



New York State
Parks, Recreation and
Historic Preservation



2024 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 2024, New York State registered 427,562 vessels. In 2024, New York had 9 reported fatalities. This is a decrease of

9 fatalities compared to last year. The phase-in of Brianna's Law culminates in 2025 with all ages being required to take a Safe Boating Course to operate motorized vessels.

New York's motorized vessel fatality rate was 2.10 deaths per each 100,000-registered watercraft in 2024. From 2000 to 2024, the long-term average fatality rate is 4.53. On a positive note, New York had the fewest number of total reported fatalities (9) in recorded history.

From 2010 to 2024, 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. 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 lack of PFD use. It is impossible to tell how many people have been saved by wearing a lifejacket but the potential consequences of not wearing one are clear. We also know how deadly of an impact unexpected cold-water immersion can be in both the early and late boating seasons. There are far fewer reported incidents during the cold weather months, but a much higher percentage of them result in a fatality. Cold-water immersion can overcome a victim quickly. This is because the physiology of cold-water immersion involves uncontrollable physical reactions such as a gasp reflex, hyperventilation, unconsciousness, elevated heart rate, and vasoconstriction; all of which can quickly overcome a boater in distress. A properly fastened lifejacket, along with proper cold weather clothing, is the surest way to ensure survival in cold water longer. The lack of a lifejacket, coupled with the fact that most boating deaths involve boats less than 21 feet in length, led to legislation that requires everyone on watercraft less than 21 feet to wear a lifejacket between November 1st and May 1st. Following the passage of this legislation New York has seen a decrease in the percentage of fatalities occurring during that time.

	2024 Fatal Life Jacket Use Status		
Cause of Death	Worn	Not Worn	Unknown
Drowning	2	4	0
Trauma	1	1	0
Unknown	0	1	0
Totals	3	6	0

Alcohol and drug use is a significant cause of fatal boating incidents in New York. Between 2005 and 2024, intoxication was found to be the primary contributing factor in 81 fatalities (20%), of all boating deaths. These substances can impair both judgment and reaction time. Alcohol also causes blood vessels to dilate which accelerates to heat loss and can cause hypothermia to set in more quickly.

Non-motorized watercraft represented four of the total fatalities (44%) in 2024. The size of the non-motorized segment of the boating population is difficult to determine since a registration is not required in New York State, many non-motorized operators 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. When you add in the environmental stressors from being on the water it greatly impairs one's ability to stay alert and react. Of course, it's essential to understand as much as possible about boating before heading out so consider taking a boating safety course. Always equip your boat with the required safety equipment, file a float plan, keep a copy of a boating accident report in a dry compartment and don't forget to bring a cellphone or marine radio, in the event you need to summon assistance.

Award Recipients:



Lastly, congratulations to our New York State Educator of the Year for 2024, Clark Young.

Clark Young began his career as a Road Patrol Deputy in the late 1960's and was assigned to Marine Patrol shortly thereafter. Deputy Young began teaching Safe Boating classes in 1967 for the Livingston County Sheriff's Office. During his 50 plus year Law Enforcement career, Clark held several positions within the Sheriff's Office, beginning with being a Road Patrol/ Marine Patrol Deputy and then being promoted to Sergeant and ultimately to Major of the Road Patrol Division. During his tenure, Major Young's commitment to instructing the Safe Boating Course never wavered. The Livingston County Sheriff's Office Marine Patrol has graduated over 5500 Safe Boater students with Major Young being a part of over 120 classes. Major Young retired from full time service in 1999 and because of his love and dedication to all things Marine Patrol, he transitioned to being a part-time member of the Marine Patrol until his full retirement in December of 2021. As a true testament to his dedication to instructing the Safe Boater Classes, even in retirement, Major Young volunteers his time to help teach these classes. Major Young

was also instrumental in training the newest round of Instructors for Livingston County and facilitating their instructor certifications to ensure that the program continues after he passes the torch. I know of no other Instructor that has dedicated as much time (nearly 60 years) and energy to this program as Major Young.

Congratulations again to Clark for the well-deserved honor of being named the 2024 New York State Boating Educator of the Year.

***Need To Know Regulations / Updates:**

Brianna's Law:

2025 continues and completes the last phase-in for Brianna's Law, where all motorboat operators no matter the age, will need a boating safety certificate. You can go to <https://parks.ny.gov/boating/education.aspx> to check out all the classroom and online course options available so you can acquire a life-long boating safety certificate for yourself.

Boating while Intoxicated:

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

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

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

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

Engine Cut-off Switch:

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

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

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

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

Fire Extinguishers:

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

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

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

Law Enforcement Activity

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations/ Arrests
County						
ALBANY	136	184	33	30	0	5
ALLEGANY	116	153	2	18	0	0
CATTARAUGUS	536	608	4	9	0	0
CAYUGA	435	599	10	22	0	6
CHAUTAUQUA	1654	2646	262	587	0	363
CLINTON	670	670	17	0	0	1
COLUMBIA	290	406	28	65	0	6
CORTLAND	10	27	0	0	0	0
DUTCHESS	269	2429	48	13	0	2
ERIE	1437	1984	121	30	0	10
ESSEX	339	340	1	25	0	0
FULTON	260	275	6	23	0	3
GREENE	431	455	18	6	0	0
HAMILTON	1454	1737	28	673	0	5
HERKIMER	258	694	24	3	0	0
JEFFERSON	0	0	4	0	0	0
LEWIS	145	222	1	3	0	0
LIVINGSTON	3681	3988	70	83	0	6
MADISON	94	120	1	4	0	0
MONROE	947	5332	103	158	0	28
MONTGOMERY	304	538	13	120	0	0
NASSAU	57760	84600	171	288	0	706
NEW YORK CITY	381060	381060	108	147	0	112
NIAGARA	450	1125	27	61	0	16
ONEIDA	1322	2408	24	73	0	14
ONONDAGA	1451	2645	44	205	2	113
ONTARIO	1226	2104	81	357	0	2
ORANGE	1102	1356	20	2	0	0
ORLEANS	128	2872	19	0	1	2
OSWEGO	1633	2762	30	191	0	4
OTSEGO	111	152	7	13	0	1
PUTNAM	181	511	12	12	0	4
ROCKLAND	600	3178	129	24	0	17
ST. LAWRENCE	128	287	0	4	0	0
SARATOGA	512	734	16	97	0	0
SCHENECTADY	703	863	15	50	0	0
SCHUYLER	316	525	15	0	0	0
SENECA	620	1500	87	780	0	62
STEUBEN	590	1370	4	82	0	3
SUFFOLK COUNTY POLICE DEPARTMENT	1000	2000	628	99	26	101
SUFFOLK COUNTY SHERIFF	1286	2144	7	16	0	2

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations/Arrests
SULLIVAN	217	528	17	23	0	16
TOMPKINS	171	187	14	6	0	0
ULSTER	2096	2137	26	45	0	22
County (Continued)						
WARREN	2103	3205	39	3217	0	18
WASHINGTON	91	298	4	12	0	1
WAYNE	731	2357	67	13	0	0
WESTCHESTER	5100	7786	97	68	0	53
WYOMING	101	108	5	2	0	0
YATES	1929	2735	95	4456	0	24
Municipalities						
ASHAROKEN	187	187	23	19	0	4
BABYLON	1298	16120	160	170	0	10
BUFFALO	10	16	7	0	0	0
CARMEL	617	641	60	1	0	6
CAZENOVIA	0	80	5	20	0	0
EAST HAMPTON	1050	19700	95	393	0	44
FREEPORT	1400	2100	15	0	0	13
GLEN COVE	610	1090	27	0	0	33
GREENWOOD LAKE	2720	2842	165	135	0	19
HAMBURG	230	290	13	15	0	0
HEMPSTEAD	3738	15680	117	45	0	110
HUNTINGTON	2600	2750	501	173	0	4
ISLIP	2401	7135	20	121	0	1
MAMARONECK	2460	2863	139	118	0	16
NEW ROCHELLE	3991	6356	133	61	0	24
NORTH HEMPSTEAD	5000	6000	78	206	0	18
NORTHPORT	462	462	13	20	1	2
N. TONAWANDA	233	233	82	47	0	1
OSSINING	8	8	0	0	0	0
OYSTER BAY	13000	23000	290	390	0	150
PHOENIX	50	60	9	1	0	0
POUGHKEEPSIE	96	152	14	20	0	0
QUOGUE	344	386	2	108	2	31
RIVERHEAD	350	1800	113	141	0	16
RYE	1053	6756	56	101	1	4
SAG HARBOR	900	2000	31	0	0	5
SHELTER ISLAND	795	2364	18	15	0	36
SMITHTOWN	4600	9760	230	0	0	13
SOUTHAMPTON	2585	2695	462	1015	1	1589
TONAWANDA	180	185	21	0	0	0
YONKERS	582	958	65	57	0	0

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	OUI Arrests	Total Citations/Arrests
State Agencies						
LAKE GEORGE PARK COMMISSION	6513	6838	927	2171	1	91
PARK POLICE	2504	4013	75	258	5	87
STATE POLICE	2289	3176	201	910	0	49
Fire Departments						
JAMESPORT	N/A	N/A	19	1	N/A	N/A
Totals	543040	685640	6788	18947	40	4104



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	7851	8	3043	4258	502	28	12
ALLEGANY	1820	5	662	1131	22	0	0
BRONX	2042	3	837	723	410	33	36
BROOME	6105	3	2649	3143	287	21	2
CATTARAUGUS	2835	3	965	1754	107	5	1
CAYUGA	5405	22	1837	3234	296	15	1
CHAUTAUQUA	6482	25	2012	4067	355	17	6
CHEMUNG	3248	2	1194	1902	140	7	3
CHENANGO	2032	0	974	1004	48	5	1
CLINTON	5629	11	2489	2886	227	11	5
COLUMBIA	2588	1	1047	1421	106	12	1
CORTLAND	2032	6	824	1157	43	2	0
DELAWARE	1117	0	521	554	39	3	0
DUTCHESS	5697	9	2577	2564	502	41	4
ERIE	22403	61	7704	12214	2223	177	24
ESSEX	4333	8	1608	2546	157	12	2
FRANKLIN	4615	4	2018	2520	65	2	6
FULTON	4568	8	1917	2442	197	3	1
GENESEE	2086	4	765	1242	68	4	3
GREENE	2163	3	790	1208	145	12	5
HAMILTON	1774	9	722	1016	23	3	1
HERKIMER	3527	9	1413	2013	86	4	2
JEFFERSON	11140	44	4295	5972	781	42	6
KINGS	3965	0	1656	1322	848	102	37
LEWIS	2233	0	1039	1150	42	2	0
LIVINGSTON	3788	9	1494	2210	70	3	2
MADISON	4408	11	1613	2607	170	5	2
MONROE	25530	42	10275	13425	1648	128	12
MONTGOMERY	1965	8	866	1004	85	1	1
NASSAU	26889	51	9250	11843	5014	663	68
NEW YORK	3757	1	1141	1483	897	195	40
NIAGARA	7616	33	2502	4372	665	41	3
ONEIDA	10647	30	4104	6127	366	15	5
ONONDAGA	20370	23	7552	11610	1095	81	9
ONTARIO	7544	25	2372	4851	276	19	1

