

# New York State 2013 Recreational Boating Report



New York State  
*Andrew M. Cuomo, Governor*

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





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## Summary

This recreational boating report has been prepared in order to help us understand why accidents happen while affording possible insights as to how recreational boating accidents, deaths and injuries might be reduced.

Recreational boating in New York State is a \$2 billion industry enjoyed by millions of residents and visitors alike. With nearly 457,000 registered powerboats and perhaps another 300,000 non-powered watercraft, New York ranks 7<sup>th</sup> in the nation for registered boats. In fact, New York has almost as many registered boats as all of New England combined. Clearly, recreational boating is large piece of the economy in the Empire State.

Each year the states report all recreational boating accidents occurring in that state to the US Coast Guard. In the Coast Guard's 2012 report, New York accounted for 3.8% of all reported boating deaths. **However each state's** fatality rate when considered against the number of registered boats in that state is generally considered a



better barometer of boating safety. In 2012, **the USCG reported New York's fatality** rate at 5.8 deaths/100,000 registered watercraft putting New York 26<sup>th</sup> in the nation compared with other states. However, this does not tell the entire story. In examining the reports we know that a multitude of factors are involved in boating deaths. For instance we now know from a recent Coast Guard survey that the northeast has a larger percentage of paddle craft than the rest of the country. A closer examination reveals that states like New York also have a far higher percentage of paddle craft deaths than the national average. When you separate out the deaths involving non-mechanically propelled watercraft it reduces the fatality rate to 3.28 deaths / 100,000 registered watercraft in 2012 a number significantly lower than the national average of 4.07.

Since 1980 recreational boating deaths in New York State have declined 57% while registered watercraft have increased 45%. So how might boating accidents be further reduced? New York has long recognized and stressed the importance of educating boaters beginning as early as 1959 with the boater education course for youths, known at the time as **"Make Sure, Make Shore"**. That program expanded to include all personal watercraft operators and beginning in May of 2014 all boat operators born after May 1, 1996. Presently



New York ranks 4<sup>th</sup> in the nation for students receiving classroom delivered courses of instruction and 6<sup>th</sup> in the overall number of students receiving boating safety training. Nearly 20,000 students take the NASBLA approved New York Safe Boating course each year, with more than 275,000 students completing the course since the year 2000.

What causes recreational boating accidents on the water and what have the accident data told us? Clearly the leading cause of boating deaths is drowning. The Coast Guard has suggested that nearly 80% of all boating fatalities nationally might have been prevented had the victims simply been wearing a life jacket.

More importantly, we also know how deadly unexpected cold water immersion can be in the early and late boating seasons. There are fewer reported accidents during the cold weather months, but a higher percentage of them result in a fatality. Recent information reveals that cold water immersion can overcome a victim significantly faster than the effects of hypothermia. This is because the physiology of cold water immersion involves uncontrollable physical reactions such as a gasp reflex,

hyperventilation, unconsciousness, elevated heart rate and vasodilation. All of which can quickly overcome a boater in distress. A properly fastened life jacket along with proper cold weather clothing is the surest way to ensure survival in cold water longer. Coupled with the fact that the vast majority of boating deaths (80%) involve boats less than 21 feet in length led to the proactive decision to require everyone on watercraft less than 21 feet in length to wear a life jacket between November 1<sup>st</sup> and May 1<sup>st</sup>.

Alcohol is another significant cause of fatal boating accidents in New York. Between 2005 and 2013 alcohol use was found to be a primary contributing factor in 41 fatalities or about 22% of all boating deaths. Alcohol impairs an **operator's** judgment and reaction time.

In summary we may now better understand that by taking some simple proactive steps we can reasonably assure a safe day on the water.

First, always assess the risks and wear a life jacket when conditions require. Never mix alcohol and boating especially since, along with the environmental stressors of being on the water, it greatly impairs **one's ability to stay alert and react.** Of course it's essential to understand as much about boating before heading out so consider taking a safe boating class. Always **equip your boat with the required safety equipment, file a float plan and don't forget** to bring a cellphone or marine radio should you need to summon assistance.

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 boating environment. The goal is to develop safe boating habits through education combined with enforcement of the Navigation Law.



# Law Enforcement Activity

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	BWI Arrests	Total Arrests
<b>County</b>						
<b>ALLEGANY</b>	353	848	14	83	0	4
<b>CATTAUGUS</b>	282	405	11	42	0	4
<b>CAYUGA</b>	1559	3566	21	73	0	7
<b>CHAUTAUQUA</b>	1500	3593	159	1201	0	34
<b>CLINTON</b>	465	3737	6	240	0	20
<b>COLUMBIA</b>	217	733	8	11	0	5
<b>CORTLAND</b>	7	46	0	8	0	4
<b>DUTCHESS</b>	647	1596	93	28	0	0
<b>ERIE</b>	2460	5099	78	125	4	118
<b>GREENE</b>	122	277	9	4	0	2
<b>HAMILTON</b>	1690	2238	39	214	0	46
<b>HERKIMER</b>	669	758	15	8	0	1
<b>JEFFERSON</b>	290	700	29	128	0	55
<b>LEWIS</b>	29	99	0	5	0	0
<b>LIVINGSTON</b>	2352	2352	70	40	0	8
<b>MADISON</b>	59	155	1	4	0	1
<b>MONROE</b>	1015	5796	218	116	3	99
<b>NASSAU</b>	14324	36049	30	246	2	436
<b>NIAGARA</b>	763	3034	29	308	0	26
<b>ONEIDA</b>	830	1969	53	10	1	132
<b>ONONDAGA</b>	792	2753	20	303	7	108
<b>ONTARIO</b>	951	3841	35	524	0	12
<b>ORANGE</b>	239	1651	2	20	0	6
<b>ORLEANS</b>	680	2040	39	97	0	13
<b>OSWEGO</b>	457	2385	20	270	0	5
<b>OTSEGO</b>	57	77	8	11	0	4
<b>PUTNAM</b>	325	621	43	123	0	2
<b>ROCKLAND</b>	1164	3650	408	67	3	31
<b>SARATOGA</b>	334	406	18	280	1	11
<b>SCHUYLER</b>	94	317	14	102	1	4
<b>SENECA</b>	431	919	3	48		
<b>STEUBEN</b>	538	1512	7	80	0	4
<b>SUFFOLK</b>	5285	147450	296	285	3	335
<b>SULLIVAN</b>	48	96	9	0	0	4
<b>TOMPKINS</b>	198	415	2	2	0	0
<b>ULSTER</b>	904	1015	139	247	0	27
<b>WARREN</b>	858	1216	111	39	4	11
<b>WAYNE</b>	405	2441	48	9	1	9
<b>WYOMING</b>	112	114	5	11	0	0
<b>YATES</b>	908	2645	44	4336	1	44
<b>NEW YORK CITY</b>	109542	219584	295	1527	3	347

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	BWI Arrests	Total Arrests
<b>Municipalities</b>						
<b>VILLAGE OF ASHAROKEN</b>	448	465	6	15	0	0
<b>TOWN OF EVANS</b>	118	263	5	12	0	2
<b>HUNTINGTON</b>	2400	6450	92	183	0	175
<b>MAMARONECK</b>	1985	3874	57	224	1	82
<b>NEW ROCHELLE</b>	1971	6122	55	85	0	62
<b>OSSINING</b>	200	400	9	0	0	0
<b>QUOGUE</b>	380	499	19	98	3	32
<b>RIVERHEAD</b>	600	2500	19	140	2	9
<b>RYE</b>	474	3017	18	63	0	48
<b>SMITHTOWN</b>	2418	8566	2729	201	0	142
<b>Other Agencies</b>						
<b>STATE PARK POLICE</b>	917	2842	32	36	0	137
<b>STATE POLICE</b>	1409	1426	8	88	0	18
<b>LAKE GEORGE PARK COMMISSION</b>	4576	6430	422	491	4	179
<b>Totals</b>	<b>171846</b>	<b>511046</b>	<b>5920</b>	<b>12911</b>	<b>44</b>	<b>2865</b>



## 2013 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'
<b>ALBANY</b>	9044	25	3607	4842	530	26	14
<b>ALLEGANY</b>	1855	5	776	1053	20	0	1
<b>BRONX</b>	2332	5	837	1025	409	39	17
<b>BROOME</b>	6876	18	3199	3343	294	13	9
<b>CATTARAUGUS</b>	2870	6	1118	1652	84	5	5
<b>CAYUGA</b>	5311	20	1979	3041	261	10	0
<b>CHAUTAUQUA</b>	6503	28	2242	3865	349	17	2
<b>CHEMUNG</b>	4140	2	1715	2217	196	9	1
<b>CHENANGO</b>	2274	0	1251	969	48	5	1
<b>CLINTON</b>	5783	17	2795	2721	239	8	3
<b>COLUMBIA</b>	2838	4	1241	1479	105	8	1
<b>CORTLAND</b>	2164	7	989	1106	59	2	1
<b>DELAWARE</b>	1214	0	603	562	48	0	1
<b>DUTCHESS</b>	6745	10	2942	3180	572	34	7
<b>ERIE</b>	24423	63	8544	13475	2143	175	23
<b>ESSEX</b>	4421	11	1920	2360	120	6	4
<b>FRANKLIN</b>	4306	2	2254	1991	54	0	5
<b>FULTON</b>	4416	9	2021	2204	178	4	0
<b>GENESEE</b>	2228	4	902	1247	63	9	3
<b>GREENE</b>	2325	5	920	1223	167	9	1
<b>HAMILTON</b>	1950	7	941	985	14	2	1
<b>HERKIMER</b>	3518	13	1611	1819	73	1	1
<b>JEFFERSON</b>	11013	54	4494	5732	694	37	2
<b>KINGS</b>	4361	1	1567	1696	957	114	26
<b>LEWIS</b>	2182	1	1155	995	30	1	0
<b>LIVINGSTON</b>	3837	10	1662	2090	69	6	0
<b>MADISON</b>	4344	7	1787	2364	178	7	1
<b>MONROE</b>	27211	71	10822	14439	1749	113	17
<b>MONTGOMERY</b>	1980	11	919	986	62	1	1
<b>NASSAU</b>	30009	70	9267	14193	5746	687	46
<b>NEW YORK</b>	4536	3	1240	1945	1131	193	24
<b>NIAGARA</b>	8477	38	2979	4789	637	27	7

