

2005 Recreational Boating Report



New York State Office of Parks, Recreation and
Historic Preservation
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INTRODUCTION

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



With the availability and diversity of all this water, boating's popularity throughout the state is easy to understand. New York ranks among the leaders nationally in the number of registered vessels, 520,758 and counting, with many more non-mechanically propelled boats that do not require registration. As the number of boats continues to grow, new and diverse boat types are introduced, attracting more and more people to the sport.

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

The Office of Parks, Recreation and Historic Preservation (OPRHP) has been given the responsibility of providing the public with a safe, enjoyable environment for recreational boating. The ultimate goal is to assist the boater in developing safe boating habits. Education and



enforcement are the tools that will help achieve that goal. OPRHP was a national pioneer in developing an education program for youthful boaters, and almost 6,000 youths ages 10 to 17 complete our program each year. As the education program targeting operators of personal watercraft has become mandatory for all operators, more than 30,000 adults have earned their safety certificates in 2004 alone. OPRHP encourages all adult boaters to take a safe boating course, whether they ride a personal watercraft or not. The U.S. Coast Guard Auxiliary and the U.S. Power Squadron also conduct excellent programs for both youths and adults. Either of their certificates is acceptable in lieu of the state certificate.

A strong law enforcement presence on our waters is also crucial to the safe boating effort. The marine patrol officer serves many functions. Through the enforcement of the Navigation Law, marine patrols can remove the dangerous boater from the water. They are also quite often the first respondents to a boater in trouble. Marine patrols serve as visual reminders to the boating public that they have a responsibility toward the safety of other boaters, as well as toward themselves.

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



boating practices.

Accident statistics provide one of the best barometers for gauging the effectiveness of our boating safety efforts and have guided New York in the drafting of legislation aimed at making recreational boating safer. Far too many needless accidents occur, resulting in more than 25 deaths annually. By reviewing why, how and where these accidents occur, steps can be taken to try to prevent similar events from occurring in the future.



Inside This Report

This report will provide an overview of recreational boating in New York during 2005. In particular, this report will examine:

- Boating safety programs administered by OPRHP
- Statewide marine law enforcement efforts
- Recreational boating accidents
- Vessel registration data

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

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& Historic Preservation
Bureau of Marine & Recreational Vehicles
Empire State Plaza, Building 1
Albany, NY 12238
(518)474-0445 phone (518)408-1030 fax*

To find boating safety information on the worldwide web, check

<http://www.nysparks.com>

Topics include: Boating Education (including a list of available courses); Resources, which includes permit applications and forms for downloading; and the latest changes to the navigation law.

New Legislation – 2005

PWC - Minimum Age of Operation

On July 28, 2005 a new law was signed amending Section 49, Subdivision 1-a of the Navigation Law raising the minimum age of operators of personal watercraft (PWC) to fourteen (14). This new law will take effect January 1, 2006.

However, in order to minimize the impact on riders currently under the age of fourteen (14) certain allowances have been to phase in this new law. Until January 1, 2009, those operators age ten (10) through thirteen (13) that have a boating safety certificate may continue to operate a PWC if they are accompanied by:

- someone over 18 years of age and
- within 500 feet on another personal watercraft or vessel and
- within sight of the personal watercraft and
- holding a safety certificate of their own.

A Boating Safety Certificate is a certificate issued by the Commissioner, the United States Power Squadron, United States Coast Guard Auxiliary, or in the case of a non-resident his/her home state or country, as a result of completing a boating safety course. This law only affects the operation of PWC's. Anyone over the age of ten (10) that holds a boating safety certificate can still operate a motor boat alone.

New Legislation – 2006

Boating While Under the Influence

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

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

Life Jacket Use on Commercial Vessels

A clarification was made to Section 49.1 of the Navigation Law, limiting the mandatory use of lifejackets for youths under 12 only to those riding upon recreational vessels. To require such usage while upon commercial vessels would be contrary to federal law.

OPRHP RESPONSIBILITIES

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

Boater Education

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

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

www.nysparks.com

Last year 379 instructors taught over 24,000 students in both programs. The instructor cadre is comprised of dedicated individuals from law enforcement agencies, boating organizations, yacht clubs, boat dealerships and many other boating related interests. While State Parks administrates the program, it couldn't be done without the efforts of these extraordinary volunteers.

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

While we can't list every instructor who so generously donated their time and effort to teaching, the following instructors all taught at least 150 students during 2005.

Our most sincere thanks to these instructors, and to all of our instructors, for helping make New York's waterways a safer place in which to boat.

Joseph Di Miceli	Charles Contona
Katherine Redmond	Edward Potrzeba
Richard Gaczewski	Douglas Leininger
Eric Yager	Thomas Perricone
Russell Nichols	Joseph Gaiser
Christopher Baker	George Donaldson
Jerry Carew	Michael Caffarella
John Froio	Paul Arteta
Bruce Silvers	James Cleveland
John Merriam	Brian Mohr
Clark Young	Gregory Trotta
Joshua Macuch	Steven Lawton
Richard Powell	Robert Behan
Robin Pierce	Deborah Lowerre
Jason Wright	Geoffrey Heitzenrater
Ralph Gray	Charles Slack
Dean Flemming	Tina Pearl
William Eves	Anthony Brindisi
Stephen Brussell	Harmony Casey
Joseph Patane	



Courses Held & Students Taught per County

County	2005 Classes	2005 Students	01 - '05 Classes	01-'05 Students	County	2005 Classes	2005 Students	01 - '05 Classes	01-'05 Students
Albany	26	482	140	2787	Niagara	30	417	136	2167
Allegany	4	94	32	736	Oneida	37	699	157	3016
Bronx	25	299	100	1362	Onondaga	46	1249	204	5112
Broome	11	286	70	1477	Ontario	26	353	147	2763
Cattaraugus	5	118	28	623	Orange	13	435	86	2859
Cayuga	14	376	60	1710	Orleans	2	61	7	136
Chautauqua	21	416	121	2819	Oswego	20	450	104	2205
Chemung	8	134	30	476	Otsego	3	46	31	457
Chenango	7	54	24	332	Out of State	16	73	101	397
Clinton	12	239	74	1779	Putnam	11	203	44	976
Columbia	11	163	64	969	Queens	14	172	59	737
Cortland	4	57	22	448	Rensselaer	21	414	82	1877
Delaware	5	50	29	322	Richmond	3	11	26	184
Dutchess	24	556	115	3452	Rockland St.	23	587	52	1219
Erie	42	934	178	3736	Lawrence	19	289	110	2184
Essex	8	108	53	827	Saratoga	37	695	216	5038
Franklin	10	142	56	706	Schenectady	31	597	109	1823
Fulton	24	481	106	2745	Schoharie	1	14	6	73
Genesee	1	24	20	427	Schuyler	7	204	60	1145
Greene	5	92	26	474	Seneca	8	119	41	817
Hamilton	9	107	67	801	Steuben	12	459	58	2055
Herkimer	10	175	54	1084	Suffolk	256	3900	942	15265
Jefferson	18	446	139	2829	Sullivan	15	241	47	868
Kings	43	332	155	1306	Tioga	5	48	29	371
Lewis	7	166	30	806	Tompkins	5	65	26	405
Livingston	10	318	50	1594	Ulster	23	356	123	2089
Madison	16	606	70	2297	Warren	19	313	133	2153
Monroe	59	947	272	5482	Washington	2	13	27	339
Montgomery	4	48	18	295	Wayne	22	421	73	1491
Nassau	188	2428	619	8614	Westchester	34	405	152	2237
New York	3	23	14	71	Wyoming	2	37	26	502
					Yates	13	360	67	1723



Public Vessel Inspection & Licensing

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



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

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

Regatta Permits

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

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

Floating Object Permits

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

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

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

The Department of Environmental Conservation handles this function in the Adirondack and Catskill regions.



Vessel Theft

MSU coordinates the anti-theft efforts of marine law enforcement agencies across the state. Part of this program includes the issuance of hull identification numbers to vessels not given one by the manufacturer, or in the event the vessel is homemade. Approximately 500 of these numbers are issued through OPRHP each year. Each vessel's number is distinct, and can greatly assist in the recovery of stolen vessels.

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

Aids to Navigation

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



In 2005, OPRHP placed approximately 2,000 aids to navigation in our state waters. The crew which completes this work is stationed in the state's Finger Lakes Park Region and travel across the state from that location. In addition to placing these aids, this crew is responsible for the upkeep of these aids and the removal of them after the boating season is over.

23 Waterways

Spar Buoys

Danger 1,250
Channel 100

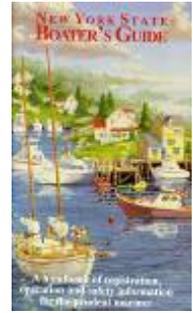
#2 Size Buoys

Danger 450
Channel 200



Publication & Public Service

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



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

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

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



MARINE LAW ENFORCEMENT

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

Patrols

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

Please see the Activity Report Summary on the following pages for details on Marine Patrol activity across the state. Please note that this summary is not comprehensive, as some agencies do not report their activities to State Parks.

State Aid

Three quarters of the fees collected from vessel registrations are provided to State Parks for distribution to localities that operate marine patrols. Of these fees, just over \$3 million was used to reimburse local marine law enforcement activities in 2005. A participating agency – generally the county, or towns and villages within a county if the county doesn't participate – may be reimbursed for a maximum of 75% of its total operating, capital and personnel expenses up to \$300,000. In recent years, the reimbursement rate had dropped to below 50% as more money has been requested than was available from registration fees. However with the recent increase in those fees the rate of reimbursement has returned to the 75% level for 2004 and 2005.

Training

State Parks conducts an annual training program for marine law enforcement officers from state,

county and local agencies. The Marine Law Enforcement School focuses on teaching students the navigation Law, basic boat handling, and proper vessel boarding procedures. This 40-hour course was held in Lake George during the first full week of May, 2005, and will return there in 2006. 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, which is similar to the training received by highway patrol for recognizing intoxicated operators. Students are taught the standard tests - including the horizontal gaze nystagmus test - for determining if a subject is intoxicated, as well as tests that were specifically designed for use on boats. The 2006 program will be conducted in Saratoga Springs.



Marine law enforcement operators who wish to enforce 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 400 officers have been trained.

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

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

- UL Accident Investigation – Intermediate
- UL Accident Investigation – Advanced
- USCG National Boating Safety Course.

In all, State Parks has either taught, or sponsored the training of more than 1,800 marine law enforcement officers from across the state.

