



Connecticut Department of
Energy & Environmental Protection
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www.ct.gov/deep/boating

2014 BOATING SAFETY REPORT

Annual Report of Boating Safety Achievements and Boating Accident Statistics





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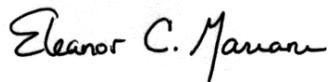
Greetings,

On behalf of the Department of Energy and Environmental Protection's (DEEP) Boating Division, I am pleased to bring you a summary of work performed to enhance boating safety and the enjoyment of Connecticut waters and to ensure that all boaters have the tools to keep our waters clean. Our state offers many recreational boating opportunities and DEEP's 118 state boat launches are positioned to help you to get to them in a safe manner. The Boating Division is working hard to reach all boaters and inform them about the importance of preventing the spread of aquatic invasive species (AIS). Prevention methods include: inspecting boats and removing all plant materials and mud, draining all areas that may have received water from the day out on the water, and drying the boat for prescribed times based on air temperature to ensure that any larval forms of the AIS are killed. By practicing simple steps we can stop the spread of AIS by recreational boaters. Additionally, by using pumpout facilities that are available to remove boat sewage, boaters can directly improve the quality of Connecticut's waters. By implementing these environmentally sound actions, we are protecting Connecticut's waters and ensuring that recreational boating opportunities exist now and into the future.

The Boating Division continues to review boating accident statistics to improve public safety and enhance the recreational boating experience. Specifically, we utilize the statistics to target boating safety education initiatives to reduce the number of fatal boating accidents, accidents with injuries and damage to vessels. Our major initiatives continue to stress the importance of boating sober and the importance of wearing life jackets.

I hope this report serves to inspire good stewardship of our waters and safety on our waterways. If there are things that you believe the Boating Division should be doing to enhance boating safety, improve water quality or augment infrastructure in an area for access to or from the water, please let us know by contacting us at: deep.boating.division@ct.gov, [Facebook.com/BoatingInConnecticut](https://www.facebook.com/BoatingInConnecticut), or 860 434-8638. Don't forget to get a copy of our [Boater's Guide](#) or access it through our website at <http://www.ct.gov/deep/boatersguide> to stay current on boating laws and regulations.

Sincerely,



Eleanor Mariani
Director DEEP Boating Division



EXECUTIVE SUMMARY

- ↓ In 2014 there were 99,658 registered recreational vessels in Connecticut.
 - ↓ 2.2% decrease from last year when 101,887 recreational vessels were registered.
 - ↓ Registered recreational vessels continued to be composed primarily of boats less than 26 feet (88%).
- ↓ In 2014 there were 48 state reportable accidents that involved 5 deaths, 27 injuries, 18 vessels lost and approximately \$705,600.00 of damage to property as a result of recreational boating accidents.
 - ↓ The fatality rate was 3.0 per 100,000 registered vessels.
 - ↓ The accident rate was 41.1 per 100,000 registered vessels. That is a 19.8% increase from the previous year which was 34.35.
 - ↓ Four of the five boating fatalities in Connecticut were drowning incidents. The victims were not wearing a life jacket.
 - ↓ 27 people were injured in 20 boating accidents. 3 accidents were alcohol related.Top contributing factors in all reportable accidents were:
 - ↓ Operator Inattention
 - ↓ Machinery Failure
 - ↓ Operator InexperienceCommon types of vessels involved in all reportable accidents were:
 - ↓ Open Motorboats (30%)
 - ↓ Cabin Motorboat (26%)
 - ↓ Auxiliary Sail (16%)When and where were the accidents?
 - ↓ 54 % of reportable accidents occurred between 12 p.m. and 4 p.m.
 - ↓ 51% of reportable boating accidents were on Long Island Sound or coastal waters.
- ↓ There were 4 BUI arrests.
- ↓ 2,210 students graduated from the state combined safe boating and safe personal watercraft handling courses conducted by the Boating Division. Private providers graduated 8,382 students. A total of 10, 592 students received their diplomas.
 - ↓ 7,255 certificates were issued.
 - ↓ The mandatory boating education requirement for registered vessels took effect 20 years ago in 1993.
 - ↓ Since the requirement, the fatality rate has decreased 56.6% and accident rate has decreased 26% for registered vessels.
- ↓ 3,122 new vessel safety checks performed.
- ↓ 8,733 clean boater pledges received.
- ↓ 995,298 gallons of recreational marine sewage was pumped from vessels.

DEEP BOATING

The Connecticut Department of Energy and Environmental Protection, Bureau of Outdoor Recreation, Boating Division's (Division) mission is to provide safe access to our waters and to keep our waterways safe and clean for recreational boaters. The Division accomplished this mission by:

- ↓ Managing the waterways with a uniform state waterway marking system.
- ↓ Providing safe access to and from the waters.
- ↓ Providing recreational boaters with educational opportunities to improve their knowledge of key boating safety topics and enhance boat handling skills.
- ↓ Promoting environmental stewardship to reduce the waste stream into our waters and prevent the spread of aquatic invasive species.
- ↓ Ensuring that boats are properly numbered, identified with hull identification numbers and meet Federal and State requirements.
- ↓ Advancing safe boating practices through regulation, legislation, administrative procedure and analyses of boating accidents.
- ↓ Staying active in state and national initiatives and with state and national organizations with similar goals of reducing boating fatalities, injuries and property damage.

In addition to state funding, the Boating Division relies on stable funding from the Sport Fish Restoration and Boating Trust Fund, which is supported by excise taxes on certain fishing and boating equipment and boat fuels. Funds are then administered by the US Fish and Wildlife Service (USFWS) and the US Coast Guard (USCG). Funds are received by DEEP from the USFWS for operation and development of boating access projects for trailerable boats, development of boating infrastructure projects for boats 26 feet and larger and for promoting the use of pumpout facilities by boaters to handle boat sewage. Monies received annually from the US Coast Guard are used to promote recreational boating safety on Connecticut's waters. State funding is used to supplement all programs including those to prevent the spread of invasive aquatic species. Periodically, other funding sources are available.

Working with a small core staff of 10 people, the Boating Division works to carry out its mission. Funding received by the Division is provided to other Divisions of the DEEP for assistance including EnCon Police, Division of Parks and Agency Support Services. The Boating Division partners with other Divisions within DEEP's Bureaus of Natural Resources, Water Protection and Land Reuse; Financial and Support Services, Materials Management and Compliance Assurance; and Air Management to support recreational boating activities in Connecticut and with the Department of Motor vehicles for vessel registration.

NAVIGATION SAFETY/ACCESS

UNIFORM STATE WATERWAY MARKING SYSTEM- STATE MARKERS

The Division worked closely with contractors to provide:

- ↓ 6 navigation and 4 regulatory buoys on Candlewood Lake.
- ↓ 36 regulatory buoys on the Connecticut River.
- ↓ 6 regulatory buoys on the Housatonic River.
- ↓ 8 regulatory buoys on the Mystic River.



PRIVATE MARKERS

The Division reviewed and processed marker permit applications for navigation and regulatory markers for swim areas, speed zones, danger and information markers. Applications were also reviewed and processed for water ski slalom courses and jump markers. A total of ten marker permits were issued during 2014.

The marker permits that were issued are:

L.I. Sound

- ↓ 2 Swim
- ↓ 2 Info

Inland

- ↓ 1 Swim
- ↓ 4 Danger
- ↓ 1 Info

MARINE EVENTS

The Division requires a permit for all marine parades, regattas, races, tournaments (other than fishing), exhibitions, or other activities held on state waters. In addition, a state permit is required on federal waters when using a state boat launch, or when requesting a boating regulation exception. In 2014, 68 permits were issued to various groups for events. The permit requirement continues to improve boating in Connecticut by dramatically reducing user conflicts and overcrowding at popular locations. There is no charge for a marine event permit.

The marine event permits issued were as follows:

- | | |
|--------------------------------|-------------------------|
| ↓ 6 Triathlon | ↓ 20 Rowing Regattas |
| ↓ 4 Waterskiing events | ↓ 4 Boat Races |
| ↓ 4 Boat Parades | ↓ 2 Penguin Plunge |
| ↓ 4 Demos/ Exhibitions/Classes | ↓ 4 Sailing Regattas |
| ↓ 11 Canoe/Kayak Races | ↓ 4 Fire Works Displays |
| | ↓ 5 Misc. |

DAM SAFETY

The Division placed and removed barrier floats at 3 state-owned dams and signage at 19 other dams.

STATE BOAT LAUNCHES

DEEP supplied the standardized regulation and information sign posting system at state boat launches, keeping the boating and fishing public informed of regulations and important safety information. The Division continued to work with maintenance crews to ensure that all state boat launches are in a safe and clean condition. In 2014 the Division had several projects underway to improve boating operations and provide a safe and efficient launching facility for all boats – trailered or car-top. These improvements are part of DEEP’s efforts to serve the boating community across Connecticut.

