



New York State  
Parks, Recreation and  
Historic Preservation



**2022 Recreational  
Boating Report**



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## Executive Summary

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

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



Recreational boating is a multi-billion dollar a year industry enjoyed by residents and visitors alike. In 2022, New York State registered 438,974 vessels. Of these, 2,409 vessels were for commercial purposes and 436,565 were for recreational purposes. In 2022, New York had 28 reported fatalities. This is an increase of 10 fatalities compared to last year. Most of these fatalities were individuals between the ages of 21-60,

with 29% of fatalities happening among those between 41-50 years old. The phase-in of Brianna's Law continues in 2023 culminating in 2025 with all ages being required to take a Safe Boating Course.

New York's motorized vessel fatality rate was 3.21 deaths per each 100,000-registered watercraft in 2022. When you include paddle-craft fatalities, that number jumps to 6.64, which is a significant increase. From 2000 to 2022, the long-term average fatality rate is 4.67. On a positive note, New York had fewer total reported incidents (187) and injuries (66) in 2022, compared to 2021.

From 2012 to 2022, recreational boating deaths have averaged 22 deaths per year. There are almost 120,000 more registered boats and vastly more unregistered paddle craft now. From 1970 to 1990, recreational boating deaths averaged 62 deaths per year. This decrease can largely be contributed to a few key factors. The federal government created many important safety standards for boat manufacturers, most notably, the Federal Boat Safety Act of 1971. Increased education and lifejacket use are also significant factors.

Legislation has strengthened BWI laws and changed the perception of drinking alcohol on the water. Changes to boater education laws have expanded from the first

requirements for youths to take a mandatory course which started in 1959, to requirements for personal watercraft operators which started in 2000, and now to Brianna’s Law which includes all motorized boat operators born after January 1, 1983, and by 2025, all ages. Online education has further made boating education accessible to all. Availability of equipment, training, and funding through grant programs has led to an enhanced marine law enforcement capability.

What causes recreational boating incidents and fatalities on the water in New York? The leading cause is drowning. During 2022, 75% of all drowning victims did not wear a lifejacket. It is impossible to tell how many people have been saved by wearing a lifejacket but the potential consequences of not wearing one are clear. We also know how deadly of an impact unexpected cold-water immersion can be in both the early and late boating seasons. There are far fewer reported incidents during the cold weather months, but a much higher percentage of them result in a fatality. Cold-water immersion can overcome a victim quickly. This is because the physiology of cold-water immersion involves uncontrollable physical reactions such as a gasp reflex, hyperventilation, unconsciousness, elevated heart rate, and vasoconstriction; all of which can quickly overcome a boater in distress. A properly fastened lifejacket, along with proper cold weather clothing, is the surest way to ensure survival in cold water longer. The lack of a lifejacket, coupled with the fact that most boating deaths involve boats less than 21 feet in length, led to legislation that requires everyone on watercraft less than 21 feet to wear a lifejacket between November 1<sup>st</sup> and May 1<sup>st</sup>. Following the passage of this legislation New York has seen a decrease in the percentage of fatalities occurring during that time.

### 2022 Fatalities -- Life Jacket Use

Status	Number of Fatalities	Percent of Fatalities
Life Jacket Worn	6	21.4%
Life Jacket Not Worn	21	75.0%
Life Jacket Use Unknown	1	3.6%
<b>Totals</b>	<b>28</b>	<b>100%</b>

Alcohol and drug use is a significant cause of fatal boating incidents in New York. Between 2005 and 2022, intoxication was found to be the primary contributing factor in 79 fatalities (21.4%), of all boating deaths. In 2022, alcohol or drugs, including marijuana are known to have been present in 7 of the total fatalities for the year. These substances can impair both judgment and reaction time. Alcohol also causes blood vessels to dilate which accelerates to heat loss and can cause hypothermia to set in more quickly.

Non-motorized watercraft represented fifteen of the total fatalities (54%) in 2022. The size of the non-motorized segment of the boating population is difficult to determine since a registration is not required in New York State. The pandemic brought in many new paddlers. Many are unfamiliar with boating and boating education is not required. Most of these incidents involve the victim exiting the craft unexpectedly either by capsizing or falling overboard. Once in the water the wearing of a lifejacket may have assisted them in surviving. Paddlers should also consider the weather conditions and water temperature they are heading into. Even an experienced paddler may have difficulty out in the elements engaging with uneven, cold waters.

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

Lastly, congratulations to our New York State Educator of the Year nomination for 2022. With the NYS Educator recipient going to Mr. John Rathbun, whose influence and impact on safe boating education in New York far extends his immediate community in Hamilton County. While the Adirondack Park is sparsely populated, with Hamilton County being the least populated in New York State, the area attracts an estimated 12.4 million visitors each year and boasts more than 2,800 lakes and ponds, 1,500 miles of river and an estimated 30,000 miles of brooks and streams. As a Navigational Deputy for the last 32 years, John has been providing safety education to the resident and visiting boaters who enjoy these waterways. He also teaches Industrial Arts and Technology to 8<sup>th</sup> grade students and incorporates the safe boating course in his class, culminating the unit by challenging his students to design and construct model boats propelled by wind or power. In addition to teaching the safe boating course, John also promotes environmental stewardship of Adirondack waterways by conducting aquatic invasive species inspections of boats and trailers at launch zones.



## \*New Regulations / Updates:

### **Boating while Intoxicated:**

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

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

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

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

### **Engine Cut-off Switch:**

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

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

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

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

### **Fire Extinguishers:**

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

These regulations were passed as "B-I" and "B-II" label are being phased out in lieu of new "5-B", "10-B" and "20-B" regulations. Depending on your vessel's model year, you may continue to carry the extinguishers you have now. Vessels in the water that are **less than 26 feet and have a model year of 2017 or older** may continue to carry "B-I" or "B-II" disposable extinguishers. However, once the extinguishing agent is used, the extinguisher is no longer serviceable, or has reached 12 years of age, the extinguisher must be replaced. Boats **less than 26 feet and are a 2018 model or newer** must carry unexpired "5-B", "10-B" or "20-B" fire extinguishers beginning April 20.

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

### **North Atlantic Right Whale Vessel Strike Reduction (Proposed):**

This is an expansion of existing federal regulations.

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

### **Brianna's Law:**

2023 continues with another year of phase-in for Brianna's Law, where all motorboat operators born on or after January 1<sup>st</sup>, 1983, will need a boating safety certificate. You can go to [wearitnewyork.com](http://wearitnewyork.com) to check out all the classroom and online course options available so you can acquire a life-long boating safety certificate for yourself.

# Law Enforcement Activity

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations & Arrests
<b>County</b>						
<b>ALLEGANY</b>	445	821	15	42	Not Reported	
<b>CATTARAUGUS</b>	46	512	6	59	Not Reported	
<b>CAYUGA</b>	348	994	12	27	0	1
<b>CHAUTAUQUA</b>	573	3784	218	396	0	23
<b>CLINTON</b>	224	1121	12	31	Not Reported	
<b>COLUMBIA</b>	81	187	5	16	Not Reported	
<b>CORTLAND</b>	34	178	0	55	0	7
<b>DUTCHESS</b>	484	1674	25	9	0	4
<b>ERIE</b>	370	1423	57	42	2	10
<b>ESSEX</b>	85	220	10	16	Not Reported	
<b>FULTON</b>	260	640	12	15	1	2
<b>GREENE</b>	282	615	9	8	0	0
<b>HAMILTON</b>	781	1570	13	585	0	10
<b>HERKIMER</b>	127	433	32	0	0	1
<b>LEWIS</b>	99	292	1	3	Not Reported	
<b>LIVINGSTON</b>	992	3317	16	82	0	18
<b>MADISON</b>	110	305	8	20	0	1
<b>MONROE</b>	652	5354	82	274	0	93
<b>MONTGOMERY</b>	109	231	3	0	0	0
<b>NASSAU</b>	17005	72349	170	487	0	756
<b>NEW YORK CITY</b>	123800	526	559	1206	0	0
<b>NIAGARA</b>	495	2042	19	94	0	32
<b>ONEIDA</b>	631	2010	16	64	0	45
<b>ONONDAGA</b>	550	2732	45	370	18	133
<b>ONTARIO</b>	683	1983	50	627	0	13
<b>ORANGE</b>	269	1260	5	1	Not Reported	
<b>ORLEANS</b>	120	1149	12	64	Not Reported	
<b>OSWEGO</b>	683	1827	20	222	0	1
<b>OTSEGO</b>	22	127	0	0	Not Reported	
<b>PUTNAM</b>	242	493	16	9	0	3
<b>ROCKLAND</b>	434	600	91	39	0	15
<b>ST. LAWRENCE</b>	112	116	0	114	0	0
<b>SARATOGA</b>	715	3115	73	405	2	29
<b>SCHENECTADY</b>	205	956	15	1	0	17
<b>SCHUYLER</b>	346	586	3	59	Not Reported	
<b>SENECA</b>	298	1286	13	168	0	4
<b>STEBUEN</b>	127	536	3	49	Not Reported	
<b>SUFFOLK COUNTY POLICE DEPARTMENT</b>	8500	5000	195	177	1	886
<b>TOMPKINS</b>	54	606	8	6	0	2
<b>ULSTER</b>	962	2100	28	67	0	8



Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations & Arrests
<b>County (Continued)</b>						
<b>WARREN</b>	2322	3608	159	3103	0	20
<b>WASHINGTON</b>	26	52	1	1	Not Reported	
<b>WAYNE</b>	431	2156	50	18	0	1
<b>WESTCHESTER</b>	617	7312	93	135	0	75
<b>WYOMING</b>	153	158	5	0	Not Reported	
<b>YATES</b>	920	2389	46	824	0	54
<b>Municipalities</b>						
<b>ASHAROKEN</b>	106	146	0	0	Not Reported	
<b>BABYLON</b>	0	0	4	0	Not Reported	
<b>BUFFALO</b>	16	0	0	0	Not Reported	
<b>CARMEL</b>	270	911	15	5	0	3
<b>CAZENOVIA</b>	140	1400	8	10	Not Reported	
<b>EAST HAMPTON</b>	503	3432	49	377	0	18
<b>GLEN COVE</b>	680	3107	25	13	1	10
<b>GREENWOOD LAKE</b>	522	1960	14	37	0	112
<b>HAMBURG</b>	108	230	5	14	Not Reported	
<b>HEMPSTEAD</b>	1132	21540	65	381	0	126
<b>HUNTINGTON</b>	2625	3400	322	100	0	239
<b>ISLIP</b>	568	5850	24	151	0	187
<b>MAMARONECK</b>	2263	3337	25	190	0	3
<b>NEW ROCHELLE</b>	1060	5764	58	32	0	25
<b>NORTH HEMPSTEAD</b>	1120	5620	88	254	Not Reported	
<b>NORTHPORT</b>	550	525	24	10	Not Reported	
<b>OSSINING</b>	40	100	11	0	Not Reported	
<b>OYSTER BAY</b>	3850	32240	160	800	3	504
<b>PHOENIX</b>	38	84	2	10	1	9
<b>POUGHKEEPSIE</b>	78	378	8	37	0	4
<b>QUOGUE</b>	224	449	3	103	0	14
<b>RIVERHEAD</b>	998	1800	62	170	0	302
<b>RYE</b>	595	5149	41	105	0	65
<b>SAG HARBOR</b>	277	1236	18	13	0	10
<b>SHELTER ISLAND</b>	552	2021	67	75	0	36
<b>SMITHTOWN</b>	900	7744	155	60	0	95
<b>SOUTHAMPTON</b>	4250	4565	354	693	2	1235
<b>TONAWANDA</b>	104	216	6	2	0	6
<b>WESTHAMPTON</b>	88	79	6	2	0	5
<b>YONKERS</b>	70	112	6	1	Not Reported	
<b>State Agencies</b>						
<b>DEPARTMENT OF ENVIRONMENTAL CONSERVATION</b>	10942	29589	171	23949	2	1364
<b>LAKE GEORGE PARK COMMISSION</b>	2645	6856	342	2006	5	187
<b>PARK POLICE</b>	1327	4456	82	268	11	155
<b>STATE POLICE</b>	1630	5352	113	849	1	66
<b>Totals</b>	<b>207095</b>	<b>300393</b>	<b>4564</b>	<b>40707</b>	<b>50</b>	<b>7044</b>

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations & Arrests
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## 2022 Vessel Registrations by County and Length