The following page will detail the components of each of the aforementioned training programs.

Marine Law Enforcement Course

*Search & Seizure
Boating While Intoxicated
Navigation Lights
Rules of the Road
Pollution & Waste
Vessel Registrations
Vessel Theft
Hull Identification Numbers*



*Speeding/Reckless Operation
Regatta Permits
Floating Object Permits
Officer Security
Vessel Equipment Requirements
Accident Reporting & Investigation
Personal Watercraft Laws
Legal Updates
Operator Education Laws
Vessel Boarding (on the water)
Boat Handling (on the water)
Water Survival (in the pool)
Aids to Navigation
Public Vessel Law
Navigation & Charting*

Marine Patrol Vessel Operators Course



(All sessions are classroom & on-the-water)

*Boat Handling
Towing Operations
Line Handling
Seamanship
Man Overboard
Electronics
Navigation, Charting & Publications
Underway Operations
Search & Rescue
Navigation Rules*



Personal Watercraft Operators Course

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

Impaired Boaters Recognition Program

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

Noise Law Enforcement Course

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



Summary of Marine Law Enforcement Activity

COUNTY	Total Vessel Hours	Total MLE Hours	Vessel Inspections	BWI Arrests	Total Arrests	Search & Assists
Albany	532	1064	53	0	12	21
Allegany	297.5	471.5	56	0	1	10
Cattaraugus	595.5	626	102	0	31	16
Cayuga	1007.5	2514.75	460	4	72	34
Chautauqua	3756	7316	561	2	232	168
Chenango	28	74	18	0	11	0
Clinton	1502	4106	812	4	119	17
Columbia	416	1012	86	0	9	31
Cortland	25	193.5	24	0	0	0
Dutchess	1082.75	2952.5	64	0	5	51
Erie	1115	2874	484	1	63	23
Fulton	567	587.5	0	0	1	9
Greene	174.5	360	36	0	5	16
Hamilton	1372	1372	420	0	49	55
Herkimer	663	798	19	1	5	48
Lewis	244	271	214	0	20	0
Livingston	2170	2870	137	1	65	56
Madison	219.25	219.25	181	0	0	2
Monroe	2124	5854	46	4	304	46
Nassau	13384	32200	1160	2	500	297
Niagara	1137	3370	356	0	22	116
Oneida	1817	2922	252	5	233	67
Onondaga	1380	4385	319	8	163	10
Ontario	1831.25	4281.25	1063	1	144	49
Orange	1319.5	10103	255	0	33	33
Orleans	631.4	4783	108	0	27	26
Oswego	882	3516.5	1224	0	27	18
Otsego	233	233	135	0	0	5
Putnam	197	500.5	50	0	0	16
Rensselaer	340.2	1984	54	0	19	17
Rockland	1150	2800	42	1	38	52
Saratoga	1078.5	1148	1126	3	327	19
Schuyler	188.5	478	203	0	28	7
Seneca	104.6	1110.6	18	2	2	26
Steuben	552	1144	190	0	15	27
Suffolk	5168	15504	2415	4	4502	513
Sullivan	8	193	2	0	0	0
Tioga	16	32	23	0	0	1
Tompkins	490	1095	176	0	12	0
Ulster	674	1324	157	0	30	11
Warren	683.35	1059.75	37	4	85	60
Wayne	44	241	34	0	0	26
Wyoming	261.5	261.5	9	0	1	19
Yates	761.5	2374	1794	1	69	53
New York City	42888	128664	422	0	782	689

COUNTY	Total Vessel Hours	Total MLE Hours	Vessel Inspections	BWI Arrests	Total Arrests	Search & Assists
Park Police - Region						
Central	53	283	5	0	2	0
Finger Lakes	160	347	80	0	19	8
Genesee	17	333	48	0	13	1
Long Island	516	1723	154	0	48	35
New York City	14	43	0	0	0	0
Niagara	732	1233	191	0	105	8
Palisades	138	438	39	0	43	1
Saratoga	46	142	4	0	0	0
Taconic	42	551	8	2	2	6
1000 Islands	305	866	69	12	106	3
STATE POLICE						
Troop B	515	1832	269	3	144	14
Troop D	317	1192	141	2	69	11
Troop E	306	186	50	0	0	11
Troop F	334	470	56	1	16	16
Troop G	1363	1652	178	5	69	71
Troop K	573	895	92	0	30	6
Troop L	146	101	65	1	57	4
Troop T	2191	5367	491	13	837	28
D.E.C.						
Statewide	10119	25753	11454	19	1517	78
Lk George Park Comm.	4786	4909	675	4	259	100
MUNICIPALITIES						
Carmel	553	616.5	28	1	12	9
Greenburgh	127	1534.15	21	1	7	22
East Hampton	4665	10516	210	3	346	31
Greenwood Lake	1224.5	1224.5	80	1	29	39
Hempstead	7340	5000	300	1	329	10
Huntington	1150	2500	157	4	130	52
Islip	1888	7176	231	0	333	87
Mamaroneck	2647	3907	96	1	61	72
New Rochelle	1872	4858	91	1	351	76
Northport	265.5	300	13	0	11	3
Rye	483.7	1919.4	40	0	12	44
Smithtown	3381	2642	339	0	23	178
Southampton						
Yonkers	1250	2500	44	0	23	38
TOTALS	143381	351752.65	31072	123	13043	3784

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

VESSEL REGISTRATIONS

	Class A	Class 1	Class 2	Class 3	Class 4			
	Uncoded	< 16'	16 - 25'	26 - 39'	40' - 65'	> 65'	Total	% Of Total
OUT OF STATE	8	4675	6964	1089	102	2	12840	2.52
ALBANY	28	4396	5370	538	25	5	10362	2.03
ALLEGANY	11	917	1043	20	1	1	1993	0.39
BRONX	6	979	1277	452	33	22	2769	0.54
BROOME	25	3921	3637	289	14	2	7888	1.55
CATTARAUGUS	6	1356	1661	76	6	0	3105	0.61
CAYUGA	14	2279	3190	215	7	0	5705	1.12
CHAUTAUQUA	33	2827	4179	349	14	1	7403	1.45
CHEMUNG	6	1935	2294	161	7	2	4405	0.86
CHENANGO	0	1379	972	41	0	0	2392	0.47
CLINTON	16	3230	2616	237	9	0	6108	1.20
COLUMBIA	9	1397	1537	123	2	0	3068	0.60
CORTLAND	6	1107	1112	71	3	0	2299	0.45
DELAWARE	0	692	619	45	3	0	1359	0.27
DUTCHESS	23	3576	3941	623	29	1	8193	1.61
ERIE	92	9885	14732	2098	143	12	26962	5.28
ESSEX	17	2129	2204	138	7	0	4495	0.88
FRANKLIN	2	2433	1945	56	3	0	4439	0.87
FULTON	15	2365	2301	166	5	0	4852	0.95
GENESEE	3	1033	1190	70	7	1	2304	0.45
GREENE	3	1029	1338	141	8	0	2519	0.49
HAMILTON	14	1169	947	17	4	0	2151	0.42
HERKIMER	10	1890	1870	79	3	0	3852	0.76
JEFFERSON	63	4709	5501	690	39	0	11002	2.16
KINGS	7	1453	2010	898	92	12	4472	0.88
LEWIS	2	1128	778	29	0	0	1937	0.38
LIVINGSTON	7	1863	2071	56	2	1	4000	0.78
MADISON	10	1964	2427	186	6	1	4594	0.90
MONROE	84	12350	15885	1922	128	5	30374	5.95
MONTGOMERY	9	1148	1032	65	0	1	2255	0.44
NASSAU	103	11170	18651	6430	759	35	37148	7.28
NEW YORK	14	1175	2046	1042	193	11	4481	0.88
NIAGARA	43	3398	5219	614	25	3	9302	1.82

	Class A	Class 1	Class 2	Class 3	Class 4			
	Uncoded	< 16'	16 - 25'	26 - 39'	40' - 65'	> 65'	Total	
ONEIDA	26	5276	6037	367	18	1	11725	2.30
ONONDAGA	80	9800	12389	1434	79	3	23785	4.66
ONTARIO	21	2791	4686	263	11	3	7775	1.52
ORANGE	31	4774	4571	589	32	5	10002	1.96
ORLEANS	4	1087	1082	108	10	0	2291	0.45
OSWEGO	16	4584	4477	441	17	1	9536	1.87
OTSEGO	8	1252	1455	32	4	2	2753	0.54
PUTNAM	11	1308	1754	250	22	4	3349	0.66
QUEENS	33	2562	3911	1124	91	26	7747	1.52
RENSELAER	10	2826	3079	285	16	3	6219	1.22
RICHMOND	13	1551	2115	848	57	4	4588	0.90
ROCKLAND	28	2237	2076	695	59	12	5107	1.00
ST. LAWRENCE	25	5423	4821	275	8	2	10554	2.07
SARATOGA	23	5829	7646	662	27	1	14188	2.78
SCHENECTADY	20	3120	3528	309	10	2	6989	1.37
SCHOHARIE	1	582	547	36	2	1	1169	0.23
SCHUYLER	7	738	893	60	1	0	1699	0.33
SENECA	6	1252	1700	122	9	2	3091	0.61
STEUBEN	5	2471	2954	109	8	0	5547	1.09
SUFFOLK	259	21800	42664	12599	1117	31	78470	15.38
SULLIVAN	4	1886	1454	69	5	3	3421	0.67
TIOGA	6	1306	1241	79	3	3	2638	0.52
TOMPKINS	16	1330	2157	238	16	0	3757	0.74
ULSTER	8	2749	2931	470	20	0	6178	1.21
WARREN	50	2710	4558	421	8	5	7752	1.52
WASHINGTON	8	1681	1747	89	3	0	3528	0.69
WAYNE	17	2968	3760	378	17	2	7142	1.40
WESTCHESTER	47	4274	6436	2446	310	27	13540	2.65
WYOMING	1	812	1017	26	2	0	1858	0.36
YATES	4	1033	1667	55	0	0	2759	0.54
Statewide Total	1477	198969	261912	43905	3661	261	510185	100

ACCIDENTS

On October 2nd of 2005, New York suffered its single greatest boating tragedy when the Ethan Allen, a tour boat operating on Lake George, capsized. Forty-nine passengers and the skipper were thrown into the lake, and 20 of those passengers lost their lives. The National Transportation Safety Board (NTSB), after an extensive investigation, determined that this tragedy occurred as the result of a combination of insufficient reserve stability on the vessel, combined with a number of external environmental factors. In response, this administration has undertaken a thorough assessment of the laws, regulations and policies governing commercial operations on our state's waterways, in the hopes that we never again experience such a disastrous incident.

