

New York State 2008 Recreational Boating Report



New York State
David A. Paterson, Governor

Office of Parks, Recreation & Historic Preservation
Carol Ash, Commissioner

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STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

DAVID A. PATERSON
GOVERNOR

Dear Friends:

I am pleased to have this opportunity to contribute to the 2008 Boating Report of the New York State Department of Parks, Recreation and Historic Preservation.

Each year, across this State, more than one million boating enthusiasts enjoy any number of recreational boating opportunities. From a canoe trip in the Adirondacks, to a fishing excursion in the Finger Lakes Region, to a day of sailing on the Great South Bay, New York offers an exciting variety of boating adventures.

While there are risks associated with any recreational activity, there also are ways to minimize the possibility of boating accidents and their associated damages and losses. Taking a few advance precautions, such as putting on a life jacket, is crucial to ensure the safety of all passengers.

Proper education is another key factor to keeping our waterways both safe and enjoyable. All boaters are strongly encouraged to take a boating safety course through State Parks, or one of the excellent courses offered by the U.S. Coast Guard Auxiliary and the U.S. Power Squadron. Understanding the law, as well as the safe operation of a boat, benefits everyone on the water.

Intoxicated boat operation is just as dangerous as operating a vehicle while under the influence, and is another concern we continue to address. Stringent enforcement of the laws applying to intoxicated or impaired boaters is required by all marine law enforcement agencies. Boating and alcohol are a dangerous and potentially fatal combination.

Public officials, law enforcement and the boating community must continue to work together to ensure a boating season that is enjoyable, yet safe. As we share New York's waterways, we must remember that safety on our waterways is everyone's responsibility.

Warmest regards.

Sincerely,

A handwritten signature in black ink that reads "David A. Paterson".

David A. Paterson



NEW YORK STATE
OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

CAROL ASH
Commissioner

DAVID A. PATERSON
Governor

July 16, 2009

Welcome Aboard!

Congratulations to both state and local marine law enforcement agencies as well as our boating safety instructors for a job well done in 2008. As more people are choosing to spend their recreation time on our waters, your job has become increasingly more important, and more challenging.

While the number of fatalities remains significantly lower than twenty years ago, there are still too many deaths that could easily have been averted through the simple use of a properly worn life jacket. We must continue to stress the importance of life jackets, for wearing a life jacket is the single most important thing boaters can do to protect themselves on the water. It won't work if you don't wear it!

On a positive note, the number of accidents involving personal watercraft (PWC) in 2008 was once again among the lowest in any year since 1992. There were only 27 accidents involving PWC last year, a significant decrease from the peak of 140 accidents experienced in 1996. New York State Parks, through the Marine Services Unit, has developed a nationally recognized boating safety education program that has already helped more than 144,000 New York boaters earn safety certification! Congratulations to the more than 800 instructors who have participated in teaching this vital program. Unfortunately, the number of deaths associated with non-mechanically propelled watercraft remained far too high in 2008. Nearly 40% of last year's fatalities were paddled or rowed vessels. As more and more people take to the waters in these vessels it is even more important that instruction on the dangers of small craft and cold water be stressed.

New York State Parks will work with the State Legislature, industry leaders, and boating enthusiasts to search for additional ways to increase boating and personal watercraft safety. Together, we will make every effort to maintain and improve our safety record and provide New York's boaters with the education and information they need to be safe on the water.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carol Ash".

Carol Ash
Commissioner

INTRODUCTION

New York offers an abundance of scenic waterways, offering outstanding recreational opportunities for boaters. The Atlantic Ocean, Long Island Sound, and Lakes Ontario and Erie beckon to those wishing to cruise offshore. The boater who seeks a more tranquil setting can head toward the Finger Lakes, with the scenic beauty of surrounding hills and many vineyards.

They can also travel to one of the many Adirondack lakes set against the dramatic rise of the high peaks. For the sports enthusiast, New York offers pristine lakes and streams for fishing, or whitewater adventure on any of several rivers. And finally, for the historian and tourist, there are the Hudson River and State Barge Canal System, connecting New York not only to points north and west, but to our maritime heritage as well.

With the availability and diversity of all this water, boating's popularity throughout the state is easy to understand. New York ranks among the leaders nationally in the number of registered vessels, 488,167, with many more non-mechanically propelled boats that do not require registration.



Boating is a key recreational industry in virtually all areas of New York. In a New York Sea Grant-funded study released in 2004, Cornell researchers found that the Empire State's recreational boaters generated a total statewide economic impact of \$1.8 billion and accounted for 18,700 jobs.

The Office of Parks, Recreation and Historic Preservation (OPRHP) has been given the responsibility of providing the public with a safe, enjoyable environment for recreational boating. The ultimate goal is to assist the boater in developing safe boating habits. Education and enforcement are the tools that will help achieve that goal. OPRHP was a national pioneer in developing an education program for youthful boaters, and almost 6,000 youths ages 10 to 17 complete our program each year.

As the education program targeting operators of personal watercraft has become mandatory for all operators, nearly 20,000 boat operators have earned their safety certificates in 2008 alone. OPRHP encourages all adult boaters to take a safe boating course, whether they ride a personal watercraft or not. The U.S. Coast Guard Auxiliary and the U.S. Power Squadron also conduct excellent programs for both youths and adults. Either of their certificates is acceptable in lieu of the state certificate.



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

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



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

Inside This Report

This report provides an overview of recreational boating in New York during 2008. In particular, this report examines:

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

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

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

To find boating safety information on the web, go to:

www.nysparks.com

Topics include:

- Boating education (including available courses);
- resources, including permit applications, launch sites and forms for downloading;
- and the latest changes to the navigation law.

Legislation – 2008

Chapter 599 of the Laws of 2008 amended the Navigation Law in relation to:

- Allowing for the suspension of the privilege to operate a vessel after multiple convictions for the reckless operation of a vessel; and
- Penalties relating to the suspension of the privilege to operate after conviction for the operation of a vessel while under the influence;

OPRHP RESPONSIBILITIES

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

Boater Education – In the Classroom

New York State boating safety education was firmly anchored with the passage of mandatory boating education for youthful operators starting at age 10 in 1959. The first state in the nation to require boating education, it was expanded in 1998 with the passage of mandatory education for all personal watercraft operators.



From the humble beginnings of the Young Boater's Safety Program: Make-Sure-Make-Shore to the New York Safe Boating Program, an 8 hour course of instruction brought to the public by classroom instructors, an estimated 200,000 people have received a boating safety certificate with 144,000 receiving a certificate since 2000.



Youths between the ages of 10 and 18 who wish to operate a motorboat without an adult in the boat must first earn a safety certificate, either from State Parks, the U.S. Coast Guard Auxiliary or the U.S. Power Squadrons. Since 2004 all operators of personal watercraft (PWC) must complete a boating safety course before hitting the water. This course is essentially the same as the one offered to youths; a minimum of eight hours of classroom training. Subjects covered include: required equipment, the rules of the nautical road, buoys, safe operation, seamanship, accidents and special activities. A full explanation of the education requirements and a list of courses being offered can always be found at www.nysparks.com.

During 2008 a total of more than 1,000 classes were held, teaching safe boating to nearly 20,000 students. The instructor cadre is comprised of dedicated individuals from law enforcement agencies, boating organizations, yacht clubs, boat dealerships and many other boating related interests. While State Parks administrates the program, it could not be done without the efforts of these extraordinary volunteers. For a county-by-county listing of courses taught, please see page 12.

Boater Education – On the Road and On Your Television

In 2008 State Parks kicked off the start of a safe boating campaign by purchasing a series of billboards across the state and creating and televising a public service announcement. The goal was to inform boaters about the importance of wearing a life jacket. The campaign began during Safe Boating Week in May and ran through August, although some billboards continue to show our message still.



Billboards were moved from location to location to keep the message fresh and reach out to new audiences. We tried to reach boaters on their way to many of the state's boating locations by using billboard advertising along some of the major highways. These advertisements were run throughout the state. In the Capital District billboards were placed along I-90 and 787, in the Adirondack region along the Northway (I-87), and along I-81 in the Thousand Islands. The billboards were also placed in the metropolitan areas of Buffalo, Syracuse and Rochester. The intention was that by reminding people to wear a life jacket as they travelled to marinas

and launch sites as well as on their way to work, we could influence their decisions on the water. It is estimated that the 15 billboards were viewed 21 million times on a daily basis by commuters.



Along with the billboard campaign a television PSA (Public Service Announcement) campaign was also run. The television PSA ran during prime time viewing hours during the months of July and August in the attempt to reinforce the message that wearing a life jacket is the right thing to do. We hoped that by catching people off guard during non-boating activities, people would think about personal and family safety before they went boating. Between June 9th and July 6th the announcement was run 1,431 times, with more than half of those spots running during "drive time" (6-10am and 3-8pm).

If you wish to see the PSA it can be viewed on the State Parks website www.nysparks.com (click Recreation, Boating, and then select Safe Boating). State Parks also anticipates running a spring 2009 PSA to alert boaters to wear their PFDs when the water is cold.

Public Vessel Inspection & Licensing

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

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

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



Floating Object Permits



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

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

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

The Department of Environmental Conservation handles this function in the Adirondack and Catskill regions, while mooring buoys on federal waterways are permitted by the U.S. Army Corps of Engineers.

Regatta Permits

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

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

Vessel Theft

The Bureau of Marine Services assists with the anti-theft efforts of marine law enforcement agencies across the state through the issuance of hull identification numbers to vessels not given one by the manufacturer, or in the event the vessel is privately constructed. Approximately 300 of these numbers are issued through OPRHP each year. Each vessel's number is distinct, and can greatly assist in the recovery of stolen vessels.

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

Aids to Navigation



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

In 2008, OPRHP placed approximately 2,000 aids to navigation in our state waters, approximately 1700 of those marking hazards to navigation on our waterways.

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

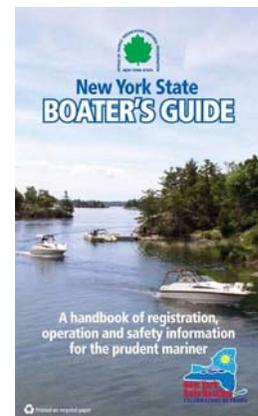
Publications & Public Service

In 2008 State Parks conducted a concerted statewide Public Service Announcement campaign stressing the need to wear life jackets while boating. State Parks provides several free publications designed to make boating safer and more enjoyable for the recreational boater. The primary reference source for boaters is the *New York State Boaters Guide*, which contains information on all rules, regulations, registration information and safety guidelines necessary.

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

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

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



Course Held & Students Taught per County

County	2008		Since 2000		County	2008		Since 2000	
	Classes	Students	Classes	Students		Classes	Students	Classes	Students
Albany	39	680	241	4495	Oneida	30	569	225	4332
Allegany	4	65	42	901	Onondaga	35	865	309	7594
Bronx	32	448	179	2533	Ontario	8	187	175	3321
Broome	18	427	113	2446	Orange	25	528	142	3902
Cattaraugus	4	85	40	843	Orleans	0	0	8	157
Cayuga	16	431	90	2563	Oswego	16	329	142	3082
Chautauqua	20	376	175	3829	Otsego	8	61	55	687
Chemung	6	83	42	639	Out of State	0	0	142	550
Chenango	3	32	31	412	Putnam	12	199	65	1441
Clinton	15	258	116	2474	Queens	15	152	103	1202
Columbia	7	75	87	1250	Rensselaer	10	181	118	2522
Cortland	2	15	30	583	Richmond	6	151	39	433
Delaware	2	19	38	389	Rockland	15	178	86	1687
Dutchess	17	410	172	3832	Saratoga	34	518	302	6374
Erie	57	945	297	5836	Schenectady	21	295	171	2712
Essex	7	95	76	1187	Schoharie	3	40	13	141
Franklin	12	128	87	1050	Schuyler	14	156	93	1634
Fulton	23	374	162	3661	Seneca	8	128	58	1144
Genesee	0	0	20	427	St. Lawrence	9	157	148	2820
Greene	8	78	43	666	Steuben	7	278	76	2724
Hamilton	6	53	89	1076	Suffolk	151	3360	1383	23254
Herkimer	10	157	81	1549	Sullivan	12	202	64	1158
Jefferson	14	271	175	3463	Tioga	4	70	41	551
Kings	45	508	258	2353	Tompkins	0	0	33	508
Lewis	3	77	40	1021	Ulster	28	403	185	3072
Livingston	8	234	75	2241	Warren	27	523	212	3497
Madison	8	199	96	3031	Washington	5	34	39	461
Manhattan	11	147	41	480	Wayne	7	189	103	2259
Monroe	23	604	349	7217	Westchester	43	697	266	3801
Montgomery	1	21	25	386	Wyoming	0	0	30	560
Nassau	70	1781	860	13310	Yates	8	219	91	2327
Niagara	6	148	166	2775	Totals	1058	19893	9253	168825



MARINE LAW ENFORCEMENT

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

Patrols

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



State Aid

A portion of the fees collected from vessel registrations are provided to State Parks for reimbursement to localities that operate marine patrols. Of these fees, nearly \$3.5 million was used to reimburse local marine law enforcement activities in 2008. A participating agency – generally the county, or towns and villages within a county if the county doesn't participate – may be reimbursed for a maximum of 75 percent of its total operating, capital and personnel expenses up to \$300,000.

