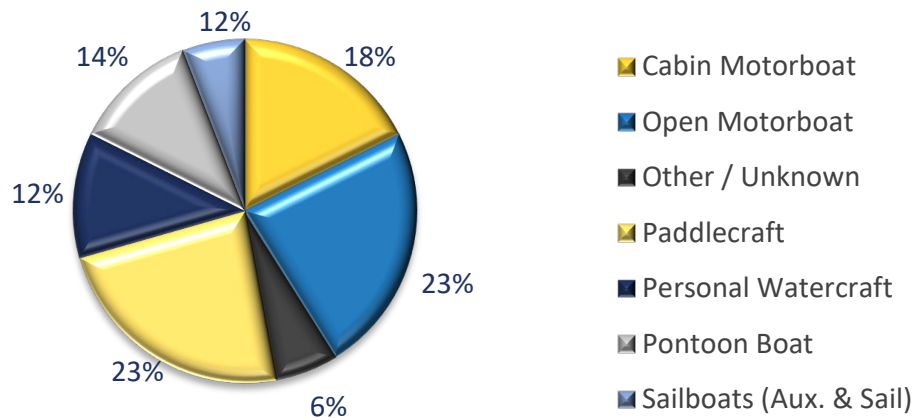
Accidents



Injuries



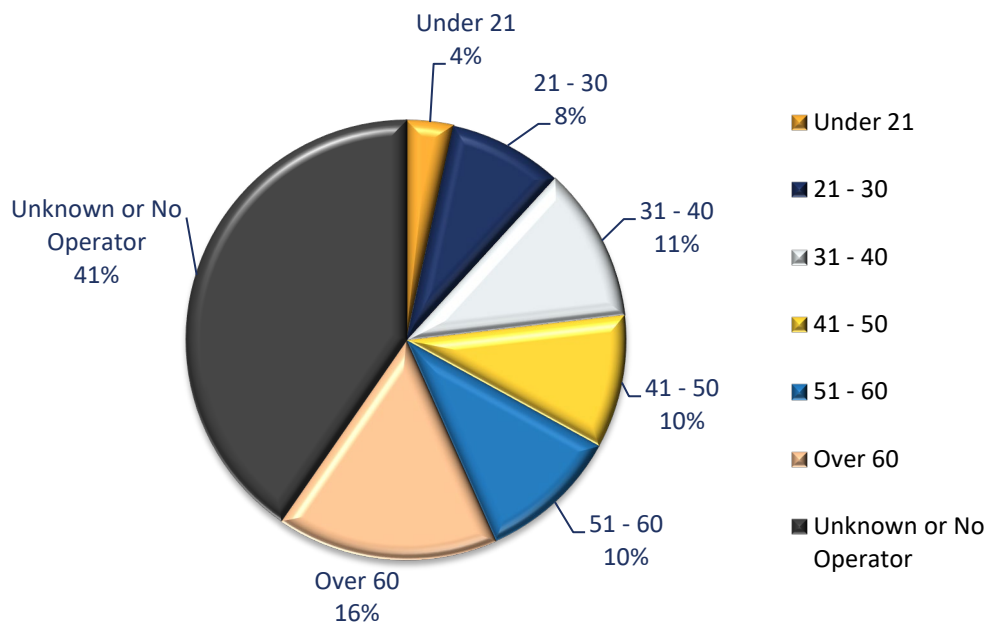
Fatalities



Operator Age

Age Group	Vessels	Injures	Fatalities
Under 21	7	2	2
21 - 30	17	3	2
31 - 40	23	4	0
41 - 50	20	6	2
51 - 60	21	3	2
Over 60	33	2	5
Unknown or No Operator	82	18	4

Vessels by Operator Age



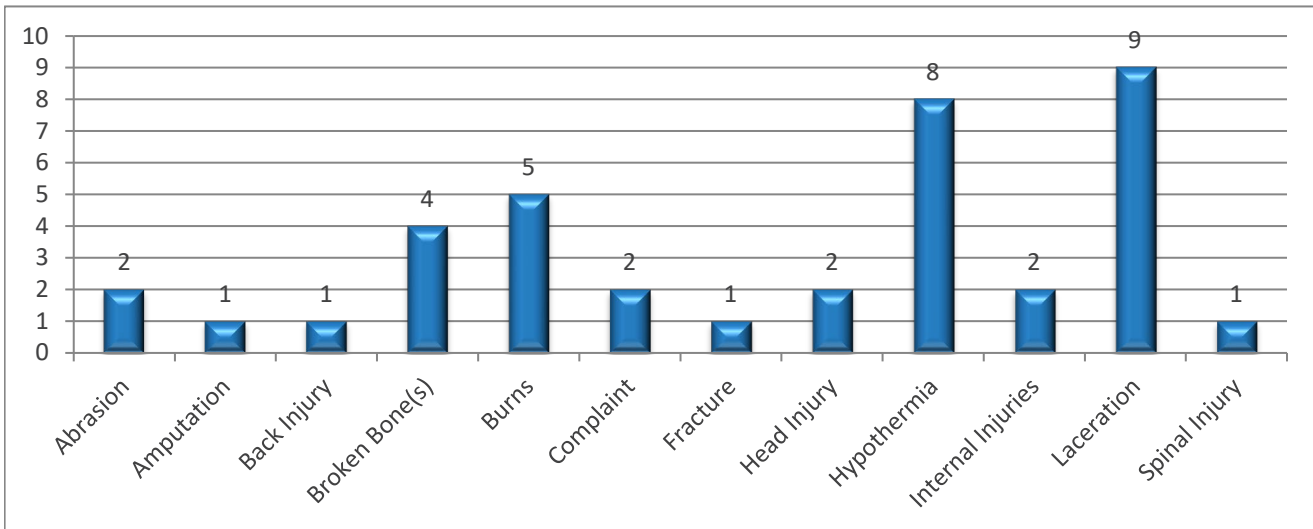
Age of Operator and Boating Education

Age Group	Education	Vessels	Injuries	Fatalities
Under 21	None	3	1	1
	State Course	3	1	0
	Unknown	1	0	1
21 - 30	Internet Course	3	1	0
	None	4	0	2
	State Course	6	1	0
	Unknown	4	1	0
31 - 40	Internet Course	1	1	0
	None	3	2	0
	State Course	10	1	0
	Unknown	6	0	0
	USCG Auxiliary	3	0	0
41 - 50	None	7	1	1
	State Course	5	1	0
	Unknown	7	4	1
	USCG Auxiliary	1	0	0
51 - 60	None	1	0	0
	State Course	4	0	0
	Unknown	15	3	2
	US Power Squadron	1	0	0
Over 60	Internet Course	2	1	0
	None	5	0	1
	State Course	8	0	0
	Unknown	15	0	4
	US Power Squadron	1	0	0
	USCG Auxiliary	2	0	0
Unknown / Age Not Provided	Internet Course	1	1	0
	None	4	0	1
	State Course	6	0	0
	Unknown	70	17	3
	USCG Auxiliary	1	0	0

