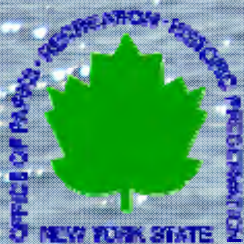


New York State 2010 Recreational Boating Report



New York State
Andrew Cuomo, Governor

Office of Parks, Recreation & Historic Preservation
Rose Harvey, Commissioner



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Introduction

New York State offers a wide variety of on water recreational activities; from offshore sailing in the Atlantic Ocean and Long Island Sound to quiet paddles in picturesque Adirondack lakes. Boaters may also travel along the New York State Canal System connecting Eastern and Western New York by water. For these reasons it is easy to see why New York State is a leader in the number of vessels registered with almost 480,000 registered boats and many other vessels that do not require registration. Recreational boating has always been an important part of New York.



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

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

In This Report

This report includes:

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



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

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

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

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



Office of Parks, Recreation & Historic Preservation Responsibilities

As the designated office of the New York State Boating Law Administrator, State Parks is responsible for a number of Boating Safety Programs aimed at making the waterways safe and enjoyable

“New York Safe Boating” Education Program

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



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

Public Vessels



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

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

Regulatory Permits

Floating Objects

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



Regatta Permits

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

Vessel Theft

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

Aids to Navigation

On many of the state waterways navigational aids are placed to help boaters avoid hazards that may lie beneath the surface or to show the boundaries of a channel. Navigational aids are also used to provide information to boaters. The Office of Parks Recreation & Historic Preservation place and maintain navigational buoys on many of the state’s lakes. In 2009 the Bureau of Marine Services placed over 2000 navigational aids. New York State Navigational aids follow the federal uniformed marking guidelines established by 33 CFR Section 66.10.

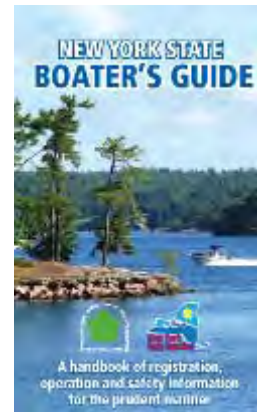


In 2009 the Bureau of Marine Services has undertaken a plan to plot the coordinates of navigational aids on state waters. This effort has been taken to ensure the correct location of

these buoys year after year and to give the New York's boater's confidence in state maintained navigational aids.

Publications & Public Services

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



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

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



The Bureau of Marine Services continued its public service programs in 2010 with an emphasis on encouraging boaters to wear their life jacket. In cooperation with the National Safe Boating Council, State Parks advised boaters across the state to "Wear It!" While setting up at launch ramps, boating events, boat shows and even the New York State Fair, more than 3,000 boaters signed pledge cards promising to wear their life jackets while boating, and more than 550 of them received inflatable life jackets to help them keep that promise.



Marine Law Enforcement

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

Marine Patrols

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



Boating under the influence is one of the primary safety concerns, and in 2010 the National Association of State Boating Law Administrators (NASBLA) again conducted the Dry Water Campaign to target intoxicated operators. In 2009 the Bureau of Marine Services, as part of that campaign, purchased 80 Breath Alcohol Meters which in turn were distributed to marine patrols across the state. In 2010 the Bureau of Marine Services, using funding from the federal Aquatic Resources Trust Fund, purchased 8 marine patrol boats for distribution to law enforcement agencies to assist in their patrols.

State Aid

A portion of the fees collected from vessel registrations is provided to OPRHP for reimbursement to localities and counties that operate marine patrols. In 2010 more than \$2.5 million was provided to 46 counties, 7 municipalities and the Lake George Park Commission. A participating agency may be reimbursed 50% of its total operating, capital and personnel expense up to \$200,000. Allowable expenses include capital purchases, personnel expenses and fuel.

Marine Law Enforcement Training

State Parks conducts a number of annual training programs for marine law enforcement officers from state, county and local agencies. The Marine Law Enforcement School is a 40-hour course, and focuses on teaching students the Navigation Law, basic boat handling, and proper vessel boarding procedures. The Marine Patrol Vessel Operators Course is run concurrently with the basic program and focuses on teaching proper vessel handling techniques as well as seamanship, navigation, radar and search and rescue. It is primarily an on-the-water training program.

State Parks also conducts an Impaired Boater Recognition Program for law enforcement, which is similar to the training received by highway patrols for recognizing intoxicated operators. Participants are taught the standard sobriety tests, including horizontal gaze nystagmus for determining if a subject is intoxicated, as well as tests that were specifically designed for use on boats.



Marine law enforcement officers charged with enforcing Section 44 of the Navigation Law – *Noise Levels on Pleasure Vessels* – must first be trained by State Parks. Since this law became effective in 1993 over 80 noise meters have been distributed by State Parks to law enforcement agencies, and over 450 officers have been trained.

A Personal Watercraft Operators Course has been developed by State Parks for agencies that use these craft as part of their patrols. The course stresses extensive on-the-water training in the handling and maneuvering characteristics of a PWC.

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

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

Law Enforcement Activity

Law Enforcement Agency COUNTIES	Total Vessel Hours	Total MLE Hours	Searches & Assists	Vessel Inspections	BWI Arrests	Total Arrests
Albany	100	232	11	8	0	0
Allegany	476	723	21	67	0	2
Cattaraugus	700	748	28	35	0	3
Cayuga	964	23	11	63	0	3
Chautauqua	1940	4051	182	1482	0	134
Chenango	0	50	0	0	0	0
Clinton	506	1335	12	232	0	28
Columbia	331	914	10	36	1	14
Cortland	19	104	0	0	0	7
Dutchess	1163	2504	31	49	6	15
Erie	1187	3006	131	207	0	59
Greene	144	328	37	12	0	1
Hamilton	1498	1595	29	340	0	26
Herkimer	966	1200	34	7	0	
Jefferson	540	1310	37	78	2	54
Lewis	221	561	6	0	0	8
Livingston	2500	2800	65	35	0	11
Madison		351	6	50	0	5
Monroe	1414	3617	127	112	7	133
Nassau	14244	35610	38	314	0	604
Niagara	947	2982	50	413	1	43
Oneida	825	2460	59	19	3	127
Onondaga	795	4186	3	375	17	84
Ontario	2314	5056	66	1030	0	8
Orange	1018	2036	28	450	0	26
Orleans	350	4090	27	87	1	31
Oswego	658	2788	34	210	2	26
Ossining	343	1230	13	19	0	2
Otsego	131	285	12	34	0	6
Putnam	216	559	13	28	0	1
Rensselaer	487	992	18	33	0	1
Rockland	1128	3807	205	127	0	14
St. Lawrence	204	274	1	301	2	4
Saratoga	805	1230	16	858	0	0
Schuyler	113	266	6	186	1	30
Seneca	190	652	23	23	0	10
Steuben	538	1290	24	303	0	11
Suffolk (Police Dept.)	5371	142000	319	364	5	1344
Suffolk (Sheriff)	1000	3000	9	87	0	89
Sullivan	315	529	12	2	0	19
Tioga	20	80	3	5	0	
Tompkins	63	125	5	3	0	
Ulster	504	512	32	68	0	3
Warren	991	1283	205	148	2	46
Wayne	331	3210	49	49	0	20
Westchester	3696	2015	116	171	0	38
Wyoming	157	215	7	44	0	
Yates	985	2928	60	3081	1	79

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches & Assists	Vessel Inspections	BWI Arrests	Total Arrests
<i>New York City</i>	49571	287536	732	732	1	203
STATE PARK POLICE	2637	5274	57	195	3	305
STATE POLICE	5218	11383	63	845	18	1170
Lk George Park Comm.	4098	4248	511	510	9	240
MUNICIPALITIES						
<i>Carmel</i>	440	876	22	62	0	8
<i>Southampton</i>	45050	10838	103	555	1	550
<i>Greenwood Lake</i>	2700	2894	37	136	0	102
<i>Huntington</i>	2800	4800	28	190	0	154
<i>Long Beach</i>	96	30	5	0	0	2
<i>North Hempstead</i>	1618	5160	72	65	0	9
<i>Mamaroneck</i>	1538	3464	27	100	3	115
<i>New Rochelle</i>	2648	4748	64	89	0	126
<i>Northport</i>	740	868	33	44	0	
<i>East Hampton</i>	504	12100	8	50	0	12
<i>Quogue</i>	664	928	15	108	0	57
<i>Riverhead</i>	400	1910	23	90	0	29
<i>Rye</i>	418	4465	87	181	0	302
<i>Smithtown</i>	2871	10111	208	293	0	65
<i>Southold</i>	3500	10000	77	156	0	108
<i>Yonkers</i>	5040	2010	20	25	0	9
TOTALS	185955	634778	4423	16071	86	6735



2010 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	9601	25	3921	5041	579	27	8
ALLEGANY	1899	6	842	1031	20	0	0
BRONX	2528	5	902	1138	434	34	15
BROOME	7285	18	3438	3521	285	13	10
CATTARAUGUS	2905	5	1238	1581	74	4	3
CAYUGA	5354	19	2080	3002	243	10	0
CHAUTAUQUA	6789	34	2453	3925	357	16	4
CHEMUNG	4304	3	1830	2269	189	9	4
CHENANGO	2368	0	1353	958	55	1	1
CLINTON	5957	20	2966	2713	243	13	2
COLUMBIA	2911	6	1274	1505	113	11	2
CORTLAND	2194	7	1046	1079	58	4	0
DELAWARE	1277	0	644	586	46	0	1
DUTCHESS	7431	5	3361	3458	572	28	7
ERIE	24762	70	8747	13686	2079	151	29
ESSEX	4462	11	2046	2263	133	6	3
FRANKLIN	4344	3	2337	1944	56	1	3
FULTON	4502	11	2151	2173	163	4	0
GENESEE	2232	4	975	1177	60	12	4
GREENE	2421	4	949	1286	171	10	1
HAMILTON	2001	11	1020	954	12	3	1
HERKIMER	3684	9	1732	1858	82	2	1
JEFFERSON	10918	57	4547	5600	676	35	3
KINGS	4378	4	1505	1786	952	107	24
LEWIS	2076	2	1154	885	35	0	0
LIVINGSTON	3922	5	1749	2095	70	3	0
MADISON	4370	10	1820	2350	182	7	1
MONROE	27774	74	11245	14572	1749	120	14
MONTGOMERY	2054	11	1009	977	56	0	1
NASSAU	32514	71	10125	15563	5986	724	45
NEW YORK	4576	3	1240	1997	1117	194	25
NIAGARA	8684	38	3142	4841	629	26	8