<b>County</b>	<b>Total</b>	<b>Uncoded</b>	<b>Class A &lt;16'</b>	<b>Class 1 16-25'</b>	<b>Class 2 26-39'</b>	<b>Class 3 40-64'</b>	<b>Class 4 ≥ 65'</b>
<b>ONEIDA</b>	11019	36	4681	5893	391	17	1
<b>ONONDAGA</b>	21102	56	8271	11425	1248	93	9
<b>ONTARIO</b>	7427	18	2555	4561	274	17	2
<b>ORANGE</b>	8802	27	4257	3889	572	45	12
<b>ORLEANS</b>	2093	0	925	1060	104	4	0
<b>OSWEGO</b>	9010	11	4059	4441	480	17	2
<b>OTSEGO</b>	2500	4	1098	1353	41	3	1
<b>PUTNAM</b>	2957	5	1144	1557	227	22	2
<b>QUEENS</b>	6411	12	2291	2990	1010	77	31
<b>RENSELAER</b>	5797	6	2503	2982	279	26	1
<b>RICHMOND</b>	3776	9	1296	1642	751	67	11
<b>ROCKLAND</b>	4227	7	1943	1570	629	63	15
<b>ST LAWRENCE</b>	10351	14	4920	5124	275	14	4
<b>SARATOGA</b>	13148	16	5017	7413	669	31	2
<b>SCHENECTADY</b>	5772	15	2416	3022	300	15	4
<b>SCHOHARIE</b>	1072	0	528	504	36	3	1
<b>SCHUYLER</b>	1613	5	607	923	74	2	2
<b>SENECA</b>	2805	3	1047	1603	141	10	1
<b>STEUBEN</b>	5138	3	2037	2967	128	2	1
<b>SUFFOLK</b>	65565	235	19119	33487	11489	1179	56
<b>SULLIVAN</b>	3121	2	1574	1443	91	6	5
<b>TIOGA</b>	2351	3	1096	1172	78	1	1
<b>TOMPKINS</b>	3469	8	1180	2020	240	20	1
<b>ULSTER</b>	5403	7	2404	2521	440	29	2
<b>WARREN</b>	7193	37	2333	4300	503	10	10
<b>WASHINGTON</b>	3441	13	1506	1799	119	4	0
<b>WAYNE</b>	6628	20	2655	3560	367	25	1
<b>WESTCHESTER</b>	11619	21	3696	5291	2230	337	44
<b>WYOMING</b>	1706	1	619	1056	26	4	0
<b>YATES</b>	2537	4	839	1635	55	2	2
<b>Out of State</b>	13370	1	4763	7293	1167	136	10
<b>TOTAL</b>	<b>456909</b>	<b>1126</b>	<b>173678</b>	<b>236084</b>	<b>41713</b>	<b>3849</b>	<b>459</b>

## Registered Vessels: By Length and Hull Material

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1860	92	8	20	29	2009
METAL	36155	47	58	3	660	36923
PLASTIC	7582	2300	158	35	961	11036
FIBERGLASS	20156	48153	3386	435	4450	76580
INFLATABLE	9922	42	95	7	352	10418
STEEL	648	16	9	0	47	720
ALUMINUM	30883	128	158	10	1835	33014
OTHER	2088	606	43	3	238	2978
<b>TOTAL</b>	<b>109294</b>	<b>51384</b>	<b>3915</b>	<b>513</b>	<b>8572</b>	<b>173678</b>
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1297	1986	123	46	23	3475
METAL	20113	166	1178	0	51	21508
PLASTIC	3348	614	905	117	98	5082
FIBERGLASS	66251	12740	83452	3042	877	166362
INFLATABLE	179	8	7	1	1	196
STEEL	552	28	27	0	9	616
ALUMINUM	36256	187	1115	5	164	37727
OTHER	987	37	45	12	37	1118
<b>TOTAL</b>	<b>128983</b>	<b>15766</b>	<b>86852</b>	<b>3223</b>	<b>1260</b>	<b>236084</b>
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	53	833	20	32	6	944
METAL	238	122	42	3	5	410
PLASTIC	73	381	143	64	5	666
FIBERGLASS	4899	15330	16036	2350	156	38771
INFLATABLE	4	3	2	0	0	9
STEEL	27	42	10	2	6	87
ALUMINUM	545	98	125	3	2	773
OTHER	17	23	6	3	4	53
<b>TOTAL</b>	<b>5856</b>	<b>16832</b>	<b>16384</b>	<b>2457</b>	<b>184</b>	<b>41713</b>
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1	112	2	10	1	126
METAL	6	24	15	1	1	47
PLASTIC	1	44	1	12	0	58
FIBERGLASS	48	2966	245	251	15	3525
INFLATABLE	0	0	0	0	0	0
STEEL	3	31	5	3	2	44
ALUMINUM	12	17	5	2	1	37
OTHER	2	6	0	1	3	12
<b>TOTAL</b>	<b>73</b>	<b>3200</b>	<b>273</b>	<b>280</b>	<b>23</b>	<b>3849</b>
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	4	1	0	0	7
METAL	13	4	3	0	2	22
PLASTIC	16	3	2	0	0	21
FIBERGLASS	91	126	66	3	26	312
INFLATABLE	21	0	0	0	1	22
STEEL	5	9	1	0	1	16
ALUMINUM	49	4	1	0	1	55
OTHER	1	1	0	0	2	4
<b>TOTAL</b>	<b>198</b>	<b>151</b>	<b>74</b>	<b>3</b>	<b>33</b>	<b>459</b>
Uncoded	O/B	I/B	I/O	SAIL	OTHER	TOTAL
<b>TOTAL</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1115</b>	<b>1126</b>

# ACCIDENTS

The chart below illustrates registration and accident figures for the years 1982 thru 2012. While during that time period 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, drugs 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 and drugs have been shown to be important contributing factors in many fatal incidents.

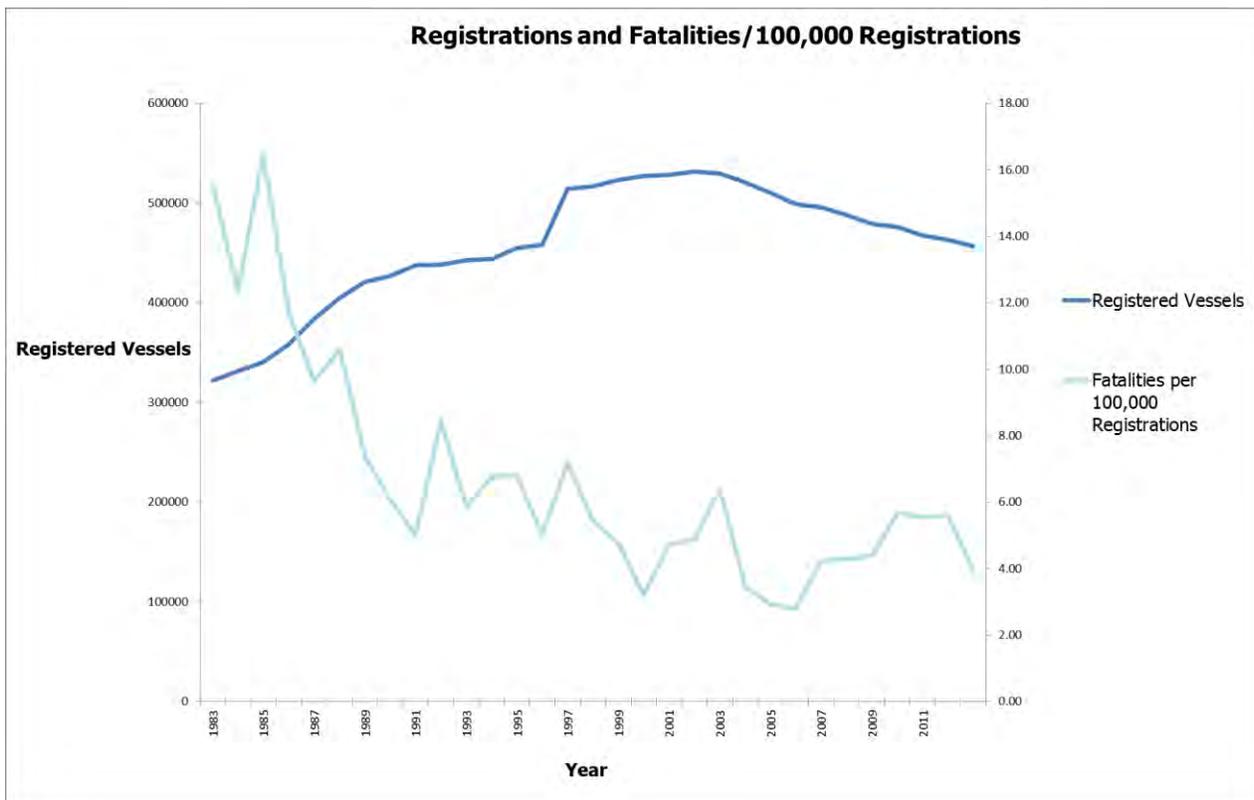
A reduction of collisions and fatalities can also be achieved through consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our waterways. Education 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 to any one party in Excess of \$1000

It is also vitally important to increase use of life jackets, especially in the off-season when the water is cold and when 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: 1983 - 2013

Year	Fatalities per 100,000 Registrations	Registered Vessels	Accidents	Injuries	Fatalities
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
2013	3.94	456909	195	112	18

## Accidents by County and Waterway

County / Waterway	Accidents	Injures	Fatalities
<b>Albany</b>	<b>1</b>	<b>0</b>	<b>0</b>
Hudson River	1	0	0
<b>Brooklyn</b>	<b>1</b>	<b>1</b>	<b>0</b>
Jamica Bay	1	1	0
<b>Cattaraugus</b>	<b>1</b>	<b>2</b>	<b>0</b>
Lime Lake	1	2	0
<b>Cayuga</b>	<b>1</b>	<b>0</b>	<b>0</b>
Cayuga Lake	1	0	0
<b>Chautauqua</b>	<b>2</b>	<b>1</b>	<b>0</b>
Chautauqua Lake	2	1	0
<b>Delaware</b>	<b>1</b>	<b>0</b>	<b>1</b>
West Branch Delaware River	1	0	1
<b>Dutchess</b>	<b>1</b>	<b>0</b>	<b>0</b>
Hudson River	1	0	0
<b>Erie</b>	<b>11</b>	<b>6</b>	<b>0</b>
Buffalo Canal	1	0	0
Lake Erie	6	2	0
Niagara River	1	0	0
Upper Niagara River	2	3	0
Lower Niagara River	1	1	0
<b>Fulton</b>	<b>2</b>	<b>0</b>	<b>2</b>
Sacandaga Lake	2	0	2
<b>Herkimer</b>	<b>1</b>	<b>2</b>	<b>0</b>
First Lake	1	2	0
<b>Jefferson</b>	<b>6</b>	<b>9</b>	<b>0</b>
Butterfield Lake	1	1	0
Lake Ontario	2	4	0
St. Lawrence River	3	4	0
<b>Kings</b>	<b>6</b>	<b>5</b>	<b>3</b>
Coney Island Creek	1	0	2
Gravesend Bay	1	0	0
Lower Bay	1	1	0
Mill Basin Creek	1	2	0
Newtown Creek	1	2	0
Rockaway Point Inlet	1	0	1
<b>Livingston</b>	<b>2</b>	<b>0</b>	<b>0</b>
Conesus Lake	2	0	0
<b>Madison</b>	<b>2</b>	<b>1</b>	<b>0</b>
Madison Lake	1	1	0
Oneida Lake	1	0	0
<b>Monroe</b>	<b>3</b>	<b>1</b>	<b>1</b>
Lake Ontario	2	1	0
Oakta Creek	1	0	1