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 >= 65'
ORANGE	7421	9	3492	3416	454	41	9
ORLEANS	2012	0	797	1101	110	3	1
OSWEGO	9081	15	3603	4929	516	18	0
OTSEGO	2436	4	878	1508	42	3	1
PUTNAM	2897	5	1165	1506	199	19	3
QUEENS	5048	9	2047	2072	820	68	32
RENSSELAER	5562	2	2346	2909	275	27	3
RICHMOND	3131	9	1316	1168	557	60	21
ROCKLAND	3412	4	1681	1183	485	46	13
ST LAWRENCE	10203	17	4121	5749	300	11	5
SARATOGA	14072	14	5071	8182	761	36	8
SCHENECTADY	5032	8	2021	2711	269	18	5
SCHOHARIE	1046	0	449	542	52	1	2
SCHUYLER	1657	2	575	1011	66	3	0
SENECA	2531	2	851	1526	137	13	2
STEUBEN	4591	3	1535	2932	114	5	2
SUFFOLK	60121	198	18046	29307	11177	1331	62
SULLIVAN	2792	3	1339	1369	70	7	4
TIOGA	2179	0	945	1176	53	2	3
TOMPKINS	3246	6	996	1994	233	16	1
ULSTER	4770	6	2012	2289	436	26	1
WARREN	7564	37	2182	4706	616	15	8
WASHINGTON	3350	10	1304	1914	120	2	0
WAYNE	6481	17	2352	3668	404	37	3
WESTCHESTER	10093	12	3316	4330	2088	285	62
WYOMING	1669	3	562	1073	27	3	1
YATES	2604	6	776	1757	63	0	2
Out of State	13240	1	4348	7641	1093	146	11
TOTAL	428445	883	156853	226644	39542	3956	567

Registered Vessels: By Length and Hull Material

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1262	57	5	24	33	1381
METAL	15191	18	17	0	233	15459
PLASTIC	6659	3306	228	19	1642	11854
FIBERGLASS	14340	59082	3420	303	5718	82863
INFLATABLE	7422	69	60	6	257	7814
STEEL	520	16	7	0	35	578
ALUMINUM	32921	230	196	13	1880	35240
OTHER	1180	268	38	5	173	1664
TOTAL	79495	63046	3971	370	9971	156853
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	960	1645	89	46	14	2754
METAL	9225	60	430	0	21	9736
PLASTIC	2319	496	650	84	110	3659
FIBERGLASS	64052	14593	59650	1970	841	141106
INFLATABLE	337	11	10	0	4	362
STEEL	609	35	32	1	7	684
ALUMINUM	65742	320	1249	10	250	67571
OTHER	709	11	29	6	17	772
TOTAL	143953	17171	62139	2117	1264	226644
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	51	557	13	28	3	652
METAL	115	59	17	0	1	192
PLASTIC	100	257	136	43	10	546
FIBERGLASS	7968	12538	13977	1950	96	36529
INFLATABLE	12	7	3	1	0	23
STEEL	38	39	6	2	7	92
ALUMINUM	1188	126	128	7	8	1457
OTHER	21	18	6	4	2	51
TOTAL	9493	13601	14286	2035	127	39542
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	72	1	6	1	82
METAL	1	7	4	0	1	13
PLASTIC	3	39	5	5	2	54
FIBERGLASS	258	2928	249	223	9	3667
INFLATABLE	0	1	0	0	0	1
STEEL	11	32	4	4	2	53
ALUMINUM	23	39	8	2	1	73
OTHER	2	7	0	1	3	13
TOTAL	300	3125	271	241	19	3956
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1	4	0	0	0	5
METAL	4	2	0	0	2	8
PLASTIC	19	6	3	1	3	32
FIBERGLASS	75	234	52	3	33	397
INFLATABLE	26	1	2	0	3	32
STEEL	4	8	0	0	2	14
ALUMINUM	61	5	2	0	1	69
OTHER	6	2	0	0	2	10
TOTAL	196	262	59	4	46	567
TOTAL OVERALL	233437	97205	80726	4767	11427	427562

ACCIDENTS

The chart below illustrates registration and accident figures for the 1970s through 2024. During that period, while vessel registrations have generally risen to its height in the early 2000s. While fatalities have steadily decreased during that time.

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

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

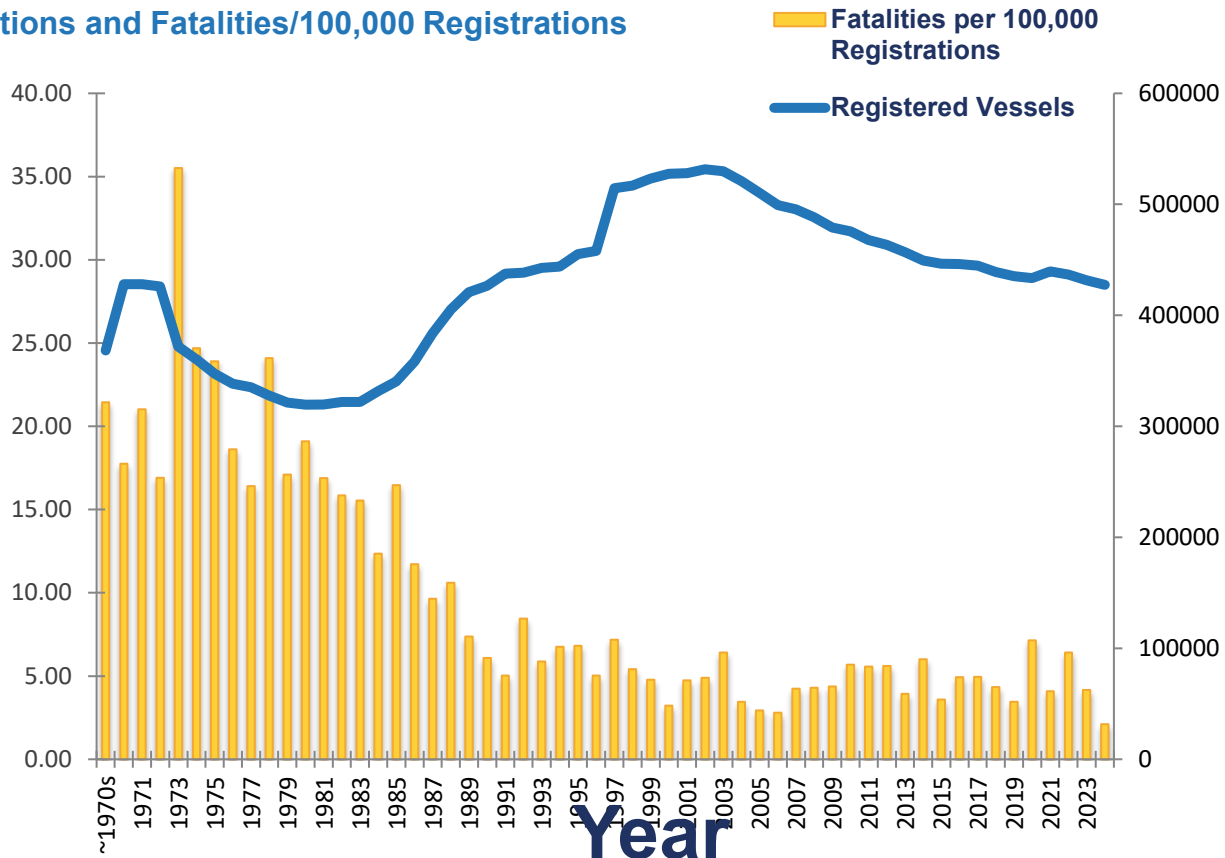
It is also extremely important to increase the use of lifejackets or personal flotation devices (PFDs), especially in the off-season when the water is cold and when help may not be able to respond quickly. While legislation mandates that lifejackets be worn in those instances, it is still incumbent upon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

Reportable Accidents

For Recreational Vessels:

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

Registrations and Fatalities/100,000 Registrations



Accident Data: 1970s - 2023

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

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities (Includes Paddlecraft)
2013	3.94	456909	195	112	18
2014	6.01	449489	194	103	27
2015	3.58	446582	187	98	16
2016	4.93	446117	208	141	22
2017	4.95	444710	181	72	22
2018	4.33	438891	203	108	19
2019	3.45	435213	251	129	15
2020	7.15	433457	240	127	31
2021	4.10	439508	192	118	18
2022	6.41	436565	198	77	28
2023	4.17	431474	138	38	18
2024	2.10	427562	136	54	9



Accidents by County and Waterway

County / Waterway	Accidents	Injures	Fatalities
BRONX			
LONG ISLAND SOUND	1	0	0
CAYUGA			
LITTLE SODUS BAY	1	0	0
SENECA LAKE	1	0	0
CHAUTAUQUA			
CHAUTAUQUA LAKE	2	2	0
CHEMUNG			
SEELEY CREEK	1	0	1
DUTCHESS			
HUDSON RIVER	1	0	0
ERIE			
BUFFALO RIVER	1	0	0
LAKE ERIE	1	0	0
NIAGARA RIVER	3	1	1
FULTON			
SACANDAGA RESEVOIR	2	0	0
JEFFERSON			
ST. LAWRENCE RIVER	4	2	0
KINGS			
GERRITSON INLET	1	0	0
GRAVESEND BAY	1	1	0
SHELL BANK BASIN	1	1	2
LEWIS			
BLACK RIVER	1	0	1
LIVINGSTON			
CONESUS LAKE	2	0	0
MADISON			
ONEIDA LAKE	1	0	0
MONROE			
ERIE BARGE CANAL	1	0	0
GENESSE RIVER	1	0	0
IRONDEQUOIT BAY	1	0	0
LAKE ONTARIO	1	0	1