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 >= 65'
ALBANY	8084	12	3146	4355	525	34	12
ALLEGANY	1822	5	655	1135	26	1	0
BRONX	2201	3	903	782	445	43	25
BROOME	6283	7	2764	3209	280	20	3
CATTARAUGUS	2914	6	989	1804	108	6	1
CAYUGA	5361	17	1846	3193	289	16	0
CHAUTAUQUA	6536	25	2077	4065	346	18	5
CHEMUNG	3359	4	1231	1967	146	8	3
CHENANGO	2128	0	1053	1010	59	5	1
CLINTON	5752	11	2579	2917	233	11	1
COLUMBIA	2693	1	1079	1484	119	9	1
CORTLAND	2075	7	885	1131	49	3	0
DELAWARE	1136	0	538	556	39	3	0
DUTCHESS	5861	6	2585	2706	510	49	5
ERIE	23310	63	7929	12768	2335	185	30
ESSEX	4356	9	1674	2512	150	10	1
FRANKLIN	4620	4	2062	2485	64	1	4
FULTON	4537	8	1879	2444	201	4	1
GENESEE	2097	3	775	1239	70	5	5
GREENE	2174	5	810	1201	146	9	3
HAMILTON	1823	9	770	1018	21	3	2
HERKIMER	3479	11	1418	1959	84	5	2
JEFFERSON	11075	43	4280	5957	749	43	3
KINGS	4093	0	1662	1392	896	105	38
LEWIS	2293	0	1084	1165	43	1	0
LIVINGSTON	3788	9	1490	2212	70	6	1
MADISON	4441	11	1665	2581	177	6	1
MONROE	25690	46	10214	13619	1680	122	9
MONTGOMERY	1931	8	817	1027	78	1	0
NASSAU	27777	49	9497	12297	5154	714	66
NEW YORK	3996	1	1197	1596	975	197	30
NIAGARA	7688	29	2484	4467	662	42	4
ONEIDA	10776	31	4304	6025	397	14	5
ONONDAGA	20472	38	7700	11530	1112	84	8
ONTARIO	7590	26	2400	4846	294	22	2

<b>County</b>	<b>Total</b>	<b>Uncoded</b>	<b>Class A &lt;16'</b>	<b>Class 1 16-25'</b>	<b>Class 2 26-39'</b>	<b>Class 3 40-64'</b>	<b>Class 4 &gt;= 65'</b>
<b>ORANGE</b>	7652	14	3614	3472	497	46	9
<b>ORLEANS</b>	1994	0	809	1068	113	3	1
<b>OSWEGO</b>	8960	13	3601	4816	513	16	1
<b>OTSEGO</b>	2490	6	932	1501	46	4	1
<b>PUTNAM</b>	2987	7	1173	1570	208	25	4
<b>QUEENS</b>	5352	9	2178	2215	846	73	31
<b>RENSELAER</b>	5635	0	2371	2960	276	26	2
<b>RICHMOND</b>	3344	6	1411	1262	586	61	18
<b>ROCKLAND</b>	3547	4	1731	1241	504	53	14
<b>ST LAWRENCE</b>	10340	19	4199	5804	299	14	5
<b>SARATOGA</b>	14251	16	5137	8293	765	33	7
<b>SCHENECTADY</b>	5138	8	2078	2744	287	14	7
<b>SCHOHARIE</b>	1047	0	461	536	46	2	2
<b>SCHUYLER</b>	1620	3	578	966	72	1	0
<b>SENECA</b>	2600	2	872	1577	135	13	1
<b>STEBEN</b>	4686	1	1614	2943	123	3	2
<b>SUFFOLK</b>	62093	211	18641	30370	11436	1366	69
<b>SULLIVAN</b>	2866	4	1391	1378	78	10	5
<b>TIOGA</b>	2208	1	970	1168	63	3	3
<b>TOMPKINS</b>	3271	5	1006	2014	231	14	1
<b>ULSTER</b>	4907	6	2096	2346	430	28	1
<b>WARREN</b>	7427	36	2128	4648	591	17	7
<b>WASHINGTON</b>	3274	8	1301	1840	120	4	1
<b>WAYNE</b>	6343	18	2268	3623	404	28	2
<b>WESTCHESTER</b>	10542	12	3418	4567	2176	315	54
<b>WYOMING</b>	1682	1	563	1082	31	4	1
<b>YATES</b>	2610	6	809	1732	62	0	1
<b>Out of State</b>	13498	1	4409	7781	1137	155	15
<b>TOTAL</b>	<b>436575</b>	<b>924</b>	<b>160200</b>	<b>230171</b>	<b>40607</b>	<b>4136</b>	<b>537</b>

## Registered Vessels: By Length and Hull Material

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1347	62	4	26	34	1473
METAL	18118	24	20	0	284	18446
PLASTIC	6574	3108	231	18	1405	11336
FIBERGLASS	15361	57794	3485	330	5732	82702
INFLATABLE	7980	62	65	5	278	8390
STEEL	558	14	7	0	33	612
ALUMINUM	33142	207	206	14	1905	35474
OTHER	1248	282	40	5	192	1767
<b>TOTAL</b>	<b>84328</b>	<b>61553</b>	<b>4058</b>	<b>398</b>	<b>9863</b>	<b>160200</b>
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	997	1689	100	49	16	2851
METAL	10848	77	519	0	26	11470
PLASTIC	2517	437	703	95	87	3839
FIBERGLASS	65184	14144	64835	2097	848	147108
INFLATABLE	292	9	12	1	3	317
STEEL	603	36	33	1	8	681
ALUMINUM	61279	295	1252	9	243	63078
OTHER	739	17	37	7	17	817
<b>TOTAL</b>	<b>142459</b>	<b>16704</b>	<b>67491</b>	<b>2259</b>	<b>1248</b>	<b>230161</b>
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	50	586	16	29	3	684
METAL	147	70	21	1	1	240
PLASTIC	89	290	149	51	8	587
FIBERGLASS	7414	13192	14759	2100	97	37562
INFLATABLE	11	5	4	0	0	20
STEEL	33	44	9	1	6	93
ALUMINUM	1097	124	128	11	6	1366
OTHER	17	23	5	6	4	55
<b>TOTAL</b>	<b>8858</b>	<b>14334</b>	<b>15091</b>	<b>2199</b>	<b>125</b>	<b>40607</b>
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1	84	1	7	1	94
METAL	1	9	4	0	1	15
PLASTIC	1	40	6	7	2	56
FIBERGLASS	203	3123	278	228	11	3843
INFLATABLE	0	1	0	0	0	1
STEEL	9	33	5	4	2	53
ALUMINUM	17	34	8	2	1	62
OTHER	2	6	0	1	3	12
<b>TOTAL</b>	<b>234</b>	<b>3330</b>	<b>302</b>	<b>249</b>	<b>21</b>	<b>4136</b>
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	5	1	0	0	8
METAL	5	3	0	0	2	10
PLASTIC	16	6	2	0	0	24
FIBERGLASS	72	228	52	4	23	379
INFLATABLE	24	0	1	0	2	27
STEEL	1	8	0	0	1	10
ALUMINUM	60	5	1	0	2	68
OTHER	4	2	1	0	4	11
<b>TOTAL</b>	<b>184</b>	<b>257</b>	<b>58</b>	<b>4</b>	<b>34</b>	<b>537</b>
Uncoded	O/B	I/B	I/O	SAIL	OTHER	TOTAL
METAL	2	0	0	0	0	2
OTHER	2	2	2	0	916	922
<b>TOTAL</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>916</b>	<b>924</b>
<b>TOTAL OVERALL</b>	<b>236067</b>	<b>96180</b>	<b>87002</b>	<b>5109</b>	<b>12207</b>	<b>436565</b>

# ACCIDENTS

The chart below illustrates registration and accident figures for the 1970s through 2022. During that period, while vessel registrations have generally risen to its height in the early 2000s. While fatalities have steadily decreased during that time.

The most common type of boating accident which results in the most injuries is collision between two or more. Boaters must recognize that the waterways are increasingly more crowded, and that vessel operation must be adjusted accordingly. Operators must be constantly aware of what is happening around them. Mixing alcohol or drugs increases the level of danger when boating. Not only is it illegal while operating a vessel under the influence, but the lessening of one's judgment and balance can have deadly consequences. Alcohol and drugs have been shown to be important contributing factors in many fatal incidents.

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

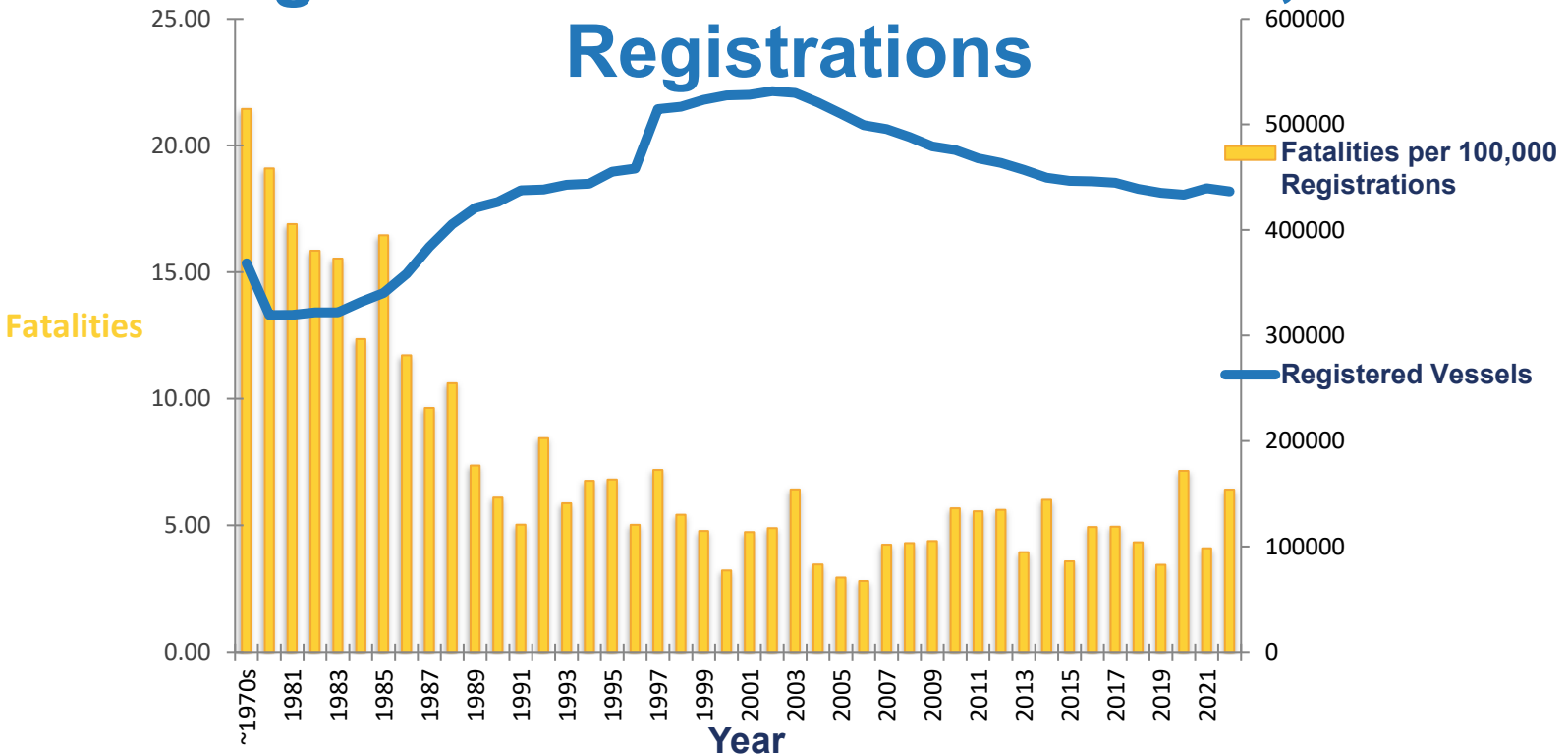
It is also extremely important to increase the use of lifejackets or personal flotation devices (PFDs), especially in the off-season when the water is cold and when help may not be able to respond quickly. While legislation mandates that lifejackets be worn in those instances, it is still incumbent upon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

## Reportable Accidents

### For Recreational Vessels:

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

## Registrations and Fatalities/100,000



## Accident Data: 1970s - 2022

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities (Includes Paddlecraft)
~1970s	21.44	368439	356	101	79
1980	19.09	319492	322	196	61
1981	16.89	319641	308	197	54
1982	15.84	321881	309	180	51
1983	15.53	321881	390	248	50
1984	12.36	331742	271	153	41
1985	16.46	340300	319	182	56
1986	11.72	358400	298	157	42
1987	9.64	383868	310	163	37
1988	10.61	405331	362	120	43
1989	7.37	420885	333	109	31
1990	6.09	426617	323	119	26
1991	5.03	437579	265	119	22
1992	8.44	438342	228	130	37
1993	5.87	442745	226	138	26
1994	6.76	443856	222	90	30
1995	6.81	455189	291	130	31
1996	5.02	458092	325	168	23
1997	7.19	514538	322	182	37
1998	5.42	516738	326	181	28
1999	4.78	523321	315	193	25
2000	3.22	527426	288	127	17
2001	4.73	528113	288	140	25
2002	4.89	531579	284	152	26
2003	6.42	529844	303	137	34
2004	3.46	520758	204	93	18
2005	2.94	510185	219	143	15
2006	2.80	499301	183	101	14
2007	4.24	495623	206	133	21
2008	4.30	488167	215	104	21
2009	4.38	479161	191	78	21
2010	5.68	475688	243	128	27
2011	5.56	467828	226	190	26
2012	5.61	463539	241	126	26