<b>County / Waterway</b>	<b>Accidents</b>	<b>Injures</b>	<b>Fatalities</b>
<b>Nassau</b>	<b>14</b>	<b>10</b>	<b>1</b>
East Rockaway Channel	1	4	0
Great South Bay	1	1	0
Hudson Canal	1	0	0
Long Island Sound	1	0	0
Oyster Bay	2	2	0
Reynolds Channel	6	2	1
Sloop Channel	1	1	0
State Boat Channel	1	0	0
<b>New York</b>	<b>3</b>	<b>2</b>	<b>0</b>
East River	1	0	0
Harlem River	1	1	0
Hoosick River	1	1	0
<b>Niagara</b>	<b>3</b>	<b>3</b>	<b>1</b>
Lake Ontario	3	3	1
<b>Oneida</b>	<b>4</b>	<b>3</b>	<b>1</b>
Delta Lake	2	1	1
Erie Barge Canal	1	0	0
Oneida Lake	1	1	0
<b>Onondaga</b>	<b>2</b>	<b>0</b>	<b>0</b>
Oneida Lake	1	1	0
Skaneateles Lake	1	0	0
<b>Ontario</b>	<b>4</b>	<b>0</b>	<b>0</b>
Canandaigua Lake	3	0	0
Honeoye Lake	1	0	0
<b>Orange</b>	<b>1</b>	<b>2</b>	<b>0</b>
Hudson River	1	2	0
<b>Oswego</b>	<b>4</b>	<b>2</b>	<b>1</b>
Kasoag Lake	1	0	1
Lake Ontario	1	0	0
Oneida Lake	1	2	0
Oneida River	1	0	0
<b>Otsego</b>	<b>1</b>	<b>0</b>	<b>1</b>
Goodyear Lake	1	0	1
<b>Queens</b>	<b>11</b>	<b>9</b>	<b>0</b>
Atlantic Ocean	1	0	0
East River	2	0	0
Jamaica Bay	6	7	0
Rockaway Point Inlet	2	2	0
<b>Rockland</b>	<b>4</b>	<b>4</b>	<b>2</b>
Hudson River	4	4	2
<b>Saratoga</b>	<b>2</b>	<b>1</b>	<b>0</b>
Sacandaga Lake	1	0	0
Saratoga Lake	1	1	0
<b>Schuyler</b>	<b>1</b>	<b>0</b>	<b>0</b>
Seneca Lake	1	0	0

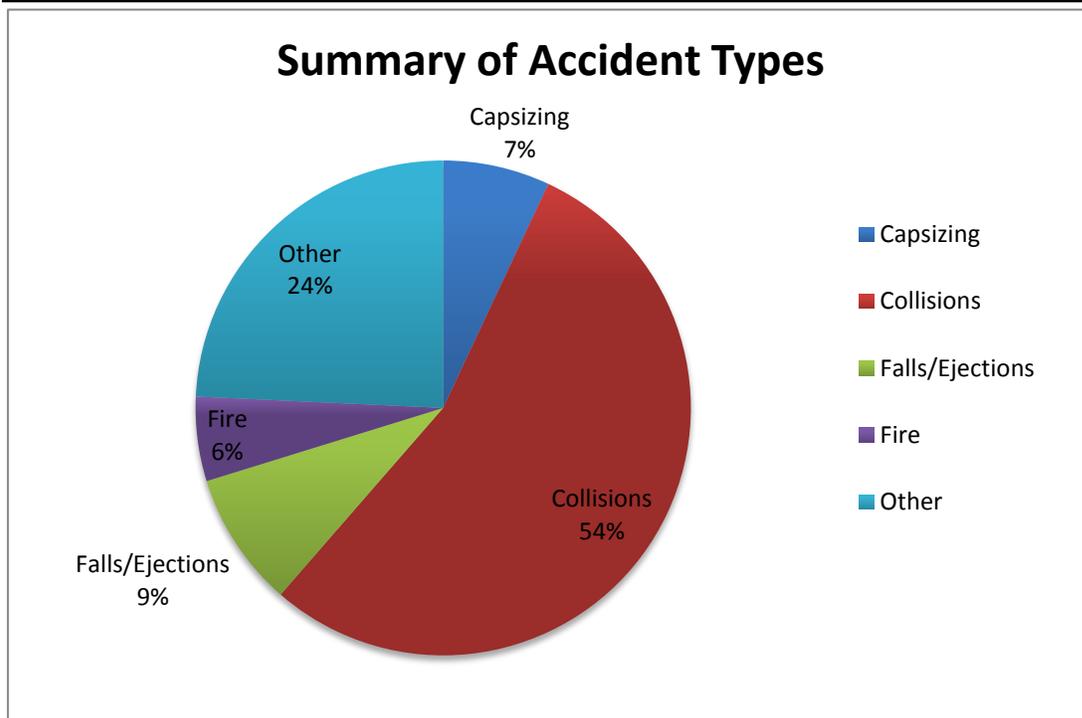
<b>County / Waterway</b>	<b>Accidents</b>	<b>Injures</b>	<b>Fatalities</b>
<b>Seneca</b>	<b>1</b>	<b>0</b>	<b>1</b>
Cayuga Lake	1	0	1
<b>St Lawrence</b>	<b>5</b>	<b>7</b>	<b>0</b>
Allens Falls Reservoir	1	3	0
Oswegatchie River	1	1	0
St. Lawrence River	3	3	0
<b>Steuben</b>	<b>2</b>	<b>1</b>	<b>0</b>
Keuka Lake	2	1	0
<b>Suffolk</b>	<b>52</b>	<b>23</b>	<b>1</b>
Block Island Sound	1	0	0
Dering Harbor	1	1	0
East Cut Moriches Inlet	1	1	0
Flanders Bay	1	0	0
Forge River	1	1	0
Gardiner's Bay	2	0	0
Great South Bay	7	4	0
Greenport Harbor	1	0	0
Hog Creek	1	0	0
Huntington Harbor	7	0	0
Little Peconic Bay	3	2	0
Lloyd's Harbor	1	0	0
Long Island Sound	5	4	0
Moriches Bay	2	2	0
Narrows Bay	1	0	0
Northport Bay	2	0	0
Patchogue Bay	1	0	0
Peconic Bay	3	2	0
Schoolhouse Creek	1	0	0
Shelter Island Sound	1	0	0
Shinnecock Bay	4	5	0
Shinnecock Canal	1	0	0
Southold Bay	1	0	0
State Boat Channel	1	0	1
Swan River	1	0	0
West Neck Harbor	1	1	0
<b>Sullivan</b>	<b>1</b>	<b>2</b>	<b>0</b>
Kauneonga Lake	1	2	0
<b>Tompkins</b>	<b>2</b>	<b>1</b>	<b>0</b>
Cayuga Lake	2	1	0
<b>Ulster</b>	<b>5</b>	<b>2</b>	<b>0</b>
Hudson River	3	0	0
Roundout Creek	2	2	0
<b>Warren</b>	<b>19</b>	<b>7</b>	<b>1</b>
Hudson River	1	0	1
Lake George	18	7	0

County / Waterway	Accidents	Injures	Fatalities
<b>Wayne</b>	<b>4</b>	<b>3</b>	<b>1</b>
Erie Barge Canal	1	0	0
Sodus Bay	3	3	1
<b>Westchester</b>	<b>8</b>	<b>2</b>	<b>0</b>
Haverstraw Bay	1	0	0
Hudson River	1	0	0
Long Island Sound	6	2	0
<b>Yates</b>	<b>1</b>	<b>0</b>	<b>0</b>
Keuka Lake	1	0	0



## Accident Types

Accident Type	Vessels	Injuries	Fatalities
Capsizing	19	15	6
Carbon Monoxide Poisoning	1	1	0
Collision w/ Fixed Object	11	5	1
Collision w/ Floating Object	8	13	2
Collision With Commercial Boat	3	0	0
Collision With Recreational Boat	126	27	1
Fall Onboard Boat	3	3	0
Falls Into Boat	2	2	0
Falls Overboard	3	3	0
Fire/Explosion (Fuel)	9	4	0
Fire/Explosion (Other)	6	0	0
Flooding/Swamping	11	3	0
Grounding	29	9	1
Other	1	0	0
Person Ejected From Vessel	16	14	4
Sinking	5	0	0
Skier Mishap	6	8	0
Struck by Boat	3	3	0
Struck by Propeller	2	1	1
Struck Submerged Object	4	1	0
Unknown	4	0	2

