

New York State 2009 Recreational Boating Report



New York State
David A. Paterson, Governor

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



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Introduction

New York State has a long maritime history dating back to 1609 and the age of discovery. In 2009 New York celebrated the Quadricentennial anniversary of Henry Hudson's sailing the Hudson River. In continuing with this tradition New York offers a wide variety of on water recreational activities from offshore sailing in the Atlantic Ocean and Long Island Sound to quiet paddles in picturesque Adirondack lakes. Boaters may also travel along the New York State Canal System connecting Eastern and Western New York by water. For these reasons it is easy to see why New York State is a leader in the number of vessels registered with almost 480,000 registered boats and many other vessels that do not require registration. For this reason recreational boating is an important part of New York.



The New York State Office of Parks Recreation and Historic Preservation (OPRHP) has been charged with the responsibility of providing the public with a safe and enjoyable environment in which to boat. The goal of OPRHP through the Bureau of Marine Services is to develop safe boating habits in the boaters of New York State. Education combined with enforcement of the Navigation laws helps OPRHP to achieve this goal. OPRHP is proud to have one of the oldest boating education programs in the country, celebrating 50 years of education in 2009. Along with the United States Coast Guard Auxiliary and the United States Power Squadron, OPRHP provides boaters of the State of New York with approved boating education that is recognized in all fifty states and Canada.

Parallel to the New York Safe Boating Education program many municipalities, counties and state agencies provide marine law enforcement. Many of the marine patrol officers are involved with boater education both in the classroom and on the water. The marine patrols provide a valuable service to the boaters through education, deterrence, ensuring compliance, and as first responders in the event of an emergency.

In This Report

This report includes:

1. Boating safety programs administered by OPRHP.
2. Statewide marine law enforcement activity
3. Recreational boating accident statistics
4. New York vessel registration data



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

NYS Office of Parks, Recreation & Historic Preservation
Bureau of Marine Services
Empire State Plaza, Building 1
Albany, NY 12238
Telephone: (518) 474-0445
Fax: (518) 408-1030

To find boating safety information on the internet, please go to:

<http://www.nysparks.state.ny.us/recreation/boating/>

New Legislation

Section 40 of the Navigation Law was amended by adding paragraph (e):

No owner or operator of a pleasure vessel less than twenty-one feet, including rowboats, canoes, and kayaks shall permit its operation, between November first and May first, unless each person on board such vessel is wearing a securely fastened United States Coast Guard approved wearable personal flotation device of an appropriate size when such vessel is underway.



This act became effective on the first of November 2009.

Office of Parks, Recreation & Historic Preservation 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 the waterways safe and enjoyable

“New York Safe Boating” Education Program

In 1959 New York State passed legislation establishing the “Make Sure Make Shore” program, making New York the first state with mandatory boating education for boat operators between the ages of 10 to 18. Since that time New York State has expanded the program to include mandatory boater education for all personal water craft operators. In the fifty years since its inception the New York State Safe Boating Education Program has taught more than half a million students with 164,000 of them having been taught since 2000.



The New York Safe Boating Education program is a NASBLA (National Association of State Boating Law Administrators) approved course consisting of 8 hours of classroom instruction by a certified instructors followed by a fifty question closed book test. A passing score of 76% must be achieved in order to obtain a boating safety certificate. Instructors consist of volunteers from yacht clubs, boat dealers and boating organizations of all kinds including law enforcement agencies from around the state and in special circumstances commercial course providers. Anyone between the ages of 10 and 18 wishing to operate a mechanically propelled vessel without adult supervision or anyone, who is 14 or older wishing to operate a personal water craft in New York State, must first achieve a boating safety certificate from OPRHP, The United States Power Squadron or the United States Coast Guard Auxiliary. If you are interested in taking a boating safety course or interested in becoming a boating safety instructor please visit our website.

Public Vessels



In the 1890's the first public vessel inspections began with the inspection of steamboats that operated on state waterways. Today the New York State Office of Parks Recreation & Historic Preservation continues this tradition through the Bureau of Marine Services. Each year Public vessel inspectors inspect over two hundred and eighty vessels and license over eight hundred operators.

A public vessel is defined as a mechanically propelled vessel used or operated for commercial purposes on sole state waters. Public vessels are subject to annual inspection. The annual inspection consists of inspection of the hull, propulsion systems, electrical, and safety systems required aboard. Operator's licenses are granted after the applicant passes a written test and in the case of larger vessels a practical examination is required.

Regulatory Permits

Floating Objects

New York State Office of Parks Recreation & Historic Preservation also has the responsibility of maintaining the permit system for floating objects on state waters. Mooring buoys, mooring fields, swim area markers and vessel speed zones as well as swim platforms are all considered floating objects by New York State Navigation Law Section 35A. Permitting is handled through the Bureau of Marine Services which permits approximately 200 floating objects each year. In 2009 the Bureau of Marine Service started a floating object tracking system where all floating objects had their GPS coordinates plotted. Plotting the location of these floating objects will help maintain open access to the waterways of the state and ensure that objects are not placed in a manner that will impede navigation of the water. Floating objects are permitted annually. Applications for permits may be obtained online at the NYS Parks website.



Regatta Permits

In order to conduct a regatta on the waters of the State of New York a permit must be granted by New York State Parks. A regatta is defined as “an organized event of limited duration, which is conducted according to a prearranged schedule” according to section 34 of the NYS Navigation Law. Applications for permits may be obtained online at the NYS Parks website.

Vessel Theft

The Bureau of Marine Services assists with the anti-theft efforts of marine law enforcement agencies across the state through issuance of hull identification numbers (HIN) to vessels not given one by the manufacturer, or if the vessel is privately constructed. Approximately 300 HIN 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 are personal watercraft. Smaller motorboats account for another third of all stolen vessels. These types of craft are targeted due to their small size and usually stored on trailers. The recovery rate is low for these types of vessels; typically only one in four is recovered.

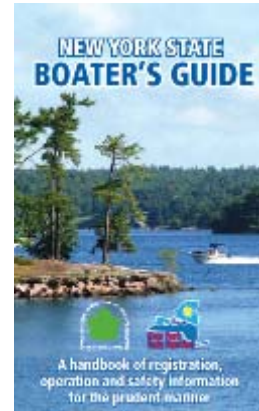
Aids to Navigation

On many of the state waterways navigational aids are placed to help boaters avoid hazards that may lie beneath the surface or to show the boundaries of a channel. Navigational aids are also used to provide information to boaters. The Office of Parks Recreation & Historic Preservation place and maintain navigational buoys on many of the state’s lakes. In 2009 the Bureau of Marine Services placed over 2000 navigational aids. New York State Navigational aids follow the federal uniformed marking guidelines established by 33 CFR Section 66.10. In 2009 the Bureau of Marine Services has undertaken a plan to plot the coordinates of navigational aids on state waters. This effort has been taken to ensure the correct location of these buoys year after year and to give the New York’s boaters confidence in state maintained navigational aids.



Publications & Public Services

Each year New York State Parks, Recreation & Historic Preservation updates the New York Boater's Guide. The boater's guide is a free publication designed to make boating safer and more enjoyable for the recreational boater. The guide is the primary reference source for boaters in New York State. The guide contains information on all rules, regulations, registration information and safety guidelines.



In 2009 the Department of Environmental Conservation in collaboration with OPRHP updated the New York State Launch Site Guide. The Launch Site Guide provides a directory of State access and launching areas by county or by body of water.

OPRHP also maintains a library of boating safety pamphlets to cover all aspects of boating safety. Topics range from cold water emersion, life jacket law, choosing the right life jacket, invasive species, and homeland security. Many of the pamphlets including the boater's guide and launch site guide can be found on line at the New York State parks website or may be requested by contacting New York State Parks by phone.



The Bureau of Marine Services continued its public service programs in 2009 with its continuation of television and billboard advertisements. The 2009 message was “Boat Smart Take a Boating Safety Course.” Billboards were located along major highways during the summer months in an attempt to reach boaters and attract them to take a boating safety course thereby making the waters of the state safer for every one. During the early boating season television advertisements were run to stress the importance of wearing a life jacket.



Marine Law Enforcement

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

Marine Patrols

Marine patrols in New York State occur at every level of government. Local, county and state agencies provide coverage across the state. Marine enforcement in Westchester, Nassau and Suffolk counties involve many municipalities either through local police departments or through the establishment of harbor masters and bay constable's offices. In many counties the county sheriff's office provides marine patrols. At the state level New York State Parks Police, New York State Police and Department of Environmental Conservation provide enforcement across the state. Each marine patrol helps OPRHP's boating safety mission through education and enforcement. Marine patrols also provide safety to the recreational boater by performing vessel safety stops and act as first responders to many marine accidents.



Boating under the influence one of the primary safety concerns, and in 2009 the National Association of State Boating Law Administrators (NASBLA) conducted the Dry Water Campaign to target intoxicated operators. The Bureau of Marine Services, as part of that campaign, purchased 80 Breath Alcohol Meters, which in turn were distributed to marine patrols across the state. In 2009 the Bureau of Marine Services, using funding from the federal Aquatic Resources Trust Fund, also purchased 13 marine patrol boats and 12 personal watercraft for distribution to law enforcement agencies to assist in their patrols.

State Aid

A portion of the fees collected from vessel registrations are provided to OPRHP for reimbursement to localities and counties that operate marine patrols. In 2009 more than \$2.3 million was provided to 46 counties, 6 municipalities and the Lake George Park Commission. A participating agency may be reimbursed 50% of its total operating, capital and personnel expense up to \$200,000. Allowable expenses include capital purchases, personnel expenses and fuel.

Marine Law Enforcement Training

State Parks conducts a number of 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 sobriety tests, including horizontal gaze nystagmus 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.

State Parks also sponsors officer participation when possible at several national training programs, including the NASBLA Accident Investigation Course and the USCG National Boating Safety Course.



In all, State Parks has either taught, or sponsored the training of more than 2,000 marine law enforcement officers from across the state since the inception of these programs in 1985.

