2006
Recreational Boating Report

New York State Office of Parks, Recreation
and Historic Preservation
Gov. Nelson A. Rockefeller Empire State Plaza
Building 1
Albany, NY 12238

TABLE OF CONTENTS

STATE OF NEW YORK

ELIOT SPITZER
GOVERNOR

Dear Fellow New Yorkers:

I am delighted to contribute to the 2006 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,

ELIOT SPITZER

EXECUTIVE CHAMBER STATE CAPITOL ALBANY 12224
http://www.state.ny.us

Eliot Spitzer
Governor

Carol Ash
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

The Governor Nelson A. Rockefeller Empire State Plaza • Agency Building 1, Albany, New York 12238
www.nysparks.com

Welcome Aboard!

Congratulations to both state and local marine law enforcement agencies for a job well done in 2006. As more people are choosing to spend their recreation time on our waters, your job has become increasingly more important, and more challenging.

Last year New York experienced the lowest recreational fatality total on record. Still, many of these deaths could 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.

The number of accidents involving personal watercraft (PWC) in 2006 was far lower than in any year since 1992. There were only 19 PWC involved in accidents 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 130,000 New York boaters earn safety certification! Congratulations to the more than 800 instructors who have participated in teaching this vital program.

As more boaters take to the water in newer and faster powerboats and personal watercraft, the challenges facing each of us continue to grow. 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,

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, 499,301 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 adults have earned their safety certificates in 2006 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 2006. 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
Marine Services Unit
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

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 – 2006

PWC - Minimum Age of Operation

On July 7, 2006 legislation was signed into law that changed the penalties for operating a vessel while under the influence of alcohol to mirror those imposed for violations of driving while under the influence of alcohol or drugs. This legislative change took effect August 6, 2006.

There have been no changes in the manner in which offenders are arrested or processed by law enforcement officers, these changes only affect the penalties imposed by the courts during the judicial process.

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 2006 a total of 363 instructors taught nearly 19,000 students in both programs. 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 2006. 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. The press release from the National Association of Boating Law Administrators, re-printed on page 13, illustrates the importance of your work.

Douglas Almskog
Christopher Baker
Anthony Brindisi
Stephen Brussell
Michael Caffarella
Jerry Carew
Harmony Casey
John Cleere
Deborah Clementi
James Cleveland
Stuart Cohen
Charles Contona
Frank Damato
George Donaldson
William Eves
Ronald Ewing
Greg Fingar
Dean Flemming
John Froio
Richard Gaczewski
Frank Gondar
Ralph Gray
Peter Holm
Robert Kite
Steven Lawton
Joshua Macuch
Richard Mambretti
John Merriam
Steven Mitchell
Russell Nichols
Joseph Patane
Gregory Paterniti
Robert Perogine
Thomas Perricone
Robin Pierce
Edward Potrzeba
Katherine Redmond
Randy Sanger
Matthew Sass
Bruce Silvers
Charles Slack
Gregory Trotta
Richard Werner
John Whitehair
Ro Woodard
Jason Wright
Eric Yager
Clark Young

Courses Held & Students Taught per County

	2006		Since 2000			2006		Since 2000	
County	Classes	Students	Classes	Students	County	Classes	Students	Classes	Students
Albany	33	646	153	2977	Oneida	26	464	171	3260
Allegany	5	60	35	765	Onondaga	35	797	230	5665
Bronx	24	381	105	1419	Ontario	18	238	156	2921
Broome	6	162	80	1667	Orange	13	356	94	2971
Cattaraugus	2	49	32	700	Orleans	2	27	8	157
Cayuga	20	448	61	1718	Oswego	16	322	114	2464
Chautauqua	20	408	134	3084	Otsego	6	42	34	504
Chemung	3	29	32	485	Out of State	1	1	136	522
Chenango	4	62	26	342	Putnam	14	239	45	1020
Clinton	14	224	80	1872	Queens	26	240	68	835
Columbia	13	133	70	1028	Rensselaer	13	179	91	2003
Cortland	3	53	25	521	Richmond	2	35	29	211
Delaware	13	114	32	342	Rockland	18	347	57	1286
Dutchess	23	550	134	2916	Saratoga	23	338	236	5364
Erie	33	605	190	3836	Schenectady	27	389	119	1972
Essex	8	116	64	995	Schoharie	1	11	7	76
Franklin	7	70	64	803	Schuyler	16	179	67	1216
Fulton	25	385	116	2958	Seneca	5	124	44	893
Genesee	1	14	20	427	St. Lawrence	16	269	131	2508
Greene	9	152	26	474	Steuben	9	248	61	2165
Hamilton	12	116	76	924	Suffolk	177	2631	1038	16527
Herkimer	15	246	58	1154	Sullivan	6	63	48	873
Jefferson	9	253	152	2983	Tioga	3	37	33	413
Kings	46	440	178	1514	Tompkins	4	58	32	483
Lewis	5	105	33	880	Ulster	27	358	136	2387
Livingston	7	242	57	1730	Warren	22	364	161	2600
Madison	7	165	80	2594	Washington	3	20	30	381
Manhatten	3	15	14	71	Wayne	10	228	75	1528
Monroe	39	727	292	5910	Westchester	52	564	173	2391
Montgomery	5	66	18	296	Wyoming	1	29	28	520
Nassau	121	1746	675	9316	Yates	8	208	73	1825
Niagara	26	441	145	2293					

Boating Education Requirements *Do* Make a Difference

Lexington, Ky. (February 1, 2007) – Education pays and saves lives, according to a new study completed by the National Association of State Boating Law Administrators (NASBLA).

In a study of best practices in boating education conducted by NASBLA's Education Committee in the summer and fall of 2006, the association found that those states that have the longest history of boating education requirements also have the lowest average fatality rates of all the states. Also, the longer the boating education requirements have been in place, the lower the fatality rates have become. The states with no boating education requirements in place have the highest average fatality rates.

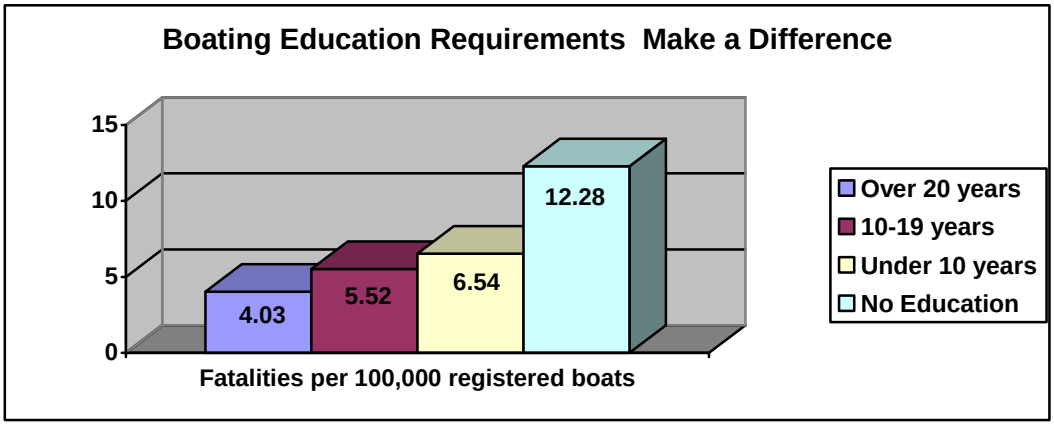
Emily King, NASBLA Education Committee member from Ohio, who led the study said, "Those of us who have worked in the boating education field for years have known intuitively that there is a correlation between education and lower fatalities, but now we have the data to prove it."

Currently 44 of the 50 states have one of three types of boating education requirement in place. These types range from requiring only a small segment of the population to complete a boating education course to requiring everyone in the state to complete a boating education course and be licensed before operating a boat.

Five states have had boating education requirements in place for more than 20 years. New York, which has had boating education requirements in place since 1960, has the longest history of any of the states in terms of boating education. The other four states are Michigan, with 40 years, Minnesota with 32 years, Illinois with 29 years, and North Dakota with 22 years. On average, these five states have a fatality rate per 100,000 registered boats of 4.03 persons.

Fifteen states have had boating education requirements in place for 10-19 years. Their average fatality rate per 100,000 registered boats is 5.52 persons, which is slightly higher than the previous group. The 24 states that have had boating education requirements in place for less than 10 years have an average fatality rate per 100,000 registered boats of 6.54 persons.

Six states (Alaska, Arizona, California, Idaho, South Dakota and Wyoming) have no boating education requirements in place. Their average number of fatalities per 100,000 registered boats is 12.28 persons. That is almost double the average fatality rate for the group of states that have most recently implemented boating education requirements and triple the rate for the group of states that have had boating education requirements for more than 20 years.



Source: The National Association of State Boating Law Administrators (NASBLA), Press Release, February 2007

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.

Vessel Theft

MSU coordinates the anti-theft efforts of marine law enforcement agencies across the state. Part of this program includes the issuance of hull identification numbers to vessels not given one by the manufacturer, or in the event the vessel is privately constructed. Approximately 500 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

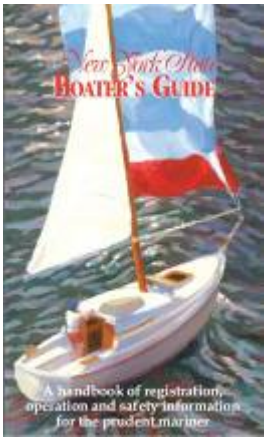
MSU is responsible in part for the placement and maintenance of navigation aids on sole state waters. The Canal Corporation is responsible for the State Barge Canal, the Department of Environmental Conservation maintains aids in the Adirondack and Catskill regions, and the United States Coast Guard maintains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

Spar Buoys		#2 Size Buoys	
Danger	1,250	Danger	450
Channel	100	Channel	200

Publication & 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 Boaters 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 Park 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 our 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, just over $3 million was used to reimburse local marine law enforcement activities in 2006. 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 & Trailering