Because the Ethan Allen was a commercial vessel, the twenty deaths are not reflected in the following statistics; they are limited to recreational accidents. The chart below and the table on the next page compare general accident statistics between the years 1980 and 2005. Most of the totals haven't changed appreciably from one year to the next. The primary factor in boating deaths continues to be a disregard for the use of a personal flotation device, especially in situations where the weather is stormy, the seas rough, and the water cold -- a potentially deadly combination. The use of a life jacket may have saved many of the fifteen people who lost their lives in boating accidents in 2005.

If we look back to 1980, 61 people died in boating accidents on New York's waterways, a staggering rate of more than 19 deaths per 100,000 registered vessels. Those numbers decreased steadily until reaching a low in 1991 of only 22 deaths, or 5 per 100,000 vessels. Since then, the total number of fatalities per year has steadied, with a general decreasing trend in the number of deaths per registered vessel. Some years are higher, such as 1997, with 37 deaths, and some years are lower, such as this past year, with just 18 deaths. But it appears to have reached a point where

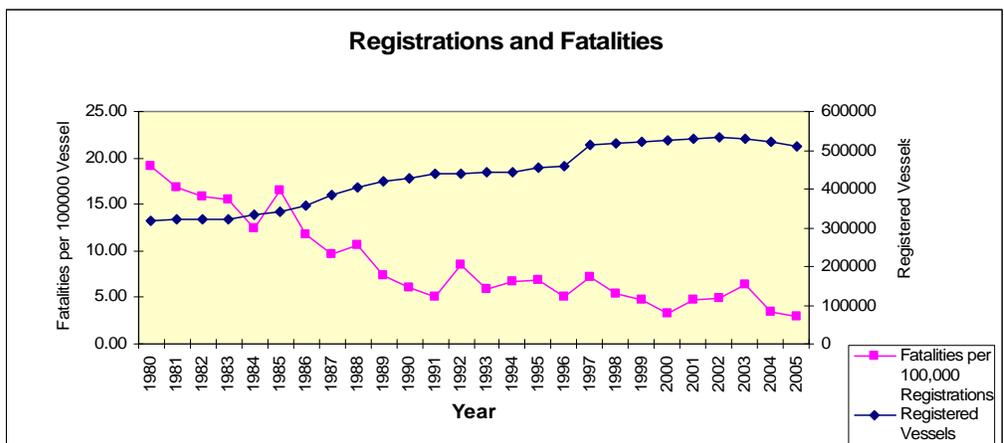
it will take a radical shift in safe boating habits to lower boating deaths to a number consistently lower than twenty.

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 speed 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 sense of judgment and balance can have lethal consequences. While alcohol does not appear to be a significant factor in most accidents, it does have a high rate of occurrence in fatal incidents.

There is no single answer to reducing either fatalities or collisions, although a little common sense and consideration of other boaters would be a good start. Boating education classes help, but boaters must be willing to apply what they have learned. Tougher laws can help by making it possible to remove some of the more obviously dangerous boaters from our waterways. But marine law enforcement is limited in its ability to cover all waters at all times. It is an extremely taxing, hazardous duty, and some violators will most likely elude enforcement. 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



Accident Data: 1980 – 2005

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	123	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

County and Waterway

County	Waterway	Accidents	Fatalities
Allegany	Rushford Lake	1	0
Bronx	Eastchester Bay	2	0
Cayuga	Cayuga Lake	1	0
	Little Sodus Bay	2	0
	Owasco Lake	3	2
Chautauqua	Chautauqua Lake	5	0
Clinton	Lake Champlain	2	1
Columbia	Hudson River	1	0
Erie	East Niagara River	1	0
Franklin	Chateaugay Lake	1	0
	Saranac Lake	1	0
	Tupper Lake	1	0
Hamilton	Fourth Lake	1	0
	Lake Pleasant	1	0
Jefferson	St. Lawrence River	6	0
Kings	Coney Island Creek	1	0
Livingston	Conesus Lake	3	0
	Hemlock Lake	1	1
Madison	Bradleybrook Res.	1	0
	Erie Canal	1	0
	Irondequoit Bay	1	0
	Lake Ontario	3	0
Nassau	Sloop Channel	1	0
	Atlantic Ocean	3	0
	Bedell Creek	1	0
	Broad Channel	1	0
	Garrett's Lead	2	0
	Great Island Channel	1	0
	Great South Bay	1	1
	Hempstead Harbor	3	0
	Hewlett Bay	1	0
	Indian River	2	0
	Jones Inlet	2	0
	Long Island Sound	5	0
	Massapequa Cove	1	0
	Merrick Bay	1	0
	Middle Bay	1	0
	Motts Basin	1	0
	Ned's Creek	1	0
	Oyster Bay	4	0
	Reynold's Channel	2	0
	Reynolds Channel	1	0
	Seaford Creek	1	0
	Sloop Channel	1	0
	State Boat Channel	1	0
Swift Creek	1	0	
West Harbor	1	0	

County	Waterway	Accidents	Fatalities
New York	Harlem River	1	1
	Hudson River	1	0
Niagara	East Niagara River	2	0
	Lake Ontario	1	0
	Lower Niagara River	1	0
Oneida	Delta Lake	1	0
	Lake Delta	1	0
	Oneida Lake	2	0
Onondaga	Erie Canal	1	0
	Oneida Lake	3	0
	Oneida River	1	0
	Skaneateles Lake	1	0
Ontario	Canandaigua Lake	3	0
Orange	Greenwood Lake	1	0
	Hudson River	1	0
Orleans	Lake Alice	2	1
	Lake Ontario	1	0
Oswego	Oneida Lake	4	0
Putnam	Lake Mahopac	1	0
Queens	East River	1	0
	Jamaica Bay	1	0
Saratoga	Hudson River	2	1
	Saratoga Lake	2	0
	Stoney Creek Res.	1	1
Schenectady	Mohawk River	1	1
Schuyler	Cayuta Lake	1	0
	Seneca Canal	1	0
	Seneca Lake	2	0
	Waneta Lake	2	0
Seneca	Seneca Lake	1	0
St. Lawrence	Cranberry Lake	1	0
	Oswegatchie River	1	0
	St. Lawrence River	2	1
	Sterling Pond	1	0
	Trout Lake	1	0
Steuben	Keuka Lake	3	0
Suffolk	Atlantic Ocean	8	0
	Block Island Sound	3	0
	Coecle's Harbor	2	0
	Gardiner's Bay	4	0
	Great South Bay	19	3
	Long Island Sound	3	0
	Mattituk Creek	1	0
	Montauk Harbor	1	0
	Nappeague Bay	1	1
	Northport Bay	1	0
	Noyac Bay	1	0
	Patchogue Bay	1	0
	Reeve's Bay	1	0
Shelter Island Sound	1	0	

County	Waterway	Accidents	Fatalities
	Shinnecock	1	0
	Southold Bay	1	0
	State Boat Channel	2	0
	West Neck Harbor	1	0
Sullivan	Mohican Lake	1	0
Tompkins	Cayuga Lake	1	0
Ulster	Hudson River	1	0
Warren	Lake George	17	0
Wayne	Lake Ontario	2	0
	Sodus Bay	4	0
Westchester	Hudson River	3	0
	Long Island Sound	4	0
Yates	Keuka Lake	1	0
TOTAL		219	15

Summary of Types of Accidents

	Accidents	Fatalities	injuries
Capsizing	16	4	9
Collision w/Vessel	48	3	34
Collision with Fixed Object	4	2	5
Collision with Floating Object	20	1	6
Falls in Boat	13	1	14
Falls Overboard	16	4	13
Fire/Explosion(fuel)	11	0	4
Fire/Explosion(Other)	5	0	1
Flooding/Swamping	15	0	3
Grounding	36	0	22
Other	3	0	3
Sinking	1	0	0
Skier Mishap	15	0	16
Struck by Boat	7	0	5
Struck by Propeller	3	0	3
Struck submerged object	3	0	1
Unknown	3	0	3
TOTAL	219	15	139

The above table only represents the 'Primary' type of accident. Quite often a single incident will encompass multiple accident types. For example, a vessel may capsize and then sink; only the capsizing is captured in the above table.

Operation at Time of Accident, by Type of Accident

Accident Type	Operation	Vessels	Fatalities	Injuries
Capsizing	At Anchor	1	0	1
	Being Towed	1	0	0
	Changing Speed	1	0	0
	Cruising	3	0	1
	Cruising, Changing Direction	2	0	2
	Cruising, Sailing	1	0	0
	Rowing or Paddling	5	4	2
	Sailing	2	0	3
Collision w/Vessel	Unknown	1	0	0
	At Anchor	5	0	4
	Changing Direction	2	0	1
	Cruising	41	0	17
	Cruising, Changing Direction	2	1	0
	Docking/Undocking	4	0	1
	Drifting	13	1	9
	Rowing or Paddling	1	1	2
	Sailing	4	0	0
	Tied to Dock/Mooring	2	0	0
	Collision w/Fixed Object	Cruising	3	2
Docking/Undocking		1	0	0
Collision w/Floating Object	At Anchor	1	0	0
	Changing Direction	1	0	0
	Cruising	12	1	6
	Cruising, Changing Direction	1	0	0
	Docking/Undocking	5	0	0
Falls in Boat	Changing Direction	1	0	1
	Cruising	11	1	12
	Docking/Undocking	1	0	1
Falls Overboard	At Anchor	1	1	0
	Being Towed	1	0	1
	Changing Speed	1	0	1
	Cruising	7	2	5
	Docking/Undocking	3	1	2
	Drifting	1	0	1
Fire/Explosion(fuel)	At Anchor	1	0	1
	Cruising	6	0	1
	Drifting	3	0	2
	Tied to Dock/Mooring	1	0	0
Fire/Explosion(Other)	Cruising	2	0	0
	Drifting	1	0	0
	Tied to Dock/Mooring	2	0	1
Flooding/Swamping	Being Towed	1	0	0
	Changing Direction	2	0	3