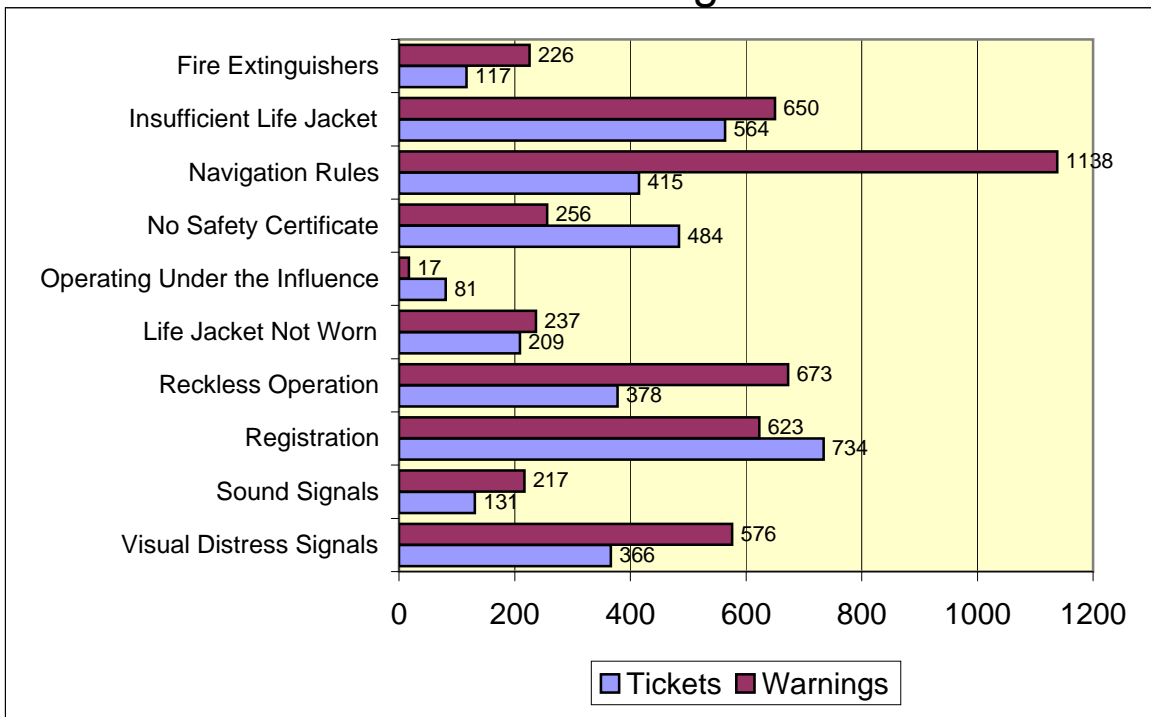
Marine Law Enforcement Activity

Activity	Total Vessel Hours	Total MLE Hours	Search	Assist	Total Vessel Inspections	BWI Arrests	Total Arrests
County							
Albany	131	262	1	13	12	0	2
Allegany	350	608	0	14	30	0	5
Cattaraugus	502	772	3	9	51	0	5
Cayuga	1809	4204	16	36	149	0	18
Chautauqua	2651	5981	28	162	889	0	70
Chenango	19	60	0	0	4	0	0
Clinton	1263	4774	4	5	226	0	14
Columbia	471	1262	0	9	62	0	13
Cortland	18	78	0	0	10	0	0
Dutchess	858	1876	1	37	100	0	5
Erie	1597	3829	77	187	210	0	24
Fulton	236	244	8	4	3	1	3
Greene	342	666	13	14	35	2	6
Hamilton	1564	1564	4	33	367	0	11
Herkimer	605	1384	2	6	21	0	3
Jefferson	276	710	16	16	65	0	24
Lewis	290	543	0	3	113	0	16
Livingston	2400	2800	3	62	27	0	8
Madison	400	400	0	0	0	0	5
Monroe	1796	4342	55	334	191	3	206
Nassau	13516	33790	158	211	421	3	522
Niagara	949	3300	10	43	564	0	36
Oneida	2418	4698	0	61	42	2	154
Onondaga	1206	5519	0	1	376	15	122
Ontario	1778	4110	2	42	882	0	9
Orange	806	1627	10	17	332	0	20
Orleans	300	3962	3	29	71	0	27
Oswego	556	2854	1	26	614	2	40
Otsego	221	253	1	8	8	0	23
Putnam	435	769	3	5	62	0	12
Rensselaer	382	1119	4	5	19	0	0
Rockland	1385	5043	41	57	127	0	5
St. Lawrence	160	454	0	0	322	0	19
Saratoga	1257	1581	11	112	1092	1	46
Schuyler	180	611	2	5	277	2	46
Seneca	184	590	1	16	39	2	12
Steuben	376	947	3	21	176	1	10
Suffolk (Police Dept.)	7400	145000	163	288	682	6	1510
Sullivan	248	434	2	13	9	0	5
Tioga	42	234	0	1	11	0	0
Tompkins	206	579	1	6	6	0	1
Ulster	988	2016	19	66	324	1	27
Warren	1184	1584	21	257	90	2	61

Activity	Total Vessel Hours	Total MLE Hours	Search	Assist	Total Vessel Inspections	BWI Arrests	Total Arrests
Wayne	463	3308	7	45	319	1	21
Westchester	780	925	33	64	131	5	78
Wyoming	181	195	0	12	11	0	0
Yates	1030	3139	10	28	2757	0	117
State							
State Park Police	2637	5274	6	51	195	3	305
State Police	20161	60483	7	71	24289	10	511
Lk George Park Comm.	5023	5173	21	456	378	4	211
Municipal							
Carmel	470	811	2	13	42	2	18
Greenwood Lake	3068	3068	2	42	174	2	78
Huntington	2825	4400	5	30	241	1	184
Mamaroneck	1577	3630	30	14	175	0	142
New Rochelle	3522	7440	38	51	116	2	226
New York City	49016	140416	66	756	873	0	243
Northport	712	914	11	9	41		1
Port Chester	180	180	4	7	35	0	0
Riverhead	550	700	17	12	60	1	18
Rye	521	4704	21	34	223	2	189
Southold	480	4160	17	33	356	5	72
Yonkers	4608	2200	15	20	57	0	15
TOTALS	151553	508548	999	3982	39584	81	5574

Note: all figures are self-reported and not verified by State Parks.

Tickets and Warnings Issued



VESSEL REGISTRATIONS BY COUNTY & LENGTH

COUNTY	CLASS A <16 FT	CLASS 1 16-25'	CLASS 2 26-39'	Class 3 40-64'	Class 4 65'+	Uncoded	TOTAL
ALBANY	4023	5060	575	22	8	26	9714
ALLEGANY	838	1041	18	0	0	6	1903
BRONX	900	1170	449	36	21	6	2582
BROOME	3453	3489	280	15	11	18	7266
CATTARAUGUS	1261	1564	68	6	2	5	2906
CAYUGA	2127	3044	240	9	1	17	5438
CHAUTAUQUA	2459	3976	341	17	3	29	6825
CHEMUNG	1862	2239	177	11	5	3	4297
CHENANGO	1329	969	50	1	1	0	2350
CLINTON	2972	2652	237	12	1	21	5895
COLUMBIA	1311	1504	112	10	2	7	2946
CORTLAND	1038	1068	60	4	0	7	2177
DELAWARE	643	604	48	0	1	0	1296
DUTCHESS	3416	3536	570	29	8	7	7566
ERIE	8936	13661	2048	154	30	75	24904
ESSEX	2056	2251	133	8	4	10	4462
FRANKLIN	2296	1905	53	1	2	2	4259
FULTON	2164	2160	167	4	0	11	4506
GENESEE	992	1169	58	12	2	3	2236
GREENE	937	1309	167	6	0	4	2423
HAMILTON	1025	965	11	3	1	11	2016
HERKIMER	1743	1866	75	4	1	11	3700
JEFFERSON	4506	5551	665	37	3	62	10824
KINGS	1467	1812	946	106	23	4	4358
LEWIS	1127	864	33	0	0	2	2026
LIVINGSTON	1801	2056	66	3	0	6	3932
MADISON	1847	2346	179	5	1	13	4391
MONROE	11307	14651	1810	120	12	73	27973
MONTGOMERY	1033	954	62	1	1	11	2062
NASSAU	10388	15916	6127	731	50	72	33284
NEW YORK	1213	2022	1103	203	27	3	4571
NIAGARA	3122	4815	620	19	7	41	8624
ONEIDA	4840	5795	366	22	2	30	11055

COUNTY	CLASS A <16 FT	CLASS 1 16-25'	CLASS 2 26-39'	Class 3 40-64'	Class 4 65'+	Uncoded	TOTAL
ONONDAGA	8950	11706	1325	89	9	55	22134
ONTARIO	2652	4559	259	15	4	22	7511
ORANGE	4668	4349	609	41	10	32	9709
ORLEANS	989	1086	102	6	0	1	2184
OSWEGO	4406	4375	480	21	3	17	9302
OTSEGO	1218	1428	39	3	3	6	2697
PUTNAM	1238	1714	220	21	3	7	3203
RENSSELAER	2694	3128	279	23	4	7	6135
RICHMOND	1376	1839	800	66	9	12	4102
ROCKLAND	2088	1824	653	70	21	13	4669
ST LAWRENCE	5087	4732	267	12	3	19	10120
SARATOGA	5366	7495	664	30	6	16	13577
SCHENECTADY	2687	3181	274	9	4	12	6167
SCHOHARIE	615	519	39	1	1	0	1175
SCHUYLER	663	937	64	2	1	5	1672
SENECA	1137	1593	141	7	1	3	2882
STEUBEN	2285	2886	136	6	2	3	5318
SUFFOLK	20836	37126	12119	1168	71	259	71579
SULLIVAN	1736	1482	80	4	3	2	3307
TIOGA	1197	1218	71	1	2	4	2493
TOMPKINS	1294	2096	255	16	0	9	3670
ULSTER	2589	2783	467	26	1	7	5873
WARREN	2457	4394	477	11	7	42	7388
WASHINGTON	1632	1830	98	0	1	11	3572
WAYNE	2833	3569	355	21	2	21	6801
WESTCHESTER	4051	5773	2341	332	50	25	12572
WYOMING	678	956	15	4	0	1	1654
YATES	955	1596	64	1	0	4	2620
Out of State Uncoded	4768	7148	1153	118	12	1	13200
TOTAL	185956	244798	42856	3825	497	1229	479161

REGISTRATIONS: LENGTH, HULL MATERIAL, POWER

Under 16 Feet						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	2187	101	7	22	41	2358
METAL	74073	137	215	12	2417	76854
FIBERGLASS	23500	48983	3136	459	4286	80364
INFLATABLE	10295	46	104	4	341	10790
OTHER	11125	3066	211	42	1146	15590
16 to Less than 26 Feet						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	1447	2168	138	54	31	3838
METAL	52384	384	2562	2	206	55538
FIBERGLASS	69572	12533	91678	3238	943	177965
INFLATABLE	134	2	8	0	2	146
OTHER	5106	808	1100	134	163	7311
26 to Less than 40 Feet						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	62	977	26	37	7	1109
METAL	702	310	179	9	10	1210
FIBERGLASS	4585	16268	16493	2201	211	39758
INFLATABLE	0	4	3	1	0	8
OTHER	87	452	146	71	15	771
40 to 65 Feet						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	1	162	3	9	1	176
METAL	21	92	30	6	3	152
FIBERGLASS	36	2918	242	217	10	3423
INFLATABLE	0	4	3	1	0	8
OTHER	2	52	3	14	3	74
Over 65 Feet						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	1	5	0	1	0	7
METAL	52	13	3	0	5	73
FIBERGLASS	101	156	78	4	25	364
INFLATABLE	21	0	0	0	0	21
OTHER	17	7	3	0	5	32
TOTALS						
HULL	OUTBOARD	INBOARD	I/O	SAIL	OTHER	TOTAL
WOOD	3698	3413	174	123	80	7488
METAL	127232	936	2989	29	2641	133827
FIBERGLASS	97794	80858	111627	6119	5475	301874
INFLATABLE	10450	56	118	6	343	10973
OTHER	16337	4385	1463	261	1332	23778
UNCODED	6	4	3	0	1216	1229

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2009. While registrations have, in general, risen, accidents, injuries and fatalities have, in general, all decreased steadily.

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.