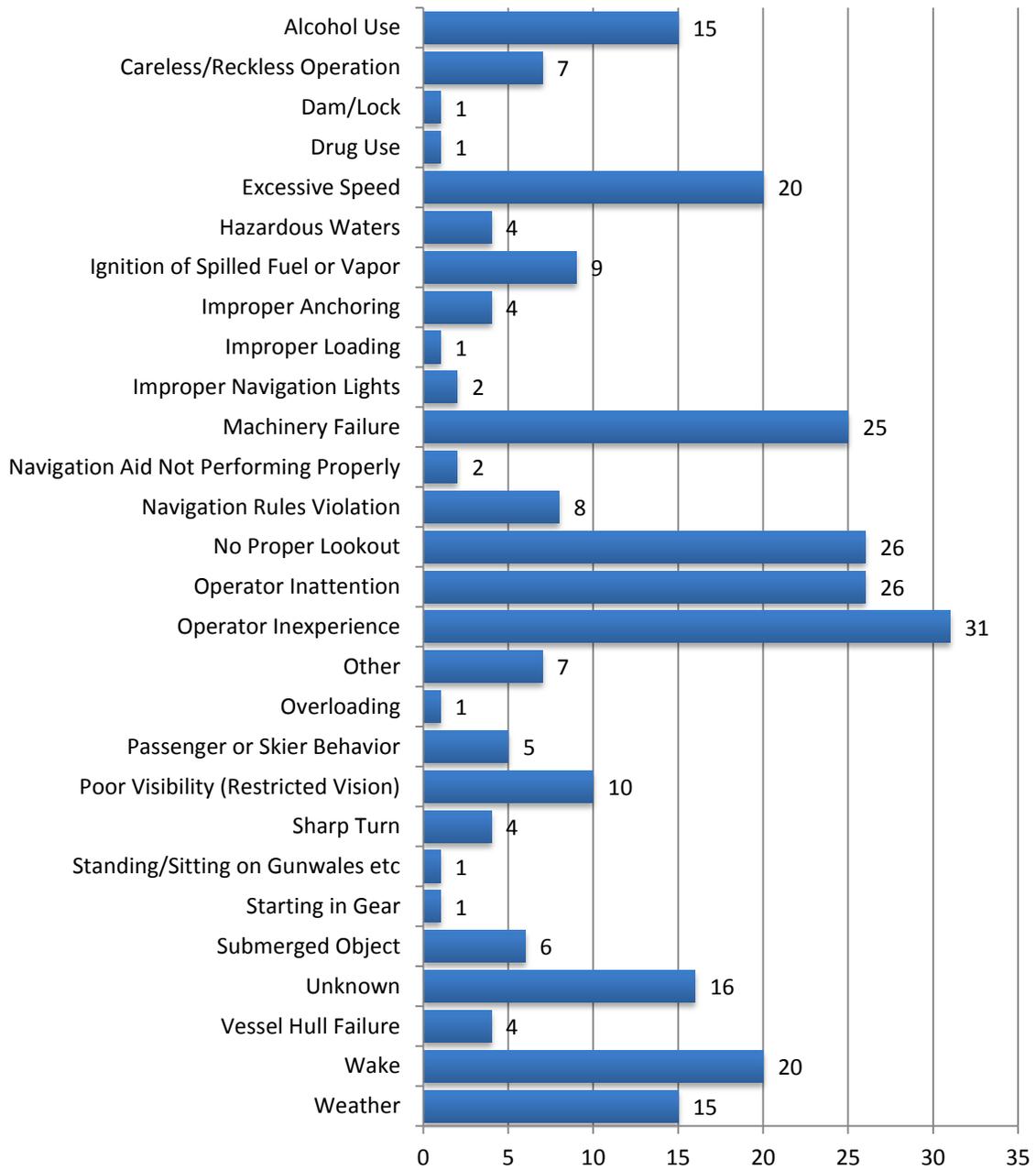


## Accident Type and Vessel Operation

Accident Type	Operation	Vessels	Injuries	Fatalities
Capsizing	Changing Direction	1	4	0
	Cruising	4	3	0
	Docking/Undocking	1	0	0
	Drifting	2	0	2
	Rowing or Paddling	9	5	4
	Sailing	1	1	0
	Unknown	1	2	0
Carbon Monoxide Poisoning	Cruising	1	1	0
Collision w/ Fixed Object	Cruising	9	5	1
	Docking/Undocking	2	0	0
Collision w/ Floating	Changing Direction	8	13	2
Collision With Commercial Boat	Cruising	1	0	0
	Drifting	1	0	0
	Tied to Dock/Mooring	1	0	0
Collision With Recreational Boat	At Anchor	7	3	0
	Being Towed	1	0	0
	Changing Direction	7	5	0
	Changing Speed	2	1	0
	Changing Speed, Changing Direction	1	1	0
	Changing Speed, Cruising	1	0	0
	Cruising	28	7	1
	Cruising, Changing Direction	5	3	0
	Docking/Undocking	22	0	0
	Drifting	1	0	0
	Other, Drifting	2	0	0
	Rowing or Paddling	2	1	0
	Sailing	3	1	0
	Tied to Dock/Mooring	36	0	0
	Towing another vessel	1	0	0
Unknown	7	5	0	
Fall Onboard Boat	At Anchor	1	1	0
	Drifting	1	1	0
	Sailing	1	1	0
Falls Into Boat	Cruising	1	1	0
	Drifting	1	1	0
Falls Overboard	Cruising	2	2	0
	Unknown	1	1	0
Fire/Explosion (Fuel)	At Anchor	1	2	0
	Cruising	2	0	0
	Docking/Undocking	1	0	0
	Tied to Dock/Mooring	5	2	0

<b>Accident Type</b>	<b>Operation</b>	<b>Vessels</b>	<b>Injuries</b>	<b>Fatalities</b>
Fire/Explosion (Other)	Changing Speed	1	0	0
	Cruising	3	0	0
	Docking/Undocking	1	0	0
	Tied to Dock/Mooring	1	0	0
Flooding/Swamping	At Anchor	2	3	0
	Changing Speed	1	0	0
	Cruising	3	0	0
	Drifting	2	0	0
	Other	1	0	0
	Tied to Dock/Mooring	2	0	0
Grounding	Changing Direction	2	0	0
	Cruising	22	8	0
	Cruising, Changing Direction	2	1	0
	Drifting	1	0	0
	Unknown	2	0	1
Other	Tied to Dock/Mooring	1	0	0
Person Leaves Or Is Ejected From Vessel	Changing Direction	3	2	2
	Cruising	7	6	1
	Drifting	2	4	0
	Tied to Dock/Mooring	1	1	0
	Unknown	3	1	1
Sinking	Cruising	1	0	0
	Drifting	2	0	0
	Tied to Dock/Mooring	2	0	0
Skier Mishap	Changing Direction	2	4	0
	Cruising	3	3	0
	Cruising, Changing Direction	1	1	0
Struck by Boat	Cruising	2	2	0
	Sailing	1	1	0
Struck by Propeller or Propulsion Unit	Changing Speed	1	1	0
	Drifting	1	0	1
Struck Submerged Object	Cruising	4	1	0
Unknown	Cruising	3	0	0
	Unknown	1	0	2

## Cause of Accident by Vessel



## Accident Type and Cause

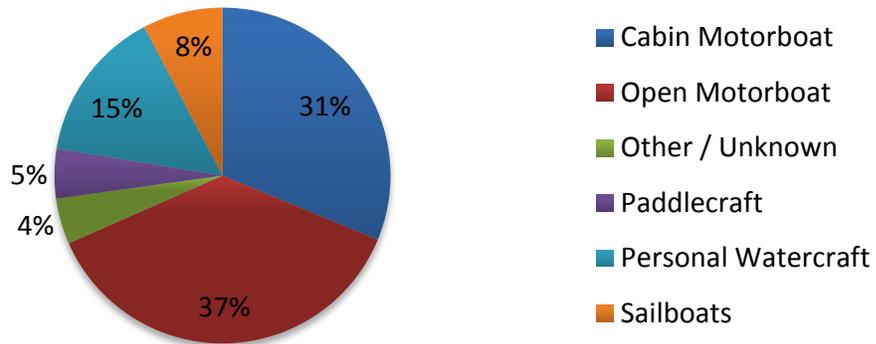
Accident Type	Cause	Vessels	Injures	Fatalities
Capsizing	Alcohol Use	3	1	2
	Drug Use	1	0	1
	Hazardous Waters	2	0	1
	Machinery Failure	1	4	0
	Operator Inexperience	1	1	0
	Overloading	1	0	1
	Sharp Turn	1	1	0
	Wake	1	0	0
	Weather	8	8	1
Carbon Monoxide Poisoning	Machinery Failure	1	1	0
Collision w/ Fixed Object	Alcohol Use	2	2	0
	Excessive Speed	1	2	0
	No Proper Lookout	1	0	0
	Operator Inattention	3	0	1
	Other	1	0	0
	Poor Visibility (Restricted Vision)	2	1	0
	Submerged Object	1	0	0
Collision w/ Floating Object	Alcohol Use	2	6	2
	Navigation Aid Not Performing Properly	2	2	0
	No Proper Lookout	2	3	0
	Submerged Object	2	2	0
Collision With Commercial Boat	Poor Visibility (Restricted Vision)	1	0	0
	Unknown	2	0	0
Collision With Recreational Boat	Alcohol Use	4	0	0
	Careless/Reckless Operation	5	2	0
	Excessive Speed	7	2	1
	Improper Anchoring	1	0	0
	Lack of / Improper Boat Lights	2	2	0
	Machinery Failure	7	0	0
	Navigation Rules Violation	7	3	0
	No Proper Lookout	12	2	0
	Operator Inattention	11	2	0
	Operator Inexperience	11	4	0
	Other	3	0	0
	Poor Visibility (Restricted Vision)	2	1	0
	Unknown	45	8	0
	Wake	6	1	0
Weather	3	0	0	

Accident Type	Cause	Vessels	Injures	Fatalities
Fall on Boat	Unknown	1	1	0
	Wake	1	1	0
	Weather	1	1	0
Falls in Boat	Other	1	1	0
	Standing/Sitting on Gunwales etc	1	1	0
Falls Overboard	Careless/Reckless Operation	1	0	0
	Excessive Speed	1	2	0
	Operator Inattention	1	1	0
Fire/Explosion (Fuel)	Ignition of Spilled Fuel or Vapor	9	4	0
Fire/Explosion (Other)	Machinery Failure	5	0	0
	Unknown	1	0	0
Flooding/Swamping	Excessive Speed	2	0	0
	Improper Anchoring	2	2	0
	Passenger or Skier Behavior	1	0	0
	Unknown	1	0	0
	Vessel Hull Failure	2	0	0
	Wake	1	0	0
	Weather	2	1	0
Grounding	Alcohol Use	1	0	0
	Dam/Lock	1	0	0
	Excessive Speed	2	0	0
	Hazardous Waters	2	1	0
	Machinery Failure	2	0	0
	No Proper Lookout	6	1	0
	Operator Inattention	5	2	0
	Operator Inexperience	5	1	1
	Other	1	1	0
	Poor Visibility (Restricted Vision)	2	2	0
	Unknown	2	1	0
Other	Unknown	1	0	0
Person Leaves Or Is Ejected From Vessel	Alcohol Use	1	1	0
	Excessive Speed	1	0	1
	Improper Loading	1	3	0
	Machinery Failure	1	1	0
	Operator Inattention	1	1	0
	Operator Inexperience	2	2	0
	Sharp Turn	2	1	2
	Starting in Gear	1	1	0
	Unknown	2	0	1
	Wake	3	3	0
	Weather	1	1	0
Sinking	Machinery Failure	1	0	0
	Unknown	1	0	0
	Vessel Hull Failure	2	0	0
	Weather	1	0	0

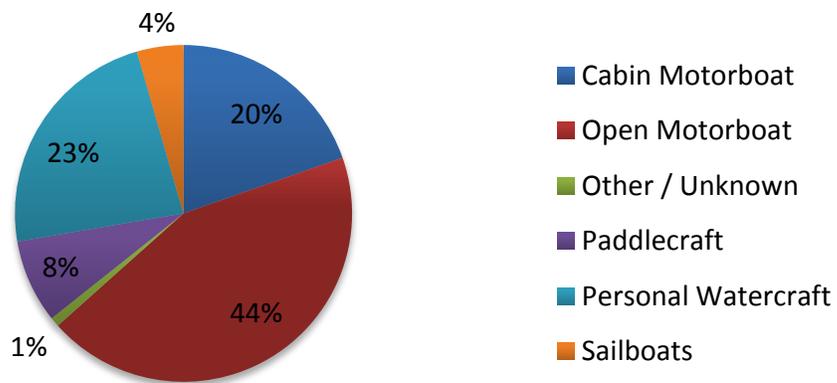
Accident Type	Cause	Vessels	Injures	Fatalities
Skier Mishap	No Proper Lookout	1	1	0
	Passenger or Skier Behavior	3	5	0
	Sharp Turn	1	1	0
	Wake	1	1	0
Struck by Boat	Excessive Speed	1	1	0
	Operator Inexperience	1	1	0
	Poor Visibility (Restricted Vision)	1	1	0
Struck by Propeller or Propulsion Unit	Operator Inattention	1	0	1
	Operator Inexperience	1	1	0
Struck Submerged Object	No Proper Lookout	1	0	0
	Submerged Object	3	1	0
Unknown	Unknown	1	0	2
	Wake	3	0	0