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





## Accidents by County and Waterway

County / Waterway	Accidents	Injures	Fatalities
<b>ALBANY</b>			
THOMPSONS LAKE	1	0	1
<b>CATTARAUGUS</b>			
CONEWANGO CREEK	1	0	1
<b>CAYUGA</b>			
CROSS LAKE	1	0	0
LITTLE SODUS BAY	1	0	0
<b>CHAUTAUQUA</b>			
CASSADAGA LAKE	1	3	0
CHAUTAUQUA LAKE	4	2	2
FINDLEY LAKE	1	0	0
LAKE ERIE	1	0	1
<b>CLINTON</b>			
SARANAC LAKE	1	0	1
<b>COLUMBIA</b>			
HUDSON RIVER	1	0	0
LAKE TAGHKANIC	1	0	1
QUEECHY LAKE	0	1	1
<b>DUTCHESS</b>			
HUDSON RIVER	1	1	3
<b>ERIE</b>			
LAKE ERIE	1	0	0
NIAGARA RIVER	2	1	0
<b>ESSEX</b>			
SCHROON LAKE	1	0	0
<b>FRANKLIN</b>			
LAKE FLOWER	2	3	0
<b>FULTON</b>			
MOUNTAIN LAKE	1	0	1
<b>GREENE</b>			
<b>HAMILTON</b>			
HUDSON RIVER	1	0	1
RAQUETTE LAKE	1	0	0
<b>HERKIMER</b>			
<b>JEFFERSON</b>			
ST. LAWRENCE RIVER	9	5	0
<b>KINGS</b>			
ROCKAWAY POINT INLET	1	0	0
SHELL BANK BASIN	1	0	0
UPPER BAY	1	3	0
<b>LEWIS</b>			
<b>LIVINGSTON</b>			
CONESUS LAKE	2	0	1
<b>MADISON</b>			
ONEIDA LAKE	2	1	0

County / Waterway	Accidents	Injures	Fatalities
<b>MONROE</b>			
GENESEE RIVER	1	0	0
IRONDEQUOIT BAY	2	2	0
LAKE ONTARIO	3	1	1
<b>MONTGOMERY</b>			
<b>NASSAU</b>			
ATLANTIC OCEAN	1	0	0
FLAT CREEK	1	0	0
HEMPSTEAD HARBOR	1	1	0
JONES INLET	1	1	0
LONG ISLAND SOUND	2	0	0
MASSAPEQUA COVE	1	0	0
OYSTER BAY	1	2	0
REYNOLD'S CHANNEL	1	0	0
SLOOP CHANNEL	2	2	0
STEPPING STONES	1	4	0
SWIFT CREEK	1	1	0
<b>NEW YORK</b>			
EAST RIVER	1	5	0
HUDSON RIVER	3	7	3
<b>NIAGARA</b>			
LAKE ONTARIO	1	0	1
NIAGARA RIVER	1	0	0
<b>ONEIDA</b>			
<b>ONONDAGA</b>			
LABRADOR POND	1	1	0
ONEIDA RIVER	1	0	0
PRIVATE LAKE (TOWN OF POMPEY)	1	0	1
SKANEATELES LAKE	1	0	0
<b>ONTARIO</b>			
CANANDAIGUA LAKE	1	0	1
SENECA LAKE	1	1	0
<b>ORANGE</b>			
HUDSON RIVER	1	0	0
<b>ORLEANS</b>			
LAKE ONTARIO	1	0	0
<b>OSWEGO</b>			
<b>OTSEGO</b>			
CANADARAGO LAKE	1	0	1
SUSQUEHANNA RIVER	1	0	1
<b>QUEENS</b>			
EAST RIVER	1	0	0
JAMAICA BAY	2	0	0
ROCKAWAY POINT INLET	1	0	0
<b>RICHMOND</b>			
<b>ROCKLAND</b>			
HUDSON RIVER	1	0	0

<b>County / Waterway</b>	<b>Accidents</b>	<b>Injures</b>	<b>Fatalities</b>
<b>SARATOGA</b>			
SACANDAGA RESEVOIR	3	1	0
SARATOGA LAKE	6	2	1
<b>SCHENECTADY</b>			
MOHAWK RIVER	1	0	1
<b>SCHUYLER</b>			
<b>SENECA</b>			
SENECA LAKE	1	0	0
<b>ST. LAWRENCE</b>			
STERLING HARBOR	1	1	0
<b>STEUBEN</b>			
<b>SUFFOLK</b>			
ATLANTIC OCEAN	3	0	0
DERING HARBOR	3	0	0
FISHERS ISLAND SOUND	1	1	0
GARDINER'S BAY	2	0	0
GREAT SOUTH BAY	16	7	1
GREENPORT HARBOR	1	0	0
HAMPTON BAYS	1	1	0
HEMLOCK COVE	1	0	0
HUNTINGTON HARBOR	1	2	0
LONG ISLAND SOUND	4	0	1
MONTAUK HARBOR	2	0	0
MORICHES BAY	1	3	0
NARROWS BAY	1	0	0
NORTHPORT BAY	1	0	0
ORIENT HARBOR	1	1	0
PECONIC BAY	6	1	0
PECONIC RIVER	1	0	0
PORT POND BAY	1	1	0
QUANTUCK BAY	1	1	0
SAG HARBOR BAY	5	0	0
SHELTER ISLAND SOUND	3	1	1
SHINNECOCK BAY	1	0	1
SHINNECOCK CANAL	2	0	0
SMITHTOWN BAY	1	0	0
STERLING CREEK	2	0	0
TIANA BAY	1	0	0
WEST NECK HARBOR	1	1	0
WILD WOOD LAKE	1	0	1
<b>SULLIVAN</b>			
HOOSICK RIVER	1	1	0
SWINGING BRIDGE RESERVOIR	1	0	0

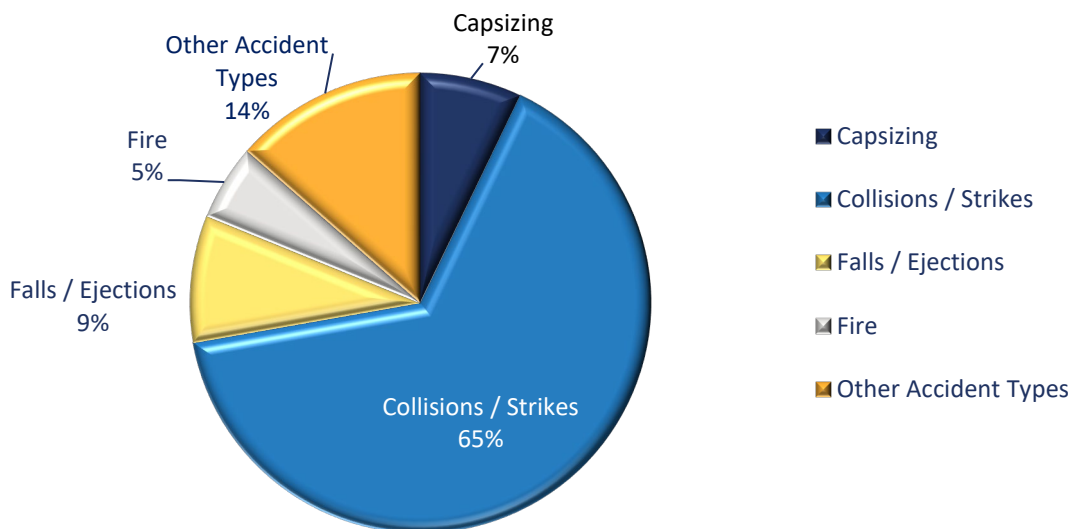
County / Waterway	Accidents	Injures	Fatalities
<b>TOMPKINS</b>			
<b>ULSTER</b>			
ROUNDOUT CREEK	1	0	0
<b>WARREN</b>			
FOURTH LAKE	1	0	0
HUDSON RIVER	1	0	0
LAKE GEORGE	13	4	0
LAKE LUZERNE	1	0	1
LOON LAKE	1	0	0
PRIVATE LAKE (CHESTERTOWN)	1	0	1
<b>WASHINGTON</b>			
CHAMPLAIN CANAL	1	2	0
<b>WAYNE</b>			
LAKE ONTARIO	1	0	0
<b>WESTCHESTER</b>			
HUDSON RIVER	3	0	0
LONG ISLAND SOUND	12	1	0
MILTON HARBOR	1	0	0
<b>YATES</b>			
KEUKA LAKE	3	2	0



## Accident Types

Accident Type	Vessels	Injuries	Fatalities
Capsizing	20	1	11
Carbon Monoxide Poisoning	0	0	0
Collision with Commercial Boat (e.g., tug, barge)	1	0	0
Collision with Fixed Object	13	12	0
Collision with Floating Object	4	2	0
Collision With Recreational Boat	145	15	0
Falls Onboard Boat	3	4	0
Falls Overboard	7	1	6
Fire/Explosion (Fuel)	8	7	0
Fire/Explosion (Other)	7	3	0
Flooding/Swamping	9	5	2
Grounding	18	6	0
Other	4	0	1
Person Left Or Ejected From Vessel	15	10	7
Sinking	2	0	0
Skier Mishap	5	3	1
Struck by Boat	4	1	0
Struck by Propeller or Propulsion Unit	2	2	0
Struck Submerged Object	14	5	0
Sudden Medical Condition	0	0	0
Unknown	0	0	0

### Summary of Accident Types

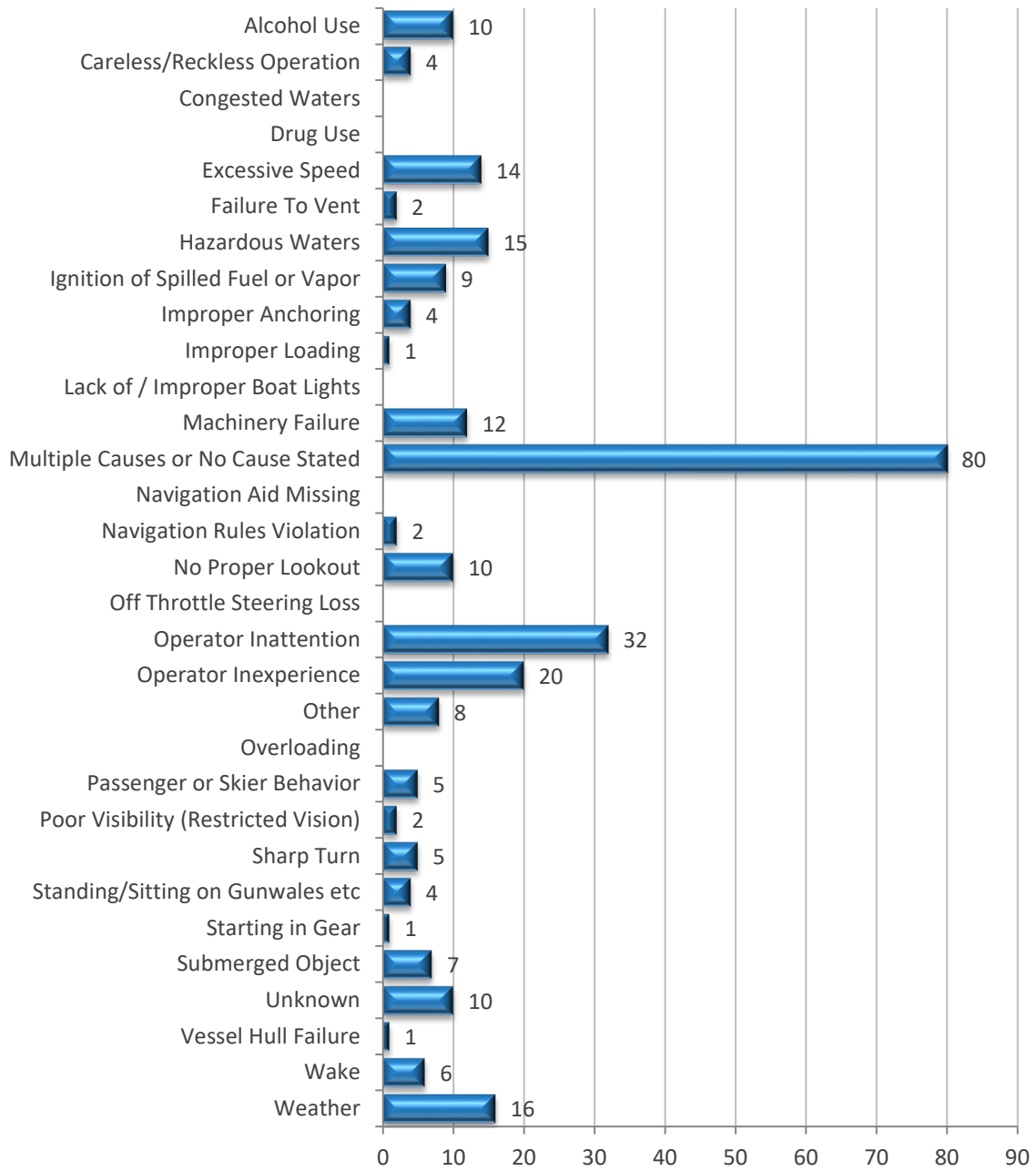


## Accident Type and Vessel Operation

Accident Type	Operation	Vessels	Injuries	Fatalities
Capsizing	At Anchor	2	0	0
	Cruising	3	0	1
	Drifting	5	0	1
	Rowing or Paddling	10	1	9
Collision With Commercial Boat (e.g., tug, barge)	Cruising	1	0	0
Collision With Fixed Object	Cruising	9	8	0
	Docking/ Undocking	3	3	0
	Unknown	1	0	1
Collision With Floating Object	Cruising	1	0	0
	Docking/ Undocking	2	2	0
	Unknown	1	0	0
Collision With Recreational Boat	At Anchor	7	0	0
	Being Towed	1	0	0
	Changing Direction	3	1	0
	Changing Speed	3	0	0
	Changing Speed, Cruising	2	0	0
	Cruising	28	5	0
	Docking/ Undocking	39	3	0
	Drifting	10	4	0
	Launching	1	0	0
	Sailing	3	1	0
	Tied to Dock/ Mooring	43	1	0
	Unknown	4	0	0
Falls In/ On Boat	Cruising	3	4	0
Falls Overboard	Docking/ Undocking	1	1	0
	Drifting	1	0	1
	Other - Trolling	1	0	1
	Rowing or Paddling	2	0	2
	Unknown	2	0	2
Fire/Explosion (Fuel)	Changing Speed, Cruising	1	0	0
	Cruising	3	6	0
	Drifting	2	1	0
	Tied to Dock/ Mooring	1	0	0
	Unknown	1	0	0
Fire/Explosion (Other)	At Anchor	1	2	0
	Cruising	4	1	0
	Tied to Dock/ Mooring	2	0	0
Flooding/Swamping	Cruising	6	5	2
	Drifting	1	0	0
	Tied to Dock/ Mooring	1	0	0
	Unknown	1	0	0