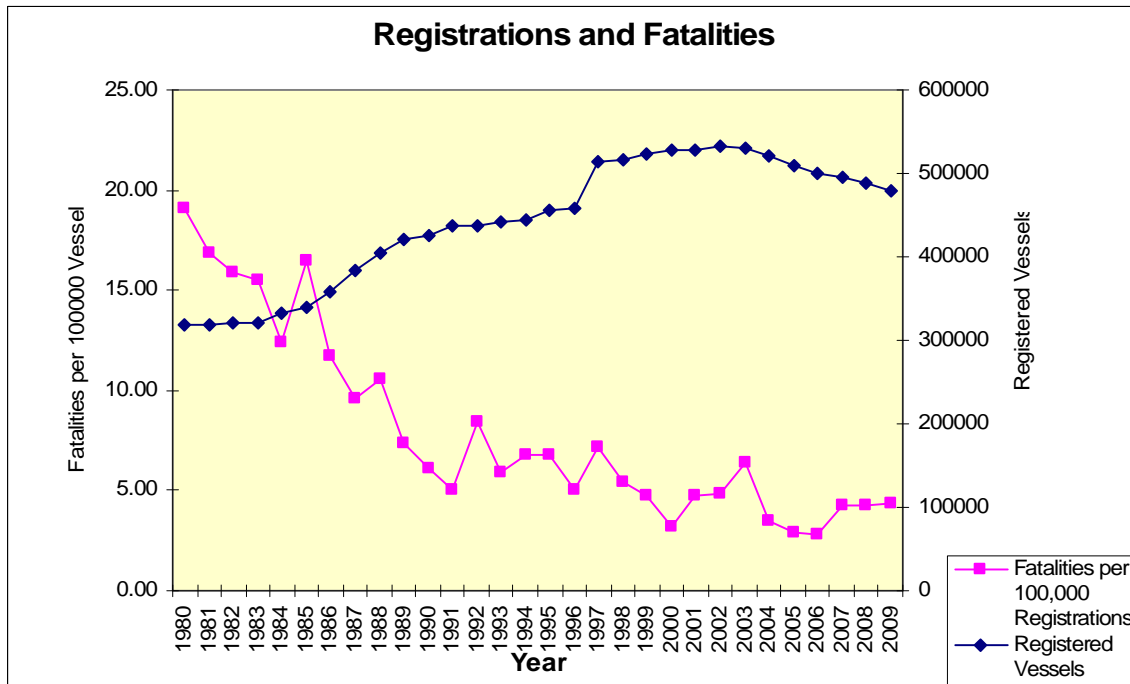
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our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

Reportable Accidents

For Recreational Vessels:

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

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 during the off-season, in boats less than twenty-one feet in length, when victims may end up in the water without the benefit of a life jacket. While new legislation mandates that life jackets be worn in those instances, it is still incumbent upon the boater to use their best judgment; if the water is cold, wear a life jacket!



Accident Data: 1980 - 2009

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	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

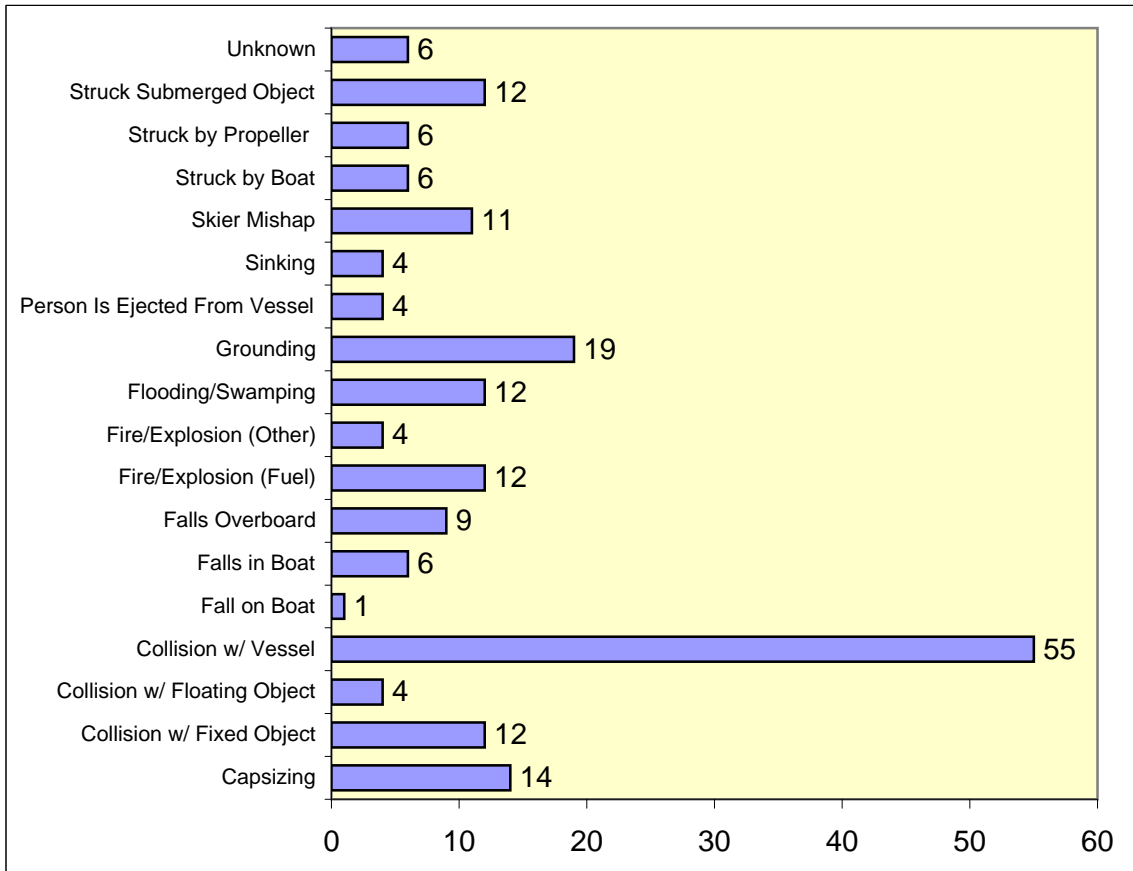
Accident by County and Waterway

Waterway	Accidents	Fatalities	Waterway	Accidents	Fatalities
ALBANY			LIVINGSTON		
HUDSON RIVER	1	1	CONESUS LAKE	3	0
ALLEGANY			MADISON		
PRIVATE LAKE	1	1	EATON'S NECK BASIN	1	0
BRONX			EATONBROOK RES.	1	0
EAST RIVER	1	0	LELAND'S POND	1	0
HUTCHINSON RIVER	1	1	MONROE		
LONG ISLAND SOUND	1	0	GENESEE RIVER	1	0
CATTARAUGUS			LAKE ONTARIO	2	0
ALLEGHENY RESERVOIR	1	1	NASSAU		
CAYUGA			ATLANTIC OCEAN	3	0
CAYUGA LAKE	2	1	CROOKED CREEK	1	2
OWASCO LAKE	1	1	FLAT CREEK	1	0
CHAUTAUQUA			HEMPSTEAD HARBOR	4	3
CHAUTAUQUA LAKE	7	1	HUDSON CANAL	1	0
ERIE			JONES INLET	1	0
LAKE ERIE	4	0	LONG ISLAND SOUND	2	0
NIAGARA RIVER	1	0	MANHASSET BAY	2	0
ESSEX			MERRICK BAY	1	0
SCHROON LAKE	1	0	OYSTER BAY	3	0
FULTON			REYNOLDS CHANNEL	1	0
SACANDAGA RESEVOIR	2	0	SHELL BANK BASIN	1	0
HERKIMER			SLOOP CHANNEL	1	0
HONNEDAGA LAKE	1	0	WEST HARBOR	1	0
JEFFERSON			WOODCLEFT CANAL	1	0
LAKE ONTARIO	3	0	NEW YORK		
ST. LAWRENCE RIVER	4	0	HUDSON RIVER	1	0
KINGS			LONG ISLAND SOUND	1	0
GERRITSON INLET	1	0	NIAGARA		
HUDSON RIVER	1	0	LAKE ONTARIO	2	0
JAMAICA BAY	1	0	NIAGARA RIVER	1	0
LONG ISLAND SOUND	1	0	ONEIDA		
NEW YORK HARBOR	1	0	DELTA LAKE	1	0
LEWIS			HINCKLEY RESERVOIR	1	0
LAKE BONAPARTE	1	0	ONEIDA LAKE	3	0

Waterway	Accidents	Fatalities	Waterway	Accidents	Fatalities
ONONDAGA			SUFFOLK		
SENECA RIVER	1	0	LONG ISLAND SOUND	1	0
SKANEATELES LAKE	1	0	ATLANTIC OCEAN	1	0
ORANGE			BLOCK ISLAND SOUND	2	0
GREENWOOD LAKE	1	0	COLD SPRING HARBOR	1	0
OTSEGO			EAST RIVER	1	0
SILVER LAKE	1	1	FIRE ISLAND INLET	2	0
PUTNAM			FISHERS ISLAND SOUND	1	0
LAKE GLENDA	1	0	GARDINER'S BAY	2	0
LAKE MAHOPAC	2	0	GREAT SOUTH BAY	14	2
QUEENS			HUNTINGTON HARBOR	1	0
ATLANTIC OCEAN	1	0	LAKE MONTAUK	1	0
RICHMOND			LONG ISLAND SOUND	12	1
GREAT KILLS HARBOR	1	1	MT. SINAI HARBOR	1	0
SARATOGA			NARROWS BAY	2	0
FISH CREEK POND	1	0	NEW YORK HARBOR	1	0
HUDSON RIVER	2	1	PECONIC BAY	4	0
SARATOGA LAKE	1	0	PORT JEFFERSON HARBOR	1	0
SCHUYLER			QUOGUE CANAL	1	0
LAMOKA LAKE	1	0	SHELTER ISLAND SOUND	2	0
ST. LAWRENCE			SHINNECOCK BAY	2	0
ST. LAWRENCE RIVER	1	0	SMITHTOWN BAY	1	0
STEUBEN			STATE BOAT CHANNEL	1	0
KEUKA LAKE	3	1	STONY BROOK HARBOR	1	0
SULLIVAN			WHITE LAKE	1	0
Mohegan Lake	1	0	WESTCHESTER		
ULSTER			HUDSON RIVER	7	0
HUDSON RIVER	2	0	LONG ISLAND SOUND	7	0
WARREN			YATES		
BRANT LAKE	1	0	KEUKA LAKE	3	0
LAKE GEORGE	10	0			
SCHROON LAKE	1	0			
WAYNE					
ERIE CANAL	1	2			
NYS BARGE CANAL	1	0			
PORT BAY	1	0			

Summary of Accident Types

Accident Type	Fatalities	Injured	Vessels Involved
Capsizing	4	9	14
Collision w/ Fixed Object	2	1	12
Collision w/ Floating Object	0	4	4
Collision w/ Vessel	1	15	55
Fall on Boat	0	1	1
Falls in Boat	0	6	6
Falls Overboard	4	4	9
Fire/Explosion (Fuel)	0	3	12
Fire/Explosion (Other)	0	0	4
Flooding/Swamping	2	0	12
Grounding	3	13	19
Person Is Ejected From Vessel	1	2	4
Sinking	1	0	4
Skier Mishap	1	10	11
Struck by Boat	0	4	6
Struck by Propeller	0	6	6
Struck Submerged Object	0	0	12
Unknown	2	0	6