Accident Type	Operation	Vessels	Fatalities	Injuries
Flooding/Swamping (cont.)	Changing Speed, Cruising	1	0	0
	Cruising	8	0	0
	Drifting	3	0	0
Grounding	Changing Speed, Cruising	1	0	1
	Cruising	34	0	20
	Cruising, Sailing	1	0	0
	Drifting	1	0	0
	Sailing	1	0	0
	Towing another vessel	1	0	1
Other	At Anchor	1	0	1
	Docking/Undocking	2	0	2
Ejected from vessel	Cruising	1	0	1
	Drifting	1	0	2
Sinking	Cruising	1	0	0
Skier Mishap	Changing Speed, Cruising	1	0	1
	Cruising	14	0	15
Struck by Boat	Cruising	2	0	1
	Cruising, Changing Direction	1	0	1
	Docking/Undocking	2	0	2
	Drifting	2	0	1
	Tied to Dock/Mooring	1	0	0
Struck by Propeller	Cruising	1	0	1
	Drifting	2	0	2
Struck submerged object	Cruising	3	0	1
Unknown	Unknown	5	0	2
	Changing Direction	1	0	1
TOTAL		253	15	142

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

Primary Cause of Accident by Type of Accident

Accident Type	Primary Cause	Vessels	Fatalities	Injuries
Unknown	Unknown	4	0	1
	Congested Waters	1	0	1
	Weather	1	0	1
Capsizing	Unknown	1	1	0
	Alcohol Use	1	1	0
	Excessive Speed	3	0	3
	Hazardous Waters	2	1	0
	Passenger or Skier Behavior	1	1	0
	Vessel Hull Failure	1	0	0
	Wake	1	0	0
	Weather	6	0	6
	Collision w/Vessel	Unknown	5	1
Alcohol Use		2	0	0
Careless/Reckless Operation		9	1	3
Excessive Speed		2	0	1
Lack of / Improper Boat Lights		5	1	5
No Proper Lookout		24	0	9
Off Throttle Steering Loss		2	0	1
Operator Inattention		7	0	2
Other		2	0	3
Poor Visibility (Restricted Vision)		2	0	0
Weather		3	0	4
Collision w/Fixed Object	Alcohol Use	1	1	2
	Careless/Reckless Operation	1	1	0
	No Proper Lookout	1	0	0
	Passenger or Skier Behavior	1	0	3
Collision w/Floating Object	Unknown	1	0	0
	Alcohol Use	5	1	4
	Lack of / Improper Boat Lights	1	0	0
	No Proper Lookout	3	0	0
	Off Throttle Steering Loss	1	0	1
	Operator Inattention	2	0	1
	Operator Inexperience	3	0	0
	Hit and Run	1	0	0
	Passenger or Skier Behavior	1	0	0
Collision w/Floating Object	Wake	1	0	0
	Weather	1	0	0
Falls in Boat	Careless/Reckless Operation	2	0	2
	Excessive Speed	5	1	5
	Machinery Failure	1	0	2
	Passenger or Skier Behavior	2	0	2

Accident Type	Primary Cause	Vessels	Fatalities	Injuries
	Wake	3	0	3
Falls Overboard	Unknown	1	1	0
	Alcohol Use	2	1	1
	Careless/Reckless Operation	1	0	1
	Excessive Speed	1	0	1
	Hazardous Waters	1	0	1
	Operator Inattention	4	2	2
	Operator Inexperience	1	0	1
	Passenger or Skier Behavior	2	0	2
	Wake	1	0	1
Fire/Explosion(fuel)	Ignition of Spilled Fuel or Vapor	8	0	4
	Machinery Failure	3	0	0
Fire/Explosion(Other)	Machinery Failure	4	0	1
	Fire – Auxiliary Gear	1	0	0
Flooding/Swamping	Unknown	1	0	0
	Hazardous Waters	1	0	0
	Machinery Failure	3	0	0
	Operator Inattention	1	0	0
	Overloading	2	0	0
	Passenger or Skier Behavior	1	0	3
	Vessel Hull Failure	2	0	0
	Weather	4	0	0
Grounding	Alcohol Use	3	0	0
	Careless/Reckless Operation	1	0	0
	Hazardous Waters	18	0	1
	Machinery Failure	3	0	1
	No Proper Lookout	1	0	2
	Off Throttle Steering Loss	1	0	1
	Operator Inattention	6	0	7
	Operator Inexperience	4	0	1
	Grounding	Poor Visibility (Restricted Vision)	1	0
	Wake	1	0	0
Other	Passenger or Skier Behavior	1	0	1
	Operator Inattention	2	0	2
Ejected from Vessel	Excessive Speed	1	0	1
	Starting in Gear	1	0	2
Sinking	Equipment Failure	1	0	0
Skier Mishap	Careless/Reckless Operation	1	0	1
	Excessive Speed	3	0	3
	Passenger or Skier Behavior	10	0	11
	Wake	1	0	1

Accident Type	Primary Cause	Vessels	Fatalities	Injuries
Struck by Boat	Alcohol Use	1	0	1
	Excessive Speed	1	0	0
	No Proper Lookout	2	0	2
	Operator Inattention	2	0	0
	Passenger or Skier Behavior	1	0	1
	Rules of Road Violation	1	0	1
Struck by Propeller	Operator Inattention	3	0	3
Struck submerged object	Operator Inattention	1	0	1
	Submerged Object	2	0	0

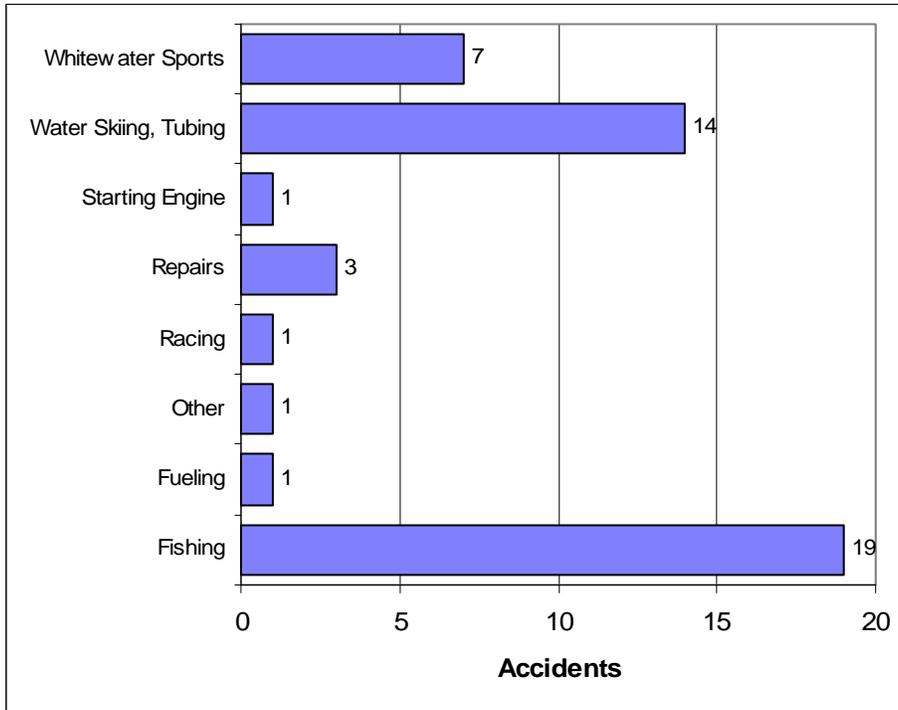
TOTAL **241** **15** **142**

Summary of Accident Causes

Cause	Accidents	Fatalities	Injuries
Unknown	6	2	5
Alcohol Use	14	4	8
Careless/Reckless Operation	13	2	10
Equipment Failure	1	0	0
Excessive Speed	13	1	12
Hazardous Waters	21	1	2
Ignition of Spilled Fuel or Vapor	8	0	4
Lack of / Improper Boat Lights	4	1	5
Machinery Failure	15	0	4
No Proper Lookout	25	0	12
Off Throttle Steering Loss	4	0	3
Operator Inattention	24	2	17
Operator Inexperience	8	0	2
Other - Fire - Auxiliary Gear	1	0	0
Other-Hit and Run	6	0	3
Overloading	1	0	0
Passenger/Skier Behavior	20	1	24
Poor Visibility (Restricted Vision)	3	0	11
Rules of Road Violation	1	0	1
Standing/Sitting on Gunwales etc	1	1	0
Starting in Gear	1	0	2
Submerged Object	2	0	0
Vessel Hull Failure	3	0	0
Wake	10	0	7
Weather	14	0	11

In much the same manner as the previous summary of Types of Accidents, this table only represents the 'Primary' cause of an accident. For example, a machinery failure may occur, with the result being a vessel collision; only the machinery failure is captured in this table.

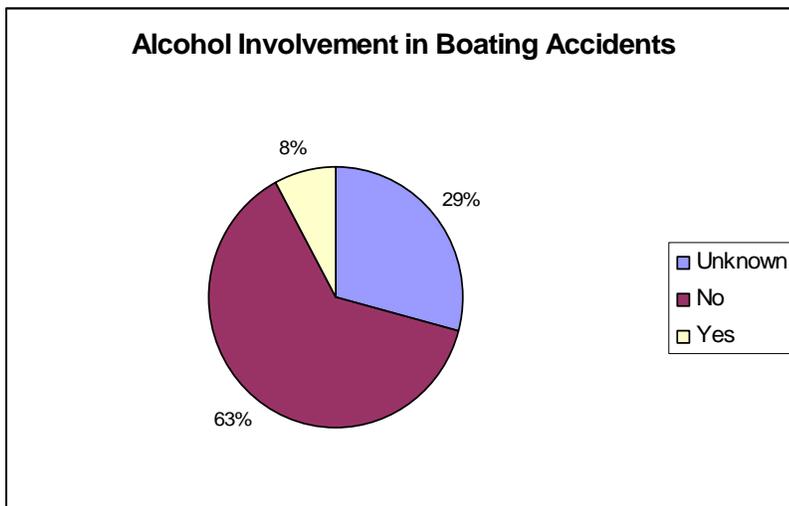
Vessel Activity at Time of Accident



The above table only shows vessels engaged in boating related activities, as opposed to 'cruising', rowing, sailing, etc.