Projects completed in 2014:

Boat Launch	Town	Project Description	Completed	Cost
Niantic River	Waterford	Ramp excavated	March	\$12,400.00
Beseck Lake	Middlefield	Ramp replaced	April	~\$15,000 work in conjunction w/ DEEP dam repair project
Lake Lillinonah	Bridgewater	Complete renovation	April	\$837,000.00 (\$627,750.00 Federal Funds)
Burr Pond	Torrington	Parking lot redesigned, paved and line striped	June	~\$50,000.00 DEEP Parks paving project
Bantam Lake	Morris	Design and construction of car top launching area and parking	July	~\$3,000.00 in materials
Middle Bolton Lake	Vernon	Redesign and renovation of parking lot	September	\$67,000.00 in-kind compensation for land use by contractor
Plymouth Reservoir	Plymouth	Assisted in the design of the new town car top boat launch. Launch open to public	October	~\$500.00 in signage and dock material (Town cost was ~\$150,000.00)
Winchester Lake	Winchester	Constructed access road between ramp and parking lot	November	\$14,500.00 in-kind compensation for land use by contractor
Squantz Pond	New Fairfield	Parking lot was redesigned, paved and line striped	November	~\$75,000.00 DEEP Parks paving project

Lake Lillinonah Boat Launch Ramp and Parking Lot Before Renovations



Lake Lillinonah Boat Launch Ramp and Parking Lot After Renovations



BOATING EDUCATION

BOATS OTHER THAN PERSONAL WATERCRAFT

Residents of Connecticut, persons owning real property in Connecticut or persons with vessels registered in Connecticut must have either a safe boating certificate or a certificate of personal watercraft operation to legally operate any vessel with a motor, or a sailboat 19.5 feet in length or longer.

Exceptions:

- ↓ On inland bodies of water with a 10 hp limit and between one hour before sunrise and one hour after sunset, no certificate is required for a person operating an electric motor (rated at 106 lbs. of thrust or less). However, the vessel must be registered.
- ↓ A person who has a valid operator's license issued by the United States Coast Guard does not require a safe boating certificate to operate a vessel other than a personal watercraft. They must have a copy of the license on board the recreational vessel on which they are operating.

PWC ONLY

Any person operating a personal watercraft must possess either a certificate of personal watercraft operation issued by Connecticut or a state recognized by Connecticut. Connecticut recognizes certificates from New York, Massachusetts, New Hampshire and Rhode Island for use upon our waters.

NON-RESIDENT CERTIFICATE REQUIREMENTS

- ↓ Connecticut recognizes a valid safe boating certificate or certificate of personal watercraft operation issued by a reciprocal state (NY, MA, RI or NH) for a non-resident even if they own real property in Connecticut or have a vessel registered in Connecticut waters (because the vessel is in CT waters more than 60 days in a year). Personal watercraft operators **MUST** have a recognized certificate of personal watercraft operation to operate legally.

COASTAL BOATER ENDORSEMENT

The Coastal Boater Endorsement class provides recreational boaters with additional information in basic navigation and plotting methods. This additional education further promotes safety in coastal waters.

The Coastal Boater Endorsement program continued to gain popularity in 2014. The Division partnered with United States Power Squadrons and United States Coast Guard Auxiliary on this initiative and we continued to promote classes that met the requirements for the endorsement.

Once a course was successfully completed, the endorsement was printed on qualifying print-on-demand boating certificates. In 2014, one hundred forty-eight received the endorsement.

EQUIVALENCY EXAMINATION

The Division's equivalency examination is a 50-question multiple choice test that is designed for the experienced boater to qualify for a certificate. The Division recommends that all boaters take a class to ensure they are up-to-date with current boating laws.

Examinations are offered only by the Division. [Applications](#) to register for the examination are available on the Division's website (www.ct.gov/deep/boating) or by calling 860-434-8638. The examination fee is \$75. It may only be attempted once. If the applicant does not successfully pass the equivalency exam, the applicant must take the class.

In 2014, there were 19 applications that submitted for the equivalency exam, all of which passed.

DEEP SPONSORED BOATING CLASSES

The Division utilized its team of 31 volunteer instructors to conduct a total of 109 eight-hour combined safe boating and safe personal watercraft handling courses (Boat Connecticut). The Boat Connecticut course provided a comprehensive introduction to boating safety. During 2014, 2,210 students graduated from this course. The courses were held statewide through our community college system and at dozens of sponsoring organizations.

The combined safe boating and safe personal watercraft handling course program was also offered through various local middle schools, high schools, technical schools and aquaculture institutes. Course material was built into the regular science curriculum and taught throughout an entire semester. In 2014, five classes were completed.

The Division conducted 5 stand-alone 2 ½ hour safe personal watercraft handling (SPWH) courses for a total of 30 student graduates. The courses were held statewide at personal watercraft dealerships and at our Boating Division Headquarters in Old Lyme, CT.

In 2014, an additional staff member of the Division got certified by the National Safe Boating Council to teach the on-water course that develops skills in handling a boat in the close-quarters and open water. Sixteen students participated in the 4 day class which prepared them to teach the classes to recreational boaters in Connecticut.

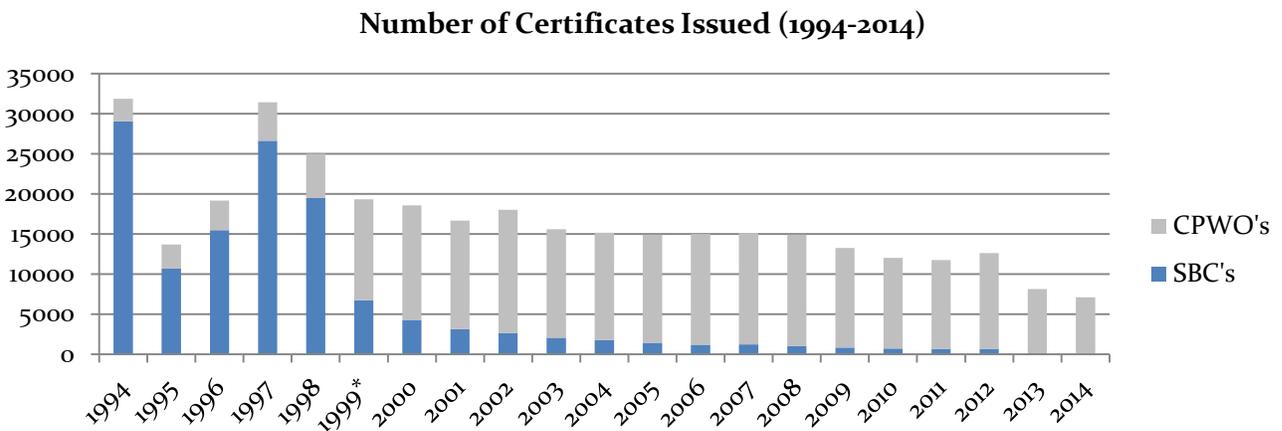
OTHER BOATING EDUCATION CLASSES

In addition to the Division's classes, the US Power Squadrons, USCG Auxiliary, US Sail and private providers teach the classes for a fee. For upcoming classes visit our [website](#). (www.ct.gov/deep/boating) There were 16 [private companies](#) that were approved by the Commissioner of the DEEP and NASBLA to teach basic boating safety classes within the state.

The private companies and national organizations graduated 8,382 students in 2014.

CERTIFICATES

In 2014, 7,255 certificates were issued.



BOATING EDUCATION AT STATE BOAT LAUNCHES

In 2014, eighteen boating education assistants (BEAs) were utilized during the boating season to provide boating education at state boat launches. Due to funding reductions, the hiring of BEAs was delayed and there were less interactions with boaters; however the contacts made by the BEAs were still successful.

The BEAs were assigned to the high use launches such as Highland Lake, Lattin's Cove and Squantz Cove on Candlewood Lake, Coventry Lake, Gardner Lake, Lake Zoar and Lake Lillinonah. BEAs also visited the other state boat launches and private marinas throughout the state.

VESSEL SAFETY CHECKS (VSCs)

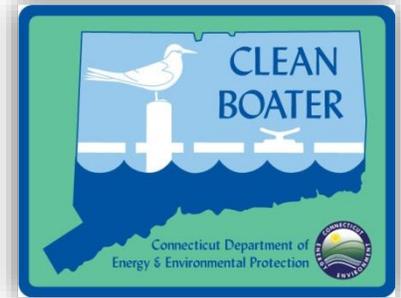
The Division and USCG Auxiliary entered into a memorandum of agreement (MOA) in February 2013 to carry out VSCs. The signing of this MOA has ensured the partnership continues so as to benefit both organizations. Connecticut is the only state agency in the country to perform VSCs.

The BEAs performed 3,122 VSC at state boat launches and reported to the USCG Auxiliary as required.

A VSC for trailered boats usually takes 10-15 minutes. If all federal safety requirements are met the boater is issued a decal.

CLEAN BOATING PROGRAM

The Division's [clean boating program](#) encourages state boaters to learn about and implement clean boating techniques. Connecticut waters are a valuable natural resource. Our waters provide food, jobs, recreation and beauty, as well as special habitat for fish, birds and wildlife. The cumulative impact of the approximately 165,000 recreational boats on Long Island Sound (LIS), for example, can be considerable, which is why it is important for each boater to share the responsibility for keeping our water clean for activities such as fishing, swimming, scuba diving and viewing wildlife.



Boaters are provided common clean boating practices to help keep pollutants out of our waters and to ensure the future health of Connecticut's waters.

The BEAs distributed spill prevention kits to “clean boaters” at the state boat launches. The kits included an oil absorbent pad, disposal methodology and tips for keeping pollutants out of the water. In 2014 the BEAs collected 8,733 clean boater pledges from recreational boaters. The pledge states that the boater will refrain from disposing trash and sewage in the water as well as preventing the spread of invasive species.

INVASIVE SPECIES

Over the years, a variety of non-native species (plants, animals, and other organisms) have been introduced to Connecticut. Non-native species are those that are alien to the ecosystem that they have been introduced into and whose introduction causes or is likely to cause harm to the environment or human health. Some non-native species exhibit an aggressive growth habit and can out-compete and displace native species. These are referred to as invasive species and they are a problem in Connecticut and elsewhere.

