

New York State 2011 Recreational Boating Report



New York State
Andrew Cuomo, Governor

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





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Introduction

New York State offers a wide variety of on water recreational activities; from offshore sailing in the Atlantic Ocean and Long Island Sound to quiet paddles on picturesque Adirondack lakes. Boaters may also travel along the New York State Canal System connecting Eastern and Western New York by water. For these reasons it is easy to see why New York State is a leader in the number of vessels registered with almost 468,000 registered boats as well as many other vessels that do not require registration. Recreational boating has always been an important part of New York.

The New York State Office of Parks Recreation and Historic Preservation (OPRHP) has been charged with the responsibility of providing the public with a safe and enjoyable environment in which to boat. The goal of OPRHP, through the Bureau of Marine Services, is to develop safe boating habits in all boaters of New York State. Education combined with enforcement of the Navigation laws helps OPRHP to achieve this goal. OPRHP is proud to have one of the oldest boating education programs in the country, celebrating 52 years of education in 2011. Along with the United States Coast Guard Auxiliary and the United States Power Squadron, OPRHP provides boaters of the State of New York with approved boating education that is recognized in all fifty states and Canada.

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



In This Report

This report includes:

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



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

NYS Office of Parks, Recreation & Historic Preservation

Bureau of Marine Services

Albany, NY 12238

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

<http://www.nysparks.com/recreation/boating/>



Office of Parks, Recreation & Historic Preservation Responsibilities

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

“New York Safe Boating” Education Program

In 1959 New York State passed legislation establishing the “Make Sure Make Shore” program, making New York the first state with mandatory boating education for youthful boat operators. Since that time New York State has expanded the program to include mandatory boater education for all personal water craft operators. In the fifty years since its inception the New York State Safe Boating Education Program has taught more than half a million students with 250,000 of them having been taught since 2000.



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

Public Vessels



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

A public vessel is defined as a mechanically propelled vessel used or operated for commercial purposes on sole state waters. Public vessels are subject to annual

inspection consisting of an inspection of the hull, propulsion systems, electrical, and safety systems required aboard. Operator's licenses are granted after the applicant passes a written test and in the case of larger vessels a practical examination is required.

Regulatory Permits

Floating Objects

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



Regatta Permits

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

Vessel Theft

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

Aids to Navigation

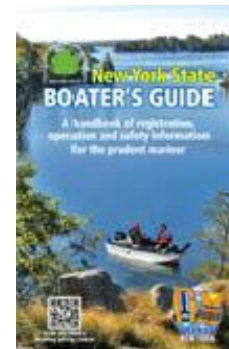
On many of the state waterways navigational aids are placed to help boaters avoid hazards that may lie beneath the surface or to show the boundaries of a channel. Navigational aids are also used to provide information to boaters. The Office of Parks Recreation & Historic Preservation place and maintain



navigational buoys on many of the state's lakes. In 2011 the Bureau of Marine Services place and maintain over 2000 navigational aids. New York State Navigational aids follow the federal uniformed marking guidelines established by 33 CFR Section 66.10.

Publications & Public Outreach

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



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

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



The Bureau of Marine Services continued its public outreach programs in 2011 with an emphasis on encouraging boaters to wear their life jacket. In cooperation with the National Safe Boating Council, State Parks advised boaters across the state to "Wear It!" While setting up at launch ramps, boating events, boat shows and even the New York State Fair, more than 1,800 boaters signed pledge cards promising to wear their life jackets while boating, and more than 550 of them received inflatable life jackets to help them keep that promise.



Marine Law Enforcement

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

Marine Patrols

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



Boating under the influence is one of the primary safety concerns, and in 2011 the National Association of State Boating Law Administrators (NASBLA) again conducted the Dry Water Campaign to target intoxicated operators. In 2009 the Bureau of Marine Services, as part of that campaign, purchased 80 Breath Alcohol Meters which in turn were distributed to marine patrols across the state. In 2011 the Bureau of Marine Services, using funding from the federal Aquatic Resources Trust Fund, purchased 8 marine patrol boats for distribution to law enforcement agencies to assist in their patrols.

State Aid

A portion of the fees collected from vessel registrations is provided to OPRHP for reimbursement to localities and counties that operate marine patrols. In 2011 more than \$2.1 million was provided to 45 counties, 6 municipalities and the Lake George Park Commission. A participating agency may be reimbursed 50% of its total operating, capital and personnel expense up to \$200,000. Allowable expenses include capital purchases, personnel expenses and fuel.

Marine Law Enforcement Training

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

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



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

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

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

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

Law Enforcement Activity

Law Enforcement Agency	Total Vessel Hours	Total MLE Hours	Searches & Assists	Vessel Inspections	BWI Arrests	Total Arrests
COUNTIES						
Albany	56	128	5	2	0	0
Allegany	367	764	14	42	0	8
Cattaraugus	480	713	12	48	0	0
Cayuga	1397	3150	32	106	0	21
Chautauqua	1615	3464	175	1184	3	134
Clinton	323	3204	12	357	2	34
Columbia	249	658	10	32	0	22
Dutchess	481	1593	37	77	0	2
Erie	1369	2876	67	157	2	88
Greene	77	185	17	0	0	0
Hamilton	1145	1536	32	79	0	23
Herkimer	937	1067	46	10	0	3
Jefferson	293	1086	13	76	2	42
Lewis	166	443	1	71	0	8
Livingston	2550	2910	65	33	0	8
Madison	100	200	1	5	0	0
Monroe	1208	6234	188	148	5	123
Nassau	12020	30050	35	334	4	438
Niagara	676	2537	69	364	0	41
Oneida	628	2639	26	25	2	135
Onondaga	1112	3625	1	380	8	57
Ontario	1975	4181	38	875	0	5
Orange	54	574	11	35	0	10
Orleans	325	4000	27	87	1	31
Oswego	504	2263	5	165	1	24
Otsego	108	215	6	34	0	9
Putnam	177	455	25	30	0	2
Rockland	984	4571	50	60	0	27
St. Lawrence	30	48	0	52	0	0
Saratoga	398	962	8	446	0	25
Schuyler	157	331	6	240	0	22
Seneca	441	874	22	41	0	4
Steuben	593	1306	37	442	0	10
Suffolk (Police Dept.)	8760	146000	285	374	5	1454
Sullivan	259	266	7	26	0	6
Tioga	4	4	1	0	0	0
Tompkins	181	361	5	1		0
Ulster	350	700	36	37		8
Warren	919	1277	200	149	0	21
Wayne	706	3709	62	56	0	38
Westchester	1364	3129	101	144	0	54
Wyoming	75	84	0			
Yates	934	3018	43	3905	0	101
New York City	51174	296272	446	867	2	265

<i>Law Enforcement Agency</i>	<i>Total Vessel Hours</i>	<i>Total MLE Hours</i>	<i>Searches & Assists</i>	<i>Vessel Inspections</i>	<i>BWI Arrests</i>	<i>Total Arrests</i>
<i>State Park Police</i>	3751	8087	89		0	280
<i>Environmental Cons.</i>	9499	31198	91	22105		
<i>Lk George Park Comm.</i>	3920	4073	282	481	3	202
<i>NY Naval Militia</i>	4087	10305	0	8	0	0
MUNICIPALITIES						
<i>Carmel</i>	420	700	33	50	0	5
<i>Mamaroneck</i>	1475	3234	36	159	0	99
<i>New Rochelle</i>	1708	3056	49	83	0	75
<i>Ossining</i>	314	913	18	12	0	2
<i>Quogue</i>	495	646	17	139		55
<i>Riverhead</i>	492	2100	26	67	0	7
<i>Rye</i>	376	3191	62	54	0	38
<i>Smithtown</i>	2840	10440	408	409	0	158
<i>Southampton</i>	1775	12585		556	0	364
<i>Yonkers</i>	5040	2010	9	33		17
TOTALS	133909	636197	3399	35752	40	4605



2011 VESSEL REGISTRATIONS BY COUNTY AND LENGTH

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 >= 65'
ALBANY	9474	26	3826	4997	587	29	9
ALLEGANY	1865	6	817	1023	19	0	0
BRONX	2486	5	894	1112	424	35	16
BROOME	7097	18	3328	3445	281	15	10
CATTARAUGUS	2854	7	1158	1603	79	4	3
CAYUGA	5250	21	2033	2946	241	9	0
CHAUTAUQUA	6713	32	2393	3916	350	18	4
CHEMUNG	4274	2	1799	2275	184	10	4
CHENANGO	2316	0	1314	946	53	2	1
CLINTON	5842	18	2893	2678	240	11	2
COLUMBIA	2879	6	1267	1483	112	10	1
CORTLAND	2176	7	1030	1082	52	5	0
DELAWARE	1235	0	608	575	51	0	1
DUTCHESS	7204	3	3214	3377	573	31	6
ERIE	24530	65	8657	13535	2090	155	28
ESSEX	4424	11	2015	2262	127	6	3
FRANKLIN	4316	3	2297	1956	56	0	4
FULTON	4425	11	2079	2162	170	3	0
GENESEE	2198	3	928	1194	61	8	4
GREENE	2356	4	941	1230	168	12	1
HAMILTON	1987	11	999	959	13	4	1
HERKIMER	3627	8	1697	1841	79	2	0
JEFFERSON	10967	54	4546	5653	675	37	2
KINGS	4395	4	1550	1749	953	113	26
LEWIS	2098	2	1140	922	33	1	0
LIVINGSTON	3863	4	1733	2050	70	6	0
MADISON	4325	8	1801	2333	175	7	1
MONROE	27456	75	10972	14542	1738	116	13
MONTGOMERY	2061	11	1000	991	57	1	1
NASSAU	31710	77	9910	15115	5872	689	47
NEW YORK	4613	3	1277	1977	1126	201	29
NIAGARA	8609	40	3113	4793	629	27	7

County	Total	Uncoded	Class A <16'	Class 1 16-25'	Class 2 26-39'	Class 3 40-64'	Class 4 ≥ 65'
ONEIDA	11105	33	4773	5895	380	22	2
ONONDAGA	21568	58	8546	11572	1289	91	12
ONTARIO	7497	17	2642	4539	281	14	4
ORANGE	9247	29	4506	4059	596	45	12
ORLEANS	2142	1	938	1086	112	5	0
OSWEGO	9186	14	4261	4414	474	21	2
OTSEGO	2595	5	1167	1379	38	3	3
PUTNAM	3063	7	1184	1622	228	22	0
QUEENS	6807	17	2370	3240	1063	86	31
RENSSELAER	5903	6	2582	3014	277	22	2
RICHMOND	3908	11	1339	1713	765	69	11
ROCKLAND	4434	8	1992	1710	644	61	19
ST LAWRENCE	10185	17	4984	4910	258	13	3
SARATOGA	13338	16	5202	7419	668	29	4
SCHENECTADY	5925	15	2520	3080	293	14	3
SCHOHARIE	1150	0	583	523	41	2	1
SCHUYLER	1640	6	632	930	69	2	1
SENECA	2874	3	1089	1633	136	12	1
STEUBEN	5251	3	2167	2949	127	4	1
SUFFOLK	68364	248	19979	35133	11759	1183	62
SULLIVAN	3229	2	1646	1487	85	4	5
TIOGA	2446	3	1155	1206	80	1	1
TOMPKINS	3567	8	1262	2035	245	16	1
ULSTER	5613	7	2474	2655	446	29	2
WARREN	7312	40	2410	4367	476	10	9
WASHINGTON	3510	13	1612	1781	102	2	0
WAYNE	6740	22	2776	3552	370	19	1
WESTCHESTER	12133	22	3876	5544	2317	330	44
WYOMING	1670	1	640	1003	22	4	0
YATES	2520	4	883	1570	61	2	0
Out of State/Uncoded	13281	2	4758	7219	1162	128	12
TOTAL	467828	1183	180177	239961	42202	3832	473