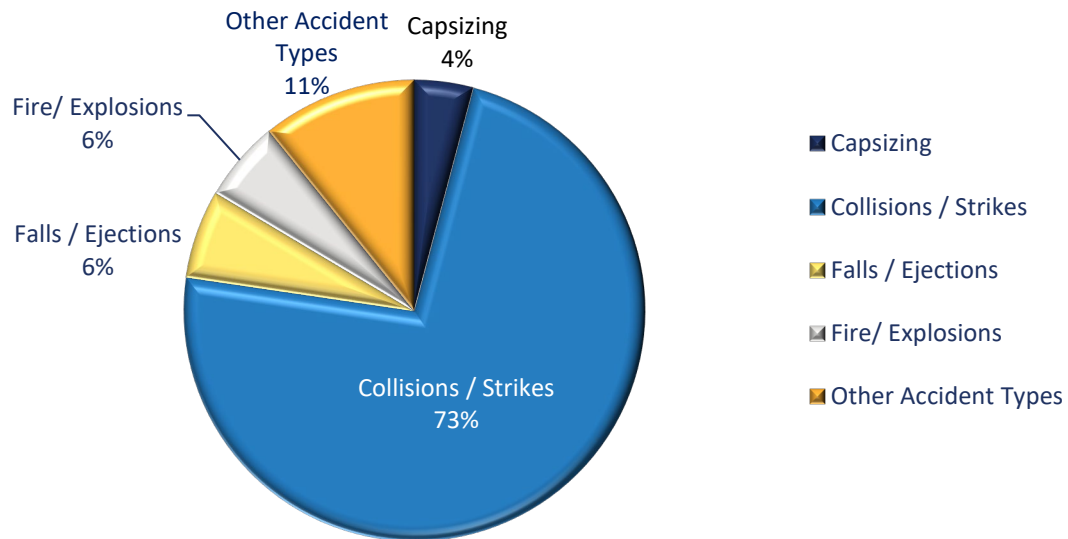
County / Waterway	Accidents	Injures	Fatalities
NASSAU			
COLD SPRING HARBOR	2	0	0
ISLAND CREEK	1	1	0
JONES BAY	1	0	0
NEW YORK			
HARLEM RIVER	3	4	0
NIAGARA			
LAKE ONTARIO	1	0	0
ONEIDA			
HINCKLEY RESERVOIR	1	1	0
ONEIDA LAKE	1	1	0
ONONDAGA			
OSWEGO RIVER	1	0	0
OTISCO LAKE	1	0	0
SKANEATELES LAKE	1	1	0
ORANGE			
GREENWOOD LAKE	2	0	0
HUDSON RIVER	1	0	0
ORLEANS			
LAKE ONTARIO	1	0	0
OSWEGO			
ONEIDA LAKE	2	1	0
OTSEGO			
OTSEGO LAKE	1	0	0
RICHMOND			
RARITAN BAY	2	0	0
SARATOGA			
MOHAWK RIVER	1	0	0
SACANDAGA RESEVOIR	1	1	0
SARATOGA LAKE	2	2	0

County / Waterway	Accidents	Injures	Fatalities
SCHUYLER			
SENECA LAKE	2	1	0
ST. LAWRENCE			
COLES CREEK	1	0	1
ST. LAWRENCE RIVER	2	1	0
WARM BROOK FLOW	1	0	0
SUFFOLK			
COECLES HARBOR	1	1	0
COLD SPRING HARBOR	1	0	0
DUCK ISLAND HARBOR	1	1	0
EAST RIVER	1	0	0
FLANDERS BAY	1	1	0
GARDINER'S BAY	2	0	0
GREAT SOUTH BAY	10	2	0
HUNTINGTON HARBOR	1	0	0
LONG ISLAND SOUND	1	2	0
MATTITUCK CREEK	1	0	0
MORICHES BAY	1	1	0
NORTHPORT BAY	3	0	0
OROWOC CREEK	1	1	0
PATCHOGUE RIVER	1	0	0
QUANTUCK BAY	1	1	0
SAG HARBOR BAY	2	0	0
SHELTER ISLAND SOUND	1	1	0
SHINNECOCK BAY	3	0	0
SHINNECOCK CANAL	1	0	0
THREE MILE HARBOR	1	0	0
TOMPKINS			
CAYUGA LAKE	1	0	0
ULSTER			
HUDSON RIVER	1	1	0
WARREN			
BRANT LAKE	1	1	0
HUDSON RIVER	1	0	1
LAKE GEORGE	14	7	1
WAYNE			
SODUS BAY	2	1	1
WESTCHESTER			
HUDSON RIVER	2	1	0
LONG ISLAND SOUND	11	9	0
MAMARONECK HARBOR	1	0	0
YATES			
KEUKA LAKE	3	4	0

Accident Types

Accident Type	Vessels	Injuries	Fatalities
Capsizing	8	2	2
Carbon Monoxide Poisoning	1	2	0
Collision with Fixed Object	23	6	2
Collision with Floating Object	6	1	0
Collision with Vessel	109	20	1
Person Impacts Vessel	2	2	0
Falls Overboard	6	3	2
Fire/Explosion (Fuel)	9	4	0
Fire/Explosion (Other)	2	0	0
Flooding/Swamping	7	0	0
Grounding	3	0	0
Other	2	0	0
Person Left Or Ejected From Vessel	4	3	2
Sinking	1	0	0
Towed Watersport/Skiing Mishap	6	7	0
Struck by Boat	2	2	0
Struck by Propeller or Propulsion Unit	2	2	0
Unknown	1	0	0

Summary of Accident Types

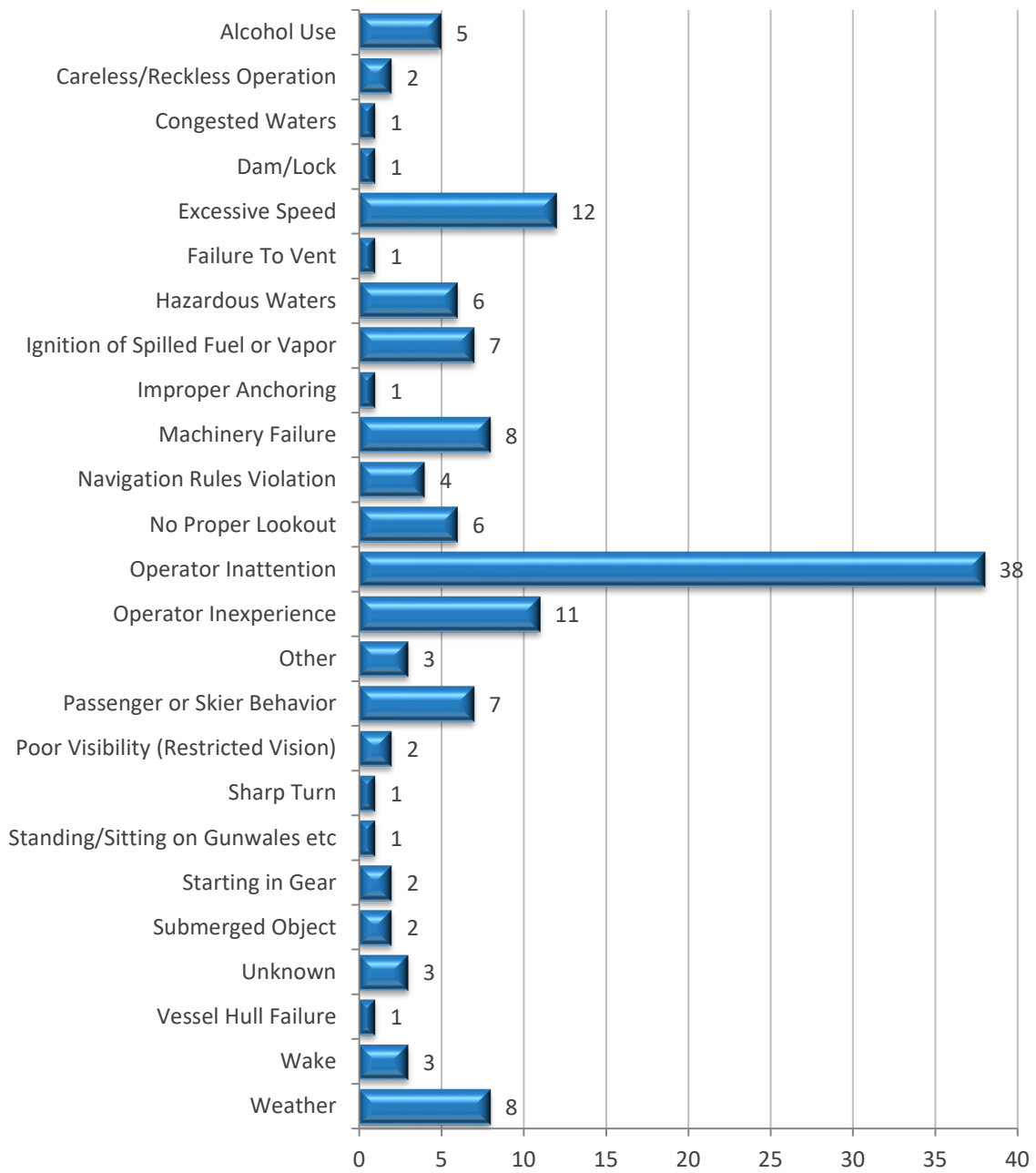


Accident Type and Vessel Operation

Accident Type	Operation	Vessels	Injuries	Fatalities
Capsizing	Changing Direction	2	1	0
	Cruising	2	0	1
	Drifting	1	0	0
	Rowing or Paddling	1	0	1
	Sailing	2	1	0
Carbon Monoxide Poisoning	Cruising	1	2	0
Collision With Fixed Object	Being Towed	1	0	0
	Changing Speed	1	2	0
	Cruising	14	3	1
	Docking/ Undocking	1	0	0
	Other - Transiting Locks	1	0	0
	Rowing or Paddling	1	0	1
	Sailing	1	2	0
	Tied to Dock/ Mooring	1	0	0
Collision With Floating Object	Unknown	1	0	0
Collision With Floating Object	Cruising	5	1	0
	Unknown	1	0	0
Collision With Vessel	At Anchor	3	1	0
	Changing Direction	2	1	0
	Changing Speed	4	1	0
	Cruising	35	12	1
	Cruising, Changing Direction	1	1	0
	Docking/ Undocking	16	0	0
	Drifting	16	5	0
	Rowing or Paddling	1	1	0
	Sailing	2	0	0
	Tied to Dock/ Mooring	27	1	0
	Unknown	2	0	0
Falls Overboard	At Anchor	2	1	0
	Changing Speed	1	1	0
	Docking/ Undocking	1	1	0
	Drifting	1	0	1
	Rowing or Paddling	1	0	1
Fire/Explosion (Fuel)	Changing Speed	1	0	0
	Cruising	1	0	0
	Docking/ Undocking	1	0	0
	Drifting	1	1	0
	Tied to Dock/ Mooring	5	3	0
Fire/Explosion (Other)	Cruising	1	0	0
	Tied to Dock/ Mooring	1	0	0
Flooding/Swamping	At Anchor	1	0	0
	Changing Direction	1	0	0
	Cruising	2	0	0
	Drifting	1	0	0
	Tied to Dock/ Mooring	1	0	0
Flooding/Swamping	Unknown	1	0	0