Efforts have been enhanced at our state boat launches with regard to educating boaters about stopping the spread of aquatic invasive species (AIS). Waters especially in western Connecticut are prone to introductions of zebra mussels. While zebra mussels have been in the Twin Lakes in Salisbury since 1998, they more recently were found in the Housatonic River impoundments of Lakes Lillinonah, Zoar and Housatonic.



To heighten the message to boaters to clean, drain and dry their boats to keep AIS from spreading, the BEAs increased their inspection of vessels for aquatic weeds and zebra mussels. Continued education and enforcement is needed to empower the boater and make the mantra of [clean-drain-dry](#) a normal part of boating. In 2011, the first year that actual boat inspections were performed to check for AIS, 1,260 vessel inspections were performed. In 2013, 1,563 inspections were performed. Due to staffing, less data was collected in 2014, but 3,380 boats were inspected, a 116% increase from the previous year.

AQUATIC INVASIVE SPECIES INSPECTION DATA

Year	Total Inspections	Inspected/Removed	Disposed of Bait	Washed Boats	Drained Boats	Aware of AIS Laws
2011	1,260	84%	73%	62%	84%	89%
2012	1,691	93%	92%	76%	93%	90%
2013	1,563	91%	91%	79%	78%	96%
2014	3,380	**	**	**	**	**

** Due to reduced staffing, data was not captured.

The Division developed and implemented a training program in 2012 for volunteer ramp monitors that were interested in spending time at boat launches other than state ramps. The program is called [“invasive investigator program”](#) and the training continued in 2014.

CLEAN VESSEL ACT (CVA)

Since 1993, all of the waters of LIS in Connecticut and New York have been designated by the EPA as a federally approved no-discharge area.

The [Federal Clean Vessel Act \(CVA\) grant program](#), has awarded more than \$12 million in grants since the no-discharge mandate in 1993 funding more than 560 projects in Connecticut. A total of 142 marine sewage disposal facilities (pumpouts/dump stations) have preserved and protected the water quality in LIS and more recently Candlewood Lake:



- ↓ 98 land-based pumpout facilities
- ↓ 21 dump stations
- ↓ 23 pumpout vessels

The funding was also used to administer the grant and for the installation, operation and maintenance of the pumpouts/dump stations on Fishers Island Sound and LIS. This program helps keep coastal waters clean for recreation by safely disposing of millions of gallons of boaters’ sewage annually. The marine facilities provide 25% of the cost of each project.

In 2014, DEEP was awarded approximately \$1.2 million to assist marinas, boatyards, yacht clubs, and pump-out vessels ensure that boaters have options for removing boat sewage. A total of 995,298 gallons of sewage was removed from recreational boats in Connecticut. That is a 6% increase from last year.

In 2014, the Division’s CVA Program received the State Clean Vessel Act Program Excellence Award from the [State’s Organization for Boating Access](#) for providing outstanding pumpout facilities, planning, education and partnerships. This award is presented to a state agency that has primary responsibility for implementing the provisions of the Clean Vessel Act of 1992 and which has excelled over time and provided outstanding service to its residents and visitors to the state. This award recognizes leadership and public service in the administration of the CVA, in the operation and maintenance of CVA facilities, and in developing innovative CVA programs and projects.

This award was presented to the Division’s CVA program staff at the annual National SOBA Conference in Little Rock, Arkansas.

2014 CLEAN VESSEL ACT HIGHLIGHTS

Grantee	Amount Awarded	Description
Bridgeport Port Authority	\$75,000.00	New Pumpout Vessel
Brewer Yacht Haven Marina, Stamford	\$79,725.00	New Pumpout Vessel and annual operation and maintenance costs
Chrisholm Marina, Chester	\$10,950.00	New Generator to run portable pumpout facility
Coastal Environmental Services, Inc., Mystic	\$79,725.00	New Boat Trailer, three marine pumps and two replacement engines for a pumpout vessel program
Coastal Environmental Services, Inc., Clinton	\$53,467.50	New Pumpout Vessel
Pilot’s Point Marina, Westbrook	\$171,381.11	Three new solar/electric powered pumpout vessels
Ragged Rock Marina, Old Saybrook	\$12,279.75	Upgrade of an existing pumpout facility motor

The Division hired a seasonal employee to promote the use of pumpout facilities and the importance of clean water along the coastline. The seasonal employee distributed brochures and promotional items with the pumpout logo to marinas and boaters throughout the state to remind them of the available services and the environmental effects sewage added to water bodies may have.

During the boating season, the program staff worked diligently before the official kick off of the boating season with CVA grantees to obtain a commitment from each publicly accessible facility to provide pumpout services to boaters for free. This hard work eliminated the \$5.00 charge for a pumpout. This will eliminate any financial disincentive for boaters to do the right thing and use pumpouts.

A new interactive [CVA map](#) was created to locate the CVA funded facilities and pumpout boats (www.ct.gov/deep/pumpoutdirectory). The latitude and longitude location/address, hours of operation, contact information, and facility web links are now included for boaters to access.

BOATING INFRASTRUCTURE GRANT PROGRAM (BIG)

The Division administered the [boating infrastructure grant program \(BIG\)](#) on behalf of the [U.S. Fish and Wildlife Service](#). Congress created this program (*Federal Register*, 50 CFR 86, January 18, 2001) recognizing that insufficient tie-up facilities exist for transient, non-trailerable boats for reasonable and convenient access from our navigable waters. Specifically, this program aims to assist boaters to enjoy many recreational, cultural, historic, scenic, and natural resources of the United States.

BIG program funds are made available to public and private agencies, marinas and other facilities that provide transient tie-up opportunities for non-trailerable (26' or over in length) recreational boats. Eligible projects include the construction, renovation, and maintenance of publicly or privately owned facilities including docks and moorings; one-time dredging to give transient vessels safe channel depths between the tie-up facility and channels or open water; installation of navigational aids to provide safe passage between the tie-up facility and maintained channels or open water; and education materials such as charts, cruising guides, and brochures.

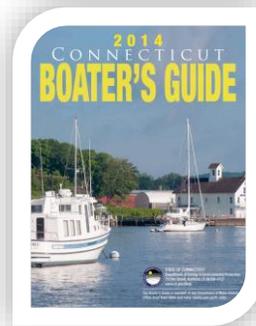
There are two levels of BIG funding. Tier 1 projects are for smaller projects up to \$90,000 and are competitive within Connecticut. Tier 2 projects are designed to be for larger projects from \$100,000 to \$1.2 million and are scored nationally. In 2014, the Division received applications from Saybrook Point Marina and S&S Marine, both in Old Saybrook. These facilities are working with the Division to complete their applications for final approval so that they can move forward with the construction of new transient facilities for boaters.

OUTREACH

PUBLICATIONS

The Boater's Guide is a handbook of boating laws and regulations. It also contains registration information, guidelines for safe boat operation, boat launch information and environmental initiatives. 95,000 copies were produced.

The Connecticut Boater's Guide for 2014 included advertising, thereby reducing costs for the Division. The larger size made locating information easier. It was made available to the boating public in a [digital book](#) format, [PDF](#) format accessible online and through printed distribution at DEEP offices, boating classes, boat shows, Department of Motor Vehicles (DMV) offices, organizational meetings and town clerks' offices.



EVENTS

The Division participated in various community events including safety fairs, marine industry trade shows, educational programs and much more around the state. The events are as follows:

- ↓ CMTA Hartford Boat Show
- ↓ Northeast Fishing / Hunting Show
- ↓ Hebron Fair
- ↓ Durham Fair
- ↓ Bring Your Child to Work Day at DEEP
- ↓ Petzold's Boatyard Open House
- ↓ Collinsville Canoe & Kayak Demo Days
- ↓ Mystic Lighted Boat Parade
- ↓ Boating Under the Influence Course
- ↓ Open Water and Close Quarters handling course, partnership with National Safe Boating Council
- ↓ US Coast Guard Open House
- ↓ *M/V Prudence*, participated in the Mystic SailFest
- ↓ Safety Seminar at Sea-Mystic Seaport
- ↓ Amtrak Safety Fair
- ↓ Eastern States Exposition
- ↓ Norwalk Boat Show
- ↓ No Child Left Inside / Great Park Pursuit
- ↓ CT Paddle Expo
- ↓ Charles W. Morgan Launching
- ↓ Berlin Fair
- ↓ SailQuest Boat Show
- ↓ Mascot/Safety Day New Britain Rockcats
- ↓ CT EMS Expo
- ↓ Cabela's Captain's Weekend
- ↓ Berlin Fair
- ↓ National Safe Boating Week Kickoff at Marine
- ↓ Ready, Set, Wear It!
- ↓ National Safe Boating Week



Floatie at the Eastern States Exposition (Big E)

M/V PRUDENCE-DIVISION'S OUTREACH VESSEL

The Division scheduled *M/V Prudence's* voyages around marine events such as fireworks, concerts, charities and parades, seeking out the greatest potential for exposure and impact. The *M/V Prudence's* crew encountered 264 vessels and delivered safety messages to over 1,000 persons; 957 adults, 32 teenagers and 49 children. The Division obtained promotional items from local retailers to thank the boaters for taking the time to learn about safe boating practices as part of our BOATS (Because Our Acquaintances Think Safety) Program.

The *M/V Prudence* was an effective resource to deliver safety messages to the recreational boating public. Even though limited time is spent on-the-water, the impact is invaluable. On average, *M/V Prudence* crew have delivered safety messages to 37 vessels and interacted with 148 boaters on each outing.