Registered Vessels: By Length and Hull Material

< 16 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2013	97	7	21	36	2174
METAL	42120	47	71	4	788	43030
PLASTIC	7984	2265	155	39	938	11381
FIBERGLASS	21742	48560	3267	459	4411	78439
INFLATABLE	10298	39	109	7	349	10802
STEEL	642	9	8	0	51	710
ALUMINUM	28268	97	152	9	1665	30191
OTHER	2424	703	53	5	265	3450
TOTAL	115491	51817	3822	544	8503	180177
16-25 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1323	2084	123	46	31	3607
METAL	22634	191	1386	0	60	24271
PLASTIC	3655	696	977	119	99	5546
FIBERGLASS	67952	12612	87614	3141	915	172234
INFLATABLE	148	5	6	0	1	160
STEEL	481	15	27	0	9	532
ALUMINUM	31060	167	1038	2	137	32404
OTHER	1058	43	48	14	44	1207
TOTAL	128311	15813	91219	3322	1296	239961
26-39 ft	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	60	894	24	35	8	1021
METAL	269	151	54	3	5	482
PLASTIC	69	406	149	64	6	694
FIBERGLASS	4756	15791	16172	2282	183	39184
INFLATABLE	3	3	3	0	0	9
STEEL	28	42	10	3	6	89
ALUMINUM	445	94	120	3	2	664
OTHER	18	25	9	2	5	59
TOTAL	5648	17406	16541	2392	215	42202
40-64 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	1	138	2	10	1	152
METAL	6	31	17	1	1	56
PLASTIC	0	49	3	11	0	63
FIBERGLASS	44	2920	248	244	11	3467
INFLATABLE	0	0	0	0	0	0
STEEL	3	32	5	3	2	45
ALUMINUM	14	15	4	2	1	36
OTHER	1	8	0	1	3	13
TOTAL	69	3193	279	272	19	3832
>65 FT	O/B	I/B	I/O	SAIL	OTHER	TOTAL
WOOD	2	5	0	1	0	8
METAL	15	4	3	0	2	24
PLASTIC	14	4	2	0	0	20
FIBERGLASS	97	129	71	3	29	329
INFLATABLE	24	0	0	0	0	24
STEEL	1	8	0	0	1	10
ALUMINUM	42	4	1	0	1	48
OTHER	4	1	0	0	5	10
TOTAL	199	155	77	4	38	473
Uncoded	O/B	I/B	I/O	SAIL	OTHER	TOTAL
TOTAL	5	4	2	0	1172	1180

ACCIDENTS

The chart below and the table on the next page compare general accident statistics between the years 1980 and 2011. While vessel registrations have generally risen, accidents, injuries and fatalities have all, in general, steadily decreased.

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

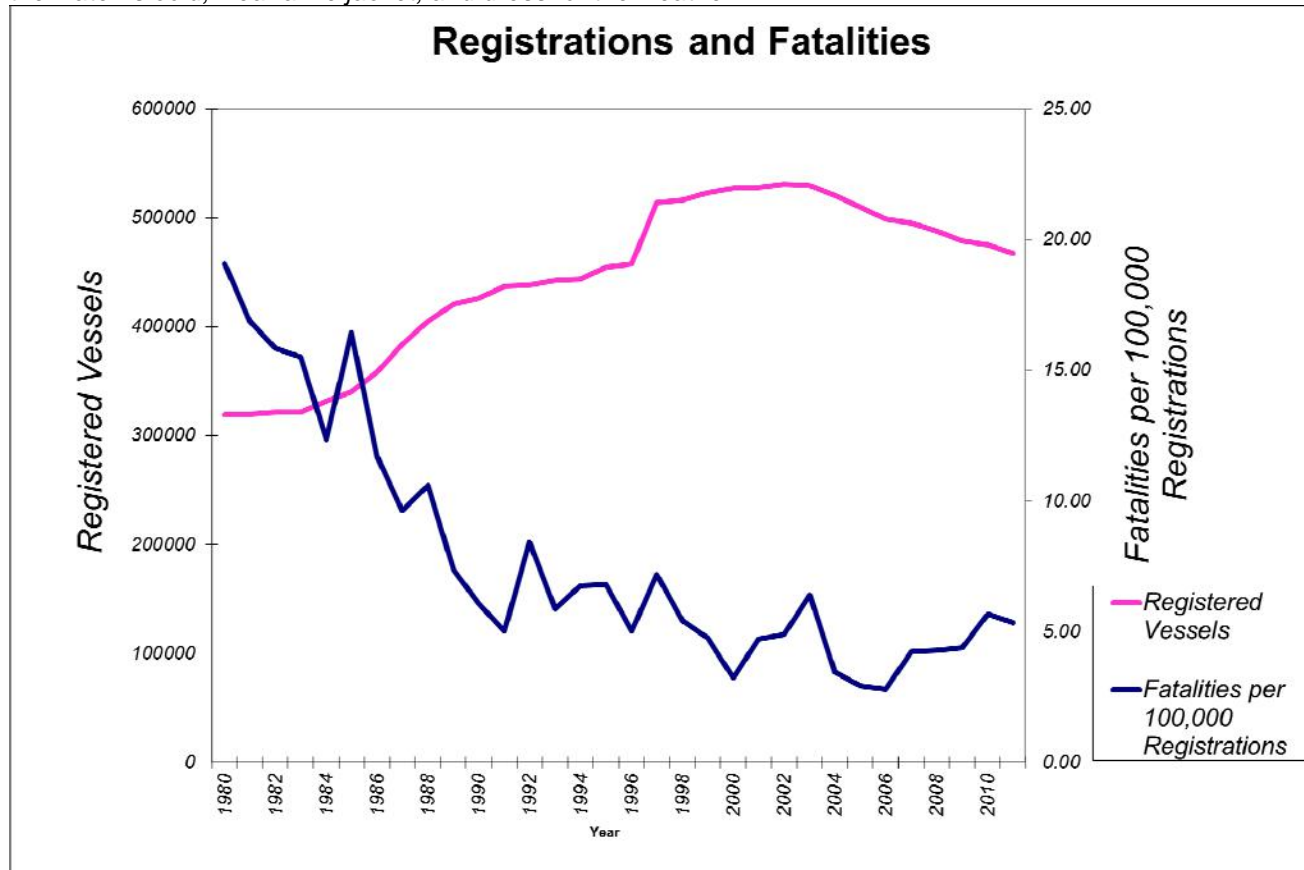
A reduction of collisions and fatalities can also be achieved through common sense and consideration of other boaters. Boating education classes are also important, but boaters must be willing to apply what they have learned. Tougher laws are also making it possible to remove dangerous boaters from our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

Reportable Accidents

For Recreational Vessels:

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

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



Accident Data: 1980 - 2011

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

Accident and County by Waterway

Waterway	Accidents	Deaths	Waterway	Accidents	Deaths
Allegany	1	1	Lewis	2	1
Alma Pond	1	1	Brantingham Lake	1	0
Bronx	4	1	Moose River	1	1
East River	1	1	Monroe	8	0
Eastchester Bay	1	0	Genesee River	1	0
Long Island Sound	2	0	Irondequoit Bay	3	0
Cayuga	7	0	Lake Ontario	4	0
Cayuga Lake	1	0	Nassau	23	2
Cross Lake	1	0	Atlantic Ocean	1	0
Duck Lake	1	0	Cold Spring Harbor	1	0
Lake Ontario	1	0	Freeport Creek	1	0
Owasco Lake	2	0	Hempstead Harbor	1	0
Skaneateles Lake	1	0	Hudson Canal	1	0
Chautauqua	7	0	Jones Beach Inlet	1	0
Chautauqua Lake	6	0	Long Island Sound	3	0
Lake Erie	1	0	Manhasset Bay	2	1
Columbia	1	0	Oyster Bay	3	0
Hudson River	1	0	Reed Canal	1	0
Dutchess	4	5	Reynolds Channel	1	0
Hudson River	4	5	Sloop Channel	2	0
Erie	1	0	South Oyster Bay	3	0
Lake Erie	1	0	Swift Creek	2	1
Essex	2	0	New York	1	0
Lake Placid	2	0	Hudson River	1	0
Franklin	1	0	Niagara	3	1
Upper Saranac Lake	1	0	Lake Ontario	1	1
Hamilton	5	0	Niagara Falls	1	0
Lake Pleasant	1	0	Niagara River	1	0
Lewey Lake	1	0	Oneida	6	0
Raquette Lake	3	0	Erie Barge Canal	1	0
Jefferson	8	3	NYS Barge Canal	1	0
Black River	1	1	Oneida Lake	4	0
Lake Ontario	1	0	Ontario	4	0
Mill Site Lake	1	1	Canandaigua Lake	3	0
St. Lawrence River	5	1	Honeoye Lake	1	0
Kings	3	1	Oswego	3	1
Gravesend Bay	1	1	Oneida Lake	2	0
Sheepshead Bay	1	0	Sandy Pond	1	1
Shellbank Creek	1	0			