Operation at Time of Accident, by Type of Accident

Accident Type	Operations	Fatalities	Injured	Vessels Involved
Capsizing	At Anchor	0	2	1
	Cruising	0	2	4
	Drifting	3	3	5
	Rowing or Paddling	0	1	2
	Sailing	1	1	2
Collision w/ Fixed Object	Being Towed	0	0	1
	Cruising	2	1	8
	Cruising, Changing Direction	0	0	1
	Docking/Undocking	0	0	3
	Tied to Dock/Mooring	0	0	1
Collision w/ Floating Object	Cruising	0	4	3
	Tied to Dock/Mooring	0	0	1
Collision w/ Vessel	Unknown	0	1	8
	At Anchor	0	0	7
	Changing Direction	0	1	5
	Changing Speed	1	1	5
	Cruising	0	8	29
	Cruising, Changing Direction	0	1	1
	Docking/Undocking	0	0	8
	Drifting	0	3	14
	Tied to Dock/Mooring	0	0	15
Fall on Boat	Cruising	0	1	1
Falls in Boat	Cruising	0	1	1
	Docking/Undocking	0	1	1
	Drifting	0	3	3
	Tied to Dock/Mooring	0	1	1
Falls Overboard	At Anchor	1	0	1
	Changing Direction	0	2	1
	Cruising	2	1	4
	Docking/Undocking	0	1	1
	Drifting	0	0	1
	Tied to Dock/Mooring	1	0	1

Accident Type	Operations	Fatalities	Injured	Vessels Involved
Fire/Explosion (Fuel)	At Anchor	0	0	1
	Cruising	0	2	7
	Tied to Dock/Mooring	0	1	4
Fire/Explosion (Other)	Cruising	0	0	1
	Tied to Dock/Mooring	0	0	3
Flooding/ Swamping	Unknown	0	0	1
	At Anchor	0	0	1
	Cruising	1	0	5
	Drifting	0	0	3
	Rowing or Paddling	1	0	1
	Sailing	0	0	1
Grounding	Cruising	3	13	19
Person Is Ejected From Vessel	Changing Speed, 0 Direction	0	1	1
	Cruising	0	0	1
	Drifting	1	1	2
Sinking	Cruising	0	0	3
	Drifting	1	0	1
Skier Mishap	Unknown	0	1	1
	Changing Direction	0	2	2
	Changing Speed	0	1	1
	Cruising	1	5	6
	Launching	0	1	1
Struck by Boat	Cruising	0	2	2
	Docking/Undocking	0	1	2
	Sailing	0	1	2
Struck by Propeller	Cruising	0	3	3
	Drifting	0	2	2
	Launching	0	1	1
Struck Submerged Object	Cruising	0	0	10
	Docking/Undocking	0	0	2
	Tied to Dock/Mooring	0	0	1
Unknown	Unknown	1	0	4
	Cruising	0	0	1
	Drifting	1	0	1
	Tied to Dock/Mooring	0	0	2

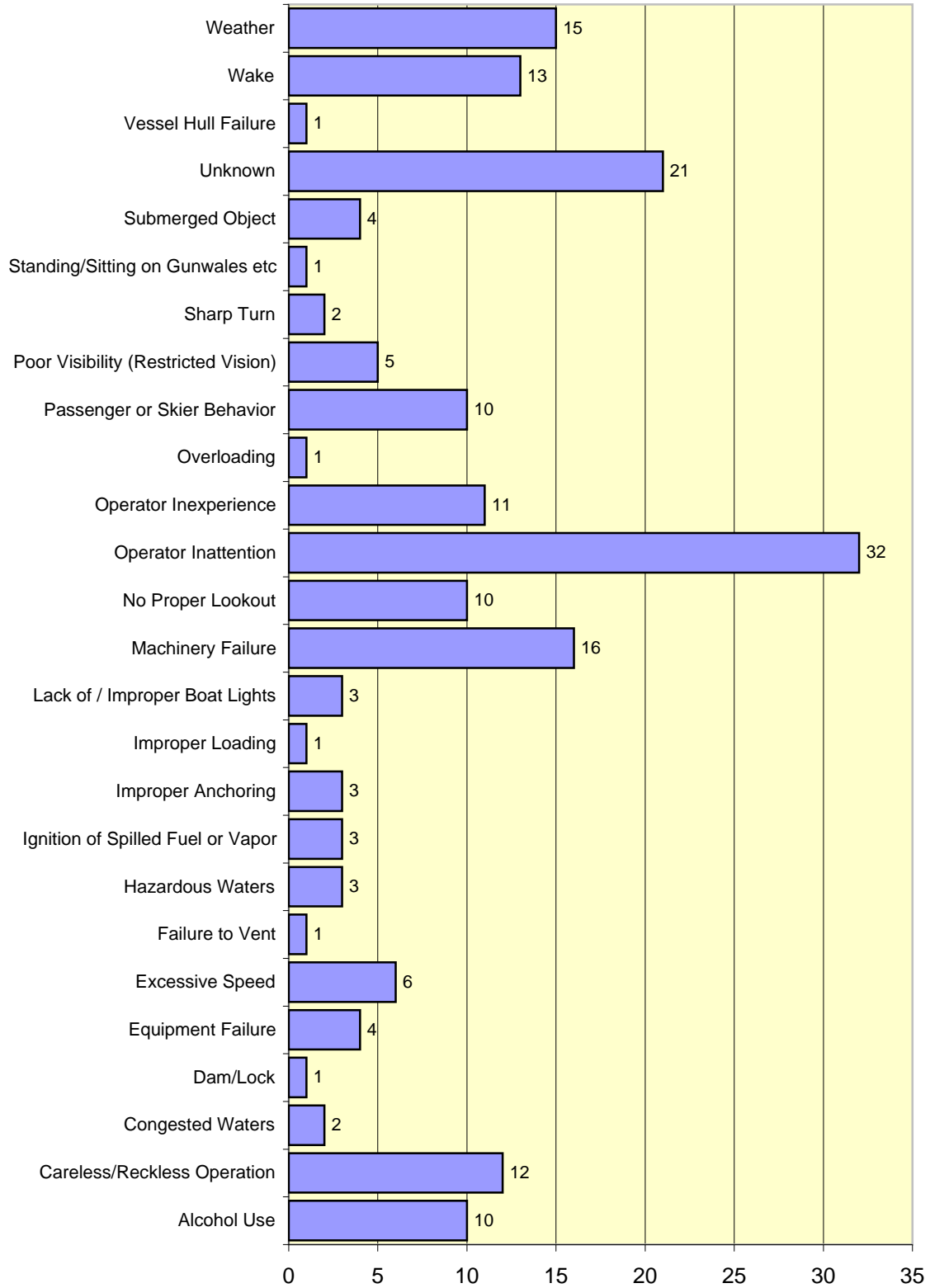
TYPE OF ACCIDENT by CAUSE

Accident Type	Cause of Accident	Vessels Involved	Fatalities	Injured
Capsizing	Alcohol Use	1	0	1
	Dam/Lock	1	1	1
	Equipment Failure	1	0	0
	Improper Anchoring	1	0	2
	Operator Inexperience	1	0	1
	Unknown	1	2	0
	Overloading	1	0	0
	Wake	2	0	3
	Weather	5	1	1
Collision w/ Fixed Object	Alcohol Use	1	0	1
	Excessive Speed	1	2	0
	Machinery Failure	3	0	0
	No Proper Lookout	1	0	0
	Operator Inattention	3	0	0
	Operator Inexperience	1	0	0
	Unknown	2	0	0
	Wake	1	0	0
Collision w/ Floating Object	Alcohol Use	1	0	2
	Operator Inattention	1	0	2
	Poor Visibility (Restricted)	1	0	0
	Wake	1	0	0
Collision w/ Vessel	Alcohol Use	1	0	0
	Careless/Reckless	8	0	4
	Excessive Speed	3	0	0
	Improper Anchoring	1	0	0
	Lack of / Improper Boat	1	0	0
	Machinery Failure	5	0	0
	No Proper Lookout	6	0	0
	Operator Inattention	14	1	6
	Operator Inexperience	6	0	1
	Poor Visibility (Restricted)	1	0	0
	Sharp Turn	2	0	2
	Unknown	6	0	2
	Wake	2	0	0
	Weather	2	0	0

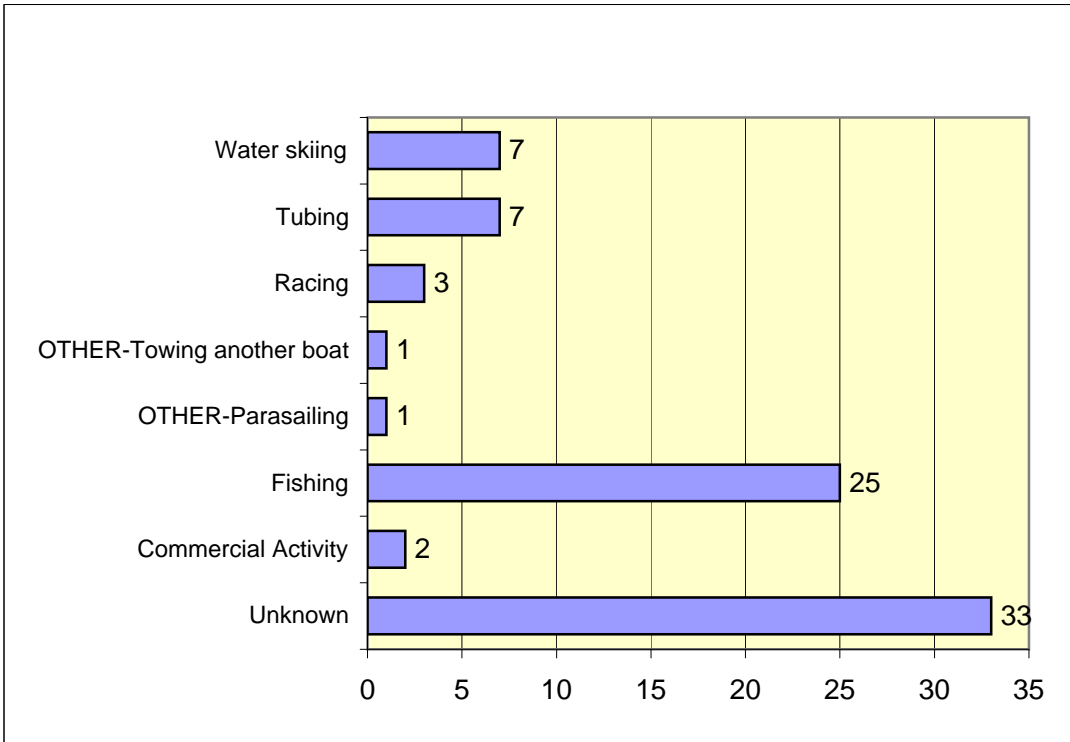
Accident Type	Cause of Accident	Vessels Involved	Fatalities	Injured
Fall on Boat	Wake	1	0	1
	Operator Inattention	2	0	2
	Passenger or Skier	1	0	1
	Wake	2	0	2
	Weather	1	0	1
Falls Overboard	Alcohol Use	2	2	0
	Careless/Reckless	1	1	0
	Congested Waters	1	0	0
	Excessive Speed	2	0	3
	Operator Inattention	1	0	1
	Unknown	1	1	0
	Weather	1	0	0
Fire/Explosion (Fuel)	Failure to Vent	1	0	1
	Ignition of Spilled Fuel or	3	0	2
	Machinery Failure	6	0	0
	Unknown	2	0	0
Fire/Explosion (Other)	Careless/Reckless	1	0	0
	Machinery Failure	3	0	0
Flooding/ Swamping	Alcohol Use	1	1	0
	Equipment Failure	1	0	0
	Improper Anchoring	1	0	0
	Improper Loading	1	0	0
	Machinery Failure	2	0	0
	Wake	4	0	0
	Weather	2	1	0
Grounding	Alcohol Use	2	3	8
	Careless/Reckless	1	0	1
	Hazardous Waters	2	0	0
	No Proper Lookout	2	0	1
	Operator Inattention	6	0	0
	Operator Inexperience	1	0	0
	Poor Visibility (Restricted	2	0	1
	Submerged Object	2	0	1
	Unknown	1	0	1