Accident Type	Operation	Vessels	Injuries	Fatalities
Grounding	Changing Speed	1	0	0
	Cruising	1	0	0
	Unknown	1	0	0
Other	Changing Direction	1	0	0
	Cruising	1	0	0
Person Impacts Vessel	At Anchor	1	1	1
	Cruising	1	1	0
Person Leaves/ Ejected From Boat	At Anchor	2	2	1
	Cruising	2	1	1
Sinking	Cruising	1	0	0
Towed Watersport Mishap	Changing Speed	1	1	0
	Cruising	2	3	0
	Docking/ Undocking	1	1	0
	Drifting	2	2	0
Struck By Boat	At Anchor	1	1	0
	Cruising	1	1	0
Struck by Propeller or Propulsion Unit	Cruising	1	1	0
	Drifting	1	1	0
Unknown	Tied to Dock/ Mooring	1	0	0

Cause of Accident by Vessel

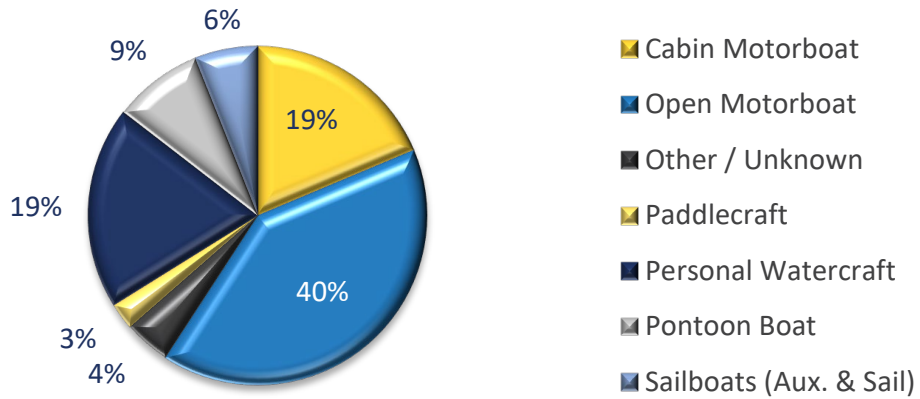


Vessel Type and Accident Type

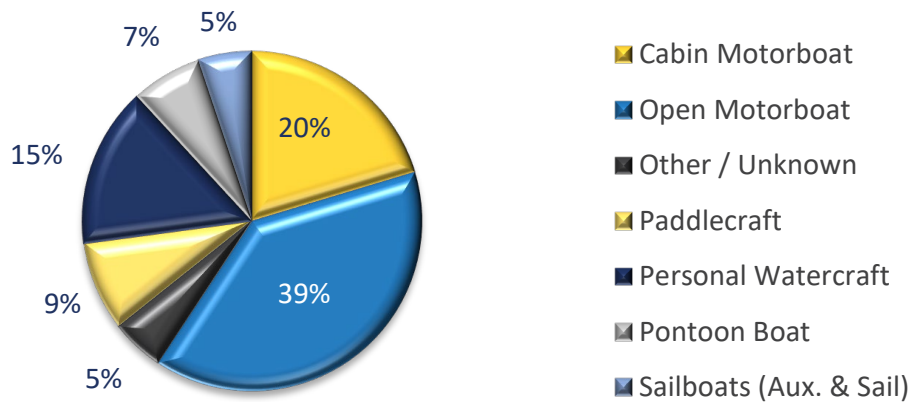
Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Auxiliary Sail	Collision With Fixed Object	1	0	0
	Collision With Vessel	3	0	0
	Other	1	0	0
Cabin Motorboat	Carbon Monoxide Exposure	1	2	0
	Collision With Fixed Object	7	2	0
	Collision With Floating Object	2	0	0
	Collision With Vessel	17	3	0
	Fire/Explosion (Fuel)	3	2	0
	Fire/Explosion (Other)	2	1	0
	Flooding/ Swamping	3	0	0
	Grounding	2	0	0
	Falls Overboard	2	1	0
	Person Impacts Vessel	1	1	0
Catamaran	Collision With Vessel	1	0	0
Ferry	Collision With Vessel	1	0	0
Houseboat	Collision With Fixed Object	1	0	0
Inflatable Boat	Collision With Vessel	1	2	1
	Falls Overboard	1	1	0
Kayak	Capsizing	1	0	1
	Collision With Fixed Object	1	0	1
	Collision With Vessel	1	7	0
	Falls Overboard	1	0	1
Open Motorboat	Collision With Fixed Object	9	3	0
	Collision With Floating Object	3	1	0
	Collision With Vessel	45	7	0
	Falls Overboard	1	1	0
	Fire/Explosion (Fuel)	3	1	0
	Flooding/ Swamping	3	0	0
	Person Impacts Vessel	1	1	0
	Person Leaves Or Is Ejected From Vessel	1	1	1
	Struck by Propeller or Propulsion Unit	2	2	0
	Struck by Boat	1	1	0
	Struck by Propeller or Propulsion Unit	2	2	0
	Sinking	1	0	0
	Towed Watersport Mishap	4	5	0
	Unknown	1	0	0

Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Personal Watercraft	Capsizing	4	1	1
	Collision With Fixed Object	1	0	1
	Collision With Floating Object	1	0	0
	Collision With Vessel	25	7	0
	Fire/Explosion (Fuel)	1	0	0
	Other	1	0	0
	Person Leaves Or Is Ejected From Vessel	1	0	0
	Towed Watersport Mishap	1	1	0
Pontoon Boat	Collision With Fixed Object	2	0	0
	Collision With Vessel	9	0	0
	Flooding/ Swamping	1	0	0
	Grounding	1	0	0
	Person Leaves Or Is Ejected From Vessel	2	2	1
	Struck by Boat	1	1	0
	Towed Watersport Mishap	1	1	0
Rowboat	Collision With Vessel	1	4	0
	Falls Overboard	1	0	1
Sail (Only)	Capsizing	2	1	0
	Collision With Fixed Object	1	2	0
	Collision With Vessel	4	0	0
Speedboat	Fire/Explosion (Fuel)	1	0	0
Trawler	Fire/Explosion (Non-Fuel)	1	0	0
Unknown	Collision With Vessel	1	0	0
Workboat	Capsizing	1	0	0

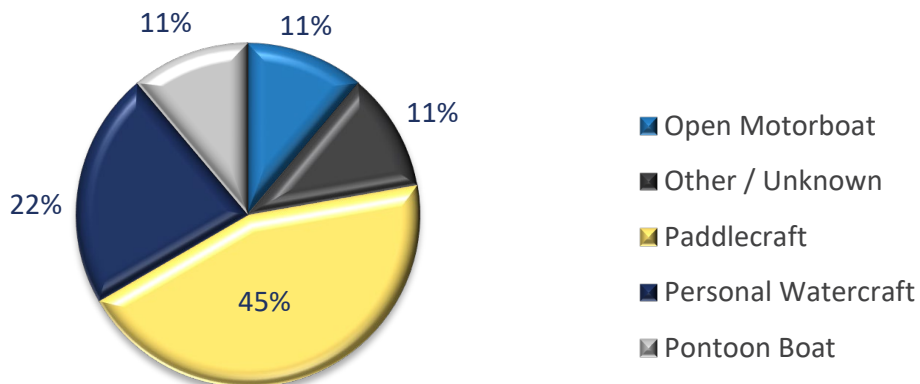
Accidents



Injuries



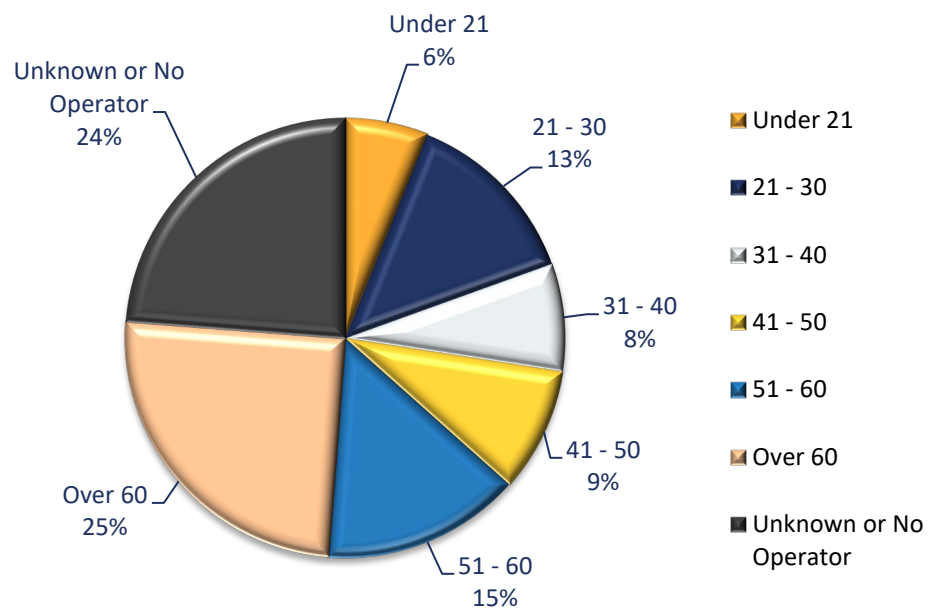
Fatalities



Operator Age

Age Group	Vessels	Injures	Fatalities
Under 21	10	3	1
21 - 30	22	9	2
31 - 40	13	2	1
41 - 50	15	4	1
51 - 60	24	8	3
Over 60	41	10	1
Unknown or No Operator	39	8	0