Alcohol & Boating Accidents

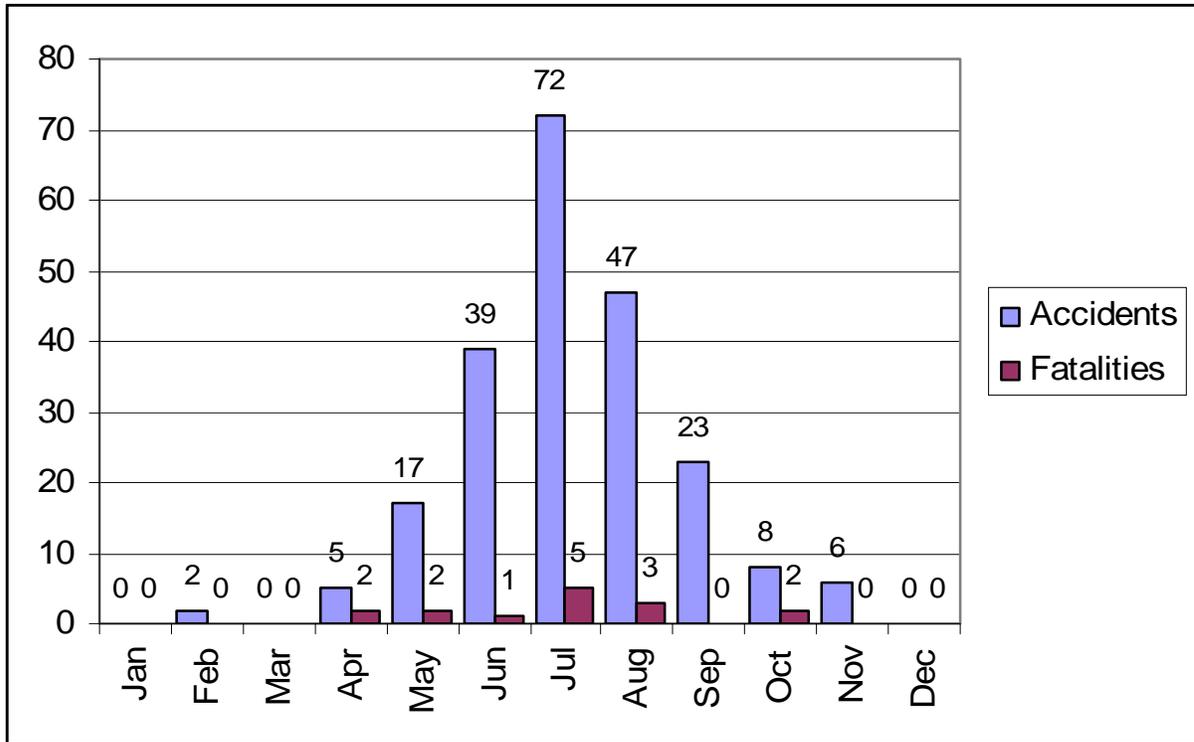
Alcohol Involved	Accidents	Deaths	Injuries
Yes	17	2	19
No	138	9	82
Unknown	64	4	42



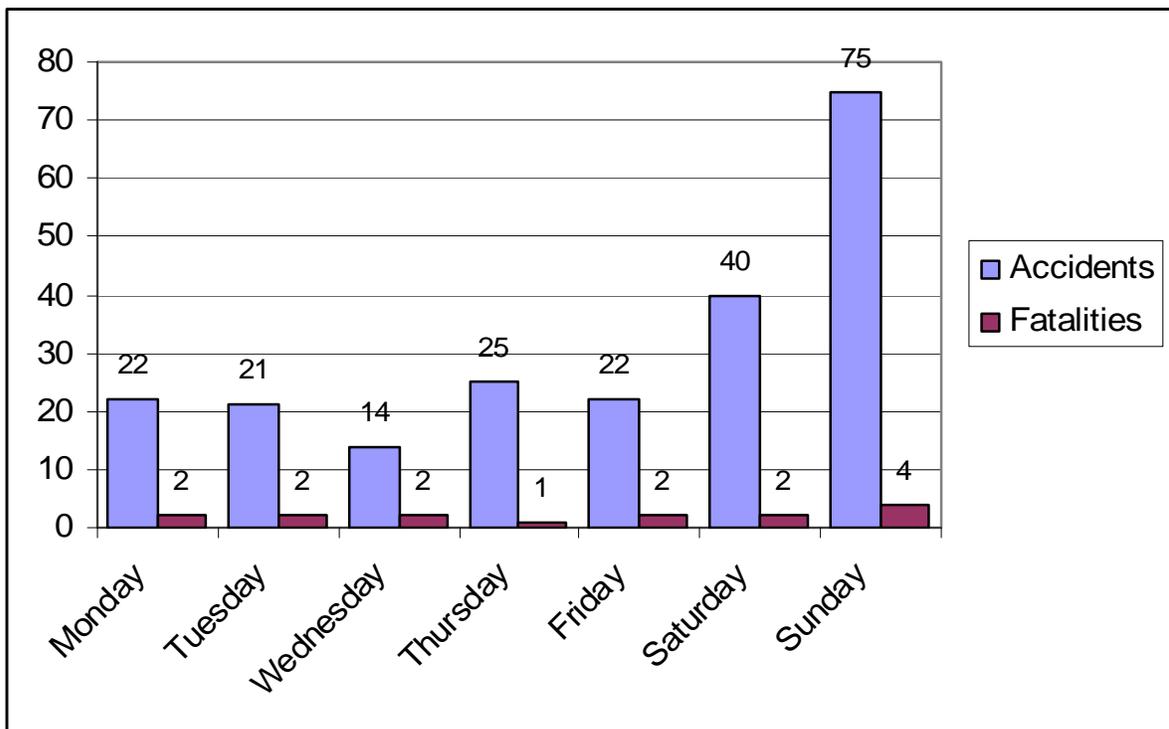
While the U.S. Coast Guard suggests that alcohol is a factor in up to 50% of all boating accidents, New York's figures have never supported that claim. It is clear however that alcohol use was present in a higher percentage of fatal accidents than in other accidents.

Strong law enforcement efforts are likely one factor that keeps the prevalence of alcohol use lower in New York than across the rest of the country. It is also possible though that more accidents involving alcohol than are being reported, for fear of having a ticket issued or an arrest made.

Month of Accident & Fatality

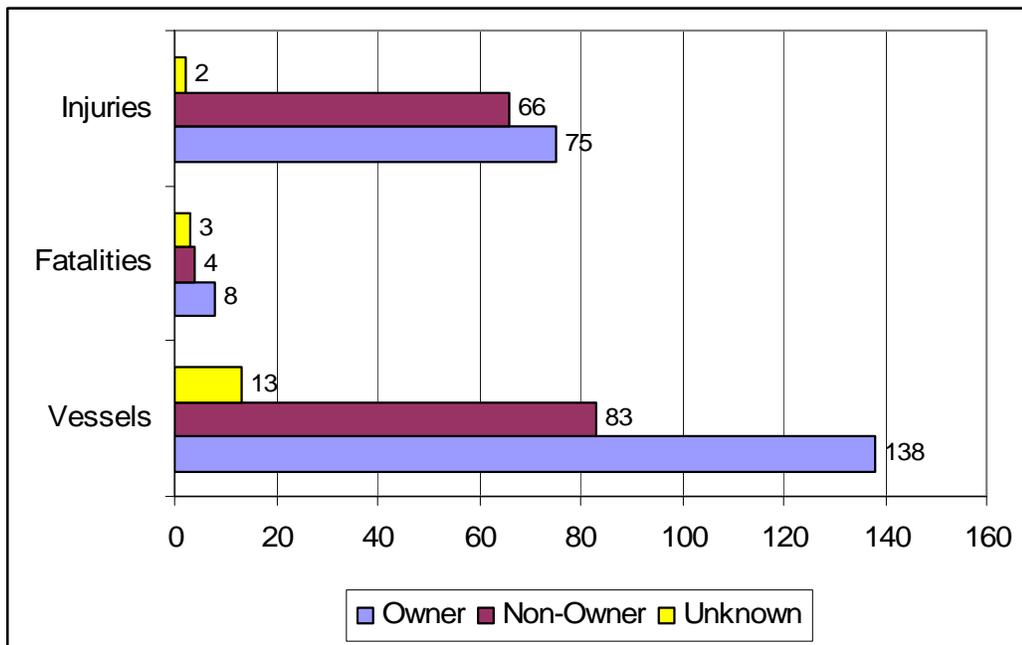


Day of the Week of Accident & Fatality



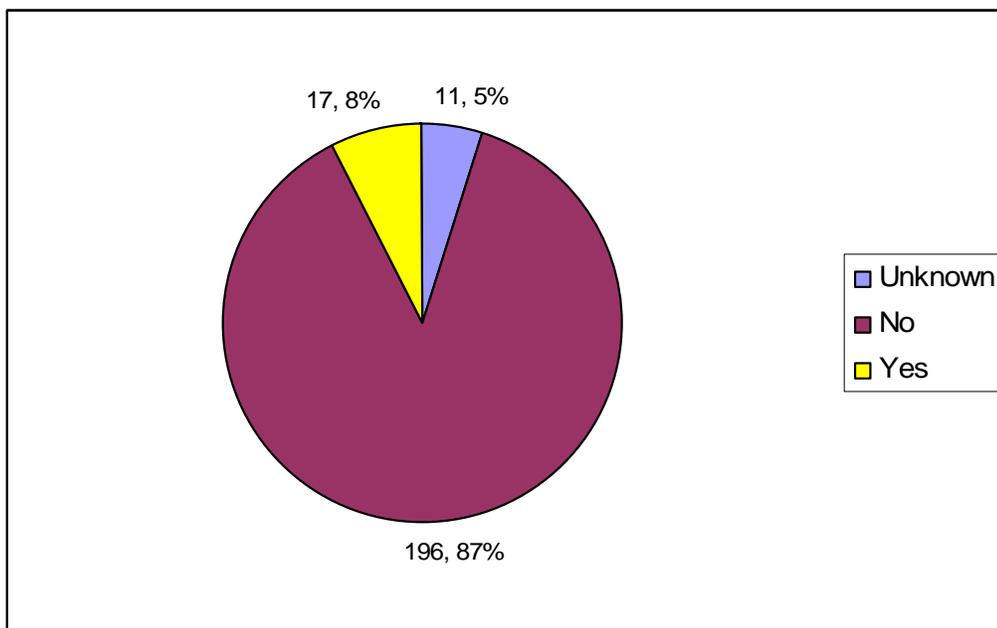
Owner - Operator

This chart looks at whether or not the person operating the vessel at the time of the accident was the owner of the vessel, or someone else. Included in the count of "Owners" is anyone living in the same household as the registered owner of the vessel. The intent of this chart is to see if more accidents are caused by people operating a vessel that they are presumably not familiar with since they do not own that vessel.