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 MLE Hours	Vessel Inspections	BWI Arrests	Total Arrests	Search & Assists
	1	2	3	4	5	6
Albany	224	224	45	0	2	14
Allegany	102.75	184	56	0	1	10
Cattauraugus	348	479	38	0	5	13
Cayuga	1136	2710.25	428	1	63	28
Chautauqua	2729	3017	1342	3	144	127
Clinton	915	1662	253	0	47	17
Columbia	440	1227.75	82	0	16	15
Cortland	54	194	5	0	4	4
Dutchess	1100	2634	83	1	13	65
Erie	3191	6721	637	3	71	53
Fulton	230	460	0	0	3	10
Greene	212	510	28	0	1	16
Hamilton	1455.5	1455.5	586	0	40	36
Herkimer	640	930	19	0	2	13
Lewis	97	213	182	0	14	0
Livingston	1750	2336	91	1	36	50
Madison	383	1278	230	0	14	15
Monroe	1062.5	4275.5	54	4	311	77
Nassau	15852	39630	738	1	780	343
Niagara	952	3196	409	0	31	100
Oneida	1670	2652	244	1	220	75
Onondaga	1497	4416	306	14	132	27
Ontario	2527.5	5592	878	0	34	50
Orange	1758	1758	51	1	17	36
Orleans	328.9	4187	46	0	11	23
Oswego	720	3393.5	1473	0	21	33
Putnam	312.5	707	145	0	1	27
Rensselaer	322	1535	42	0	7	79
Rockland	1400	3135	41	1	27	35
St. Lawrence	80	250	140	0	24	2
Saratoga	979.25	1218.75	1204	0	111	21
Schuyler	284	459	255	3	32	6
Seneca	241	394	24	0	6	0
Steuben	592	1224	278	0	19	44
Suffolk	500	2268	123	1	58	47
Sullivan	6	176	4	0	0	0
Tioga	6	16	1	0	0	0
Tompkins	915	979	21	0	15	0
Ulster	1437	1437	227	0	15	68
Warren	885	1153.5	50	8	117	79
Wayne	408.6	3039	273	1	45	57
Wyoming	227	227	2	0	0	17
Yates	874.5	2434	430	0	46	35
New York City	43800	131400	695	0	1016	755

COUNTY	Total Vessel Hours	Total MLE Hours	Vessel Inspections	BWI Arrests	Total Arrests	Search & Assists
Park Police - Region						
Central	131	272	23	0	0	1
Finger Lakes	95	321	57	0	21	12
Genesee	28	260	21	0	19	3
Long Island	243	1446	61	0	45	28
New York City	0	42	0	0	0	2
Niagara	616	975	89	1	33	17
Palisades	238	1111	79	0	135	3
Saratoga	58	434	13	1	21	7
Taconic	46	493	33	0	4	2
1000 Islands	550	627	52	15	122	11
STATE POLICE						
Troop B	621	948	112	1	36	4
Troop D	819	819	86	4	65	9
Troop E	64	648	10	0	0	3
Troop F	336	672	114	0	41	13
Troop G	1468	2178	204	8	47	48
Troop K	558	747	42	0	21	10
Troop L	22	13	10	0	8	0
Troop T	3516	6380	339	10	661	18
D.E.C.						
Statewide	15266	39507	25234	14	3688	102
Lk George Park Comm.	4005	4250	552	3	195	82
MUNICIPALITIES						
Albany	710	815	76	0	8	54
Carmel	376	400.5	22	0	3	16
Greenburgh	214.25	889	5	0	0	19
Greenwood Lake	1758	1758	51	1	17	36
Huntington	2775	1990	411	1	151	52
Islip	1500	4850	114	1	366	74
Peekskill	4005	4250	552	3	195	82
Mamaroneck	1845	4360	164	0	39	43
New Rochelle	1845	4360	164	0	39	43
Northport	399.5	399.5	32	0	32	0
Port Chester	2472	5841.5	95	2	106	96
Rye	420	628	60	0	33	40
Smithtown	2250	4500	374	0	63	138
Southold	960	2960	245	5	188	56
Yonkers	1430	1680	300	0	37	15
TOTALS	**146284.75**	**349212.25**	**42055**	**114**	**10011**	**3661**

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

VESSEL REGISTRATIONS

	Uncoded	Class A < 16'	Class 1 16 - 25'	Class 2 26 - 39'	Class 3 40' - 65'	Class 4 > 65'	Total	% 0f Total
OUT OF STATE	9	4575	6984	1112	104	3	**12787**	**2.56**
ALBANY	28	4205	5342	542	27	5	**10149**	**2.03**
ALLEGANY	10	877	1039	18	0	1	**1945**	**0.39**
BRONX	7	898	1220	439	36	20	**2620**	**0.52**
BROOME	23	3713	3553	289	12	2	**7592**	**1.52**
CATTARAUGUS	6	1301	1631	73	6	0	**3017**	**0.60**
CAYUGA	14	2252	3105	217	6	0	**5594**	**1.12**
CHAUTAUQUA	31	2727	4096	335	15	1	**7205**	**1.44**
CHEMUNG	7	1904	2265	163	8	2	**4349**	**0.87**
CHENANGO	0	1351	978	39	1	0	**2369**	**0.47**
CLINTON	16	3129	2594	229	10	0	**5978**	**1.20**
COLUMBIA	7	1369	1521	122	3	0	**3022**	**0.61**
CORTLAND	5	1051	1113	67	3	0	**2239**	**0.45**
DELAWARE	0	655	609	47	3	1	**1315**	**0.26**
DUTCHESS	14	3468	3880	312	25	1	**7700**	**1.54**
ERIE	97	9609	14519	2070	140	12	**26447**	**5.30**
ESSEX	15	2082	2222	133	7	0	**4459**	**0.89**
FRANKLIN	2	2287	1905	58	3	1	**4256**	**0.85**
FULTON	16	2238	2234	172	5	0	**4665**	**0.93**
GENESEE	3	1031	1178	66	9	1	**2288**	**0.46**
GREENE	4	1002	1334	149	8	0	**2497**	**0.50**
HAMILTON	14	1146	993	16	4	0	**2173**	**0.44**
HERKIMER	11	1784	1866	85	6	0	**3752**	**0.75**
JEFFERSON	59	4585	5503	678	39	0	**10864**	**2.18**
KINGS	8	1417	1919	883	101	11	**4339**	**0.87**
LEWIS	2	1098	781	28	0	0	**1909**	**0.38**
LIVINGSTON	6	1799	2068	62	1	0	**3936**	**0.79**
MADISON	12	1950	2395	177	6	1	**4541**	**0.91**
MONROE	86	12029	15571	1914	116	5	**29721**	**5.95**
MONTGOMERY	9	1121	980	67	2	1	**2180**	**0.44**
NASSAU	105	10836	17952	6403	759	28	**36083**	**7.23**
NEW YORK	14	1147	2058	1056	195	11	**4481**	**0.90**
NIAGARA	47	3296	5132	623	24	2	**9124**	**1.83**

	Uncoded	Class A < 16'	Class 1 16 - 25'	Class 2 26 - 39'	Class 3 40' - 65'	Class 4 > 65'	Total	
ONEIDA	29	5099	5960	356	19	1	**11464**	**2.30**
ONONDAGA	66	9475	12234	1397	77	2	**23251**	**4.66**
ONTARIO	23	2691	4661	259	12	2	**7648**	**1.53**
ORANGE	33	4625	4528	603	34	7	**9830**	**1.97**
ORLEANS	3	1074	1072	103	6	0	**2258**	**0.45**
OSWEGO	15	4508	4419	457	23	1	**9423**	**1.89**
OTSEGO	6	1225	1443	35	3	2	**2714**	**0.54**
PUTNAM	9	1266	1736	238	23	4	**3276**	**0.66**
QUEENS	30	2415	3735	1099	101	26	**7406**	**1.48**
RENSSELAER	10	2724	3150	270	15	2	**6171**	**1.24**
RICHMOND	13	1429	2046	862	58	3	**4411**	**0.88**
ROCKLAND	22	2140	1979	680	58	11	**4890**	**0.98**
ST. LAWRENCE	25	5252	4724	280	8	2	**10291**	**2.06**
SARATOGA	24	5649	7732	668	29	1	**14103**	**2.82**
SCHENECTADY	15	2900	3467	300	11	2	**6695**	**1.34**
SCHOHARIE	1	573	529	40	0	1	**1144**	**0.23**
SCHUYLER	7	675	930	58	2	0	**1672**	**0.33**
SENECA	4	1212	1669	127	10	1	**3023**	**0.61**
STEUBEN	5	2420	2977	116	6	0	**5524**	**1.11**
SUFFOLK	284	21569	41510	12616	1150	31	**77160**	**15.45**
SULLIVAN	3	1769	1423	80	5	3	**3283**	**0.66**
TIOGA	6	1224	1218	85	3	3	**2539**	**0.51**
TOMPKINS	14	1274	2123	238	16	0	**3665**	**0.73**
ULSTER	8	2651	2867	477	21	1	**6025**	**1.21**
WARREN	48	2593	4575	437	9	6	**7668**	**1.54**
WASHINGTON	8	1613	1755	86	0	0	**3462**	**0.69**
WAYNE	17	2957	3677	375	17	2	**7045**	**1.41**
WESTCHESTER	47	4093	6264	2356	311	22	**13093**	**2.62**
WYOMING	1	775	1020	21	2	0	**1819**	**0.36**
YATES	4	991	1697	59	1	0	**2752**	**0.55**
Statewide Total	**1467**	**192793**	**257660**	**43422**	**3714**	**245**	**499301**	

Vessel Registrations by Length, Engine Type and Hull Material

Vessels < 16'	*Outboard*	*Inboard*	*I/O*	*Sail*	*Other*	**Total**
Wood	2379	103	7	25	39	**2553**
Aluminum	56284	76	82	7	1015	**57464**
Plastic	9060	2453	153	32	704	**12402**
Fiberglass	26157	51791	3054	418	4238	**85658**
Inflatable	9370	42	79	1	282	**9774**
Steel	456	7	5	1	33	**502**
Aluminum	18839	65	104	7	977	**19992**
Other	2931	1045	66	5	274	**4321**
Total	**125476**	**55582**	**3550**	**496**	**7562**	**192666**

Vessels 16' - 25'	*Outboard*	*Inboard*	*I/O*	*Sail*	*Other*	**Total**
Wood	1564	2309	145	58	34	**4110**
Aluminum	30489	275	1993	0	96	**32853**
Plastic	4705	930	1150	121	108	**7014**
Fiberglass	73815	12125	100549	3304	1014	**190807**
Inflatable	94	1	5	0	3	**103**
Steel	331	14	22	0	4	**371**
Aluminum	20082	124	793	3	78	**21080**
Other	1104	57	56	11	58	**1286**
Total	**132184**	**15835**	**104713**	**3497**	**1395**	**257624**

Vessels 26' - 39'	*Outboard*	*Inboard*	*I/O*	*Sail*	*Other*	**Total**
Wood	56	1143	27	39	6	**1271**
Aluminum	383	215	78	3	6	**685**
Plastic	72	483	124	64	5	**748**
Fiberglass	4123	17136	16894	2067	252	**40472**
Inflatable	0	5	2	1	0	**8**
Steel	19	39	5	3	1	**67**
Aluminum	237	71	93	2	0	**403**
Other	17	35	8	1	7	**68**
Total	**4907**	**19127**	**17231**	**2180**	**277**	**43722**

Vessels > 40'	*Outboard*	*Inboard*	*I/O*	*Sail*	*Other*	**Total**
Wood	1	194	3	9	0	**207**
Aluminum	10	42	24	1	2	**79**
Plastic	0	37	5	11	0	**53**
Fiberglass	27	2811	231	204	12	**3285**
Steel	3	34	5	4	1	**47**
Aluminum	7	18	2	1	0	**28**
Other	1	7	0	1	0	**9**
Total	**49**	**3143**	**270**	**231**	**15**	**3708**

Vessels > 65'	*Outboard*	*Inboard*	*I/O*	*Sail*	*Other*	**Total**
Wood	1	4	0	0	0	**5**
Aluminum	10	1	0	0	2	**13**
Plastic	11	6	1	0	0	**18**
Fiberglass	20	109	22	0	21	**172**
Steel	16	3	0	0	0	**19**
Aluminum	4	3	1	0	3	**11**
Other	4	1	0	0	2	**7**
Total	**66**	**127**	**24**	**0**	**28**	**245**

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2006. While registrations have, in general, risen, accidents, injuries and fatalities have all decreased steadily until 1991. Since then however the number of fatalities has been generally consistent.