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 >= 65'
ONEIDA	11175	30	4848	5891	382	21	3
ONONDAGA	21893	59	8768	11665	1303	89	9
ONTARIO	7527	20	2678	4540	270	15	4
ORANGE	9512	30	4631	4204	593	43	11
ORLEANS	2197	1	967	1110	113	6	0
OSWEGO	9319	16	4367	4432	481	20	3
OTSEGO	2691	5	1215	1426	39	3	3
PUTNAM	3177	7	1228	1695	225	19	3
QUEENS	6991	16	2400	3363	1089	92	31
RENSSELAER	6029	6	2626	3101	270	23	3
RICHMOND	3994	12	1352	1780	777	63	10
ROCKLAND	4569	12	2042	1782	647	66	20
ST LAWRENCE	10231	17	5106	4822	270	13	3
SARATOGA	13539	16	5362	7454	670	32	5
SCHENECTADY	6135	14	2660	3162	282	12	5
SCHOHARIE	1195	0	612	535	44	2	2
SCHUYLER	1676	5	670	936	62	2	1
SENECA	2938	3	1135	1652	135	12	1
STEUBEN	5317	3	2264	2913	130	6	1
SUFFOLK	70163	259	20561	36108	11997	1171	67
SULLIVAN	3350	2	1736	1520	84	4	4
TIOGA	2488	3	1188	1220	74	1	2
TOMPKINS	3643	10	1298	2063	256	15	1
ULSTER	5796	7	2559	2744	456	28	2
WARREN	7378	40	2440	4395	484	11	8
WASHINGTON	3574	13	1644	1813	103	1	0
WAYNE	6773	22	2808	3552	370	20	1
WESTCHESTER	12394	23	3973	5643	2368	339	48
WYOMING	1673	1	663	987	18	4	0
YATES	2552	4	906	1578	62	2	0
Out of State/Uncoded	13322	2	4806	7213	1161	129	11
TOTAL	475688	1209	184354	243113	42691	3839	482

Registrations by County: 2006 - 2010

County	2006	2007	2008	2009	2010	County	2006	2007	2008	2009	2010
Albany	10149	10066	9910	9714	9601	Oneida	11464	11352	11094	11055	11175
Allegany	1945	1901	1893	1903	1899	Onondaga	23251	23044	22521	22134	21893
Bronx	2620	2611	2619	2582	2528	Ontario	7648	7693	7505	7511	7527
Broome	7592	7459	7424	7266	7285	Orange	9830	9757	9902	9709	9512
Cattaraugus	3017	2974	2961	2906	2905	Orleans	2258	2230	2186	2184	2197
Cayuga	5594	5627	5504	5438	5354	Oswego	9423	9402	9343	9302	9319
Chautauqua	7205	7074	6935	6825	6789	Otsego	2714	2729	2769	2697	2691
Chemung	4349	4347	4332	4297	4304	Putnam	3276	3210	3256	3203	3177
Chenango	2369	2319	2358	2350	2368	Queens	7406	7264	7345	7148	6991
Clinton	5978	5974	5925	5895	5957	Rensselaer	6171	6205	6197	6135	6029
Columbia	3022	2980	2997	2946	2911	Richmond	4411	4240	4247	4102	3994
Cortland	2239	2257	2199	2177	2194	Rockland	4890	4757	4868	4669	4569
Delaware	1315	1303	1333	1296	1277	St Lawrence	10291	10152	10142	10120	10231
Dutchess	7700	7865	7799	7566	7431	Saratoga	14103	14090	13792	13577	13539
Erie	26447	26313	25348	24904	24762	Schenectady	6695	6559	6327	6167	6135
Essex	4459	4436	4480	4462	4462	Schoharie	1144	1183	1187	1175	1195
Franklin	4256	4207	4275	4259	4344	Schuyler	1672	1716	1720	1672	1676
Fulton	4665	4606	4525	4506	4502	Seneca	3023	3013	2962	2882	2938
Genesee	2288	2309	2280	2236	2232	Steuben	5524	5484	5370	5318	5317
Greene	2497	2485	2440	2423	2421	Suffolk	77160	76600	73907	71579	70163
Hamilton	2173	2096	2071	2016	2001	Sullivan	3283	3232	3378	3307	3350
Herkimer	3752	3751	3720	3700	3684	Tioga	2539	2481	2555	2493	2488
Jefferson	10864	10948	10827	10824	10918	Tompkins	3665	3679	3689	3670	3643
Kings	4339	4251	4392	4358	4378	Ulster	6025	6014	5988	5873	5796
Lewis	1909	1949	1986	2026	2076	Warren	7668	7586	7559	7388	7378
Livingston	3936	3985	3920	3932	3922	Washington	3462	3457	3556	3572	3574
Madison	4541	4470	4418	4391	4370	Wayne	7045	6993	6812	6801	6773
Monroe	29721	29641	28588	27973	27774	Westchester	13093	12868	12995	12572	12394
Montgomery	2180	2135	2127	2062	2054	Wyoming	1819	1799	1726	1654	1673
Nassau	36083	35233	34358	33284	32514	Yates	2752	2766	2687	2620	2552
New York	4481	4449	4641	4571	4576	Other	12787	12942	13209	13200	13322
Niagara	9124	9105	8788	8624	8684	TOTAL	499301	495623	488167	479161	475688

Registered Vessel: By Length and Hull

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2113	102	7	24	42	2288
METAL	46051	62	81	3	897	47094
PLASTIC	8286	2273	159	35	887	11640
FIBERGLASS	22846	49004	3208	458	4371	79887
INFLATABLE	10402	44	105	5	358	10914
ALUMINUM	27050	84	147	7	1584	28872
OTHER	2580	748	55	6	270	3659
TOTAL	119328	52317	3762	538	8409	184354
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1396	2163	129	50	29	3767
METAL	24439	225	1523	0	84	26271
PLASTIC	3849	720	1004	117	113	5803
FIBERGLASS	69008	12591	90054	3194	931	175778
INFLATABLE	145	3	5	0	1	154
STEEL	452	17	26	0	8	503
ALUMINUM	28808	160	995	2	134	30099
OTHER	1080	46	52	15	48	1241
TOTAL	128725	15908	93762	3378	1340	243113
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	59	949	23	40	8	1079
METAL	306	207	70	6	10	599
PLASTIC	71	410	140	69	6	696
FIBERGLASS	4699	16059	16394	2263	205	39620
INFLATABLE	3	3	3	1	0	10
ALUMINUM	416	90	117	3	2	628
OTHER	20	24	8	1	6	59
TOTAL	5574	17742	16755	2383	237	42691
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1	143	3	11	1	159
METAL	8	69	23	5	3	108
PLASTIC	0	49	3	11	0	63
FIBERGLASS	37	2933	243	234	10	3457
ALUMINUM	14	17	4	2	1	38
OTHER	1	8	0	2	3	14
TOTAL	61	3219	276	265	18	3839
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	5	0	1	0	8
METAL	20	10	2	0	3	28
PLASTIC	14	6	2	0	0	22
FIBERGLASS	97	145	69	4	26	341
INFLATABLE	20	0	0	0	0	20
ALUMINUM	40	4	1	0	1	46
OTHER	4	1	0	0	5	10
TOTAL	197	171	74	5	35	482

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2010. While vessel registrations have generally risen, accidents, injuries and fatalities have all, in general, steadily decreased.

A collision between two or more vessels is still the most common type of boating accident and results in the most injuries. Boaters must recognize that the waterways are increasingly more crowded and that vessel operation must be adjusted accordingly. Operators must be constantly aware of what is happening around them. Mixing alcohol and boating adds to the danger. Not only is it illegal, but the lessening of one's judgment and balance can have deadly consequences. Alcohol has been shown to be a contributing factor in fatal incidents.