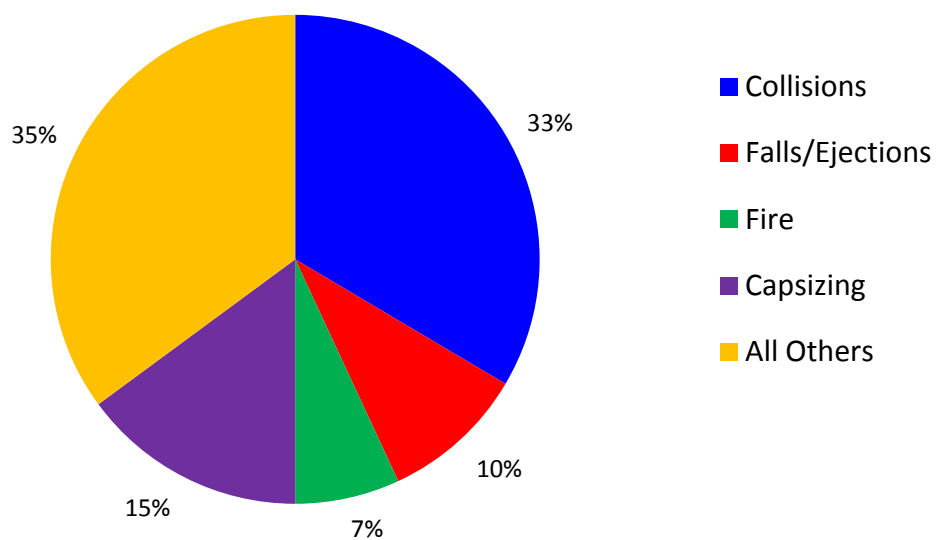
Waterway	Accidents	Deaths	Waterway	Accidents	Deaths
Otsego	1	1	Suffolk (continued)		
Beaver Pond	1	1	Great South Bay	10	0
Putnam			Greenport Harbor	1	0
Kirk Lake	1	0	Homan's Creek	1	0
Lake Mahopac	1	0	Little Peconic Bay	1	0
Queens	8	0	Long Island Sound	5	2
Atlantic Ocean	1	0	Moriches Bay	3	0
East Broad Channel	1	0	Northport Harbor	1	0
East River	4	0	Orient Harbor	1	0
Flushing Bay	1	0	Patchogue River	1	0
Jamaica Bay	1	0	Peconic Bay	1	0
Rockland	5	0	Plum Gut	1	0
Hudson River	5	0	Port Jefferson Harbor	1	0
Saratoga			Quogue Canal	1	0
Great Sacandaga Lake	1	0	Sag Harbor Bay	3	0
Schuyler	3	2	Smithtown Bay	1	0
Catharine Creek	1	1	Southold Bay	1	0
Seneca Lake	2	1	State Boat Channel	1	0
Seneca	2	1	Warren	9	0
Gem Lake	1	1	Brant Lake	1	0
Seneca Lake	1	0	Lake George	8	0
St. Lawrence	1	0	Wayne	3	0
Cranberry Lake	1	0	Erie Barage Canal	1	0
Steuben	1	0	Sodus Bay	2	0
Keuka Lake	1	0	Westchester	8	1
Suffolk	50	4	Croton River	1	1
Atlantic Ocean	7	1	Hudson River	4	0
Bellport Bay	2	1	Long Island Sound	3	0
Cold Spring Harbor	1	0	Yates	2	1
Connetquot River	2	0	Keuka Lake	1	0
Gardiner's Bay	3	0	Private Pond	1	1
Great Peconic Bay	1	0	STATEWIDE	190	26



Accident Types

Accident Type	Accidents	Deceased	Injured
Capsizing	30	12	17
Carbon Monoxide Poisoning	1	1	0
Collision w/ Fixed Object	12	6	9
Collision w/ Floating Object	3	0	0
Collision With Commercial Boat	2	0	4
Collision With Recreational Boat	46	0	18
Fall on Boat	2	0	2
Falls in Boat	2	0	2
Falls Overboard	9	3	6
Fire/Explosion (Fuel)	8	0	0
Fire/Explosion (Other)	5	0	1
Flooding/Swamping	6	0	5
Grounding	12	0	7
Other	6	0	6
Person Ejected From Vessel	5	1	4
Sinking	4	2	0
Skier Mishap	8	0	9
Struck by Boat	3	1	2
Struck by Propeller	4	0	4
Struck Submerged Object	22	0	9

Summary of Accident Types



Accident Type and Vessel Operation

Accident Type	Operation	Accidents	Deceased	Injured
Capsizing	At Anchor	2	1	0
	Changing Direction	2	0	2
	Cruising	6	0	4
	Drifting	4	1	1
	Rowing or Paddling	11	8	9
	Sailing	3	0	1
Carbon Monoxide Poisoning	Tied to Dock/Mooring	1	1	0
Collision w/ Fixed Object	Cruising	7	6	8
	Docking/Undocking	2	0	1
	Drifting	1	0	0
	Tied to Dock/Mooring	2	0	0
Collision w/ Floating Object	Cruising	3	0	0
Collision With Commercial Boat	Cruising	2	0	4
Collision With Recreational Boat	At Anchor	3	0	0
	Changing Direction	9	0	4
	Changing Speed	4	0	0
	Cruising	29	0	13
	Docking/Undocking	9	0	0
	Drifting	8	0	0
	Sailing	2	0	0
	Unknown	1	0	0
Fall Into Boat	Cruising	2	0	2
Fall Onboard Boat	Cruising	2	0	2
Falls Overboard	Changing Speed	1	0	1
	Cruising	4	1	3
	Docking/Undocking	1	0	1
	Launching	1	1	0
	Rowing or Paddling	1	1	0
	Tied to Dock/Mooring	1	0	1
Fire/Explosion (Fuel)	Drifting	2	0	0
	OTHER - Beached	1	0	0
	Tied to Dock/Mooring	5	0	0
Fire/Explosion (Other)	Cruising	2	0	0
	Tied to Dock/Mooring	3	0	1
Flooding/Swamping	Cruising	3	0	1
	Drifting	1	0	0
	Rowing or Paddling	1	0	1
	Sailing	1	0	3

Accident Type	Operation	Accidents	Deceased	Injured
Grounding	Cruising	11	0	7
	Docking/Undocking	1	0	0
Other	At Anchor	2	0	2
	Drifting	2	0	2
	Sailing	1	0	1
	Tied to Dock/Mooring	1	0	1
Person Leaves Or Is Ejected From Vessel	Changing Speed	1	0	1
	Cruising	2	0	2
	Sailing	1	1	0
	Other - Grounding	1	0	1
Sinking	Cruising	1	0	0
	Drifting	1	0	0
	Launching	1	1	0
	At Anchor	1	1	0
Skier Mishap	Changing Direction	1	0	1
	Cruising	6	0	7
	Changing Speed	1	0	1
Struck by Boat	Cruising	1	1	0
	Drifting	2	0	2
Struck by Propeller or Propulsion Unit	Drifting	4	0	4
Struck Submerged Object	Changing Direction	1	0	1
	Cruising	21	0	8

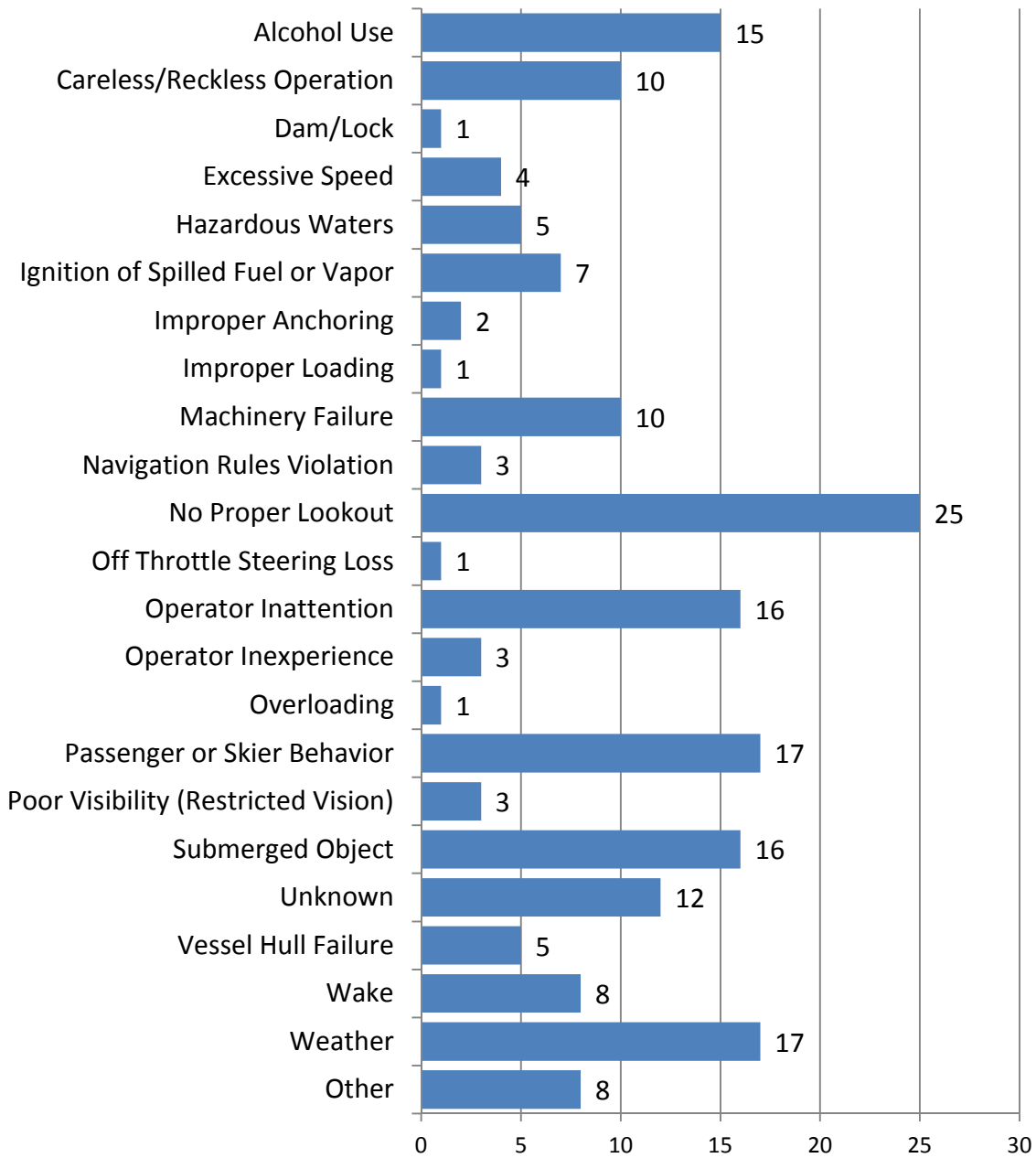


Accident Type and Cause

Accident Type	Cause	Vessels	Deceased	Injured
Capsizing	Alcohol Use	1	1	3
	Careless/Reckless Operation	2	2	0
	Dam/Lock	1	1	0
	Excessive Speed	3	0	2
	Hazardous Waters	5	4	0
	Improper Anchoring	1	0	0
	Improper Loading	1	0	3
	Machinery Failure	2	0	3
	Other	1	1	0
	Overloading	1	1	0
	Passenger or Skier Behavior	5	2	6
	Weather	7	0	2
Carbon Monoxide Poisoning	Other	1	1	0
Collision w/ Fixed Object	Alcohol Use	4	4	3
	Careless/Reckless Operation	1	0	1
	Machinery Failure	1	0	0
	No Proper Lookout	2	2	4
	Operator Inattention	2	0	0
	Operator Inexperience	1	0	1
	Wake	1	0	0
Collision w/ Floating Object	No Proper Lookout	2	0	0
	Poor Visibility	1	0	0
Collision W/Commercial Boat	No Proper Lookout	2	0	5
Collision With Recreational Boat	Alcohol Use	6	0	4
	Careless/Reckless Operation	8	0	6
	Excessive Speed	1	0	2
	Machinery Failure	2	0	0
	Navigation Rules Violation	3	0	2
	No Proper Lookout	19	0	16
	Off Throttle Steering Loss	1	0	0
	Operator Inattention	5	0	4
	Operator Inexperience	2	0	1
	Other	1	0	0
	Poor Visibility	2	0	2
	Unknown	10	0	1
	Weather	5	0	1
Falls Into Boat	Wake	1	0	1
	Excessive Speed	1	0	1
Fall Onboard Boat	Wake	1	0	1
	Excessive Speed	1	0	1
Falls Overboard	Operator Inattention	2	0	2
	Operator Inexperience	1	0	1
	Other	1	0	1
	Passenger or Skier Behavior	1	0	1