Age of Operator and Boating Experience

Operator Age	Experience	Vessels	Injuries	Fatalities
Under 21	Under 10 Hours	3	1	1
	10 to 100 Hours	2	1	0
	100-500 Hrs.	0	0	0
	Over 500 Hrs.	0	0	0
	Unknown	2	0	1
21 - 30	Under 10 Hours	5	1	1
	10 to 100 Hours	3	1	0
	100-500 Hrs.	5	0	0
	Over 500 Hrs.	0	0	0
	Unknown	4	1	1
31 - 40	Under 10 Hours	3	1	0
	10 to 100 Hours	4	1	0
	100-500 Hrs.	8	2	0
	Over 500 Hrs.	1	0	0
	Unknown	7	0	0
41 - 50	Under 10 Hours	4	1	1
	10 to 100 Hours	4	1	0
	100-500 Hrs.	3	2	0
	Over 500 Hrs.	3	0	0
	Unknown	6	2	1
51 - 60	Under 10 Hours	1	0	0
	10 to 100 Hours	2	0	0
	100-500 Hrs.	4	3	0
	Over 500 Hrs.	9	0	0
	Unknown	5	0	2
Over 60	Under 10 Hours	0	0	0
	10 to 100 Hours	3	0	0
	100-500 Hrs.	9	2	0
	Over 500 Hrs.	9	0	2
	Unknown	12	0	3
Unknown	Under 10 Hours	2	0	1
	10 to 100 Hours	3	1	0
	100-500 Hrs.	2	0	0
	Over 500 Hrs.	4	1	0
	Unknown	20	16	3

Injuries



Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries
Auxiliary Sail	Laceration	1	Unknown	Amputation	1
Cabin Motorboat	Broken Bone(s)	2		Fracture	1
	Burns	3			
	Head Injury	1			
	Laceration	2			
Canoe	Hypothermia	2			
Catamaran	Hypothermia	2			
Open Motorboat	Burns	2			
	Complaint	1			
	Laceration	6			
Personal Watercraft	Back Injury	1			
	Broken Bone(s)	2			
	Head Injury	1			
	Internal Injuries	2			
Pontoon Boat	Complaint	1			
	Spinal Injury	1			
Sail (Only)	Abrasion	2			
	Hypothermia	4			

2023 Summary of Fatal Accidents

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
4/1/2023	Schoharie	Blazer Pond	Operator Inexperience	Canoe	Capsizing	1
Overtured canoe in a pond, 3 occupants. 1 deceased in an apparent drowning.						
4/22/2023	Chemung	Chemung River	Hazardous Waters	Canoe	Collision With Floating Object	1
A canoe occupied by two females struck a downed tree which capsized the boat. One female resurfaced and was able to get to shore and the other became trapped under the water and did not resurface. Each occupant was wearing a lifejacket at the time. The depth of the water was approximately 4-5 feet in the area of the incident. A river rescue team was able to get to the boat and dislodged it from the tree. The other female occupant was found deceased under the boat.						
5/7/2023	Suffolk	Great South Bay	Excessive Speed	Open Motorboat	Capsizing	1
Witness reports seeing a 22' Progression speed boat going at a high rate of speed, flipping over and not seeing any operator after. On scene it was learned a subject who was operating had been ejected. Deceased body found four days later. Victim tested positive for cocaine.						
5/12/2023	Steuben	Keuka Lake	Operator Inexperience	Pontoon Boat	Person Leaves Or Is Ejected From Vessel	1
A report was made to Steuben County E911 regarding a drowning of a male victim, The caller reported her cousin jumped off of the back of their boat with out a personal floatation device. She further reports her cousin was ion the water for approximately two minutes before the family noticed the victims face began to change as if he was having an asthmatic attack which is not abnormal as he has asthma. Che further states that the victim began flailing and appearing to be in distress before he almost immediately went under water out of sight and did not resurface. It was later determined that the victim was operating the vessel and subsequently performed a backflip off the stern while the vessel was still underway. The victim's body was found after a 10-hour search.						
5/15/2023	Nassau	Oyster Bay	Weather	Auxiliary Sail	Person Leaves Or Is Ejected From Vessel	1
At above listed date and time, deceased left the helm of the vessel to untie a tangled mast on the bow. While doing so he went overboard. A passenger grabbed the wheel in an attempt to locate the deceased. Deceased was found about a week later.						
5/25/2023	Chautauqua	Chatauqua Lake	Unknown	Open Motorboat	Falls Overboard	1
On 5-25-2023 1800hrs an abandoned boat was reported stuck in the weeds in Arnolds Bay that possibly came adrift from high winds. Sheriff's Office was responding on 5-26-2023 approximately 0800hrs. Additional information was received from the deceased wife that her husband was fishing alone on 5-25-23 and she had not heard from him since. CCSO located vessel anchored by hydraulic power poles. A subject was observed under the bow of the vessel face down in approximately 5 feet of water. Subject was recovered and identified as the missing husband. There were no signs of foul play and the boat was in clean/ organized condition. Deceased had a BAC of 0.28.						
5/27/2023	Orange	Hudson River	Excessive Speed	Personal Watercraft	Person Struck By Vessel	1
Vessel 2 is leading a group of 4 personal watercrafts North on the Hudson River from Stony Point. For an unknown reason, V2 stops propulsion and veers to port causing vessel 1 to strike V2 port quarter, cracking the hull and causing both operator and passenger to be ejected from V2. Passenger from V2 was unconscious upon arrival and later pronounced deceased at St. Luke's Hospital. Operator of V2 transported with internal injuries to same in critical condition. Both vessels impounded and towed to SP Montgomery.						