Accident Type	Cause of Accident	Vessels Involved	Fatalities	Injured
Person Is Ejected From Vessel	Excessive Speed	1	0	0
	Operator Inattention	1	0	1
	Operator Inexperience	1	1	0
	Unknown	1	0	1
Sinking	Unknown	1	1	0
	Vessel Hull Failure	2	0	0
	Weather	1	0	0
Skier Mishap	Careless/Reckless	2	0	2
	Passenger or Skier	8	1	7
	Weather	1	0	1
Struck by Boat	Unknown	1	0	1
	Equipment Failure	1	0	0
	Operator Inattention	4	0	3
Struck by Propeller	Unknown	1	0	1
	Alcohol Use	1	0	1
	Operator Inattention	1	0	1
	Passenger or Skier	1	0	1
	Poor Visibility (Restricted Standing/Sitting on	1	0	1
		1	0	1
Struck Submerged Object	Congested Waters	1	0	0
	No Proper Lookout	2	0	0
	Operator Inattention	3	0	0
	Operator Inexperience	2	0	0
	Submerged Object	4	0	0
Unknown	Alcohol Use	1	1	0
	Unknown	4	1	0
	Wake	1	0	0

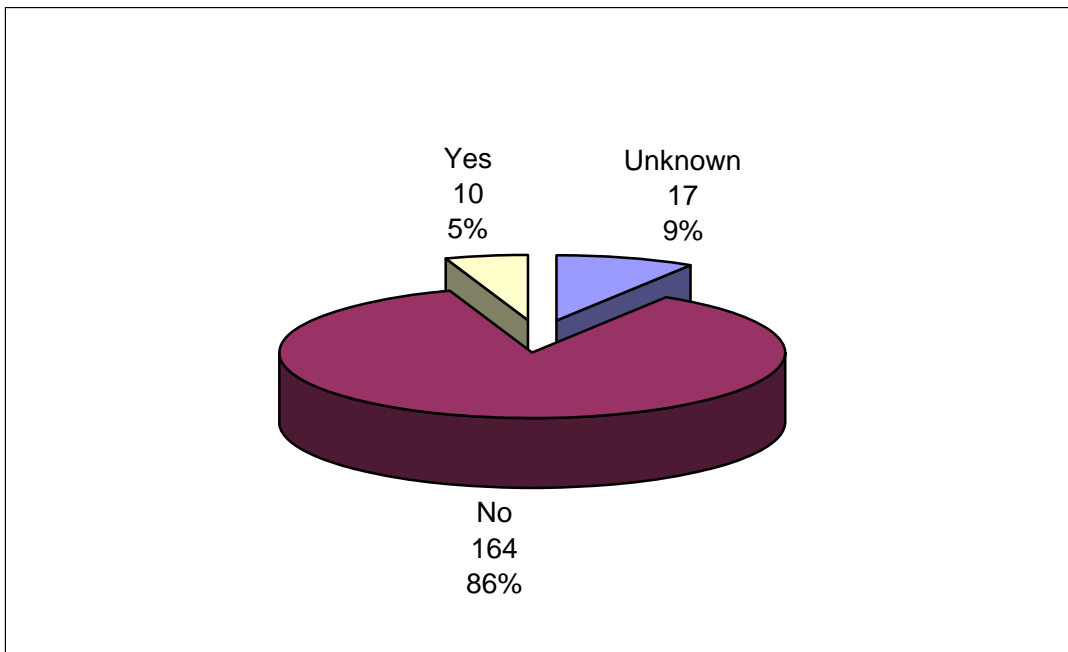
SUMMARY OF ACCIDENT CAUSES



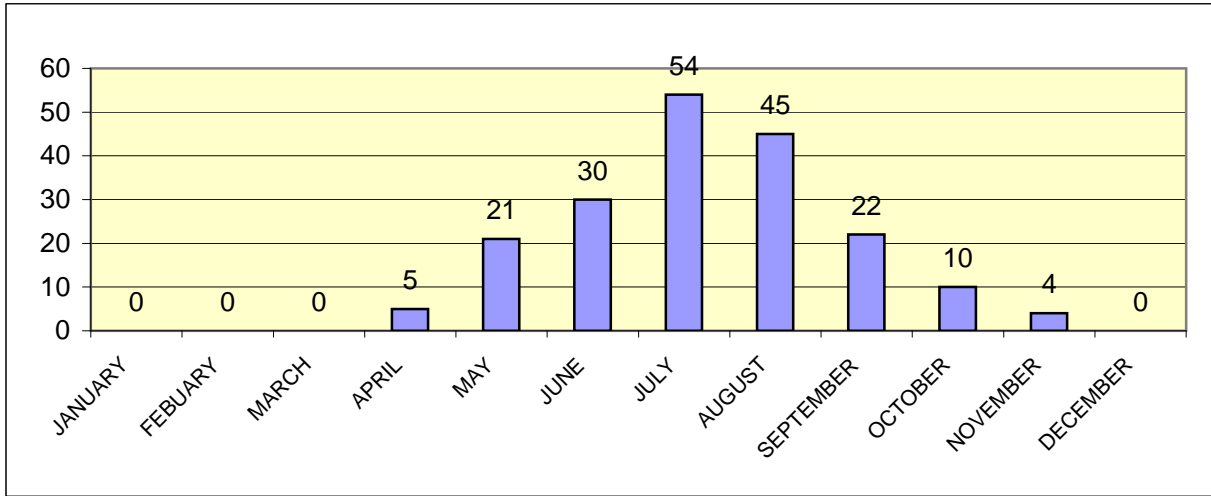
Activity at Time of Accident



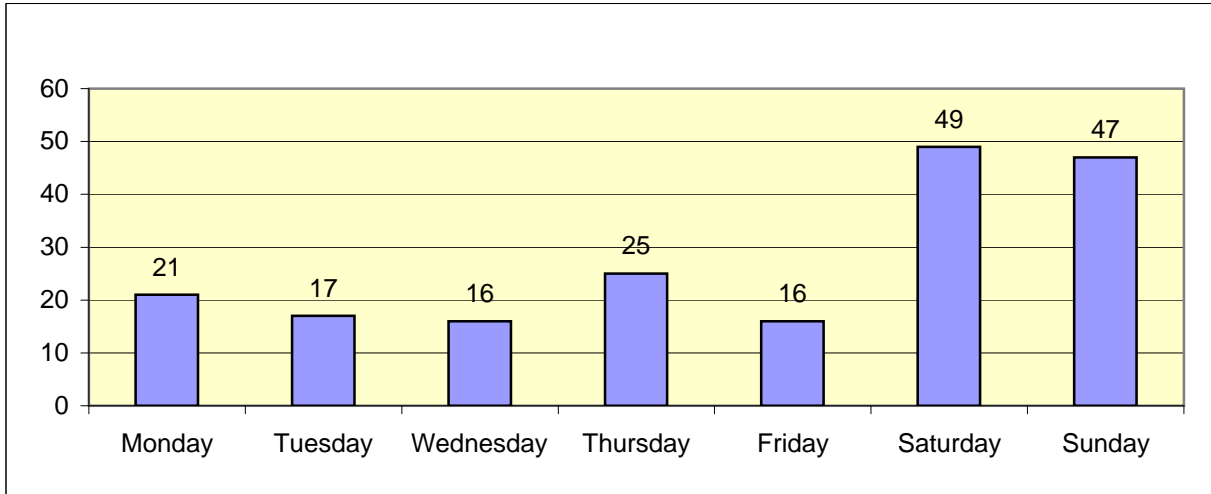
Alcohol Involvement in Boating Accidents



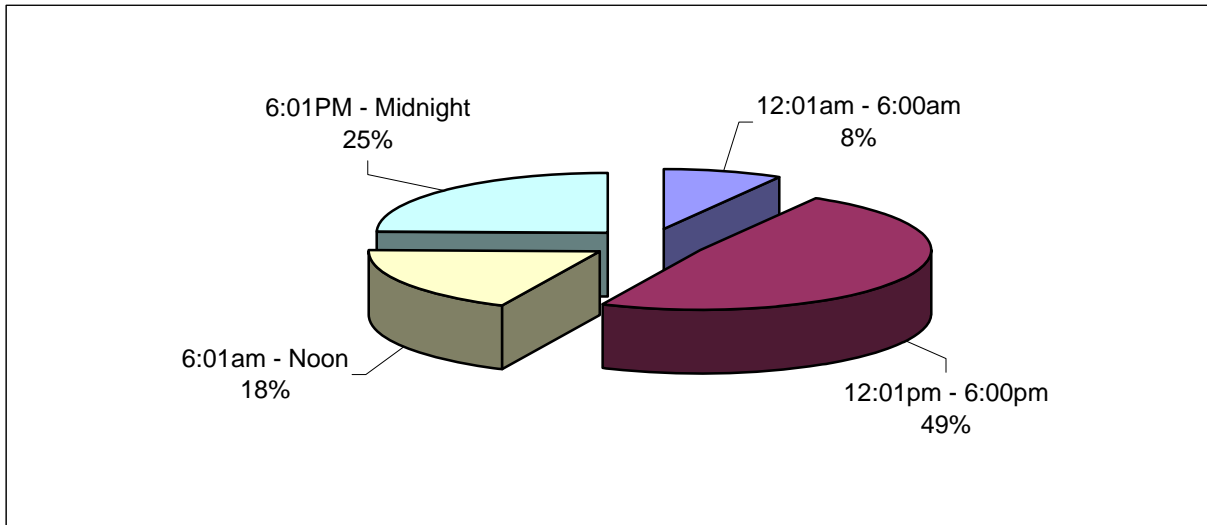
Month of Accident



Day of the Week



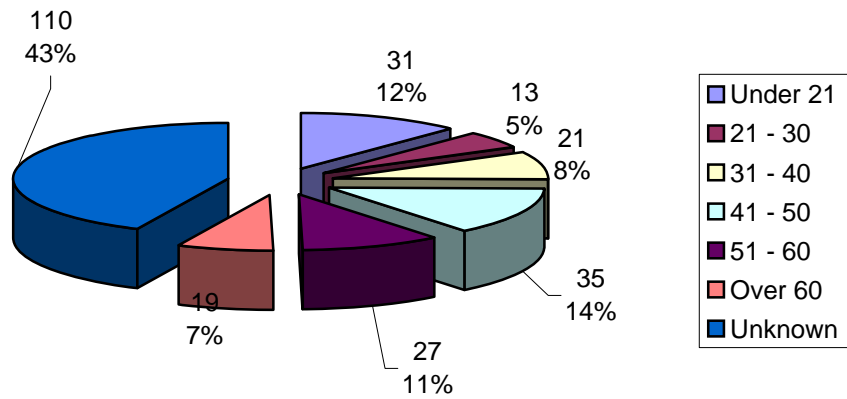
Time of Accident



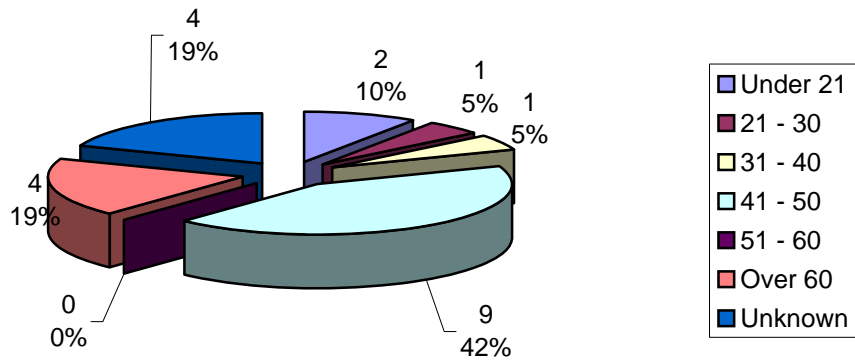
Operator Age

Operator Age Group	Vessels	Fatalities	Injured
Under 21	31	2	13
21 - 30	13	1	3
31 - 40	21	1	8
41 - 50	35	9	13
51 - 60	27	0	8
Over 60	19	4	8
Unknown	110	4	25