Accident Type	Operation	Vessels	Injuries	Fatalities
Grounding	Changing Speed	1	0	0
	Cruising	13	6	0
	Drifting	3	0	0
	Unknown	1	0	0
Other	Cruising	1	0	0
	Changing Direction	1	0	0
	Tied to Dock/ Mooring	1	0	0
	Unknown	1	0	1
Person Leaves/ Ejected From Boat	At Anchor	2	2	1
	Changing Speed	2	4	1
	Changing Speed, Cruising	1	0	0
	Cruising	3	2	1
	Docking/ Undocking	1	1	0
	Drifting	3	1	2
	Other - Wave Jumping	1	1	0
	Rowing or Paddling	1	0	1
	Unknown	1	0	1
Sinking	Launching	1	0	0
	Tied to Dock/ Mooring	1	0	0
Skier Mishap	Cruising	4	3	0
	Drifting	1	0	1
Struck By Boat	At Anchor	1	0	0
	Cruising	2	1	0
	Tied to Dock/ Mooring	1	0	0
Struck by Propeller or Propulsion Unit	Cruising	1	1	0
	Drifting	1	1	0
Struck Submerged Object	At Anchor	1	0	0
	Cruising	10	5	0
	Cruising, Drifting	1	0	0
	Cruising, Sailing	1	0	0
	Unknown	1	0	0

## Cause of Accident by Vessel





## Accident Type and Cause

Accident Type	Cause	Vessels	Injures	Fatalities
Capsizing	Alcohol Use	2	0	2
	Excessive Speed	1	0	0
	Hazardous Waters	5	0	3
	Operator Inattention	1	0	0
	Operator Inexperience	1	0	1
	Other-Unsecured Motor on Canoe	1	0	1
	Passenger or Skier Behavior	1	0	0
	Standing/ Sitting on Gunwales, etc.	2	1	1
	Unknown	3	0	2
	Wake	1	0	0
	Weather	1	0	0
Collision With Commercial Boat (e.g., Tug, Barge)	Navigation Rules Violation	1	0	0
Collision With Fixed Object	Alcohol Use	1	1	0
	Excessive Speed	1	1	0
	Machinery Failure	1	2	0
	No Proper Lookout	2	1	0
	Operator Inattention	2	0	0
	Other-Medical Emergency	1	1	0
	Poor Visibility (Restricted Vision)	1	3	0
	Starting In Gear	1	1	0
	Unknown	2	1	0
Collision With Floating Object	Excessive Speed	1	0	0
	Operator Inattention	1	0	0
	Operator Inexperience	1	2	0
	Poor Visibility (Restricted Vision)	1	0	0
Collision With Recreational Boat	Alcohol Use	4	1	0
	Careless/ Reckless Operation	2	1	0
	Excessive Speed	6	2	0
	Hazardous Waters	5	0	0
	Improper Anchoring	4	0	0
	Machinery Failure	3	1	0
	Navigation Rules Violation	1	0	0
	No Proper Lookout	3	0	0
	Operator Inattention	22	3	0
	Operator Inexperience	9	0	0
	Other-Unsecured Equipment	1	0	0
	Sharp Turn	2	1	0
	Unknown	72	7	0
Weather	11	0	0	
Fall In/ On Boat	Hazardous Waters	1	1	0
	Operator Inexperience	1	1	0
	Wake	1	1	0

Accident Type	Cause	Vessels	Injures	Fatalities
Falls Overboard	Operator Inexperience	1	2	0
	Unknown	4	0	3
	Wake	2	0	2
Fire/Explosion (Fuel)	Failure To Vent	2	2	0
	Ignition of Spilled Fuel or Vapor	6	5	0
Fire/Explosion (Other)	Ignition of Spilled Fuel or Vapor	3	0	0
	Machinery Failure	2	2	0
	Other	2	1	0
Flooding/ Swamping	Hazardous Waters	2	5	2
	Machinery Failure	2	0	0
	Vessel Hull Failure	1	0	0
	Wake	1	0	0
	Weather	3	0	0
Grounding	Alcohol Use	2	2	0
	Excessive Speed	1	0	0
	Hazardous Waters	1	0	0
	Machinery Failure	3	0	0
	No Proper Lookout	4	1	0
	Operator Inattention	1	0	0
	Operator Inexperience	2	3	0
	Other-Operator Fell Asleep	1	0	0
	Submerged Object	3	0	0
Other	Operator Inattention	1	0	0
	Other-Suicide	1	0	1
	Unknown	2	0	0
Person Leaves Or Is Ejected From Vessel	Alcohol Use	1	0	1
	Careless/ Reckless Operation	2	1	1
	Excessive Speed	2	2	1
	Passenger or Skier Behavior	3	1	2
	Sharp Turn	2	3	0
	Standing/ Sitting on Gunwales, etc.	3	2	1
	Unknown	2	1	1
Sinking	Machinery Failure	1	0	0
	Other-No Drain Plug	1	0	0
Skier Mishap	Excessive Speed	1	0	0
	Operator Inexperience	1	0	1
	Passenger or Skier Behavior	1	1	0
	Unknown	1	1	0
	Wake	1	1	0
Struck by Boat	Excessive Speed	1	1	0
	Unknown	3	0	0

Accident Type	Cause	Vessels	Injures	Fatalities
Struck by Propeller or Propulsion Unit	Operator Inattention	2	2	0
Struck Submerged Object	Hazardous Waters	1	0	0
	No Proper Lookout	1	0	0
	Operator Inattention	2	2	0
	Operator Inexperience	4	3	0
	Submerged Object	4	0	0
	Unknown	1	0	0
	Weather	1	0	0

## Vessel Type and Accident Type

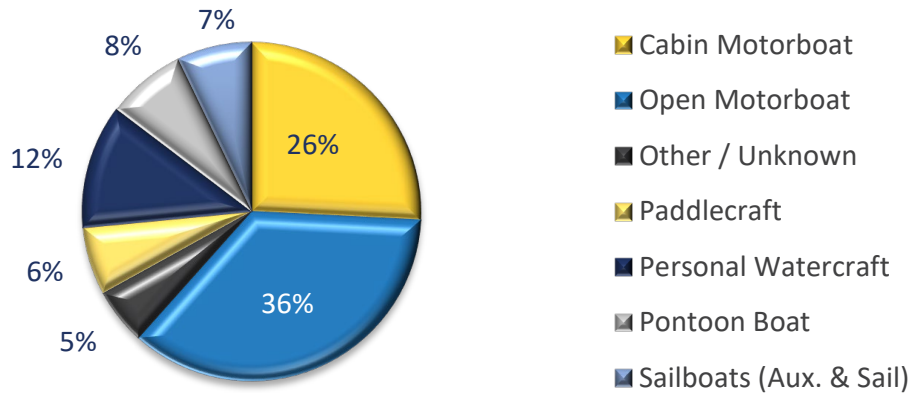
Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Auxiliary Sail	Capsizing	1	0	0
	Collision with Commercial Boat	1	0	0
	Collision With Recreational Boat	11	0	0
	Fire/Explosion (Other)	2	3	0
	Struck Submerged Object	1	0	0
Bass Boat	Flooding/ Swamping	1	0	0
Cabin Motorboat	Collision With Fixed Object	2	1	0
	Collision With Recreational Boat	42	1	0
	Fire/Explosion (Fuel)	3	3	0
	Fire/Explosion (Other)	4	0	0
	Flooding/ Swamping	3	0	0
	Grounding	8	3	0
	Other	2	0	0
	Person Leaves Or Is Ejected From Vessel	1	1	0
	Struck by Boat	2	0	0
	Struck Submerged Object	5	0	0
	Unknown	0	0	0
Canoe	Capsizing	4	0	4
	Falls Overboard	2	0	2
Canoe (On Motor)	Falls Overboard	1	0	1
Ferry	Collision With Fixed Object	1	1	0
Fishing Vessel	Collision With Recreational Boat	1	0	0
Houseboat	Flooding/ Swamping	1	0	0
Inflatable Boat	Collision With Recreational Boat	1	0	0
	Person Leaves Or Is Ejected From Vessel	1	0	0
Kayak	Capsizing	6	1	4
	Falls Overboard	1	0	1
	Other	1	0	1
	Person Leaves Or Is Ejected From Vessel	1	0	1
Open Motorboat	Capsizing	5	0	0
	Collision With Fixed Object	8	8	0
	Collision With Floating Object	3	2	0
	Collision With Recreational Boat	49	3	0
	Fall On Boat	1	1	0
	Falls In Boat	2	3	0
	Falls Overboard	2	1	1
	Fire/Explosion (Fuel)	4	4	0
	Flooding/ Swamping	3	5	2
	Grounding	7	2	0
	Person Leaves Or Is Ejected From Vessel	5	6	1
	Sinking	1	0	0
	Skier Mishap	3	2	0

Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Open Motorboat	Struck by Boat	1	0	0
	Struck by Propeller or Propulsion Unit	1	1	0
	Struck Submerged Object	5	4	0
Personal Watercraft	Capsizing	1	0	0
	Collision With Recreational Boat	20	6	0
	Falls Overboard	1	0	1
	Fire/Explosion (Other)	1	0	0
	Flooding/ Swamping	1	0	0
	Grounding	2	1	0
	Person Leaves Or Is Ejected From Vessel	4	3	2
	Sinking	1	0	0
	Struck by Boat	1	1	0
	Struck Submerged Object	1	1	0
Pontoon Boat	Collision With Fixed Object	1	1	0
	Collison With Recreational Boat	12	4	0
	Grounding	1	0	0
	Person Leaves Or Is Ejected From Vessel	2	0	2
	Skier Mishap	2	1	1
	Struck by Propeller or Propulsion Unit	1	1	0
	Struck Submerged Object	2	0	0
Rowboat	Fire/Explosion (Fuel)	1	0	0
	Person Leaves Or Is Ejected From Vessel	1	0	1
Sail (Only)	Collision With Recreational Boat	4	1	0
Sculler	Capsizing	1	0	1
Survey Vessel	Other	1	0	0
Unknown	Capsizing	1	0	1
	Collision With Fixed Object	1	1	0
	Collision With Floating Object	1	0	0
	Collision With Recreational Boat	5	0	0

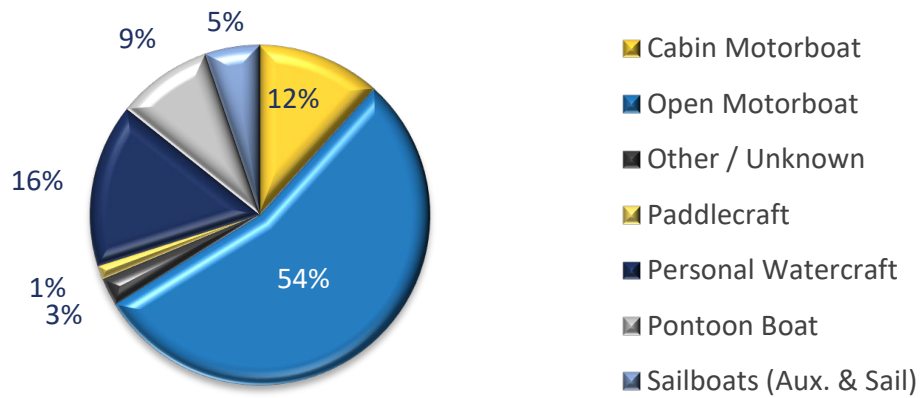


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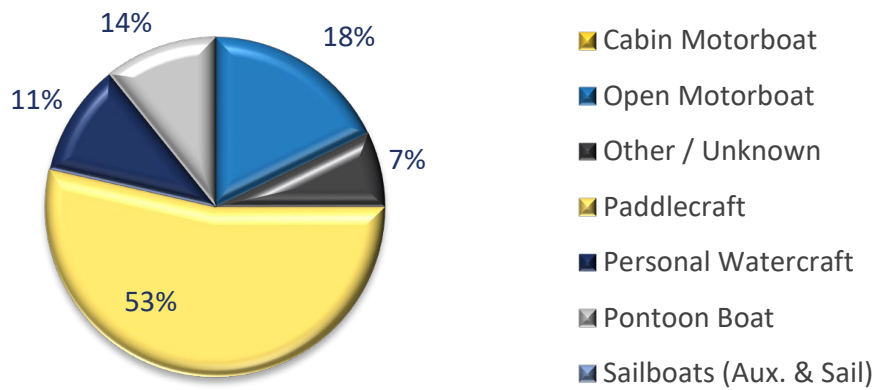
## Accidents