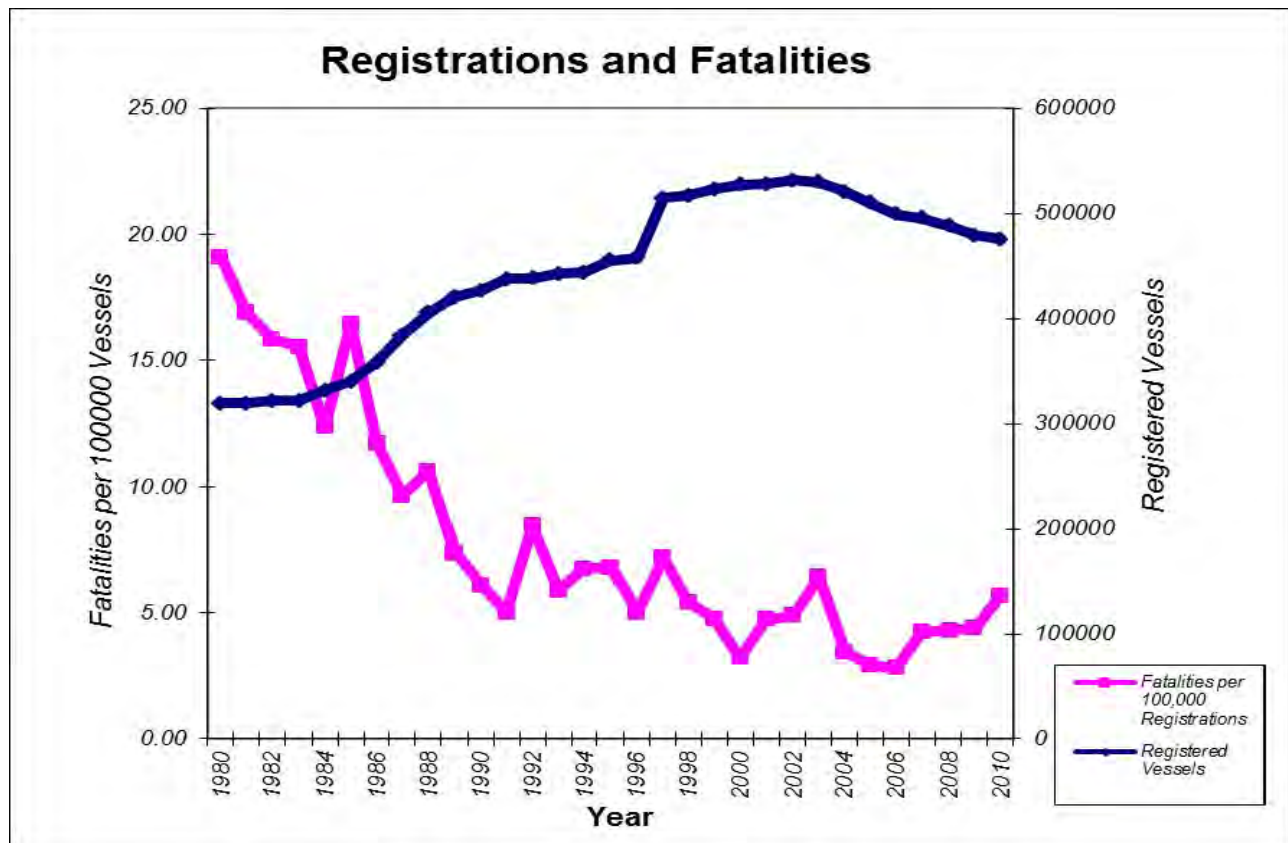
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our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

Reportable Accidents

For Recreational Vessels:

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

It is also vitally important to increase voluntary use of life jackets, especially in the off-season when the water is cold and help may not be able to respond quickly. Roughly one quarter of all fatalities occur when boaters are operating during the off-season, in boats less than twenty-one feet in length, when victims may end up in the water without the benefit of a life jacket. While new legislation mandates that life jackets be worn in those instances, it is still incumbent upon the boater to use their best judgment; if the water is cold, wear a life jacket, and dress for the weather!



Accident Data: 1980 - 2010

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

Accident and County by Waterway

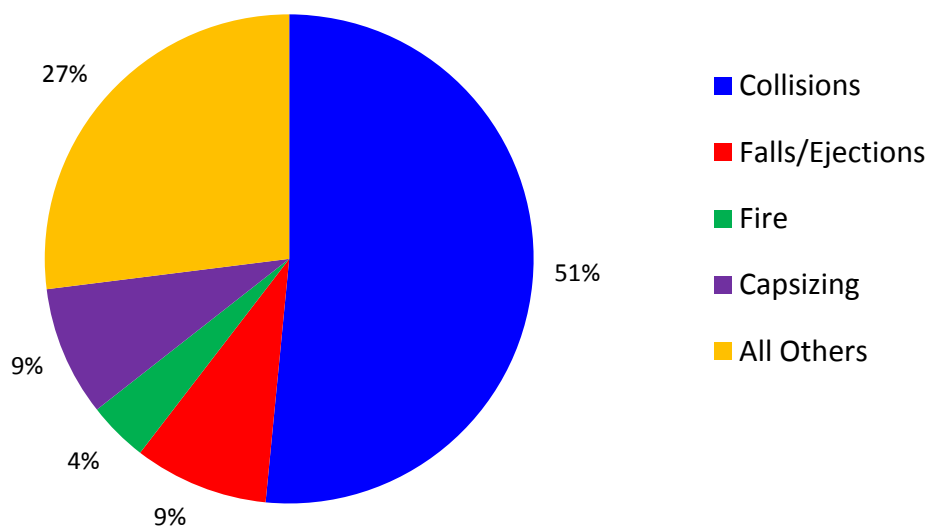
Waterway	Accidents	Deaths	Waterway	Accidents	Deaths
Bronx	3	0	Kings	5	0
Eastchester Bay	2	0	Brooklyn Waters	1	0
Harlem River	1	0	Grassy Bay	1	0
Cayuga	2	0	Jamaica Bay	1	0
Cayuga Lake	1	0	Mills Basin	1	0
Owasco Lake	1	0	Shell Bank Basin	1	0
Chautauqua	6	0	Lewis	1	1
Chautauqua Lake	3	0	Black River	1	1
Lake Erie	3	0	Livingston	2	1
Clinton	1	0	Conesus Lake	1	0
Lake Champlain	1	0	Hemlock Lake	1	1
Columbia	1	0	Monroe	5	0
Hudson River	1	0	Erie Canal	1	0
Delaware	2	0	Irondequoit Bay	1	0
Sidney Lake	1	0	Lake Ontario	3	0
Susquehanna River	1	0	Montgomery	1	1
Dutchess	2	0	Mohawk River	1	1
Hudson River	2	0	Nassau	28	1
Erie	11	0	Amity Channel	1	0
Buffalo Harbor	1	0	Atlantic Ocean	1	0
Lake Erie	3	0	Cold Spring Harbor	1	0
Niagara River	6	0	Guy Lombardo Marina	1	0
Tonawanda Creek	1	0	Hempstead Harbor	5	0
Essex	1	1	Hudson Canal	2	0
Lake Champlain	1	1	Jones Inlet	2	0
Franklin	1	0	Long Island Sound	4	0
Oseetah Lake	1	0	Manhasset Bay	2	1
Fulton	1	0	Oyster Bay	3	0
Great Sacandaga Lake	1	0	Peconic Bay	1	0
Greene	1	1	Seaman'S Creek	1	0
South Lake	1	1	Sloop Channel	1	0
Jefferson	10	2	State Boat Channel	3	0
Alexandria Bay	2	1	New York	3	1
Black River	1	0	East River	1	0
Clearwater Lake	1	0	Hudson River	1	0
Lake Ontario	1	1	New York Harbor	1	1
St. Lawrence River	5	0	Niagara	2	1
			Lake Ontario	1	1
			Niagara River	1	0

Waterway	Accidents	Deaths	Waterway	Accidents	Deaths
Oneida	2	0	Suffolk	65	5
Oneida Lake	2	0	Atlantic Ocean	8	0
Onondaga	1	0	Bellport Bay	1	0
Seneca River	1	0	Fire Island Inlet	1	0
Ontario			Fishers Island Sound	1	1
Canandaigua Lake	1	0	Gardiner'S Bay	4	0
Orange	2	0	Great Peconic Bay	2	0
Hudson River	1	0	Great South Bay	17	0
Lake Osiris	1	0	Huntington Harbor	3	3
Oswego	4	1	Lake Montauk	2	0
Oneida Lake	3	1	Lloyd'S Harbor	1	0
Sandy Pond	1	0	Long Island Sound	3	0
Otsego	2	1	Moriches Bay	1	0
Belvedere Lake	1	1	Nissequogue River	1	0
Otsego Lake	1	0	North Channel	1	0
Putnam			Northport Bay	1	0
Lake Mahopac	1	0	Noyac Bay	1	0
Queens	2	0	Patchogue Bay	1	0
East River	1	0	Peconic Bay	1	0
Shell Bank Basin	1	0	Sag Harbor Bay	3	0
Rensselaer	1	0	Shelter Island Sound	3	1
Hudson River	1	0	Shinnecock Bay	2	0
Rockland	3	0	Southold Bay	3	0
Hudson River	3	0	State Boat Channel	2	0
Saratoga	2	0	Stony Brook Harbor	1	0
Great Sacandaga Lake	1	0	Narrows Bay	1	0
Stewarts Pond	1	0	Sullivan	2	1
Schenectady	1	0	Swinging Bridge Reservoir	1	0
Mohawk River	1	0	White Lake	1	1
Schuyler	3	1	Ulster	1	0
Seneca Lake	1	0	Roundout Creek	1	0
Waneta Lake	2	1	Warren	21	3
Seneca	1	0	Lake George	20	2
Cayuga Lake	1	0	Lake Luzerne	1	1
St Lawrence	2	0	Wayne	1	0
Cranberry Lake	1	0	Sodus Bay	1	0
St. Lawrence River	1	0	Westchester	22	2
Steuben	4	0	Hudson River	11	0
Keuka Lake	3	0	Long Island Sound	10	1
Pond	1	0	Mianus River	1	1
			Yates	10	3
			Canandaigua Lake	2	2
			Keuka Lake	3	0
			Seneca Lake	5	1
			Statewide	243	27

Accident Types

Accident Type	Vessels	Deceased	Injured
Capsizing	28	10	14
Carbon Monoxide Poisoning	2	3	2
Collision w/ Fixed Object	23	0	21
Collision w/ Floating Object	2	0	0
Collision With Commercial Boat	6	0	2
Collision With Recreational Boat	137	1	23
Fall on Boat	3	0	3
Falls in Boat	6	1	5
Falls Overboard	10	4	7
Fire/Explosion (Fuel)	4	0	3
Fire/Explosion (Other)	9	0	0
Flooding/Swamping	14	1	1
Grounding	23	1	11
Other	6	0	4
Person Ejected From Vessel	10	3	9
Sinking	2	0	0
Skier Mishap	13	0	14
Struck by Boat	9	2	4
Struck by Propeller	4	0	4
Struck Submerged Object	12	0	0
Sudden Medical Condition	2	1	1
Unknown	1	0	0