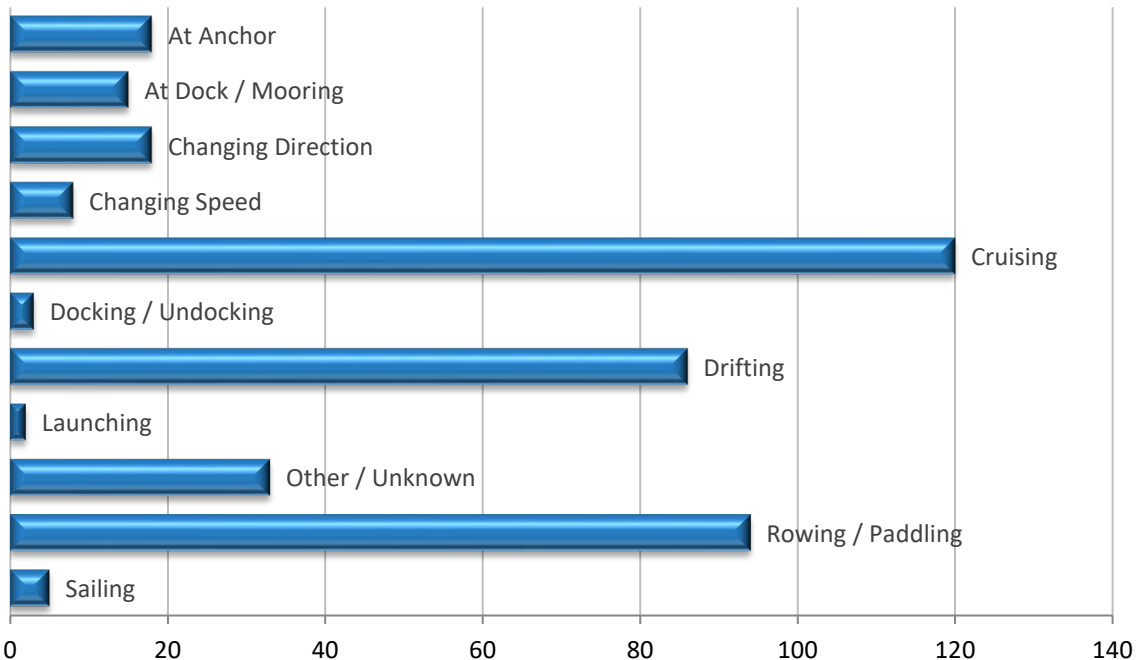
Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
7/9/2023	Hamilton	Indian Lake	Unknown	Canoe	Capsizing	1
<p>On Sunday, July 9 at about noon, four New York State Forest Rangers responded to Cedar River Flow in the Adirondack Park town of Indian Lake, in Hamilton County, for a report of a possible drowning.</p> <p>At about 12:30 pm, Rangers located the body of a 78-year-old from Indian Lake who apparently fell out of their canoe while paddling the Flow.</p> <p>The subject was turned over to the Hamilton County Coroner.</p>						
7/12/2023	Jefferson	Lake Ontario	Ignition of Spilled Fuel or Vapor	Open Motorboat	Fire/ Explosion (Fuel)	1
<p>Vessel 1 caught fire due to unsafe fuel containment to engine. V1 caught fire, operator suffered burns and entered water where he drowned shortly after.</p>						
7/16/2023	Onondaga	Cross Lake	Passenger or Skier Behavior	Cabin Motorboat	Person Leaves Or Is Ejected From Vessel	1
<p>Victim left boat voluntarily after vessel was stopped to allow passengers to swim. Victim dove into water without a lifejacket and immediately showed that he was in distress. Victims granddaughter swam to him and realized that he was unconscious and not breathing. They had also drifted about 50 feet from the boat and could not get victim on board immediately. The other occupants onboard also did not know how to operate the vessel and blew the emergency whistle and called 911 for help. A good samaritan came by on a PWC and assisted in getting the persons in the water to the boat. The victim was pronounced deceased by first responders.</p>						
7/22/2023	Wayne	Lake Ontario	Passenger or Skier Behavior	Pontoon Boat	Person Leaves Or Is Ejected From Vessel	1
<p>The Sheriff's Office reported that a 911 distress call was received around 2:07 p.m. that day, indicating two people were struggling in the water. On arrival, emergency personnel found a 28-year-old male had been pulled ashore, but a young female, later identified as Melvin, had disappeared underwater. Bystanders had managed to secure the male using a lifejacket, but attempts to locate Melvin proved unsuccessful.</p> <p>The Wayne County Sheriff's Dive Team, assisted by the Sheriff's Marine Patrol, Road Deputies, the New York State Police Aviation Unit's Helicopter, Troopers, and the United States Coast Guard, eventually located Melvin underwater in the vicinity of her last known location. The 28-year-old male was transported to Strong Memorial Hospital in Rochester, NY for precautionary checks and was later released.</p> <p>Preliminary findings suggest that Melvin was part of a group of six people who had rented a pontoon boat for the day. It is believed that Melvin and the male swimmer had limited swimming experience, and challenging lake conditions may have contributed to the tragedy. An inspection of the rented pontoon boat by the United States Coast Guard confirmed that all safety requirements were met.</p>						
7/28/2023	Livingston	Conesus Lake	Alcohol Use	Inflatable Boat	Capsizing	1
<p>Deceased was seen at about 2pm floating in the water on an inflatable plastic raft. At about 4pm a subject was seen looking for her along the shore. At 5:09 pm The victim was located face down in front of 4150 East Lake Rd. She was pulled ashore and CPR was started which was unsuccessful. Body was transported to Monroe County Medical examiners office. Deceased did not have a lifejacket on.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
7/30/2023	Oneida	Oneida Lake	Wake	Personal Watercraft	Capsizing	1
<p>Oneida County Sheriff's responded to an area off of Lewis Point on Oneida Lake for an unconscious male in the water. Upon arrival the male was observed unconscious in the water, face up, wearing a lifejacket that appeared bunched up around his upper torso. It was later determined that the victim had fallen off the PWC and was unable to get back on due to high waves. Victim was removed and transported to the Coast Guard station. Medical Personnel pronounced him deceased at 1624Hrs.</p>						
8/10/2023	Suffolk	Great South Bay	Excessive Speed	Open Motorboat	Grounding	1
<p>A man was killed when a boat came out of the water and careened into a home in West Fire Island Thursday, according to cops and stunning photos of the incident. The watercraft wound up flipped over as it demolished part of the house's deck at approximately 7:35 a.m. in the Great South Bay, Suffolk County Police said in a statement. Two men were on the boat at the time of the accident. Drone images of the calamity shared by Long Island 12 News show the boat tipped over, laying haphazardly under the home's deck, which sits more than ten yards from the water. One of the men was pronounced dead at the scene, while the other was taken to an area hospital with non-life-threatening injuries. It was not immediately clear which man was operating the boat at the time of the crash, or what caused the accident to occur. Drone images show lawn furniture scattered across the home's deck as the boat is on its side, some ways away from the water. The extent of the damage was also not immediately clear. It's unclear if anyone was inside the home at the time of the crash. Suffolk County Police Third Squad detectives are investigating.</p>						
8/21/2023	Oneida	Oneida Lake	Hazardous Waters	Open Motorboat	Falls Overboard	1
<p>Unoccupied vessel was located just off the shore line of Verona Beach State Park. Caller also noticed what appeared to be a life jacket, located out of the vessel, floating in the water. Search of the area began at 1310 hours. Operator was found at 1355 near the shoreline and was pronounced deceased by Sylvan Beach EMS.</p>						
9/3/2023	Suffolk	Great South Bay	No Proper Lookout	Cabin Motorboat	Collision With Recreational Boat	2
<p>Vessel 1 was traveling Southwest, while vessel 2 was traveling Eastward suddenly turned towards vessel 1 northbound then turned towards Port cutting across vessel 1's bow. This caused vessel 1 to collide with vessel 2's starboard side midship. The collision caused vessel 2 to capsize and ejected the operator into the water, where the Coast Guard and Suffolk County Police Marine Bureau officers found him Monday morning. Rescue divers with the fire department found the second passengers body in the cabin of the overturned boat.</p>						
11/5/2023	Washington	Clark Pond	Unknown	Kayak	Falls Overboard	1
<p>Vessel 1 located unoccupied and anchored in Clark Pond. The operator was located submerged and deceased in close proximity to vessel. Unknown cause as to why operator entered the water. No PFD recovered at location.</p>						