Rental Vessels

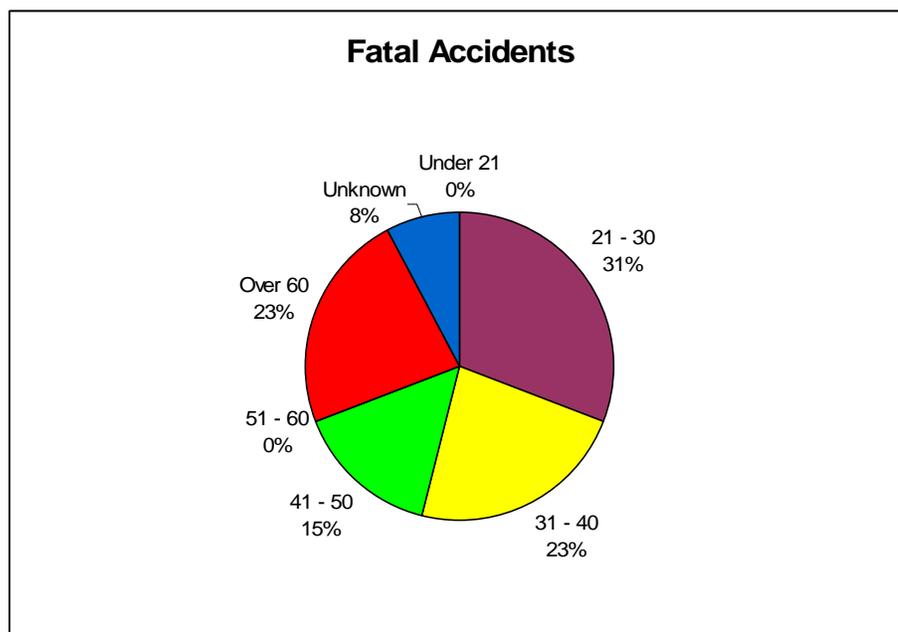
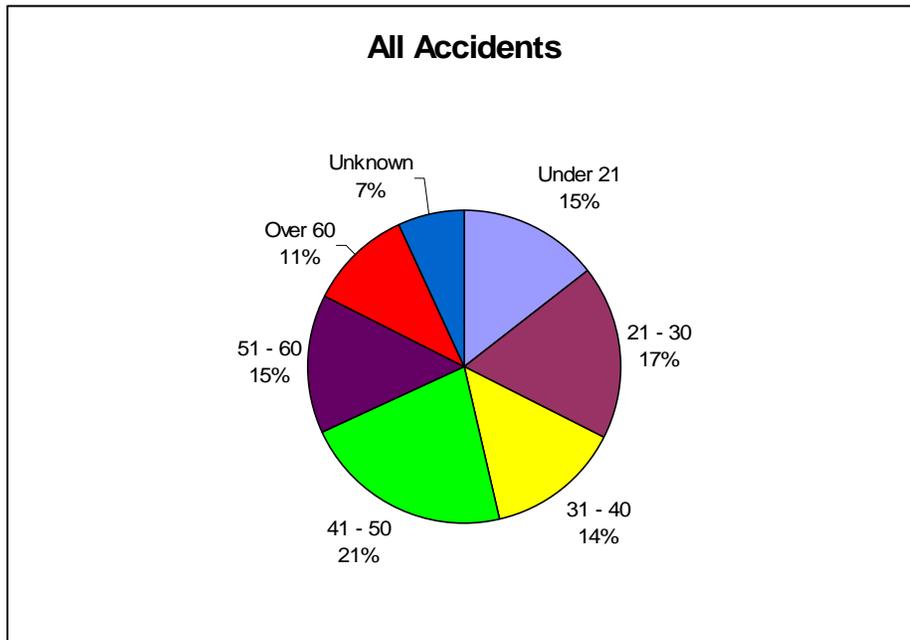
This chart is closely related to the one above, which actually incorporates this data into its own numbers, since vessels being rented are, by definition, not being operated by their owners. There are surprisingly few accidents occurring among rented vessels.



Operator Age

Age Group	Accidents	Fatalities
Under 21	29	0
21 - 30	36	4
31 - 40	28	3
41 - 50	43	2
51 - 60	29	0
Over 60	21	3
Unknown	14	1

The labels for each slice in the pie charts below are arranged as "Age Group, Percentage". For example, in fatal accidents the operator was under between the ages of 21 and 30 in 31% of all fatal accidents.



Operator Education

Summary

	Accidents	Fatalities	Injuries
Unknown	33	8	20
None	143	7	86
State Course	24	0	21
US Power Squadron	19	0	6
USCG Auxiliary	20	0	9

By Age Group

Age Group	Education	Accidents	Fatalities	injuries
Under 21	Unknown	4	0	1
	None	18	0	14
	State Course	7	0	3
	US Power Squadron	4	0	2
	USCG Auxiliary	3	0	1
21 - 30	Unknown	4	2	1
	None	23	3	13
	State Course	8	0	13
	US Power Squadron	1	0	1
	USCG Auxiliary	4	0	3
31 - 40	Unknown	3	2	4
	None	26	1	18
	State Course	2	0	2
	US Power Squadron	5	0	0
	USCG Auxiliary	4	0	4
41 - 50	Unknown	7	2	4
	None	48	1	23
	State Course	6	0	0
	US Power Squadron	1	0	0
	USCG Auxiliary	4	0	0
51 - 60	Unknown	4	0	6
	None	26	0	15
	State Course	2	0	3
	US Power Squadron	2	0	0
	USCG Auxiliary	4	0	1
Over 60	Unknown	3	1	2
	None	16	2	4
	US Power Squadron	7	0	3
Unknown	Unknown	11	1	2
	None	2	0	0
	US Power Squadron	1	0	0
	USCG Auxiliary	1	0	0

Operator Experience

Summary

	Accidents	Fatalities	Injuries
None	18	1	13
Under 20 Hrs.	19	0	10
20-100 Hrs.	46	2	31
100 Hours or More	114	6	79
Unknown	35	6	19

By Age Group

Age Group	Experience	Accidents	Fatalities	Injuries
Under 21	Unknown	4	0	1
	100 Hours or More	12	0	7
	20-100 Hrs.	12	0	7
	None	4	0	4
	Under 20 Hrs.	3	0	2
21 - 30	Unknown	3	1	1
	100 Hours or More	18	2	19
	20-100 Hrs.	10	1	6
	None	4	1	3
	Under 20 Hrs.	5	0	2
31 - 40	Unknown	6	1	6
	100 Hours or More	18	0	10
	20-100 Hrs.	10	1	6
	None	2	0	2
	Over 500 Hrs.	1	1	0
	Under 20 Hrs.	3	0	4
41 - 50	Unknown	8	2	2
	100 Hours or More	35	1	11
	20-100 Hrs.	10	0	9
	None	6	0	4
	Under 20 Hrs.	6	0	1
51 - 60	Unknown	5	1	6
	100 Hours or More	27	0	17
	20-100 Hrs.	4	0	1
	None	2	0	0
	Under 20 Hrs.	1	0	1
Over 60	Unknown	4	1	1
	100 Hours or More	18	2	6
	20-100 Hrs.	3	0	2
	Under 20 Hrs.	1	0	0
Unknown	Unknown	15	6	2
	100 Hours or More	3	0	0
	None	1	0	0

Types of Boats Involved in Accidents

VESSEL TYPE	Accidents	Acc %	Deaths	Injuries
Auxiliary Sail	10	4.1%	0	4
Cabin Motorboat	61	25.2%	2	30
Canoe	5	2.1%	4	2
Crew Shell	1	0.4%	1	2
Houseboat	2	0.8%	0	0
Jet Boat	2	0.8%	0	1
Open Motorboat	110	45.5%	5	71
Personal Watercraft	36	14.9%	3	29
Pontoon Boat	3	1.2%	0	2
Rowboat	2	0.8%	0	0
Sail (only)	5	2.1%	0	1
Unknown	5	2.1%	0	0

Types of Boats by Length

Type	Length	Accidents	Fatalities
Auxiliary Sail	16' - <26'	2	0
	26' - <40'	8	0
	40' - 65'	1	0
Cabin Motorboat	16' - <26'	19	1
	26' - <40'	35	1
	40' - 65'	8	0
	Unknown	1	0
Canoe	< 16'	2	2
	16' - <26'	2	1
	Unknown	1	1
Crew Shell	40' - 65'	1	1
Houseboat	26' - <40'	1	0
	Unknown	1	0

Type	Length	Accidents	Fatalities
Jet Boat	< 16'	2	0
Open Motorboat	< 16'	12	1
	16' - <26'	85	4
	26' - <40'	9	0
PWC	Unknown	9	0
	< 16'	33	2
Pontoon Boat	Unknown	3	1
	16' - <26'	2	0
Rowboat	26' - <40'	1	0
	< 16'	2	0
Sail (only)	< 16'	2	0
	16' - <26'	3	0
Unknown	26' - <40'	2	0
	Unknown	5	0

Type of Vessel by Types of Accident

Vessel / Accident Type	Accidents	Fatalities	Injuries
Auxillary Sail			
Capsizing	1	0	2
Collision w/Vessel	3	0	0
Collision with Floating Object	2	0	0
Grounding	3	0	1
Struck by Boat	1	0	1
Cabin Motorboat			
Capsizing	2	0	2
Collision w/Vessel	13	1	6
Collision with Fixed Object	1	0	0
Collision with Floating Object	8	0	0
Falls in Boat	4	0	5
Falls Overboard	2	1	1
Fire/Explosion(fuel)	5	0	3
Fire/Explosion(Other)	3	0	0
Flooding/Swamping	2	0	0
Grounding	16	0	10
Other - Amputation	1	0	1
Struck by Boat	1	0	1
Struck submerged object	3	0	1
Canoe			
Capsizing	5	4	2
Crew Shell			
Collision w/Vessel	1	1	2
Houseboat			
Collision with Floating Object	1	0	0
Fire/Explosion(fuel)	1	0	0
Jet Boat			
Collision w/Vessel	1	0	0
Falls Overboard	1	0	1
Open Motorboat			
Unknown	1	0	1
Capsizing	5	0	1
Collision w/Vessel	35	1	21
Collision with Fixed Object	2	2	2
Collision with Floating Object	6	0	5
Falls in Boat	3	0	5
Falls Overboard	6	2	5
Fire/Explosion(fuel)	4	0	0
Fire/Explosion(Other)	1	0	0
Flooding/Swamping	12	0	3
Grounding	17	0	10
Other - Amputation	1	0	1
Other - Struck Head	1	0	1
Sinking	1	0	0