Vessels by Operator Age



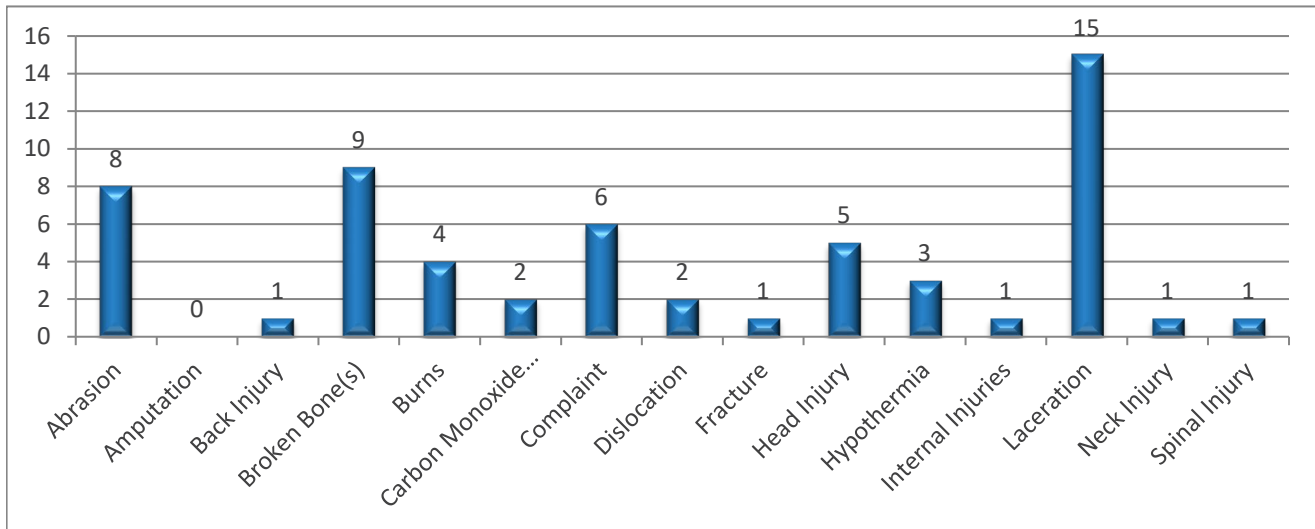
Age of Operator and Boating Education

Age Group	Education	Vessels	Injuries	Fatalities
Under 21	Internet Course	2	1	0
	None	1	1	0
	State Course	4	2	0
	Unknown	1	0	1
21 - 30	Internet Course	1	0	0
	None	3	2	0
	State Course	11	4	0
	Unknown	6	4	2
	USCG Auxiliary	1	0	0
31 - 40	Internet Course	1	4	0
	None	3	0	0
	State Course	4	1	0
	Unknown	4	0	1
	USCG Auxiliary	1	0	0
41 - 50	Internet Course	2	0	0
	None	5	2	1
	State Course	6	4	1
	Unknown	5	2	0
51 - 60	Internet Course	2	0	1
	None	6	1	0
	State Course	6	4	1
	Unknown	10	4	1
Over 60	None	14	7	0
	State Course	12	3	0
	Unknown	8	4	1
	US Power Squadron	4	1	0
	USCG Auxiliary	3	3	0
Unknown / Age Not Provided	Internet Course	1	1	0
	None	4	2	0
	State Course	8	1	0
	Unknown	52	4	1
	US Power Squadron	1	0	0
	USCG Auxiliary	3	0	0

Age of Operator and Boating Experience

Operator Age	Experience	Vessels	Injuries	Fatalities
Under 21	Under 10 Hours	2	0	0
	10 to 100 Hours	3	1	0
	100-500 Hrs.	1	1	0
	Over 500 Hrs.	1	0	0
	Unknown	2	2	1
21 - 30	Under 10 Hours	5	3	1
	10 to 100 Hours	5	2	0
	100-500 Hrs.	3	1	0
	Over 500 Hrs.	2	1	0
	Unknown	7	3	1
31 - 40	10 to 100 Hours	3	1	0
	100-500 Hrs.	3	4	0
	Over 500 Hrs.	4	0	0
	Unknown	3	0	1
41 - 50	Under 10 Hours	5	1	1
	10 to 100 Hours	4	0	0
	100-500 Hrs.	1	1	0
	Over 500 Hrs.	2	1	0
	Unknown	3	2	0
51 - 60	Under 10 Hours	1	0	0
	10 to 100 Hours	4	1	0
	100-500 Hrs.	8	3	0
	Over 500 Hrs.	2	1	0
	Unknown	9	4	3
Over 60	Under 10 Hours	1	2	0
	10 to 100 Hours	2	0	0
	100-500 Hrs.	13	6	0
	Over 500 Hrs.	14	5	0
	Unknown	11	5	1
Unknown	Under 10 Hours	2	0	0
	10 to 100 Hours	7	6	0
	100-500 Hrs.	6	0	0
	Over 500 Hrs.	4	0	0
	Unknown	50	2	0

Injuries



Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries
Cabin Motorboat	Abrasion	2	Personal Watercraft	Abrasion	2
	Broken Bone(s)	1		Broken Bone(s)	3
	Burns	3		Fracture	1
	Carbon Monoxide Poisoning	2		Head Injury	1
	Complaint	1		Laceration	2
	Dislocation	1	Pontoon Boat	Head Injury	1
	Laceration	2		Hypothermia	1
Inflatable Boat	Abrasion	1		Laceration	1
	Head Injury	1	Neck Injury	1	
	Laceration	1	Rowboat	Abrasion	2
Kayak	Spinal Injury	1		Laceration	2
	Open Motorboat	Abrasion	1	Sail (Only)	Broken Bone(s)
Back Injury		1	Hypothermia		1
Burns		4	Laceration		1
Complaint		5			
Dislocation		1			
Head Injury		2			
Hypothermia		1			
Internal Injuries		1			
Laceration	6				

2024 Summary of Fatal Accidents

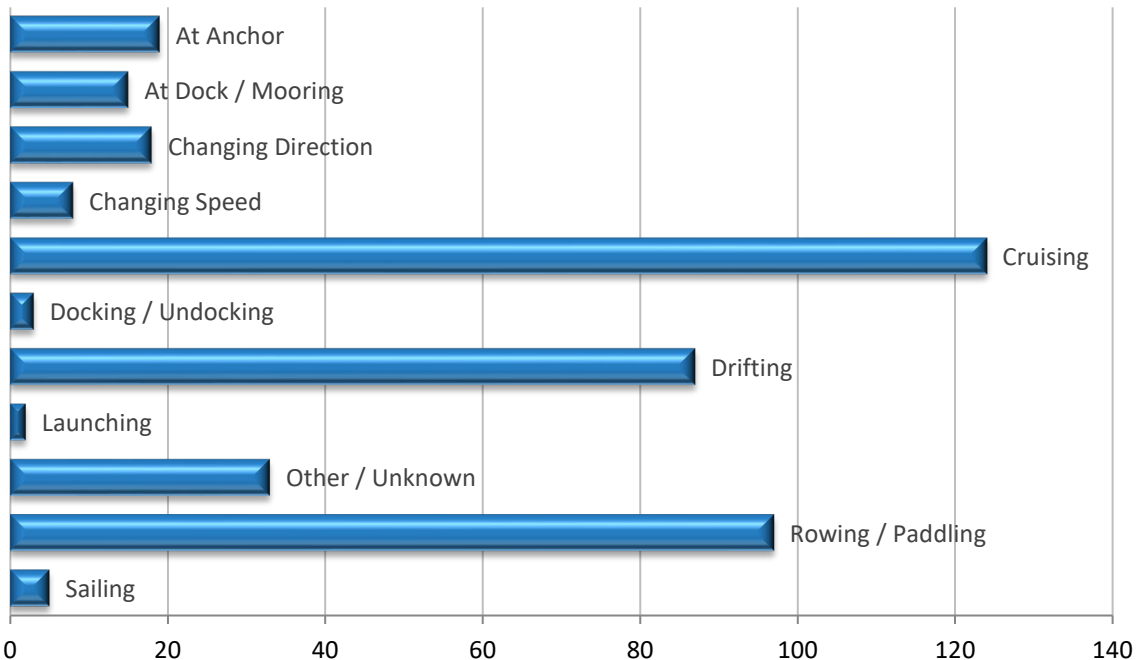
Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
1/14/2024	Lewis	Black River	Hazardous Waters	Kayak	Capsizing	1
<p>Kayaker went out in icy waters around 8:30pm around family member's home. After family member noticed kayaker was not in sight anymore they called law enforcement. Patrols and Port Leyden Fire Dept. personnel searched the area along the shore line of the river and were able to find the kayak stuck on the ice in the river. The victim was found underwater in the grates of the Hydro Dam and removed. He wore a dark colored jacket with a green and black life jacket on over it.</p>						
1/28/2024	Chemung	Seeley Creek	Operator Inexperience	Kayak	Collision With Fixed Object	1
<p>Three friends went kayaking in Seeley Creek with high/rapid water levels and during inclement weather. Victim wore several layers of cotton clothing, an exterior "rain suit" and muck boots with alcohol and marijuana on board while utilizing a life vest only rated for 90lbs and designed for fishing. Witnesses stated the victim lost his paddle and became separated from the group, with line-of-sight lost around a newly formed island in the creek. Witnesses passed the island and observed the victim's kayak, unoccupied and held against brush in the creek. Attempts to locate the kayaker were unsuccessful and 911 was notified. Responded Troopers located the victim floating face-down in the creek, approximately one mile North of his last known position.</p>						
6/16/2024	Erie	Niagara River	Excessive Speed	Personal Watercraft	Collision With Fixed Object	1
<p>Marine units arrived to scene on report of an overdue PWC from Big Six Mile Marina. Grand Island Fire Marine Units located the PWC on the Upper Niagara River on the Northwest shoreline of Buckhorn State Park. The male operator was located deceased face down in shallow water approximately 6ft from the vessel. Injuries appeared to be blunt force trauma to the face and head from being ejected from the PWC. Investigators at the scene located several rocks with fiberglass transfer approximately 4-6 feet from shore and broken branches that were indicative of the PWC running aground.</p>						
6/22/2024	Monroe	Lake Ontario	Weather	Personal Watercraft	Capsizing	1
<p>On 06/22/2024 at approx. 1918 hours Marine Units were dispatched to the area of Lake Ontario near Durand beach for a report of a vessel capsized with people in the water. Operator was located face down, unconscious, not wearing a PFD. The other passenger was brought on board and both were transported to Strong Memorial Hospital. Operator was pronounced deceased at 2126 hours.</p>						
7/6/2024	Kings	Shell Bank Basin	No Proper Lookout	Inflatable Boat	Collision With Vessel	1
<p>Vessel 1 (V1) was traveling Southbound at idle speed ahead when he observed Vessel 2 (V2) traveling North at a speed unsafe for the canal, bow high turbulent wake with 3 POB and the operator conversing with passengers not looking ahead. V1 took evasive action turning to starboard when V2 stuck the Port forward hull and bow section of V1, with V2 glancing off the Starboard. operator of V2 ejected from vessel, stated lost consciousness and came to in the water. Passenger flew forward and struck her head on bow of V1 losing consciousness and coming to on the deck of V2. Deceased flew forward and struck the bow of V1 with head and upper torso causing significant trauma. Operator of V2 issued citations for reckless operation and insufficient PFDs.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
7/12/2024	Warren	Hudson River	Hazardous Waters	Kayak	Falls Overboard	1
<p>A group of kayakers decided to spend the evening kayaking down the Hudson River. Shortly after placing their kayaks in the river at the canoe launch located near Ordway Pond Road, one of the kayakers flipped her kayak after hitting rough water. After the group assisted the flipped kayaker and was on land, the group observed the deceased kayak upside down floating down in the middle of the river. The group couldn't locate the deceased and flagged down a passerby to call 911. Warren County Sheriff Scuba Unit with assistance from DEC, NYSP Aviation and other agencies searched for the body. Deceased was found two days later by NYS Forest Rangers. Victim did not have on a PFD or stored one on the kayak.</p>						
7/21/2024	Wayne	Sodus Bay	Alcohol Use	Open Motorboat	Person Ejected From Vessel	1
<p>Vessel 1, while at high rate of speed, made a hard portside turn causing both occupants to be ejected. One of the occupants later drowned due to lack of PFD. Deceased was drinking before incident.</p>						
7/22/2024	St. Lawrence	Coles Creek	Standing/Sitting on Gunwales, etc.	Rowboat	Falls Overboard	1
<p>Police responded to Coles Creek for a reported boat that had capsized. Upon arrival they were advised by the deceased brother that they were out in a small rowboat with a small outboard motor to fish. The brother states that his brother had dropped their vape into the water, and when the deceased went to reach for the vape, the motor on the back of the boat turned sharply, causing him to fall overboard. The brother swam to shore and yelled for the deceased but could not find him. Deceased body was found the next day.</p>						
8/27/2024	Warren	Lake George	Passenger or Skier Behavior	Pontoon Boat	Person Departs Vessel	1
<p>Passengers did not secure their PFDs properly before voluntarily exiting vessel 1 to swim. While in the water both passengers found themselves in distress. The other occupants of the boat were able to make contact with one of the passengers and remove them from the water but were unable to retrieve the other person. That person eventually drowned.</p>						