M/V Prudence underway delivering a safety message to a kayaker at the Charles W. Morgan Event

↓ NATIONAL SAFE BOATING WEEK-MAY 17-23, 2014

As part of National Safe Boating Week, DEEP partnered with the US Coast Guard, US Coast Guard Auxiliary (USCG AUX), and the United States Power Squadrons (USPS), to renew the state's commitment to promote the importance of making safe and responsible boating choices while on the water. Boaters were reminded to avoid factors that can lead to boating accidents such as inattention, careless or reckless operation, excessive speed, and alcohol consumption.

The DEEP Boating Division hosted a Summer Outdoor Recreation Kickoff at marine headquarters to remind boaters of safety tips.



Inflatable Life Jackets and Flare Demonstration with DEEP Commissioner Robert Klee at Marine Headquarters

In May 2014, DEEP encouraged all boaters to take every necessary safety precaution before going out on the water in the following press release:

- ↓ Take a boating or canoe/kayak safety class.
- ↓ Obtain a free Vessel Safety Check – contact your local USCG Auxiliary and US Power Squadrons. If you use a state boat ramp, look for our ramp monitors who will perform one.
- ↓ Dress for the water temperature especially when on small boats - temperatures in Long Island Sound are still in the mid-50s on lakes and ponds they are only in the mid-60s. Ending up in the water when our body temperatures are 98.6 degrees can be a huge shock. Someone that falls in the water quickly loses their ability to function. Additionally, waters this cold invoke an involuntary gasp reflex – a number one cause of drowning.
- ↓ Drink responsibly – alcohol was a contributing factor in 44% of the fatal accidents reported in Connecticut between 2008 and 2012. Wait to have a drink until you are safely back at the dock. Sun, wind, noise, vibration, and motion are all considered "stressors" common to the boating environment. They intensify the effects of alcohol, drugs, and some medications by causing fatigue, which greatly reduces a boat operator's coordination, judgment, and reaction time. Last but not least, the use of alcohol makes the body more susceptible to the effects of cold water.
- ↓ Double check the condition of all water and fuel hoses and their connections – accidents whereby boats sink or have fires onboard are generally a Spring time occurrence. With a little vigilance, such occurrences can be prevented.

- ↓ **Wear Your Lifejacket!** - Connecticut joins the National Safe Boating Campaign in its efforts to promote wearing a life jacket. Statistics show that almost three-quarters of the people that died in boating accidents between 2008 and 2012 drowned. Of those, 90% were not wearing a life jacket. Today's life jackets are more comfortable and lightweight than ever. Putting one on before heading out could save your life, so "Get It On Connecticut - Wear It!"

A boating accident survivor came to share his story and talk about what went wrong on his voyage. The survivor provided safety tips to educate the public on boating safe.



Eleanor Mariani, Division Director, gives William Sapone, a boating accident survivor, a certificate of appreciation for his contribution to educate the public on boating safety.

↓ **GREAT PARK PURSUIT-NO CHILD LEFT INSIDE®**

The Great Park Pursuit (GPP) is a State Parks Family Adventure that provides planned recreational opportunities for children. As part of the [No Child Left Inside](#) Campaign the Division helped to kick off the 2014 season with an opening GPP event at Sunrise Resort State Park, in East Haddam. There were approximately 700 participants who took part in the safe boating activities: Some of the boating activity stations included:

- ↓ Boating Bean Bag Toss
- ↓ Paddle Smart Game
- ↓ Boating Bingo
- ↓ Life Jacket Musical Chairs
- ↓ Code Flags
- ↓ Power Boats
- ↓ Canoeing adventure on the river
- ↓ Completing a paddling float plan
- ↓ ABC Trail Game



Participants file a float plan prior to launching



DEEP Deputy Commissioner Susan Whalen ensures the proper life vest fit prior to boarding the canoe.



Participants utilize learned safe boating skills in the canoes supplied by the DEEP.

SOCIAL MEDIA

The Division has over 1,600 followers on its Facebook page. Safe boating posts on the page reached thousands and engaged hundreds of people on a weekly basis.

These messages focused on the importance of wearing a life jacket, boating sober and cold water boating preparedness.

[Facebook.com/BoatinginConnecticut](https://www.facebook.com/BoatinginConnecticut)



AWARDS AND RECOGNITIONS

- ↓ Director, Eleanor Mariani, was elected president of the [National Association of State Boating Law Administrator's](#) (NASBLA) in October in Bar Harbor, ME. She will serve one year in that capacity.
- ↓ EnCon Officer, Liam O'Brien, was selected for the National Association of State Boating Law Administrator's Butch Potts Boating Law Enforcement Officer of the Year Award for 2013.

This national award was created in 2000 to recognize and honor outstanding service to recreational boating. Officer Liam O'Brien was hired in the summer of 2012 and was assigned to the marine district, central sector. He investigated three abandoned vessel complaints and conducted a lengthy boating accident that resulted in the operator being charged with reckless boating, first degree while under the influence. He issued many other boating citations for insufficient floatation devices as well as reckless boating charges. Officer O'Brien further continues his boat handling and investigation skills and is working on obtaining his US Coast Guard's Captain's license.
- ↓ Sergeant Eric Lundin was nominated to serve on the Board for [Mothers Against Drunk Driving \(MADD\)](#).
- ↓ Sergeant Eric Lundin served on NASBLA's [Engineering, Reporting and Analysis Committee](#).
- ↓ Mark Chanski, a staff member of the Division, served on NASBLA's [Education and Outreach Committee](#) and chaired some subcommittees.
- ↓ Kate Brown, BIG/CVA Program Coordinator for the Division, became a member-at-large for the Board of the [States Organization for Boating Access](#).



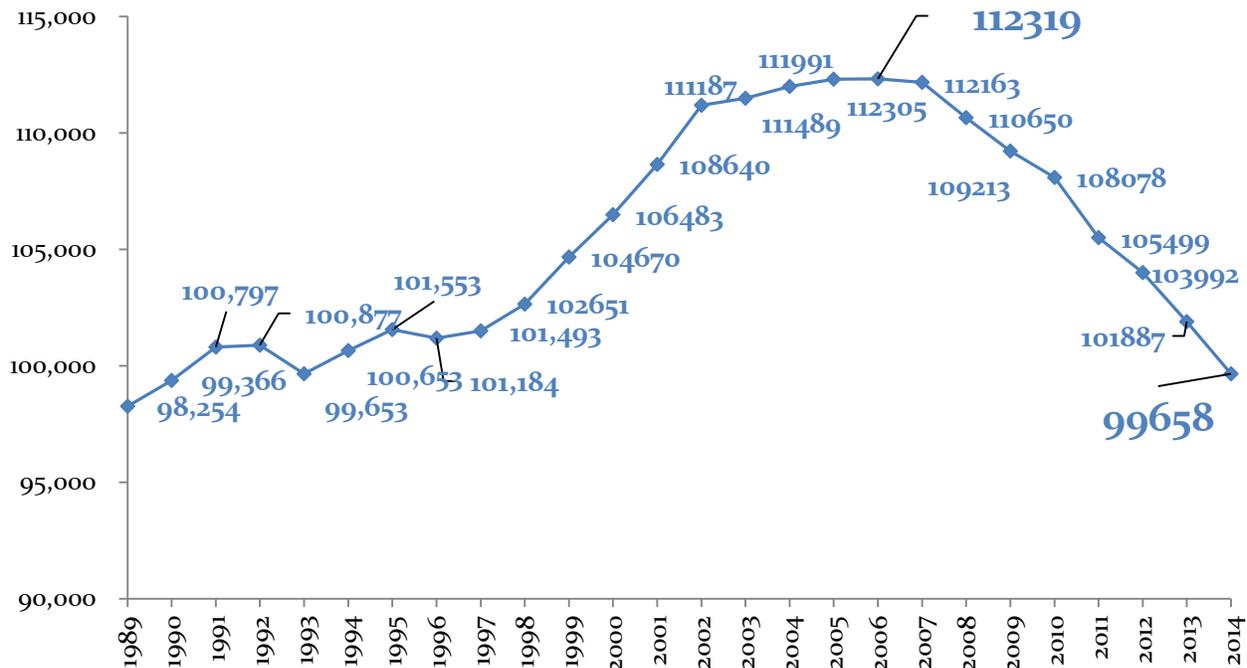
2013 EnCon Officer of the Year-Liam O'Brien participated in a photo shoot for a BUI ad.