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.

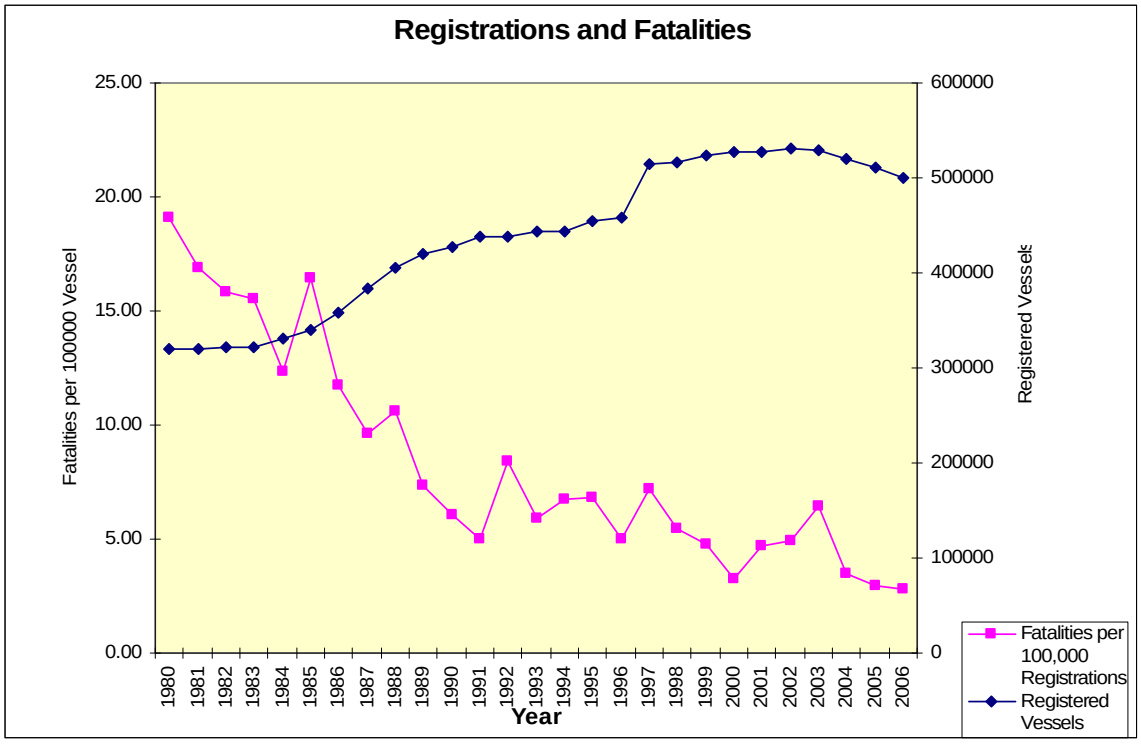
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our 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 – 2006

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

County and Waterway

County - Waterway	Accidents	Fatalities
ALBANY	**1**	**0**
MOHAWK RIVER	1	0
CAYUGA	**2**	**0**
OWASCO LAKE	1	0
SKANEATELES LAKE	1	0
CHAUTAUQUA	**8**	**0**
CHAUTAUQUA LAKE	8	0
CLINTON	**3**	**1**
AUSABLE RIVER	1	1
LAKE CHAMPLAIN	2	0
ERIE	**1**	**0**
NIAGARA RIVER	1	0
ESSEX	**6**	**1**
AUSABLE RIVER	1	1
LAKE CHAMPLAIN	3	0
LAKE PLACID	1	0
SCHROON LAKE	1	0
FRANKLIN	**5**	**2**
FOURTH LAKE	1	1
LAKE COLBY	1	1
SQUARE POND	1	0
ST. REGIS RIVER	1	0
TUPPER LAKE	1	0
FULTON	**4**	**0**
SACANDAGA LAKE	4	0
GREENE	**1**	**0**
HUDSON RIVER	1	0
HAMILTON	**1**	**0**
INDIAN LAKE	1	0
HERKIMER	**2**	**0**
BIG MOOSE LAKE	1	0
HINCKLEY lAKE	1	0
JEFFERSON	**1**	**0**
ST. LAWRENCE RIVER	1	0

County - Waterway	Accidents	Fatalities
KINGS	**4**	**2**
JAMAICA BAY	1	0
MILL BASIN CHANNEL	1	1
ROCKAWAY INLET	1	1
SHELLBANK CHANNEL	1	0
LIVINGSTON	**2**	**0**
CONESUS LAKE	1	0
HEMLOCK LAKE	1	0
MONROE	**6**	**0**
GENESEE RIVER	1	0
IRONDEQUOIT BAY	3	0
LAKE ONTARIO	2	0
NASSAU	**23**	**0**
ATLANTIC OCEAN	2	0
BANNISTER CREEK	1	0
BROAD CHANNEL	1	0
BULKHEAD DRAIN	1	0
EAST ROCKAWAY INLET	1	0
GLEN COVE CREEK	1	0
HAUNT'S CREEK	1	0
HEMPSTEAD HARBOR	1	0
JONES INLET	1	0
LONG CREEK	1	0
LONG ISLAND SOUND	3	0
MANHASSET BAY	2	0
OYSTER BAY	1	0
REYNOLD'S CHANNEL	1	0
REYNOLDS CHANNEL	1	0
SAND CREEK	1	0
SLOOP CHANNEL	1	0
STATE BOAT CHANNEL	1	0
TOBY BOAT BASIN	1	0
NEW YORK	**3**	**0**
EAST RIVER	1	0
HUDSON RIVER	2	0

County - Waterway	Accidents	Fatalities
ONEIDA	**2**	**0**
HINCKLEY RESERVOIR	1	0
LAKE DELTA	1	0
ONONDAGA	**6**	**1**
ONEIDA LAKE	1	0
SENECA RIVER	3	1
SKANEATELES LAKE	2	0
ONTARIO	**3**	**0**
CANANDAIGUA LAKE	3	0
ORANGE	**4**	**1**
DELAWARE RIVER	1	1
GREENWOOD LAKE	3	0
ORLEANS	**1**	**0**
LAKE ONTARIO	1	0
OSWEGO	**1**	**0**
ONEIDA LAKE	1	0
QUEENS	**2**	**1**
JAMAICA BAY	2	1
RENNSSELAER	**1**	**0**
HUDSON RIVER	1	0
RICHMOND	**1**	**0**
ARTHUR KILL	1	0
ROCKLAND	**1**	**0**
HUDSON RIVER	1	0
SARATOGA	**1**	**0**
SACANDAGA LAKE	1	0
SCHUYLER	**2**	**0**
LAMOKA LAKE	1	0
SENECA LAKE	1	0
ST. LAWRENCE	**1**	**0**
RAQUETTE RIVER	1	0
STEUBEN	**2**	**0**
KEUKA LAKE	2	0

County - Waterway	Accidents	Fatalities
SUFFOLK	**49**	**2**
ATLANTIC OCEAN	4	0
BLOCK ISLAND SOUND	1	0
CONNETQUOT RIVER	1	0
FIRE ISLAND INLET	1	0
GREAT PECONIC BAY	2	0
GREAT SOUTH BAY	6	1
GREENPORT HARBOR	2	0
HUNTINGTON BAY	2	0
LITTLE PECONIC BAY	2	1
LONG ISLAND SOUND	5	0
MONTAUK HARBOR	2	0
MORICHES BAY	1	0
MT SINAI HARBOR	1	0
NORTHPORT BAY	1	0
NOVAC BAY	1	0
ORIENT HARBOR	1	0
PLUM GUT	1	0
REEVE'S BAY	1	0
SHELTER ISL. SOUND	3	0
SHINNECOCK BAY	2	0
SOUTHOLD BAY	4	0
STATE BOAT CHANNEL	1	0
THREE MILE HARBOR	2	0
SULLIVAN	**2**	**0**
KAUNEONGA LAKE	1	0
WHITE LAKE	1	0
WARREN	**19**	**2**
GARNET LAKE	1	1
LAKE GEORGE	18	1
WAYNE	**3**	**0**
LAKE ONTARIO	1	0
SODUS BAY	2	0
WESTCHESTER	**8**	**1**
BLUE HERON LAKE	1	1
LONG ISLAND SOUND	7	0
YATES	**1**	**0**
KEUKA LAKE	1	0
STATEWIDE TOTALS	**183**	**14**

Summary of Types of Accidents

Accident Type	Accidents	Fatalities	Injuries
Boat Falls Off Trailer	1	0	0
Capsizing	21	6	5
Carbon Monoxide Poisoning	1	0	11
Collision w/Vessel	29	2	23
Collision with Fixed Object	14	1	16
Collision with Floating Object	20	0	1
Falls in Boat	9	0	10
Falls Overboard	3	2	1
Fire/Explosion(fuel)	11	0	1
Flooding/Swamping	5	0	0
Grounding	18	1	14
Passenger Mishap	1	0	1
Person leaves or is ejected from vessel	6	0	4
Sinking	6	1	2
Skier Mishap	5	0	6
Struck by Boat	1	0	1
Struck by Propeller or Propulsion Unit	3	0	3
Struck submerged object	24	1	1
Unknown	5	0	1

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.