Vessel Operation in Fatal Boating Accidents 2005-2024

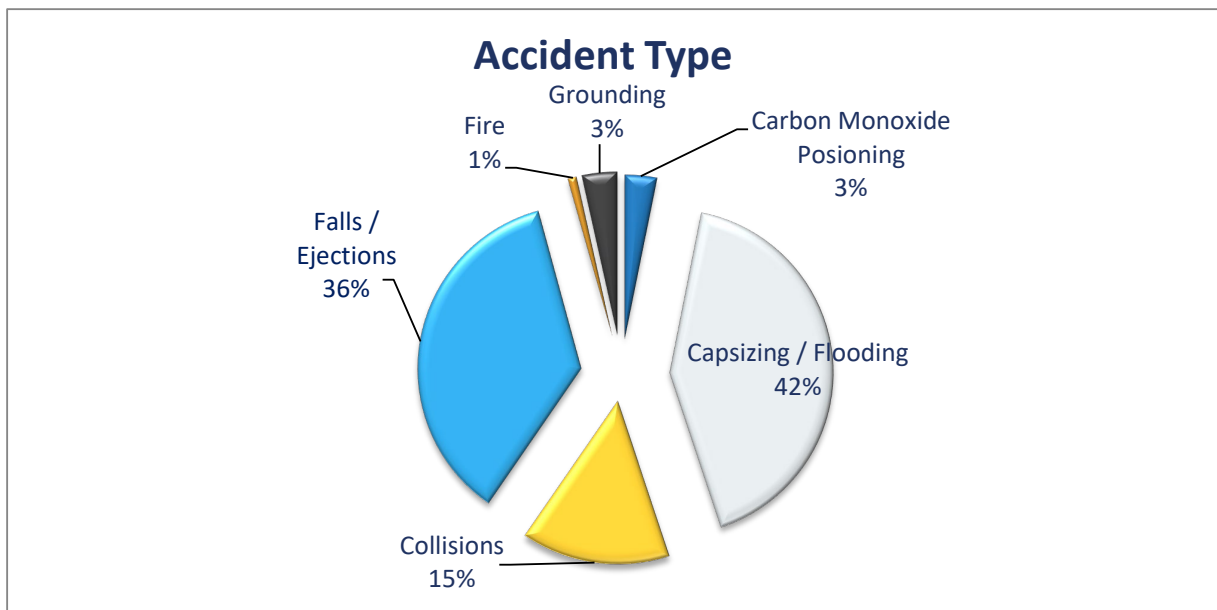
Operation	Fatalities
At Anchor	19
Changing Direction	12
Changing Speed	7
Changing Speed, Changing Direction	1
Changing Speed, Cruising	2
Cruising	117
Cruising, Changing Direction	5
Docking/Undocking	3
Drifting	86
Drifting, Launching	1
Launching	2
Other	13
Rowing or Paddling	97
Sailing	5
Tied to Dock/Mooring	15
Unknown	20

Vessel Operation in Fatal Accidents



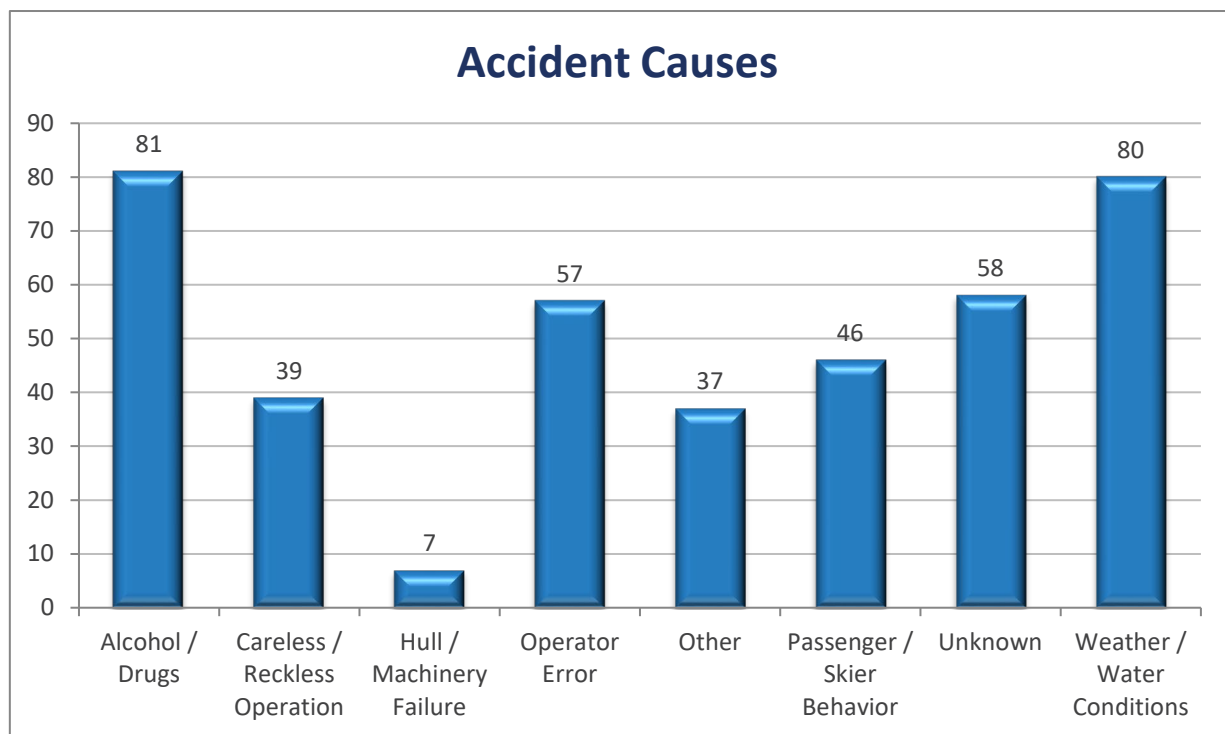
Fatal Accident Type 2005-2024

Accident Type	Fatalities
Capsizing	124
Carbon Monoxide Poisoning	11
Collision w/ Fixed Object	32
Collision w/ Floating Object	5
Collision w/ Vessel	15
Person Impacts Vessel	2
Falls Overboard	61
Fire/Explosion (Fuel)	2
Fire/Explosion (Other)	1
Flooding/Swamping	19
Grounding	12
Other	5
Person Leaves Or Is Ejected From Vessel	65
Sinking	5
Towed Watersport Mishap	8
Struck by Boat	4
Struck by Propeller or Propulsion Unit	3
Struck Submerged Object	3
Sudden Medical Condition	4
Unknown	13