Vessel / Accident Type	Accidents	Fatalities	Injuries
Open Motorboat (cont.)			
Skier Mishap	11	0	12
Struck by Boat	4	0	2
Struck by Propeller	3	0	3
Personal Watercraft			
Unknown	2	0	2
Capsizing	1	0	1
Collision w/Vessel	10	0	5
Collision with Fixed Object	1	0	3
Collision with Floating Object	2	1	1
Falls in Boat	5	1	4
Falls Overboard	7	1	6
Fire/Explosion(fuel)	1	0	1
Fire/Explosion(Other)	1	0	1
Flooding/Swamping	1	0	0
Grounding	2	0	1
Skier Mishap	3	0	3
Struck by Boat	2	0	1
Pontoon Boat			
Falls in Boat	1	0	1
Grounding	1	0	0
Skier Mishap	1	0	1
Rowboat			
Collision w/Vessel	2	0	0
Sail (only)			
Capsizing	2	0	1
Collision w/Vessel	3	0	0
Unknown			
Unknown	3	0	0
Collision w/Vessel	2	0	0
Collision with Floating Object	1	0	0



Personal Watercraft Accidents

Multi-Year Summary of PWC Accidents

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



- Mandatory education for PWC goes into effect

Types of PWC Accidents

PWC Accident Type	Accident	Fatalities	Injuries
Capsizing	1	0	1
Collision w/Vessel	10	0	5
Collision w/Fixed Object	1	0	3
Collision w/Floating Object	2	1	1
Falls in Boat	5	1	4
Falls Overboard	7	1	6
Fire/Explosion(fuel)	1	0	1
Fire/Explosion(Other)	1	0	1
Flooding/Swamping	1	0	0
Grounding	2	0	1
Skier Mishap	3	0	3
Struck by Boat	2	0	1
Unknown	2	0	2

Causes of PWC Accidents

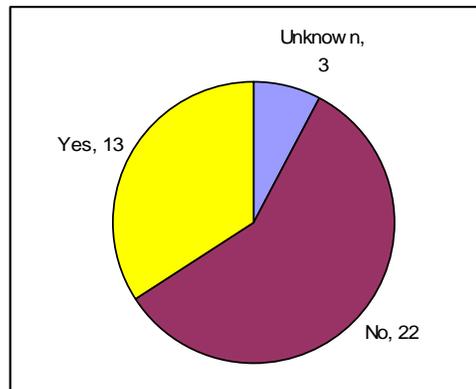
PWC Accident Cause	Accidents	Fatalities	Injuries
Alcohol Use	2	2	0
Careless/Reckless Operation	8	0	7
Congested Waters	1	0	1
Excessive Speed	9	1	6
Ignition of Spilled Fuel or Vapor	1	0	1
Machinery Failure	3	0	1
No Proper Lookout	2	0	1
Off Throttle Steering Loss	4	0	3
Operator Inattention	2	0	1
Operator Inexperience	1	0	1
Passenger or Skier Behavior	3	0	5
Wake	1	0	1
Weather	1	0	1

Age of PWC Operator

Age	Accidents
Under 21	15
21 - 30	11
31 - 40	5
41 - 50	6
Unknown	1

Owner – Operator

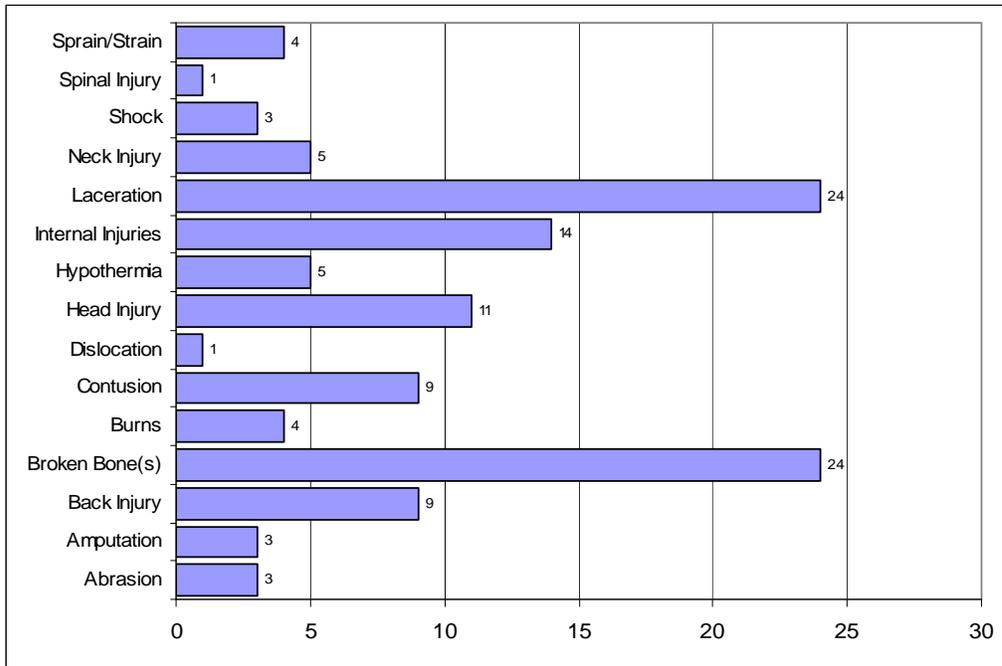
Was the operator of the PWC also the owner?



PWC and Boater Education

Education	Accidents
State Course	9
US Power Squadron	3
USCG Auxiliary	5
Unknown	4
None	17

Injuries



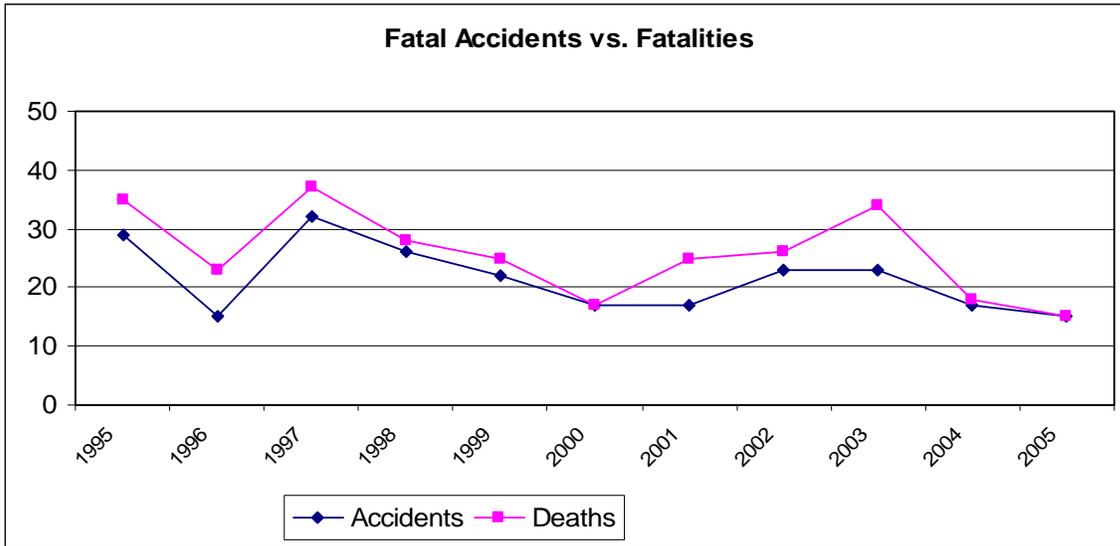
Injuries Among Different Boat Types

Sum of Incidences	Vessel Type									
	Auxillary Sail	Cabin Motorboat	Canoe	Crew Shell	Jet Boat	Open Motorboat	PWC	Pontoon	Sail	
Abrasion	0	0	0	0	0	3	0	0	0	0
Amputation	0	1	0	0	0	2	0	0	0	0
Back Injury	0	4	0	0	0	4	1	0	0	0
Broken Bone(s)	2	2	0	0	1	10	4	0	0	0
Burns	0	2	0	0	0	0	2	0	0	0
Contusion	0	4	0	0	0	3	1	1	0	0
Dislocation	0	0	0	0	0	1	0	0	0	0
Fracture	0	2	0	0	0	1	1	0	0	0
Fracture(Simple)	0	0	0	0	0	1	0	0	0	0
Head Injury	0	1	0	0	0	7	3	0	0	0
Hypothermia	1	0	0	0	0	3	1	0	0	0
Internal Injuries	0	1	1	1	0	5	5	0	1	1
Laceration	0	6	0	0	0	11	7	0	0	0
Neck Injury	0	1	0	0	0	3	1	0	0	0
Shock	0	1	0	0	0	2	0	0	0	0
Spinal Injury	0	0	0	0	0	1	0	0	0	0
Sprain/Strain	0	1	0	0	0	1	1	1	0	0
Grand Total	3	26	1	1	1	58	27	2	1	1

The injury data shown above only reflects the most severe injury suffered by the injured party. It does not reflect laceration or contusions suffered by people who also suffered more serious head or neck injuries, or internal traumatic injury.

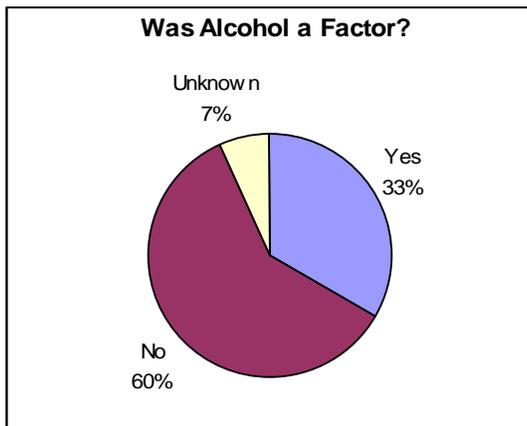
Fatal Accidents

There were six boating-related drownings in New York during 2005, and all of them might have been prevented had the victim been using a life jacket. It is possible that the use of a life jacket may also have saved some of the victims of traumatic injury; a life jacket may have kept them afloat long enough for rescuers to come to their aid. The presence of alcohol continues to be more pervasive in fatal accidents than in other accidents.