Operation at Time of Accident, by Type of Accident

Accident Type	Operation	Accidents	Fatalities	Injuries
Boat Falls Off Trailer	Launching	1	0	0
Capsizing	At Anchor	1	0	0
	Changing Speed	1	0	0
	Cruising	6	1	1
	Cruising, Changing Direction	1	0	1
	Drifting	8	3	1
	Rowing or Paddling	2	2	0
	Sailing	2	0	2
Carbon Monoxide Poisoning	Cruising	1	0	11
Collision w/ Vessel	At Anchor	3	0	1
	Changing Direction	1	0	0
	Changing Speed	1	0	0
	Changing Speed, Cruising	2	0	2
	Cruising	26	2	16
	Cruising, Changing Direction	2	0	2
	Drifting	3	0	1
	Rowing or Paddling	1	0	0
	Sailing	2	0	0
	Tied to Dock/Mooring	2	0	1
Collision w/ Fixed Object	Cruising	11	1	15
	Docking/Undocking	3	0	1
Collision w/ Floating Object	Cruising	7	0	1
	Docking/Undocking	8	0	0
	Drifting	1	0	0
	Sailing	3	0	0
	Unknown	1	0	0
Falls in Boat	Cruising	6	0	6
	Cruising, Changing Direction	1	0	2
	Docking/Undocking	1	0	1
	Tied to Dock/Mooring	1	0	1

Accident Type	Operation	Accidents	Fatalities	Injuries
Falls Overboard	At Anchor	1	1	0
	Drifting	2	1	1
Fire/Explosion (fuel)	Cruising	4	0	0
	Drifting	5	0	0
	Tied to Dock/Mooring	2	0	1
Flooding/Swamping	At Anchor	1	0	0
	Cruising	3	0	0
	Drifting	1	0	0
Grounding	Cruising	18	1	14
Passenger Mishap	At Anchor	1	0	1
Person Ejected from Vessel	Cruising	4	0	3
	Cruising, Changing Direction	1	0	0
	Docking/Undocking	1	0	1
Sinking	At Anchor	1	0	0
	Being Towed	1	0	0
	Cruising	2	0	1
	Drifting	1	1	0
	Sailing	1	0	1
Skier Mishap	Changing Speed	1	0	1
	Cruising	4	0	5
Struck by Boat	Cruising	1	0	1
Struck by Propeller	Changing Direction	1	0	1
	Drifting	2	0	2
Struck Submerged Object	Cruising	28	0	2
	Rowing or Paddling	1	1	0
	Sailing	1	0	0

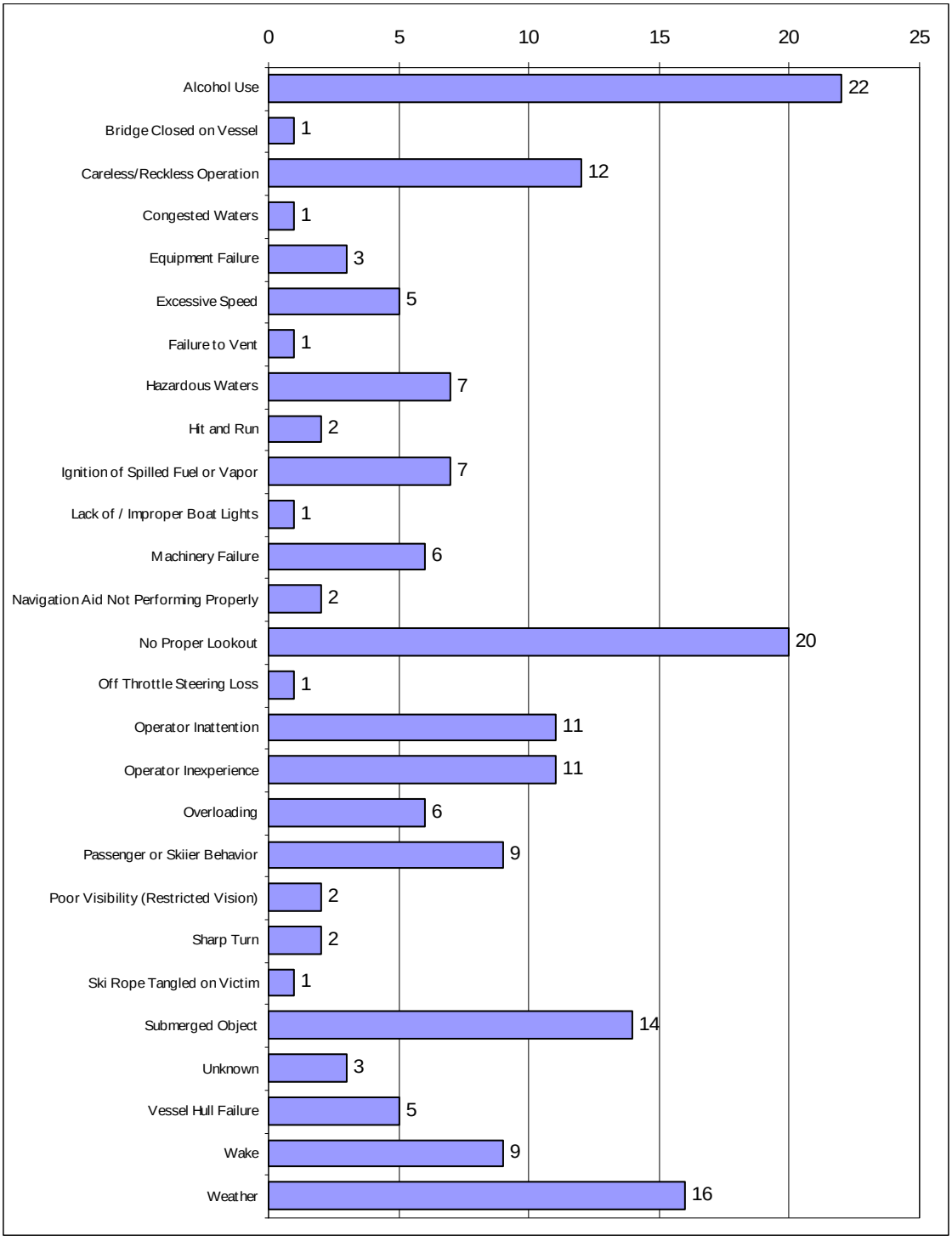
It is worth noting in the above table that the first column represents the number of vessels involved in accidents, as opposed to the actual number of accidents alone. Because more than one vessel may be involved in an accident, there must be more than one type of operation for that incident.

Primary Cause of Accident by Type of Accident

Accident Type	Cause	Accidents	Fatalities	Injuries
Boat Falls Off Trailer	Equipment Failure	1	0	0
Capsizing	Alcohol Use	2	1	0
	Equipment Failure	1	0	1
	Hazardous Waters	3	3	0
	Machinery Failure	1	0	0
	Overloading	5	2	0
	Passenger or Skier Behavior	2	0	1
	Sharp Turn	1	0	1
	Unknown	1	0	1
	Vessel Hull Failure	1	0	0
	Weather	5	0	2
Carbon Monoxide Poisoning	Auxiliary Equipment	1	0	11
Collision w/ Vessel	Alcohol Use	4	0	6
	Careless/Reckless Operation	9	0	6
	Hit and run	4	0	0
	Lack of / Improper Boat Lights	1	0	0
	No Proper Lookout	12	2	9
	Operator Inattention	2	0	0
	Poor Visibility (Restricted Vision)	1	0	0
	Unknown	1	0	1
	Wake	1	0	1
Collision w/ Fixed Object	Alcohol Use	4	0	8
	Bridge Closed Upon Vessel	1	0	1
	Careless/Reckless Operation	1	0	1
	Excessive Speed	2	1	2
	Machinery Failure	2	0	1
	Navigation Aid Not Performing	1	0	1
	No Proper Lookout	2	0	0
	Off Throttle Steering Loss	1	0	2
	Operator Inexperience	1	0	0
Collision w/ Floating Object	Alcohol Use	3	0	1
	Congested Waters	1	0	0
	Navigation Aid Not Performing	1	0	0
	No Proper Lookout	5	0	0
	Operator Inattention	2	0	0
	Operator Inexperience	1	0	0
	Unknown	1	0	0
	Weather	6	0	0

Accident Type	Cause	Accidents	Fatalities	Injuries
Falls in Boat	Excessive Speed	1	0	1
	Passenger or Skier Behavior	2	0	2
	Sharp Turn	1	0	2
	Wake	5	0	5
Falls Overboard	Passenger or Skier Behavior	1	1	0
	Unknown	1	1	0
	Wake	1	0	1
Fire/Explosion (fuel)	Failure to Vent	1	0	0
	Ignition of Spilled Fuel or Vapor	7	0	1
	Machinery Failure	3	0	0
Flooding/Swamping	Vessel Hull Failure	2	0	0
	Weather	3	0	0
Grounding	Alcohol Use	5	1	9
	Hazardous Waters	1	0	0
	No Proper Lookout	1	0	0
	Operator Inattention	6	0	1
	Operator Inexperience	5	0	4
Person Ejected from Vessel	Alcohol Use	2	0	1
	Excessive Speed	2	0	1
	Sharp Turn	1	0	1
	Wake	1	0	1
Sinking	Hazardous Waters	2	1	0
	Overloading	1	0	0
	Vessel Hull Failure	1	0	1
	Weather	2	0	1
Passenger/Skier Mishap	Careless/Reckless Operation	1	0	2
	Excessive Speed	1	0	1
	Passenger or Skier Behavior	4	0	4
Struck by Boat	Careless/Reckless Operation	1	0	1
Struck by Propeller	Operator Inattention	1	0	1
	Operator Inexperience	2	0	2
Struck Submerged Object	Alcohol Use	2	0	0
	Hazardous Waters	1	1	0
	No Proper Lookout	3	0	0
	Operator Inattention	1	0	0
	Operator Inexperience	1	0	0
	Poor Visibility (Restricted Vision)	1	0	0
	Submerged Object	14	0	1
	Vessel Hull Failure	1	0	0

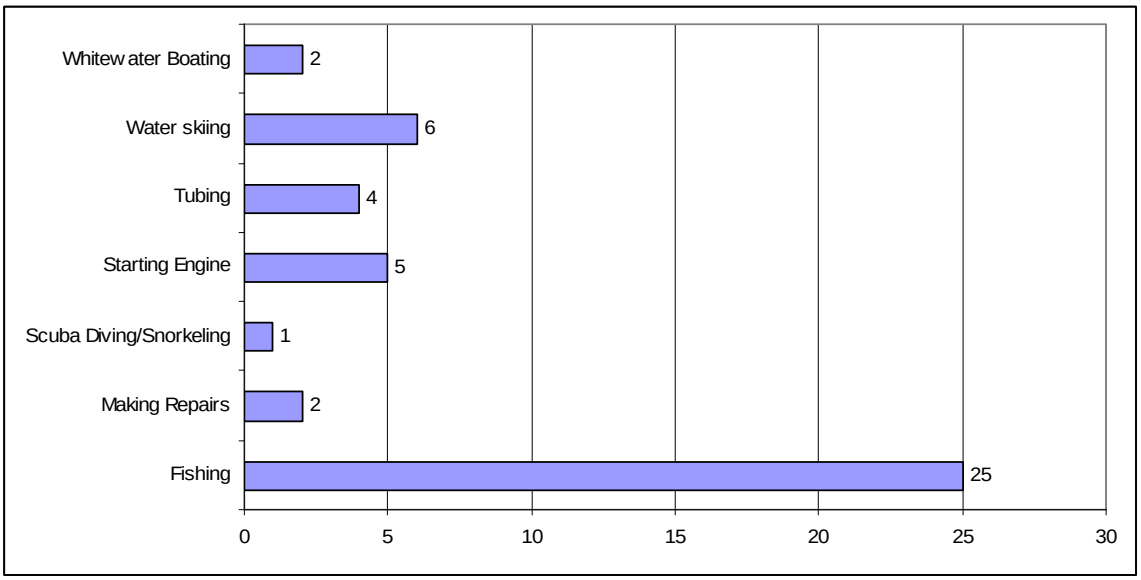
Summary of Accident Causes



In much the same manner as the previous summary of Types of Accidents, this table represents the 'Primary' cause of an accident. For example, a machinery failure may occur, leading to an ignition of spilled fuel. Only the machinery failure would be listed above.