Accident Type	Cause	Vessels	Deceased	Injured
Falls Overboard	Unknown	2	2	0
	Wake	1	0	1
	Weather	1	1	0
Fire/Explosion (Fuel)	Spilled Fuel or Vapor	7	0	0
	Machinery Failure	1	0	0
	Unknown	1	0	0
Fire/Explosion (Other)	Machinery Failure	2	0	0
	Other	2	0	2
	Unknown	1	0	0
Flooding/Swamping	Vessel Hull Failure	3	0	1
	Wake	1	0	0
	Weather	2	0	4
Grounding	Alcohol Use	2	0	0
	Hazardous Waters	1	0	1
	No Proper Lookout	2	0	2
	Operator Inattention	3	0	4
	Other	1	0	0
	Submerged Object	2	0	0
	Vessel Hull Failure	1	0	0
Person Leaves or is Ejected From Vessel	Careless/Reckless Operation	1	0	2
	Excessive Speed	1	0	1
	Machinery Failure	1	0	1
	Passenger or Skier Behavior	1	0	1
	Weather	1	1	0
Sinking	Improper Anchoring	1	1	0
	Machinery Failure	1	0	0
	Other	1	1	0
	Vessel Hull Failure	1	0	0
Skier Mishap	Excessive Speed	1	0	1
	Passenger or Skier Behavior	6	0	7
	Wake	1	0	1
Struck by Boat	No Proper Lookout	1	1	0
	Operator Inattention	1	0	2
	Other	1	0	1
Struck by Propeller or Propulsion Unit	Operator Inattention	2	0	2
	Passenger or Skier Behavior	2	0	2
Struck Submerged Object	No Proper Lookout	4	0	2
	Operator Inattention	2	0	3
	Submerged Object	15	0	4
	Weather	1	0	0
Other	Alcohol Use	1	0	1
	Careless/Reckless Operation	1	0	1
	Operator Inattention	3	0	3
	Passenger or Skier Behavior	1	0	2

Accident Causes



When Do Boating Accidents Occur?

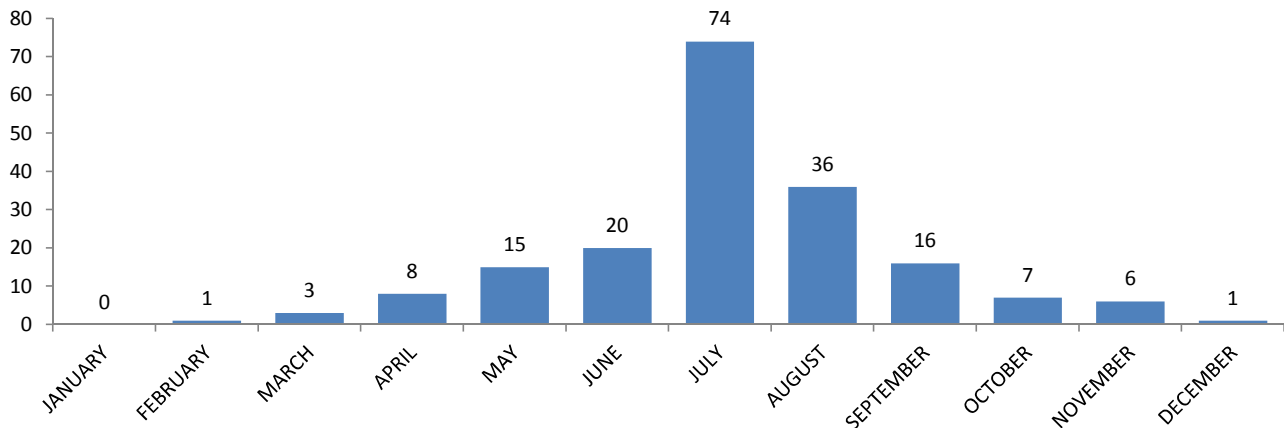
FEBRUARY		
Monday	Day	1
Total		1
MARCH		
Sunday	Day	1
Wednesday	Day	1
Thursday	Day	1
Total		3
APRIL		
Sunday	Day	2
Monday	Day	1
Thursday	Day	1
Friday	Night	1
Saturday	Day	3
Total		8
MAY		
Sunday	Day	2
Monday	Day	3
	Night	1
Tuesday	Day	3
	Night	1
Saturday	Day	5
Total		15
JUNE		
Sunday	Day	2
Tuesday	Day	1
	Night	1
Wednesday	Day	2
Thursday	Day	4
Friday	Day	1
Saturday	Day	7
	Night	2
Total		20

JULY		
Sunday	Day	18
	Night	4
	Unknown	2
Monday	Day	3
	Night	3
Tuesday	Day	2
	Night	1
Wednesday	Day	3
Thursday	Day	5
	Night	1
Friday	Day	9
	Night	2
Saturday	Day	17
	Night	4
Total		74
AUGUST		
Sunday	Day	5
	Unknown	1
Monday	Day	1
Tuesday	Day	4
Wednesday	Day	7
	Night	1
Thursday	Day	3
	Night	1
Friday	Day	7
	Unknown	2
Saturday	Day	3
	Night	1
Total		36

SEPTEMBER		
Monday	Day	1
Tuesday	Day	3
Thursday	Day	3
	Night	2
Friday	Day	1
	Night	1
Saturday	Day	5
Total		16
OCTOBER		
Sunday	Day	2
Monday	Day	1
Tuesday	Day	2
Thursday	Night	1
Saturday	Day	1
Total		7
NOVEMBER		
Sunday	Day	1
Monday	Day	1
Tuesday	Day	1
Wednesday	Day	3
Total		6
DECEMBER		
Friday	Day	1
Total		1

Day	Night	Unknown
156	28	5

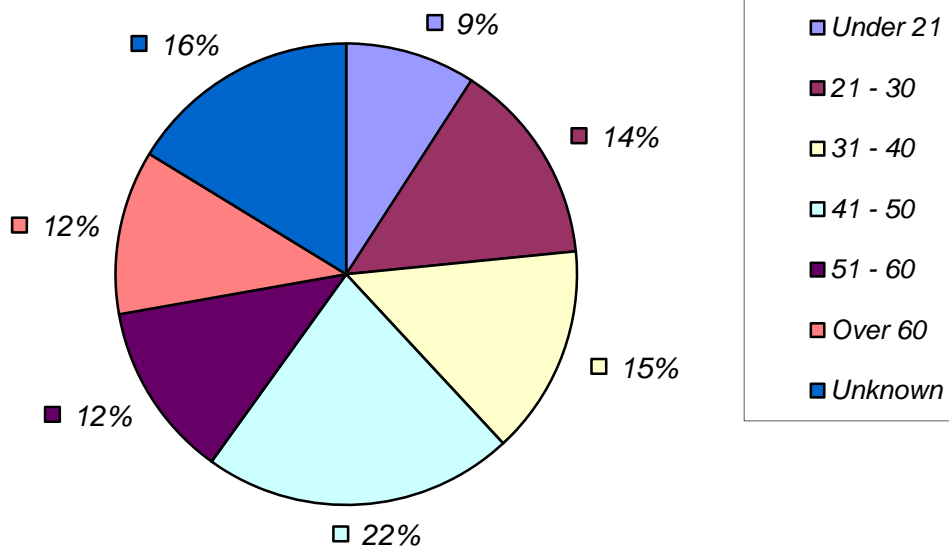
Monthly Accidents



Operator Age

Age Group	Accidents	Deceased	Injured
Under 21	23	1	13
21 - 30	36	3	21
31 - 40	37	2	13
41 - 50	55	9	27
51 - 60	31	3	19
Over 60	29	8	10
Unknown	41	0	2

Accidents by Operator Age



Age of Operator, Boating Education of Operator

Age Group	Education	Vessels	Deceased	Injured
Under 21	Unknown	3	0	5
	None	11	1	3
	State Course	6	0	3
	Sailing School	1	0	1
	USCG Auxiliary	2	0	1
21 - 30	Unknown	6	2	6
	None	17	1	9
	State Course	13	0	6
31 - 40	Unknown	7	1	2
	None	19	1	8
	State Course	6	0	3
	US Power Squadron	1	0	0
	USCG Auxiliary	4	0	0
41 - 50	Unknown	6	2	2
	None	27	3	17
	State Course	17	4	7
	USCG Auxiliary	3	0	0
	USCG License	2	0	1
51 - 60	Unknown	8	2	8
	None	11	1	6
	State Course	5	0	2
	US Power Squadron	3	0	0
	USCG Auxiliary	4	0	3
Over 60	Unknown	5	4	1
	None	14	4	4
	State Course	5	0	3
	US Power Squadron	2	0	2
	USCG Auxiliary	3	0	0
Unknown	Unknown	41	0	2