Training

State Parks conducts an annual training program 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 tests, including the horizontal gaze nystagmus test, for determining if a subject is intoxicated, as well as tests that were specifically designed for use on boats.

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 office participation when possible at several national training programs, including the NASBLA Accident Investigation and the USCG National Boating Safety Course.

In all, State Parks has either taught, or sponsored the training of more than 1,900 marine law enforcement officers from across the state since the inception of these programs in 1985. The following page details the components of each of the aforementioned state training programs.

Marine Law Enforcement Course



Search & Seizure
Boating While Intoxicated
Navigation Lights
Rules of the Nautical Road
Pollution & Waste
Vessel Registrations
Vessel Theft
Hull Identification Numbers
Speeding/Reckless Operation
Regatta Permits & Floating Object Permits
Officer Security
Vessel Equipment Requirements
Accident Reporting & Investigation
Personal Watercraft Laws
Legal Updates
Operator Education Laws
Vessel Boarding (on the water)
Boat Handling (on the water)
Water Survival (in the pool)
Aids to Navigation
Public Vessel Law
Navigation & Charting

Marine Patrol Vessel Operators Course



(All sessions are classroom & on-the-water)
Boat Handling
Towing Operations
Line Handling
Seamanship
Man Overboard
Electronics
Underway Operations
Search & Rescue
Navigation Rules

Personal Watercraft Operators Course

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



Impaired Boaters Recognition Program

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

Noise Law Enforcement Course

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



Summary of Marine Law Enforcement Activity

COUNTY	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	Reckless Operation Tickets	BWI Arrests	Total Tickets	Total Warnings
Albany	152	352	33	65	4	0	14	24
Allegany	203	525	8	37	1	0	6	25
Cattaraugus	567	712	23	45	2	0	3	47
Cayuga	1546	3428	49	157	1	0	7	168
Chautauqua	2468	5573	149	1167	9	2	75	250
Chenango	12	145	2	11	0	0	3	14
Clinton	951	1621	26	452	8	0	30	46
Columbia	470	13353	10	65	0	0	23	49
Cortland	32	215	2	37	0	0	2	2
Dutchess	789	2008	32	85	1	0	3	94
Erie	2598	5272	45	358	10	4	68	168
Fulton	265	312	7	15	0	0	0	0
Greene	157	518	15	24	0	1	6	15
Hamilton	1336	1431	37	511	2	0	18	194
Herkimer	403	1134	29	24	2	0	4	33
Jefferson	243	603	8	37	2	0	10	61
Lewis	409	511	5	25	2	0	7	55
Livingston	1990	2280	43	25	4	1	19	198
Madison	378	378	2	0	0	0	5	2
Monroe	2070	5450	184	311	26	3	200	315
Nassau	14788	36970	310	474	61	5	635	216
Niagara	843	2975	68	641	10	0	43	384
Oneida	2658	4035	48	178	59	3	201	252
Onondaga	863	4857	1	185	6	11	113	280
Ontario	2422	5862	55	1009	0	0	10	106
Orange	929	2019	35	88	2	2	20	63
Orleans	346	3697	11	153	8	1	41	102
Oswego	553	2178	7	214	3	2	65	153
Otsego	214	303	16	81	0	0	32	109
Putnam	305	524	24	8	0	0	0	35
Rensselaer	225	1472	18	46	10	0	19	49
Rockland	1183	4420	88	55	3	0	16	109
St. Lawrence	240	260	0	4	0	0	15	0
Saratoga	1502	1984	67	1242	22	1	80	209
Schuyler	206	475	10	277	1	0	24	88
Seneca	372	939	20	89	6	2	38	27
Steuben	481	994	33	190	0	0	12	57
Suffolk (PD)	7000	150000	375	529	6	7	1675	132
Suffolk (Sheriff)	500	1250	29	66			13	37
Sullivan	327	654	18	4	0	0	3	24
Tioga	38	41	1	9	0	0	0	4
Tompkins	356	356	11	6	2	0	3	121
Ulster	949	1538	51	112	12	1	51	76
Warren	1099	1773	194	53	0	4	90	408
Wayne	312	3082	84	225	5	0	32	195
Wyoming	223	239	31	35			0	35
Yates	911	2789	29	1328	11	0	59	301
New York City	44548	133644	410	918	25	0	245	0

STATE & LOCAL AGENCIES	Total Vessel Hours	Total MLE Hours	Searches and Assists	Total Vessel Inspections	Reckless Operation Tickets	BWI Arrests	Total Tickets	Total Warnings
PARK POLICE REGIONS								
Allegany	0	0	0	0	0	0	1	0
Central	133	266	1	10	2	2	9	0
Finger Lakes	151	301	6	2	3	0	19	0
Genesee	62	124	7	15	3	0	10	0
Long Island	282	564	2	17	0	0	6	0
New York City	0	0	0	0	0	0	0	0
Niagara	568	1136	18	13	4	0	14	0
Palisades	382	763	6	18	0	0	17	0
Saratoga	198	396	3	54	4	0	40	0
Taconic	94	187	1	3	0	0	10	0
1000 Islands	282	563	1	0	42	17	129	0
STATE POLICE								
Troop B	989	1253	8	234	5	1	32	-
Troop D	244	468	14	274	25	0	63	-
Troop G	324	518	3	42	0	5	10	-
Troop K	123	246	1	52	0	0	6	-
Troop L	124	87	4	91	10	0	33	-
Troop T	4031	6932	36	1043	58	7	1197	-
DEPARTMENT OF ENVIRONMENTAL CONSERVATION								
Statewide	26507		86	30081	0	12	1169	
LGPC	4815	5017	508	684	4	4	211	958
MUNICIPALITIES								
Carmel	489	517	13	23	5	0	18	10
East Hampton	5080	20524	12	593	0	0	614	0
Greenwood Lake	3553	3553	42	124	10	3	60	58
Huntington	3500	4300	58	192	11	1	52	56
Islip	533	1000	99	107	3	0	344	87
Oyster Bay	5400	27040	193	100	52	0	119	13
Mamaroneck	1555	3360	48	115	20	3	124	122
New Rochelle	2324	7560	96	97	0	2	116	50
Northport	564	657	20	37	3	0	5	25
Port Chester	120	204	12	16	0	0	0	15
Quogue	687	825	33	116	3	0	57	50
Rye	422	838	55	40	6	0	48	104
Smithtown	2770	10586	399	568	43	0	128	
Southold	3500	6240	75	90	5	1	61	28
Yonkers	4608	1920	141	40	3	0	12	6
TOTALS	175841	523091	4249	46561	650	108	8772	6914

Note: The activity listed is as reported to State Parks, and has been enitehr audited nor verified.

2008 BOAT REGISTRATIONS BY COUNTY AND LENGTH

County	Total	Class A < 16 FT	Class 1 16-25	Class 2 26-39	Class 3 40-64	Class 4 65 and +	Uncoded	% of Total
Albany	9910	4077	5213	560	22	9	29	2.0%
Allegany	1893	834	1031	20	0	0	8	0.4%
Bronx	2619	899	1207	450	34	25	4	0.5%
Broome	7424	3588	3518	279	13	10	16	1.5%
Cattaraugus	2961	1283	1594	71	7	1	5	0.6%
Cayuga	5504	2199	3042	237	10	1	15	1.1%
Chautauqua	6935	2544	4003	338	15	4	31	1.4%
Chemung	4332	1886	2263	165	11	4	3	0.9%
Chenango	2358	1335	976	45	1	1	0	0.5%
Clinton	5925	3044	2613	235	11	1	21	1.2%
Columbia	2997	1330	1539	113	8	2	5	0.6%
Cortland	2199	1040	1085	63	4	0	7	0.5%
Delaware	1333	668	617	47	0	1	0	0.3%
Dutchess	7799	3527	3650	571	33	9	9	1.6%
Erie	25348	9140	13906	2039	155	29	79	5.2%
Essex	4480	2101	2224	134	9	3	9	0.9%
Franklin	4275	2305	1906	56	3	3	2	0.9%
Fulton	4525	2158	2192	159	4	0	12	0.9%
Genesee	2280	1035	1166	63	12	1	3	0.5%
Greene	2440	968	1302	161	5	0	4	0.5%
Hamilton	2071	1065	976	12	4	1	13	0.4%
Herkimer	3720	1751	1871	82	4	1	11	0.8%
Jefferson	10827	4528	5520	673	41	2	63	2.2%
Kings	4392	1474	1870	913	109	22	4	0.9%
Lewis	1986	1130	821	33	0	0	2	0.4%
Livingston	3920	1780	2064	67	3	0	6	0.8%
Madison	4418	1853	2368	177	6	1	13	0.9%
Monroe	28588	11594	14951	1834	118	12	79	5.9%
Montgomery	2127	1078	964	71	2	1	11	0.4%
Nassau	34358	10692	16459	6305	767	57	78	7.0%
New York	4641	1227	2046	1128	212	25	3	1.0%
Niagara	8788	3174	4923	623	19	8	41	1.8%
Oneida	11094	4885	5804	356	18	1	30	2.3%
Onondaga	22521	9123	11895	1353	87	8	55	4.6%

County	Total	Class A < 16 FT	Class 1 16-25	Class 2 26-39	Class 3 40-64	Class 4 65 and +	Uncoded	% of Total
Ontario	7505	2639	4564	257	15	5	25	1.5%
Orange	9902	4742	4453	618	43	15	31	2.0%
Orleans	2186	1024	1059	94	6	0	3	0.4%
Oswego	9343	4454	4366	483	23	3	14	1.9%
Otsego	2769	1256	1462	40	3	2	6	0.6%
Putnam	3256	1270	1741	213	22	3	7	0.7%
Queens	7345	2454	3628	1118	97	31	17	1.5%
Rensselaer	6197	2714	3178	276	19	4	6	1.3%
Richmond	4247	1426	1920	821	59	9	12	0.9%
Rockland	4868	2140	1946	681	68	20	13	1.0%
St Lawrence	10142	5175	4668	265	12	3	19	2.1%
Saratoga	13792	5528	7531	680	29	6	18	2.8%
Schenectady	6327	2757	3263	281	10	3	13	1.3%
Schoharie	1187	614	534	36	1	2	0	0.2%
Schuyler	1720	697	950	65	2	1	5	0.4%
Seneca	2962	1186	1625	139	7	2	3	0.6%
Steuben	5370	2320	2907	132	5	2	4	1.1%
Suffolk	73907	21396	38589	12414	1181	64	263	15.1%
Sullivan	3378	1788	1496	84	5	3	2	0.7%
Tioga	2555	1233	1238	74	2	2	6	0.5%
Tompkins	3689	1283	2127	250	16	0	13	0.8%
Ulster	5988	2662	2806	486	26	2	6	1.2%
Warren	7559	2540	4490	468	10	7	44	1.5%
Washington	3556	1628	1828	92	0	1	7	0.7%
Wayne	6812	2815	3590	364	22	2	19	1.4%
Westchester	12995	4157	5992	2425	341	53	27	2.7%
Wyoming	1726	713	992	16	4	0	1	0.4%
Yates	2687	990	1626	66	1	0	4	0.6%
Uncoded	13209	4771	7156	1152	117	12	1	2.7%
TOTAL	488167	189687	249304	43523	3893	500	1260	100.0%