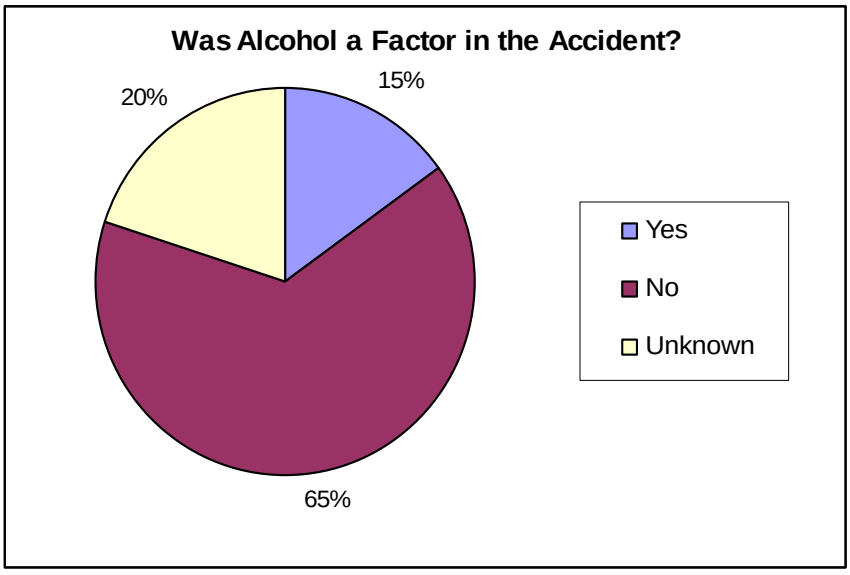
Vessel Activity at Time of Accident

The table below shows vessels engaged in boating related activities, as opposed to types of operation such as ‘cruising’, ‘rowing’, ‘sailing’, etc.

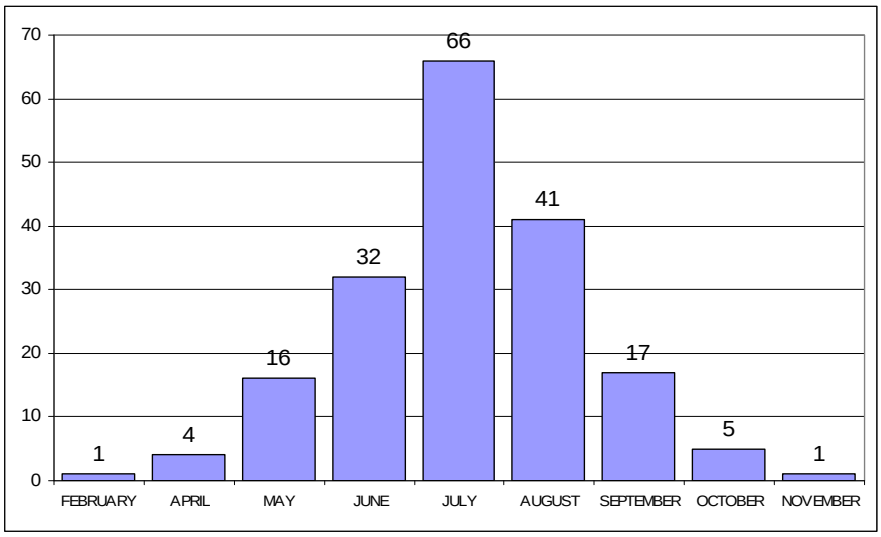


Alcohol & Boating Accidents

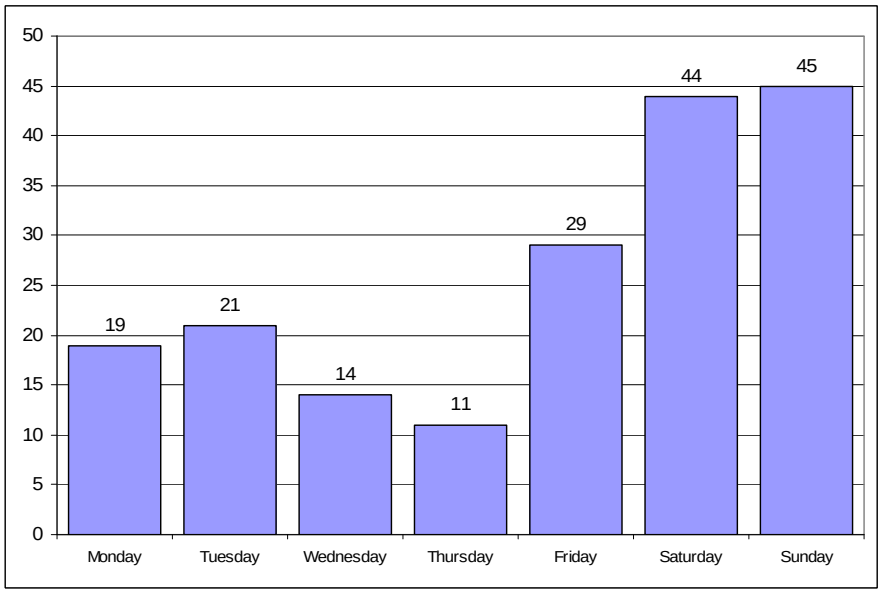
Alcohol Use?	Accidents	Fatalities	Injuries
Yes	27	4	27
No	120	5	61
Unknown	36	5	13



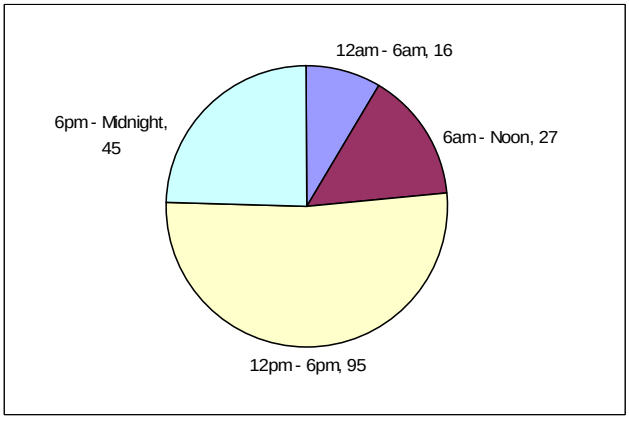
Month of Accident



Day of the Week of Accident

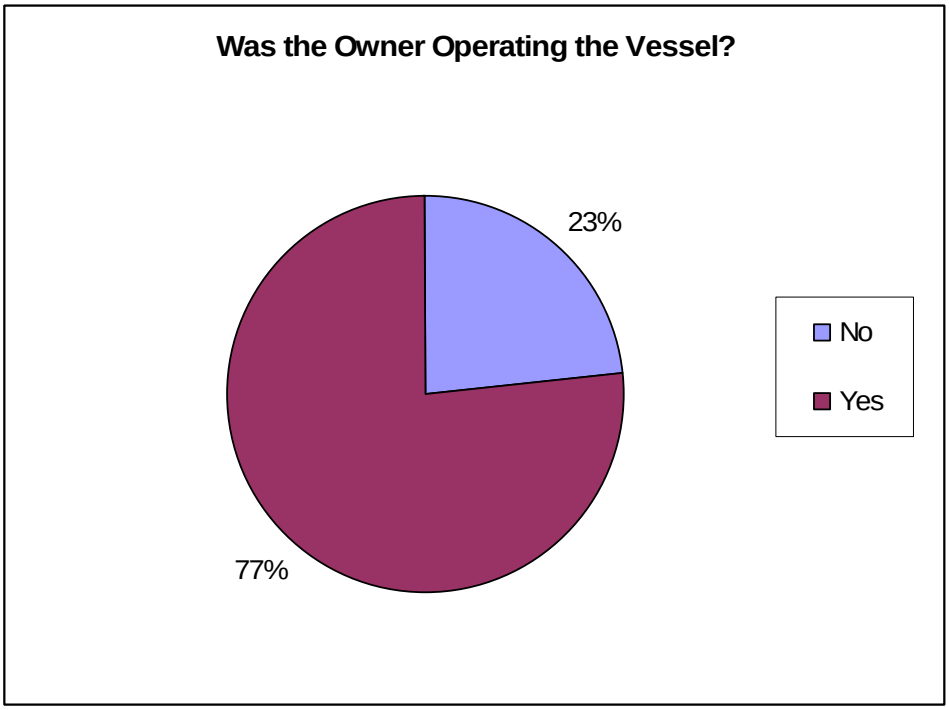


Time of Accident



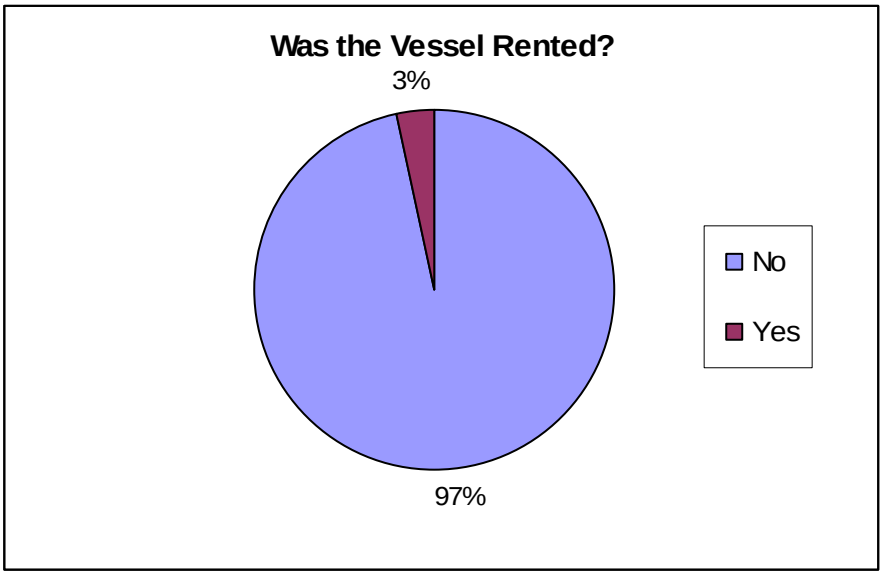
Owner - Operator

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 of the vessel.