Cause of Death	PFD Use	Fatalities
Drowning	Not Worn	2
	Not Worn, None on Board	4
Trauma	Not Worn	5
	Not Worn, None on Board	1
	PFD Worn Prior to the Accident	3

Vessel Type	Operation	Fatalities
Open Motorboat	At Anchor	1
	Cruising	3
	Cruising, Changing Direction	1
Personal Watercraft	Cruising	3
	Cabin Motorboat	
	Docking/Undocking	1
	Drifting	1
Canoe	Rowing or Paddling	4
	Crew Shell	
	Rowing or Paddling	1



Summary of Fatal Accidents

Case #	2005-9002	The deceased, a 24-year-old male was fishing in a canoe on the Great South Bay. While shifting positions, the canoe became unstable, causing the occupants to panic. Their panic led the vessel to capsize, and overturn completely, throwing both of them into the water. Neither were wearing (or carrying) lifejackets, and neither knew how to swim. The deceased succumbed to the cold water and drowned. Alcohol was not a factor in this accident.
Date	4/5/2005	
Deaths	1	
County	SUFFOLK	
Waterway	GREAT SOUTH BAY	
Accident Type	Capsizing	
Accident Cause	Passenger/Skier Behavior	
Type of Vessel	Canoe	
Alcohol?	No	
PFD Use?	Not Used, Not on Board	
Case #	2005-003	Two young men were paddling on the Hudson River in the area near Northumberland. The swift current bore their canoe over a low head dam, causing it to capsize. The circulating nature of the dam held the deceased trapped in the water, while the other was able to break away and swim to shore. Life jackets were not carried on the canoe, and alcohol was not a factor in this accident.
Date	4/8/2005	
Deaths	1	
County	SARATOGA	
Waterway	HUDSON RIVER	
Accident Type	Capsizing	
Accident Cause	Hazardous Waters	
Type of Vessel	Canoe	
Alcohol?	No	
PFD Use?	Not Used, Not on Board	
Case #	2005-008	A 44-year old man lost his life while fishing on Hemlock Lake, in Livingston County. There were no witnesses to the event, and it is unclear what happened. His boat, a 14-foot Starcraft was found on shore with the motor running. Two fishing lines were trailing the vessel. A life jacket was found in the vessel, unused by the victim. Alcohol was not a factor.
Date	5/18/2005	
Deaths	1	
County	LIVINGSTON	
Waterway	HEMLOCK LAKE	
Accident Type	Falls Overboard	
Accident Cause	Unknown	
Type of Vessel	Open Motorboat	
Alcohol?	No	
PFD Use?	Not Used	
Case #	2005-011	The deceased, a 34-year-old male with a long history of personal watercraft operation, was riding a friend's PWC in the Great South Bay, alongside another friend. The two separated to pass on either side of an anchored boat. The deceased apparently failed to see an anchor line from the vessel, and he struck it with his neck, causing fatal injuries. He was wearing a life jacket at the time of the accident, and his blood alcohol content was determined to be .23%, nearly triple the legal New York limit.
Date	5/28/2005	
Deaths	1	
County	NASSAU	
Waterway	GREAT SOUTH BAY	
Accident Type	Collision with Floating Object	
Accident Cause	Alcohol Use	
Type of Vessel	Personal Watercraft	
Alcohol?	Yes	
PFD Use?	Used	

Case #	2005-012	Four people were traveling on Lake Champlain just after midnight on a sixteen-foot open motorboat. The operator was intoxicated (.11% BAC), and failed to see a breakwater, which he hit while traveling at full speed. The vessel ramped over the breakwater, ejecting three of the persons into the water. One of those three, a 32-year-old female died of traumatic injury. Two other were injured. No life jackets were worn.
Date	6/28/2005	
Deaths	1	
County	CLINTON	
Waterway	LAKE CHAMPLAIN	
Accident Type	Collision with Fixed Object	
Accident Cause	Alcohol Use	
Type of Vessel	Open Motorboat	
Alcohol?	Yes	
PFD Use?	Not Used	

Case #	2005-017	The deceased, a 68-year-old male was boating on Napeague Bay in a 20-foot Wellcraft. He apparently was trying to weigh anchor while the boat was underway, making approximately 15 knots. He was thrown from the boat during the process, and the boat began turning in circles while on the anchor. The boat and prop struck the victim on the left side of his chest, causing fatal injury to him. He was not wearing a life jacket at the time, nor was he under the influence of alcohol.
Date	7/4/2005	
Deaths	1	
County	SUFFOLK	
Waterway	NAPPEAGUE BAY	
Accident Type	Falls Overboard	
Accident Cause	Operator Inattention	
Type of Vessel	Open Motorboat	
Alcohol?	No	
PFD Use?	Not Used	

Case #	2005-013	The deceased was operating an 18-foot open motorboat northbound on the St. Lawrence River. A southbound personal watercraft swerved in front of the vessel, colliding with it and ejecting both operators into the water. The impact killed the operator of the open motorboat. He was not wearing a life jacket, while the PWC operator was. Neither operator was under the influence. The operator of the PWC was reportedly operating without having completed a mandatory safety course.
Date	7/10/2005	
Deaths	1	
County	ST. LAWRENCE	
Waterway	ST. LAWRENCE RIVER	
Accident Type	Collision w/Vessel	
Accident Cause	Careless/Reckless Operation	
Type of Vessel	Open Motorboat	
Alcohol?	No	
PFD Use?	Used	

Case #	2005-056	A 47-year-old male was operating a personal watercraft on Owasco Lake. He fell off the machine, and experienced trouble swimming. He was not wearing a life jacket, and was unable to get back to the PWC, resulting in his drowning. He was later found to have a blood alcohol concentration of .22%.
Date	7/10/2005	
Deaths	1	
County	CAYUGA	
Waterway	OWASCO LAKE	
Accident Type	Falls Overboard	
Accident Cause	Alcohol Use	
Type of Vessel	Personal Watercraft	
Alcohol?	Yes	
PFD Use?	Not Used, Not on Board	

Case #	2005-015	The deceased, a 21-year-old male, was traveling westbound on the Mohawk River on a PWC. He hit a series of wakes, which threw him into the air, and back down onto his personal watercraft. He landed head-and-neck first into the handlebars of the machine, and then into the water. The impact caused fatal traumatic injury to his neck and spine. He was wearing a lifejacket, and alcohol was not a factor.
Date	7/17/2005	
Deaths	1	
County	SCHENECTADY	
Waterway	MOHAWK RIVER	
Accident Type	Falls in Boat	
Accident Cause	Excessive Speed	
Type of Vessel	Personal Watercraft	
Alcohol?	No	
PFD Use?	Used	

Case #	2005-016	While pulling a friend on a tube on Lake Alice, the operator of the vessel crossed under a bridge. Witnesses reported that he was heading between two bridge abutments, but shifted to pass between another pair as he neared them. The person on the tube did not shift over far enough and was slammed into one of the abutments, causing massive traumatic injury, resulting in his death. The deceased was wearing a lifejacket at the time of the accident. Alcohol was not a factor in this incident.
Date	7/24/2005	
Deaths	1	
County	ORLEANS	
Waterway	LAKE ALICE	
Accident Type	Collision with Fixed Object	
Accident Cause	Careless/Reckless Operation	
Type of Vessel	Open Motorboat	
Alcohol?	No	
PFD Use?	Used	

Case #	2005-028	While docking his boat, the operator, a 70-year-old male, fell off the transom. The vessel was in reverse at the time, and while trying to pull himself back into the boat, he was severely cut by the propeller, resulting in his death. He was not wearing a life jacket. Alcohol was not a factor.
Date	8/11/2005	
Deaths	1	
County	SUFFOLK	
Waterway	GREAT SOUTH BAY	
Accident Type	Falls Overboard	
Accident Cause	Standing/Sitting on Gunwales etc	
Type of Vessel	Cabin Motorboat	
Alcohol?	No	
PFD Use?	Not Used	

Case #	2005-018	Two men were fishing illegally on the Stoney Creek Reservoir in Saratoga County from a canoe. Around midnight, the canoe capsized, spilling both men into the reservoir. One of the two resurfaced, while the other, a 61-year-old male did not. His friend searched for him for almost two hours before driving to a nearby State Police barracks to report the incident. There were no life jackets on board the canoe. The deceased was not recovered, and it remains unknown if alcohol was a factor in this accident.
Date	8/13/2005	
Deaths	1	
County	SARATOGA	
Waterway	STONEY CREEK RESERVOIR	
Accident Type	Capsizing	
Accident Cause	Operator/Passenger Movement	
Type of Vessel	Canoe	
Alcohol?	Unknown	
PFD Use?	Not Used, Not on Board	

Case #	2005-043	Two vessels were traveling on the Great South Bay at approximately 9:00pm, on a dark but clear night. The first vessel, traveling northbound and carrying five people apparently failed to see another vessel approaching from their starboard side, as they did not take steps to give way to that vessel. The other vessel, heading westbound, apparently did not see the other vessel in time to maneuver clear of them, and instead turned into the first vessel at the last possible moment. The striking vessel rode up and over the northbound vessel, killing an 11-year-old girl in the process. Life jackets were not used in this accident, nor were they a factor. Alcohol was a contributing factor to this incident however.
Date	8/17/2005	
Deaths	1	
County	Suffolk	
Waterway	Great South Bay	
Accident Type	Collision w/Vessel	
Accident Cause	Improper Lookout	
Type of Vessel	Cabin Motorboat	
Alcohol?	Yes	
PFD Use?	Not Used	

Case #	2005-047	A 23 year-old man was canoeing on Owasco Lake with a friend. They had apparently been drinking, and between the effects of alcohol and some choppy water, the canoe capsized. Neither was wearing a PFD, and the man drowned. His blood alcohol concentration was determined to be .15%.
Date	10/14/2005	
Deaths	1	
County	CAYUGA	
Waterway	OWASCO LAKE	
Accident Type	Capsizing	
Accident Cause	Alcohol Use	
Type of Vessel	Canoe	
Alcohol?	Yes	
PFD Use?	Not Used	

Case #	2005-057	Four men were rowing a crew shell around 6am on the Harlem River, near the 181st Street Bridge, traveling southbound. They made a turn to the north, into the oncoming path of a 29-foot vessel being piloted southbound. The vessels collided, and one of the men in the crew shell was killed, while two others were severely injured. Alcohol was not a factor in this accident. None of the parties were wearing a life jacket. The crew shell wasn't carrying life jackets nor did they exhibit sufficient navigation lights. They were rowing without a chase boat, and with no means of signaling or intercepting other boats operating on the river.
Date	10/24/2005	
Deaths	1	
County	NEW YORK	
Waterway	HARLEM RIVER	
Accident Type	Collision w/Vessel	
Accident Cause	Lack of / Improper Boat Lights	
Type of Vessel	CREW SHELL	
Alcohol?	No	
PFD Use?	Not Used, Not on Board	