## Injuries



## Fatalities

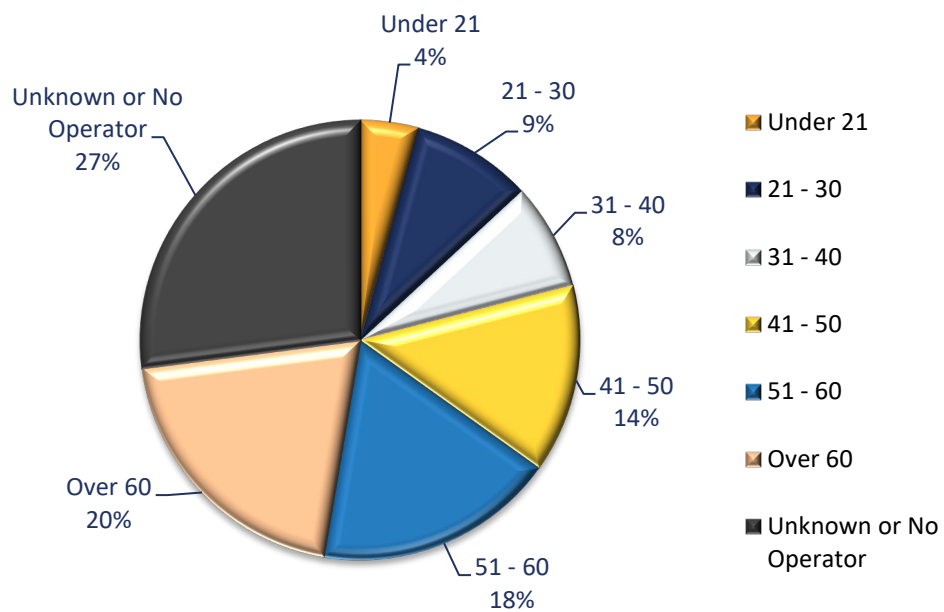




## Operator Age

Age Group	Vessels	Injures	Fatalities
Under 21	12	6	0
21 - 30	25	10	6
31 - 40	22	13	3
41 - 50	39	16	7
51 - 60	50	9	4
Over 60	57	16	5
Unknown or No Operator	76	7	3

## Vessels by Operator Age



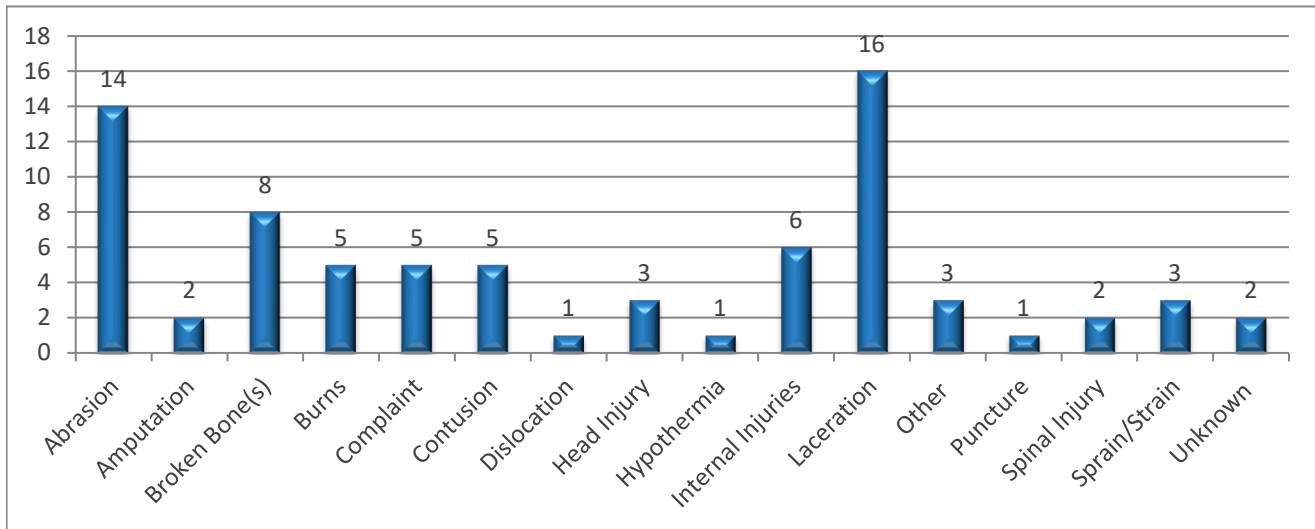
## Age of Operator and Boating Education

Age Group	Education	Vessels	Injuries	Fatalities
Under 21	Internet Course	5	3	0
	None	1	0	0
	State Course	3	3	0
	USCG Auxiliary	1	0	0
	Unknown	2	0	0
21 - 30	Internet Course	2	5	2
	None	9	1	2
	State Course	8	1	1
	Unknown	6	3	1
31 - 40	Internet Course	1	0	0
	None	9	8	1
	State Course	3	1	0
	Unknown	7	4	2
	USCG Auxiliary	1	0	0
41 - 50	None	11	5	1
	State Course	9	0	0
	Unknown	15	11	6
	USCG Auxiliary	1	0	0
	USCG License	1	0	0
51 - 60	None	14	5	0
	State Course	11	1	0
	Unknown	15	3	4
	US Power Squadron	3	0	0
	USCG Auxiliary	1	0	0
Over 60	None	20	8	2
	State Course	13	4	1
	Unknown	18	4	2
	US Power Squadron	2	0	0
	USCG Auxiliary	4	0	0
Unknown / Age Not Provided	None	1	2	0
	State Course	15	2	0
	Unknown	54	3	3

## Age of Operator and Boating Experience

Operator Age	Experience	Vessels	Injuries	Fatalities
Under 21	Under 10 Hours	4	2	0
	10 to 100 Hours	6	2	0
	100-500 Hrs.	1	1	0
	Over 500 Hrs.	0	0	0
	Unknown	1	1	0
21 - 30	Under 10 Hours	6	1	1
	10 to 100 Hours	8	6	3
	100-500 Hrs.	5	0	0
	Over 500 Hrs.	1	0	0
	Unknown	5	2	2
31 - 40	Under 10 Hours	4	4	0
	10 to 100 Hours	6	4	0
	100-500 Hrs.	3	1	0
	Over 500 Hrs.	2	0	0
	Unknown	7	4	3
41 - 50	Under 10 Hours	1	0	0
	10 to 100 Hours	11	5	2
	100-500 Hrs.	8	6	0
	Over 500 Hrs.	9	1	0
	Unknown	10	4	5
51 - 60	Under 10 Hours	2	1	0
	10 to 100 Hours	9	2	2
	100-500 Hrs.	16	3	0
	Over 500 Hrs.	10	1	0
	Unknown	13	2	2
Over 60	Under 10 Hours	4	0	2
	10 to 100 Hours	6	3	0
	100-500 Hrs.	21	3	1
	Over 500 Hrs.	22	7	1
	Unknown	4	3	1
Unknown	Under 10 Hours	1	0	0
	10 to 100 Hours	1	1	0
	100-500 Hrs.	0	0	0
	Over 500 Hrs.	2	2	0
	Unknown	72	4	3

# Injuries



## Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries
Auxiliary Sail	Other	3	Personal Watercraft	Abrasion	2
Cabin Motorboat	Abrasion	2		Broken Bone(s)	5
	Broken Bone(s)	1		Contusion	2
	Burns	1		Hypothermia	1
	Head Injury	1		Internal Injuries	1
	Laceration	4		Sprain/Strain	1
Ferry	Complaint	1	Pontoon Boat	Abrasion	4
Kayak	Unknown	1		Amputation	1
Open Motorboat	Abrasion	6		Dislocation	1
	Amputation	1	Laceration	1	
	Broken Bone(s)	2	Sail (Only)	Complaint	1
	Burns	4	Unknown	Unknown	1
	Complaint	3			
	Contusion	3			
	Head Injury	2			
	Internal Injuries	5			
	Laceration	11			
	Puncture	1			
	Spinal Injury	2			
	Sprain/Strain	2			