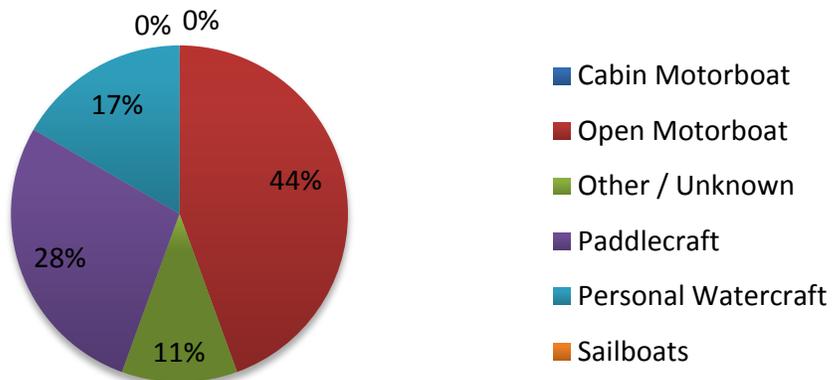
## Vessel Types



## Injuries



## Fatalities



## Vessel Type and Accident Type

Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Auxillary Sail	Collision w/ Fixed Object	1	0	0
	Collision With Recreational Boat	10	0	0
	Grounding	2	0	0
	Struck by Boat	1	1	0
	Struck Submerged Object	1	1	0
Cabin Motorboat	Carbon Monoxide Poisoning	1	1	0
	Collision w/ Fixed Object	5	0	0
	Collision w/ Floating Object	3	5	0
	Collision With Commercial Boat	2	0	0
	Collision With Recreational Boat	36	5	0
	Fall on Boat	1	1	0
	Falls Overboard	1	0	0
	Fire/Explosion (Fuel)	5	4	0
	Fire/Explosion (Other)	4	0	0
	Flooding/Swamping	5	0	0
	Grounding	15	6	0
	Sinking	3	0	0
	Struck Submerged Object	3	0	0
Unknown	1	0	0	
Canoe	Capsizing	3	1	2
	Person Leaves Or Is Ejected From Vessel	1	3	0
Houseboat	Fire/Explosion (Fuel)	1	0	0
Kayak	Capsizing	7	4	3
Kite Board	Grounding	1	0	1
Open Motorboat	Capsizing	6	6	0
	Collision w/ Fixed Object	5	5	1
	Collision w/ Floating Object	5	8	2
	Collision With Commercial Boat(e.g., tug,	1	0	0
	Collision With Recreational Boat	33	5	0
	Fall on Boat	1	1	0
	Falls in Boat	2	2	0
	Fire/Explosion (Fuel)	3	0	0
	Fire/Explosion (Other)	2	0	0
	Flooding/Swamping	6	3	0
	Grounding	9	2	0
	Other	1	0	0
	Person Leaves Or Is Ejected From Vessel	5	4	1
	Sinking	2	0	0
	Skier Mishap	6	8	0
	Struck by Boat	1	1	0
Struck by Propeller or Propulsion Unit	2	1	1	
Unknown	1	0	2	
Pedal Boat	Capsizing	1	0	1

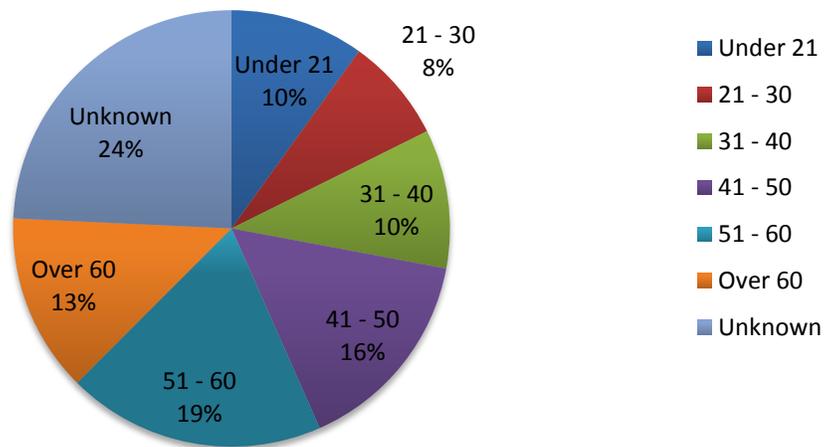
Vessel Type	Accident Type	Vessels	Injuries	Fatalities
Personal Watercraft	Collision With Recreational Boat	29	15	1
	Falls Overboard	1	2	0
	Grounding	1	1	0
	Person Leaves Or Is Ejected From Vessel	8	7	2
	Struck by Boat	1	1	0
Pontoon Boat	Capsizing	1	3	0
	Collision With Recreational Boat	7	0	0
	Grounding	1	0	0
	Person Leaves Or Is Ejected From Vessel	1	0	1
Racing Shell	Collision With Recreational Boat	2	1	0
Sail (Only)	Capsizing	1	1	0
	Collision With Recreational Boat	4	1	0
	Fall on Boat	1	1	0
Unknown	Collision With Recreational Boat	5	0	0
	Falls Overboard	1	1	0
	Person Leaves Or Is Ejected From Vessel	1	0	0
	Unknown	2	0	0



## Operator Age

Age Group	Vessels	Injures	Fatalities
Under 21	27	20	1
21 - 30	21	13	2
31 - 40	28	14	4
41 - 50	42	22	6
51 - 60	52	24	3
Over 60	36	9	2
Unknown	66	10	0

### Vessels by Operator Age



## Age of Operator and Boating Education

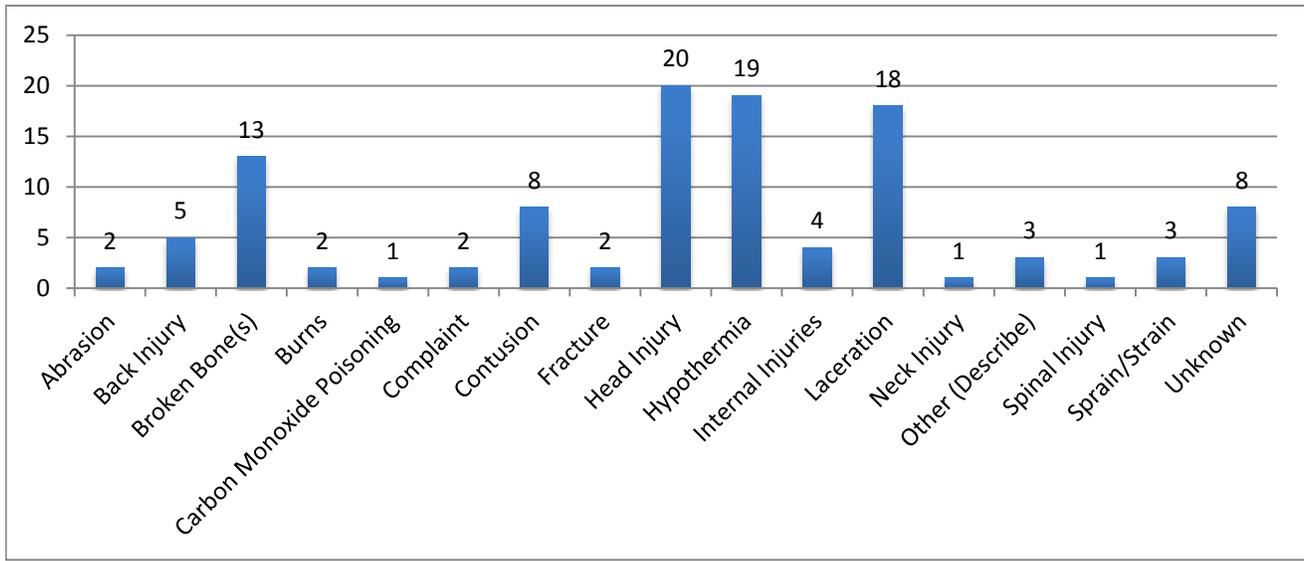
Age Group	Education	Vessels	Injuries	Fatalities
Under 21	None	11	6	1
	State Course	8	7	0
	Unknown	5	4	0
	US Power Squadron	1	2	0
	USCG Auxiliary	2	1	0
21 - 30	None	10	3	2
	State Course	2	1	0
	Unknown	9	9	0
31 - 40	None	15	3	0
	State Course	1	1	0
	Unknown	11	10	4
	USCG Auxiliary	1	0	0
41 - 50	None	11	2	1
	State Course	6	4	1
	Unknown	20	13	4
	US Power Squadron	1	0	0
	USCG Auxiliary	4	3	0
51 - 60	Internet Course	1	0	0
	None	16	10	1
	State Course	7	1	0
	Unknown	21	10	2
	US Power Squadron	3	2	0
	USCG Auxiliary	4	1	0
Over 60	None	9	4	0
	State Course	4	1	1
	Unknown	12	1	1
	US Power Squadron	5	2	0
	USCG Auxiliary	6	1	0
Unknown	State Course	1	0	0
	Unknown	65	10	0



## Age of Operator and Boating Experience

Operator Age	Experience	Vessels	Injuries	Fatalities
Under 21	Under 10 Hours	14	9	0
	10 to 100 Hours	7	6	1
	100-500 Hrs.	1	0	0
	Over 500 Hrs.	1	1	0
	Unknown	4	4	0
21 - 30	Under 10 Hours	2	0	0
	10 to 100 Hours	8	3	1
	Over 500 Hrs.	2	0	0
	Unknown	9	10	1
31 - 40	Under 10 Hours	2	0	0
	10 to 100 Hours	8	5	2
	100-500 Hrs.	6	2	0
	Over 500 Hrs.	1	0	0
	Unknown	11	7	2
41 - 50	Under 10 Hours	4	1	1
	10 to 100 Hours	4	2	0
	100-500 Hrs.	5	1	0
	Over 500 Hrs.	14	10	0
	Unknown	15	8	5
51 - 60	Under 10 Hours	1	1	0
	10 to 100 Hours	8	5	0
	100-500 Hrs.	15	4	1
	Over 500 Hrs.	15	8	0
	Unknown	13	6	2
Over 60	100-500 Hrs.	10	4	0
	Over 500 Hrs.	18	4	0
	Unknown	8	1	2
Unknown	10 to 100 Hours	1	0	0
	Over 500 Hrs.	2	0	0
	Unknown	63	10	0

## Injuries



## Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries	
Auxillary Sail	Contusion	1	Open Motorboat	Internal Injuries	2	
	Laceration	1		Laceration	8	
Cabin Motorboat	Back Injury	2		Neck Injury	1	
	Broken Bone(s)	1		Other	2	
	Burns	1		Sprain/Strain	1	
	Carbon Monoxide	1		Unknown	3	
	Contusion	4		Personal Watercraft	Abrasion	2
	Head Injury	3			Broken Bone(s)	7
	Internal Injuries	2			Contusion	3
	Laceration	6			Fracture	2
Sprain/Strain	1	Head Injury	4			
Unknown	1	Laceration	3			
Canoe	Hypothermia	4	Other		1	
Kayak	Hypothermia	4	Unknown		4	
Open Motorboat	Back Injury	3	Pontoon Boat	Hypothermia	3	
	Broken Bone(s)	5	Racing Shell	Spinal Injury	1	
	Burns	1	Sail (only)	Head Injury	1	
	Complaint	2		Hypothermia	1	
	Head Injury	12		Sprain/Strain	1	
	Hypothermia	6	Unknown	Hypothermia	1	