Registrations: Length, Hull Material, Power

Uncoded						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Metal	2	0	0	0	0	2
Fiberglass	1	2	0	0	0	3
Other	3	3	3	0	1246	1255
Total	6	5	3	0	1246	1260
Under 16 Feet						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Wood	2304	105	7	26	46	2488
Metal	75255	141	203	12	2331	77942
Plastic	8786	2304	161	37	809	12097
Fiberglass	24493	49920	3097	461	4283	82254
Inflatable	10303	43	106	4	343	10799
Other	2866	887	60	6	288	4107
Total	124007	53400	3634	546	8100	189687
16 to Less than 26 Feet						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Wood	1511	2241	141	52	32	3977
Metal	51903	403	2630	4	193	55133
Plastic	4266	826	1091	116	120	6419
Fiberglass	71021	12437	94638	3284	993	182374
Inflatable	120	3	6	0	3	132
Other	1093	49	55	16	57	1270
Total	129914	15959	98561	3472	1398	249304
26 to Less than 40 Feet						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Wood	62	1044	25	37	7	1175
Metal	672	308	174	9	9	1172
Plastic	68	444	133	72	7	724
Fiberglass	4560	16683	16748	2171	221	40383
Inflatable	0	4	2	1	0	7
Other	18	28	8	0	8	62
Total	5380	18511	17090	2290	252	43523
40 to 65 Feet						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Wood	1	174	4	10	1	190
Metal	21	95	30	6	2	154
Plastic	0	45	3	12	0	60
Fiberglass	36	2955	244	226	11	3472
Other	2	7	0	2	6	17
Total	60	3276	281	256	20	3893
Over 65 Feet						
HULL	Outboard	Inboard	I/O	Sail	Other	Total
Wood	2	4	0	1	0	7
Metal	41	12	3	0	3	59
Plastic	14	6	4	0	0	24
Fiberglass	101	150	83	2	25	361
Inflatable	21	0	0	0	0	21
Other	4	3	0	0	3	10
Total	196	178	91	3	32	500

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2008. While registrations have, in general, risen, accidents, injuries and fatalities have, in general, all decreased steadily.

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.

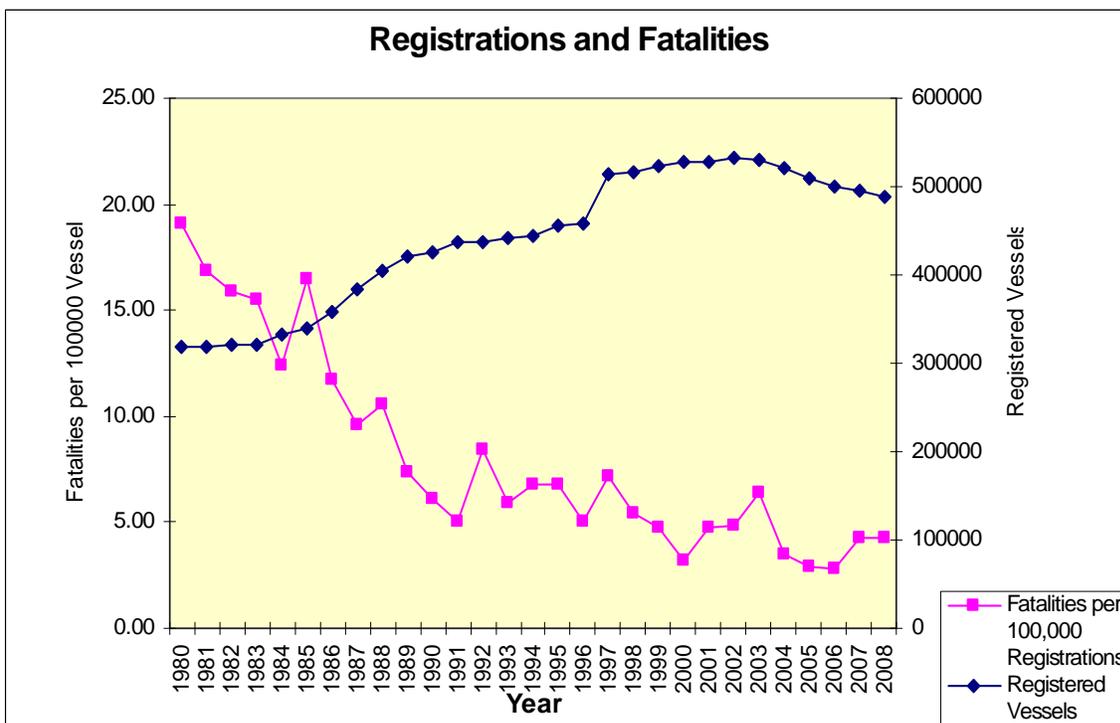
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our 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 in the off-season, in boats less than twenty-one feet in length, and they end up in the water without the benefit of a life jacket.



Accident Data: 1980 - 2008

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

County and Waterway

Waterway	Accidents	Deaths
BRONX		
Eastchester Bay	1	0
Long Island Sound	2	0
BROOME		
Eastchester Bay	1	0
CATTAUGUS		
Kinzua Reservoir	1	0
CAYUGA		
Cayuga Lake	2	0
Lake Ontario	1	0
CHAUTAUQUA		
Chautauqua Lake	1	0
COLUMBIA		
Lower Rhoda Pond	1	1
DUTCHESS		
Hudson River	1	0
ERIE		
Lake Erie	5	0
Niagara River	5	0
ESSEX		
Schroon Lake	1	0
FULTON		
Sacandaga Reservoir	1	1
GREENE		
Hudson River	1	0
Sleepy Hollow Lake	1	0
JEFFERSON		
St. Lawrence River	6	0
KINGS		
Gravesend Bay	1	0
Jamaica Bay	1	0
Sheepshead Bay	1	0
LIVINGSTON		
Conesus Lake	5	0
MONROE		
Lake Ontario	4	3

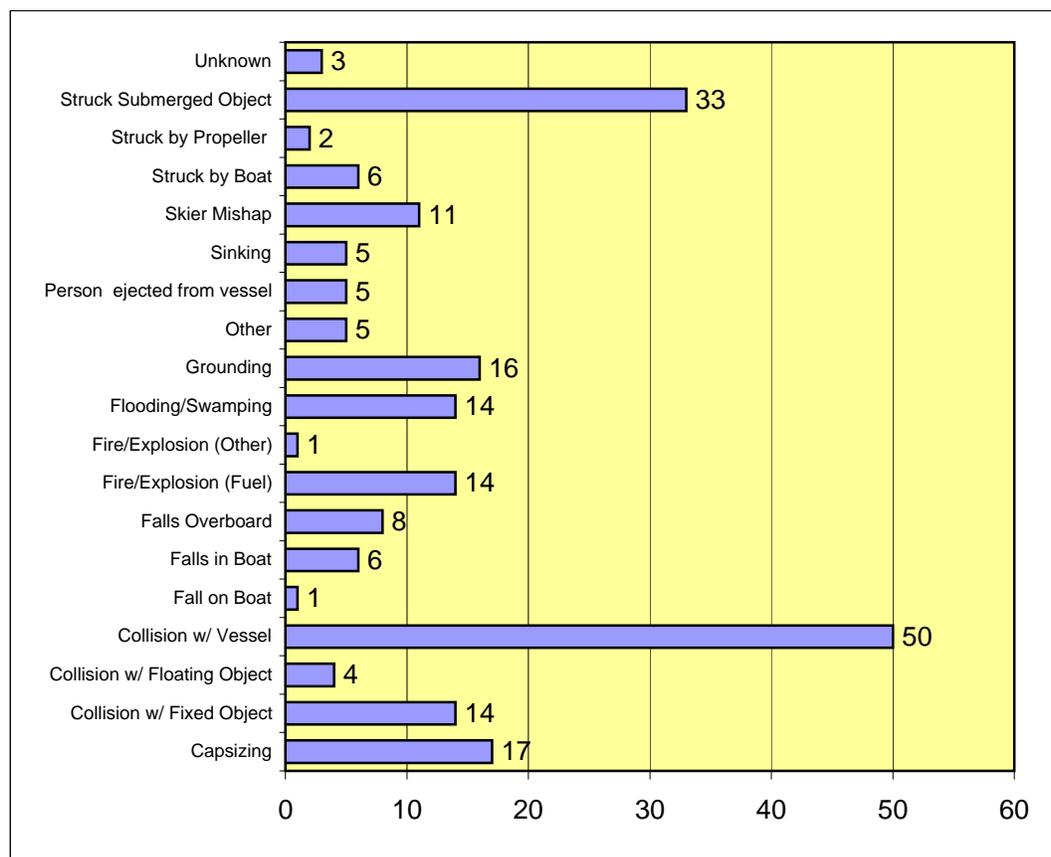
Waterway	Accidents	Deaths
NASSAU		
Alhambra Canal	1	0
Atlantic Ocean	1	1
Bellmore Canal	1	0
Bellmore Channel	1	0
Bellmore Creek	1	0
E. Rockaway Channel	1	0
Emerson Canal	1	0
Glen Cove Creek	1	0
Great South Bay	1	0
Hempstead Harbor	2	0
Hudson Canal	1	0
Jones Inlet	1	0
Long Creek	1	0
Long Island Sound	3	0
Manhasset Bay	1	0
Montauk Harbor	1	0
Oyster Bay	5	1
Seaman'S Creek	1	0
Sloop Channel	2	2
Thixton Creek	1	0
Tobay Boat Basin	1	0
West Harbor	1	0
NEW YORK		
Harlem River	1	0
NIAGARA		
Lake Ontario	2	0
Niagara River	3	0
ONEIDA		
Oneida Lake	5	1
ONONDAGA		
Oneida Lake	1	0
Oneida River	1	0
ONTARIO		
Canandaigua Lake	1	0

Waterway	Accidents	Deaths
ORANGE		
Greenwood Lake	5	0
Hudson River	2	1
ORLEANS		
Lake Alice	1	0
Lake Ontario	1	0
OSWEGO		
Oneida Lake	1	0
Onondaga Lake	1	0
Sandy Pond	1	1
OTSEGO		
Sacandaga Reservoir	1	0
PUTNAM		
Lake Mahopac	1	0
Lake Oscawanna	1	0
QUEENS		
Atlantic Ocean	1	0
East River	1	0
Flushing Bay	1	0
Jamaica Bay	2	0
RENSSELAER		
Hudson River	1	0
ROCKLAND		
Hudson River	5	0
Stony Brook Harbor	1	1
SARATOGA		
Saratoga Lake	1	0
SCHUYLER		
Seneca Lake	1	0
SENECA		
Cayuga Lake	1	0
Seneca Canal	1	0
ST. LAWRENCE		
Oswegatchie River	1	0
STEUBEN		
Keuka Lake	1	0

Waterway	Accidents	Deaths
SUFFOLK		
Atlantic Ocean	4	0
Bostwick Bay	1	0
Cedar Beach	1	0
Dering Harbor	1	0
Fishers Island Sound	1	0
Gardiner'S Bay	2	0
Great South Bay	13	2
Greenport Harbor	1	0
Harts Cove	1	0
Huntington Harbor	2	0
Laurel Lake	1	1
Lloyd Harbor	1	0
Long Island Sound	10	0
Moriches Inlet	1	0
Patchogue River	1	0
Reeves Bay	1	0
Sag Harbor Bay	1	2
Shelter Island Sound	1	0
Shinnecock Bay	1	0
Shinnecock Canal	1	0
Southold Bay	1	0
Three Mile Harbor	3	0
West Neck Harbor	1	0
SULLIVAN		
Mountain Lake	1	3
Swinging Bridge Res.	1	0
ULSTER		
Hudson River	3	0
WARREN		
Brant Lake	1	0
Lake George	12	0
WASHINGTON		
Block Island Sound	1	0
WAYNE		
Lake Ontario	2	0
Sodus Bay	2	0
WESTCHESTER		
Hudson River	4	0
Long Island Sound	15	0
Mamaroneck Harbor	1	0
YATES		
Keuka Lake	1	0