Rental Vessels

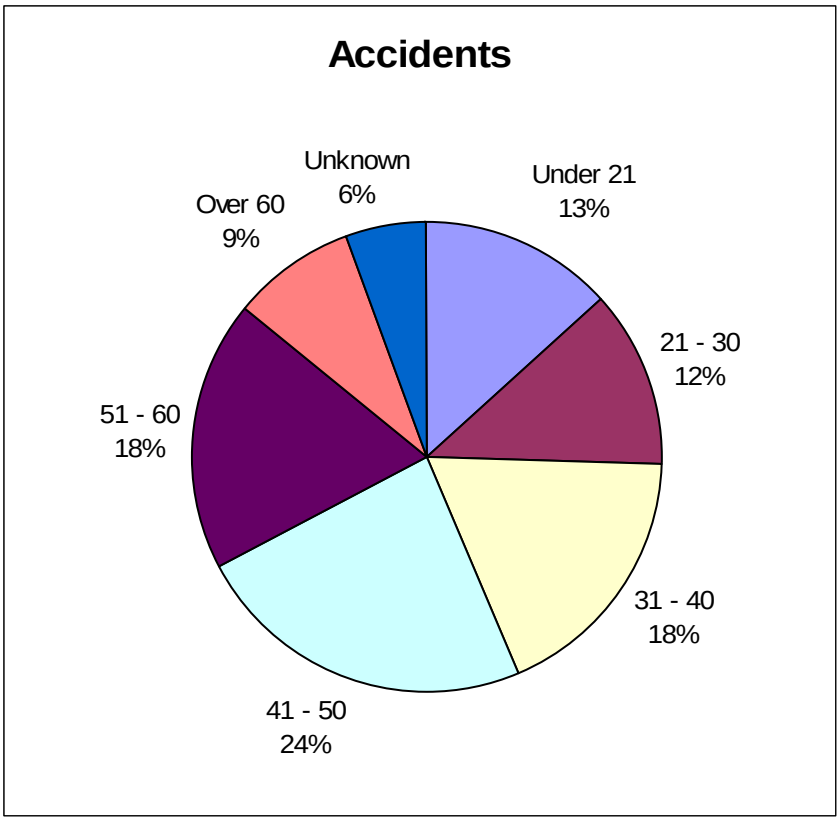
This chart is closely related to the one above, which actually incorporates this data into its own numbers, since vessels being rented are, by definition, not being operated by their owners.



Operator Age

Age Group	Accidents	Fatalities	Injuries
Under 21	28	3	14
21 - 30	26	4	16
31 - 40	38	1	17
41 - 50	50	4	14
51 - 60	39	1	17
Over 60	18	0	4
Unknown	12	1	8

The labels for each slice in the pie charts below are arranged as “Age Group, Percentage”. For example, operators between the ages of 21 and 30 were involved in 14% of all reported accidents.



Operator Education

Summary

Education	Accidents	Fatalities	Injuries
USCG Auxiliary	14	0	3
US Power Squadron	18	0	5
State Course	25	0	13
None	119	7	53
Unknown	35	7	27

By Age Group

Age Group	Education	Accidents	Fatalities	Injuries
Under 21	Unknown	4	2	3
	None	12	1	6
	State Course	8	0	5
	US Power Squadron	2	0	0
	USCG Auxiliary	2	0	1
21 - 30	Unknown	5	1	7
	None	15	3	6
	State Course	4	0	3
	US Power Squadron	2	0	1
31 - 40	Unknown	6	1	3
	None	23	0	15
	State Course	1	0	0
	US Power Squadron	3	0	2
	USCG Auxiliary	5	0	0
41 - 50	Unknown	5	2	1
	None	32	2	8
	State Course	7	0	4
	US Power Squadron	2	0	1
	USCG Auxiliary	4	0	1
51 - 60	Unknown	5	0	5
	None	22	1	11
	State Course	4	0	1
	US Power Squadron	6	0	1
	USCG Auxiliary	2	0	1
Over 60	None	14	0	7
	State Course	1	0	0
	US Power Squadron	3	0	0
Unknown	Unknown	12	1	8

Operator Experience

Summary

Experience	Accidents	Fatalities	Injuries
Under 20 Hrs.	13	0	7
20-100 Hrs.	63	4	24
100 Hours or More	97	3	42
Unknown	38	7	28

By Age Group

Age Group	Experience	Accidents	Fatalities	Injuries
Under 21	Unknown	4	2	3
	100 Hours or More	4	0	1
	20-100 Hrs.	15	1	7
	Under 20 Hrs.	5	0	4
21 - 30	Unknown	5	1	6
	100 Hours or More	9	1	4
	20-100 Hrs.	12	2	6
	Under 20 Hrs.	1	0	1
31 - 40	Unknown	7	1	4
	100 Hours or More	21	0	15
	20-100 Hrs.	7	0	1
	Under 20 Hrs.	3	0	0
41 - 50	Unknown	5	2	1
	100 Hours or More	21	1	4
	20-100 Hrs.	19	1	8
	Under 20 Hrs.	4	0	2
51 - 60	Unknown	6	0	6
	100 Hours or More	28	1	11
	20-100 Hrs.	5	0	2
Over 60	100 Hours or More	12	0	7
	20-100 Hrs.	6	0	0
Unknown	Unknown	10	2	8
	100 Hours or More	2	0	0

Types of Boats Involved in Accidents

Vessel Type	Accidents	Acc. %	Fatalities	Injuries
Auxiliary Sail	11	55.2	0	2
Cabin Motorboat	57	27.0	1	28
Canoe	3	1.4	2	0
Inflatable	1	0.5	1	0
Kayak	2	0.9	2	0
Open Motorboat	100	47.4	5	47
Personal Watercraft	27	12.8	1	16
Rowboat	1	0.5	1	0
Sail (only)	3	1.4	0	3
Unknown	6	2.8	1	5

Types of Boats by Length

Vessel Type	Length	Accidents	Fatalities	Injuries
Auxiliary Sail	16' - <26'	1	0	0
	26' - <40'	8	0	2
	40' - 65'	2	0	0
Cabin Motorboat	16' - <26'	17	1	6
	26' - <40'	27	0	18
	40' - 65'	11	0	2
	Unknown	2	0	2
Canoe	< 16'	3	2	0
Inflatable	Unknown	1	1	0
Kayak	< 16'	1	1	0
	Unknown	1	1	0
Open Motorboat	< 16'	10	1	4
	16' - <26'	78	3	31
	26' - <40'	6	1	9
	40' - 65'	1	0	0
	Unknown	5	0	3
Personal Watercraft	< 16'	27	1	16
Rowboat	< 16'	1	1	0
Sail (only)	16' - <26'	1	0	0
	26' - <40'	1	0	2
	40' - 65'	1	0	1
Unknown	Unknown	6	1	5

Type of Vessel by Types of Accident

Vessel Type	Accident Type	Accidents	Fatalities	Injuries
Auxiliary Sail	Collision w/Vessel	2	0	0
	Collision with Fixed Object	1	0	1
	Collision w/ Floating Object	5	0	0
	Sinking	1	0	0
	Struck Submerged Object	2	0	1
Cabin Motorboat	Capsizing	4	0	1
	Carbon Monoxide Poisoning	1	0	11
	Collision w/Vessel	10	0	3
	Collision with Fixed Object	5	0	3
	Collision w/ Floating Object	9	0	0
	Falls in Boat	2	0	3
	Fire/Explosion (fuel)	3	0	1
	Flooding/Swamping	2	0	0
	Grounding	7	0	3
	Passenger Mishap	1	0	1
	Sinking	2	1	1
	Struck by Propeller	1	0	1
	Struck Submerged Object	10	0	0
Canoe	Capsizing	1	1	0
	Collision w/Vessel	1	0	0
	Struck Submerged Object	1	1	0
Inflatable	Capsizing	1	1	0
Kayak	Capsizing	1	1	0
	Falls Overboard	1	1	0

Continued next page

Type of Vessel by Types of Accident (continued)

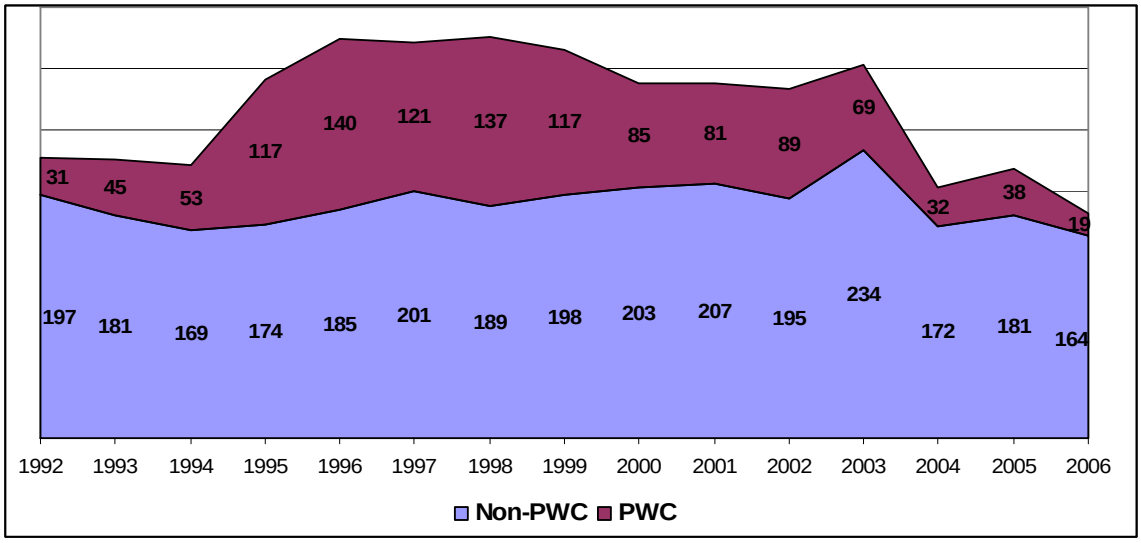
Open Motorboat	Boat Falls Off Trailer	1	0	0
	Capsizing	10	2	1
	Collision w/Vessel	26	1	14
	Collision with Fixed Object	5	1	8
	Collision w/ Floating Object	4	0	0
	Falls in Boat	7	0	7
	Falls Overboard	1	1	0
	Fire/Explosion (fuel)	8	0	0
	Flooding/Swamping	3	0	0
	Grounding	8	0	5
	Person ejected from vessel	5	0	3
	Sinking	2	0	0
	Skier Mishap	5	0	6
	Struck by Propeller	2	0	2
	Struck Submerged Object	11	0	0
	Unknown	2	0	1
Personal Watercraft	Capsizing	1	0	1
	Collision w/Vessel	17	1	6
	Collision with Fixed Object	3	0	4
	Falls Overboard	1	0	1
	Grounding	2	0	2
	Person ejected from vessel	1	0	1
	Struck by Boat	1	0	1
	Unknown	1	0	0
Rowboat	Capsizing	1	1	0
Sail (only)	Capsizing	2	0	2
	Sinking	1	0	1
Unknown	Collision w/ Floating Object	2	0	1
	Grounding	1	1	4
	Unknown	3	0	0

Personal Watercraft Accidents

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

- Mandatory education for PWC goes into effect.



Age of PWC Operator (Twenty-one PWC were involved in 19 accidents.)