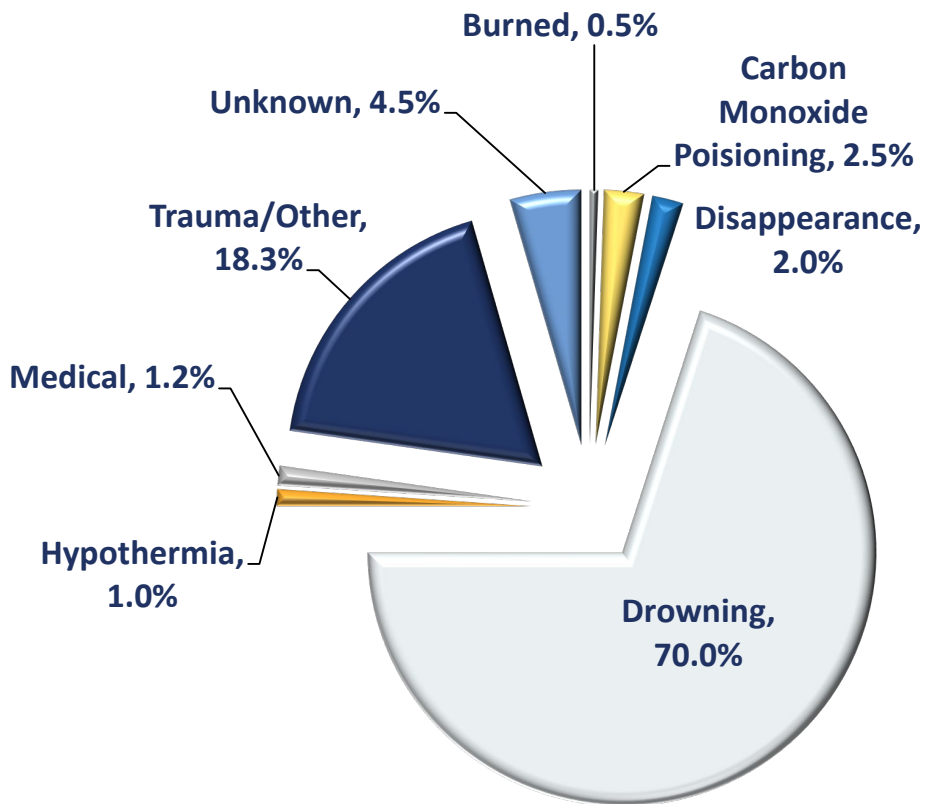


Fatal Accident Causes 2005-2024

Accident Causes	Fatalities	Accident Causes	Fatalities
Alcohol Use	73	No Proper Lookout	19
Careless/Reckless Operation	5	Operator Inattention	12
Dam/Lock	2	Operator Inexperience	17
Drug Use	8	Other	19
Excessive Speed	18	Overloading	10
Hazardous Waters	52	Passenger or Skier Behavior	36
Ignition of Spilled Fuel or Vapor	3	Poor Visibility (Restricted Vision)	1
Improper Anchoring	4	Sharp Turn	6
Improper Loading	5	Standing/Sitting on Gunwales etc...	10
Lack of / Improper Boat Lights	2	Unknown	58
Machinery Failure	6	Vessel Hull Failure	1
Navigation Rules Violation	5	Wake	6
		Weather	27



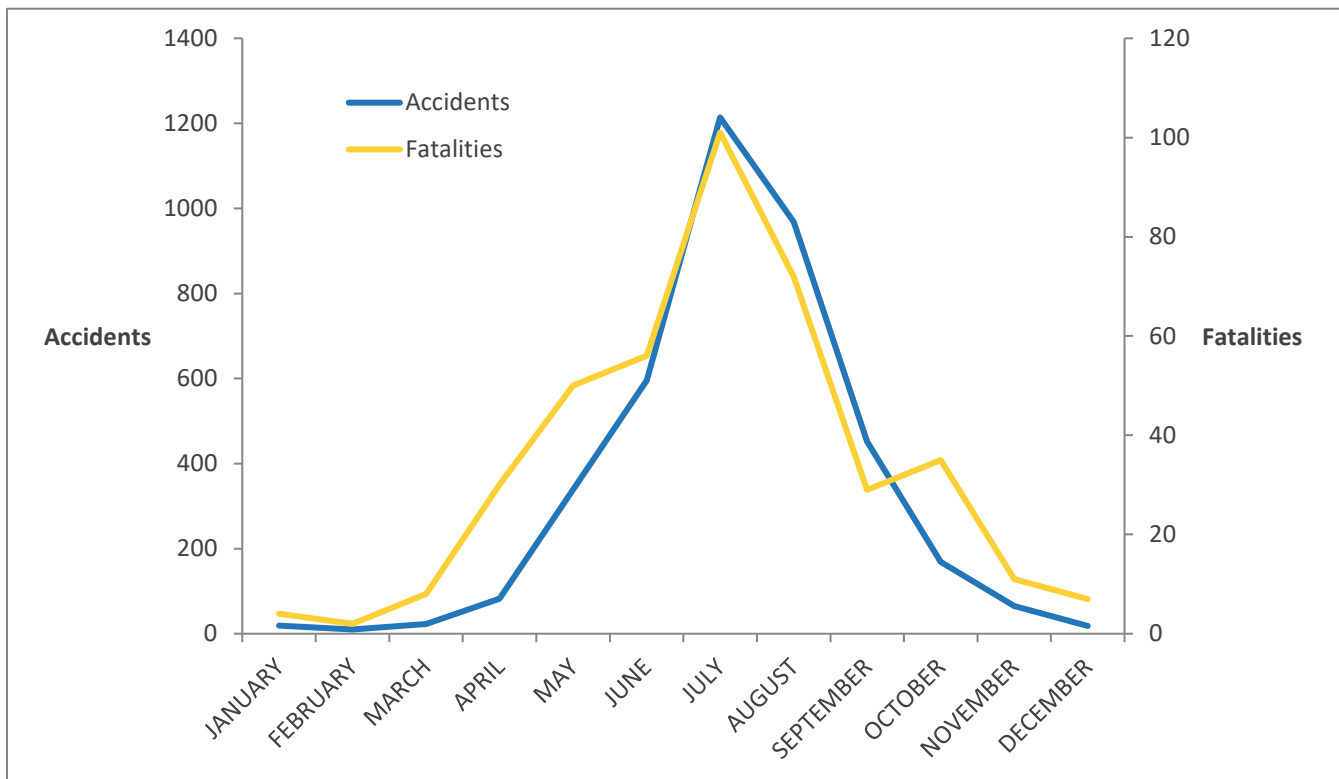
Cause of Fatality 2005-2024



Cause of Fatality	Fatalities
Burned	2
Carbon Monoxide Poisoning	10
Disappearance	8
Drowning	283
Hypothermia	4
Medical	5
Trauma/Other	74
Unknown	18

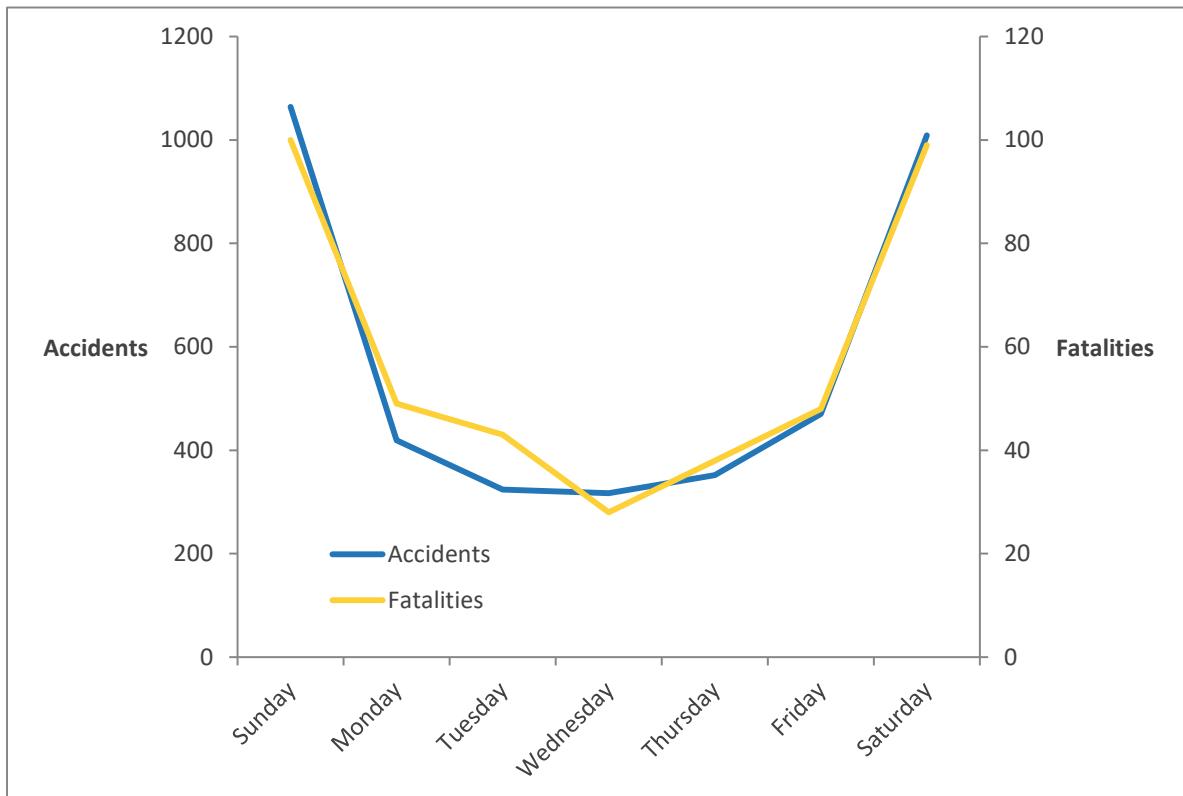
Accident Occurrence by Month 2005-2024

Month	Accidents	Fatalities
JANUARY	19	4
FEBRUARY	10	2
MARCH	23	8
APRIL	82	30
MAY	339	50
JUNE	596	56
JULY	1214	101
AUGUST	968	72
SEPTEMBER	452	29
OCTOBER	169	35
NOVEMBER	65	11
DECEMBER	18	7