Operator Ages - All Accidents



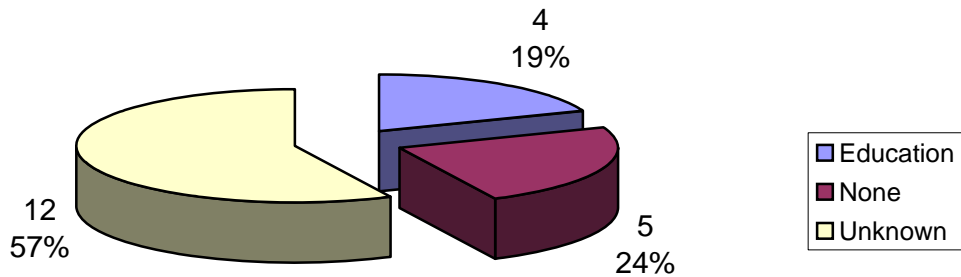
Operator Ages - Fatal Accidents



Age of Operator, Boating Education of Operator

Operator Age Group	Education Status	Vessels	Fatalities	Injured
Unknown/ No Operator	Education	12	0	2
	None	31	1	9
	Unknown	67	3	14
Under 21	Education	17	0	5
	Unknown	4	2	1
	None	8	1	6
21 - 30	Education	6	0	2
	None	4	0	0
	Unknown	3	1	0
31 - 40	Education	6	0	1
	None	12	0	6
	Unknown	8	6	4
41 - 50	Education	15	1	8
	None	8	2	1
	Unknown	11	0	2
51 - 60	Education	8	0	3
	None	12	0	4
	Unknown	3	0	0
Over 60	Education	5	3	5
	None	9	0	2
	Unknown	7	1	3

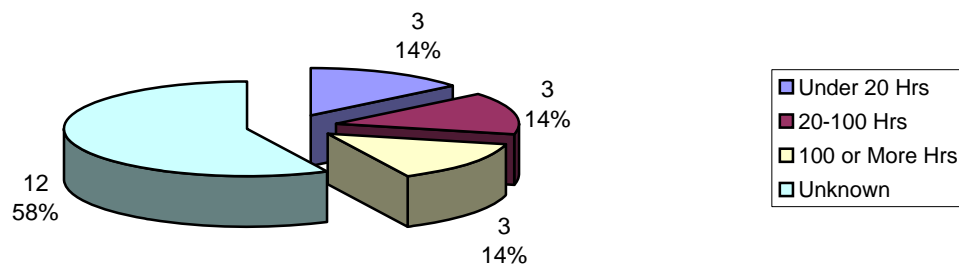
Fatal Accident Operator Education



Age of Operator, Boating Experience of Operator

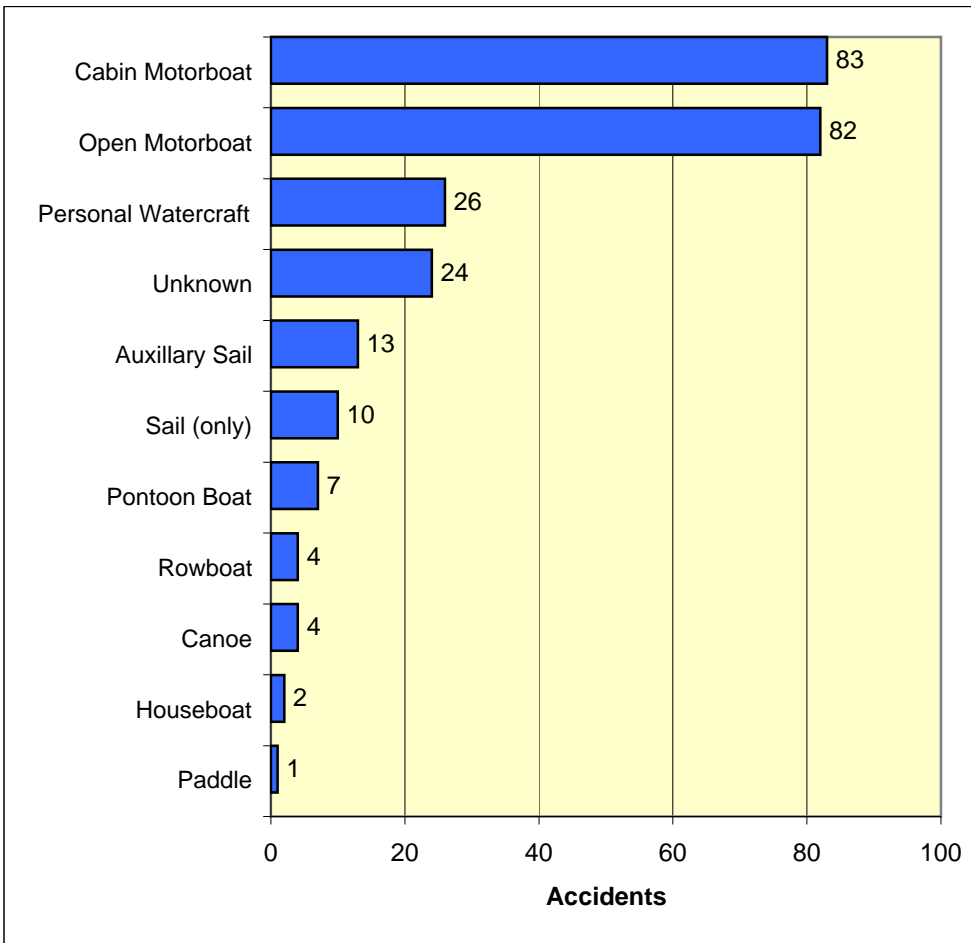
Operator Age Group	Operator Experience	Vessels	Fatalities	Injured
Under 21	Under 20 Hrs	3	1	2
	20-100 Hrs	13	1	3
	100 or More Hrs	10	0	5
	Unknown	5	0	3
21 - 30	Under 20 Hrs	0	0	0
	20-100 Hrs	6	0	1
	100 or More Hrs	5	0	1
	Unknown	2	1	1
31 - 40	Under 20 Hrs	1	0	0
	20-100 Hrs	5	0	7
	100 or More Hrs	13	0	1
	Unknown	2	1	0
41 - 50	Under 20 Hrs	1	2	0
	20-100 Hrs	9	2	1
	100 or More Hrs	21	2	10
	Unknown	4	3	2
51 - 60	Under 20 Hrs	3	0	3
	20-100 Hrs	7	0	1
	100 or More Hrs	12	0	4
	Unknown	5	0	0
Over 60	Under 20 Hrs	1	0	1
	20-100 Hrs	3	0	0
	100 or More Hrs	12	1	3
	Unknown	3	3	4
Unknown/No Operator	Under 20 Hrs	1	0	0
	20-100 Hrs	11	0	4
	100 or More Hrs	32	0	12
	Unknown	66	4	9

Fatal Accident Operator Experience



TYPES OF VESSELS

Vessel Type	Vessels	Fatalities	Injured
Auxillary Sail	13	0	0
Cabin Motorboat	83	7	19
Canoe	4	1	3
Houseboat	2	0	0
Open Motorboat	82	5	34
Paddle	1	0	0
Personal Watercraft	26	3	14
Pontoon Boat	7	0	1
Rowboat	4	4	0
Sail (only)	10	1	3
Unknown	24	0	4



VESSEL TYPE AND ACCIDENT TYPE

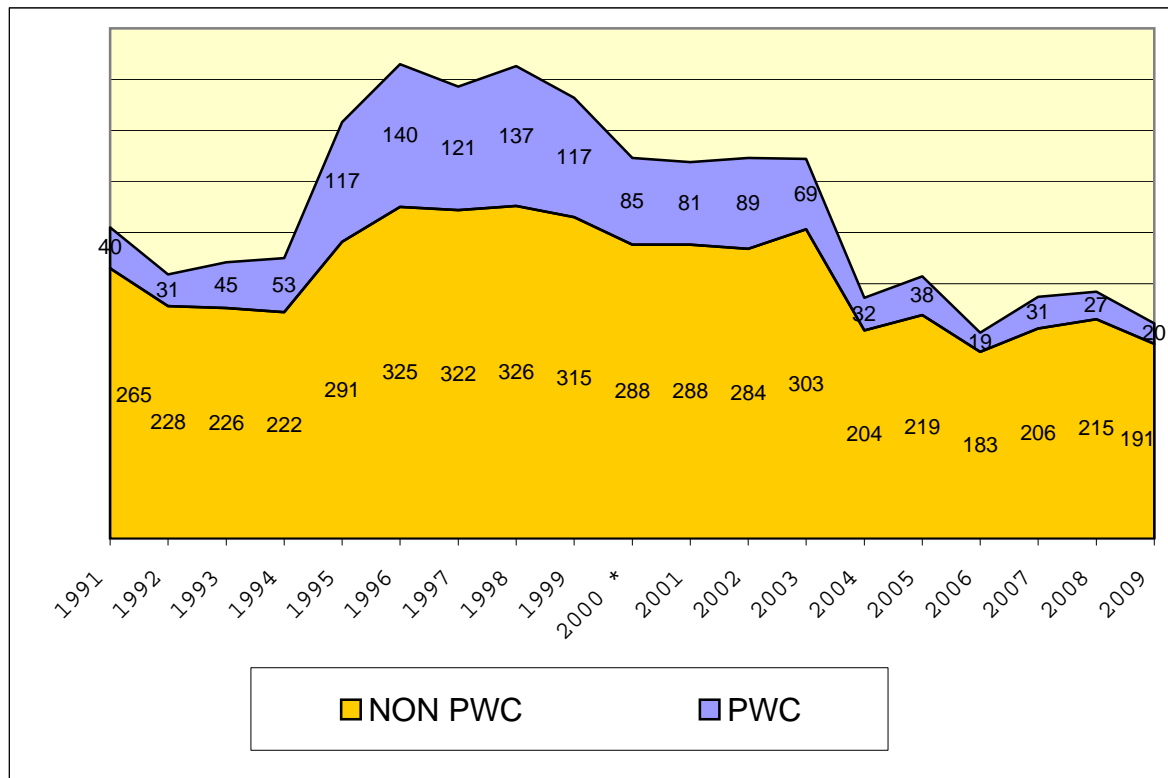
Vessel Type	Accident Type	Vessels	Fatalities	Injured
Auxillary Sail	Capsizing	1	0	0
	Collision w/ Vessel	9	0	0
	Struck Submerged Object	2	0	0
	Unknown	1	0	0
Cabin Motorboat	Collision w/ Fixed Object	7	0	1
	Collision w/ Floating Object	3	0	2
	Collision w/ Vessel	32	0	2
	Falls in Boat	3	0	2
	Fall on Boat	1	0	1
	Falls Overboard	4	2	1
	Fire/Explosion (Fuel)	6	0	2
	Fire/Explosion (Other)	2	0	0
	Flooding/Swamping	2	0	0
	Grounding	12	3	6
	Person Leaves / Ejected	1	1	0
	Sinking	1	0	0
	Skier Mishap	2	0	2
	Struck Submerged Object	5	0	0
Unknown	2	1	0	
Canoe	Capsizing	3	0	3
	Flooding/Swamping	1	1	0
Houseboat	Fire/Explosion (Fuel)	1	0	0
	Fire/Explosion (Other)	1	0	0
Open Motorboat	Capsizing	6	1	5
	Collision w/ Floating Object	1	0	2
	Collision w/ Fixed Object	3	0	0
	Collision w/ Vessel	28	0	3
	Grounding	6	0	6
	Falls Overboard	3	2	1
	Falls in Boat	4	0	4
	Fire/Explosion (Fuel)	4	0	0
	Flooding/Swamping	6	0	0
	Sinking	2	1	0
	Skier Mishap	8	1	7
	Struck by Boat	1	0	1
	Struck by Propeller	5	0	5
	Struck Submerged Object	5	0	0