## 2022 Summary of Fatal Accidents

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
1/16/2022	Suffolk	Shinnecock Bay	Alcohol Use	Canoe	Capsizing	1
<p>Victim and his dog went out on a canoe from his residence at 97 Little Neck Road, Southampton. He did not have on a PFD or safety equipment onboard. Victim rolled the canoe and ended up in the water and succumbed to hypothermia. Victim found facedown in water within 40 yards of the overturned canoe.</p>						
4/16/2022	Hamilton	Hudson River	Hazardous Waters	Kayak	Capsizing	1
<p>New York State Police confirmed that victim on a rafting trip on the Hudson River when he was thrown into the river's turbulent waters. He was pulled back onto the boat unresponsive. Despite resuscitation efforts, victim was pronounced dead at the scene. Victim was on a personal trip when the accident occurred. According to police, he had been wearing appropriate gear at the time of the accident, including a safety helmet and life preserver.</p>						
4/25/2022	Onondaga	Private Lake	Operator Inexperience	Canoe	Capsizing	1
<p>Patrol investigated a missing person, it was later determined that the missing person was involved in a fatal boat accident involving a capsizing canoe on a private lake. The missing person was recovered from the lake after an apparent drowning. It was determined that two occupants were canoeing on the lake. One of the occupants stated that he was sitting in the rear while the deceased was sitting in front. After some time water was getting rough and they wanted to return back to shore so they turned counter-clockwise when they both leaned too far to their right and capsized the canoe. they both attempted to right the canoe to no avail and began to swim to the shoreline. One swam to the west shore and the deceased swam to the East shore. A witness to the incident corroborated with the occupants story and upon seeing both overboard occupants swimming in both directions thought they were going to shore and went back to the farm. Neither occupants had boating experience or wore life jackets.</p>						
5/21/2022	New York	Hudson River	Excessive Speed	Personal Watercraft	Person Leaves Or Is Ejected From Vessel	1
<p>PWC was traveling northbound in Hudson River at a high rate of speed when the vessel came to an abrupt stop causing the operator and passenger to fall off the PWC. The operator, passenger and PWC drifted into the North side of the Worlds Financial Ferry Terminal. Due to the strong ebbing current, operator was pulled under the ferry terminal. Passenger holding on to the PWC was pinned to the terminal and was recovered by Jetski Tour Guide. Operator was recovered at 2058 hours, approximately 800 feet South of last known location.</p>						
5/22/2022	Cattaraugus	Conewango Creek	Alcohol Use	Canoe	Capsizing	1
<p>Multiple people were canoeing on the creek when victim rolled over and fell in the water. Victim was not immediately found until much later when it was too late. Deceased had a BAC of 0.22 and did not wear a PFD.</p>						
6/4/2022	Albany	Thompsons Lake	Alcohol Use	Open Motorboat	Capsizing	1
<p>Vessel was in middle of lake with 2 occupants fishing on vessel. Occupant 1 explained that victim (occupant 2) lost her balance and fell into the water. At the same time the boat capsized and occupant 1 fell over as well. Both occupants were unable to flip the boat back over. While treading water attempting to right the boat, occupant states that he noticed victim head tipped back and became unresponsive. A witness who was alerted by the distress on the lake ran his boat over to help and aided them to shore. CPR was performed on deceased till EMS arrived. Victim was pronounced deceased at Hospital. Victim BAC was 0.159 at time of accident.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
6/11/2022	Warren	Lake Luzerne	Passenger or Skier Behavior	Pontoon Boat	Person Leaves Or Is Ejected From Vessel	1
<p>The victim, his wife, step-son, step-daughter, and step-daughter's boyfriend had rented a pontoon boat in the Town of Lake Luzerne. Investigation reveals that the group had anchored the pontoon boat in the area of 80 Davern Drive and the victim jumped into the water to cool off. Victim immediately showed signs of distress and began to float away from the boat, being carried down river by the current. One of the other passengers' entered the water to assist victim. Immediately after the anchored was pulled up, and the boat was driven closer to the victim, and a life jacket was thrown to him. The victim clung onto the life jacket and was eventually pulled onto the boat by a by-stander and CPR was initiated which was unsuccessful.</p>						
6/11/2022	Livingston	Conesus Lake	Operator Inexperience	Pontoon Boat	Skier Mishap	1
<p>Units were dispatched to the area of McPherson's Point on Conesus Lake for the report of a 20 year old female that was pulled from the water unresponsive and CPR was in progress. Upon arrival, it was learned that the vessel and its occupants had been tubing. Victim and another female were on the tube had ceased being towed and were being pulled back to the vessel when victim slipped off into the water. The occupants pulled the remaining tuber to the boat, but while doing so caught the tow rope in the motors prop. At this point, victim began to struggle and attempted to swim to the disabled vessel. Witnesses state that victim became unresponsive and was pulled aboard an uninvolved vessel. The occupants began to perform CPR. Victim was transported to Hospital. On 06/15/2022 victim was pronounced deceased. Witnesses states that victim's lifejacket was too large for her frame and only secured by the bottom buckle, which may have failed to keep her afloat.</p>						
6/18/2022	Monroe	Lake Ontario	Careless/ Reckless Operation	Personal Watercraft	Person Leaves Or Is Ejected From Vessel	1
<p>Vessel 1 was being operated by operator (without a PFD) in a Northbound direction on Lake Ontario, when the operator accelerated into a wave which sent the vessel airborne. Operator 1 was ejected from vessel at which time the operator entered the water and momentarily only to disappear beneath the surface again. Operator did not resurface. Deceased was found days later in Lake Ontario.</p>						
7/7/2022	Chautauqua	Lake Erie	Other - Lost Balance Over Stern	Open Motorboat	Falls Overboard	1
<p>Captain of vessel, was operating 4 person Walleye charter on Lake Erie. Operator was steering the vessel from an auto-pilot remote controlling the trolling motor. Operator was attempting to remove a sheephead from a pole at the stern of the vessel when he fell over into the water. Operator was unable to yell to the passengers to put the vessel in reverse and were unable to take vessel from going forward on auto-pilot mode. Operator was not wearing a PFD but patrons attempted to throw him one. One patron eventually was able to start main engine and turned the boat around but by the time they got back to the area operator was under water and disappeared under the surface. After more than two weeks of searching, operators body was recovered in Evans, NY.</p>						
7/9/2022	Chautauqua	Chautauqua Lake	Wake	Canoe	Falls Overboard	1
<p>Operator /Victim was moving from land to a moored vessel using a canoe. Operator was attempting to enter moored fishing boat from the canoe and fell overboard. Witnesses on land heard the victim and provided assistance. The victim was taken ashore by the witnesses who began CPR. Victim transported to hospital and pronounced dead.</p>						
7/12/2022	Hudson River	New York	Hazardous Waters	Open Motorboat	Flooding/Swamping	2
<p>Vessel 1 was traveling southbound on the Hudson River, as per the operator of vessel 1 the sea state was very choppy. Operator of vessel 1 further stated that a wave came over the bow causing the vessel to swamp, and then capsize, rolling over toward the port side resulting in all passengers to go overboard in the water.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
7/22/2022	Saranac River	Clinton	Unknown	Kayak	Falls Overboard	1
<p>Victim went out to go fishing with her boyfriend in their kayaks at approx. 6:00 pm. After about two hours of fishing, victim stated that she was getting cold and wanted to head back. The other kayaker stated he had to use the restroom and told the deceased to go ahead and he will catch up with her. When the boyfriend was finished he got back into the kayak to catch up since his girlfriend was now far ahead. As he was catching up he states that the victim stopped paddling to allow him to reach her but her kayak tipped over. Once he reached to where the victim fell in, the boyfriend jumped into the water in an attempt to find the victim, but was not successful. Victim was found a day later after an extensive search by NY State police, DEC, Forest Rangers, and Clinton County Sheriff's Dept. the night before. Victim was found to have Topiramate and THC in their system at time of death.</p>						
8/5/2022	Canandaigua Lake	Ontario	Passenger or Skier Behavior	Pontoon Boat	Person Leaves Or Is Ejected From Vessel	1
<p>Operator and brother were floating out in the middle of Canandaigua Lake, at which point the brother jumped into the water without a personal floatation device. Operator states that he saw his brother start to struggle and jumped in to the water to attempt to get get his brother, but realized the boat drifting away from them. The operator re-boarded the pontoon boat and called 911 while attempting to locate the brother in the water. Various law enforcement and fire departments conducted a search of the area. Through the use of sonar pictures of a human body was discovered around 2000hrs. Recovery of the body was done on 08/08/22 at 1234hrs.</p>						
8/7/2022	Private Lake	Warren	Passenger or Skier Behavior	Open Motorboat	Person Leaves Or Is Ejected From Vessel	1
<p>Male subject swimming from vessel encountered difficulty, subsequently leading to drowning. Victim did not wear a lifejacket.</p>						
8/13/2022	Lake Taghkanic	Columbia	Standing/Sitting on Gunwales, etc.	Rowboat	Person Leaves Or Is Ejected From Vessel	1
<p>Deceased jumped out of rowboat to swim and while swimming, began flailing hi arms yelling for help according to witnesses. He went under shortly thereafter and never resurfaced. A member from the NYSP dive team were able to locate and remove the body from the water.</p>						
8/20/2022	Lake Ontario	Niagara	Unknown	Personal Watercraft	Falls Overboard	1
<p>Vessel 1 left a mooring area at 4581 E. Lake Road and traveled approx. 100 yards north from shore. A short time later, the operator of vessel 1 was observed off of said vessel face down, unresponsive, in the water. No obstructions to navigation were observed near vessel 1 and no damage was observed to vessel. Investigation revealed that no one witnessed operator fall off or get thrown from vessel 1. Operator had blood coming from her mouth at the time of incident but did not have any apparent injury. Operator was removed from water and transported by ambulance to the hospital where she was pronounced dead.</p>						
8/21/2022	Susquehanna River	Otsego	Sharp Turn	Canoe	Capsizing	1
<p>Three individuals had been canoeing upstream from Wells Bridge boat launch on the Susquehanna River to a location in Otsego where a buoy was in the river. There the three canoers turned around and proceeded downstream. The deceased went on ahead of the other two rowers, and when the two rounded a sharp bend, they heard a splash. After rounding the bend they saw the deceased capsized canoe in the water along with his paddle and life jacket. The two other rowers attempted to locate the deceased and communicated their situation to local fishermen who contacted 911. At about 1836hours, deceased was found by law enforcement.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
8/28/2022	Mountain Lake	Fulton	Excessive Speed	Kayak	Person Leaves Or Is Ejected From Vessel	1
<p>Vessel 1 (Open Motorboat) was towing a tube around the perimeter of the lake while vessel 2 (Kayak) was paddling in the center of the lake. Waves from V1 converged on V2 causing it to capsize and eject operator into the water.</p>						
9/1/2022	Saratoga Lake	Saratoga	Wake	Canoe	Falls Overboard	1
<p>The deceased launched a 16' plastic canoe on Saratoga Lake in the vicinity of Brown's Beach. The deceased had paddled his way past the marina when the wind picked which created a moderate chop on the lake from West to East. The chop produced 6"-2' waves and made the canoe unbalanced which caused the deceased to fall out of the canoe. The deceased attempted to swim back to the canoe, but he wind pushed the canoe further away. The deceased appeared to become exhausted and unable to continue to swim. The deceased was located by divers in approx. 12 feet of water. Deceased did not have on a personal flotation device.</p>						
9/17/2022	Mohawk River	Schenectady	Unknown	Sculler	Capsizing	1
<p>Passerby saw a sculling sailboat capsized on the river and called police/ fire. Scotia FD responded and located the boat and found the operator under the boat. Scotia Firefighters removed operator, brought him to shore and began CPR. Operator was pronounced deceased at Ellis Hospital.</p>						
9/19/2022	Chautauqua Lake	Chautauqua	Hazardous Waters	Kayak	Capsizing	1
<p>At 9/19/22 at approximately 03:20pm, victim was kayaking in Chautauqua Lake. Victim's kayak overturned forcing him into the water. Victim went unconscious and was pulled out to shore by civilians. Deputies arrived on scene and performed CPR until relieved by EMS. Victim was announced deceased at approximately 12:45am on 09/20/2022</p>						
10/15/2022	Wild Wood Lake	Suffolk	Unknown	Kayak	Capsizing	1
<p>Operator and his child were kayaking at Wild Wood Lake. The kayak overturned and they fell into the water. A witness in another boat was fishing nearby and was able to drive over and get the child out of the water. A witness was unable to get the father out of the water by himself and called Southampton Town Police. Upon police arrival the father was underwater for 15-20 minutes. Flanders Fire Department responded and was able to remove the father out of the water and he and the child were transported to Peconic by Medical where the father was pronounced dead.</p>						
10/20/2022	Shelter Island Sound	Suffolk	Hazardous Waters	Kayak	Capsizing	1
<p>Single male took kayak to go fishing between 2000-2100 hours. Overturned kayak was found on shoreline of 370 Ferry Road, North Haven with fishing pole inside. Extensive search of area by various marine units yielded no results. Deceased remains were found on Shelter Island shoreline on 11/08/22, at approx. 1630 hours.</p>						
10/22/2022	Canadarago Lake	Otsego	Other - Suicide	Kayak	Other - Suicide	1
<p>Victim was reported missing after entering Canadarago Lake on a Kayak October 22. His kayak was found the next day with a lifejacket attached to the side. Victim was not found till November 7th after an extensive search by State Police. Victim was observed to have a short length of chain around his right ankle attached which had a bicycle cable and bottle jack secured to it by padlocks. Final determination is likely cause of death is drowning by suicide.</p>						

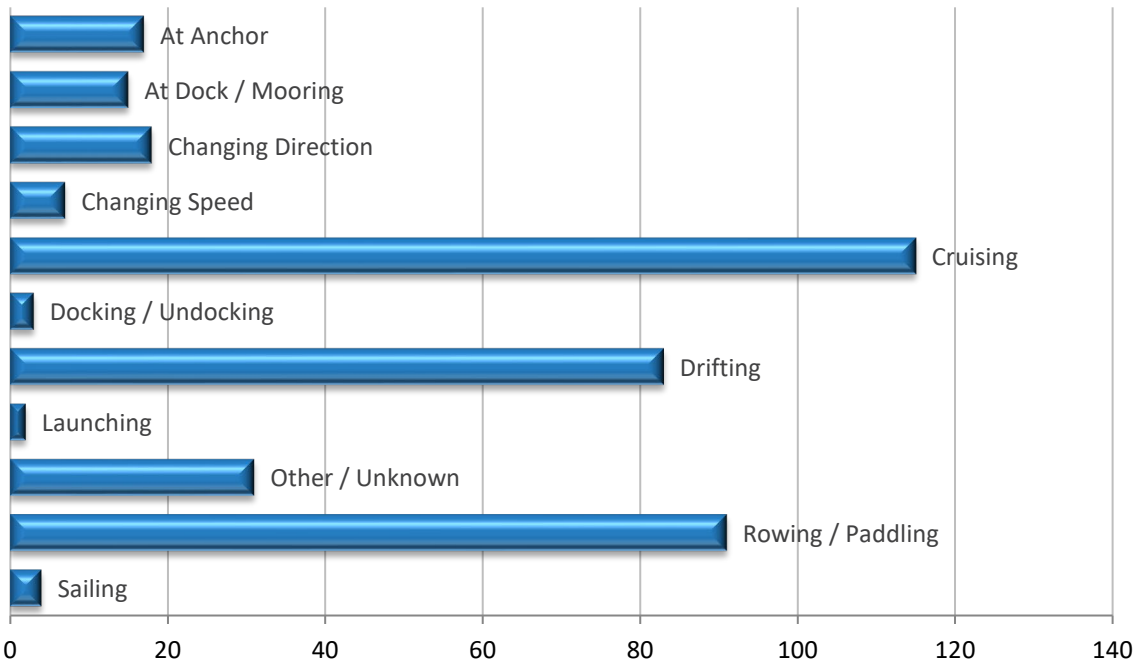


Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
10/30/2022	Long Island Sound	Suffolk	Unknown	Open Motorboat	Falls Overboard	1
<p>SEC Long Island Sound received a report from Suffolk County PD of a 25 foot vessel that had washed up on the beach on the ocean side of Smith Point beach with no one onboard. The operator was eventually found washed up on the beach and reported to Suffolk Police Marine Bureau. Unknown cause as to what caused the operator to fall overboard/ leave vessel.</p>						
11/7/2022	Great South Bay	Suffolk	Other - Unsecured Motor on Canoe	Canoe	Capsizing	1
<p>Two subjects launched a canoe with a makeshift motor mount and small outboard engine to do a sea trial of the boat and do some fishing. After some time, while they were underway the outboard engine became dislodged. One subject continued to hold engine causing the canoe to become unstable and eventually took on water becoming partially submerged. The canoe capsized eventually, causing both subjects to swim. One swam in a southernly direction and was rescued by officer when found on Fox Island. The other person swam in the opposite Northerly direction and went missing in the water.</p>						

# Vessel Operation in Fatal Boating Accidents 2005-2022

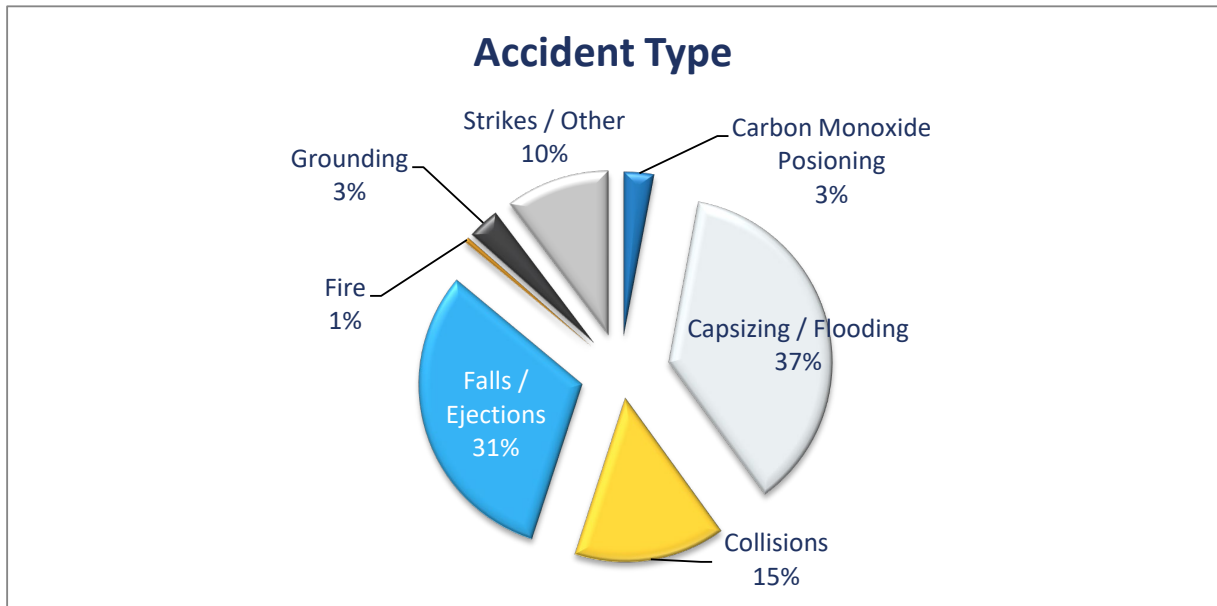
Operation	Fatalities
At Anchor	17
Changing Direction	12
Changing Speed	6
Changing Speed, Changing Direction	1
Changing Speed, Cruising	1
Cruising	109
Cruising, Changing Direction	5
Docking/Undocking	3
Drifting	82
Drifting, Launching	1
Launching	2
Other	13
Rowing or Paddling	91
Sailing	4
Tied to Dock/Mooring	15
Unknown	18