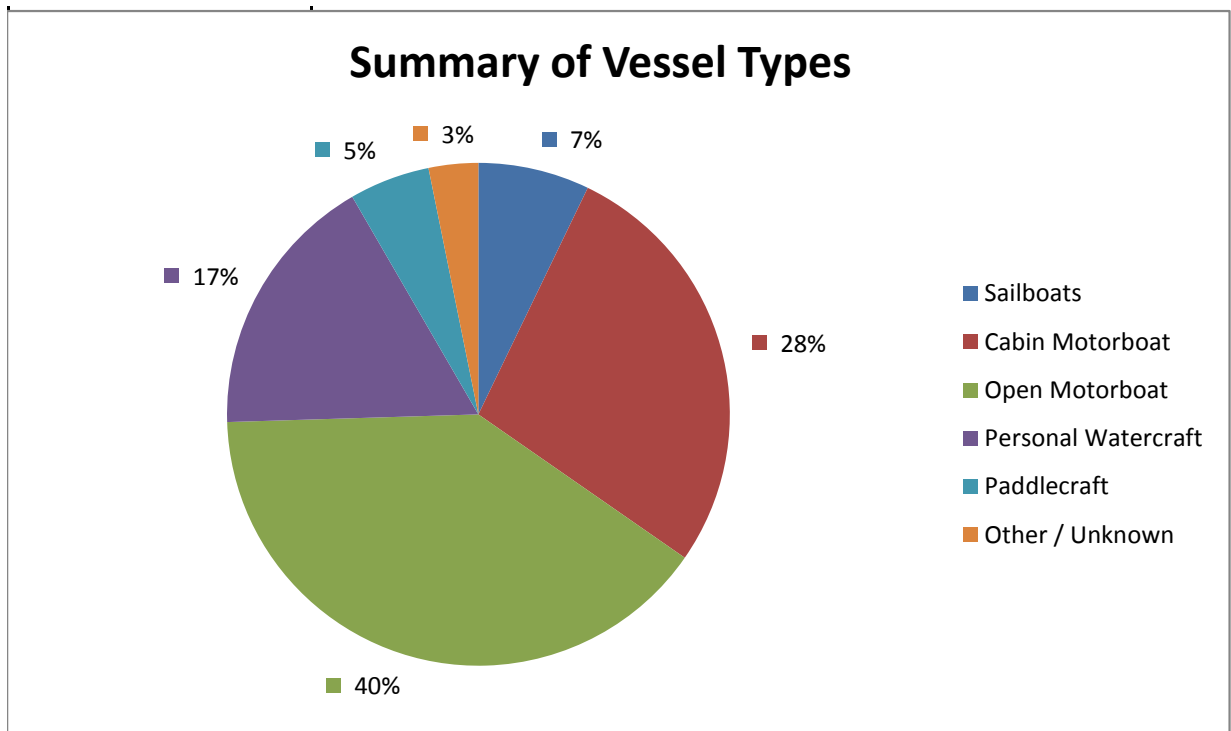
Age of Operator, Boating Experience of Operator

Operator Age	Experience	Vessels	Deceased	Injured
Under 21	Under 10 Hours	7	1	2
	10 to 100 Hours	10	0	7
	100-500 Hrs.	1	0	1
	Over 500 Hrs.	1	0	0
	Unknown	4	0	3
21 - 30	Under 10 Hours	5	1	2
	10 to 100 Hours	16	1	8
	100-500 Hrs.	6	0	2
	Over 500 Hrs.	7	0	4
	Unknown	2	1	5
31 - 40	Under 10 Hours	2	0	4
	10 to 100 Hours	12	0	6
	100-500 Hrs.	11	1	2
	Over 500 Hrs.	6	1	0
	Unknown	6	0	1
41 - 50	Under 10 Hours	1	0	1
	10 to 100 Hours	16	1	7
	100-500 Hrs.	17	2	9
	Over 500 Hrs.	12	0	5
	Unknown	9	6	5
51 - 60	Under 10 Hours	0	0	0
	10 to 100 Hours	8	1	6
	100-500 Hrs.	10	0	7
	Over 500 Hrs.	8	1	2
	Unknown	5	1	4
Over 60	Under 10 Hours	1	0	1
	10 to 100 Hours	5	2	2
	100-500 Hrs.	4	1	1
	Over 500 Hrs.	16	3	5
	Unknown	3	2	1
Unknown	Unknown	41	0	2

Vessel Type, Accident Type

Vessel Type	Accident Type	Accidents	Fatalities	Injuries
Auxillary Sail	Capsizing	2	0	0
	Carbon Monoxide Poisoning	1	1	0
	Collision w/ Fixed Object	1	0	0
	Collision W/Commercial Boat	1	0	0
	Collision With Recreational Boat	3	0	0
	Fire/Explosion (Other)	1	0	1
	Flooding/Swamping	1	0	3
	Grounding	1	0	0
Cabin Motorboat	Capsizing	2	0	0
	Collision w/ Fixed Object	4	0	2
	Collision w/ Floating Object	1	0	0
	Collision With Recreational Boat	27	0	5
	Falls Overboard	1	1	0
	Fire/Explosion (Fuel)	7	0	0
	Fire/Explosion (Other)	5	0	0
	Flooding/Swamping	1	0	0
	Grounding	5	0	3
	OTHER-Anchor mishap	1	0	1
	OTHER-Passenger Mishap	2	0	1
	OTHER-Pulled cleat from dock	1	0	1
	Sinking	1	0	0
	Struck by Propeller	3	0	3
	Struck Submerged Object	8	0	2
Canoe / Kayak	Capsizing	10	6	6
	Flooding/Swamping	1	0	1
Jet Boat	Collision With Recreational Boat	1	0	0
Open Motorboat	Capsizing	10	3	5
	Collision w/ Fixed Object	6	6	6
	Collision w/ Floating Object	2	0	0
	Collision W/Commercial Boat	1	0	4
	Collision With Recreational Boat	34	0	3
	Falls Into Boat	2	0	2
	Falls Overboard	3	1	2
	Fire/Explosion (Fuel)	5	0	0
	Flooding/Swamping	3	0	1
	Grounding	6	0	4
	OTHER-Fingers Crushed	1	0	1
	Person Ejected From Vessel	1	0	1
	Sinking	3	2	0
	Skier Mishap	7	0	8
	Struck by Boat	3	1	1
	Struck by Propeller	1	0	1
	Struck Submerged Object	12	0	5

Vessel Type	Accident Type	Accidents	Fatalities	Injuries
Paddleboard	Falls Overboard	1	1	0
Pedal Boat	Capsizing	1	1	0
Personal Watercraft	Capsizing	3	0	2
	Collision w/ Fixed Object	1	0	1
	Collision With Recreational Boat	22	0	9
	Fall Onboard Boat	2	0	2
	Falls Overboard	3	0	3
	Fire/Explosion (Fuel)	2	0	0
	Fire/Explosion (Other)	1	0	0
	OTHER-Amputation	1	0	1
	OTHER-Struck by Surfboard	1	0	1
	Person Ejected From Vessel	4	0	3
	Skier Mishap	1	0	1
	Struck Submerged Object	2	0	2
Pontoon Boat	Collision With Recreational Boat	4	0	0
Raft	Capsizing	1	1	0
Rowboat	Capsizing	1	1	3
Sail (only)	Capsizing	1	0	1
	Collision With Recreational Boat	3	0	1
	Falls Overboard	1	0	1
	Person Ejected From Vessel	1	1	0
	Struck by Boat	1	0	1
Unknown	Collision With Recreational Boat	2	0	0



PWC Accidents

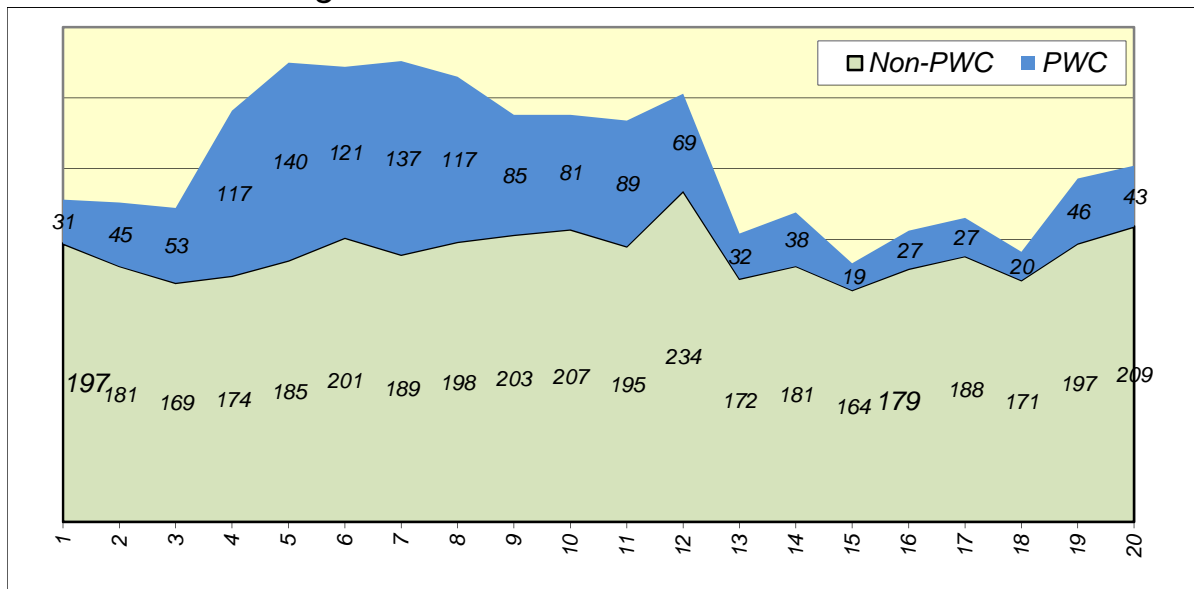
Multi-Year Summary of PWC Accidents

Year	# of PWC	Fatalities	Injuries
1991	40	0	21
1992	31	1	21
1993	45	1	32
1994	53	3	33
1995	117	3	48
1996	140	2	62
1997	121	6	65
1998	137	3	66
1999	117	4	70
2000 *	85	1	35
2001	81	0	43
2002	89	2	47
2003	69	1	37
2004	32	1	17
2005	38	3	29
2006	19	1	16
2007	31	1	18
2008	27	0	21
2009	20	3	14
2010	46	1	25
2011	43	0	25