Vessel Operation in Fatal Boating Accidents 2005-2023

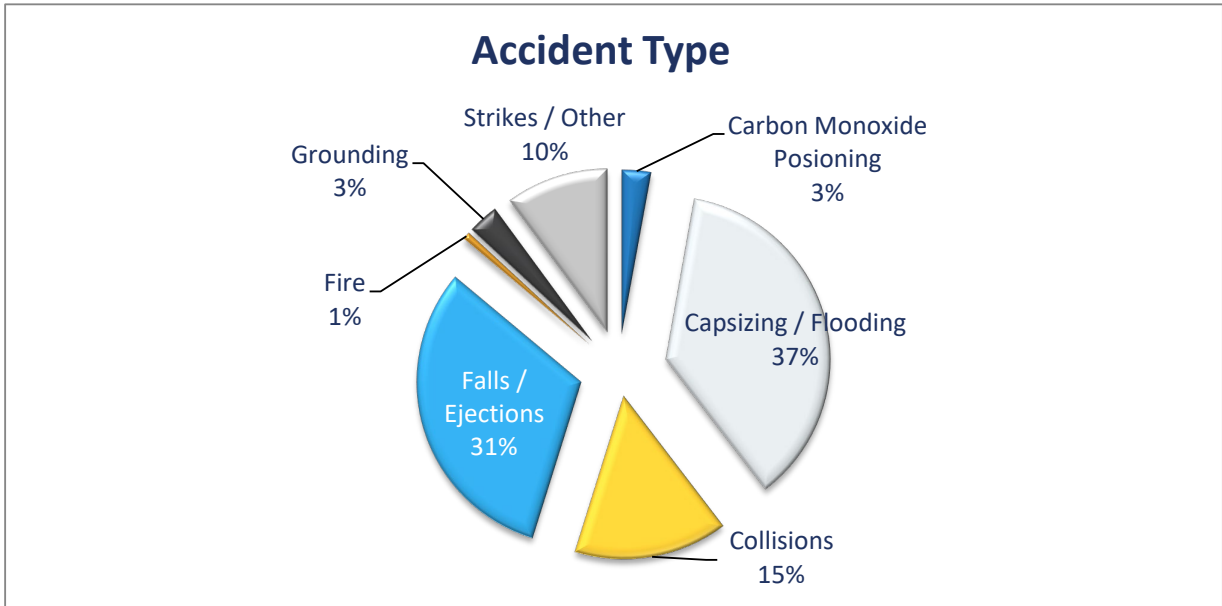
Operation	Fatalities
At Anchor	18
Changing Direction	12
Changing Speed	7
Changing Speed, Changing Direction	1
Changing Speed, Cruising	2
Cruising	113
Cruising, Changing Direction	5
Docking/Undocking	3
Drifting	85
Drifting, Launching	1
Launching	2
Other	13
Rowing or Paddling	94
Sailing	5
Tied to Dock/Mooring	15
Unknown	20