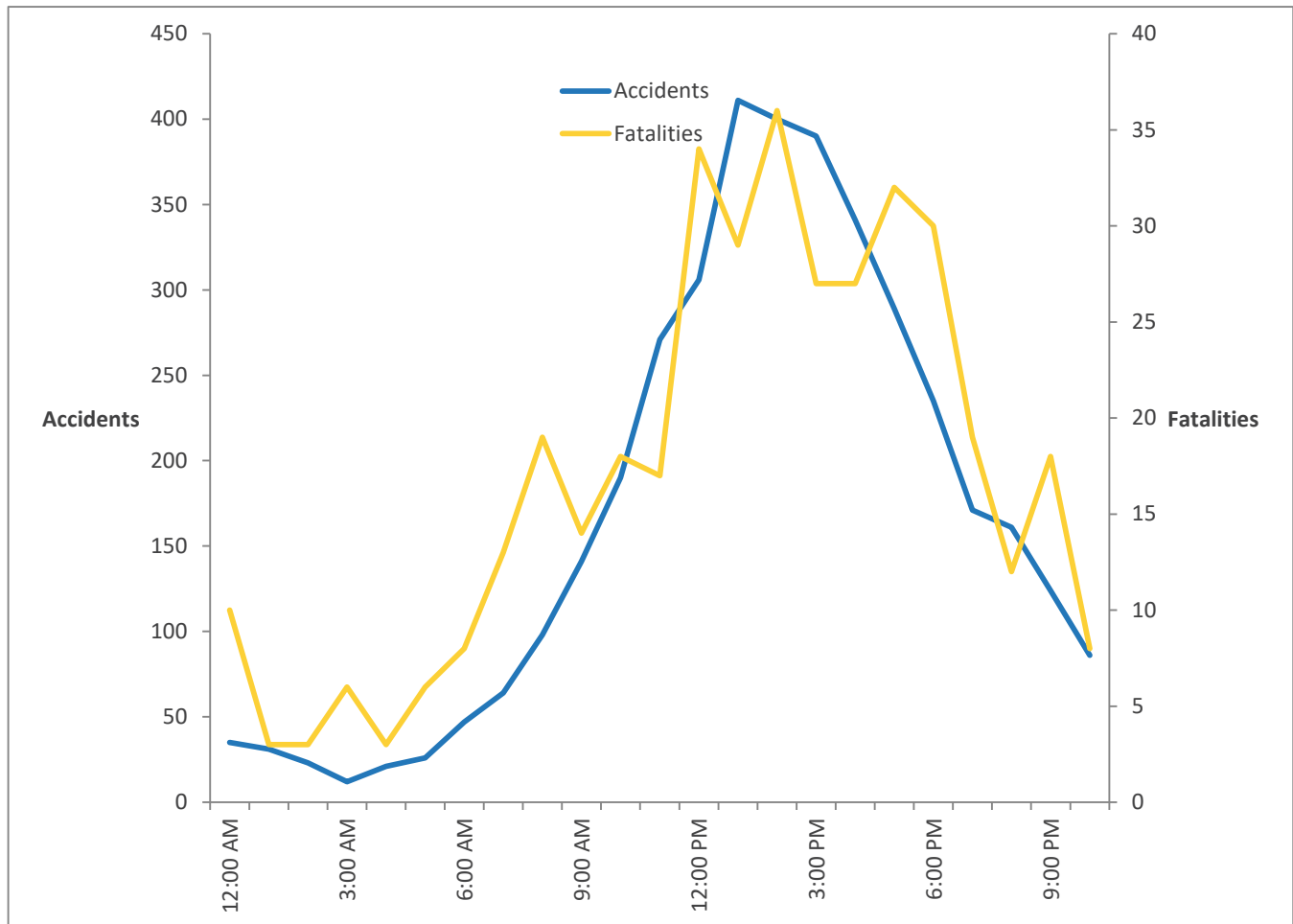
Accident Occurrence by Day 2005-2024

Day	Accidents	Fatalities
Sunday	1064	100
Monday	419	49
Tuesday	324	43
Wednesday	317	28
Thursday	352	38
Friday	470	48
Saturday	1009	99



Accident Occurrence by Time 2005-2024

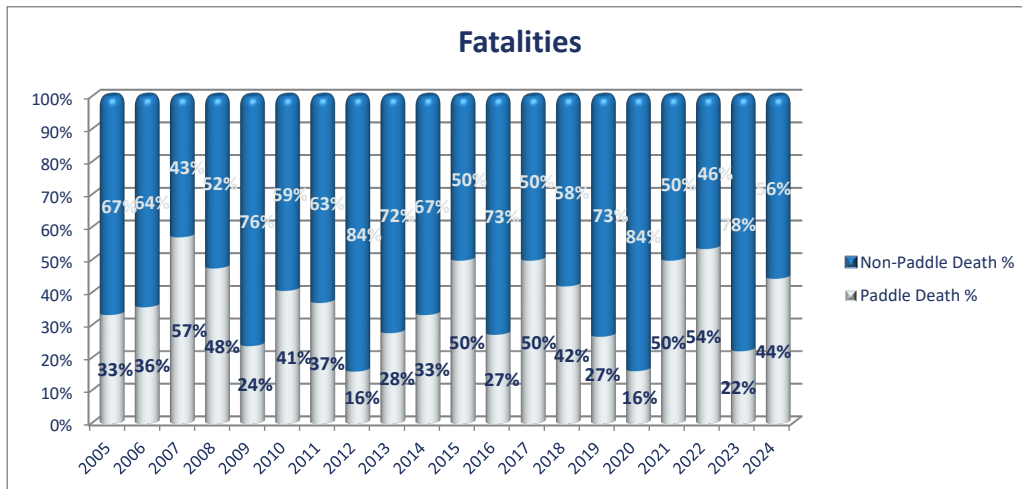
AM			PM		
Time	Accidents	Fatalities	Time	Accidents	Fatalities
12 to 1	61	10	12 to 1	271	17
1 to 2	35	10	1 to 2	306	34
2 to 3	31	3	2 to 3	411	29
3 to 4	23	3	3 to 4	400	36
4 to 5	12	6	4 to 5	390	27
5 to 6	21	3	5 to 6	341	27
6 to 7	26	6	6 to 7	289	32
7 to 8	47	8	7 to 8	235	30
8 to 9	64	13	8 to 9	171	19
9 to 10	98	19	9 to 10	161	12
10 to 11	141	14	10 to 11	124	18
11 to 12	190	18	11 to 12	86	8



Paddle Craft Accidents 2005-2024

Year	Paddle Craft	Injuries	Fatals
2005	8	4	5
2006	6	0	5
2007	16	4	12
2008	11	10	10
2009	8	3	5
2010	17	8	11
2011	15	10	10
2012	10	8	4
2013	13	9	5
2014	15	8	9
2015	19	8	8
2016	16	16	6
2017	19	10	11
2018	19	13	8
2019	8	4	4
2020	11	7	5
2021	9	2	9
2022	19	2	15
2023	4	2	4
2024	8	5	4

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



Paddle Craft represented 3% of the total vessels involved in accidents for 2024. This contributed to 44% of all fatalities for the year. This is slightly above the 20 year average of 37%.

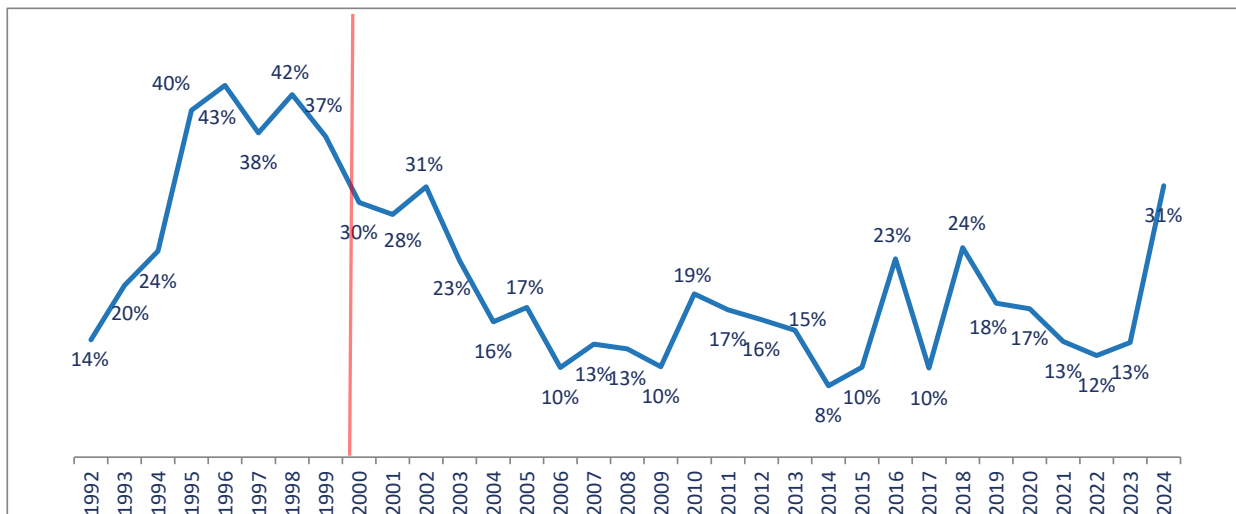
PWC Accidents

Year	# of PWC	Injuries	Fatalities
1992	31	1	21
1993	45	32	1
1994	53	33	3
1995	117	48	3
1996	140	62	2
1997	121	65	6
1998	137	66	3
1999	117	70	4
2000	85	35	1
2001	81	43	0
2002	89	47	2
2003	69	37	1
2004	32	17	1
2005	38	29	3
2006	19	16	1
2007	31	18	1
2008	27	21	0
2009	20	14	3
2010	46	25	1
2011	43	25	0
2012	51	25	3
2013	40	26	3
2014	23	16	1
2015	28	20	0
2016	66	43	0
2017	28	15	2
2018	67	41	6
2019	61	28	1
2020	60	33	6
2021	37	25	0
2022	32	11	3
2023	49	6	2
2024	61	9	2



* Mandatory education for PWC operators begins

Percentage of PWC Vessels Involved in Accidents



Boating Safety Education History

Year	Students	Classroom Students	Online Students	Accidents
2000	8076	8076	N/A	288
2001	9558	9558	N/A	288
2002	12512	12512	N/A	284
2003	16260	16260	N/A	303
2004	37560	37560	N/A	204
2005	24044	24044	N/A	219
2006	18624	18624	N/A	183
2007	18738	18738	N/A	206
2008	19967	19967	N/A	215
2009	19093	19093	N/A	191
2010	19567	19567	N/A	243
2011	17826	17826	N/A	226
2012	18705	18705	N/A	241
2013	20806	20806	N/A	195
2014	21507	21507	N/A	194
2015	21559	12655	8904	187
2016	23373	8332	15041	208
2017	22540	7111	15429	181
2018	24168	6413	17755	203
2019	25467	5715	19752	251
2020	40129	2113	38016	242
2021	35707	4243	31464	192
2022	24177	4875	19302	187
2023	26571	6181	20390	138
2024	46775	7747	39028	136

* Briannas Law Rollout January 1, 2020