Age	Accidents
Under 21	15
21 - 30	6
31 - 40	4
Unknown	2

Types of PWC Accidents

Accident Type	Accidents	Fatalities	Injuries
Capsizing	1	0	1
Collision w/Vessel	10	1	6
Collision with Fixed Object	3	0	4
Falls Overboard	1	0	1
Grounding	2	0	2
Person ejected from vessel	1	0	1
Struck by Boat	1	0	1

Causes of PWC Accidents

Accident Cause	Accidents	Fatalities	Injuries
Careless/Reckless Operation	9	0	4
Excessive Speed	1	0	1
No Proper Lookout	3	1	4
Off Throttle Steering Loss	1	0	2
Operator Inexperience	2	0	2
Sharp Turn	1	0	1
Wake	2	0	2

PWC and Boater Education

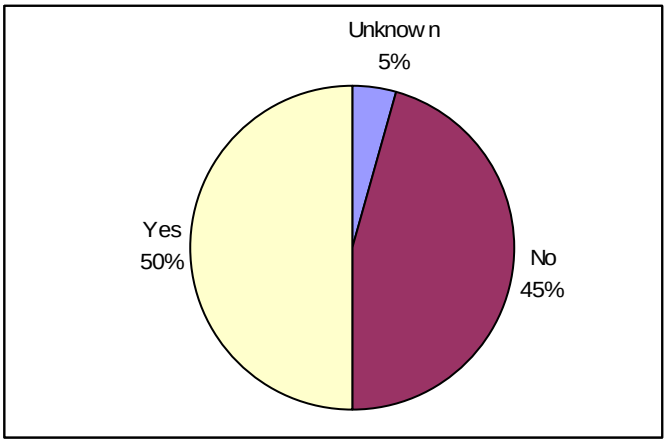
Education	Accidents
State Course	8
US Power Squadron	2
Unknown	5
None	12

PWC and Boater Experience

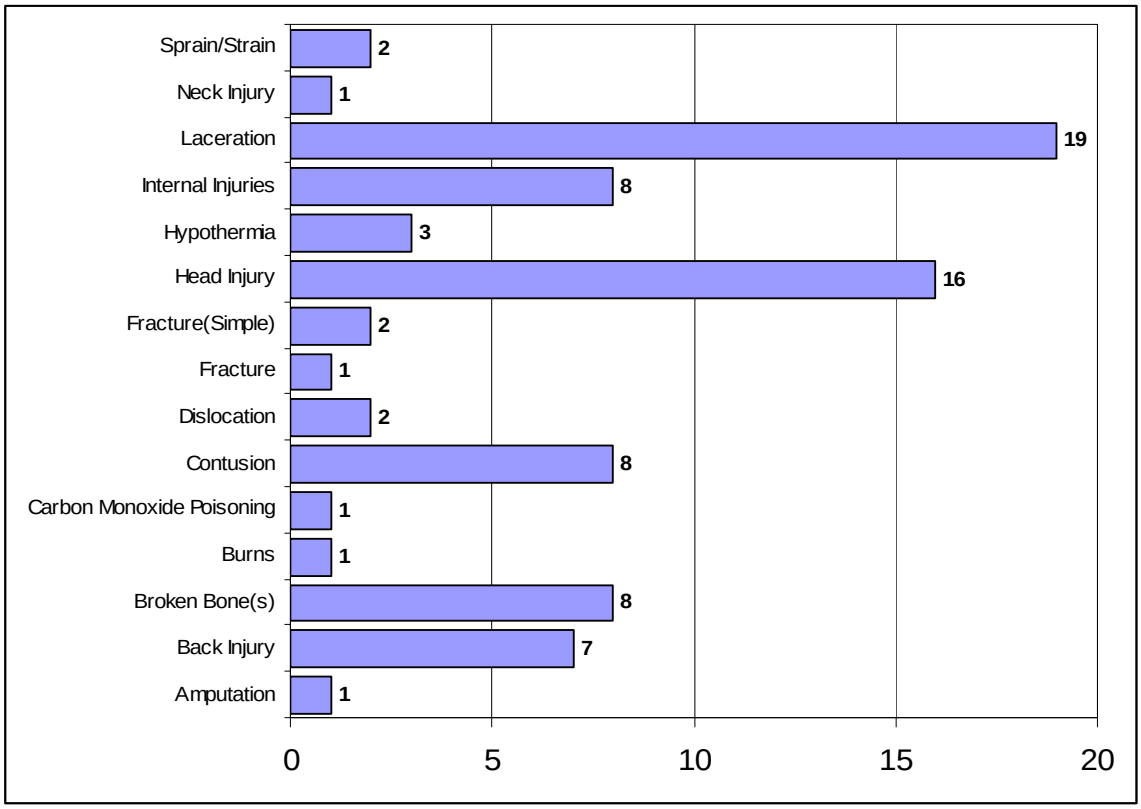
Experience	Accidents
Under 20 Hours	5
20 – 100 Hours	15
Over 100 Hours	2
Unknown	5

Owner – Operator

Was the operator of the PWC also the owner?



Injuries (all vessels)

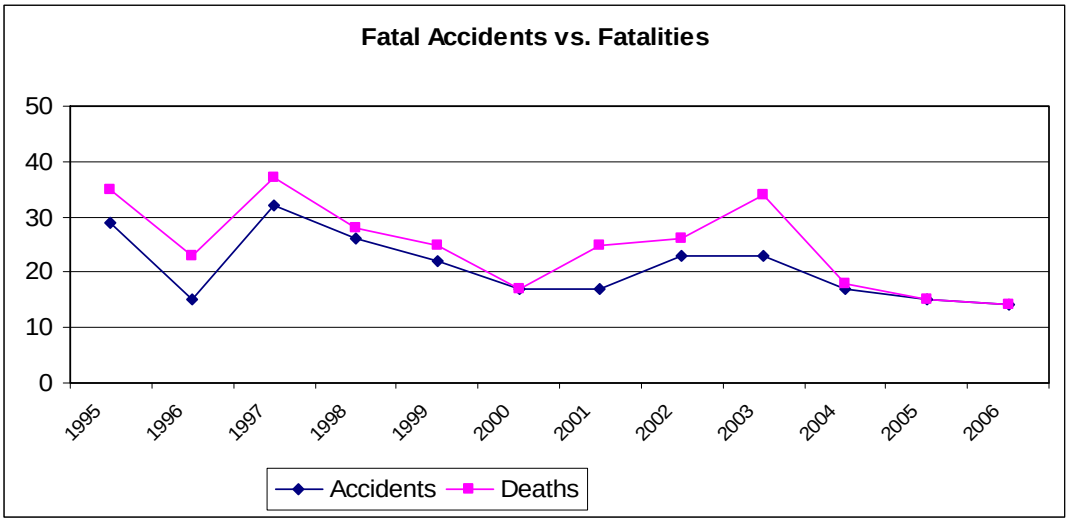


Injuries Among Different Boat Types

	Vessel Type						
Injury	Aux. Sail	Cabin M/B	Open M/B	PWC	Sailboat	Unknown	**Total**
Amputation	0	1	0	0	0	0	**1**
Back Injury	0	1	5	1	0	0	**7**
Broken Bone(s)	0	1	8	1	0	1	**11**
Burns	0	1	0	0	0	0	**1**
CO Poisoning	0	1	0	0	0	0	**1**
Contusion	0	1	4	2	1	0	**8**
Dislocation	0	0	2	0	0	0	**2**
Head Injury	0	4	8	2	0	2	**16**
Hypothermia	0	1	0	0	2	0	**3**
Internal Injuries	1	2	1	3	0	1	**8**
Laceration	1	3	12	3	0	0	**19**
Neck Injury	0	0	0	1	0	0	**1**
Sprain/Strain	0	0	1	0	0	1	**2**
Total	**2**	**16**	**41**	**13**	**3**	**5**	**80**

The injury data shown above reflects the most severe injury suffered by the injured party.

Fatal Accidents



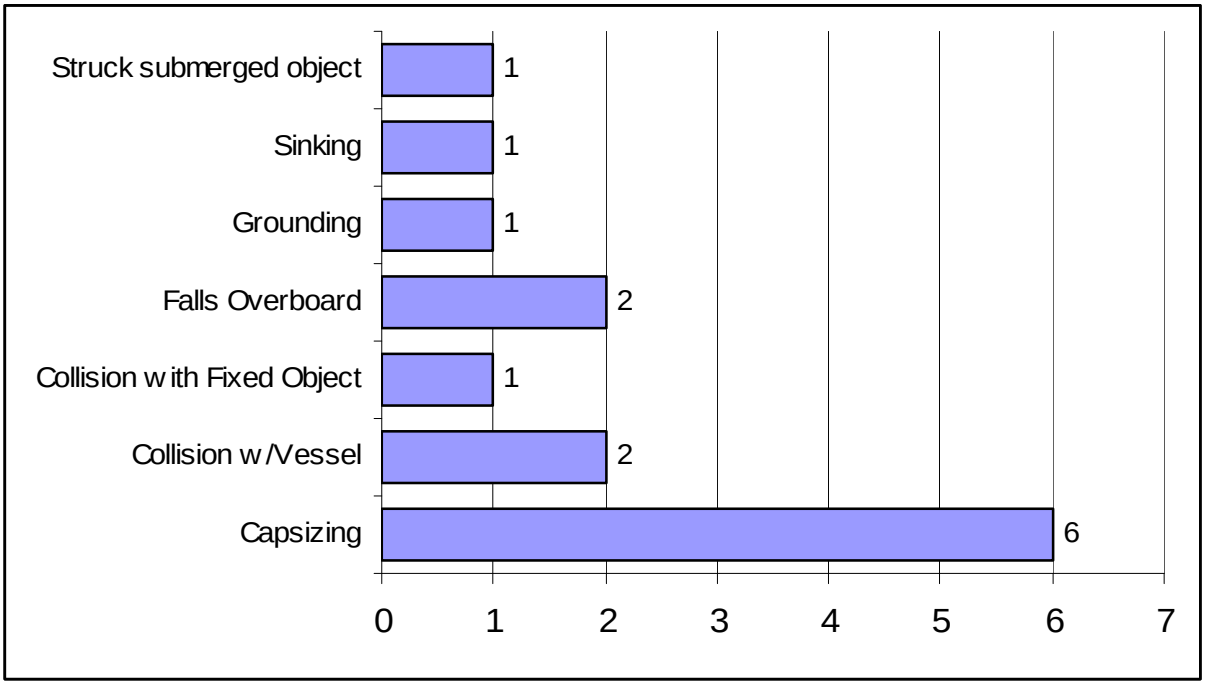
Types of Fatalities and PFD Use

Cause of Death	PFD Use?	Incidents
Drowning	Unknown (Victim Missing)	1
Disappearance	Not Worn And Not Used	2
Drowning	Not Worn And Not Used	5
Hypothermia	Not Worn And Not Used	2
Trauma	Not Worn And Not Used	3
Drowning	Not Worn But Used	1