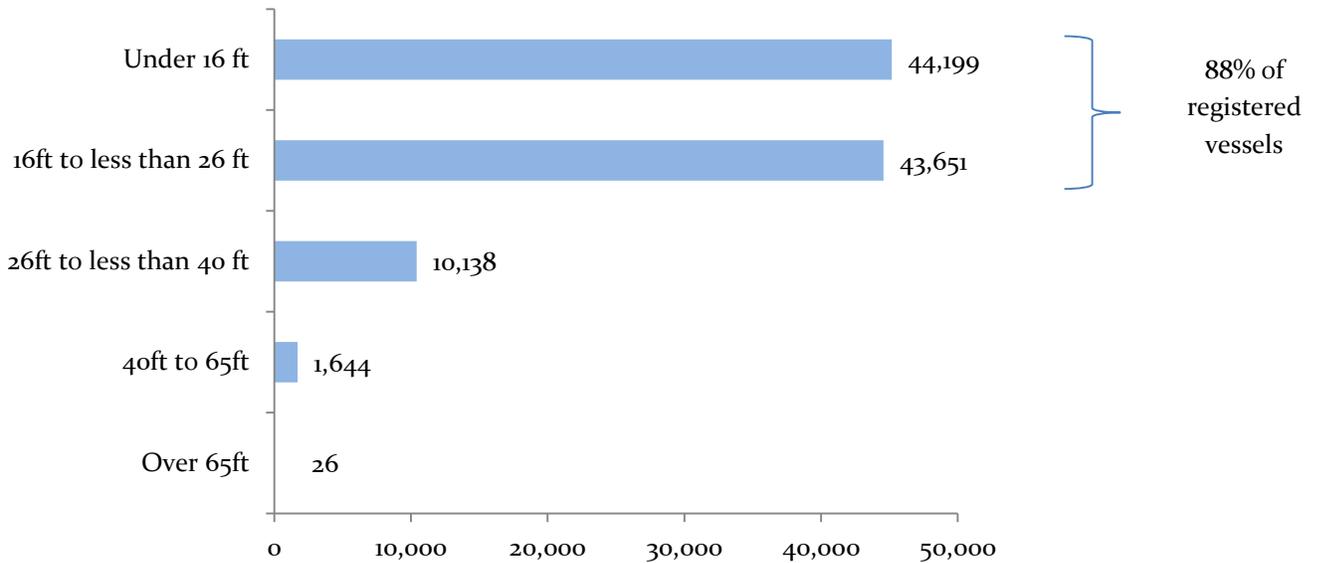
VESSEL REGISTRATION

In 2014, there were 99,658 vessels registered in Connecticut. 88% of Connecticut registered vessels are less than 26 feet. All motorized vessels and sailboats greater than 19 ½ feet in length are required to be registered. Vessels displaying Connecticut registration numbers receive a certificate of number. Vessels used in Connecticut waters for more than 60 days and registered in other states or holding a valid USCG documentation certificate, must display a Connecticut certificate of decal. The number of vessels registered does not capture manually propelled vessels, which are not required to be registered. In the [2012 National Recreational Boating Survey](#) conducted by the United States Coast Guard (USCG), the northeast region had the highest percentage (19.2%) of households with one or more persons who either canoed or kayaked. Of those surveyed in Connecticut, 21.8% used either a kayak or canoe.

NUMBER OF VESSEL REGISTRATIONS-1989-2014



LENGTH OF VESSELS REGISTERED-2014



BOATING ACCIDENTS AND REPORTING

All operators of vessels involved in an accident must remain at the scene and assist any other vessel or person involved, if possible, without endangering their own vessel or the people aboard. The operator must also give his/her name, address and vessel identification number to the other operator(s) or owner of the damaged property.

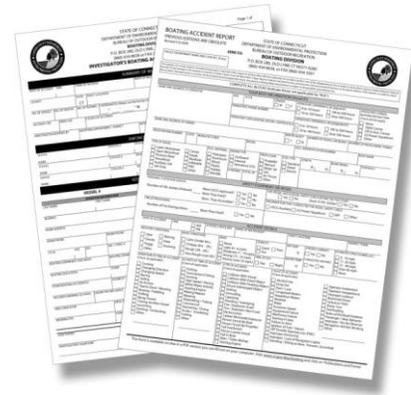
Operators involved in a boating accident which results in any of the circumstances noted below shall immediately notify the nearest law enforcement agency with jurisdiction in the area and, not later than 48 hours after the accident, report the matter to DEEP on a [form](#) provided by the Division.

- ↓ The death of any person from whatever cause.
- ↓ The disappearance of any person from on board.
- ↓ The injury of any person sufficient to require medical attention beyond simple first aid.

Any accident in which the total damages to all property affected is in excess of \$500 must be reported by the operator not later than 5 days after the accident on forms provided by the Division. The [form](#) can be downloaded by visiting the Division's webpage: www.ct.gov/deep/boating.

The operator of the vessel must make out the report, if they cannot do so, the owner or a survivor of the accident must initiate the report.

Many accidents are not reported because boaters are not aware of the accident reporting regulations. In an effort to increase boating accident reporting, the Division created a reminder to operators of their responsibility to report an accident: The reminders were inserted in the boater registration renewal envelopes and were handed out at boating events. The insert's intent was to remind operators of the steps they need to take in an emergency and information on how to properly report their boating accident to the authorities. Also a blank boating accident report was included in the 2014 Boater's Guide for use.



BOATING ACCIDENT STATISTICS

The Division continued to maintain the computerized accident database using the US Coast Guard's boating accident report database system (BARD). The fifty states, five U.S. territories and the District of Columbia are required to report recreational boating accident data to the United States Coast Guard (USCG). The national data is available through the USCG at: http://www.uscgboating.org/statistics/accident_statistics.aspx The standards and guidelines for reporting recreational boating accidents, established by the USCG, are described in [Title 33, Section 173 of the Code of Federal Regulations](#).

Please Note: Per Section 15-149a of the Connecticut General Statutes., Connecticut requires operators of a vessel involved in a recreational boating accident to report to the Division if property damage exceeds \$500. The USCG utilizes at least \$2000 in property damage as a threshold for reporting.

In 2014 there were 48 reportable accidents (involving 70 vessels) with 20 accidents with injuries for a total of 27 injuries and 5 accidents that resulted in 5 fatalities. Four of the fatalities were a result of drowning and one involved a propeller strike. The four drowning victims were not wearing a life jacket.

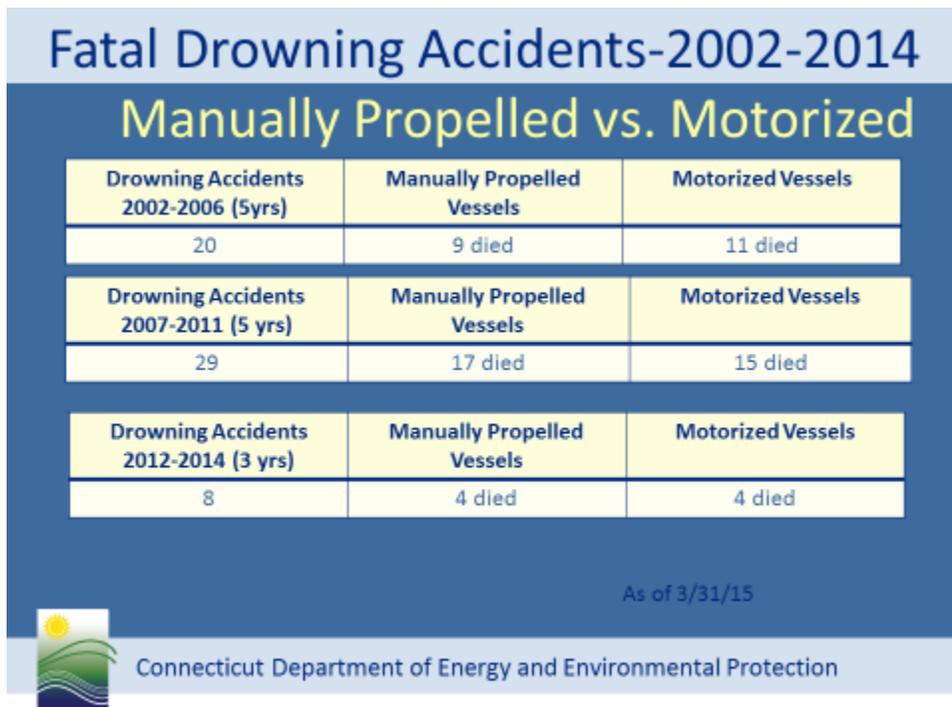
The accident statistics were compiled from these sources:

- ↓ Boating accident report (BAR) data from boat operators
- ↓ Reports from Environmental Conservation Police (EnCON) boating accident reconstruction unit, investigations of fatal boating accidents that occurred on Connecticut waters
- ↓ Reports received from responding marine and fire units
- ↓ Reports received from news media sources
- ↓ Marine information for safety and law enforcement Reports (MISLE)

The Division strives to reduce the number of recreational boating accidents, injuries and deaths on Connecticut's waterways and to provide a safe enjoyable experience for the boating public. The purpose of combining boating education, law enforcement initiatives, regulatory and administrative procedures, with visual marking of the waterways is to create a knowledgeable and skilled boating public with safety ethics. The benefits of these efforts is to create a safety environment that results in reduced number of boating fatalities, serious injuries and property damage to boats and reduces user conflicts.

Since the inception of mandatory boating education for registered vessels in 1993, the fatality rate has decreased 56.6%. The accident rate has also decreased 26.0%. Manually propelled boats are not required to be registered; therefore, there is no requirement for education for the operator and these vessels are not included in the fatality rates and accident rates.

There have been more drowning accidents from manually propelled vessels in the last 5 year period (2007-2011) than motorized vessels. This is something that the Division will be monitoring in the next 5 year period (2012-2016).