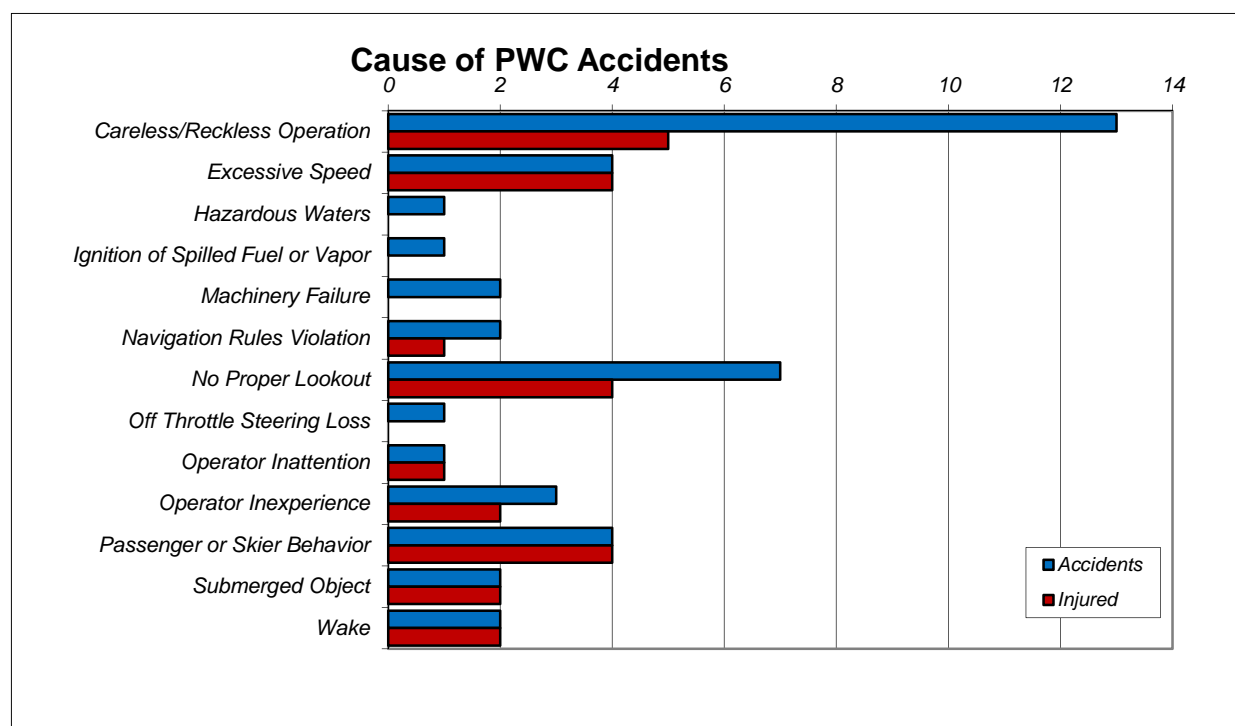
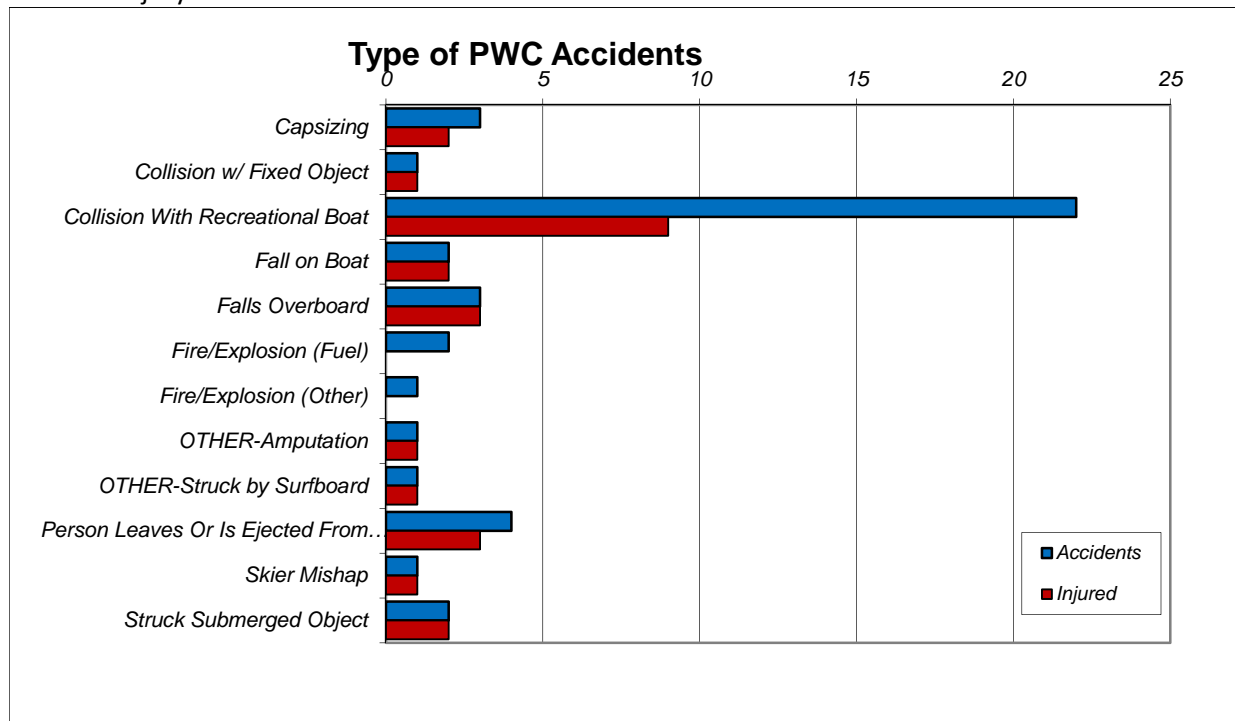


* Mandatory education for PWC operators goes into effect.

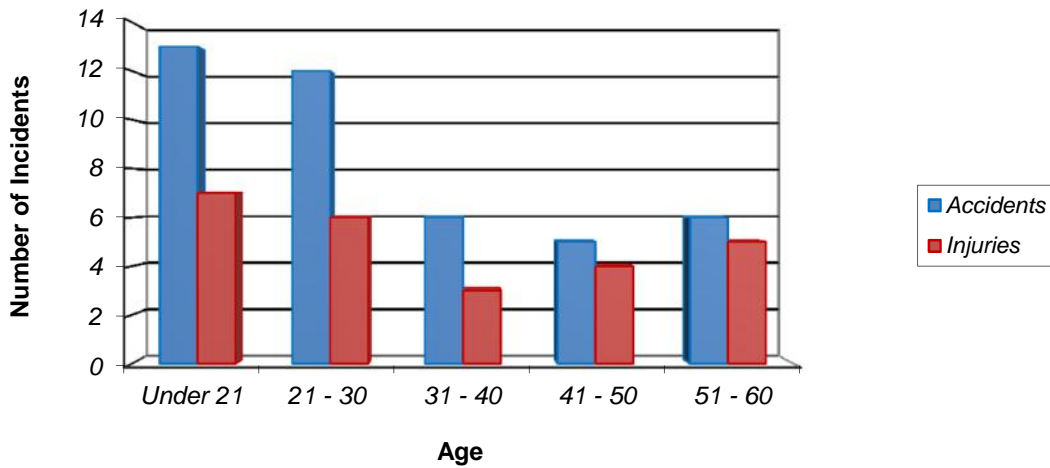
Accidents Involving PWC vs Non-PWC



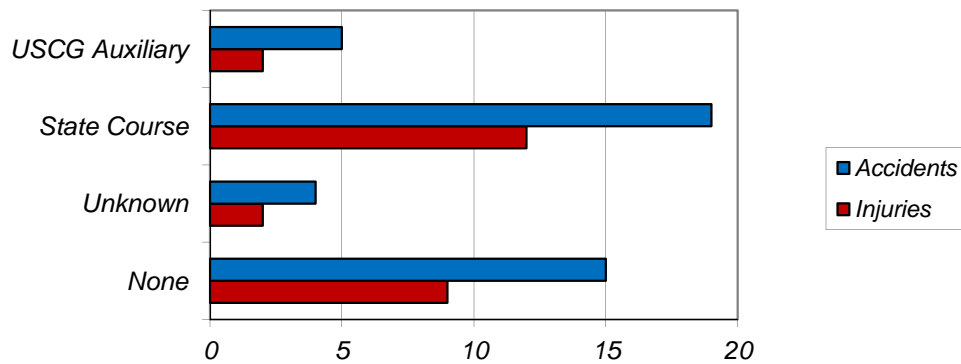
Personal watercraft (PWC) accidents have declined significantly since implementation of mandatory education. It is worth noting however, that while there are far fewer accidents, a large percentage of those accidents result in injury to the operator or a passenger. The charts on these two pages will display both the number of accidents that occurred for each category, as well as the number of injuries that resulted, in an attempt to see which PWC behaviors and conditions are most likely to result in injury.