Summary of Accident Types

ACCIDENT TYPE	Accidents	Deaths	Injuries
Capsizing	17	8	12
Collision w/ Fixed Object	14	4	13
Collision w/ Floating Object	4	0	0
Collision w/ Vessel	50	0	15
Fall on Boat	1	0	1
Falls in Boat	6	0	6
Falls Overboard	8	6	3
Fire/Explosion (Fuel)	14	0	2
Fire/Explosion (Other)	1	0	0
Flooding/Swamping	14	0	11
Grounding	16	1	15
Other	5	0	3
Person ejected from vessel	5	0	6
Sinking	5	0	0
Skier Mishap	11	1	10
Struck by Boat	6	0	5
Struck by Propeller	2	0	2
Struck Submerged Object	33	0	0
Unknown	3	1	0



Operation at Time of Accident, by Type of Accident

Accident Type	Operation	Accidents	Deaths	Injuries
Capsizing	At Anchor	2	0	1
	Cruising	5	2	0
	Drifting	3	3	2
	Rowing or Paddling	5	3	8
	Sailing	1	0	1
	Tied to Dock/Mooring	1	0	0
Collision w/ Fixed Object	Changing Speed	1	0	0
	Cruising	9	4	9
	Docking/Undocking	4	0	4
Collision w/ Floating Object	Cruising	3	0	0
	Unknown	1	0	0
Collision w/ Vessel	At Anchor	3	0	0
	Changing Direction	2	0	3
	Changing Speed	2	0	0
	Cruising	20	0	11
	Docking/Undocking	9	0	0
	Drifting	3	0	1
	Launching	1	0	0
	OTHER-In boat hoist	1	0	0
	OTHER-Trawl net	1	0	0
	Sailing	2	0	0
	Tied to Dock/Mooring	6	0	0
Falls in Boat	Changing Direction	1	0	1
	Cruising	5	0	5
	Tied to Dock/Mooring	1	0	1
Falls Overboard	At Anchor	1	0	0
	Cruising	5	3	3
	Drifting	2	3	0
Fire/Explosion (Fuel)	Cruising	7	0	2
	Drifting	2	0	0
	Tied to Dock/Mooring	5	0	0

Accident Type	Operation	Accidents	Deaths	Injuries
Fire/Explosion (Other)	Tied to Dock/Mooring	1	0	0
Flooding/Swamping	At Anchor	3	0	0
	Being Towed	1	0	0
	Changing Speed	1	0	2
	Cruising	8	0	9
	Docking/Undocking	1	0	0
Grounding	Cruising	15	1	15
	Drifting	1	0	0
Other	Cruising	4	0	2
	Changing Speed	1	0	1
Person Ejected from Vessel	Cruising	5	0	6
Sinking	At Anchor	2	0	0
	Changing Direction	1	0	0
	Cruising	2	0	0
Skier Mishap	Cruising	11	1	10
Struck by Boat	Cruising	2	0	2
	Drifting	2	0	2
	Tied to Dock/Mooring	2	0	1
Struck by Propeller	Cruising	1	0	1
	Drifting	1	0	1
Struck Submerged Object	At Anchor	1	0	0
	Cruising	30	0	0
	Rowing or Paddling	1	0	0
	Sailing	1	0	0
Unknown	Unknown	3	1	0

Type of Accident and Cause of Accident

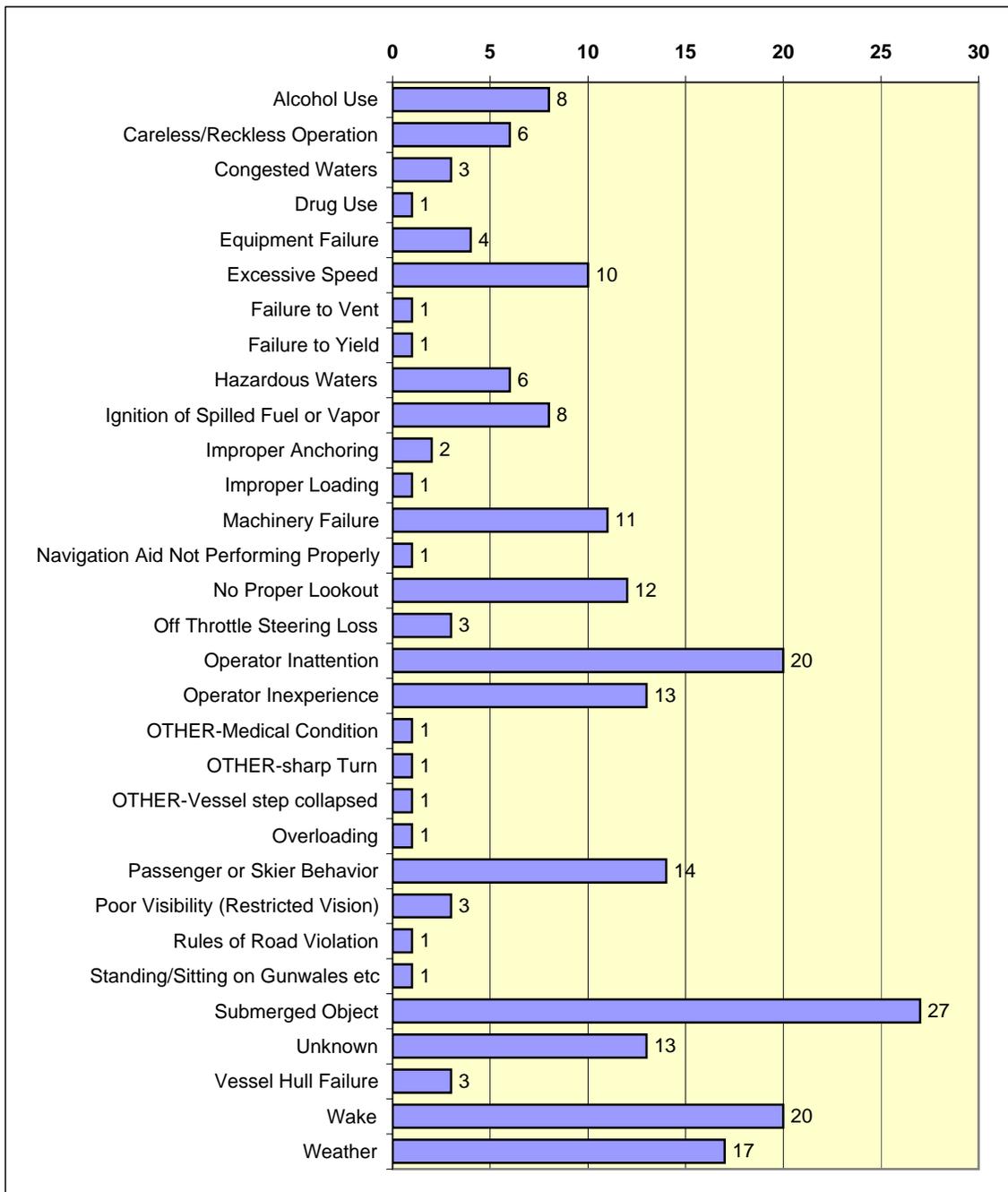
Accident Type	Primary Cause	Accidents	Deaths	Injuries
Capsizing	Improper Anchoring	1	0	1
	Machinery Failure	1	0	0
	Operator Inexperience	1	0	0
	Overloading	1	0	3
	Passenger or Skier Behavior	3	4	2
	Unknown	4	4	3
	Wake	3	0	0
	Weather	3	0	3
Collision w/ Fixed Object	Alcohol Use	3	3	4
	Congested Waters	1	0	1
	Excessive Speed	1	0	3
	Machinery Failure	1	0	0
	No Proper Lookout	1	0	0
	Off Throttle Steering Loss	1	0	3
	Operator Inattention	3	0	1
	Poor Visibility (Restricted Vision)	1	1	1
	Wake	1	0	0
	Weather	1	0	0
Collision w/ Floating Object	Alcohol Use	1	0	0
	Congested Waters	1	0	0
	No Proper Lookout	1	0	0
	Operator Inattention	1	0	0
Collision w/ Vessel	Alcohol Use	3	0	0
	Careless/Reckless Operation	6	0	2
	Congested Waters	1	0	0
	Excessive Speed	3	0	3
	Failure to Yield	1	0	0
	Machinery Failure	3	0	1
	No Proper Lookout	3	0	0
	Off Throttle Steering Loss	2	0	3
	Operator Inattention	12	0	5
	Operator Inexperience	4	0	0
	Rules of Road Violation	1	0	1
	Unknown	4	0	0
	Wake	3	0	0
	Weather	4	0	0

Accident Type	Primary Cause	Accidents	Deaths	Injuries
Fall on Boat	Wake	1	0	1
	Excessive Speed	1	0	1
	OTHER-Vessel step collapsed	1	0	1
	Passenger or Skier Behavior	1	0	1
	Wake	2	0	2
	Weather	1	0	1
Falls Overboard	Alcohol Use	2	3	0
	Hazardous Waters	1	1	0
	Machinery Failure	1	1	1
	Operator Inattention	1	0	0
	Operator Inexperience	1	0	1
	Wake	2	1	1
Fire/Explosion (Fuel)	Equipment Failure	2	0	0
	Ignition of Spilled Fuel or Vapor	6	0	2
	Machinery Failure	5	0	0
	Unknown	1	0	0
Fire/Explosion (Other)	Machinery Failure	1	0	0
Flooding/Swamping	Excessive Speed	1	0	0
	Overloading	1	0	9
	Vessel Hull Failure	2	0	0
	Wake	4	0	2
	Weather	6	0	0
Grounding	Alcohol Use	1	0	1
	Excessive Speed	2	0	3
	Hazardous Waters	1	0	1
	Machinery Failure	2	0	0
	No Proper Lookout	2	1	4
	Operator Inattention	4	0	5
	Operator Inexperience	1	0	0
	Other	1	0	1
	Submerged Object	1	0	0
	Weather	1	0	0
Other	Excessive Speed	1	0	0
	Machinery Failure	1	0	0
	Passenger or Skier Behavior	1	0	1
	Passenger or Skier Behavior	1	0	1
	Weather	1	0	1
Person Ejected from Vessel	Excessive Speed	2	0	3
	Wake	3	0	3

Accident Type	Primary Cause	Accidents	Deaths	Injuries
Sinking	Equipment Failure	1	0	0
	Improper Anchoring	1	0	0
	Machinery Failure	1	0	0
	Sharp Turn	1	0	0
	Vessel Hull Failure	1	0	0
Skier Mishap	Lack of / Improper Ski Observer	1	0	1
	Passenger or Skier Behavior	7	0	7
	Wake	3	1	2
Struck by Boat	Operator Inattention	2	0	2
	Passenger or Skier Behavior	3	0	3
	Unknown	1	0	0
Struck by Propeller	No Proper Lookout	1	0	1
	Operator Inattention	1	0	1
Struck Submerged Object	Hazardous Waters	1	0	0
	No Proper Lookout	2	0	0
	Operator Inattention	2	0	0
	Poor Visibility (Restricted Vision)	1	0	0
	Submerged Object	27	0	0
Unknown	Submerged Object	1	0	0
	Unknown	1	1	0
	Wake	1	0	0