Summary of Accident Types



Accident Type and Vessel Operation

Accident Type	Operation	Accidents	Deceased	Injured
Capsizing	At Anchor	2	1	0
	Being Towed	1	0	0
	Changing Direction	1	0	0
	Cruising	7	1	6
	Docking/Undocking	1	0	1
	Drifting	9	5	6
	Rowing or Paddling	3	3	0
	Sailing	3	0	1
	Towing another vessel	1	0	0
Carbon Monoxide Poisoning	Cruising	1	0	2
	Tied to Dock/Mooring	1	3	0
Collision w/ Fixed Object	Changing Direction	2	0	4
	Cruising	13	0	14
	Cruising, Changing Direction	1	0	1
	Docking/Undocking	2	0	0
	Drifting	2	0	0
	Sailing	2	0	1
	Towing another vessel	1	0	1
Collision w/ Floating Object	Cruising	2	0	0
Collision With Commercial Boat	At Anchor	2	0	0
	Cruising	3	0	2
	Drifting	1	0	0
Collision With Recreational Boat	At Anchor	13	0	1
	Changing Direction	9	0	1
	Changing Speed	6	0	2
	Changing Speed, Changing Direction	1	0	1
	Cruising	46	0	14
	Cruising, Changing Direction	1	0	0
	Docking/Undocking	13	0	0
	Drifting	10	0	2
	OTHER-grounded	1	0	0
	Rowing or Paddling	3	1	2
	Tied to Dock/Mooring	29	0	0
	Towing another vessel	1	0	0
Unknown	4	0	0	
Fall on Boat	Cruising	3	0	3
	Cruising	5	0	5
	Sailing	1	1	0

Accident Type	Operation	Accidents	Deceased	Injured
Falls Overboard	At Anchor	1	0	1
	Changing Speed, Changing Direction	1	0	1
	Cruising	3	1	3
	Drifting	1	1	0
	Sailing	2	0	2
	Tied to Dock/Mooring	2	2	0
Fire/Explosion (Fuel)	Cruising	1	0	0
	Drifting	1	0	0
	OTHER-on trailer in yard.	1	0	3
	Tied to Dock/Mooring	1	0	0
Fire/Explosion (Other)	Cruising	5	0	0
	Tied to Dock/Mooring	4	0	0
Flooding/Swamping	At Anchor	1	0	1
	Changing Direction	1	0	0
	Cruising	7	0	0
	Drifting	3	1	0
	Tied to Dock/Mooring	2	0	0
Grounding	Changing Direction	1	0	3
	Cruising	16	0	8
	Docking/Undocking	1	0	0
	Drifting	3	1	0
	Drifting, Tied to Dock/Mooring	1	0	0
	Sailing	1	0	0
Other	At Anchor	2	0	2
	Cruising	1	0	1
	Drifting	1	0	0
	Sailing	1	0	1
	Tied to Dock/Mooring	1	0	0
Person Leaves Or Is Ejected From Vessel	Changing Direction	3	1	3
	Cruising	5	0	6
	Drifting	2	2	0
Sinking	Cruising	2	0	0
Skier Mishap	Changing Direction	1	0	1
	Cruising	10	0	10
	Cruising, Changing Direction	1	0	2
	Drifting	1	0	1

Accident Type	Operation	Accidents	Deceased	Injured
Struck by Boat	Changing Speed	1	0	0
	Cruising	3	1	2
	Drifting	3	1	2
	Tied to Dock/Mooring	2	0	0
Struck by Propeller or Propulsion Unit	Being Towed, Drifting	1	0	1
	Changing Speed	1	0	1
	Drifting	2	0	2
Struck Submerged Object	Changing Direction	1	0	0
	Changing Speed	1	0	0
	Cruising	10	0	0
Sudden Medical Condition	Drifting	2	1	1
Unknown	Tied to Dock/Mooring	1	0	0



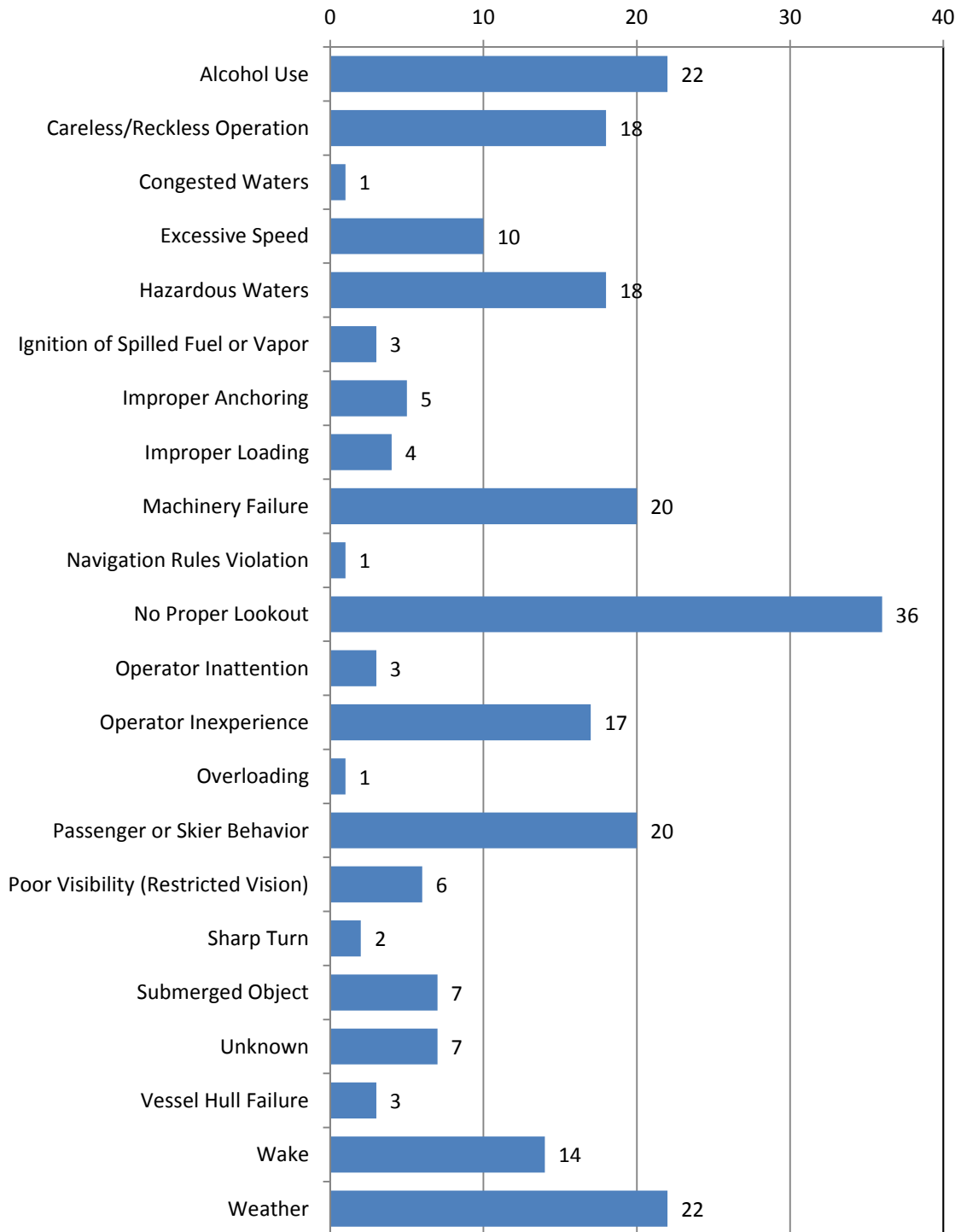
Accident Type and Cause

Accident Type	Cause	Vessels	Deceased	Injured
Capsizing	Alcohol Use	1	1	1
	Careless/Reckless Operation	1	0	1
	Hazardous Waters	4	1	3
	Improper Loading	2	0	0
	Machinery Failure	1	0	0
	No Proper Lookout	2	0	2
	Operator Inexperience	2	2	0
	Overloading	1	1	0
	Passenger or Skier Behavior	2	2	1
	Unknown	1	1	2
	Wake	6	0	4
	Weather	4	2	0
	Carbon Monoxide Poisoning	Machinery Failure	2	3
Collision w/ Fixed Object	Alcohol Use	5	0	5
	Careless/Reckless Operation	1	0	0
	Hazardous Waters	1	0	0
	Machinery Failure	2	0	1
	No Proper Lookout	7	0	12
	Operator Inexperience	3	0	0
	Sharp Turn	1	0	1
	Weather	3	0	2
Collision w/ Floating Object	No Proper Lookout	1	0	0
	Poor Visibility (Restricted Vision)	1	0	0
Collision With Commercial Boat	Careless/Reckless Operation	2	0	0
	Machinery Failure	2	0	0
	No Proper Lookout	2	0	2
Collision With Recreational Boat	Alcohol Use	22	0	6
	Careless/Reckless Operation	25	0	9
	Congested Waters	1	0	0
	Excessive Speed	5	0	0
	Hazardous Waters	2	0	0
	Improper Anchoring	4	0	0
	Machinery Failure	2	0	0
	Navigation Rules Violation	1	0	0
	No Proper Lookout	34	1	6
	Operator Inattention	2	0	0
	Operator Inexperience	11	0	2
	Poor Visibility (Restricted Vision)	2	0	0
	Submerged Object	2	0	0
	Unknown	4	0	0
Weather	20	0	0	

Accident Type	Cause	Vessels	Deceased	Injured
Fall on Boat	Passenger or Skier Behavior	1	0	1
	Wake	2	0	2
	Congested Waters	2	0	2
	Excessive Speed	1	0	1
	Hazardous Waters	1	1	0
	Wake	2	0	2
Falls Overboard	Excessive Speed	2	1	2
	Machinery Failure	1	0	1
	Passenger or Skier Behavior	5	2	3
	Unknown	1	1	0
	Weather	1	0	1
Fire/Explosion (Fuel)	Ignition of Spilled Fuel or Vapor	2	0	3
	Machinery Failure	2	0	0
Fire/Explosion (Other)	Failure to Vent	1	0	0
	Ignition of Spilled Fuel or Vapor	1	0	0
	Machinery Failure	5	0	0
	Unknown	2	0	0
Flooding/Swamping	Hazardous Waters	2	1	0
	Improper Anchoring	1	0	1
	Improper Loading	2	0	0
	Machinery Failure	4	0	0
	Vessel Hull Failure	1	0	0
	Wake	3	0	0
	Weather	1	0	0
Grounding	Alcohol Use	4	0	6
	Hazardous Waters	5	0	0
	Improper Anchoring	2	0	0
	No Proper Lookout	6	0	4
	Operator Inattention	1	0	0
	Operator Inexperience	1	0	0
	Passenger or Skier Behavior	1	1	0
	Poor Visibility (Restricted Vision)	1	0	1
	Weather	2	0	0
Other	Machinery Failure	1	0	0
	No Proper Lookout	1	0	1
	Passenger or Skier Behavior	1	0	1
	Wake	1	0	1
	Weather	2	0	1