Vessel Type	Accident Type	Vessels	Fatalities	Injured
Paddle	Capsizing	1	0	0
Personal Watercraft	Collision w/ Fixed Object	1	2	0
	Collision w/ Vessel	20	1	9
	Falls Overboard	1	0	2
	Struck by Boat	1	0	1
	Person Leaves / Ejected	3	0	2
Pontoon Boat	Collision w/ Vessel	5	0	0
	Struck by Propeller	1	0	1
	Struck Submerged Object	1	0	0
Rowboat	Capsizing	1	2	0
	Falls Overboard	1	0	0
	Flooding/Swamping	1	1	0
	Unknown	1	1	0
Sail (only)	Capsizing	2	1	1
	Collision w/ Fixed Object	1	0	0
	Collision w/ Vessel	3	0	0
	Flooding/Swamping	1	0	0
	Struck by Boat	3	0	2
Unknown	Collision w/ Fixed Object	2	0	0
	Collision w/ Vessel	11	0	1
	Fire/Explosion (Fuel)	1	0	1
	Fire/Explosion (Other)	1	0	0
	Flooding/Swamping	1	0	0
	Grounding	1	0	1
	Sinking	1	0	0
	Skier Mishap	1	0	1
	Struck by Boat	1	0	0
Unknown	4	0	0	

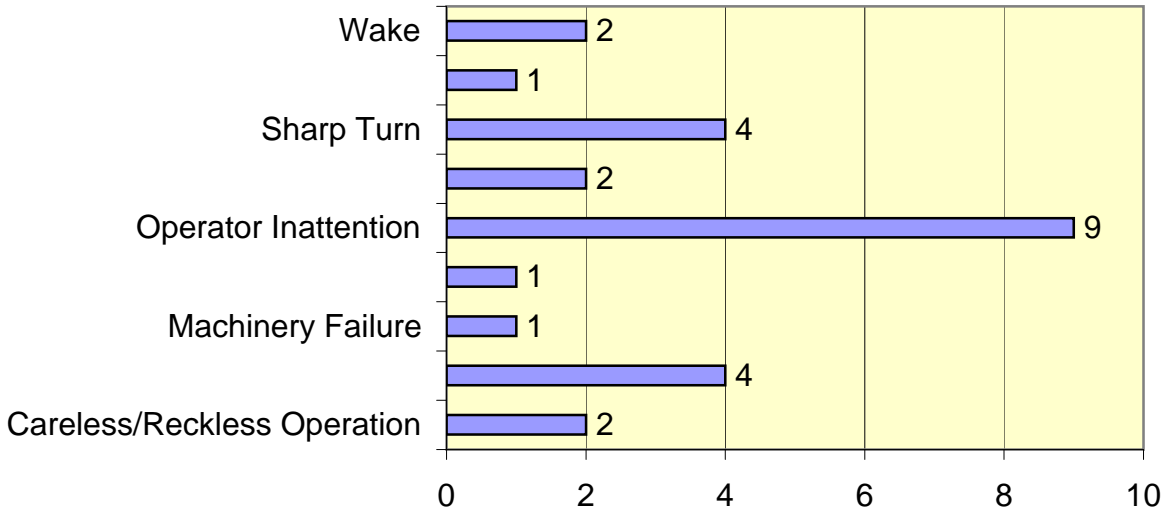
PWC Accidents

Year	PWC Accidents	Fatalities	Injuries
1991	40	0	21
1992	31	1	21
1993	45	1	32
1994	53	3	33
1995	117	3	48
1996	140	2	62
1997	121	6	65
1998	137	3	66
1999	117	4	70
2000 *	85	1	35
2001	81	0	43
2002	89	2	47
2003	69	1	37
2004	32	1	17
2005	38	3	29
2006	19	1	16
2007	31	1	18
2008	27	0	21
2009	20	3	14

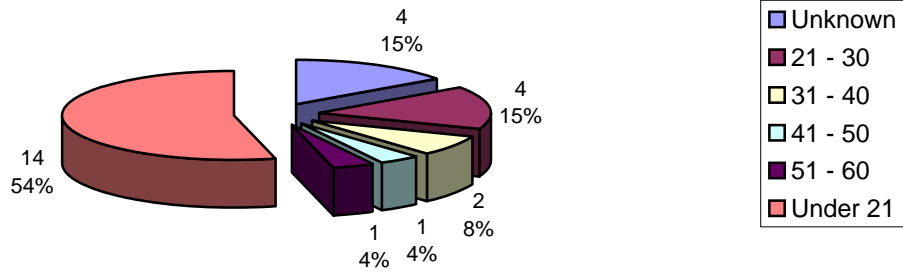
* Mandatory education for PWC operators went into effect



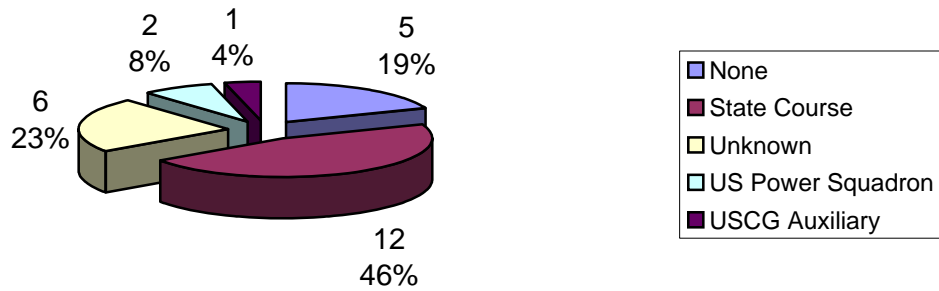
Causes of PWC Accidents



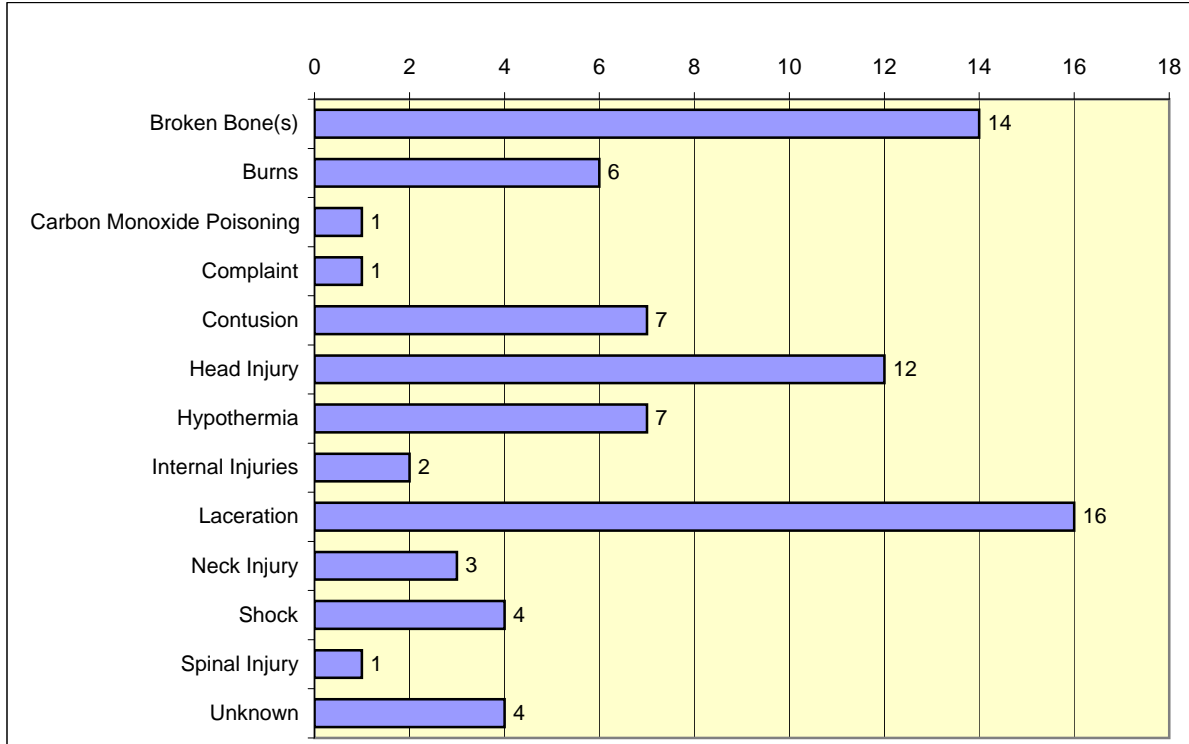
Age of PWC Operator



PWC Operator Education



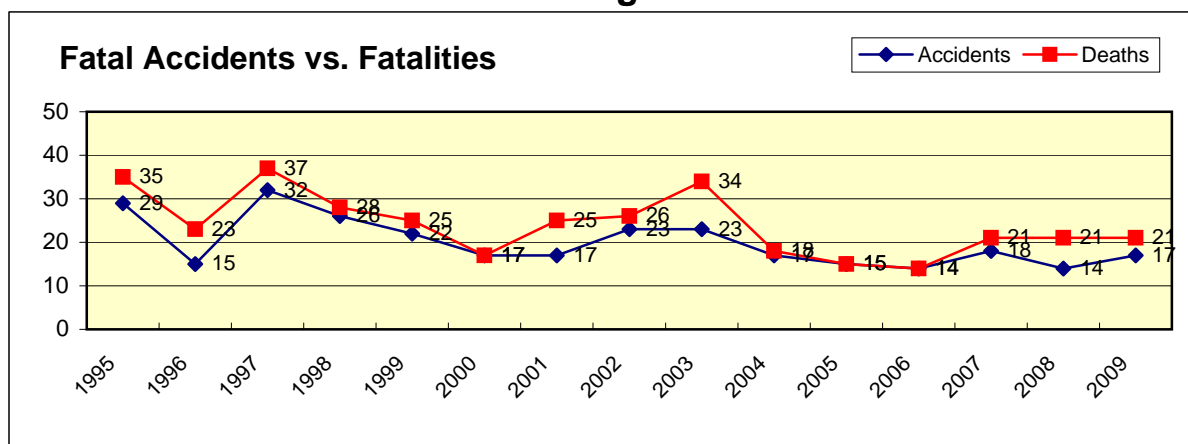
INJURIES



Note: Only injuries requiring medical assistance are considered in these tables.