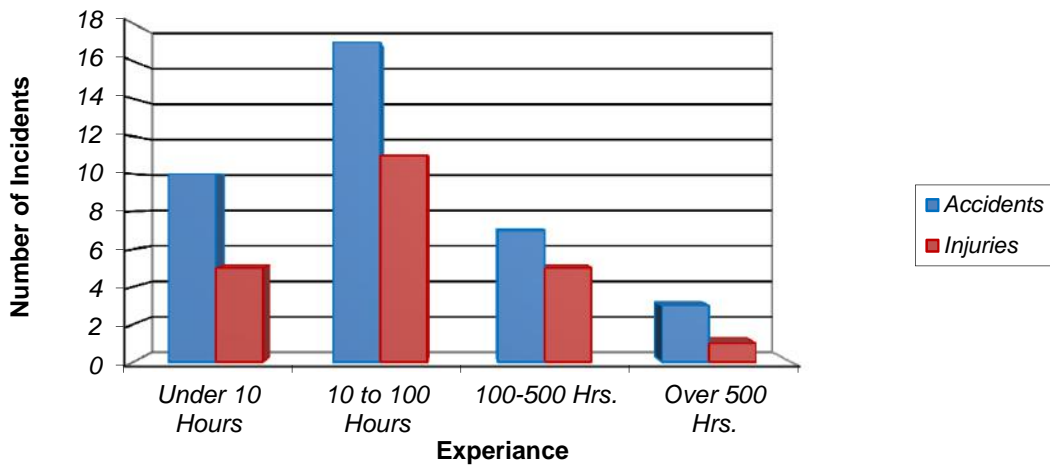
Age of Operator in PWC Accidents



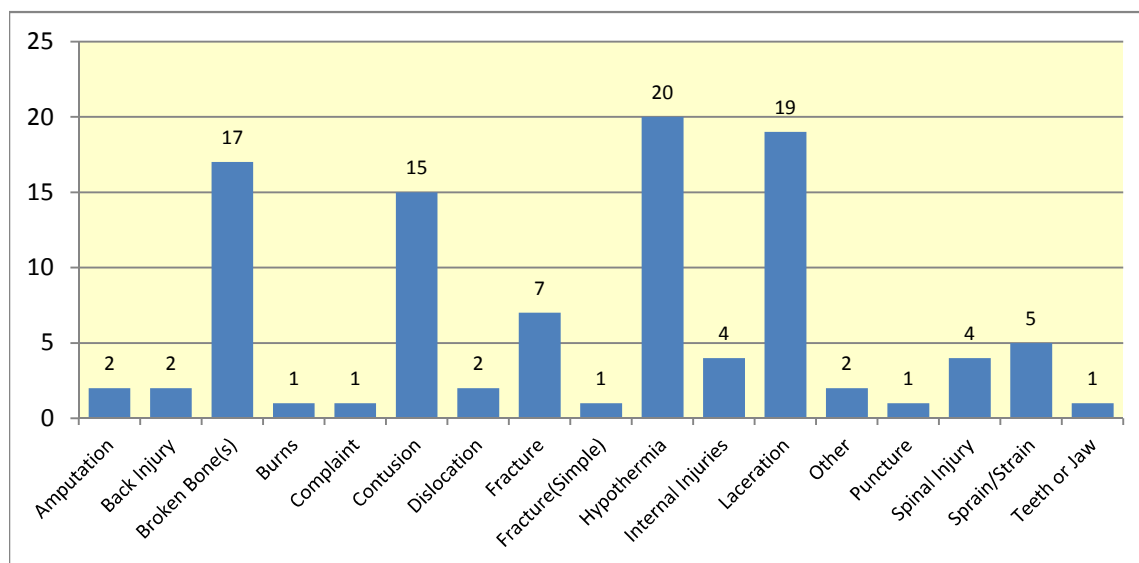
Education of Operator in PWC Accidents



Experiance of Operator in PWC Accidents



Injuries



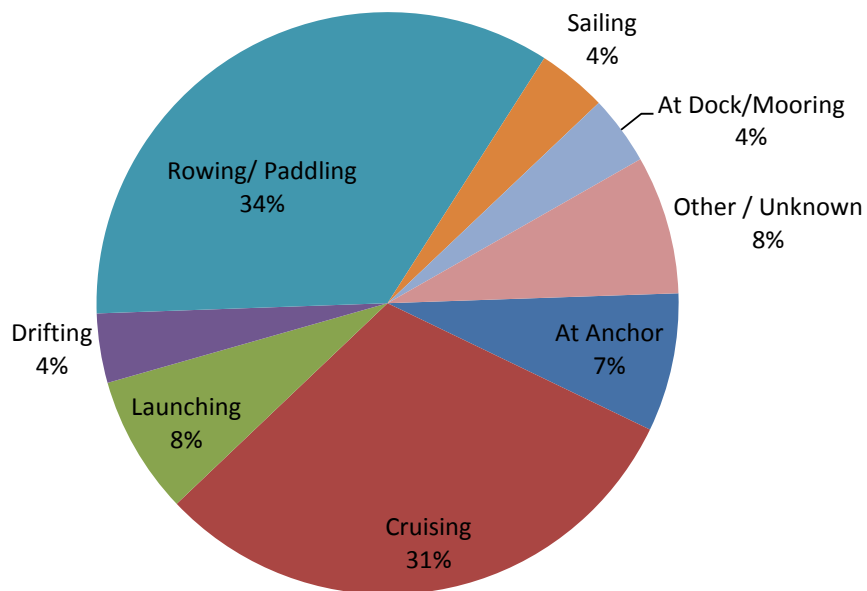
Type of Injury, Type of Vessel

Vessel	Injury Type	Injuries	Vessel	Injury Type	Injuries
Cabin Motorboat	Broken Bone(s)	2	Auxillary Sail	Hypothermia	4
	Contusion	6	Kayak	Hypothermia	3
	Dislocation	1	Canoe	Hypothermia	4
	Internal Injuries	2	Rowboat	Hypothermia	3
	Laceration	6		Contusion	
	Puncture	1	Personal Watercraft	Amputation	1
Open Motorboat	Amputation	1		Broken Bone(s)	9
	Back Injury	2		Burns	1
	Broken Bone(s)	6		Contusion	5
	Contusion	4		Fracture	1
	Dislocation	1		Internal Injuries	1
	Fracture	4		Laceration	5
	Fracture(Simple)	1		Other	1
	Hypothermia	6		Unknown	1
	Internal Injuries	1	Sail (only)	Complaint	1
	Laceration	8		Fracture	2
	Spinal Injury	4		Other (Describe)	1
	Sprain/Strain	5			
	Teeth or Jaw	1			

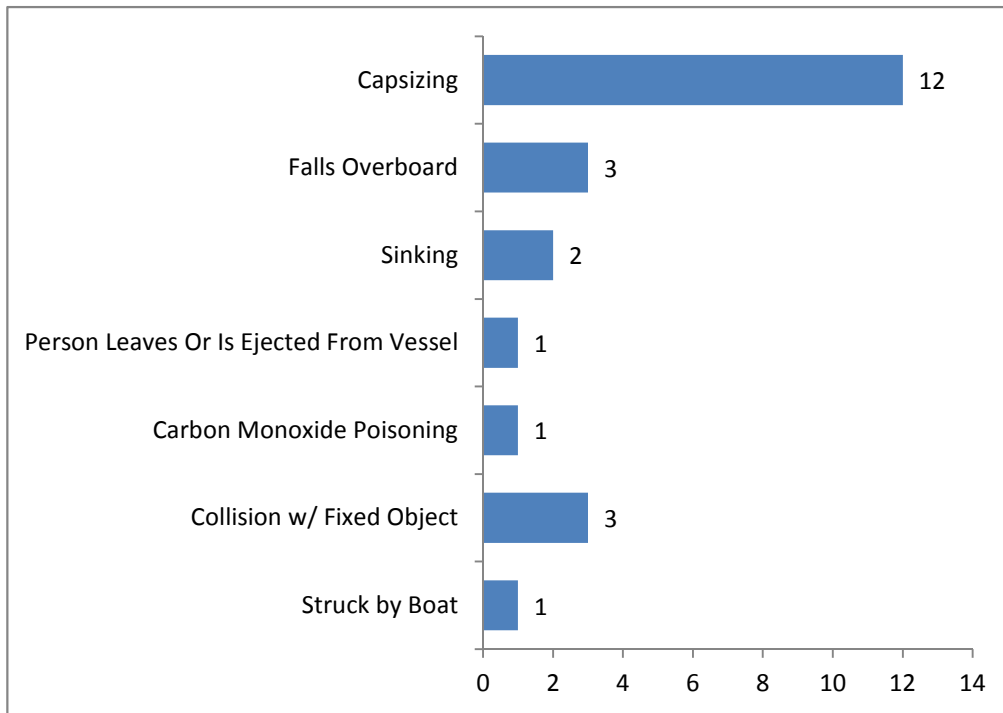
Fatal Boating Accidents - Vessels & Operation

Vessel Type	Operation	Deaths
Kayak	At Anchor	1
	Rowing or Paddling	3
Open Motorboat	At Anchor	1
	Cruising	8
	Drifting	1
	Launching	2
	Unknown	1
	Rowing or Paddling	1
Pedal Boat	Other - Pedaling	1
Canoe	Rowing or Paddling	2
Paddleboard	Rowing or Paddling	1
Raft	Rowing or Paddling	1
Rowboat	Rowing or Paddling	1
Sail (only)	Sailing	1
Auxiliary Sail	Tied to Dock/Mooring	1

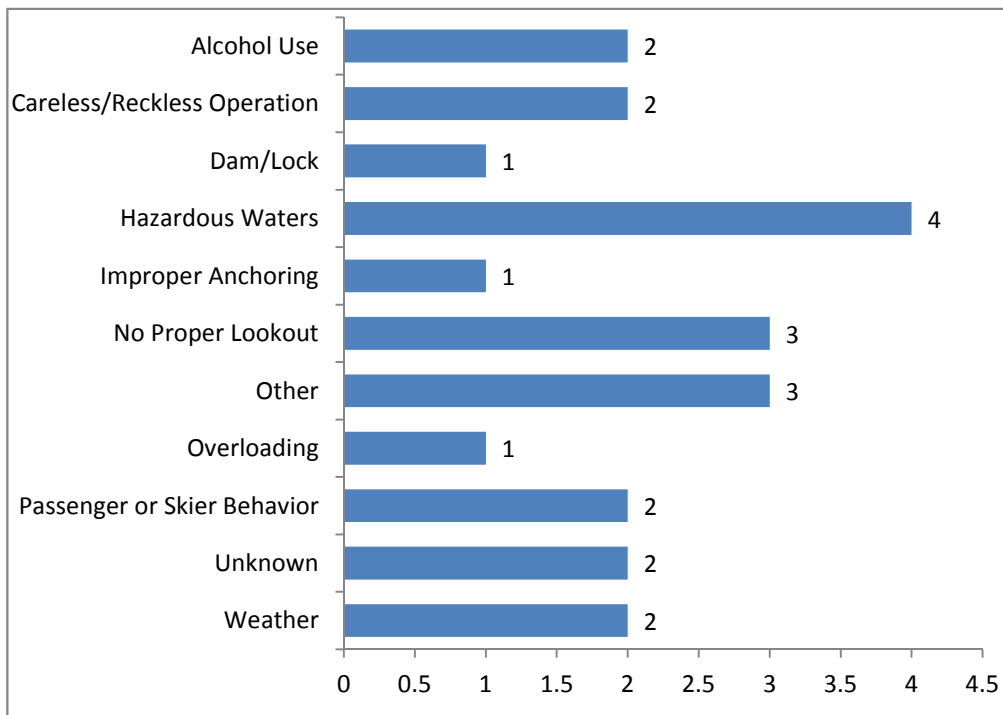
Vessel Operation in Fatal Accidents



Fatal Accidents - Types



Fatal Accidents - Causes



Summary of Fatal Accidents

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
3/2/2011	NASSAU	SWIFT CREEK	No Proper Lookout	Open Motorboat	Collision w/ Fixed Object	1
Three men were returning from a hunting trip when the operator struck Swift Creek Daybeacon 13. The operator was ejected from the craft hitting his head on the daybeacon and was later pronounced dead. Another man aboard the craft was thrown against the bow suffering severe back injury. A third person was ejected but only suffered minor bruises. Alcohol was believed to be a factor.						
3/17/2011	JEFFERSON	MILL SITE LAKE	Careless/Reckless Operation	Kayak	Capsizing	1
Victim was reported missing by his step daughter. She went to his residence to check on him, and spotted his kayak, overturned approximately 100 yards from shore. Divers responded, and recovered the body of the victim. Alcohol was not determined to be a factor. The victim was not wearing a lifejacket.						
4/16/2011	NIAGARA	LAKE ONTARIO	Unknown	Cabin Motorboat	Falls Overboard	1
The deceased had gone to the marina to launch his boat. A witness later that evening noticed the body of the deceased floating in the harbor, approximately 100 yards from his vessel. The motor was running on the victim's boat. There were no witnesses to the accident, and no way to determine the events leading up to his drowning.						
4/17/2011	SCHUYLER	CATHARINE CREEK	Dam/Lock	Kayak	Capsizing	1
The victim was kayaking on Catharine Creek when he went over a man-made dam and was thrown into the water. Three nearby anglers rescued the victim, who was caught in the turbulence beneath the falls, after approximately 15 minutes. The victim was then brought to the hospital where he later died. Alcohol was not a factor. The deceased was wearing a lifejacket.						
4/25/2011	ALLEGANY	ALMA POND	Passenger or Skier Behavior	Open Motorboat	Capsizing	1
A boater who was fishing on the pond heard someone yelling in distress and investigated, finding a capsized boat. A quick search of the area led him to find the victim a short distance from shore. The boater and others on the shore pulled the victim out of the water. Despite CPR attempts by witnesses, the victim was pronounced dead at the scene by officials. No evidence of foul play was found. Alcohol was not determined to be a factor. There were no witnesses to the capsizing, but because the water conditions were mild, it is being assumed that movement or actions on the part of the deceased, who was fishing, caused the vessel to capsize. He was not wearing a life jacket.						
4/30/2011	JEFFERSON	BLACK RIVER	Hazardous Waters	Canoe	Capsizing	1
A father and son were canoeing on Black River, swollen by one of the wettest April's in the regions history. While fishing, one of their lines snagged, and while tugging to pull it free, the canoe capsized. The son, age 36, was able to swim to shore and called for help. His father was pulled downstream by the force of the dangerous river. The deceased was not wearing a lifejacket. Alcohol was not involved.						
5/21/2011	BRONX	EAST RIVER	OTHER-Failure to ventilate CO gasses	Auxillary Sail	Carbon Monoxide Poisoning	1
Operator of the vessel was running his vessel's small inboard gas engine while tied off to his mooring. The vessel was sealed tightly against the cold. Carbon monoxide gas began to leak into the cabin from the engine space, with nowhere to vent out of the vessel. The deceased was overcome by the fumes, dying of acute carbon monoxide intoxication. Alcohol was not a factor.						
6/8/2011	OTSEGO	BEAVER POND	Careless/Reckless Operation	Canoe	Capsizing	1
Two brothers were paddling their canoe on Beaver Pond in Otsego County. Neither was wearing a life jacket, nor were there any in the canoe. According to the surviving brother they were paddling as fast as they could, and when they tried to make a sharp turn the canoe capsized. The deceased was unable to swim. His brother tried to help him but kept getting pulled under. He finally righted the canoe and called for friends on shore to call 911. By then his brother had submerged, and could not be located. He was found later after an extensive search. Neither of the two was found to be under the influence of either alcohol or drugs.						
6/10/2011	DUTCHESS	HUDSON RIVER	OTHER-Water entering bilge area	Open Motorboat	Sinking	1
Two men launched an 18' I/O into the Hudson River. They had been working on the boat, and it was unregistered. No safety gear was on board except for a Type IV PFD (seat cushion). As the boat moved away from the ramp the stern quickly began sinking, with the bow beginning to point toward the sky in response. The boat was not recovered, so it is unknown why this happened, but it is likely that the men either neglected to set the boat plug, or they had incorrectly installed the seal for the outdrive. One of the men was able to hang onto the Type IV cushion from the boat until he could be assisted. The other, an 80-year-old, tried to tread water but quickly submerged, and did not resurface. It is unknown if alcohol was a factor.						