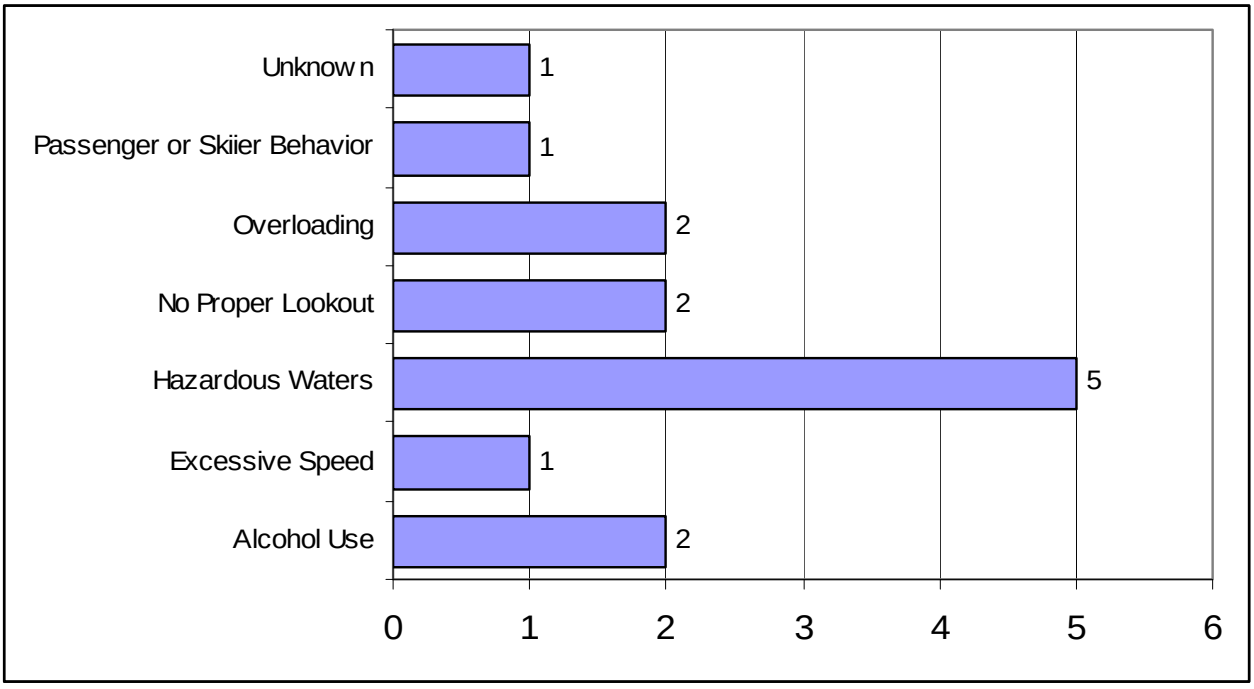
Vessel Type and Operation

Vessel Type	Operation	Incidents
Cabin Motorboat	Drifting	1
Canoe	Rowing or Paddling	2
Inflatable	Drifting	1
Kayak	Drifting	1
Kayak	Rowing or Paddling	1
Open Motorboat	At Anchor	1
Open Motorboat	Cruising	4
Open Motorboat	Drifting	1
Personal Watercraft	Cruising	1
Rowboat	Drifting	1

Type of Fatal Accident



Primary Causes of Fatal Accident



Summary of Fatal Accidents

Case #	2006-001	Two young men decided to go fishing in their canoe on the Delaware River on a moderately nice February day. The canoe overturned, dumping both men into the river. One of them succumbed to the cold water, leading to his drowning, while the other was able to swim to shore. There were three life jackets in the canoe, but neither man was wearing one.
Date	2/15/2006	
Waterway	DELAWARE RIVER	
County	ORANGE	
Alcohol	No	
Cause	Hazardous Waters	
Deaths	1	
Acc. Type	Capsizing	
Vessel	Canoe	

Case #	2006-002	A single seat kayak was underway in the Seneca River, while its operator, a 42-year-old male was fishing. He stood up in the course of his fishing, lost his balance, and toppled into the river. He attempted to swim for shore, yelling for help as he went, but help was not able to reach him in time, and he went under. He was not wearing a lifejacket, nor was there one in the vessel.
Date	4/16/2006	
Waterway	SENECA RIVER	
County	ONONDAGA	
Alcohol		
Cause	Passenger/Skier Behavior	
Deaths	1	
Acc. Type	Falls Overboard	
Vessel	Kayak	

Case #	2006-003	Two young men were fishing from a small wooden rowboat on Garnet Lake. Both had been drinking alcohol. The deceased snagged his line and stood up to attempt to free it. The vessel overturned. After failed attempts to turn their vessel upright, they tried swimming for shore. No lifejackets were aboard the vessel.
Date	4/29/2006	
Waterway	GARNET LAKE	
County	WARREN	
Alcohol	Yes	
Cause	Alcohol Use	
Deaths	1	
Acc. Type	Capsizing	
Vessel	Rowboat	

Case #	2006-004	Witnesses state that they saw the victim, a 44-year-old male, at anchor fishing near the Marine Parkway Bridge in Jamaica Bay, Queens. He fell into the water, yelling in distress, but quickly went under. To date there has been no recovery of his body and he is presumed drowned. He was not wearing a lifejacket.
Date	5/17/2006	
Waterway	JAMAICA BAY	
County	QUEENS	
Alcohol	No	
Cause		
Deaths	1	
Acc. Type	Falls Overboard	
Vessel	Open Motorboat	

Case #	2006-005	Four people were cruising on Lake George on the early hours. While accelerating and traveling in excess of 5 mph they struck a diving board affixed to the end of a dock some 60-feet from shore. The impact caused a head injury to the operator, who lost control of the vessel and smashed into a stone seawall. The operator died from traumatic injury, while a passenger sustained contusions. The four had been consuming alcohol at some point prior to the accident.
Date	5/28/2006	
Waterway	LAKE GEORGE	
County	WARREN	
Alcohol	Yes	
Cause	Excessive Speed	
Deaths	1	
Acc. Type	Collision with Fixed Object	
Vessel	Open Motorboat	

Case #	2006-006	The deceased was attempting to float on the Ausable River in an inflatable raft while the river was at near flood levels. The raft overturned in the turbulent water throwing the deceased into the river. He was unable to stand or swim in the rapidly moving river, and drowned. The deceased was not wearing a lifejacket.
Date	6/5/2006	
Waterway	AUSABLE RIVER	
County	CLINTON	
Alcohol	No	
Cause	Hazardous Waters	
Deaths	1	
Acc. Type	Capsizing	
Vessel	Inflatable	

Case #	2006-007	While paddling on the Ausable River, the deceased, a 35-year-old male, approached an island in the middle of the river. He chose to pass the island on the left side, which led him into a Class 4 section of rapids. Because of heavy rain, the river was running higher ands faster than usual. His canoe struck a half-submerged tree, and the force of the water pushed him under, and lodged him against the tree. Unable to free himself due to the huge amount of water pressure, he drowned. He was not wearing a life jacket, although it is doubtful if the use of one would have saved him.
Date	6/6/2006	
Waterway	AUSABLE RIVER	
County	ESSEX	
Alcohol	No	
Cause	Hazardous Waters	
Deaths	1	
Acc. Type	Struck submerged object	
Vessel	Canoe	

Case #	2006-008	Three men and a youth were fishing on the Rockaway Inlet late in the afternoon from a 22-foot open motorboat. The wind began to pick up, increasing the chop of the water which began entering the boat over the transom. Before the occupants could put on their lifejackets, the boat swamped and capsized, throwing all four into the water. One of them, a 38-year-old man quickly submerged, and drowned.
Date	6/13/2006	
Waterway	ROCKAWAY INLET	
County	KINGS	
Alcohol	No	
Cause	Hazardous Waters	
Deaths	1	
Acc. Type	Capsizing	
Vessel	Open Motorboat	

Case #	2006-009
Date	6/25/2006
Waterway	LAKE COLBY
County	FRANKLIN
Alcohol	No
Cause	Overloading
Deaths	1
Acc. Type	Capsizing
Vessel	Open Motorboat

Three men were traveling on Lake Colby late at night in a 12-foot open motorboat. They were approximately 60-yards away from the state boat launch when their vessel capsized, in part due to being overloaded for the water conditions. Two of them were able to swim to shore, but the third was not able to make the swim, and drowned. There were no lifejackets in the boat.

Case #	2006-010
Date	6/27/2006
Waterway	BLUE HERON LAKE
County	WESTCHESTER
Alcohol	Yes
Cause	Overloading
Deaths	1
Acc. Type	Capsizing
Vessel	Kayak

Four youths went kayaking in the early morning hours, near dawn, in Blue Heron Lake near the Town of Bedford. Although the kayaks were designed for one person, they paired up in each of them. The four were believed to be under the influence of alcohol at the time, and without life jackets. One of the kayaks capsized, and one of the four, a 19-year-old male, drowned.

Case #	2006-011
Date	6/30/2006
Waterway	GREAT SOUTH BAY
County	SUFFOLK
Alcohol	No
Cause	No Proper Lookout
Deaths	1
Acc. Type	Collision w/Vessel
Vessel	Open Motorboat

A 43-year old male was operating his 18-foot open motorboat in a northeasterly direction on the Great South Bay in Suffolk County. A second vessel, a 23-foot cuddy cabin, was heading eastbound at the same time. The first vessel shifted his course to north. The second vessel hit the first, vaulting completely over the top of the first vessel, killing its operator.

Case #	2006-012
Date	6/30/2006
Waterway	MILL BASIN CHANNEL
County	KINGS
Alcohol	Unknown
Cause	No Proper Lookout
Deaths	1
Acc. Type	Collision w/Vessel
Vessel	Personal Watercraft

On June 30th, 2006 a 17-year-old was leaving his boat slip on a personal watercraft, entering into the Mill Basin Channel. He was reportedly moving at a high rate of speed, and did not see another PWC coming from his right side. The two PWC collided, knocking the operator of the first PWC into the water, where he was never recovered. It is unknown if the first operator had been drinking, and witnesses report that he had not been wearing a life jacket at the time of the accident either.

Case #	2006-014
Date	7/8/2006
Waterway	LITTLE PECONIC BAY
County	SUFFOLK
Alcohol	No
Cause	Hazardous Waters
Deaths	1
Acc. Type	Sinking
Vessel	Cabin Motorboat

Five men were fishing from a 22-foot Wellcraft on the Little Peconic Bay. Choppy water began entering the vessel over the transom, due in part possibly to the weight of the twin outboards. The vessel sank within 2 minutes. One of the men was given a type IV seat cushion to use but he was unable to maintain a grip on it, and submerged, leading to his drowning. None of the other men wore or used a life jacket.

Case #	2006-015
Date	7/23/2006
Waterway	FOURTH LAKE
County	FRANKLIN
Alcohol	Yes
Cause	Alcohol Use
Deaths	1
Acc. Type	Grounding
Vessel	Open Motorboat

While cruising on Fourth Lake (Herkimer County) in a 19-foot open motorboat at approximately 2:30 in the morning, the vessel's operator, a 23-year-old male, failed to see Alger Island. The vessel struck the shoreline and became airborne, striking a wooden lean-to, picnic table, and two large trees, finally coming to rest almost 100 feet inland. All of the occupants were ejected from the vessel, and one of them, a 20-year-old female, died from her injuries. Two others were severely injured. The operator was under the influence of alcohol at the time of the accident.