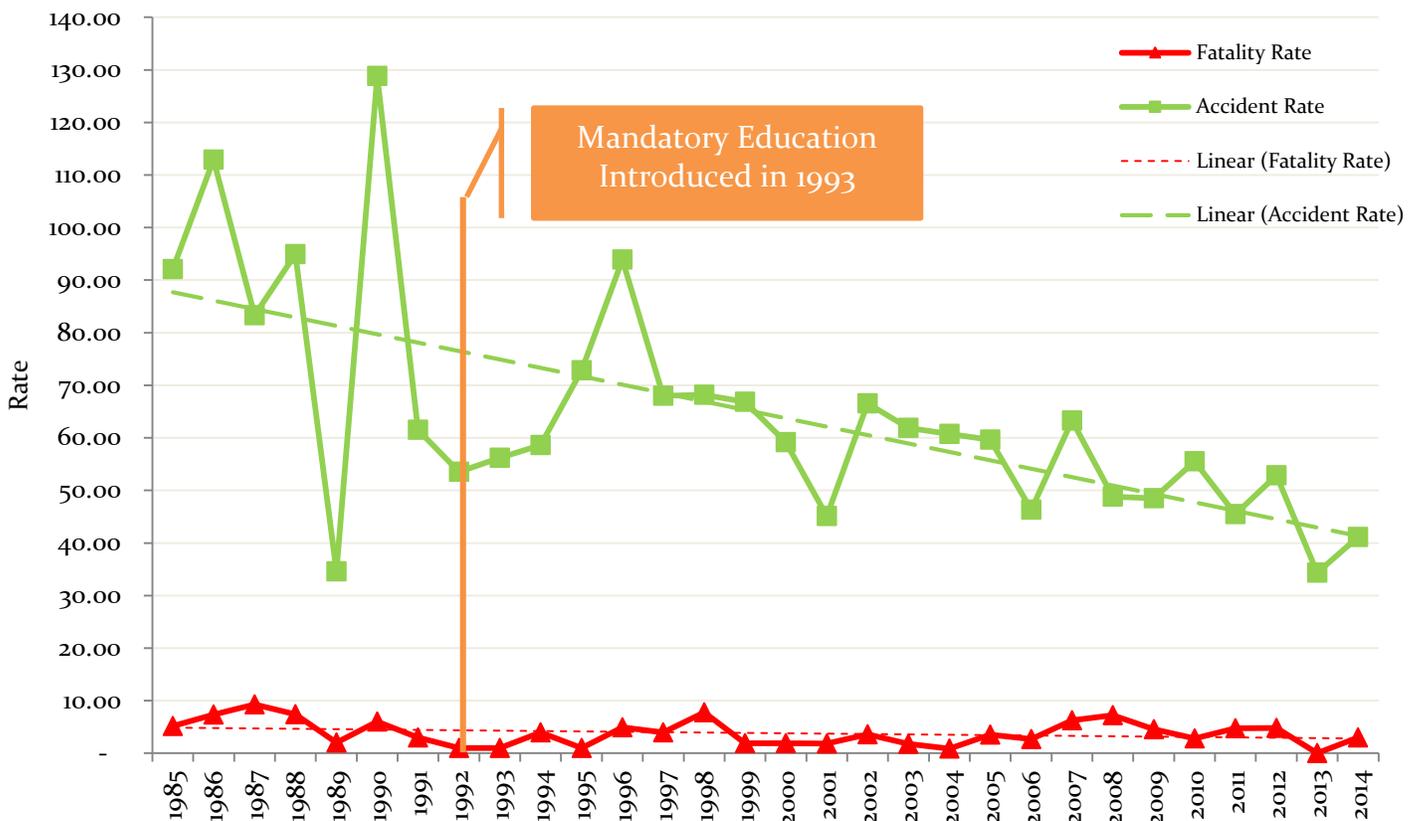


ACCIDENTS 2008-2014

	2008	2009	2010	2011	2012	2013	2014
Number of Vessels Registered	110,650	109,213	108,078	105,499	103,992	101,887	99,658
Accidents*	58	56	63	52	56	36	48
Fatalities*	13	8	7	9	6	1	5

*Includes registered and nonregistered vessels

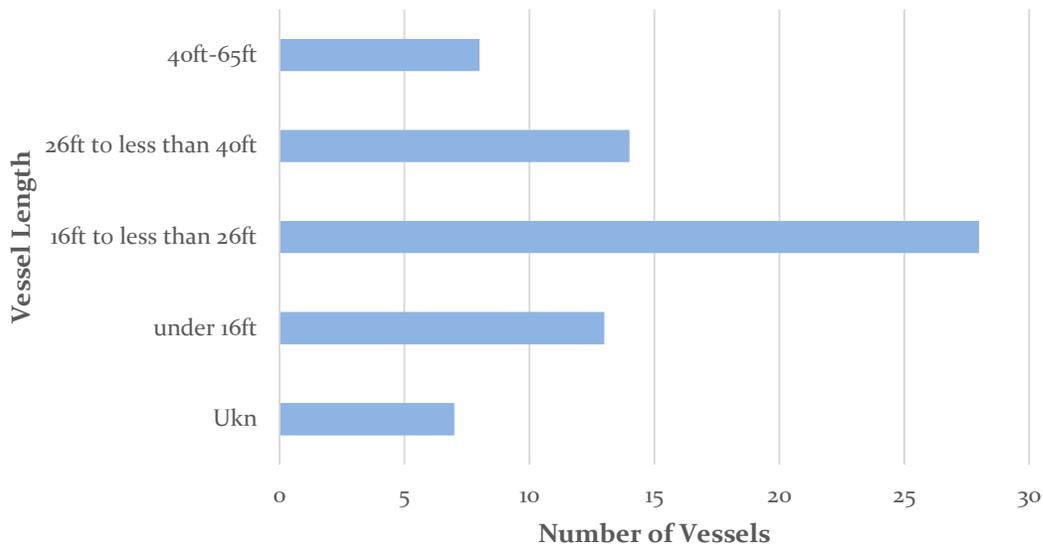
RATES OF ACCIDENTS AND FATALITIES IN CONNECTICUT PER 100,000 REGISTERED VESSELS- 1985-2014



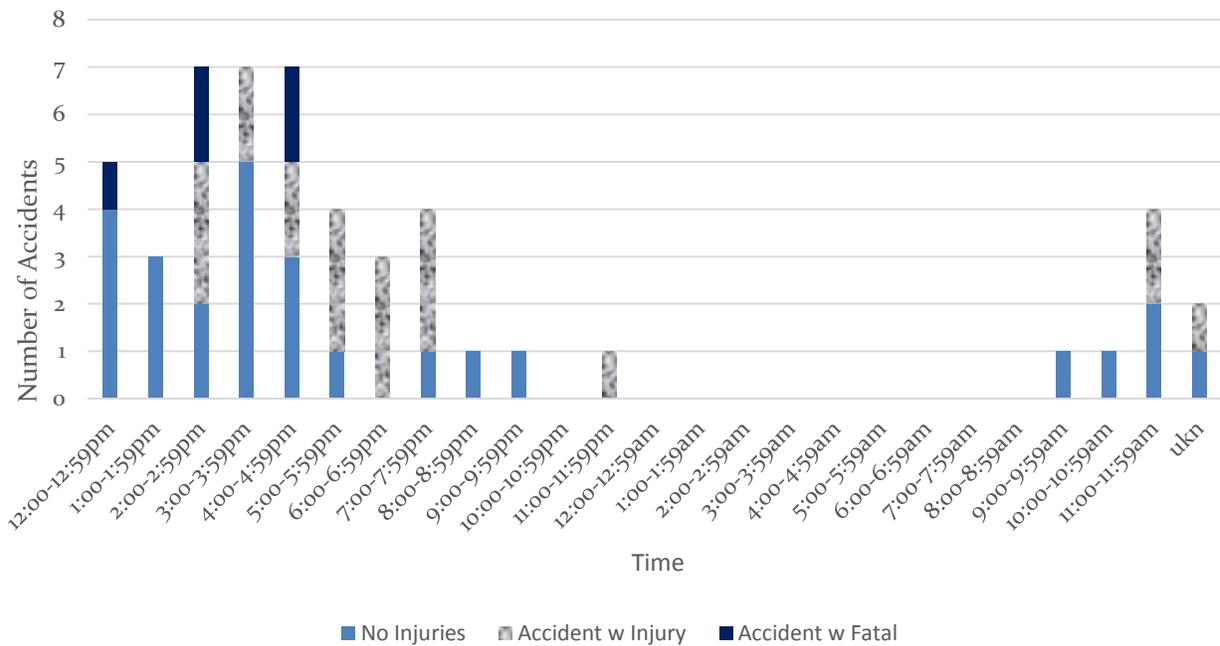
Note: The accident rate only includes *registered vessels* and is calculated using the number of accidents and the number of registered vessels in CT ($\frac{\text{\#accidents}}{\text{\# registered vessels}} * 100,000$)

The fatality rate only includes *registered vessels* and is calculated using the number of deaths and the number of registered vessels in CT ($\frac{\text{\# fatalities (persons)}}{\text{\# registered vessels}} * 100,000$)

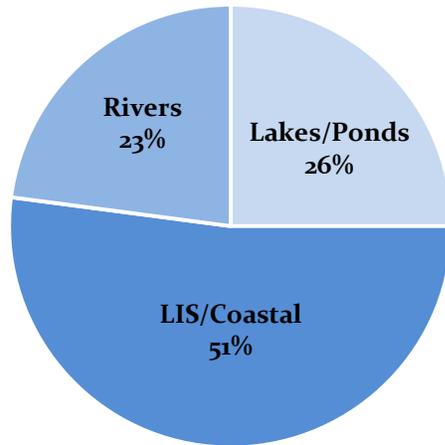
SIZE OF VESSELS INVOLVED IN ACCIDENTS-2014