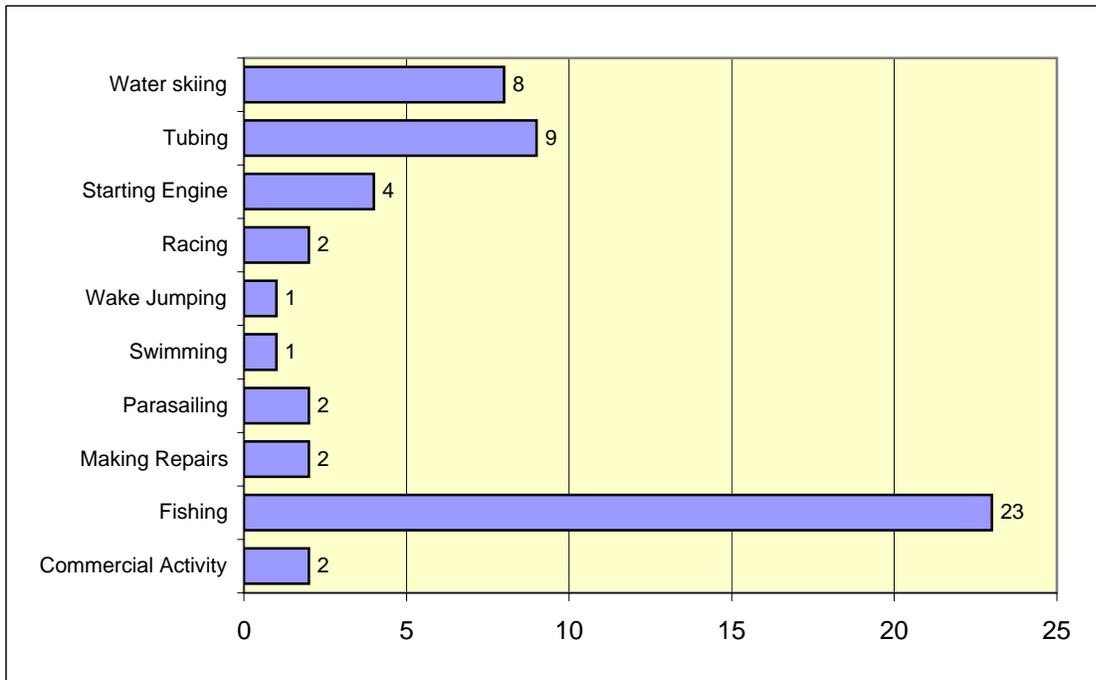
It is worth noting in this table, and the preceding one, that the first column represents the number of vessels involved in accidents, as opposed to the actual number of accidents. Since more than one vessel may be involved in an accident, those incidences must have multiple types of operation, and potentially, multiple causes.

Summary of Accident Causes

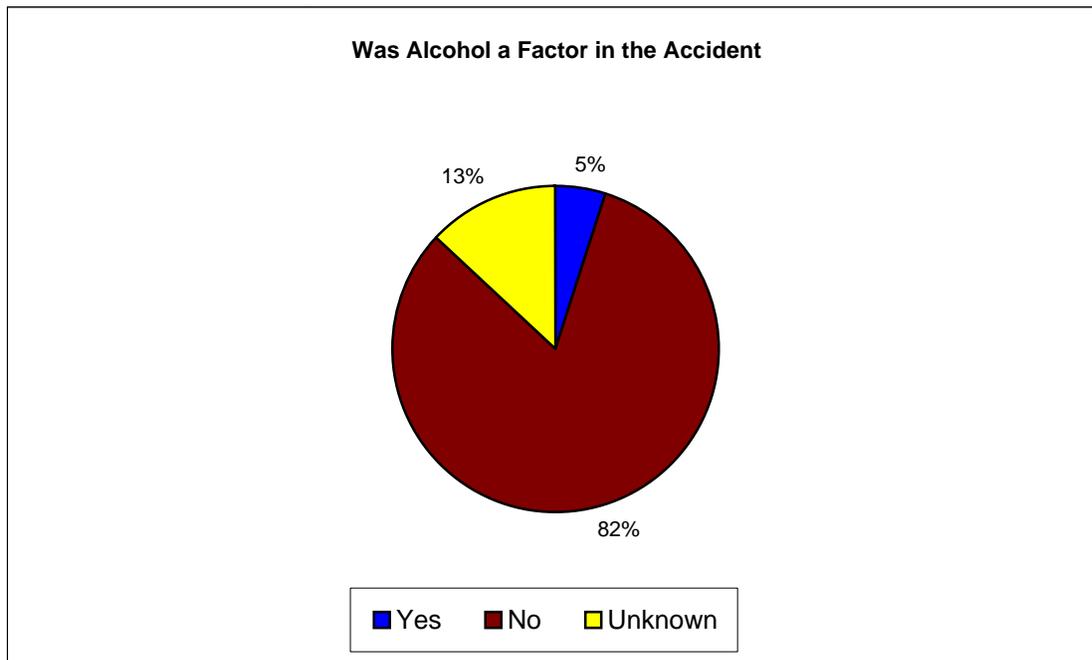


The above table represents the "Primary" cause of an accident. For example, the operator may suddenly and sharply turn the vessel, causing a passenger sitting on the gunwale to be ejected. The Primary Cause is the Sharp Turn, without which it wouldn't have mattered if the passenger had been properly seated or not.

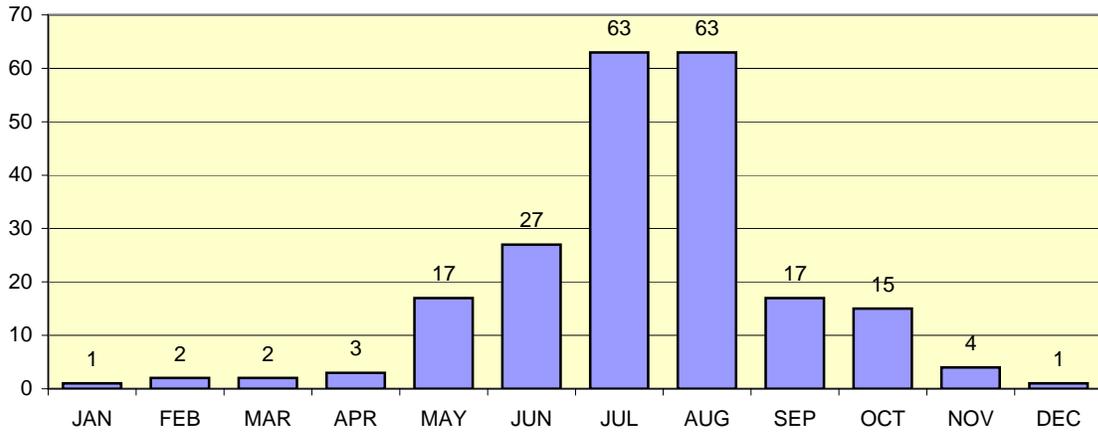
Activity at Time of Accident



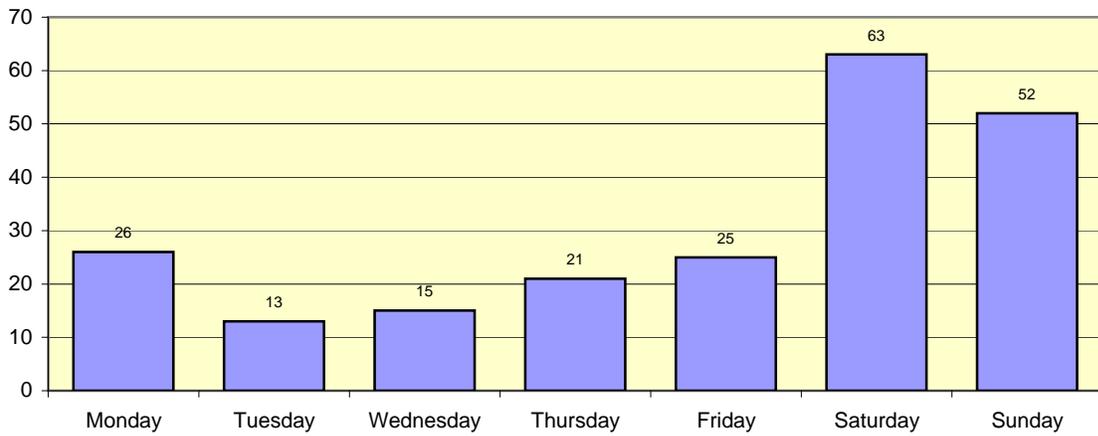
Alcohol and Boating Accidents



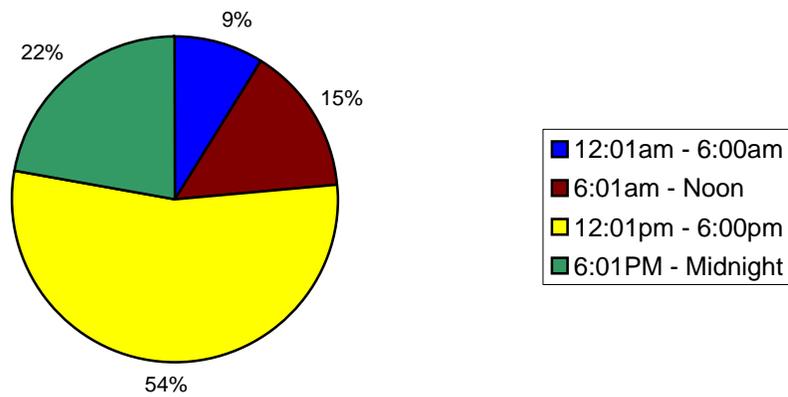
Month of Accident



Day of the Week

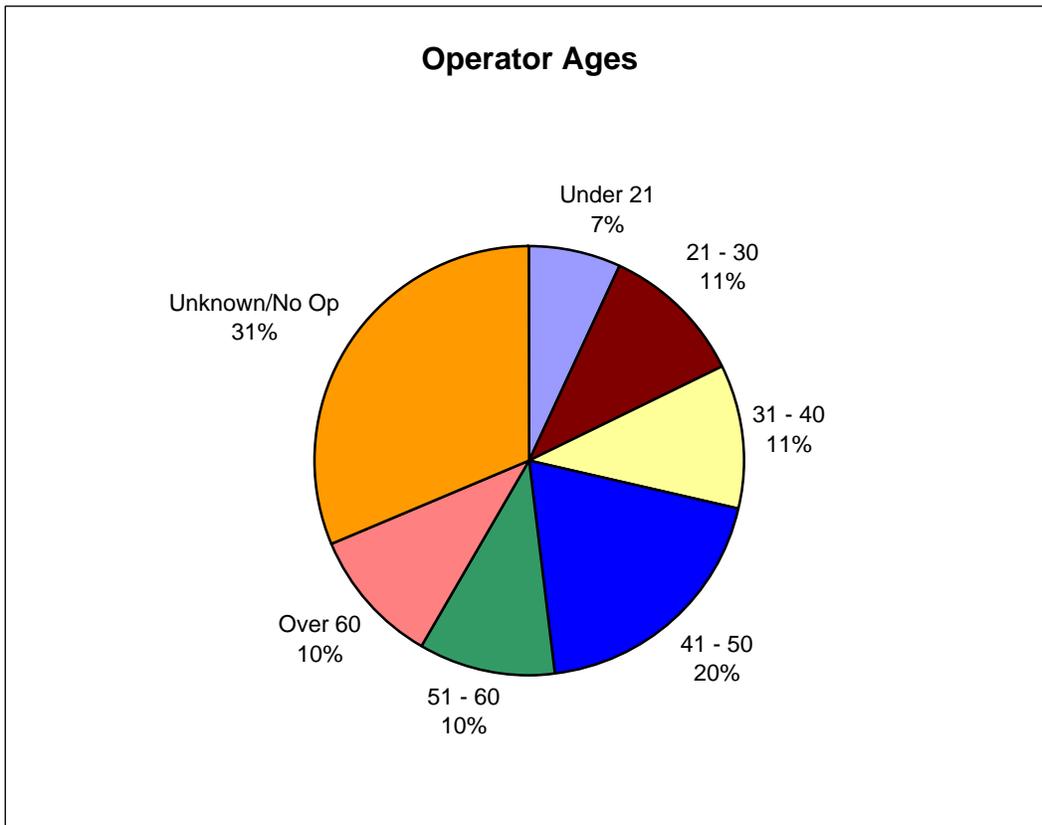


Time of Accident



Operator Age

Age Group	Accidents	Deaths	Injuries
Under 21	19	3	12
21 - 30	30	3	30
31 - 40	30	4	18
41 - 50	54	4	24
51 - 60	28	5	9
Over 60	28	2	2
Unknown/No Op	87	0	9