## Vessel Operation in Fatal Accidents



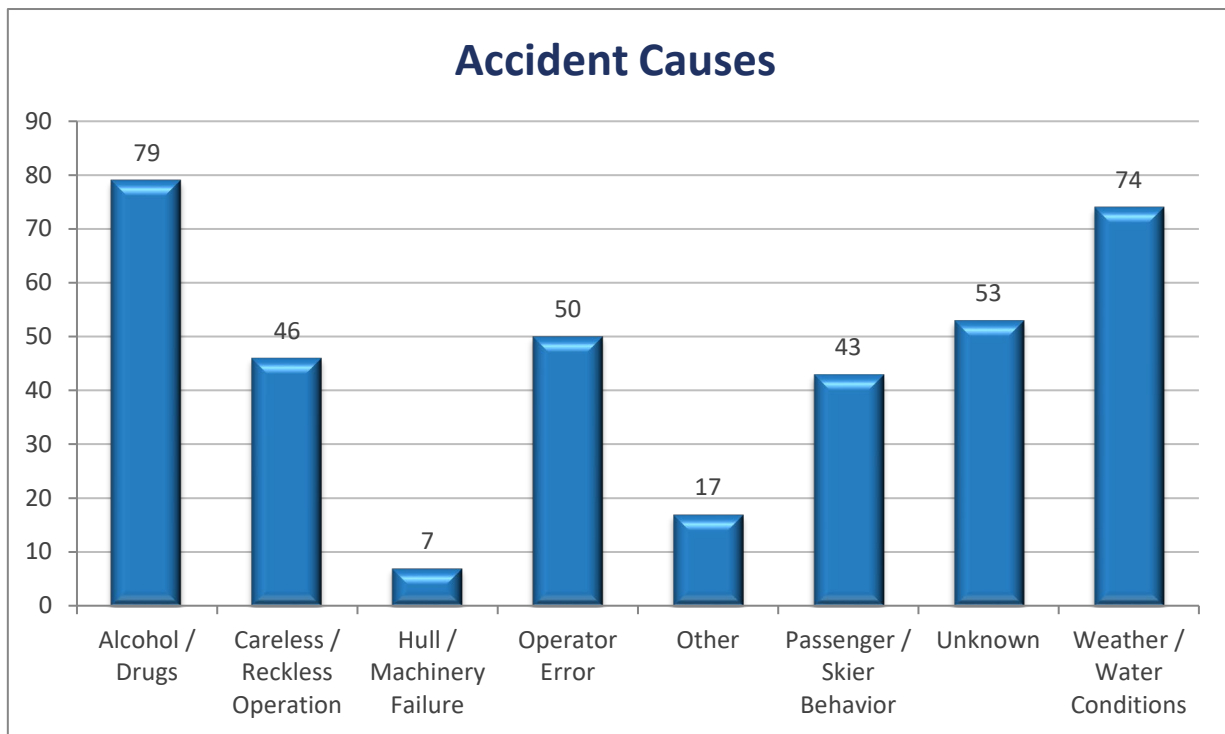
## Fatal Accident Type 2005-2022

Accident Type	Fatalities
Capsizing	117
Carbon Monoxide Poisoning	11
Collision w/ Fixed Object	30
Collision w/ Floating Object	4
Collision w/ Vessel	10
Collision With Recreational Boat	13
Falls in Boat	2
Falls Overboard	56
Fire/Explosion (Fuel)	1
Fire/Explosion (Other)	1
Flooding/Swamping	19
Grounding	12
Other	5
Person Leaves Or Is Ejected From Vessel	60
Sinking	5
Skier Mishap	8
Struck by Boat	3
Struck by Propeller or Propulsion Unit	3
Struck Submerged Object	3
Sudden Medical Condition	4
Unknown	13

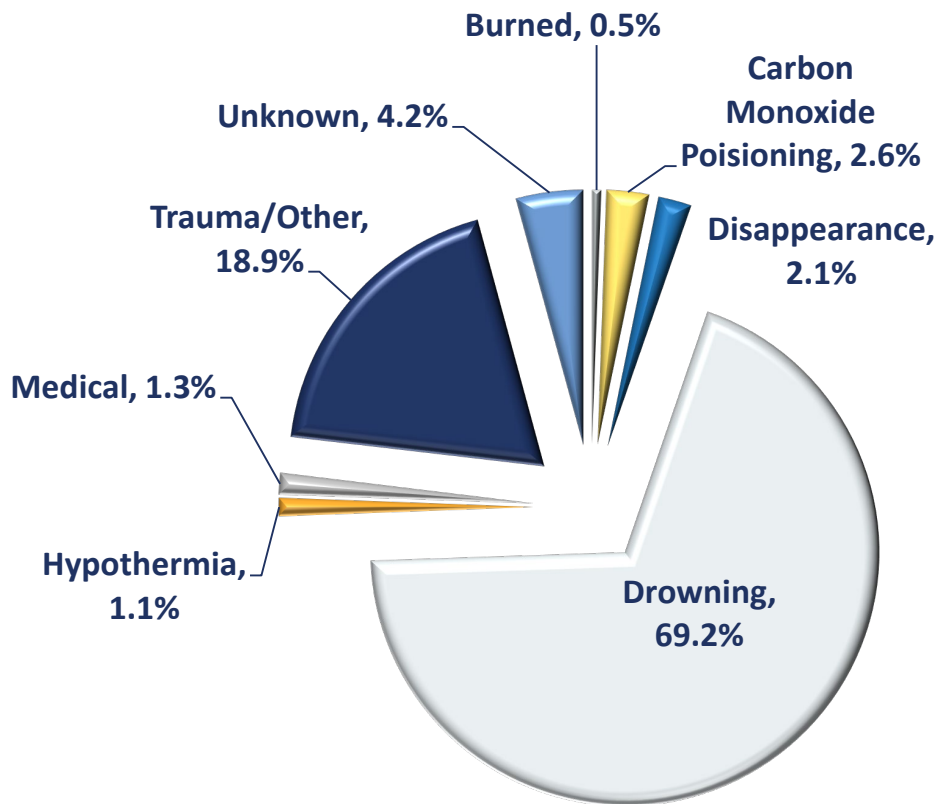


# Fatal Accident Causes 2005-2022

Accident Causes	Fatalities	Accident Causes	Fatalities
Alcohol Use	71	No Proper Lookout	17
Careless/Reckless Operation	5	Operator Inattention	11
Dam/Lock	2	Operator Inexperience	15
Drug Use	8	Other	2
Excessive Speed	16	Overloading	19
Hazardous Waters	48	Passenger or Skier Behavior	34
Ignition of Spilled Fuel or Vapor	1	Poor Visibility (Restricted Vision)	1
Improper Anchoring	4	Sharp Turn	6
Improper Loading	5	Standing/Sitting on Gunwales etc..	9
Lack of / Improper Boat Lights	2	Unknown	53
Machinery Failure	6	Vessel Hull Failure	1
Navigation Rules Violation	3	Wake	5
		Weather	25



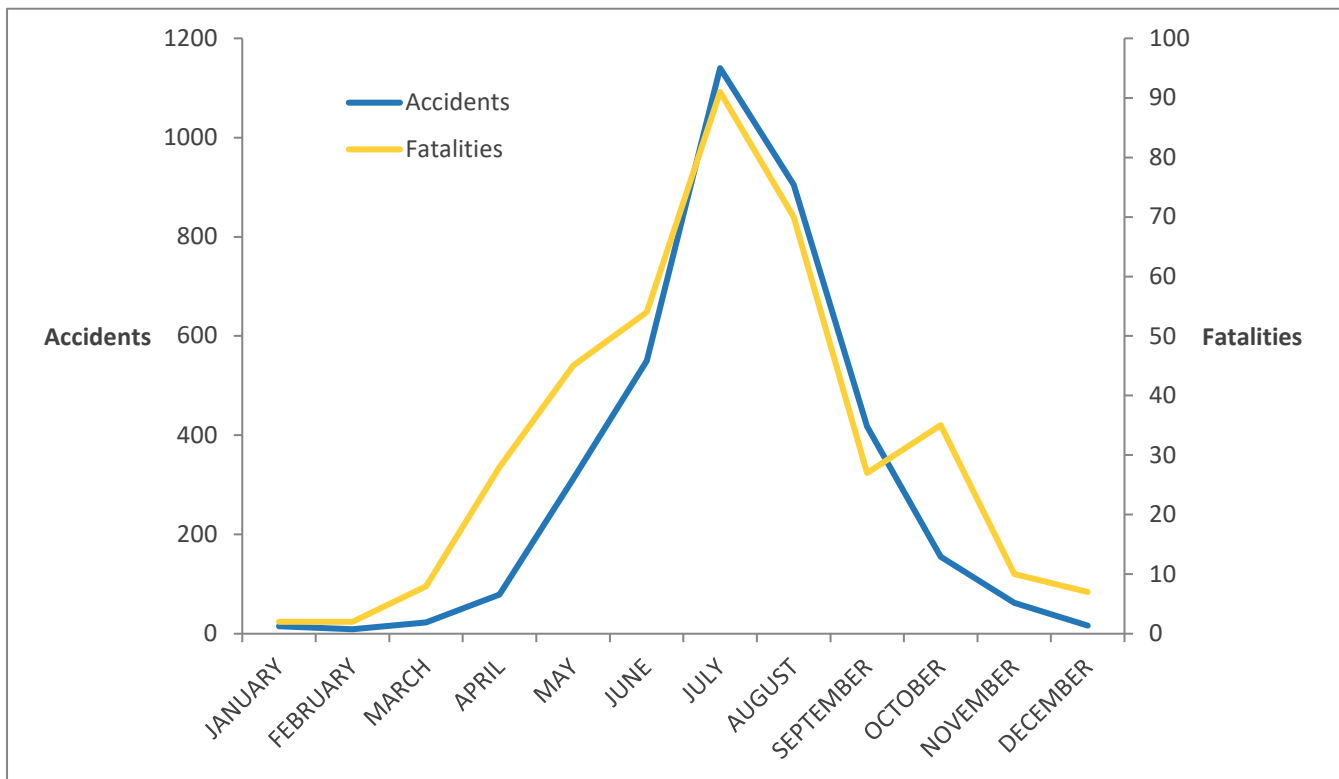
# Cause of Fatality 2005-2022



Cause of Fatality	Fatalities
Burned	2
Carbon Monoxide Poisoning	10
Disappearance	8
Drowning	263
Hypothermia	4
Medical	5
Trauma/Other	72
Unknown	16

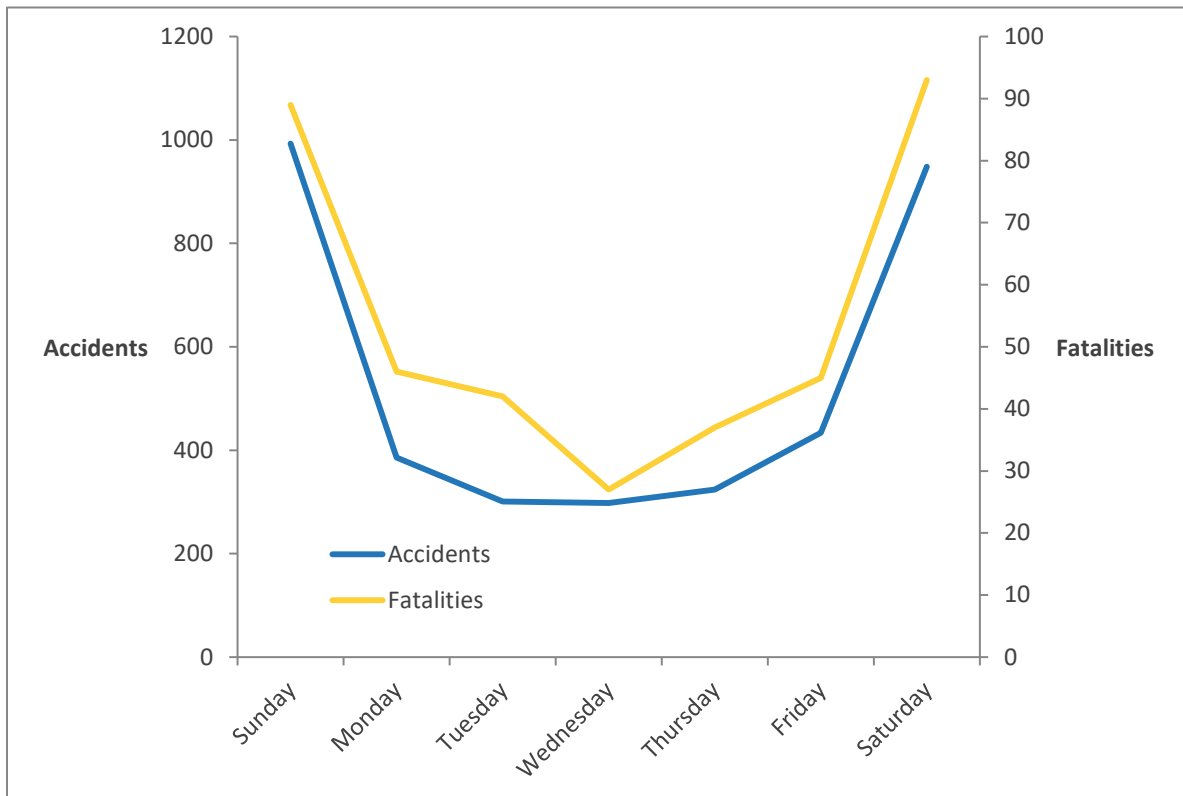
## Accident Occurrence by Month 2005-2022