Accident Type	Cause	Vessels	Deceased	Injured
Person Leaves Or Is Ejected From Vessel	Alcohol Use	1	1	0
	Careless/Reckless Operation	1	0	1
	Excessive Speed	1	1	1
	Hazardous Waters	1	0	3
	Machinery Failure	1	0	0
	No Proper Lookout	1	0	1
	Operator Inexperience	2	0	2
	Passenger or Skier Behavior	1	1	0
	Sharp Turn	1	0	1
Sinking	Machinery Failure	1	0	0
	Vessel Hull Failure	1	0	0
Skier Mishap		0	0	1
	Alcohol Use	1	0	1
	Careless/Reckless Operation	1	0	1
	Excessive Speed	1	0	2
	No Proper Lookout	3	0	3
	Passenger or Skier Behavior	4	0	4
	Wake	2	0	2
Struck by Boat	Alcohol Use	1	1	2
	Careless/Reckless Operation	2	0	0
	Excessive Speed	2	0	2
	Navigation Rules Violation	1	0	0
	Operator Inexperience	2	1	0
	Weather	1	0	0
Struck by Propeller or Propulsion Unit	No Proper Lookout	1	0	1
	Operator Inattention	1	0	1
	Operator Inexperience	1	0	1
	Passenger or Skier Behavior	1	0	1
Struck Submerged Object	Hazardous Waters	2	0	0
	Operator Inexperience	1	0	0
	Poor Visibility (Restricted Vision)	2	0	0
	Submerged Object	7	0	0
Sudden Medical Condition	Passenger or Skier Behavior	2	1	1
Unknown	Weather	1	0	0

Summary of Accident Causes



When Do Boating Accidents Occur?

FEBRUARY		
Saturday	12pm - 6pm	1
MARCH		
Tuesday	6PM - Midnight	1
Friday	6am - Noon	1
	6PM - Midnight	1
Saturday	6PM - Midnight	1
Sunday	12pm - 6pm	1
APRIL		
Wednesday	12am - 6am	1
	12pm - 6pm	1
Thursday	12pm - 6pm	1
Friday	12pm - 6pm	1
Saturday	12pm - 6pm	2
MAY		
Monday	12pm - 6pm	4
	6PM - Midnight	1
Friday	6am - Noon	1
	12pm - 6pm	1
Saturday	6am - Noon	1
	12pm - 6pm	2
	6PM - Midnight	1
Sunday	6am - Noon	1
	12pm - 6pm	4
	6PM - Midnight	1
JUNE		
Monday	6PM - Midnight	1
Tuesday	6am - Noon	1
	12pm - 6pm	1
Wednesday	12pm - 6pm	1
	6PM - Midnight	2
Thursday	6am - Noon	1
	12pm - 6pm	1
	6PM - Midnight	2
Friday	12pm - 6pm	1
	6PM - Midnight	1
Saturday	12am - 6am	1
	12pm - 6pm	2
	6PM - Midnight	5
Sunday	6am - Noon	1
	12pm - 6pm	2

JULY		
Monday	6am - Noon	2
	12pm - 6pm	3
	6PM - Midnight	2
Tuesday	12am - 6am	2
	12pm - 6pm	3
	6PM - Midnight	2
Wednesday	6am - Noon	2
	12pm - 6pm	3
	6PM - Midnight	2
Thursday	12am - 6am	1
	6am - Noon	1
	12pm - 6pm	1
	6PM - Midnight	2
Friday	12am - 6am	2
	6am - Noon	2
	12pm - 6pm	3
	6PM - Midnight	4
Saturday	6am - Noon	4
	12pm - 6pm	8
	6PM - Midnight	7
Sunday	12am - 6am	1
	6am - Noon	5
	12pm - 6pm	18
	6PM - Midnight	6
AUGUST		
Monday	6am - Noon	1
	12pm - 6pm	7
	6PM - Midnight	5
Tuesday	12pm - 6pm	3
	6PM - Midnight	1
Wednesday	12am - 6am	1
	12pm - 6pm	2
	6PM - Midnight	1
Thursday	12pm - 6pm	3
	6PM - Midnight	1
Friday	12am - 6am	1
	6am - Noon	1
	12pm - 6pm	3
	6PM - Midnight	4
Saturday	12am - 6am	2
	6am - Noon	2
	12pm - 6pm	6
	6PM - Midnight	5
Sunday	12am - 6am	1
	6am - Noon	2
	12pm - 6pm	7
	6PM - Midnight	4

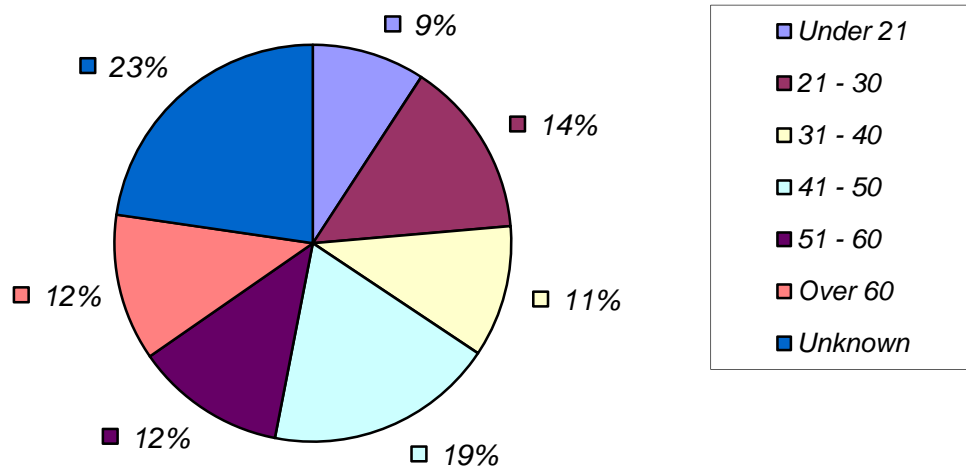
SEPTEMBER		
Monday	6am - Noon	3
	6PM - Midnight	2
Tuesday	12pm - 6pm	1
	6PM - Midnight	1
Wednesday	6PM - Midnight	1
Thursday	6am - Noon	1
	12pm - 6pm	2
Friday	12pm - 6pm	2
	6PM - Midnight	1
Saturday	6am - Noon	3
	12pm - 6pm	3
	6PM - Midnight	1
Sunday	6am - Noon	2
	12pm - 6pm	3
	6PM - Midnight	2
OCTOBER		
Monday	6am - Noon	3
Tuesday	12pm - 6pm	1
Friday	12pm - 6pm	3
Saturday	12pm - 6pm	1
Sunday	6am - Noon	2
	12pm - 6pm	1
NOVEMBER		
Tuesday	6am - Noon	1
Wednesday	12pm - 6pm	1
Sunday	12pm - 6pm	1

The above table tries to show when accidents occur, first by month, then broken down by day, and finally into one of four time periods during the day; early morning, morning, afternoon, evening. The number indicates the accidents that occurred in that particular month/day/time frame.

Operator Age

Age Group	Accidents	Deceased	Injured
Under 21	30	3	21
21 - 30	47	5	28
31 - 40	35	3	18
41 - 50	61	4	22
51 - 60	40	4	21
Over 60	39	4	12
Unknown	74	4	6

Operator Ages



Age of Operator, Boating Education of Operator

Age Group	Education	Vessels	Deceased	Injured
Under 21	Unknown	5	2	3
	None	10	1	5
	State Course	13	0	12
	US Power Squadron	1	0	0
	USCG Auxiliary	1	0	1
21 - 30	Unknown	13	3	11
	None	17	2	10
	AM.. Red Cross	1	0	2
	Internet Course	1	0	0
	State Course	7	0	4
	US Power Squadron	4	0	0
	USCG Auxiliary	2	0	1
31 - 40	Unknown	11	2	6
	None	12	0	8
	State Course	7	1	3
	USCG Auxiliary	4	0	1
41 - 50	Unknown	13	2	2
	None	32	1	13
	State Course	13	1	5
	US Power Squadron	2	0	2
	USCG Auxiliary	1	0	0
51 - 60	Unknown	17	2	10
	None	10	0	6
	State Course	9	2	4
	US Power Squadron	1	0	0
	USCG Auxiliary	2	0	1
Over 60	Unknown	15	2	4
	None	11	2	4
	Internet Course	1	0	0
	State Course	2	0	1
	US Power Squadron	5	0	2
	USCG Auxiliary	5	0	1
Unknown / No Op	Unknown	4	4	5
	None	7	0	1
	State Course	1	0	0
	US Power Squadron	2	0	0