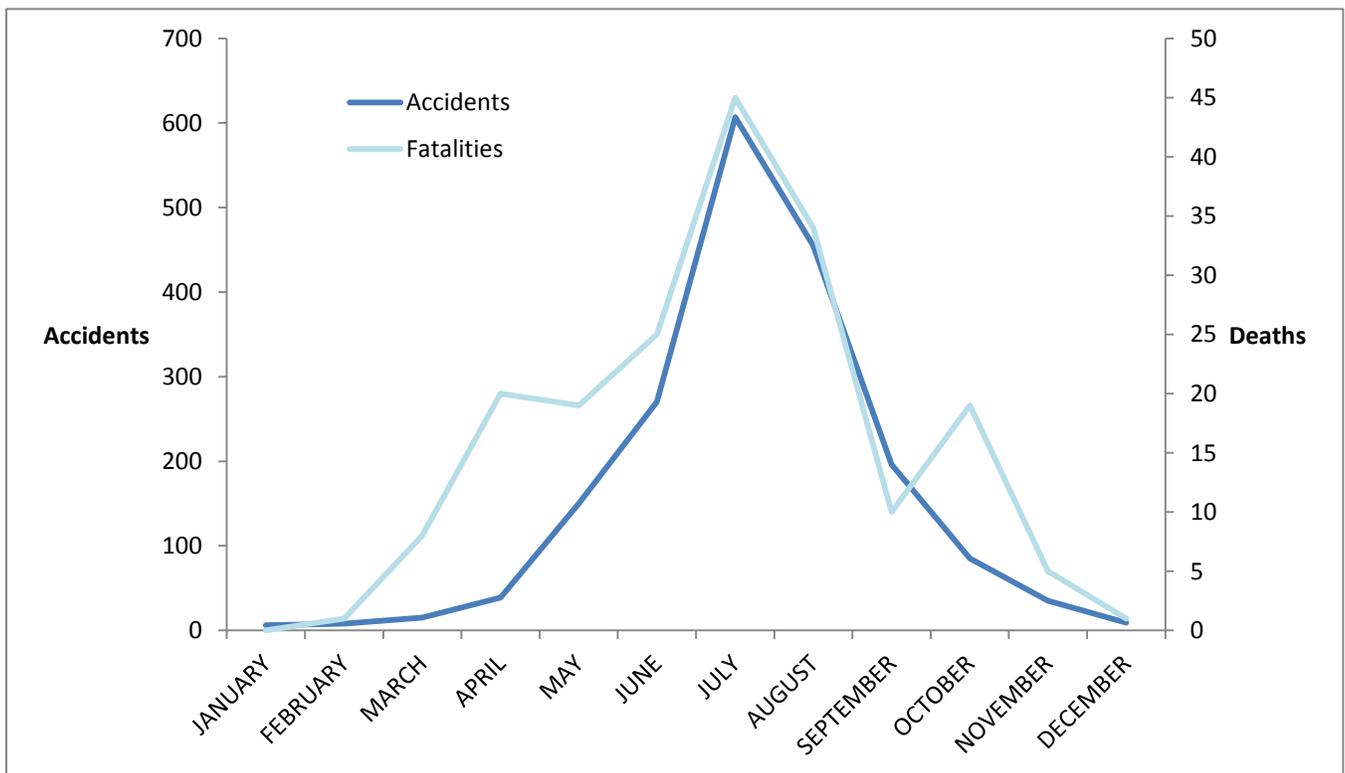
## 2012 Summary of Fatal Accidents

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
5/18/2013	Fulton	Great Sacandaga Lake	Unknown	Open Motorboat	Unknown	2
<p>A father and son left early in the morning to go fishing in a small unregistered boat equipped with a trolling motor. They were reported missing approximately 36 hours later. The bodies were later recovered. It is not known what caused the accident. Neither victim was wearing a lifejacket.</p>						
5/22/2013	Seneca	Cayuga Lake	Alcohol	Canoe	Capsize	1
<p>Victim was camping with a group of friends on Cayuga Lake. The victim left the campsite alone at 5 am in a canoe. At noon the canoe was found capsized. The victim was never recovered. Reports indicate the involvement of alcohol and marijuana. The victim was not wearing a lifejacket.</p>						
5/25/2013	Oswego	Kasoag Lake	Overloading	Pedal Boat	Capsize	1
<p>The pedal boat, designed with a capacity of two, had three individuals on board, all of which were standing. The boat began to take on water and capsized. Two individuals were able to swim to shore. A third was not able to. The deceased had a 0.06 BAC and was also a non-swimmer. The boat was close to shore when it capsized. Lifejackets were not worn.</p>						
6/4/2013	Niagara	Lake Ontario	Operator Inattention	Open Motorboat	Collision With a Fixed Object	1
<p>The County Sheriff's Office was notified by a homeowner that a boat was found along the shoreline with a deceased individual onboard. The boat had extensive damage to the bow, helm and steering wheel. Further investigation revealed that the accident occurred approximately one mile west of where the boat was found. The boat had hit the end of the east pier at the entrance to Olcott Harbor. The day after the accident, a witness came forward to state that he had observed an accident at that location. The witness saw the navigation lights turn toward the entrance of the harbor. He stated the boat appeared to be moving at a high rate of speed before he heard a loud noise. Phone records of the deceased operator show that a text message was sent just prior to the accident that night to her mechanic. The victim died of blunt force trauma. The victim was not wearing a lifejacket and had a boating safety certificate. Alcohol and drugs were not a factor.</p>						
6/17/2013	Otsego	Goodyear Lake	Weather	Canoe	Capsize	1
<p>A Maryland couple was paddling in their canoe when a fast moving storm came across the lake. Heavy winds caused the canoe to capsize. The male occupant was unable to stay with the canoe. No lifejackets were present and both occupants were rescued. The male died as a result of the accident in the hospital two days later. Alcohol and drugs are not believed to have been a factor.</p>						
6/18/2013	Delaware	West Branch Delaware River	Drugs	Kayak	Capsize	1
<p>A witness states that shortly after 10:00 AM he and the deceased decided to kayak down the river. As they got close to the Sherwood Bridge the victim's kayak overturned and he fell into the water. He was able to climb on top of the overturned kayak and float down the river for a short distance before falling back into the water. He then continued to float in the water with only his head above water for a short distance before disappearing under the surface. The deceased had a 0.11 BAC and was under the influence of marijuana. Neither the witness nor deceased wore a lifejacket.</p>						
6/25/2013	Oneida	Delta Lake	Unknown	Open Motorboat	Unknown	1
<p>Police officers responded to a complaint of a boat being found. Upon arrival the pontoon boat was unoccupied against the shoreline. The key was in the ignition and a pair of sandals and cell phone were found on the deck. The owner's wife stated that her husband had been out on the boat earlier that day and had not returned home. It is believed that the victim was the sole occupant of the boat and went for a swim. He was not wearing a lifejacket.</p>						

Date	County	Waterway	Cause	Vessel	Accident Type	Fatalities
6/30/2013	Warren	Hudson River	Alcohol	Kayak	Capsize	1
The victim was kayaking with friends above the falls. The victim failed to exit the river prior to the falls and went over failing to resurface. Alcohol was a contributing factor. The victim was not wearing a lifejacket when he was found. He had been provided one by the kayak rental company. It is unknown whether or not it was worn when he went over the falls.						
7/4/2013	Kings	Coney Island Creek	Sharp Turn	PWC	Person Ejected	2
The passenger fell off the rear of the PWC after a sharp turn. The operator jumped off the PWC to assist the passenger, neither of whom was wearing a lifejacket. Both became submerged and drowned. It is not known what their swimming abilities were. Alcohol and drugs were not a factor.						
7/6/2013	Suffolk	State Boat Channel	Excessive Speed	PWC	Collision With a Recreational Boat	1
The victim, the sole occupant, towed his PWC out with his own motorboat. He anchored the motorboat in order to enjoy time on his PWC. While operating the PWC he ran into the anchor line of his own motorboat causing him to be ejected into the water. The deceased died of trauma caused by his impact with the anchor line. The deceased was not wearing a lifejacket.						
7/14/2013	Wayne	Great Sodus Bay	Excessive Speed	Open Motorboat	Person Ejected	1
The operator was traveling at approximately 40 mph when he struck a wake from another vessel. He made a sudden sharp turn to starboard as a result. He was kneeling on the driver seat at the time and was ejected through a safety rail on the port side into the water. The deceased was not wearing a lifejacket.						
7/22/2013	Monroe	Oatka Creek	Hazardous Waters	Kayak	Capsize	1
The victim tied a line from his kayak to his paddle before proceeding through rapids. At the end of the rapids was a three foot drop creating a hydraulic. The victim's kayak capsized just before the hydraulic and he was unable to escape. It is believed he may have gotten wrapped up in the line on his kayak. The deceased was wearing a lifejacket.						
7/26/2013	Rockland	Hudson River	Alcohol	Open Motorboat	Collision With a Floating Object	2
The vessel, while transiting the Hudson River at night, struck a moored construction barge. The barge was displaying the required navigation lights. The operator was determined to be under the influence of alcohol and cocaine. Two passengers were ejected from the vessel. One of them died of trauma from hitting the barge and the other drowned. All four other people who remained on board suffered head injuries requiring hospitalization. The deceased had BACs of 0.09 and 0.14. Lifejackets were not worn. The operator was a holder of a boating safety certificate.						
8/23/2013	Nassau	Reynolds Channel	Operator Inattention	Open Motorboat	Struck by Propeller	1
While tubing behind the vessel, the victim fell off the tube and began to swim back to the boat. The operator began to pull the tube in by its tow rope. The rope got caught in the propeller pulling the deceased in as well. The victim died at the hospital as a result of both inhaling water and the propeller strike. He was wearing a lifejacket. Alcohol and drugs were not a factor.						
10/6/2013	Kings	Rockaway Inlet	Operator Inexperience	Kite Board	Grounding	1
The victim was kite boarding in moderate winds and struck a jetty. He was inexperienced at kite boarding. He was not wearing a lifejacket and died from both the impact with the rocks and drowning. Alcohol and drugs were not a factor.						