Age of Operator, Boating Education of Operator

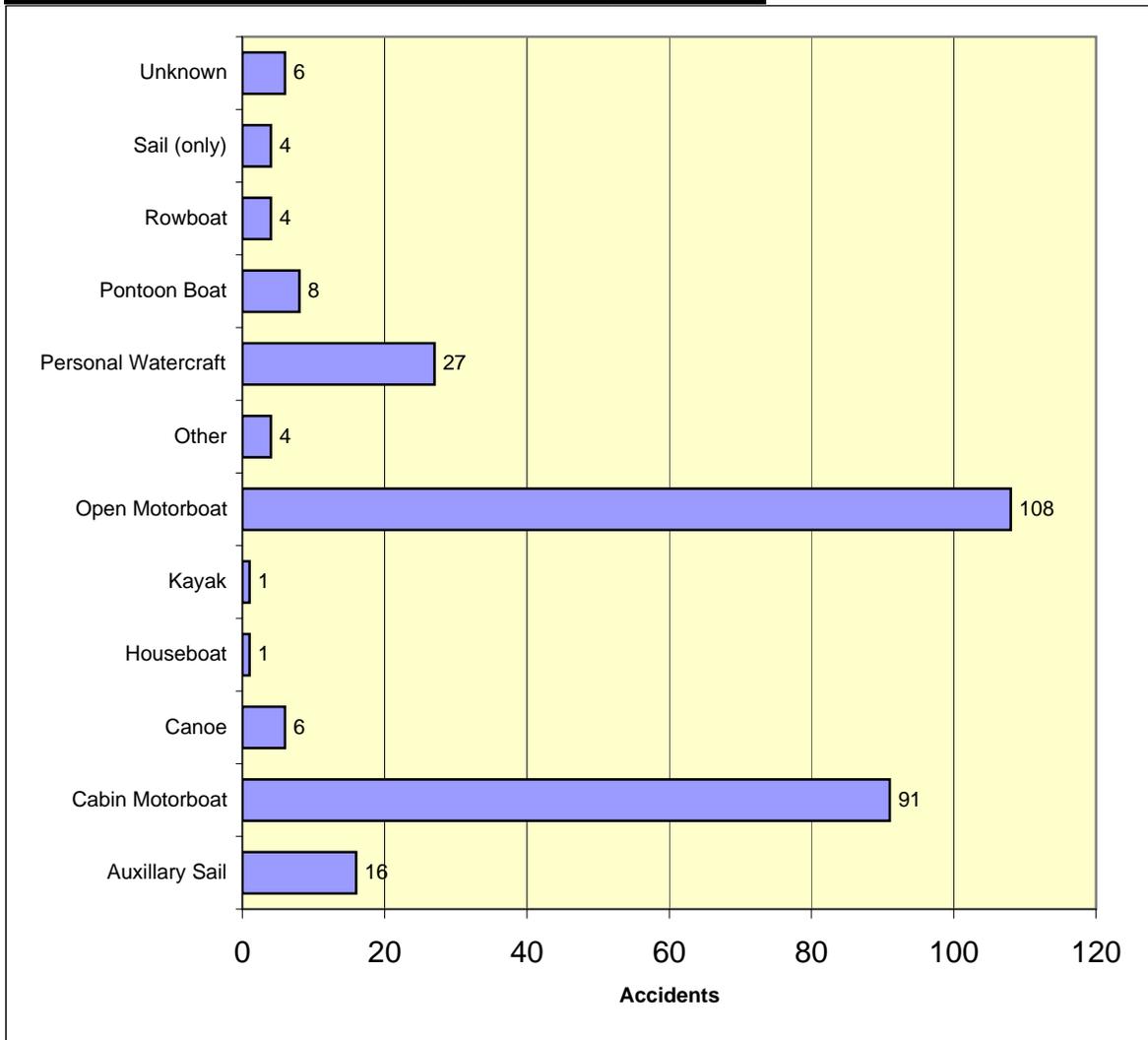
Age Group	Education	Accidents	Deaths	Injuries
Under 21	Yes	12	0	9
	None	5	3	3
	Unknown	2	0	0
21 - 30	Yes	11	2	10
	None	11	1	4
	Unknown	8	0	16
31 - 40	Yes	9	0	4
	None	12	0	4
	Unknown	9	4	10
41 - 50	Yes	16	0	6
	None	30	4	16
	Unknown	8	0	2
51 - 60	Yes	9	1	1
	None	10	3	3
	Unknown	9	1	5
Over 60	Yes	9	0	1
	None	10	1	0
	Unknown	9	1	1
Unknown/No Op	Unknown/No Op	68	0	9
	None	19	0	0

Age of Operator, Boating Experience of Operator

Agr Group	Experience	Accidents	Deaths	Injuries
Under 21	Under 20 Hrs.	2	4	0
	20-100 Hrs.	9	0	4
	100 Hours or More	4	0	5
	Unknown	4	0	3
21 - 30	Under 20 Hrs.	2	0	1
	20-100 Hrs.	7	1	6
	100 Hours or More	14	1	18
	Unknown	7	1	5
31 - 40	Under 20 Hrs.	1	0	1
	20-100 Hrs.	12	0	6
	100 Hours or More	14	0	7
	Unknown	3	4	4
41 - 50	Under 20 Hrs.	3	0	0
	20-100 Hrs.	21	2	11
	100 Hours or More	25	2	11
	Unknown	5	0	2
51 - 60	Under 20 Hrs.	2	0	1
	20-100 Hrs.	6	0	2
	100 Hours or More	13	4	1
	Unknown	7	1	5
Over 60	Under 20 Hrs.	2	0	1
	20-100 Hrs.	4	0	0
	100 Hours or More	17	1	0
	Unknown	5	1	1
Unknown	Under 20 Hours	4	0	1
	20-100 Hrs.	5	0	0
	100 Hours or More	25	0	2
	Unknown	53	0	6

Types of Vessels

Type of Vessel	Accidents	Deaths	Injuries
Auxillary Sail	16	0	0
Cabin Motorboat	91	6	20
Canoe	6	3	7
Houseboat	1	0	0
Kayak	1	1	0
Open Motorboat	108	5	46
Other	4	0	0
Personal Watercraft	27	0	21
Pontoon Boat	8	0	3
Rowboat	4	6	3
Sail (only)	4	0	3
Unknown	6	0	1



Vessel Type and Accident Type

Vessel Type	Accident Type	Accidents	Deaths	Injuries
Airboat	Capsizing	1	0	0
Auxillary Sail	Collision w/ Fixed Object	2	0	0
	Collision w/ Vessel	12	0	0
	Struck Submerged Object	2	0	0
Cabin Motorboat	Collision w/ Fixed Object	8	3	6
	Collision w/ Vessel	36	0	4
	Falls in Boat	3	0	3
	Falls Overboard	2	2	1
	Fire/Explosion (Fuel)	12	0	2
	Fire/Explosion (Other)	1	0	0
	Flooding/Swamping	3	0	0
	Grounding	5	0	6
	Other - Friction Burns	1	0	1
	Sinking	1	0	0
	Struck by Boat	2	0	2
	Struck Submerged Object	15	0	0
	Unknown	2	1	0
Canoe	Capsizing	5	3	7
	Struck Submerged Object	1	0	0
Ferry	Other - Wake	1	0	0
Houseboat	Collision w/ Vessel	1	0	0
Jet Boat	Collision w/ Vessel	1	0	0
Kayak	Capsizing	1	1	0
Open Motorboat	Capsizing	5	0	1
	Collision w/ Fixed Object	1	1	1
	Collision w/ Floating Object	3	0	0
	Collision w/ Vessel	31	0	12
	Falls in Boat	4	0	4
	Falls Overboard	4	2	2
	Fire/Explosion (Fuel)	2	0	0
	Flooding/Swamping	11	0	11

Vessel Type	Accident Type	Accidents	Deaths	Injuries
Open Motorboat	Grounding	7	1	6
	Other-Engine fell off	1	0	0
	Person ejected from vessel	1	0	1
	Sinking	4	0	0
	Skier Mishap	11	1	10
	Struck by Boat	4	0	3
	Struck by Propeller	2	0	2
	Struck Submerged Object	15	0	0
	Unknown	1	0	0
Personal Watercraft	Collision w/ Fixed Object	3	0	6
	Collision w/ Vessel	15	0	12
	Fall on Boat	1	0	1
	Grounding	3	0	3
	Person ejected from vessel	4	0	5
	Struck by Boat	1	0	0
Pontoon Boat	Capsizing	1	0	0
	Collision w/ Vessel	2	0	0
	Falls Overboard	1	0	0
	Grounding	2	0	1
	Other-Struck by Vessel Door	1	0	1
	Struck by Boat	1	0	1
Rowboat	Capsizing	3	4	3
	Falls Overboard	1	2	0
Sail (only)	Capsizing	1	0	1
	Collision w/ Vessel	1	0	0
	Other-Caught Finger in Winch	1	0	1
	Struck by Boat	1	0	1
Trawler	Collision w/ Vessel	1	0	0
Unknown	Collision w/ Floating Object	1	0	0
	Collision w/ Vessel	5	0	2

This table accounts for all the vessels involved in accidents, but only the primary vessel in both the fatal accidents and injury accidents. This distinction is made primarily to show the exact number of types of accidents leading to the deaths or injuries.

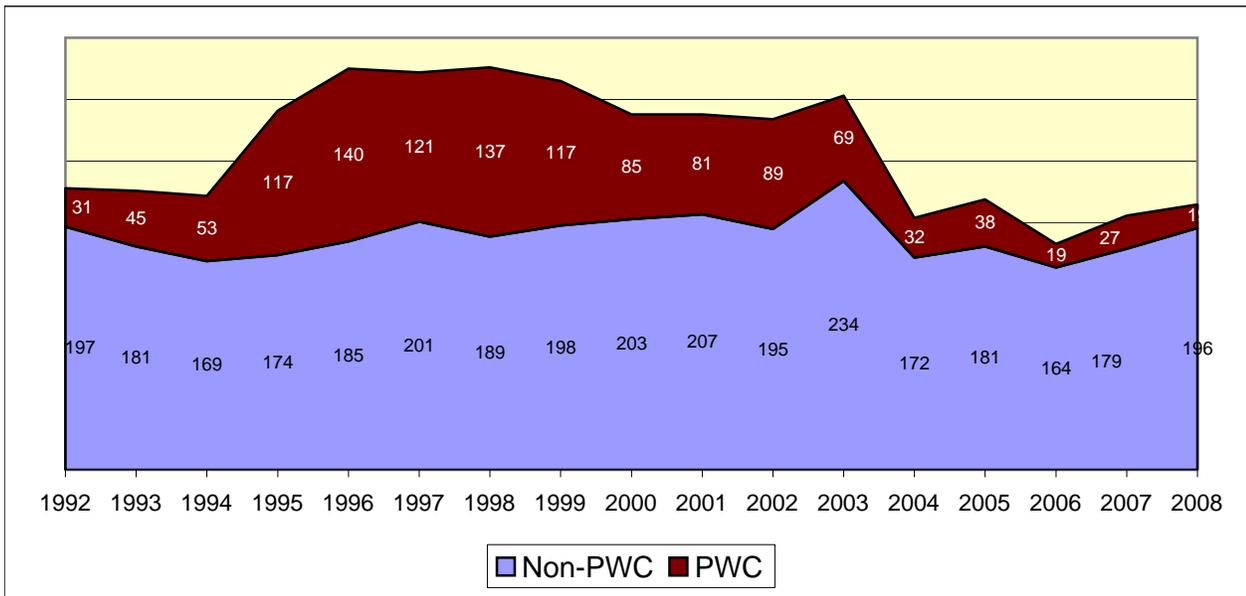
Multi-Year Summary of PWC Accidents

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

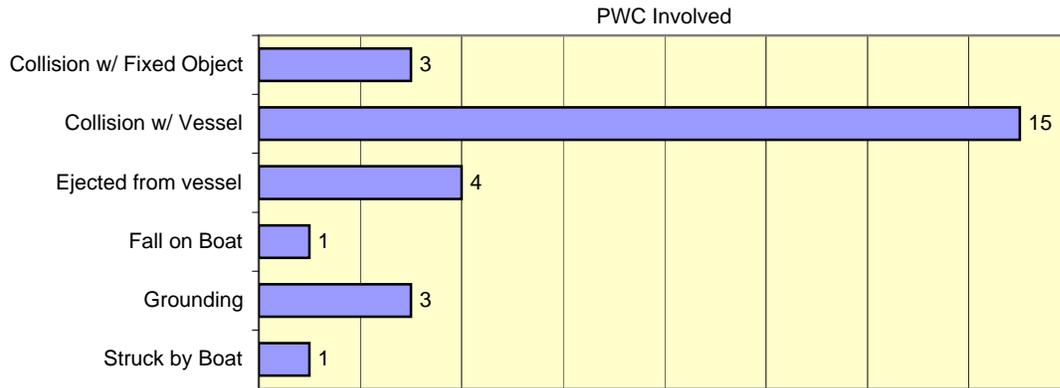


* Mandatory education for PWC operators goes into effect.