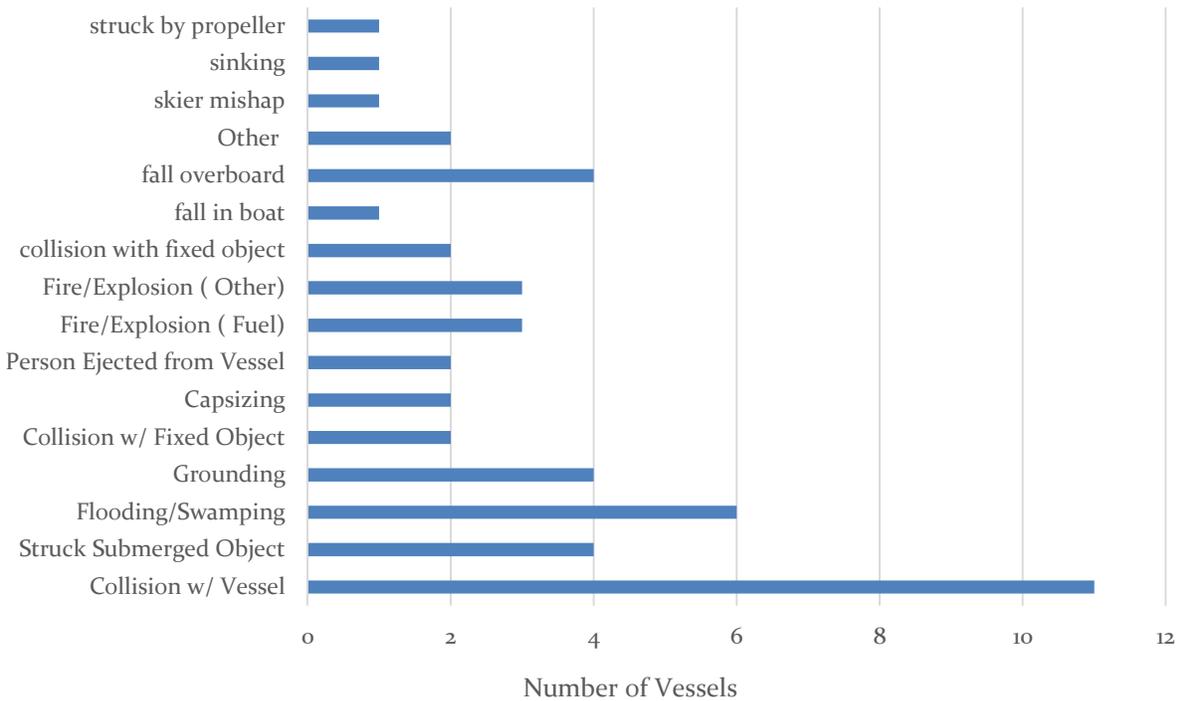
TIME OF DAY THE ACCIDENTS ARE OCCURRING-2014



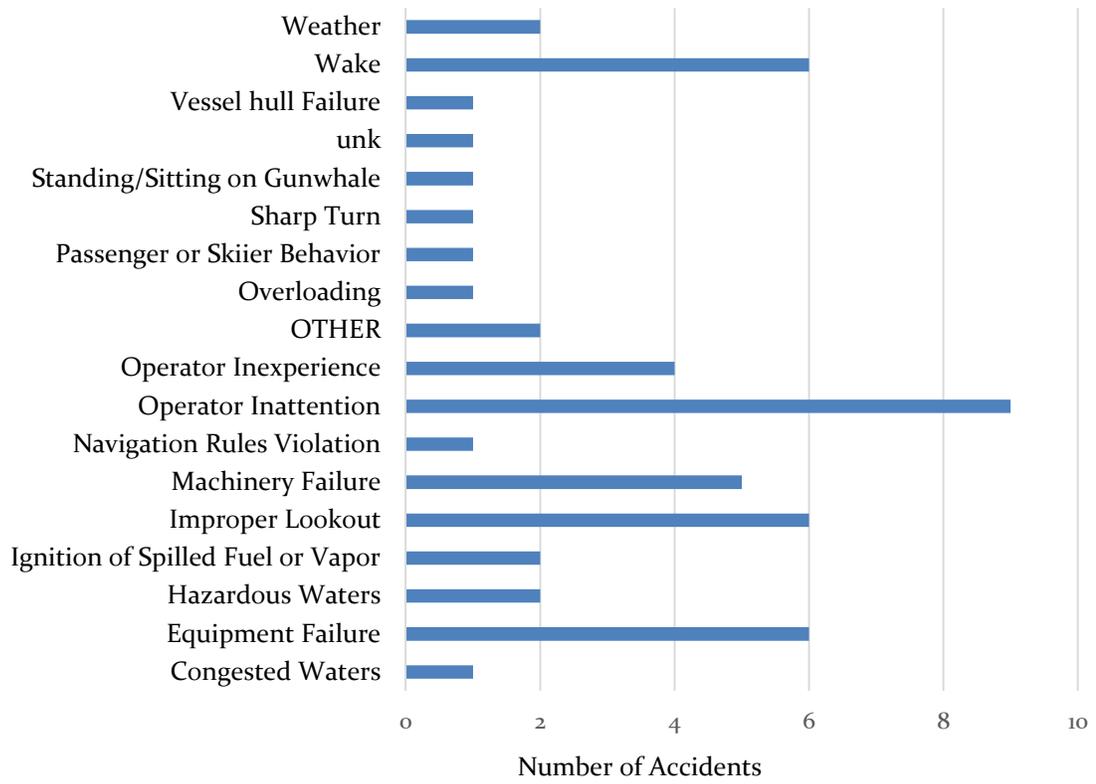
WHERE ARE THE ACCIDENTS OCCURRING?-2014



TYPE OF ACCIDENTS OCCURRING-2014



CAUSE OF THE ACCIDENT-2014



ACCIDENT TYPE AND VESSEL OPERATION-2014

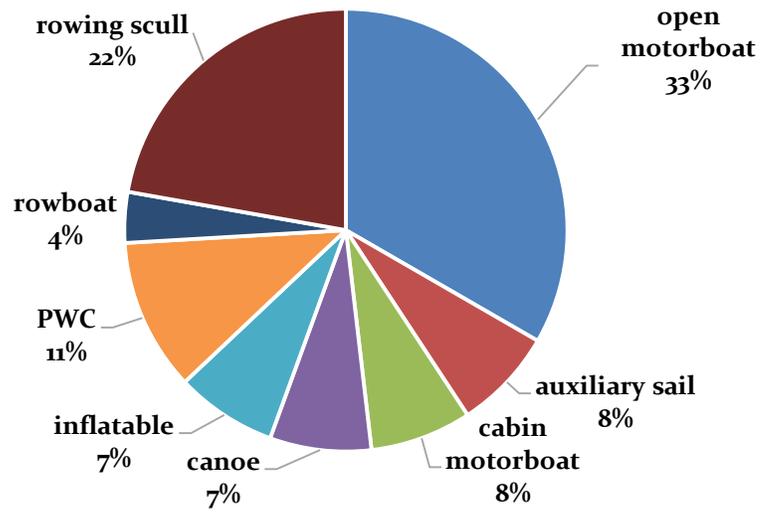
Accident Type	Vessel Operation	Vessels Involved	Injuries	Deaths
Collision w/ Vessel	changing direction	1	0	0
	cruising	6	3	0
	docking/undocking	4	0	0
	tied to dock/moored	6	0	0
	drifting	2	1	0
	Changing speed	2	1	0
	At anchor	1	0	0
Struck Submerged Object	changing speed	4	0	0
Other	cruising	2	1	0
Falls In Boat	cruising	1	1	0
Flooding/Swamping	At anchor	1	0	0
	drifting	1	0	0
	rowing/paddling	4	3	2
Grounding	cruising	5	2	0
Collision w/ Fixed Object	cruising	1	0	0
	Docking/undocking	1	0	0
Falls Overboard	Rowing/paddling	2	6	0
	cruising	1	2	1
	unknown	1	0	1
Fire/Explosion (Fuel)	tied to dock/moored	5	0	0
	cruising	2	1	0
	unknown	0	1	0
Fire/Explosion (other)	tied to dock/moored	6	1	0
	cruising	1	0	0
Person ejected from a vessel	cruising	2	2	2
	unknown	1	1	0
Skier mishap	towing	1	1	0
sinking	cruising	1	0	0
Struck by propeller	unknown	1	1	1
Struck a submerged object	cruising	4	0	0

Of the 48 reportable accidents, there were 11 accidents involving collisions with 22 vessels. Of those twenty two vessels, there were:

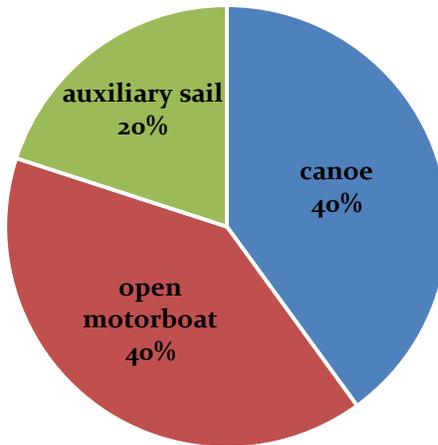
- 6 vessels (27%) that were not moving. (i.e. tied to dock/moored, docking/undocking)
- 9 vessels (41%) that were traveling at a speed between 0-10 mph.
- 2 vessels (10%) that were traveling at a speed between 11-20 mph.
- 2 vessels (10%) that were traveling between 21-40 mph.
- 3 unknown speeds

10 out of the 22 collisions (46%) were in close quarters. Of those 10, 5 collisions occurred during docking or undocking maneuvers.