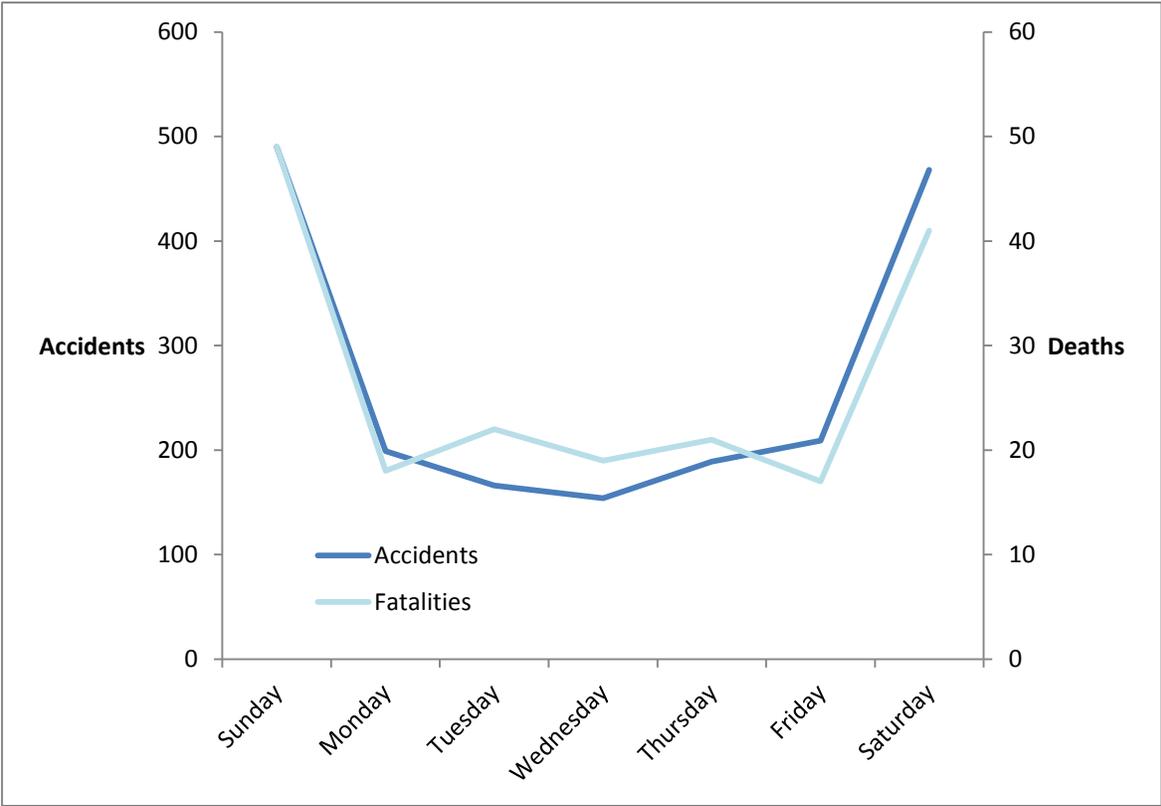
## Accident Occurrence by Month 2005-2013

Month	Accidents	Fatalities
JANUARY	6	0
FEBRUARY	8	1
MARCH	15	8
APRIL	39	20
MAY	150	19
JUNE	270	25
JULY	607	45
AUGUST	455	34
SEPTEMBER	196	10
OCTOBER	85	19
NOVEMBER	35	5
DECEMBER	9	1



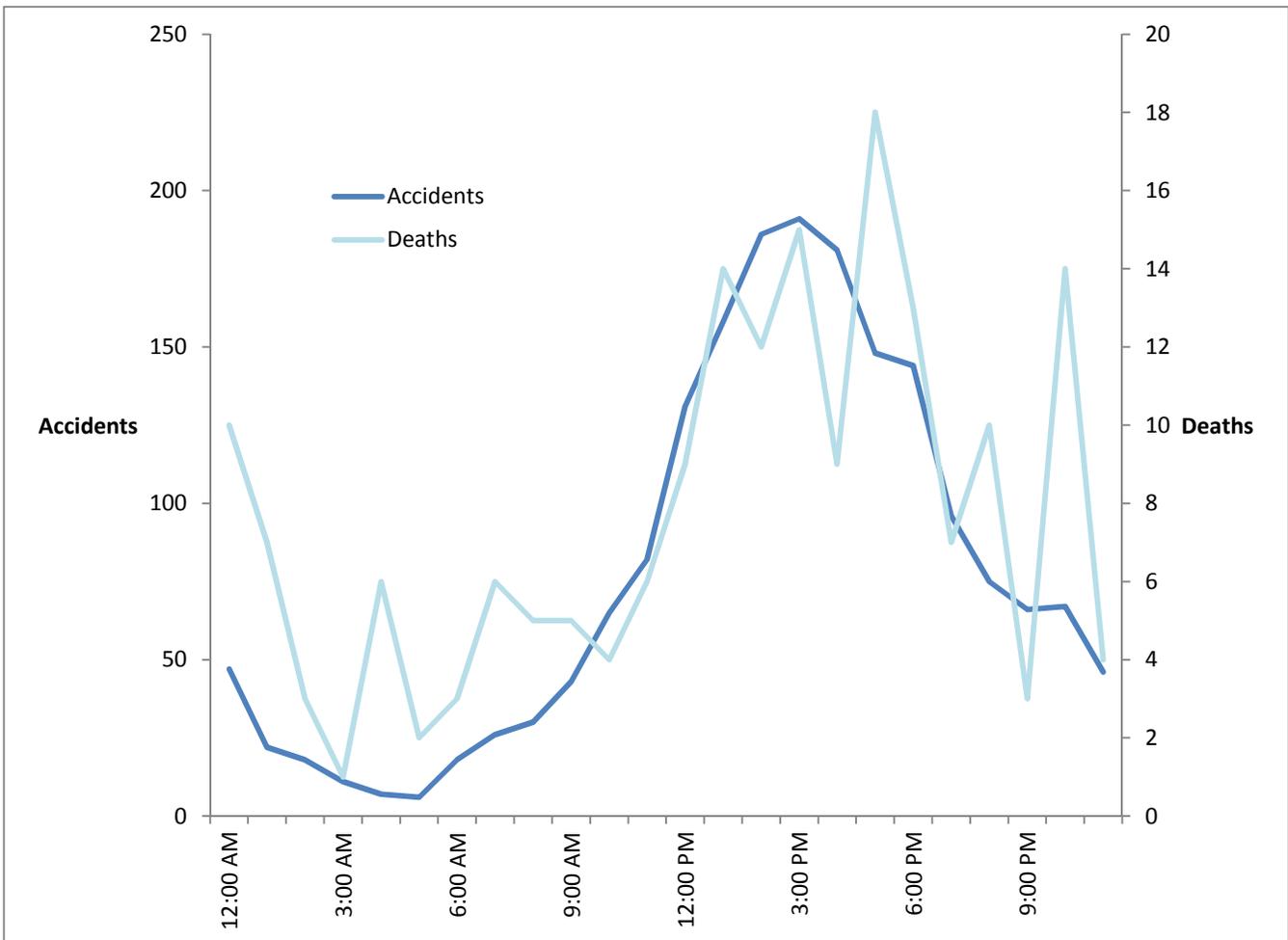
# Accident Occurrence by Day 2005-2013

DAY	Accidents	Fatalities
Sunday	490	49
Monday	199	18
Tuesday	166	22
Wednesday	154	19
Thursday	189	21
Friday	209	17
Saturday	468	41



## Accident Occurrence by Time 2005-2013

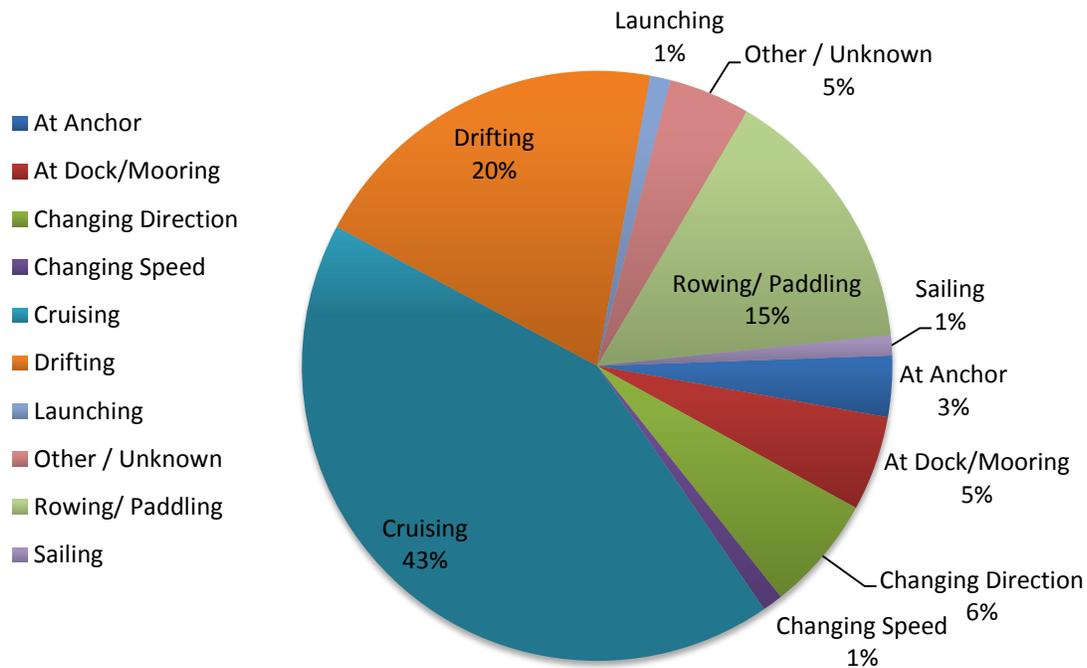
AM			PM		
Time	Accidents	Fatalities	Time	Accidents	Fatalities
12 to 1	47	10	12 to 1	131	9
1 to 2	22	7	1 to 2	158	14
2 to 3	18	3	2 to 3	186	12
3 to 4	11	1	3 to 4	191	15
4 to 5	7	6	4 to 5	181	9
5 to 6	6	2	5 to 6	148	18
6 to 7	18	3	6 to 7	144	13
7 to 8	26	6	7 to 8	96	7
8 to 9	30	5	8 to 9	75	10
9 to 10	43	5	9 to 10	66	3
10 to 11	65	4	10 to 11	67	14
11 to 12	82	6	11 to 12	46	4



# Vessel Operation in Fatal Boating Accidents 2005-2013

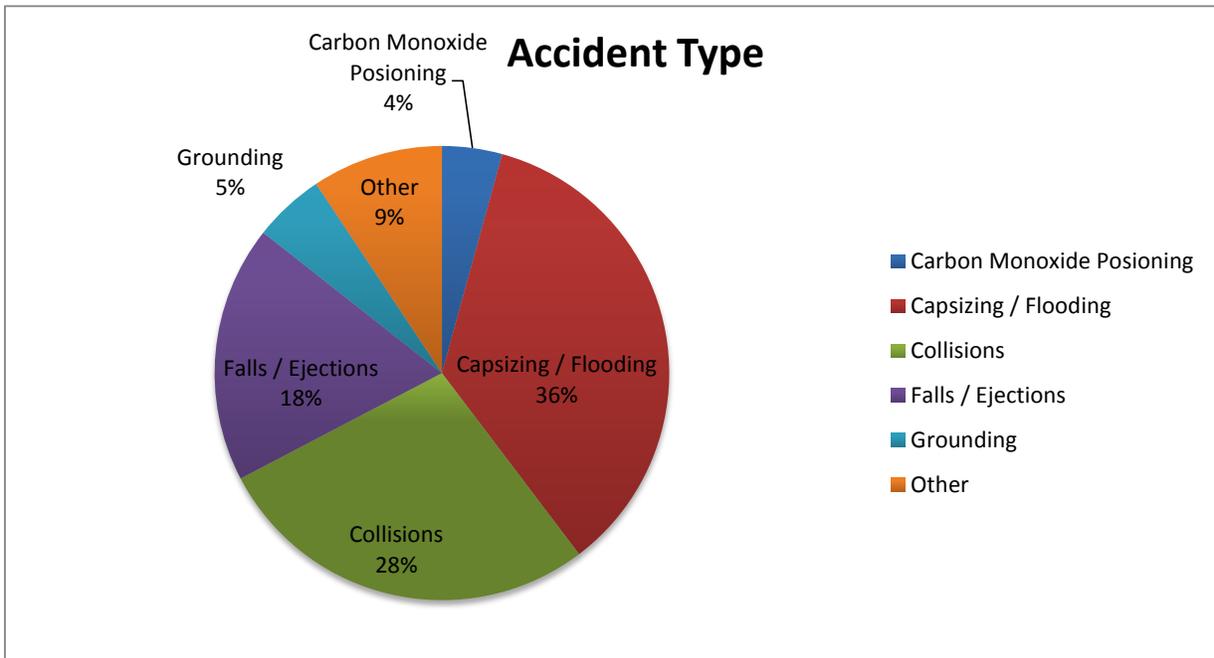
Operation	Fatalities
At Anchor	9
Changing Direction	6
Changing Speed	3
Cruising	103
Cruising, Changing Direction	11
Docking/Undocking	2
Drifting	53
Drifting, Launching	1
Launching	2
Other	1
Rowing or Paddling	40
Sailing	3
Tied to Dock/Mooring	12
Unknown	11