Vessel Operation in Fatal Accidents



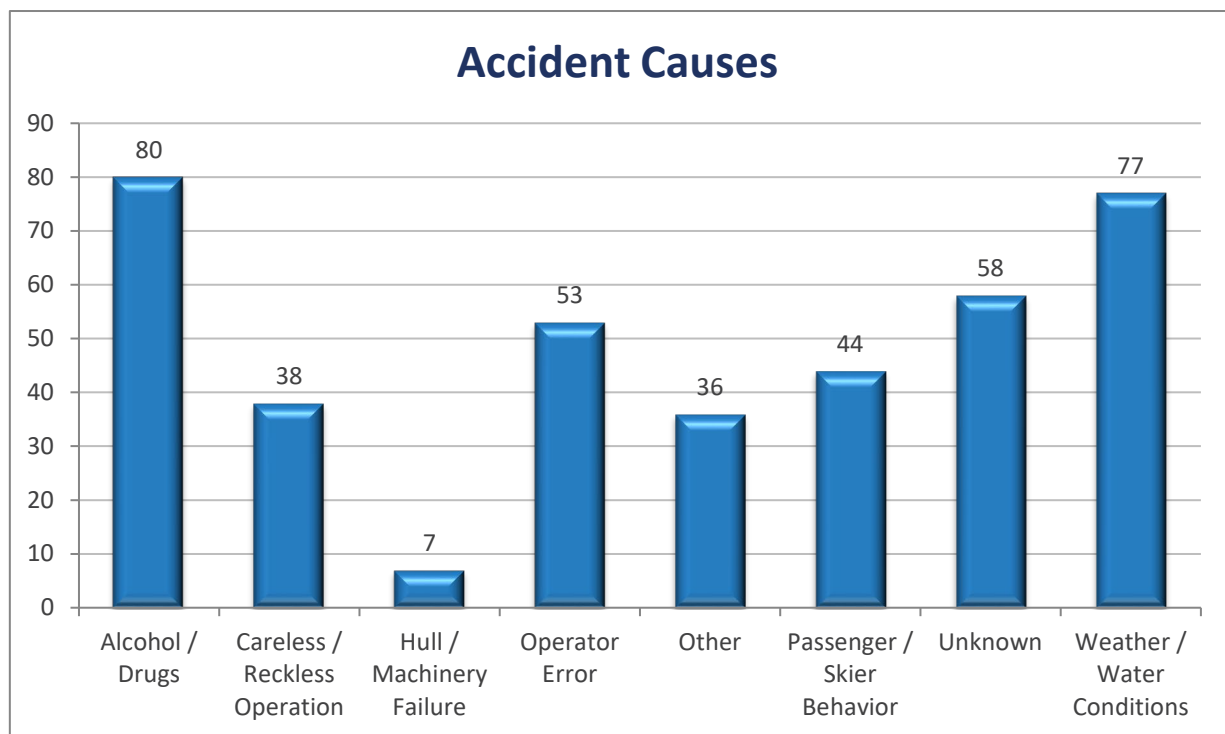
Fatal Accident Type 2005-2023

Accident Type	Fatalities
Capsizing	122
Carbon Monoxide Poisoning	11
Collision w/ Fixed Object	30
Collision w/ Floating Object	5
Collision w/ Vessel	10
Collision With Recreational Boat	15
Falls in Boat	2
Falls Overboard	59
Fire/Explosion (Fuel)	2
Fire/Explosion (Other)	1
Flooding/Swamping	19
Grounding	12
Other	5
Person Leaves Or Is Ejected From Vessel	63
Sinking	5
Skier Mishap	8
Struck by Boat	4
Struck by Propeller or Propulsion Unit	3
Struck Submerged Object	3
Sudden Medical Condition	4
Unknown	13

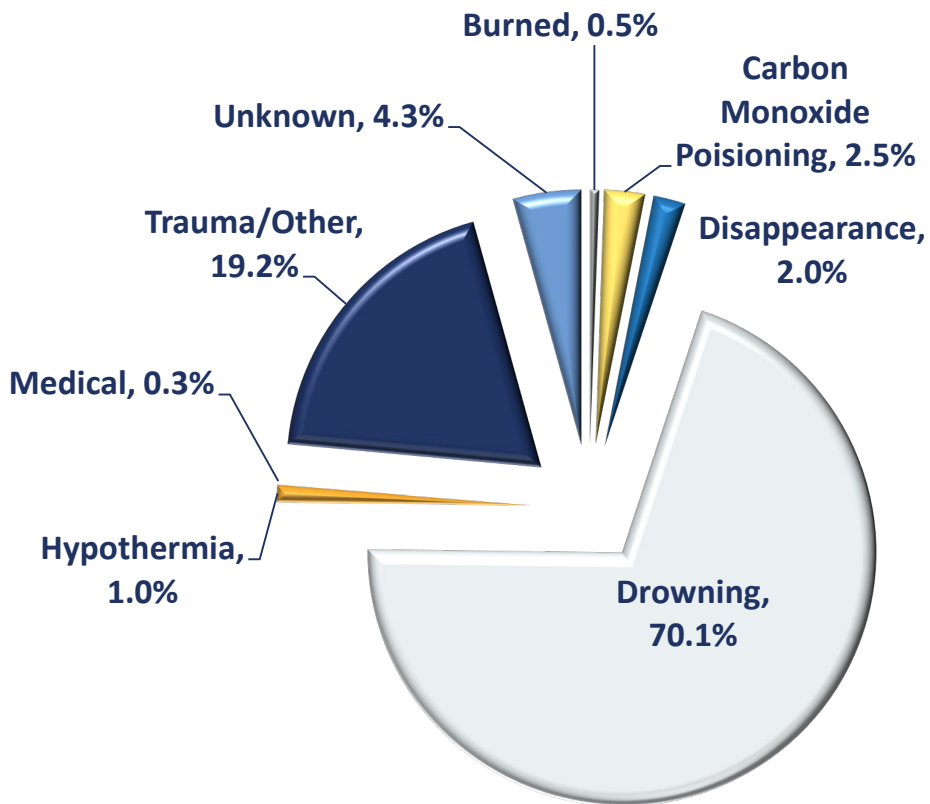


Fatal Accident Causes 2005-2023

Accident Causes	Fatalities	Accident Causes	Fatalities
Alcohol Use	72	No Proper Lookout	18
Careless/Reckless Operation	5	Operator Inattention	11
Dam/Lock	2	Operator Inexperience	17
Drug Use	8	Other	19
Excessive Speed	17	Overloading	10
Hazardous Waters	50	Passenger or Skier Behavior	35
Ignition of Spilled Fuel or Vapor	2	Poor Visibility (Restricted Vision)	1
Improper Anchoring	4	Sharp Turn	6
Improper Loading	5	Standing/Sitting on Gunwales etc...	9
Lack of / Improper Boat Lights	2	Unknown	58
Machinery Failure	6	Vessel Hull Failure	1
Navigation Rules Violation	3	Wake	6
		Weather	26