Age of Operator, Boating Experience of Operator

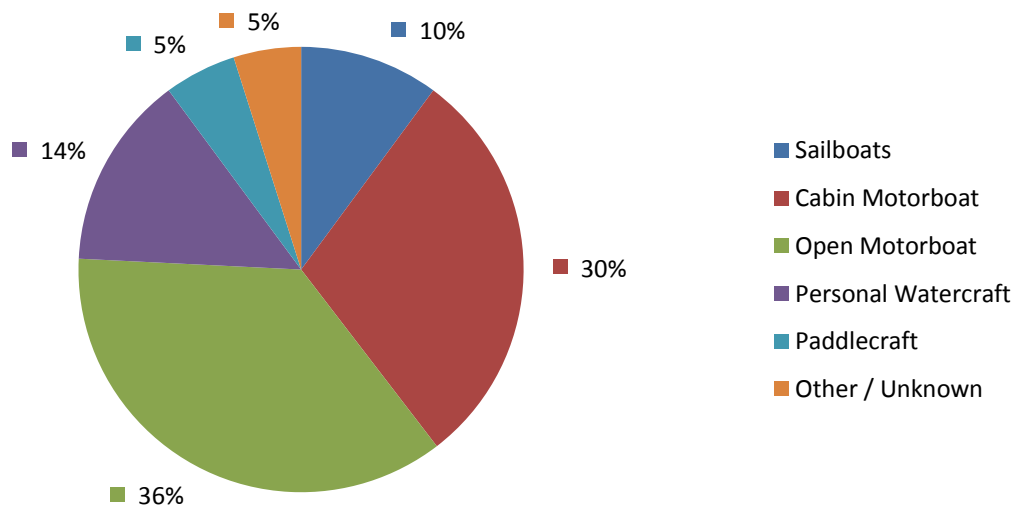
Operator Age	Experience	Vessels	Deceased	Injured
Under 21	Under 10 Hours	7	3	6
	10 to 100 Hours	15	0	5
	100-500 Hrs.	6	0	9
	Over 500 Hrs.	1	0	1
	Unknown	1	0	0
21 - 30	Under 10 Hours	10	2	4
	10 to 100 Hours	19	1	9
	100-500 Hrs.	10	1	8
	Over 500 Hrs.	4	0	2
	Unknown	4	1	5
31 - 40	Under 10 Hours	9	0	4
	10 to 100 Hours	15	1	10
	100-500 Hrs.	4	1	2
	Over 500 Hrs.	4	1	2
	Unknown	3	0	0
41 - 50	Under 10 Hours	11	1	2
	10 to 100 Hours	17	2	4
	100-500 Hrs.	18	0	6
	Over 500 Hrs.	12	1	10
	Unknown	2	0	0
51 - 60	Under 10 Hours	6	0	7
	10 to 100 Hours	7	1	5
	100-500 Hrs.	13	1	6
	Over 500 Hrs.	10	1	2
	Unknown	4	1	1
Over 60	Under 10 Hours	4	2	1
	10 to 100 Hours	5	0	1
	100-500 Hrs.	19	1	8
	Over 500 Hrs.	5	1	0
	Unknown	6	0	2
Unknown	Under 10 Hours	4	0	1
	10 to 100 Hours	6	0	0
	100-500 Hrs.	3	0	0
	Over 500 Hrs.	1	0	0
	Unknown	0	4	5

Vessel Type, Accident Type

Vessel Type	Accident Type	Accidents	Fatalities	Injuries
Auxillary Sail	Capsizing	1	0	0
	Collision w/ Fixed Object	2	0	1
	Collision w/ Vessel	12	0	0
	Falls in Boat	1	1	0
	Fire/Explosion (Other)	1	0	0
	Grounding	2	0	0
	Other	2	0	1
	Unknown	1	0	0
Tug Boat / Barge	Collision w/ Commercial Boat	2	0	0
Cabin Motorboat	Collision w/ Fixed Object	8	0	9
	Collision w/ Commercial Boat	1	0	0
	Collision w/ Vessel	45	0	1
	Falls in Boat	3	0	2
	Falls Overboard	3	1	2
	Fire/Explosion (Fuel)	1	0	0
	Fire/Explosion (Other)	6	0	0
	Flooding/Swamping	2	0	1
	Grounding	12	1	3
	Other	3	0	2
	Person Ejected From Vessel	2	1	3
	Struck by Boat	1	0	0
	Struck by Propeller	2	0	2
	Struck Submerged Object	7	0	0
Canoe / Kayak	Capsizing	8	8	3
Crew Shell	Collision w/ Vessel	1	0	2
Houseboat	Capsizing	1	0	0
	Carbon Monoxide Poisoning	1	3	0
	Falls Overboard	1	1	0
	Other	1	0	1
	Struck by Boat	1	0	0
Open Motorboat	Capsizing	11	1	5
	Carbon Monoxide Poisoning	1	0	2
	Collision w/ Fixed Object	10	0	10
	Collision w/ Floating Object	1	0	0
	Collision w/ Commercial Boat	3	0	2
	Collision w/ Vessel	40	0	8
	Falls in Boat	4	0	5
	Falls Overboard	1	1	1
	Fire/Explosion (Fuel)	2	0	0
	Fire/Explosion (Other)	1	0	0
	Flooding/Swamping	10	1	0
	Grounding	7	0	7
	Other	1	0	1
	Person Ejected From Vessel	3	2	2

Vessel Type	Accident Type	Accidents	Fatalities	Injuries
Open Motorboat	Sinking	2	0	0
	Skier Mishap	12	0	13
	Struck by Boat	2	1	2
	Struck by Propeller	2	0	2
	Struck Submerged Object	5	0	0
Personal Watercraft	Capsizing	2	0	3
	Collision w/ Fixed Object	1	0	1
	Collision w/ Floating Object	1	0	0
	Collision w/ Vessel	26	0	12
	Fall on Boat	1	0	1
	Falls Overboard	1	0	1
	Flooding/Swamping	2	0	0
	Grounding	1	0	0
	Person Ejected From Vessel	5	0	4
	Skier Mishap	1	0	1
	Struck by Boat	5	1	2
Rowboat	Capsizing	3	1	2
	Collision w/ Vessel	2	0	0
	Falls Overboard	2	1	1
	Sudden Medical Condition	1	1	0
Sail (only)	Capsizing	3	1	1
	Collision w/ Fixed Object	2	0	0
	Collision w/ Vessel	4	0	0
	Falls Overboard	2	0	2
Unknown	Collision w/ Vessel	6	0	0
	Fire/Explosion (Fuel)	2	0	3
	Grounding	1	0	1

Summary of Vessel Types



PWC Accidents

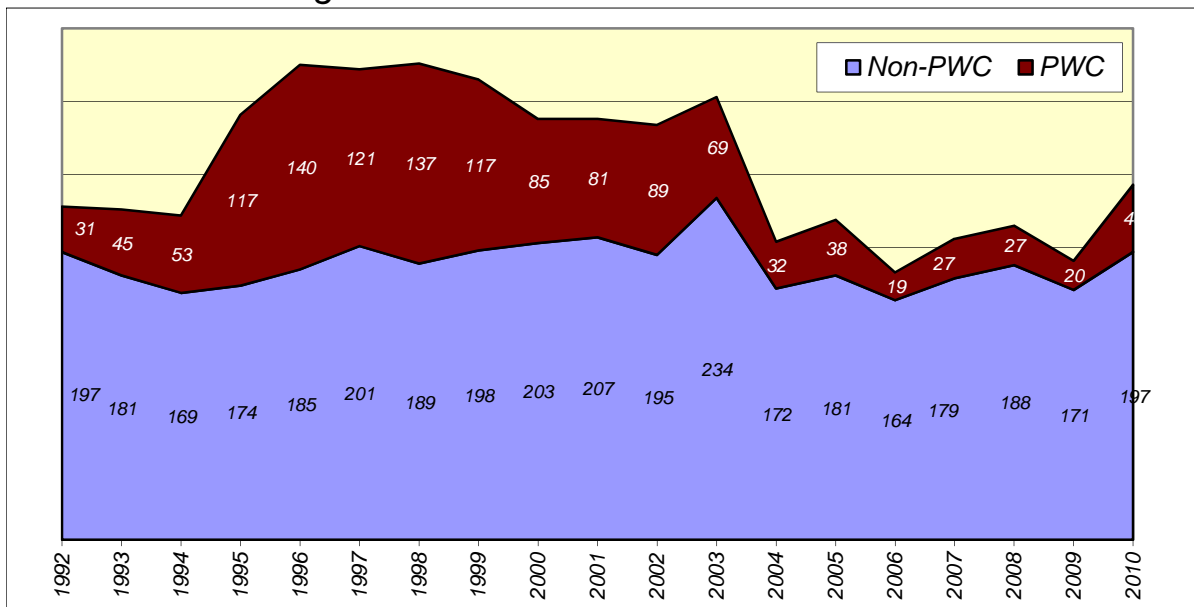
Multi-Year Summary of PWC Accidents

Year	# of PWC	Fatalities	Injuries
1991	40	0	21
1992	31	1	21
1993	45	1	32
1994	53	3	33
1995	117	3	48
1996	140	2	62
1997	121	6	65
1998	137	3	66
1999	117	4	70
2000 *	85	1	35
2001	81	0	43
2002	89	2	47
2003	69	1	37
2004	32	1	17
2005	38	3	29
2006	19	1	16
2007	31	1	18
2008	27	0	21
2009	20	3	14
2010	46	1	25

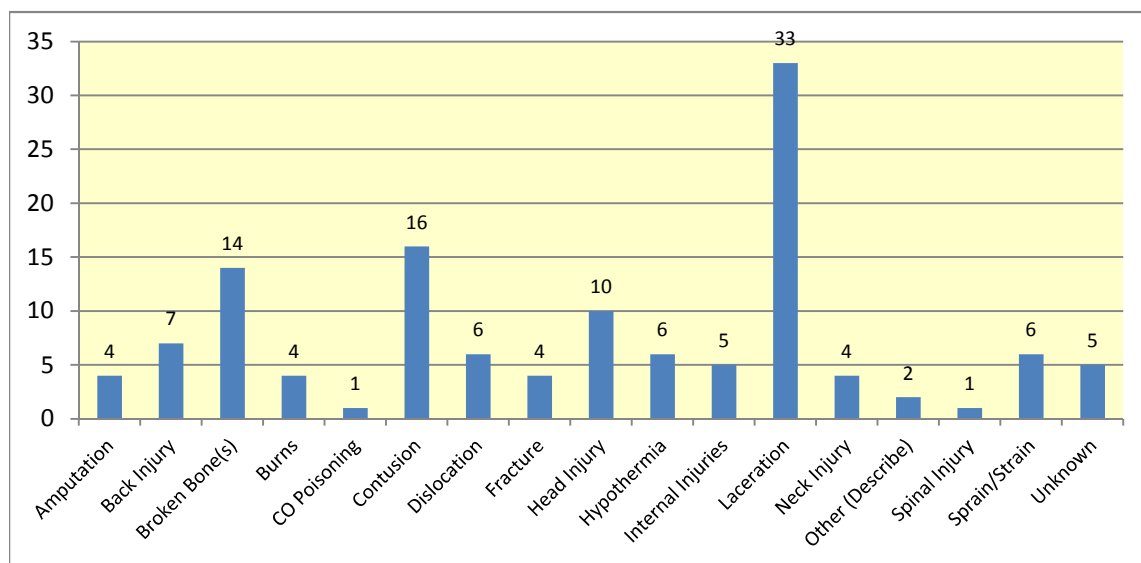


* Mandatory education for PWC operators goes into effect.