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
7/10/2011	DUTCHESS	HUDSON RIVER	Alcohol Use	Open Motorboat	Collision w/ Fixed Object	4
The operator of the vessel was cruising N/B on the Hudson River with 5 other persons on board a 19-foot open motorboat. They were travelling within 100 feet of shore, at speeds estimated over 30 mph when the vessel struck a cement abutment attached to the shore. All 6 were thrown from the vessel, killing four of them, and severely injuring the other two. The vessel itself was demolished. The operator of the vessel was found to have a blood alcohol content of .235, nearly three times the legal limit. None of the victims were wearing a life jacket.						
7/10/2011	SENECA	GEM LAKE	Passenger or Skier Behavior	Open Motorboat	Capsizing	1
Two men were fishing in Gem Lake from a small open motorboat. Both men stood up to retrieve a fish, causing the small craft to capsize. The deceased went under the water almost immediately, while the other was able to swim to shore, where he was assisted by a local resident. Rescuers were unable to locate the victim until the next day, where he was found approximately 40 feet from where the boat tipped over. The victim, who had been operating the boat, had not been drinking, while the survivor was found to be under the influence. Life jackets were not present on the vessel.						
7/10/2011	YATES	PRIVATE POND	Overloading	PEDAL BOAT	Capsizing	1
Five people were onboard a pedal boat on a private pond. It was a hot day and they decided to place some water into the boat in an effort to cool off. The bow of the pedal boat began to nose down and take on water. Everyone on board proceeded to move to the stern in an effort to balance the boat. In the process the boat became unstable and everyone fell overboard. Four of the victims were able to make to shore either on their own or with assistance. One victim was not able to swim and drowned. Alcohol was not a factor and none of the victims had life jackets.						
7/23/2011	SCHUYLER	SENECA LAKE	No Proper Lookout	Open Motorboat	Collision w/ Fixed Object	1
Three people were travelling on Seneca Lake at night in a 16-foot open motorboat. They were heading east, towards the mouth of the canal on their way to Montour Marina, having previously left the Anchor Inn and marina. The operator ran the starboard side of the vessel into the breakwall. Upon impact, the operator was ejected from the boat, striking his head and body against the breakwall, causing his death. The two passengers suffered from head and facial injuries, and were taken to a local hospital for treatment. Alcohol was determined to be a factor in this incident, and none of the persons involved were wearing life jackets.						
8/7/2011	KINGS	GRAVESEND BAY	Unknown	Open Motorboat	Falls Overboard	1
The deceased was operating his 21-foot Cobia on Gravesend Bay, when, for reasons unknown, he fell overboard. While falling, his foot became wedged into the vessel's railing, leaving him hanging upside down, with his head in the water. Unable to lift himself upright, he drowned while being dragged through the water. There were no witnesses to this incident. Alcohol was not a factor in this accident. The victim was not wearing a lifejacket.						
8/10/2011	SUFFOLK	LONG ISLAND SOUND	Improper Anchoring	Open Motorboat	Sinking	1
Three people were fishing from a 21-foot open motorboat on Long Island Sound. The water was relatively choppy, and because they had anchored by the stern, water began to enter the vessel over the transom, ultimately sinking the boat. The deceased, a 71-year-old woman was a non-swimmer, and not wearing a lifejacket. She experienced respiratory distress upon entering the water, and suffered from a fatal heart attack, despite the efforts of other boaters in the area in retrieving the trio from the water. Alcohol was not a factor in this accident.						
8/12/2011	SUFFOLK	LONG ISLAND SOUND	Hazardous Waters	Kayak	Capsizing	1
A father and his 5-year-old son launched an inflatable kayak onto the Nissequogue River in Kings Park around 1:30 p.m. on Friday. At 2:45 p.m., passing boaters found the young child bobbing in the water in a life jacket just north of the river's mouth in Smithtown Bay. There was no sign of the father until the next day, when a boater noticed the body of the deceased floating in the Bay. According to the child a passing boat created a wake that capsized the kayak, throwing them both into the water, although the kayak was found floating normally by rescuers. The deceased was not wearing a lifejacket, and while he was noted to be an able swimmer the swift current at the River's mouth was likely too much for him to overcome. Alcohol was not a factor in this accident.						
8/28/2011	SUFFOLK	BELLPORT BAY	Weather	Sail (only)	Person Leaves Or Is Ejected From Vessel	1
The deceased was a highly experienced windsurfer, who decided to try sailing during the immediate aftermath of Tropical Storm Irene. Winds were estimated at around 45 mph, with waves as high as 6-feet. The victim entered the water, travelled approximately 300 yards, and disappeared from view. He was later found detached from his sailboard about 1/4 mile north of his entry point. He was not wearing a lifejacket, and alcohol was not a factor.						

Date	County	Waterway	Cause	Vessel	Accident Type	Deceased
8/28/2011	WESTCHESTER	CROTON RIVER	Hazardous Waters	Raft	Capsizing	1
<p>In the aftermath of Tropical Storm Irene, 5 men decided to try running the Croton River in a raft. At least one of the 5 was very experienced with this particular river. All 5 were outfitted with helmets and lifejackets. The river was running extremely high, fast and was full of debris from the storm. Entering the river about 100 yards south of the Croton Dam, they travelled perhaps 1/2 mile before the raft overturned. Numerous callers reported the incident to the police. The first would-be rafter was found clinging to some trees in the water. He was brought to shore, where he refused any medical attention. A second rafter was located in the middle of the river, near Van Cortland Manor; he was pulled into the rescue craft, and CPR was administered first by rescue staff and later by EMTs. He was not resuscitated. A third rafter was discovered when he contacted the police from a nearby town where he was able to rescue himself from the river. A fourth occupant was also able to get himself out of the river, and he was able to assist in the rescue efforts by directing efforts towards the location where the raft flipped. The final occupant was found clinging to trees in the river by a local resident, who called his location in to the rescue team. Alcohol was not involved.</p>						
8/30/2011	JEFFERSON	ST. LAWRENCE RIVER	No Proper Lookout	Open Motorboat	Struck by Boat	1
<p>While travelling in a west by southwest direction on the St. Lawrence River between Murray and Grenelle Islands, the operator of the vessel in question heard/felt a thump, and brought the vessel to a stop. His first thought was that he had hit a shoal. While checking his boat, he saw a body floating nearby. Upon going back to retrieve the subject, he also noticed a floating marker, the type used by swimmers. Operator cited waves and glare from the sun for his inability to see the swimmer. Alcohol was not a factor in this incident.</p>						
9/8/2011	SUFFOLK	ATLANTIC OCEAN	Weather	Paddleboard	Falls Overboard	1
<p>The deceased took a paddleboard into the heavy surf of the Atlantic Ocean, and began paddling east. A witness saw him fall off the board, but attempts to reach him were not successful. Rescuers were unable to locate the deceased until several days later, about 7.5 miles east of where he entered the water. He was not wearing a lifejacket, and alcohol was not a factor.</p>						
10/13/2011	NASSAU	MANHASSETT BAY	Alcohol Use	Rowboat	Capsizing	1
<p>Four men, all working at local dining spots had taken a Town of North Hempstead row boat out around 3:00 am. The men may have been under the influence of alcohol. A wave capsized their boat, throwing all 4 men into the water, none of them wearing life jackets. Three of the men were able to swim to nearby moored vessels, where they were rescued and taken to be treated for hypothermia. The fourth man drowned.</p>						
10/16/2011	LEWIS	MOOSE RIVER	Hazardous Waters	Open Motorboat	Capsizing	1
<p>A group of kayakers were paddling the Moose River on Class IV waters. The deceased went over a ledge into a hydraulic water hole. He exited his kayak, for reasons unknown, and became trapped in the water hole. A fellow kayaker who was resting on shore saw his distress and was able to quickly throw a line bag to the victim, who was unable to grab the line. The would-be rescuer made several more attempts, but the victim was becoming unresponsive. At this point, the good samaritan tied the line to himself, and entered the water to bring the victim out. He was able to successfully pull him to some nearby rocks where CPR was begun, until EMS arrived on the scene. Despite these heroic efforts the victim was not able to be revived. He was wearing a Type V life jacket, and alcohol was not a factor.</p>						
11/22/2011	OSWEGO	SANDY POND	OTHER-Operator behavior	Kayak	Capsizing	1
<p>Two men were hunting ducks over Sandy Pond from the shoreline. One of the men shot one, landing in the water approximately 140 yards off shore. He climbed into a kayak to go and retrieve it. In his haste to reach the duck, he tried to reach for it with his paddle, leaning over the side of the kayak, and ultimately overturning it. He fell in the water and failed to resurface. Rescue teams responded and recovered the deceased later that morning in 6-feet of water. He was not wearing a life jacket, and alcohol was not a factor.</p>						