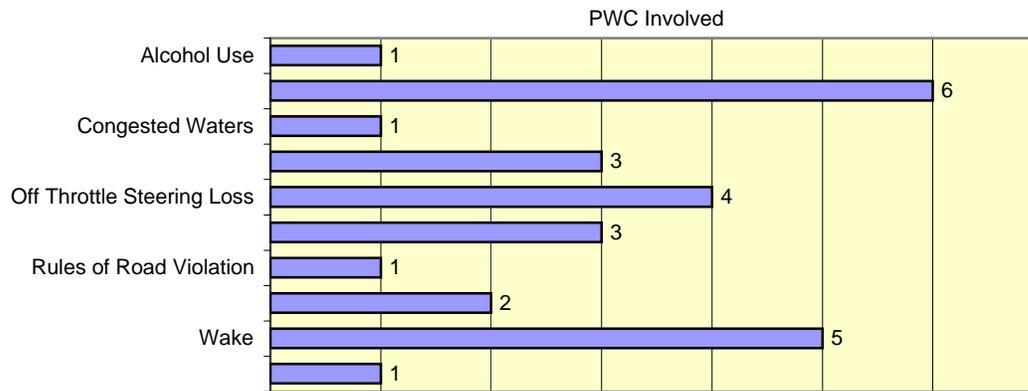
Accidents Involving PWC vs Non-PWC



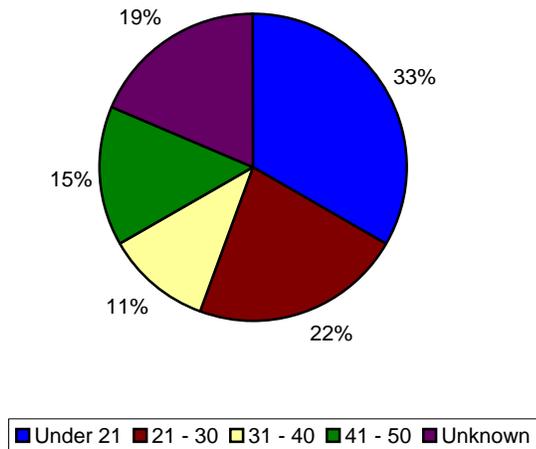
Types of PWC Accidents



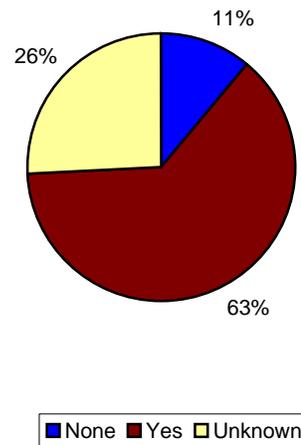
Causes of PWC Accidents



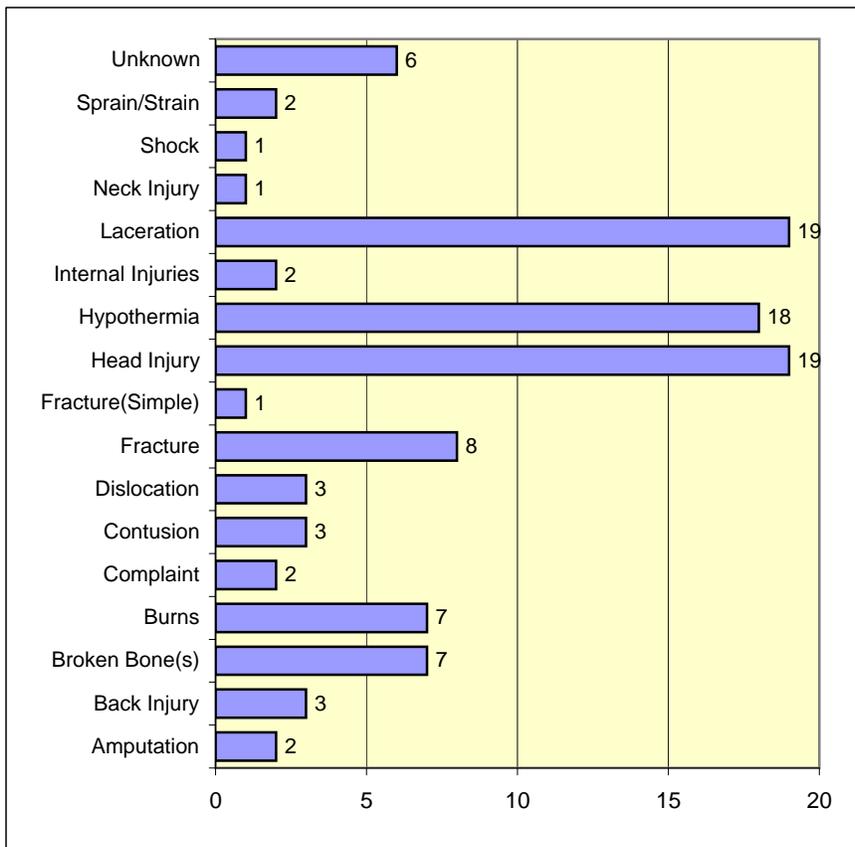
How Old was the Operator of the PWC?



Did the Operator Complete a Boating Safety Course?



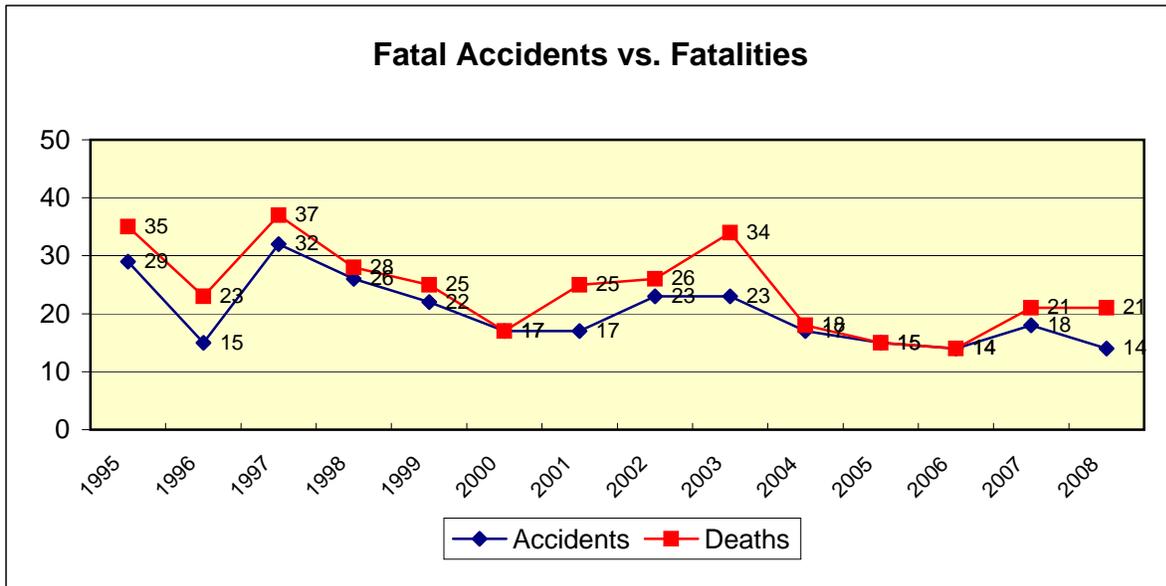
Injuries (all vessels)



Type of Injury, Type of Vessel

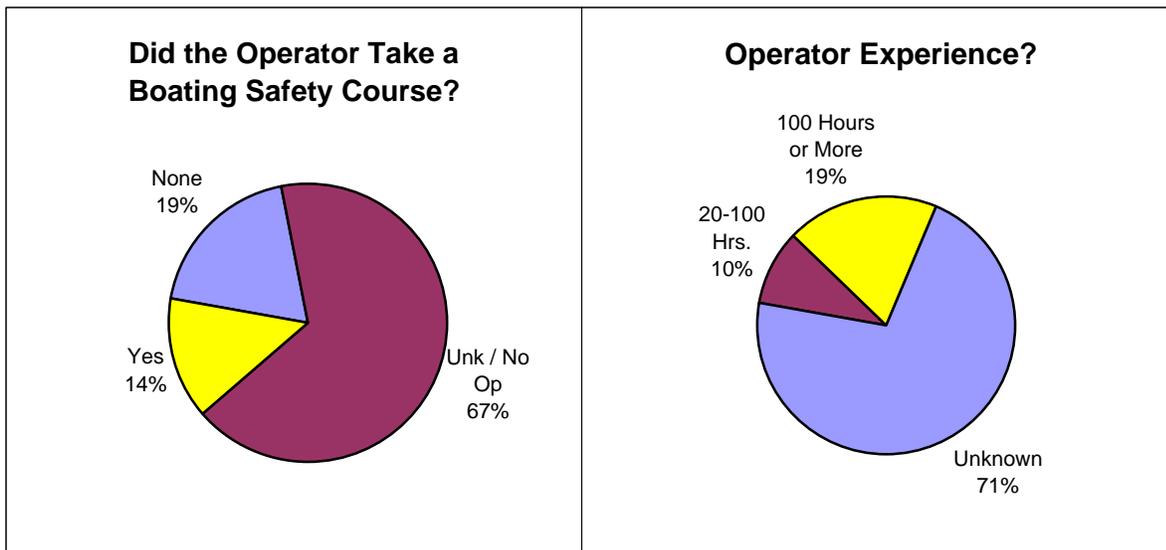
Injury	Sum of Count Vessel							Total
	Cabin M/B	Canoe	Open M/B	PWC	Pontoon	Rowboat	Sailboat	
Amputation	1	0	0	0	0	0	1	2
Back Injury	0	0	3	0	0	0	0	3
Broken Bone(s)	1	0	4	2	0	0	0	7
Burns	3	0	4	0	0	0	0	7
Complaint	1	0	0	1	0	0	0	2
Contusion	1	0	1	1	0	0	0	3
Dislocation	0	0	3	0	0	0	0	3
Fracture	0	0	2	6	0	0	0	8
Fracture(Simple)	1	0	0	0	0	0	0	1
Head Injury	6	0	7	5	0	0	1	19
Hypothermia	0	7	8	0	0	3	0	18
Internal Injuries	1	0	0	1	0	0	0	2
Laceration	5	0	6	4	3	0	1	19
Neck Injury	0	0	1	0	0	0	0	1
Shock	0	0	1	0	0	0	0	1
Sprain/Strain	0	0	2	0	0	0	0	2
Unknown	0	0	5	1	0	0	0	6
Total	20	7	47	21	3	3	3	104