Accidents Involving PWC vs Non-PWC



Injuries



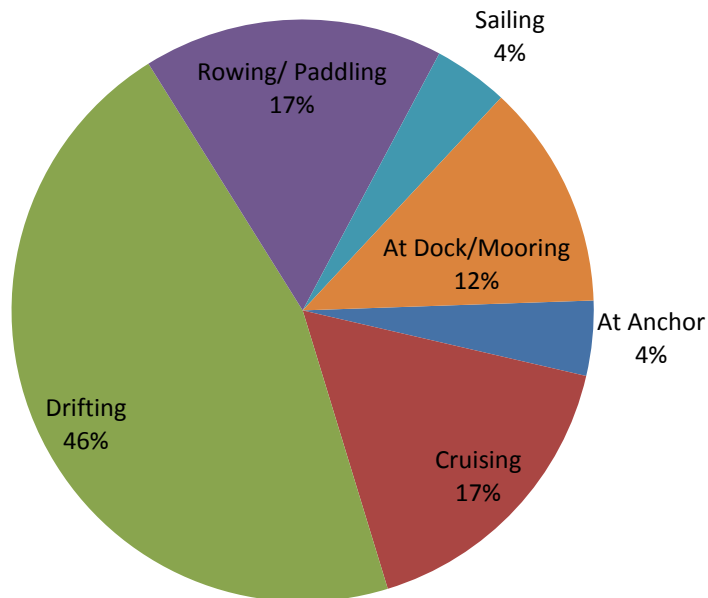
Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries
Cabin Motorboat	Amputation	1	Auxillary Sail	Amputation	1
	Back Injury	1	Auxillary Sail	Laceration	1
	Broken Bone(s)	5	Canoe	Hypothermia	3
	Contusion	1	Crew Shell	Broken Bone(s)	1
	Fracture	1		Contusion	1
	Head Injury	2	Houseboat	Laceration	1
	Hypothermia	1	Personal Watercraft	Back Injury	2
	Internal Injuries	1		Broken Bone(s)	4
	Laceration	10		Contusion	2
	Neck Injury	1		Dislocation	2
Sprain/Strain	1	Fracture		1	
Open Motorboat	Amputation	2		Head Injury	3
	Back Injury	4		Internal Injuries	3
	Broken Bone(s)	4		Laceration	3
	Burns	1	Neck Injury	1	
	CO Poisoning	1	Sprain/Strain	1	
	Contusion	12	Unknown	4	
	Dislocation	3	Rowboat	Hypothermia	2
	Fracture	2		Laceration	1
	Head Injury	5	Sail (only)	Dislocation	1
	Internal Injuries	1		Laceration	1
	Laceration	16		Other	2
	Neck Injury	2	Unknown	Burns	3
	Spinal Injury	1		Sprain/Strain	1
	Sprain/Strain	3			
Unknown	1				

Fatal Boating Accidents - Vessels & Operation

Vessel Type	Operation	Deaths
Auxillary Sail	Sailing	1
Cabin Motorboat	Drifting	2
	Tied to Dock/Mooring	1
Canoe	Drifting	3
	Rowing or Paddling	3
Houseboat	Tied to Dock/Mooring	2
Kayak	Rowing or Paddling	1
Open Motorboat	At Anchor	1
	Cruising	2
	Drifting	2
Personal Watercraft	Cruising	1
Pontoon Boat	Drifting	1
Rowboat	Drifting	3
Sail (only)	Cruising	1

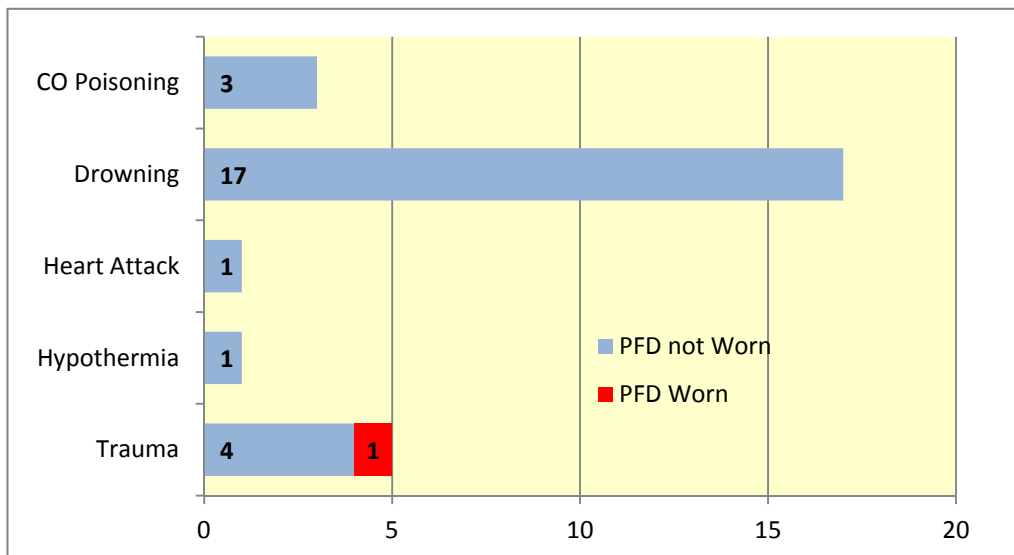
Vessel Operation in Fatal Accidents



Fatal Accidents, Types and Causes

Type	Cause	Deaths
Capsizing	Alcohol Use	1
	Hazardous Waters	1
	Operator Inexperience	2
	Overloading	1
	Passenger or Skier Behavior	2
	Unknown	1
	Weather	2
CO Poisoning	Machinery Failure	3
Collision w/Boat	No Proper Lookout	1
Falls in Boat	Hazardous Waters	1
Falls Overboard	Excessive Speed	1
	Passenger or Skier Behavior	2
	Unknown	1
Flooding/Swamping	Hazardous Waters	1
Grounding	Passenger or Skier Behavior	1
Person Leaves/Ejected	Alcohol Use	1
	Excessive Speed	1
	Passenger or Skier Behavior	1
Struck by Boat	Alcohol Use	1
	Operator Inexperience	1
Medical Condition	Passenger or Skier Behavior	1

Causes of Death and PFD Use



Summary of Fatal Accidents

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
02/13/2010	NASSAU	MANHASSET BAY	Unknown	Houseboat	Falls Overboard	1
Victim was embarking or disembarking from her boat when she presumably slipped on an icy surface and fell. She hit her head during the fall and was later found in icy water, deceased. There were no witnesses to the event. Alcohol was not a factor.						
03/23/2010	SUFFOLK	HUNTINGTON HARBOR	Machinery Failure	Houseboat	CO Poisoning	3
A new portable generator was put in engine compartment of a non-operable houseboat. It had been run for approximately ten hours with the exhaust being vented into the engine space rather than over the side. The compartment filled with exhaust which permeated through bulkhead and into passenger compartment, where the victims were overcome by carbon monoxide. Alcohol was not a factor.						
04/10/2010	LIVINGSTON	HEMLOCK LAKE	Alcohol Use	Canoe	Capsizing	1
Two people were paddling a canoe, when one of them leaned too far to one side and flipped the canoe, spilling both into the water. Two life jackets were on board, although neither man was wearing one; one of the jackets was being used to support a trolling motor. One of the victims tried to right the canoe but could not, so instead he tried to swim the boat to shore, and ultimately drowned, while the other was able to swim safely to shore. Alcohol was a factor.						
04/14/2010	YATES	CANANDAIGUA LAKE	Operator Inexperience	Canoe	Capsizing	2
Two men went camping, using a canoe to access their camp site. They didn't return as scheduled. When they were not discovered at their campsite, a search was initiated. Their bodies were eventually recovered from the lake. Officials believe that their canoe capsized either late at night, or early the next morning. There were no eyewitnesses to their deaths. Alcohol and drugs were both factors. Neither of the deceased was using a life jacket.						
04/15/2010	GREENE	SOUTH LAKE	Passenger or Skier Behavior	Canoe	Capsizing	1
A couple had just purchased a canoe and wanted to try it out. They paddled onto South Lake, leaving their new lifejackets in their car. The husband stood up to test the stability of the canoe, and it flipped over on him, throwing both of them into the water. His wife tried to keep him above water, but due to the coldness of the water she was unable to hold on. Although the camp was deserted, a hiker heard her screams for help, diving into the water and dragging her to safety. Alcohol was not a factor.						
04/24/2010	MONTGOMERY	MOHAWK RIVER	Reckless Operation	Rowboat	Capsizing	1
Two men, an uncle and his nephew, were fishing from a small rowboat on the Mohawk River. As they got too close to Lock #13, their vessel capsized, throwing both of them into the river. The nephew was able to swim to shore, while the uncle drowned. Neither was wearing a lifejacket, and alcohol was not a factor.						
05/31/2010	WARREN	LAKE GEORGE	Wake/waves	Canoe	Capsizing	1
Two men were canoeing on Lake George, one wearing his life jacket, the other one not. An unknown powerboat passed them, throwing a large wake, and capsizing the canoe. The owner of the vessel, wearing his life jacket, was able to swim the hundred feet to shore. His passenger was not able to reach shore, and drowned. Alcohol was not a factor in this accident.						
06/09/2010	WARREN	LAKE GEORGE	No Proper Lookout	Kayak	Collision With Recreational Boat	1
A husband and wife were paddling on Lake George, in separate kayaks. Neither was wearing their life jacket. A motorboat passed by, causing the husband's kayak to capsize. His wife tried to pull him out, and capsized her own kayak in the attempt. The operator of the motorboat stopped, and dove in to assist, to no effect. The deceased had already slipped under the water. Alcohol was not a factor.						
07/02/2010	NEW YORK	NEW YORK HARBOR	Alcohol Use	Open Motorboat	Struck by Boat	1
Three people were travelling southbound in a 17-foot motorboat near the Statue of Liberty in New York Harbor. They cut power and were drifting, when they noticed a larger vessel coming toward them from their port side, with its bow raised out of the water. The operator of the second boat, carrying four other persons, never saw the first vessel, and "t-boned" it, splitting the smaller vessel in half. A passenger in that boat died from severe traumatic injury after being removed from the scene. The other two suffered from relatively minor injuries. The operator of the larger boat was arrested after failing a breathalyzer test.						