## Vessel Operation in Fatal Accidents



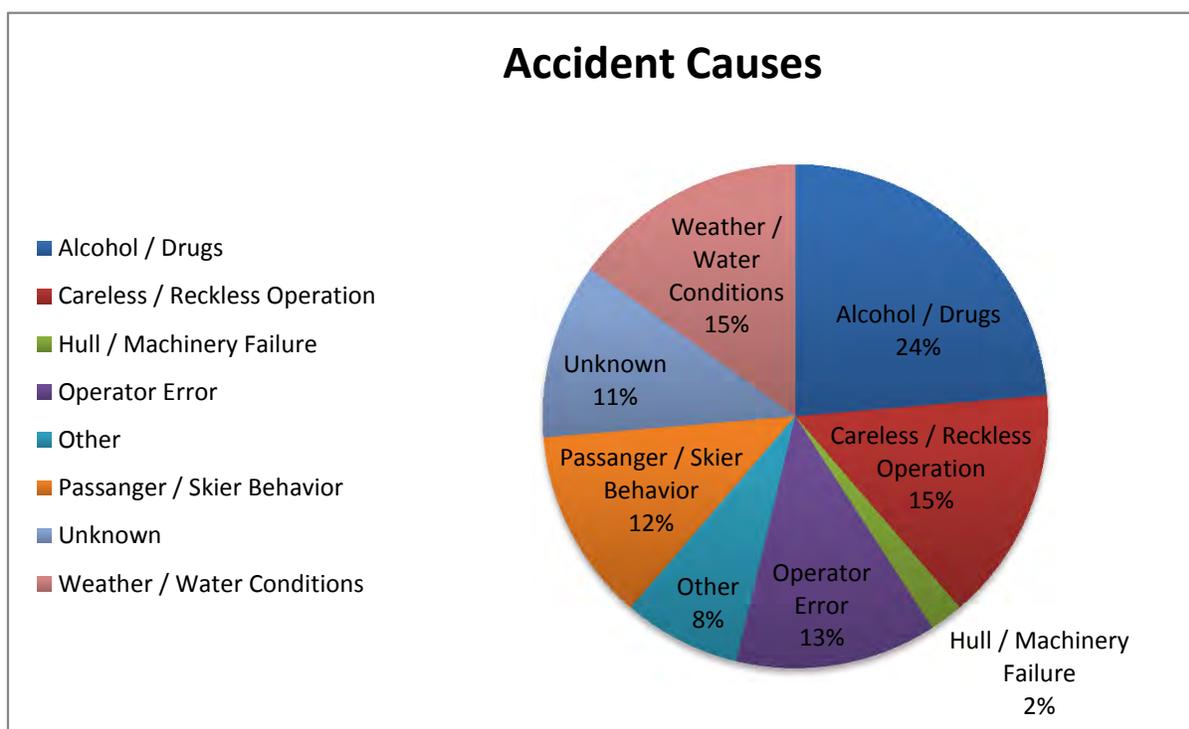
## Fatal Accident Type 2005-2013

Accident Type	Fatalities
Capsizing	82
Carbon Monoxide Poisoning	11
Collision With Fixed Object	47
Collision With Floating Object	5
Collision With Vessel	12
Collision With Recreational Boat	3
Collision With Tow Line	4
Falls in Boat	2
Falls Overboard	30
Flooding / Swamping	5
Grounding	13
Person Leaves Or Is Ejected From Vessel	15
Sinking	4
Skier Mishap	7
Struck by Boat	3
Struck by Propeller or Propulsion Unit	2
Struck Submerged Object	2
Sudden Medical Condition	2
Unknown	8



## Fatal Accidents Causes 2005-2013

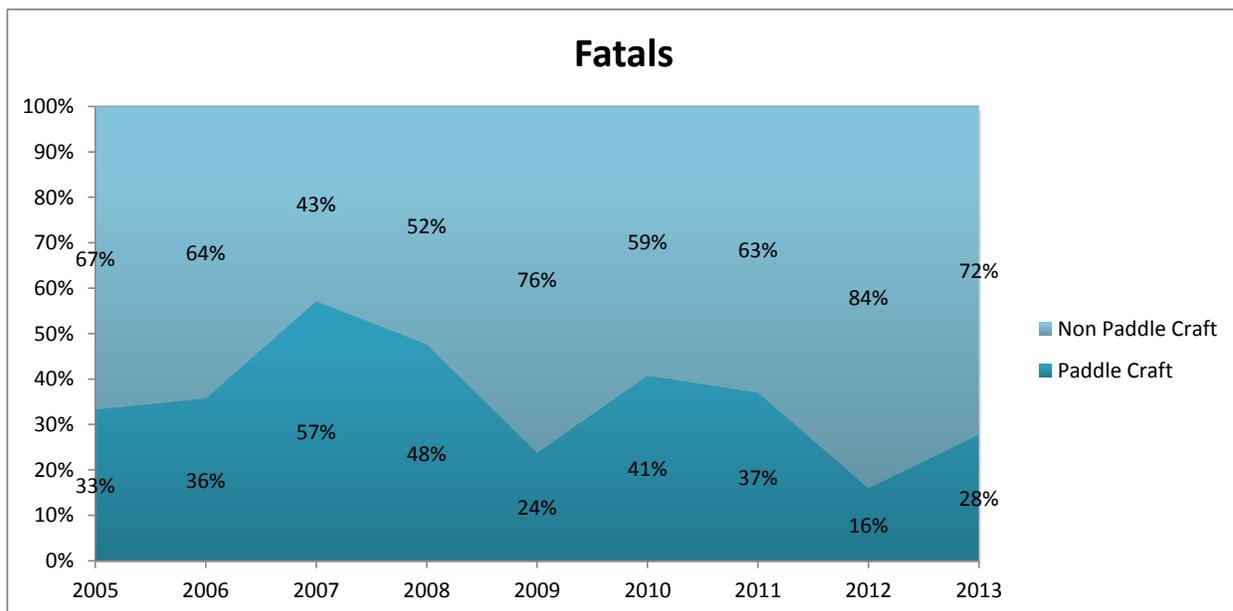
Accident Causes	Fatalities	Accident Causes	Fatalities
Alcohol Use	41	Other	8
Careless/Reckless Operation	4	Overloading	8
Dam/Lock	2	Passenger or Skier Behavior	18
Drug Use	3	Passenger/Skier Behavior	1
Excessive Speed	13	Poor Visibility	1
Hazardous Waters	18	Sharp Turn	3
Improper Anchoring	2	Standing/Sitting on Gunwales et	5
Lack of / Improper Boat Lights	1	Unknown	21
Machinery Failure	3	Vessel Hull Failure	1
No Proper Lookout	9	Wake	3
Operator Inattention	6	Weather	9
Operator Inexperience	7		



# Paddlecraft Accidents 2005-2013

Multi-Year Summary of Paddlecraft Accidents

Year	# of Paddlecraft	Injuries	Fatals
<b>2005</b>	8	4	5
<b>2006</b>	6	0	5
<b>2007</b>	16	4	12
<b>2008</b>	11	10	10
<b>2009</b>	8	3	5
<b>2010</b>	17	8	11
<b>2011</b>	15	10	10
<b>2012</b>	10	8	4
<b>2013</b>	13	9	5



Paddlecraft represent about 4% of the total accidents. They however contribute to about 35% of the total fatalities.

# PWC Accidents

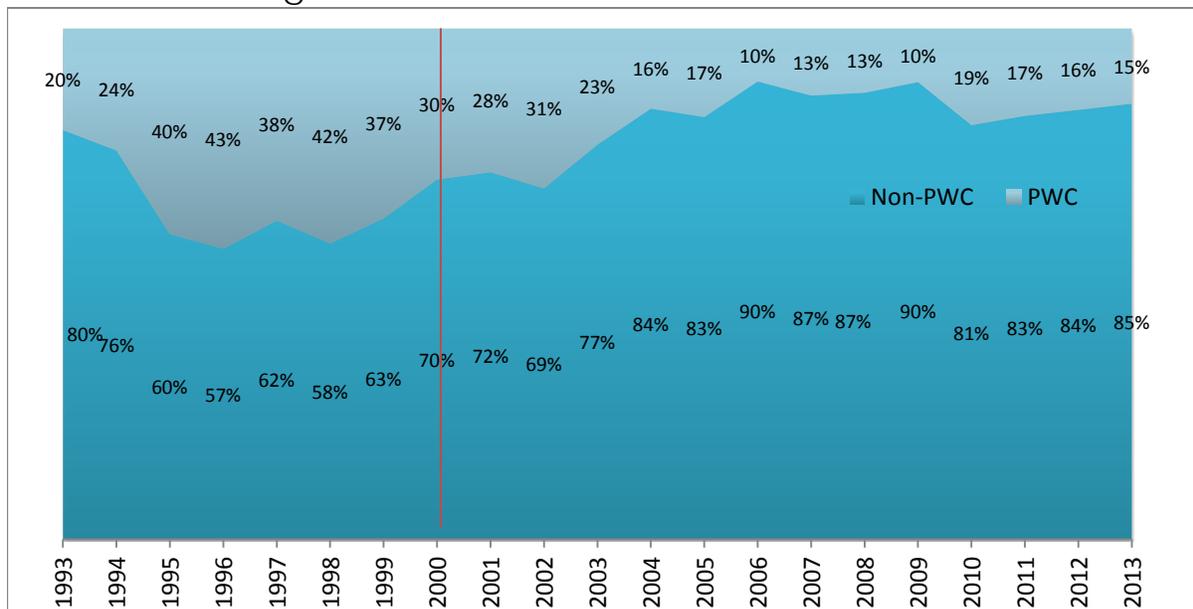
Multi-Year Summary of PWC Accidents

Year	# of PWC	Injuries	Fatalities
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



\* Mandatory education for PWC operators begins

Percentage of PWC Vessels Involved in Accidents



PWC accidents have declined significantly since implementation of mandatory education.