Injury Type	Cabin M/B	Canoe	Open M/B	PWC	Pontoon	Sail (only)	Unk	Total
Broken Bone(s)	2	0	8	3	0	1	0	14
Burns	5	0	0	0	0	0	1	6
Complaint	0	0	1	0	0	0	0	0
CO Poisoning	1	0	0	0	0	0	0	1
Contusion	2	0	5	0	0	0	0	7
Head Injury	1	0	6	3	0	1	1	12
Hypothermia	1	3	3	0	0	0	0	7
Internal Injuries	1	0	0	1	0	0	0	2
Laceration	2	0	9	2	1	1	1	16
Neck Injury	2	0	0	1	0	0	0	3
Shock	0	0	2	2	0	0	0	4
Spinal Injury	1	0	0	0	0	0	0	1
Unknown	1	0	0	2	0	0	1	4
Total	19	3	34	14	1	3	4	78

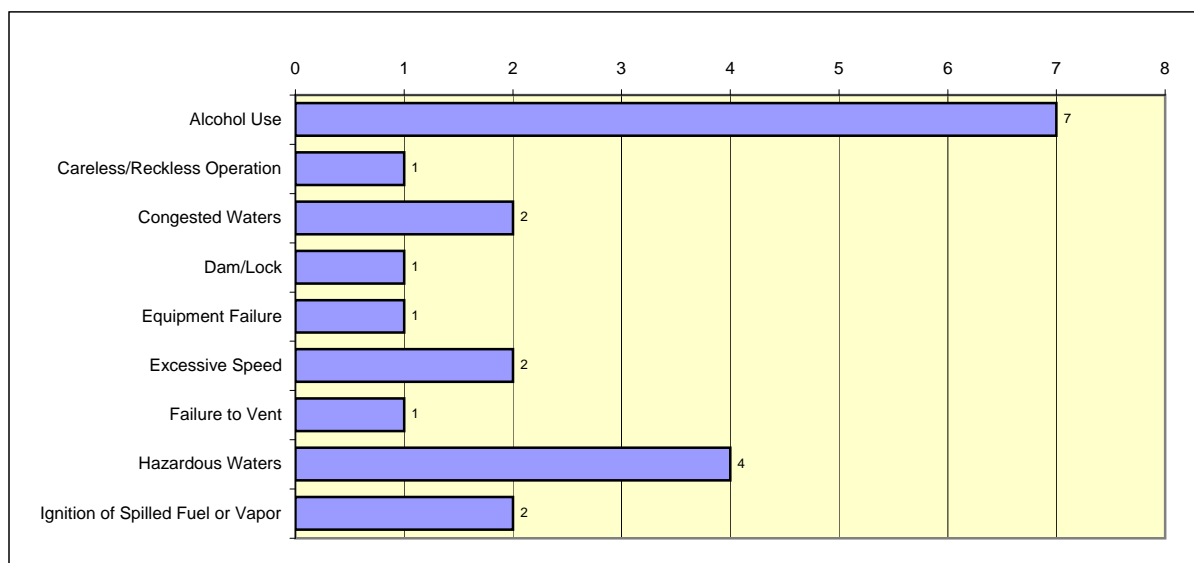
Fatal Boating Accidents



Fatal Accidents, Type of Boat and Operation

Vessels	Anchored	Changing Speed	Cruising	Drifting	Unknown	Rowing	Sailing	Tied Mooring	Total
Cabin Motorboat	1	0	1	2	0	0	0	1	5
Personal Watercraft	0	1	1	0	0	0	0	0	2
Canoe	0	0	1	0	0	0	0	0	1
Open Motorboat	0	0	3	2	0	0	0	0	5
Rowboat	0			1	1	1	0	0	3
Sail (only)	0	0	0	0	0	0	1	0	1
Total	1	1	6	5	1	1	1	1	17

Fatal Accident Causes



Summary of Fatal Boating Accidents

Date	Body Of Water	County	Alcohol Involved?	Cause	Deceased	Accident Type	Vessel Type
29-Apr	Erie Canal	Wayne	Unknown	Unknown	2	Capsizing	Rowboat
<p>The victims were seen fishing near a bridge from a 10-foot jon boat, later described as being in very poor condition. For unknown reasons, both the victims and the boat went under the water, with no witnesses in the area. The bodies of the victims were recovered but the boat was not.</p>							
24-May	Allegheny Reservoir	Cattaraugus	Yes	Alcohol Use	1	Unknown	Rowboat
<p>A boat was found floating along the south side of Onoville Bay, with no operator. Ownership of the vessel was determined, and witnesses stated that the victim had gone fishing early in the morning, after consuming "a lot of alcohol". It was thought that he might have left the boat to go sleep in the woods, but the boat was found partially swamped. Investigation of the scene uncovered a fishing line caught in a tree, with the pole dangling nearby, and a shoe floating in this area. A dive team was brought in, and the body recovered. The evidence would seem to indicate that the victims line got caught in a tree, and while trying to untangle it he fell from the boat into the water.</p>							
31-May	Hudson River	Albany	Yes	Alcohol Use	1	Flooding/ Swamping	Canoe
<p>Three family members were fishing from a canoe on the Hudson River, not far from a dam. Their vessel got caught in the backflow current of the dam and capsized, throwing them all into the cold water, without life jackets. Two individuals were able to quickly reach shore, where they saw the victim being swept down river by the current. Some alcohol had been consumed prior to the accident.</p>							
7-Jun	Private Lake	Allegheny	No	Passenger or Skier Behavior	1	Skier Mishap	Open Motorboat
<p>The victim was waterskiing on a private lake on a slalom course. He was nationally ranked for his age group, despite being physically disadvantaged. While making a turn around a buoy, the victim fell forward, with his head and neck becoming entangled in the tow rope handle. The victim was lifted into the air as he fell, and then impacted the water. He was pronounced dead from apparent traumatic injury to his head.</p>							
4-Jul	Great South Bay	Suffolk	No	Weather	1	Capsizing	Sail (only)
<p>While racing in a sail regatta the victims boat capsized due to strong winds. While trying to right his vessel, the victim suffered a fatal heart attack.</p>							
10-Jul	Great South Bay	Suffolk	No	Unknown	1	Unknown	Cabin Motorboat
<p>After being reported missing, the victim's vessel was found drifting with the engine running and the navigation lights on. The victim was soon found floating near by the drifting vessel, drowned. There were no witnesses to this incident, and no indications of how or why the victim fell into the water.</p>							

Date	Body Of Water	County	Alcohol Involved?	Cause	Deceased	Accident Type	Vessel Type
16-Jul	Great kills Harbor	Richmond	No	Unknown	1	Falls Overboard	Cabin Motorboat
<p>The person reporting this accident was inside the cabin of his boat when he heard the victim, whose boat was at the next dock, call his name. By the time he stepped outside his boat, the victim had fallen into the water, presumably while trying to board his own vessel, where he was found unconscious. Attempts to revive him were unsuccessful.</p>							
25-Jul	Keuka Lake	Steuben	Yes	Alcohol Use	1	Falls Overboard	Open Motorboat
<p>Three people were riding in a 19-foot open motorboat, heading northbound on Keuka Lake. While bringing the boat to a level palning position, one of the passengers, who was sitting in the rear of the boat, fell out over the transom. By the time the operator was able to bring the boat around to assist him, he had slipped beneath the surface and he could not be found. He was not wearing a lifejacket.</p>							
25-Jul	Owasco Lake	Cayuga	No	Operator Inexperience	1	Person Is Ejected From Vessel	Cabin Motorboat
<p>Two children and one adult were being pulled on a tube on Owasco lake. The tube overturned, throwing all three into the water. The adult on the tube was not wearing a life jacket, and was having difficulty floating. The two children were drifting away from the tube in their life jackets, safe. The operator of the vessel swam out to the adult with a life jacket, while not wearing one himself. While swimming back to the boat from the tube the operator of the vessel became fatigued, went under the water and drowned.</p>							
1-Aug	Crooked Creek	Nassau	No	Excessive Speed	2	Collision w/ Fixed Object	Personal Watercraft
<p>A father and son were riding on a personal watercraft on Crooked Creek. They left the marked channel and crossed approximately 40-feet of grassy, shallow water, striking a dock. Both father and son suffered fatal head injuries from the impact. They were both wearing lifejackets, alcohol was not a factor, and there are no indications that the operator had not completed a safety course as required by law to operate a PWC.</p>							
2-Aug	Cayuga Lake	Cayuga	Yes	Alcohol Use	1	Falls Overboard	Cabin Motorboat
<p>Vessel 1 was at anchor when the victim tried, unsuccessfully, to retrieve the anchor. While standing on the bow, his wife tried to drive the boat, hoping to dislodge the anchor. The victim was knocked into the water. The victim tried to reboard vessel from the swim ladder, but while doing so fell off, submerged and never returned to the surface.</p>							

Date	Body Of Water	County	Alcohol Involved?	Cause	Deceased	Accident Type	Vessel Type
9-Aug	Silver Lake	Otsego	No	Weather	1	Flooding/ Swamping	Rowboat
Victim and his girlfriend were out fishing from a small jon boat when a storm began to threaten. The victim attempted to row back to shore, but water began entering the boat as he did so, until the boat sank. They both began swimming for shore. The woman made it to shore with the assistance of witnesses, but the victim disappeared beneath the water and drowned. Neither were wearing life jackets.							
15-Aug	Long Island Sound	Suffolk	No	Unknown	1	Sinking	Open Motorboat
Three men and a woman were fishing from a 10-foot jon boat with a 5 hp outboard engine. The vessel began to take water over the gunwales, eventually capsizing it. While the boat had Type II lifejackets on board, they were not used. A passing canoeist was able to assist three of the boaters, but the fourth had slipped beneath the water and drowned.							
16-Aug	Chatauauqua Lake	Chautauqua	No	Unknown	1	Falls Overboard	Open Motorboat
While cruising along at approximately 25 mph, the operator was unable to get his boat to plane properly. He asked one of his passengers to move to the open bow area of the boat. That passenger had previously consumed an estimated 8 beers. He was on his knees in the bow area, when the operator swung the boat to port in order to avoid some oncoming wakes/waves. The passenger was thrown overboard, head first into the water. The operator immediately turned his vessel back to starboard, throwing himself from his seat in the process. The passenger was struck by the prop during this maneuver, causing him to lose consciousness and ultimately drown. The deceased was not wearing a lifejacket, and alcohol was not a factor in this accident.							
7-Sep	Hutchinson River	Bronx	No	Operator Inattention	1	Collision w/ Vessel	Personal Watercraft
Two teenage girls were following one another on personal watercraft heading southbound on the Hutchinson River, near the south end of Goose Island, each with a passenger. The operator of Vessel 1 slowed down. The second operator, following directly behind the first, was not able to slow down in time, thus colliding with and riding over the top of Vessel 1 causing fatal traumatic injury to the passenger of that vessel.							
4-Oct	Hempstead Harbor	Nassau	No	Alcohol Use	3	Grounding	Cabin Motorboat
Seven people were cruising the Great Island Channel in a 40-foot Hustler in the early evening. As the vessel passed under a bridge, it left the channel, hit a marshy area, and came to rest more than 100 feet from the water. All seven persons were thrown overboard, three of them suffering fatal injuries while the other four were seriously injured. Investigation showed that the operator was legally intoxicated at the time of the crash, and was travelling at a high rate of speed at the time of the accident.							
17-Nov	Hudson River	Saratoga	No	Dam/Lock	1	Capsizing	Open Motorboat
Two men were working from a small boat above a dam, when their vessel ran out of gas. They attempted to paddle the boat with hands and hard hats, but were swept toward the dam. They attempted to swim for shore, but could not make it, and tried to reboard the vessel, eventually drifting over the dam. One of the men was able to make it to safety, but the other was caught in the boil and drowned. Both men were wearing life jackets.							