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
07/04/2010	SCHUYLER	WANETA LAKE	Operator Inexperience	Personal Watercraft	Collision With Recreational Boat	1
Two PWC were being operated on parallel courses heading toward the shore on Waneta Lake. One PWC pulled ahead of the other, and then turned back towards the center of the lake, crossing the path of the second PWC. The second PWC struck the first, causing traumatic internal injury to the operator, resulting in his death. Life jackets were worn, alcohol was not a factor, and both operators had completed safety courses.						
07/05/2010	WESTCHESTER	MIANUS RIVER	Overloading	Canoe	Capsizing	1
Three men were paddling a canoe in the Mianus River, without life jackets. The canoe capsized, in part due to being overloaded and passenger movement. Two of the men were able to swim to shore while the third was unable to swim and sank beneath the water. Alcohol was not involved in this incident.						
07/25/2010	WESTCHESTER	LONG ISLAND SOUND	Weather	Sail (only)	Capsizing	1
An instructor for a sailing school was teaching several students how to sail when the instructor observed a storm moving toward them. Life jackets were not being used, even after the storm was sighted. As he headed for his mooring, the storm quickly approached and he decided to try and sail away from it. Conditions deteriorated, and the vessel was knocked down several times. The operator and one of his students were thrown overboard. The operator was able to re-board his vessel, and he threw a flotation cushion to his student, still in the water. He tried to come about and assist his student, but conditions did not allow it. He dropped his sails and was able to hail a powerboat, who was able to call for help. In the meantime, they lost sight of the deceased, as no one was marking his location, and the operator failed to mark his location using the GPS unit on board. The deceased was unable to stay afloat in the rough water, and drowned. Alcohol was not a factor in this accident.						
08/06/2010	JEFFERSON	LAKE ONTARIO	Weather	Open Motorboat	Capsizing	1
Two men were at anchor on Lake Ontario fishing when the weather took a turn for the worse. High winds and waves caused their anchor to come loose, which in turn caused their small 15' boat to tip, dumping the victim into the lake. He was not wearing a life jacket. Waves began entering the vessel, swamping it and forcing the operator into the water as well. He was able to don a life jacket shortly after entering the water, which allowed him to safely reach shore, while the vessel sank. The victim was not so fortunate, as his body was later recovered washed up on shore. Alcohol was not a factor.						
08/14/2010	OSWEGO	ONEIDA LAKE	Hazardous Waters	Open Motorboat	Flooding/Swamping	1
The operator states that he and his father were out fishing when the latter knelt at the stern of the boat to relieve himself. He was unable to stand due to the rough conditions. The stern went under and the boat began to fill with water. The bilge pump failed and they were unable to dewater the boat, causing it to swamp and then capsize. Both men were thrown overboard with neither one wearing a life vest. The deceased reportedly had a heart condition and upon entering water could neither swim nor talk and quickly went under, ultimately drowning. Alcohol was not a factor.						
08/19/2010	SULLIVAN	WHITE LAKE	Passenger or Skier Behavior	Pontoon Boat	Person Leaves Or Is Ejected From Vessel	1
Some counselors and campers from a local summer camp had rented a pontoon boat and were out on White Lake. When they reached a deep water area one of the counselors removed his shirt and shoes and jumped into the lake. According to a nearby boat, he began to struggle almost immediately. The witnesses called 911, while his friends threw him a life jacket, which landed about 10 feet away. He made an attempt to swim for the lifejacket, but went under the water. Two men from the witness boat dove in to help, but couldn't locate him. He was later recovered after a search. Alcohol was not a factor in his death.						
08/26/2010	JEFFERSON	ALEXANDRIA BAY	Passenger or Skier Behavior	Cabin Motorboat	Falls Overboard	1
The deceased left the marina in his 31-foot Wellcraft alone, to do some fishing. He returned to the marina at approximately 5:00pm, and secured his boat. He called his wife to tell her he was stopping at the hardware store, where he made a purchase at around 5:30pm. His wife tried calling him again at 6:30, and when he did not respond she went to the marina. She was unable to locate him, and she called the State Police. He was eventually located under the dock, in about 7-feet of water, drowned. It appeared that the deceased was attempting to connect power and cable TV cords to his vessel when he fell into the water. Alcohol was determined not to be a factor.						

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
09/02/2010	NIAGARA	LAKE ONTARIO	Alcohol Use	Cabin Motorboat	Person Leaves Or Is Ejected From Vessel	1
<p>Three men were fishing on Lake Ontario, when one of them decided to go swimming. He jumped in the water and swam for 5-10 minutes before he began flailing his arms. One of his friends jumped in the water and pulled him to the surface and then into the boat, beginning CPR. They were met at the dock by EMS, who took over CPR, but they were unable to revive the victim. The victim had been drinking alcohol prior to the incident.</p>						
09/04/2010	SUFFOLK	FISHERS ISLAND SOUND	Hazardous Waters	Auxiliary Sail	Falls in Boat	1
<p>Eight people were crewing a sailboat during a race on Fisher's Island Sound. As they went to make a turn around a buoy one of the crew was struck in the head by the swinging boom, and partially ejected into the water. His head and chest were submerged for perhaps 5 seconds. When he was pulled back into the boat, they were unable to revive him, due to the extent of the head injury. Alcohol was not a factor.</p>						
09/04/2010	YATES	SENECA LAKE	Excessive Speed	Open Motorboat	Person Leaves Or Is Ejected From Vessel	1
<p>Two men were performance testing a high-speed boat, travelling North on Seneca Lake at speeds in excess of 70 mph. The steering began to shake and wobble, and as the operator cut throttle the boat suddenly turned sharply to the right, ejecting both men from the boat. The boat began to circle, but at a slow enough speed that a witness was able to get it under control. One of the men was brought to shore, where he was transported to the hospital for neck, chest and back injuries. The passenger was later recovered in 104-feet of water, having drowned. Alcohol was not a factor in this accident. Neither man was wearing a life jacket.</p>						
09/06/2010	OTSEGO	BELVEDERE LAKE	Passenger or Skier Behavior	Rowboat	Falls Overboard	1
<p>The victim went fishing early on this date on Belvedere Lake in a 10-foot aluminum jon boat. The boat was spotted drifting, unmanned, around 8:45am. A tangled fishing pole, tackle box, anchor and oars were found in the boat, along with about 6 inches of water. No life jackets were found, and the electric motor was unattached. The victim was found about 30-feet offshore, drowned. There were no witnesses to the actual event. No alcohol was found to be involved.</p>						
09/07/2010	SUFFOLK	SHELTER ISLAND SOUND	Excessive Speed	Cabin Motorboat	Grounding	1
<p>Two men were operating a 25-foot vessel on Shelter Island, off of Crescent Beach. The vessel ran aground close to shore, throwing the passenger out of the boat. He died from massive traumatic injury. Alcohol was not involved.</p>						
09/23/2010	ESSEX	LAKE CHAMPLAIN	Excessive Speed	Open Motorboat	Falls Overboard	1
<p>Two men were cruising southbound on Lake Champlain in a bass boat. The operator took his hands away from the wheel momentarily, and in doing so lost control of the vessel. As it turned sharply to starboard, both men were thrown from the boat. The boat then circled around, and struck both men, killing one and injuring the operator. The deceased suffered lacerations to his head, abdomen and leg, and suffered blunt force trauma to his chest. Neither man was using a life jacket. Alcohol was not cited as a factor in this case.</p>						
10/08/2010	LEWIS	BLACK RIVER	Hazardous Waters	Canoe	Capsizing	1
<p>A couple were on the Black River during a flood stage, paddling from the same side of their canoe, when a wake swamped them. They were both thrown out into about 4-5' of water over flooded land. The wife started to swim ashore. The husband made for the brush line and was later found face down in water, drowned. Both were wearing approved life jackets. Alcohol was not a factor.</p>						
10/18/2010	WARREN	LAKE LUZERNE	Passenger or Skier Behavior	Rowboat	Sudden Medical Condition	1
<p>The deceased suffered a heart attack in the vessel, and fell over the side. Unable to get him back into the boat, he was pulled to shore by the operator. It was determined during autopsy that he died from the heart failure, possibly due to exertion from boating.</p>						

There is a reason why no one swims in the winter

Cold Water Kills!



Less than 60° F is cold water



After capsizing, you gasp and hyperventilate.

Your life jacket can save you.

10 minutes in the water and muscles and nerves become cold and useless.

You can no longer swim.

Your life jacket can save you.

WEAR IT! Live to paddle another day.

IT'S THE LAW:

Everyone must wear a life jacket from November 1 to May 1 on all boats less than 21 feet



2010 Recreation Boating Report

WEAR IT! NewYork.com