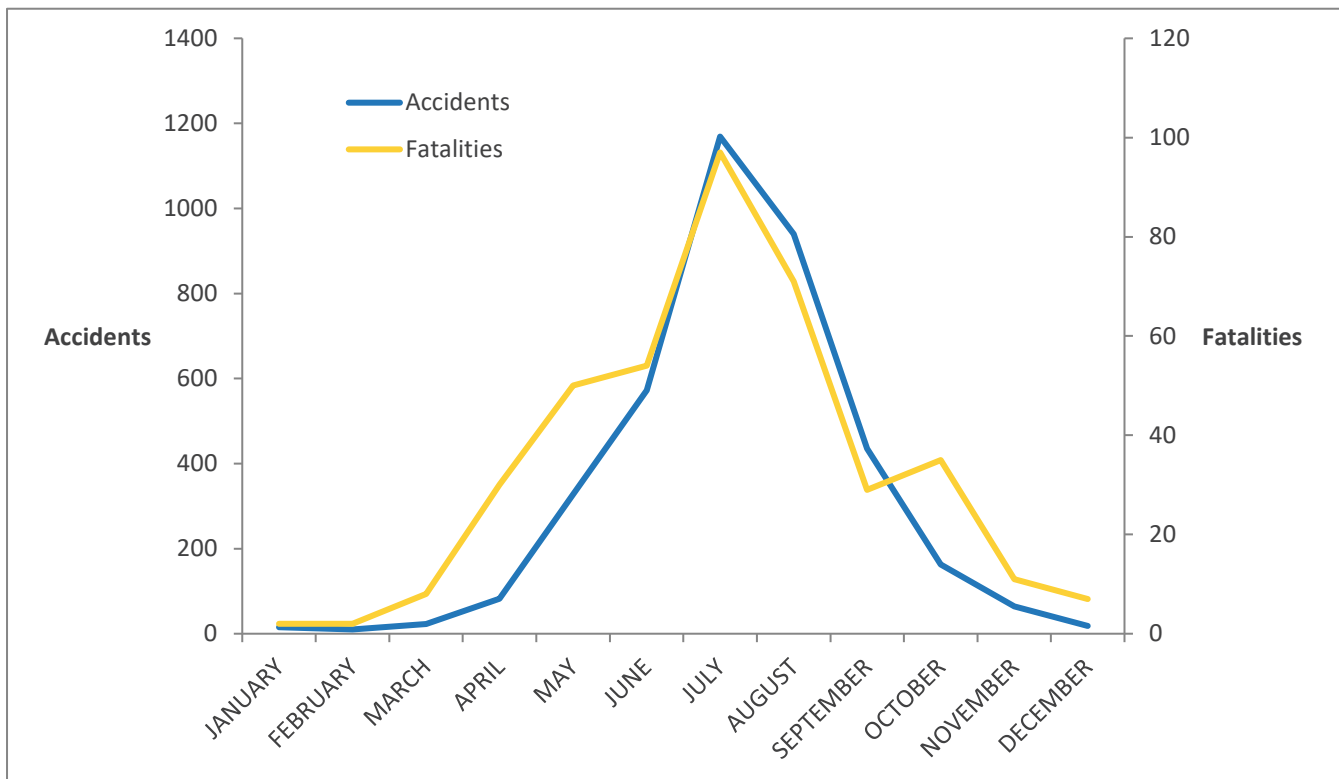
Cause of Fatality 2005-2023



Cause of Fatality	Fatalities
Burned	2
Carbon Monoxide Poisoning	10
Disappearance	8
Drowning	277
Hypothermia	4
Medical	1
Trauma/Other	76
Unknown	17