Month	Accidents	Fatalities
JANUARY	15	2
FEBRUARY	9	2
MARCH	23	8
APRIL	79	28
MAY	312	45
JUNE	550	54
JULY	1140	91
AUGUST	905	70
SEPTEMBER	418	27
OCTOBER	155	35
NOVEMBER	62	10
DECEMBER	16	7



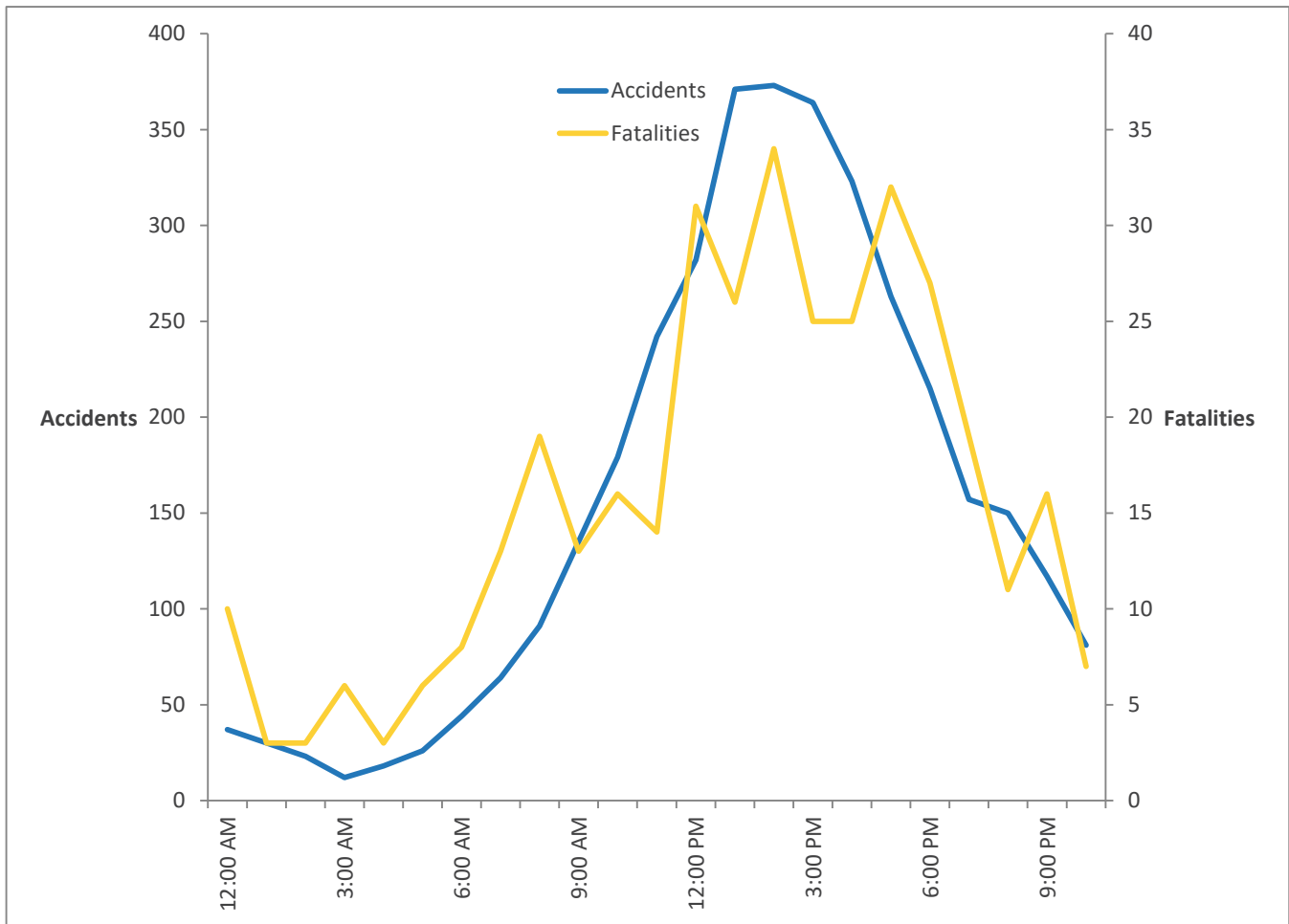
# Accident Occurrence by Day 2005-2022

Day	Accidents	Fatalities
Sunday	993	89
Monday	386	46
Tuesday	301	42
Wednesday	298	27
Thursday	324	37
Friday	434	45
Saturday	948	93



## Accident Occurrence by Time 2005-2022

AM			PM		
Time	Accidents	Fatalities	Time	Accidents	Fatalities
12 to 1	60	10	12 to 1	245	14
1 to 2	37	10	1 to 2	282	31
2 to 3	30	3	2 to 3	373	26
3 to 4	23	3	3 to 4	374	33
4 to 5	12	6	4 to 5	365	25
5 to 6	18	3	5 to 6	323	25
6 to 7	26	6	6 to 7	263	32
7 to 8	44	8	7 to 8	216	27
8 to 9	64	13	8 to 9	159	19
9 to 10	91	19	9 to 10	151	11
10 to 11	135	13	10 to 11	117	16
11 to 12	179	16	11 to 12	81	7





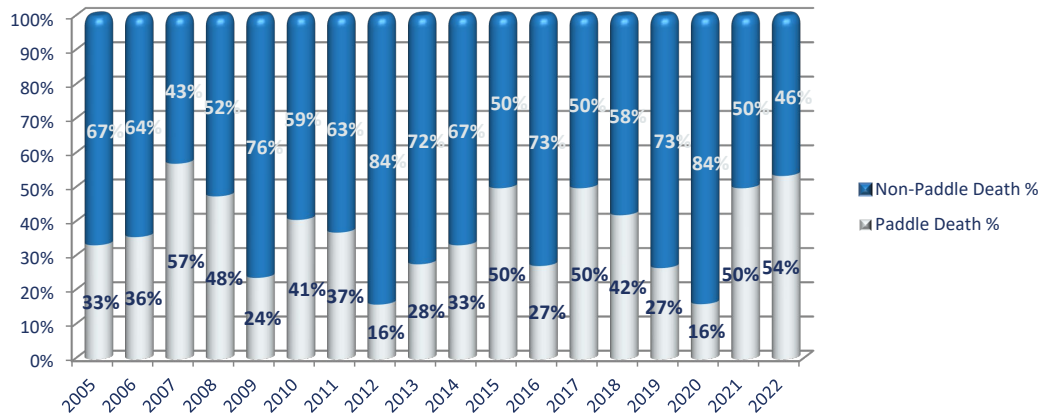
## Paddle Craft Accidents 2005-2022

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

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



### Fatalities



Paddle Craft represented 7.0% of the total vessels involved in accidents for 2022. This contributed to 54% of all fatalities for the year.

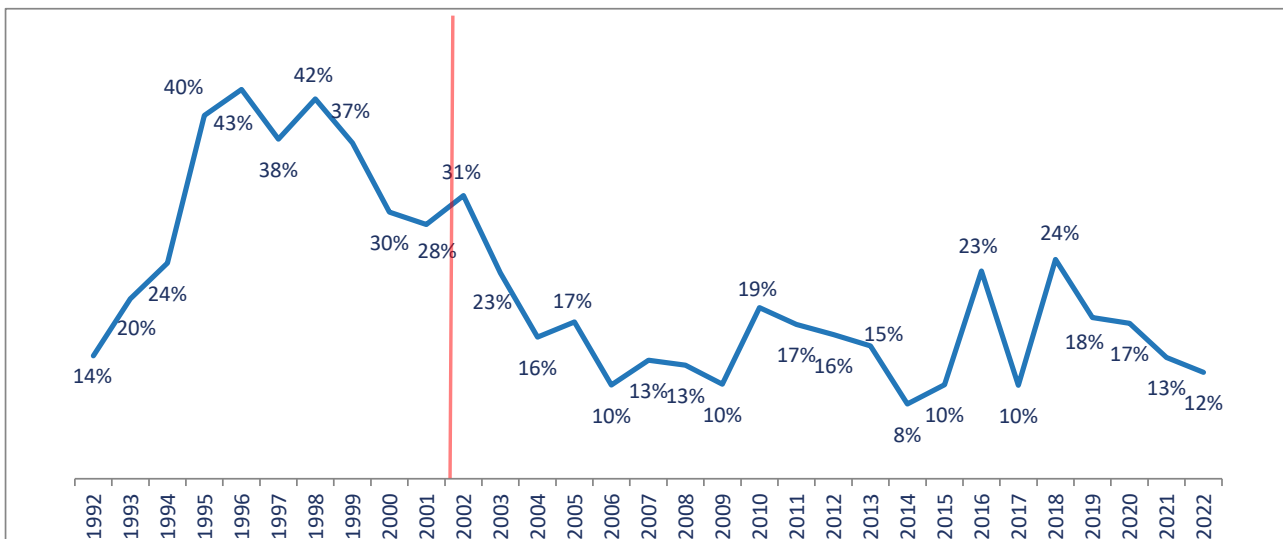
## PWC Accidents

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



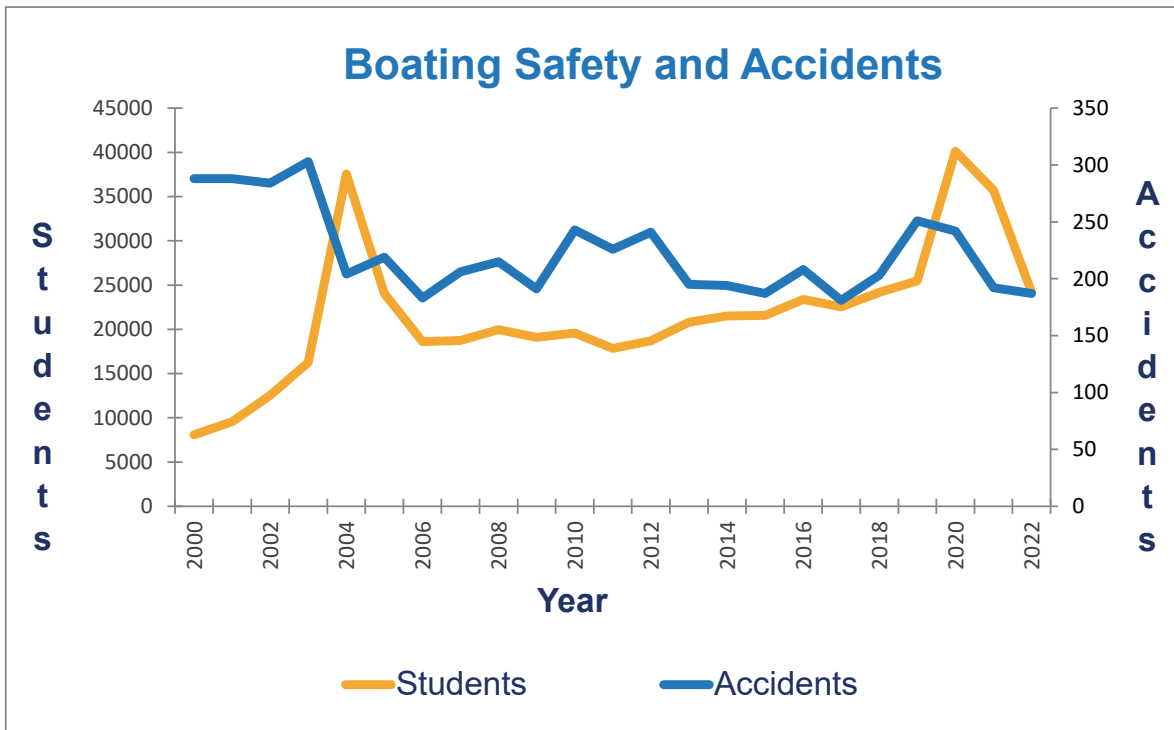
\* Mandatory education for PWC operators begins

## Percentage of PWC Vessels Involved in Accidents



# Boating Safety Education History

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



# Student Age 2022

Age Group	Online	Classroom
Under 19	4355	1557
19 - 25	3278	335
26 - 35	3850	523
36 - 55	5380	1375
Over 55	2213	1134