Fatal Boating Accidents

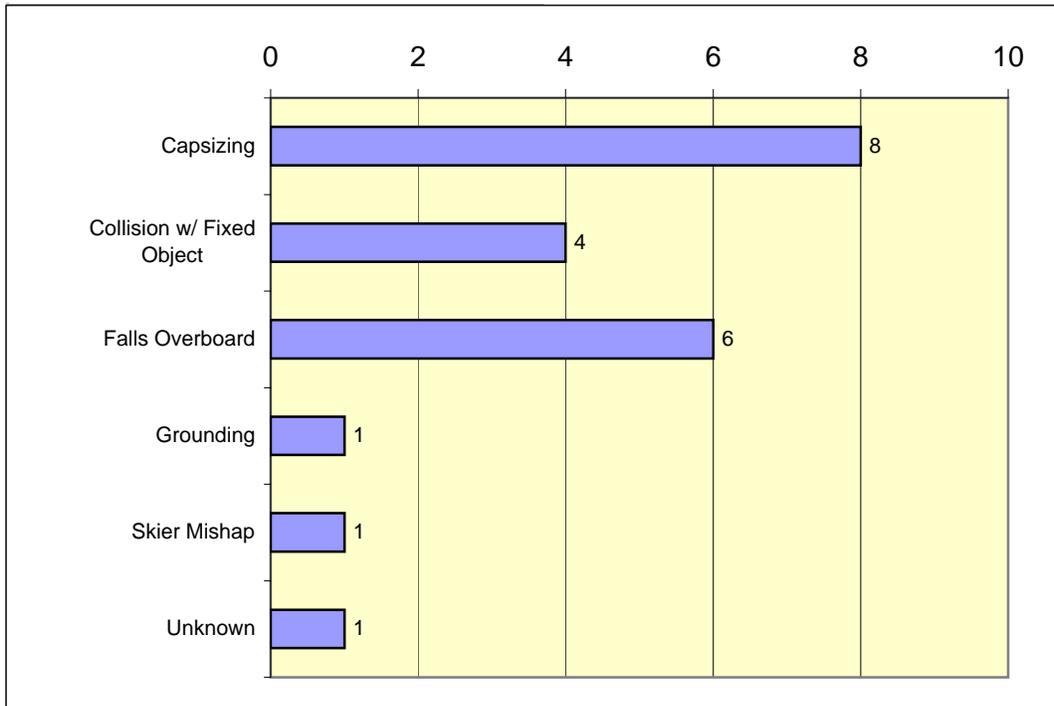


Fatal Accidents, Type of Boat and Operation

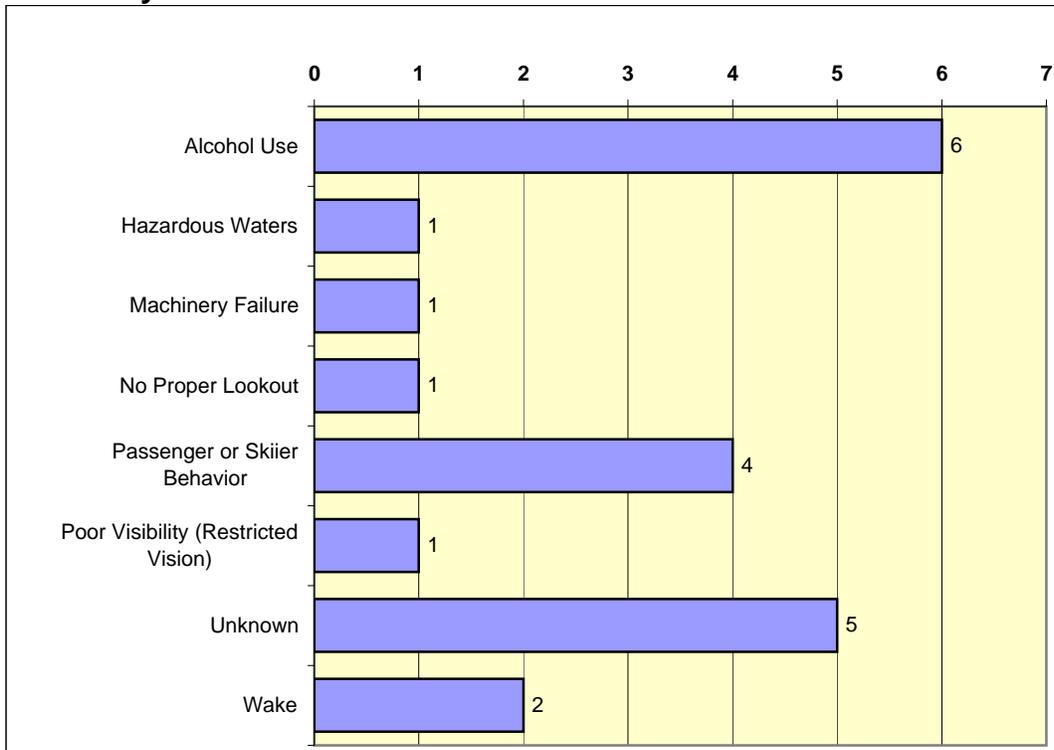
# Deaths	Operation					Total
	Cruising	Drifting	Paddling	Rowing	Undocking	
Vessel						
Cabin Motorboat	3	0	0	0	1	4
Canoe	0	0	2	0	0	2
Kayak	0	0	1	0	0	1
Open Motorboat	4	1	0	0	0	5
Rowboat	0	2	0	1	0	3
Total	7	3	3	1	1	15



Types of Fatal Accidents



Summary of Accident Causes



Note: These tables count the number of deceased for each type or cause of accident, not the number of accidents themselves.

Summary of Fatal Boating Accidents

Case #	Date	Waterway	County	Alcohol?	Cause	Type of Accident	Vessel
2008001	3/6/2008	LAUREL LAKE	SUFFOLK	No	Passenger or Skier Behavior	Capsizing	Canoe
<p>Two men were fishing on Laurel Lake on 6 March, 2008 from a 16 foot canoe. They had been out for about 2.5 hours, when one of the men shifted his position, causing their canoe to capsize. They were both thrown into the icy cold water. One of the men was able to swim to shore; the other lost his life. Neither was wearing a life jacket.</p>							
2008211	5/15/2008	SAG HARBOR BAY	SUFFOLK	Yes	Unknown	Falls Overboard	Rowboat
<p>A small rowboat was found capsized in the middle of the channel in Sag Harbor Bay. Thinking it was simply someone's boat broken loose from a mooring, it was tied up to a nearby dock. The owner of the boat was soon determined to be missing however, and after a search the bodies of he and another man were found in the waters of a neighboring town. There were no witnesses to the incident, and it is unclear if the men were in the rowboat when it capsized, or if they capsized it while trying to board. Both men were seen together prior to the accident, and reportedly both of them were under the influence.</p>							
2008076	6/7/2008	SACANDAGA RESERVOIR	FULTON	Yes	Alcohol Use	Falls Overboard	Open Motorboat
<p>While entering Hollow Bay on the Great Sacandaga Reservoir, the operator of a 16-foot bass boat turned the vessel just as a wake from a different boat hit. The force of the turn and wake threw two passengers over the side of the boat. One of them struck his head as he went over, and did not re-surface. The other was able to re-enter the vessel quickly. All five of the persons on board were found to have been under the influence of alcohol prior to the incident, and none of them were wearing life jackets.</p>							
2008044	6/28/2008	LAKE ONTARIO	MONROE	Yes	Alcohol Use	Collision w/ Fixed Object	Cabin Motorboat
<p>The vessel in question was being operated westbound on Lake Ontario, with 6 people on board, a little before 2:00 am. The operator, a 35-year-old male, failed to recognize that he was heading directly toward the Sumerville Pier. He struck the pier approximately 800 feet south of the end, killing three of his passengers and injuring himself and two others. The speed limit within the area of the pier is listed as 6 mph, and the investigation shows that the vessel was going significantly faster, based upon the extensive amount of damage. Beer cans were found within and without the vessel, and it was determined that the operator was drinking at some point prior to the accident.</p>							
2008073	6/29/2008	SLOOP CHANNEL	NASSAU	No	Unknown	Capsizing	Canoe
<p>Sometime on the morning of 6/29, two men launched a canoe along the Sloop Channel in Nassau County. At some point the canoe capsized, with both occupants presumably being thrown into the water. Both occupants were later found to have drowned. It is unclear what had actually happened as there were no witnesses to the incident. Neither man was wearing a life jacket upon recovery, nor were any found with their canoe.</p>							

Case #	Date	Waterway	County	Alcohol?	Cause	Type of Accident	Vessel
2008084	7/12/2008	ATLANTIC OCEAN	NASSAU	No	Hazardous Waters	Falls Overboard	Open Motorboat
<p>An 18-foot open motorboat was found adrift without an operator. A search found the victim in the water, and unresponsive. There was no life jacket on the victim. Upon investigation, it was determined that the victim was fishing at the time of the accident. It is unclear how he fell out of his vessel; there was no apparent damage to the boat, and no other signs indicating what might have happened. Alcohol was determined not to be a factor.</p>							
2008101	7/28/2008	HUDSON RIVER	Orange	No	No Proper Lookout	Grounding	Open Motorboat
<p>Five persons were travelling in a 26-foot motorboat heading southbound in the Con Hook area of the Hudson River at night at approximately 35 mph. The operator of this vessel, unfamiliar with his location and suddenly realizing he was approaching shore, reportedly turned the wheel sharply, causing the vessel to flip over on top of the five occupants. One of the five was unable to get out from under the vessel and drowned.</p>							
2008241	8/16/2008	GREAT SOUTH BAY	SUFFOLK	No	Poor Visibility (Restricted Vision)	Collision w/ Fixed Object	Open Motorboat
<p>Two people were cruising west on the Great South Bay in a 23-foot open motorboat in the very early hours of the morning. As they neared the Robert Moses Bridge, the operator misjudged his distance from the bridge supports and struck same. The center console of the vessel tore loose from the deck, and struck the operator, causing him fatal traumatic injuries.</p>							
2008164	8/31/2008	ONEIDA LAKE	ONEIDA	No	Wake	Falls Overboard	Cabin Motorboat
<p>Four persons were travelling west from the Barge Canal onto Oneida Lake on a 23-foot motorboat. While in the vicinity of Buoy 107, one of the passengers began pulling the fenders in from the port side of the vessel. The vessel struck a wave, causing that passenger to lose his balance and fall overboard. The operator immediately turned the vessel around to retrieve him, while another occupant threw a PFD to the victim, who was not wearing his own lifejacket. Another vessel reached the victim first however, and when they pulled him from the water he was not responsive, and not breathing. He was transported to the hospital and pronounced dead.</p>							
2008174	9/1/2008	SANDY POND	OSWEGO	No	Wake	Skier Mishap	Open Motorboat
<p>The victim, a 50-year-old female, was being pulled in a tube behind an 18-foot open motorboat on Sandy Pond, in Oswego County. The tube struck a large wake, causing the victim to be thrown from her tube. When the vessel circled around to assist her she was found to be unresponsive, and it was later determined that she died from traumatic injury resulting from her impact with the water.</p>							

Case #	Date	Waterway	County	Alcohol?	Cause	Type of Accident	Vessel
2008236	10/13/2008	STONY BROOK HARBOR	ROCKLAND	No	Unknown	Unknown	Cabin Motorboat
Victim was presumably either on his boat, or climbing on or off his boat, which was untied and running in its slip at a local marina. A nearby person heard him calling for help. Respondants found the vessel, and after a search of the area recovered the victim. There were no witnesses to the accident, and it is uncertain why he fell into the water.							
2008209	10/18/2008	GREAT SOUTH BAY	SUFFOLK	No	Excessive Speed	Falls Overboard	Cabin Motorboat
While cruising the Great South Bay, the vessel struck a submerged object, shearing off the outdrive, and causing a great deal of structural damage. The force of the strike caused fatal traumatic injury to a passenger on the vessel, a 29-foot powerboat.							
2008210	10/19/2008	MOUNTAIN LAKE	SULLIVAN	No	Passenger / Skier Behavior	Capsizing	Rowboat
Four friends were fishing from a small rowboat. One of the four stood up to shift positions and caused the vessel to capsize, throwing all four into the water. One of the four was able to swim to shore and alerted authorities to the accident. By the time assistance arrived on the scene however, the other three had drowned. The water was approximately 8-feet deep, and none of the four were wearing a life jacket.							
2008239	12/30/2008	Lower Rhoda Pond	COLUMBIA	Unknown	Hazardous Waters	Capsizing	Kayak
Two friends were kayaking on Little Rhoda Pond in Columbia County. Both had been swimming in the water previously. They flipped their kayaks, perhaps intentionally, and entered the water. One of the two swam to shore, thinking his friend was right behind him. The victim never made it out of the water however, and his body was not recovered until several hours later after an extensive search.							