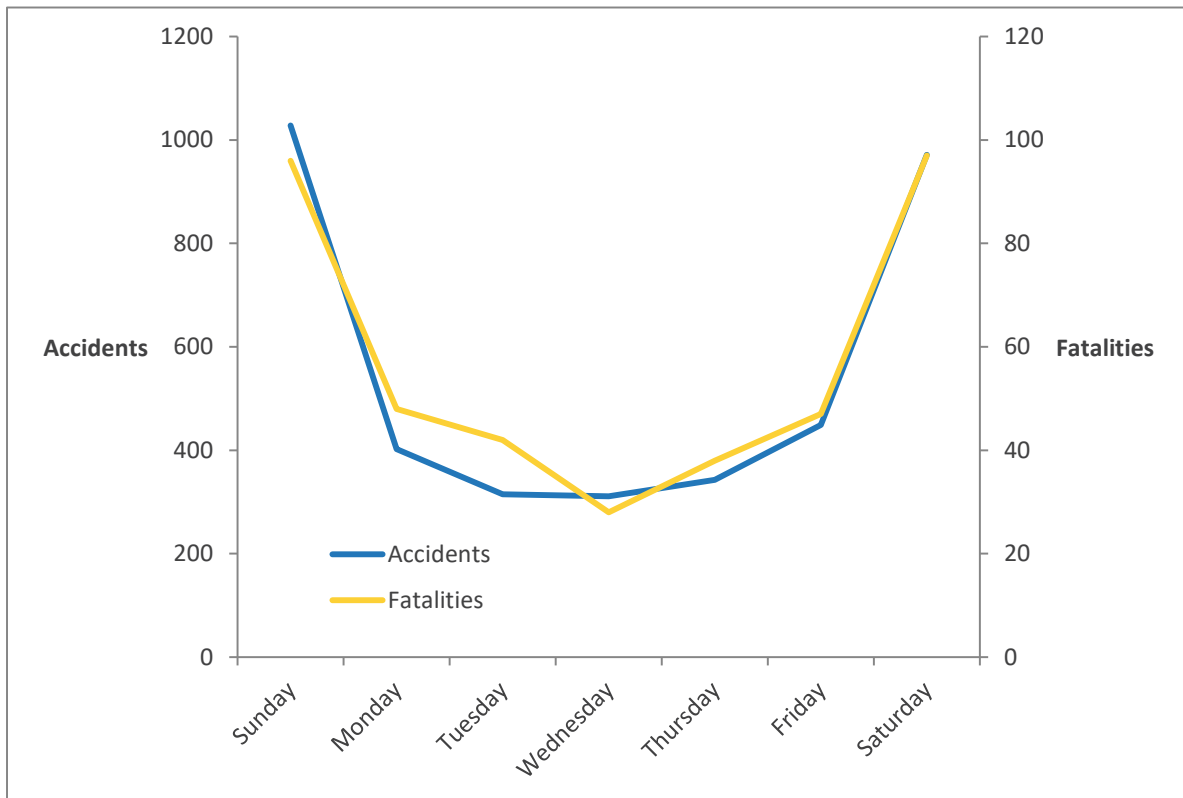
Accident Occurrence by Month 2005-2023

Month	Accidents	Fatalities
JANUARY	15	2
FEBRUARY	10	2
MARCH	23	8
APRIL	82	30
MAY	328	50
JUNE	572	54
JULY	1169	97
AUGUST	940	71
SEPTEMBER	435	29
OCTOBER	163	35
NOVEMBER	64	11
DECEMBER	18	7



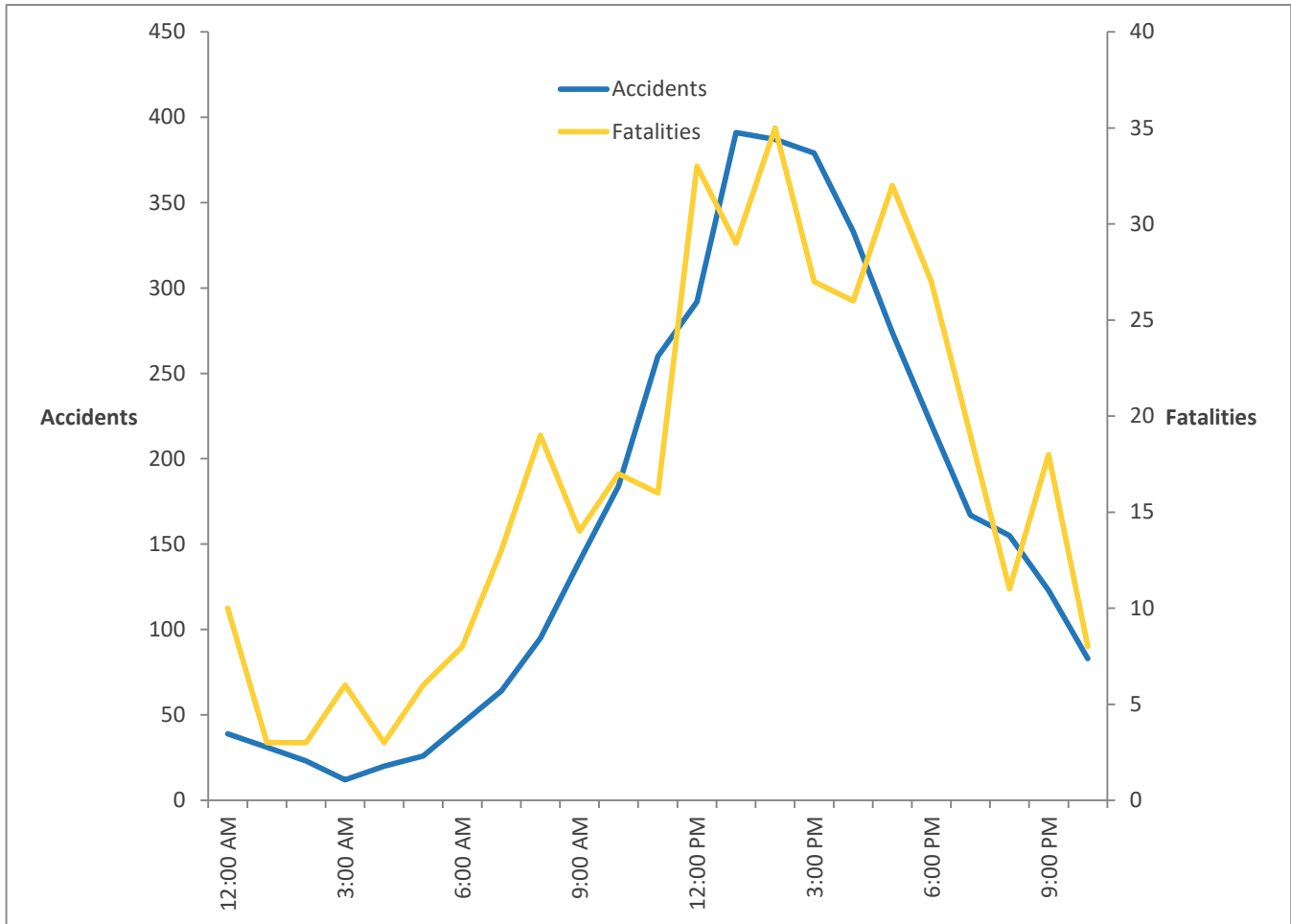
Accident Occurrence by Day 2005-2023

Day	Accidents	Fatalities
Sunday	1028	96
Monday	402	48
Tuesday	315	42
Wednesday	311	28
Thursday	343	38
Friday	449	47
Saturday	971	97