VESSELS THAT HAD INJURIES-2014



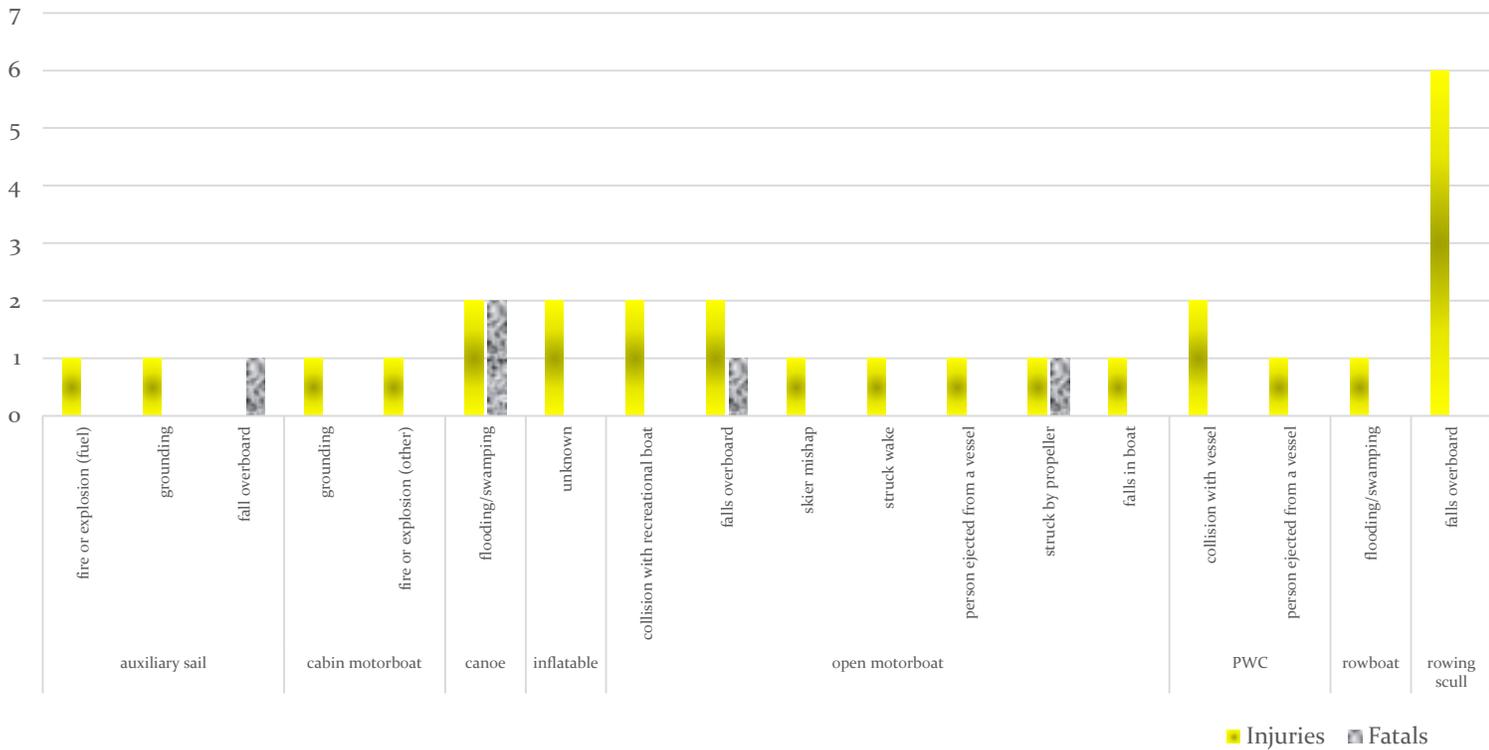
VESSELS THAT HAD FATALITIES-2014



LIFE JACKET USAGE IN THESE ACCIDENTS

VESSEL TYPE	LIFE JACKET WORN	CAUSE OF DEATH
CANOE	NO	DROWNING
CANOE	NO	DROWNING
AUXILIARY SAIL	NO	DROWNING
OPEN MOTORBOAT	NO	PROP STRIKE
OPEN MOTORBOAT	NO	DROWNING

INJURIES-TYPE OF VESSEL AND ACCIDENT TYPE-2014



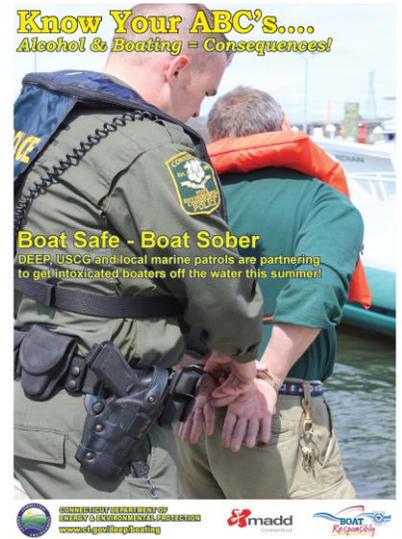
BOATING UNDER THE INFLUENCE (BUI)

The Division and the Environmental Conservation Police (EnCon) Division maintained its effort to bring public attention to the dangers of boating under the influence and focus patrols in areas of high activity to strictly enforce Connecticut’s boating under the influence laws. The EnCon Division at marine headquarters kicked off the recreational boating season just before the July 4th weekend with an Operation Dry Water press event. The event was led by the marine district captain and speakers included DEEP’s deputy commissioner and was attended by representatives from the Connecticut State Police, Old Saybrook police department and Mothers Against Drunk Drivers (MADD). The EnCon Division participated in additional patrol initiatives focusing on boating under the influence in August. EnCon officers arrested one boater for boating under the influence.

ALCOHOL RELATED ACCIDENTS -2008-2012

Of the 311 boating accidents that occurred between 2008 and 2012 alcohol was involved in the following:

- ↓ 3% of the accidents with PROPERTY DAMAGE ONLY. (5 accidents out of 176 accidents)
- ↓ 18% of the accidents with at least one injury. (19 accidents out of 105 accidents)
- ↓ 47% of the fatal accidents. (18 accidents out of 38 accidents)
The national average is approximately 20%. (1 in 5 fatalities)

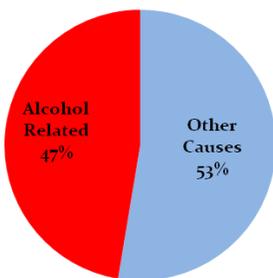


The number of BUI arrests:

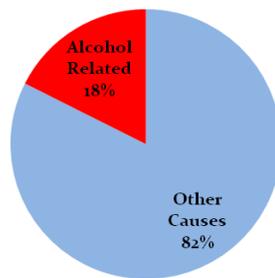
- ↓ 2008-6
- ↓ 2009-4
- ↓ 2010-15
- ↓ 2011-15
- ↓ 2012-12
- ↓ 2013-9
- ↓ 2014-4

Accidents involving alcohol by the vessel’s occupants shows that as the seriousness of the accident increases, so does alcohol involvement. (2008-2012)

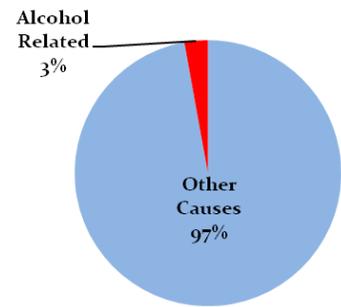
ACCIDENTS WITH AT LEAST 1 FATALITY



ACCIDENTS WITH AT LEAST 1 INJURY



ACCIDENTS WITH PROPERTY DAMAGE ONLY



The Division’s priority was to encourage responsible consumption of alcoholic beverages. Utilizing local print, radio, TV media, websites and social media networks, like Facebook and Twitter, these messages were delivered to the public. An ad that featured joint patrols and partnership with Mothers Against Drunk Driving (MADD) was printed in 3 magazines.

To increase intoxication awareness at such events, the Boating Division utilized attention grabbing tools such as Fatal Vision® Goggles which educate people of all ages about the consequences of alcohol misuse and abuse. The Fatal Vision® Goggles use special lens technology that allows the wearer to experience a realistic simulation of impairment. The Division utilized ‘Intoxi-clock’ an interactive tool used to demonstrate visually how a person’s level of intoxication changes with increasing levels of alcohol consumption and the rate at which a body metabolizes alcohol given the person’s weight, gender and drinking pattern.

The Boating Division coordinated efforts with the EnCon Division and added another Operation Drywater weekend in July as part of the BUI campaign.

BOATING LEGISLATION

The Division provided a legal structure that promoted safe boating practices and ensured consistency with federal and state requirements pertaining to boating safety and boat operation. The Division tracked ten proposed legislation initiatives for boating, assessed impacts, and provided testimony to the DEEP Commissioner. Not all relevant legislation was adopted during the session. The Boating Division reintroduced the abandoned boat statute in the legislative session. The legislation was passed. Other noteworthy legislation:

- ↓ HB 5586 – An Act Concerning Revisions To Various Statutes Concerning The Criminal Justice System -passed – made slight changes to the BUI statutes.
- ↓ SB-71 – An Act Concerning On-Line Education Options For Boating And Hunting Safety. Supported - passed but with non-relevant replacement text – online education-final language did not provide for online classes.
- ↓ HB 5423 – An Act Concerning The Speed Of Vessels Along Certain Portions Of The Connecticut River - Did not pass – sought to repeal SNW zone on the Connecticut River.
- ↓ Public Act 14-63-An Act Concerning The Adoption Of The Uniform Certificate Of Title For Vessels Act-passed -titling of vessels will be implemented beginning with model year 2016 and is not retroactive.

MARINE DEALERS

The Division conducted site visits for each new marine dealer registration numbers (MDRNs) applicant. The Boating Division inspected and approved 7 new marine dealers for receipt of MDRNs. In 2014, Connecticut issued a total of 301 MDRNs to 164 marine dealers and marine surveyors.

ABANDONED BOATS

The Division received inquiries about abandoned boats and provided assistance for approximately sixty (60) abandoned vessels in 2014. In 2014, approximately eight notices of intent to sell (NOITS) were processed. Filing of a NOITS with the DEEP is one of the last steps in the abandoned boat process before an individual can take ownership of a previously abandoned vessel.