Accident Occurrence by Time 2005-2023

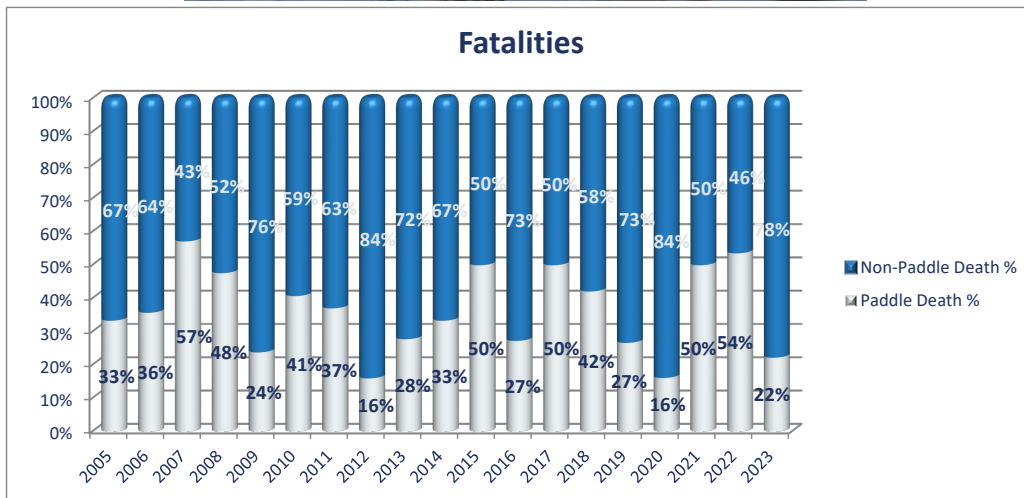
AM			PM		
Time	Accidents	Fatalities	Time	Accidents	Fatalities
12 to 1	61	10	12 to 1	260	16
1 to 2	39	10	1 to 2	292	33
2 to 3	31	3	2 to 3	391	29
3 to 4	23	3	3 to 4	387	35
4 to 5	12	6	4 to 5	379	27
5 to 6	20	3	5 to 6	333	26
6 to 7	26	6	6 to 7	274	32
7 to 8	45	8	7 to 8	220	27
8 to 9	64	13	8 to 9	167	19
9 to 10	95	19	9 to 10	155	11
10 to 11	140	14	10 to 11	123	18
11 to 12	184	17	11 to 12	83	8



Paddle Craft Accidents 2005-2023

Year	Paddle Craft	Injuries	Fatals
2005	8	4	5
2006	6	0	5
2007	16	4	12
2008	11	10	10
2009	8	3	5
2010	17	8	11
2011	15	10	10
2012	10	8	4
2013	13	9	5
2014	15	8	9
2015	19	8	8
2016	16	16	6
2017	19	10	11
2018	19	13	8
2019	8	4	4
2020	11	7	5
2021	9	2	9
2022	19	2	15
2023	4	2	4

Paddlecraft: Rowboats, Canoes, Kayaks, Paddleboards and Crew Shells



Paddle Craft represented 1.0% of the total vessels involved in accidents for 2023. This contributed to 22% of all fatalities for the year. This is a significant decrease from the past two years.

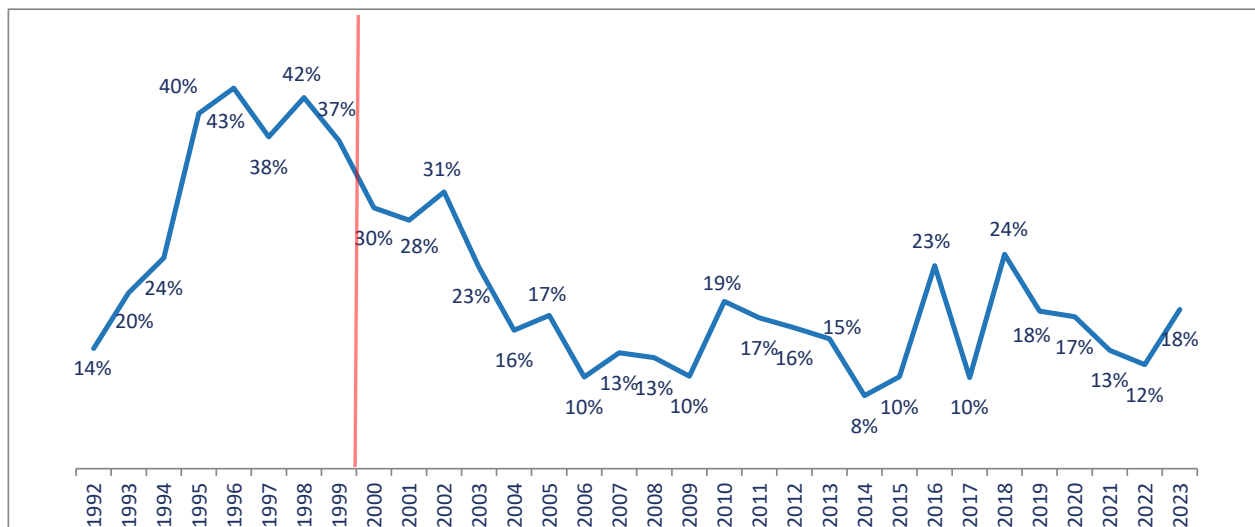
PWC Accidents

Year	# of PWC	Injuries	Fatalities
1992	31	1	21
1993	45	32	1
1994	53	33	3
1995	117	48	3
1996	140	62	2
1997	121	65	6
1998	137	66	3
1999	117	70	4
2000	85	35	1
2001	81	43	0
2002	89	47	2
2003	69	37	1
2004	32	17	1
2005	38	29	3
2006	19	16	1
2007	31	18	1
2008	27	21	0
2009	20	14	3
2010	46	25	1
2011	43	25	0
2012	51	25	3
2013	40	26	3
2014	23	16	1
2015	28	20	0
2016	66	43	0
2017	28	15	2
2018	67	41	6
2019	61	28	1
2020	60	33	6
2021	37	25	0
2022	32	11	3
2023	49	6	2



* Mandatory education for PWC operators begins

Percentage of PWC Vessels Involved in Accidents



Boating Safety Education History

Year	Students	Classroom Students	Online Students	Accidents
2000	8076	8076	N/A	288
2001	9558	9558	N/A	288
2002	12512	12512	N/A	284
2003	16260	16260	N/A	303
2004	37560	37560	N/A	204
2005	24044	24044	N/A	219
2006	18624	18624	N/A	183
2007	18738	18738	N/A	206
2008	19967	19967	N/A	215
2009	19093	19093	N/A	191
2010	19567	19567	N/A	243
2011	17826	17826	N/A	226
2012	18705	18705	N/A	241
2013	20806	20806	N/A	195
2014	21507	21507	N/A	194
2015	21559	12655	8904	187
2016	23373	8332	15041	208
2017	22540	7111	15429	181
2018	24168	6413	17755	203
2019	25467	5715	19752	251
2020	40129	2113	38016	242
2021	35707	4243	31464	192
2022	24177	4875	19302	187
2023	26571	6181	20390	138

