



Connecticut Department of
Energy & Environmental Protection
Boating Division-Marine Headquarters
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<https://portal.ct.gov/DEEP/Boating/Boating-and-Paddling>

2025 ANNUAL BOATING DIVISION REPORT

Boating Highlights, Achievements, and Accident Statistics





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EXECUTIVE SUMMARY

The Connecticut Department of Energy and Environmental Protection (DEEP), Bureau of Outdoor Recreation, Boating Division's (Division) mission is to enhance boating safety, improve boating access and associated infrastructure on Connecticut's waters, foster environmental stewardship and reduce or eliminate user conflicts. The Division works in cooperation with other Divisions as well as with its federal, municipal, and boating safety stakeholders to provide clean, safe, and well-maintained boating access.

Our state offers many recreational boating opportunities for motorized and non-motorized vessels. There were approximately 87,500 registered recreational vessels in 2025, a 0.91% decrease from 2024. The number of vessels registered does not capture manually propelled vessels, which are becoming increasingly popular, but are not required to be registered.

The Division manages 117 state boating access points throughout the state. In 2025, the state boat launch overflow parking lot was recently renovated at Niantic River Boat Launch. Through the Boating Infrastructure Grant program, funds were made available to public and private agencies, marinas and facilities to construct transient tie-up opportunities for non-trailerable (26' or greater in length) boats. Eleven transient facilities have been completed to date.

The Division receives financial assistance from the United States Coast Guard (USCG) through the Recreational Boating Safety grant program which allows the Division to implement State initiatives to reduce the number of boating incidents, injuries and deaths on Connecticut waters. Through education and outreach, strategic placement of regulatory markers, regulated events, improved access, and active law enforcement, the boaters on Connecticut's waters become more knowledgeable. This ensures the boaters of Connecticut have a safe, secure and enjoyable recreational boating experience. Our major initiatives continue to stress the importance of boating sober and the importance of wearing life jackets.

In 2025, there were 420 clean boater pledges received. Clean water and clean air make boating experiences more enjoyable. By becoming aware of some of the environmental hazards that are associated with boating, and using sound environmental boating practices, boaters were educated by the Division to help protect our resources and ensure the future health of Connecticut's waters.

Since its inception, the Federal Clean Vessel Act (CVA) has prohibited the discharge of untreated sewage from vessels in Long Island Sound. All of Connecticut's coastal waters from the Rhode Island state boundary in the Pawcatuck River to the New York State Boundary in the Byram River and extending from shore out to the New York state boundary have been designated by EPA as a Federal No Discharge Area. In these waters, the discharge of any sewage from any vessel is prohibited.

BOATING DIVISION

The Division's mission is accomplished by:

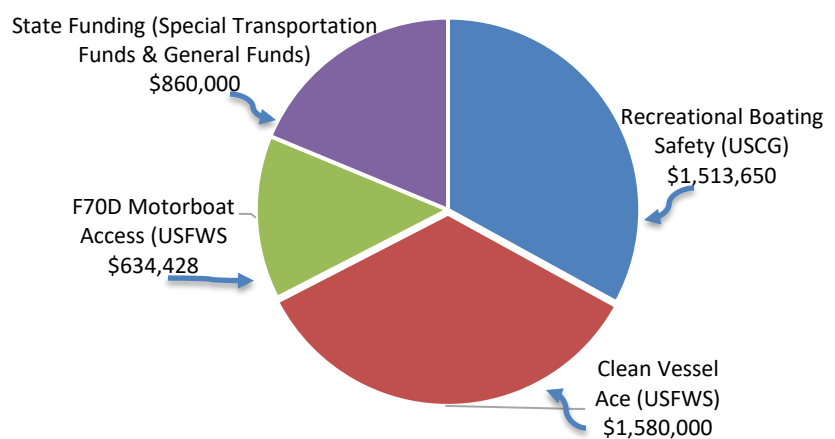
- Improving the safe navigation of our waters to reduce casualties, congestion and conflict.
- Ensuring that recreational boaters and youth are able to improve their knowledge of key boating safety topics and enhance boat handling skills.
- Ensuring, along with Department of Motor Vehicles (DMV), that boats are properly numbered, identified with hull identification numbers and meet federal and state identification requirements.
- Working with DEEP Environmental Conservation Police (EnCon) to coordinate boating law enforcement efforts.
- Reporting recreational boating accidents including the accuracy of reporting alcohol and/or drug use in boating accident investigative reports in a timely manner to the USCG.
- Advancing safe boating practices through regulation, legislation, administrative procedure, and reporting and analyses of boating accidents.
- Improving marine law enforcement proficiency.
- Increasing voluntary life jacket wear rates amongst boaters in both registered and non-registered boats and reduce alcohol and drug use by operators and passengers.
- Staying active in state and national initiatives and with state and national organizations with similar goals of reducing boating accidents.

FUNDING

In addition to state funding, the 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 engine fuels. Funds are then administered by the US Fish and Wildlife Service (USFWS) and the 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 longer (BIG Program) and for promoting the use of pump-out facilities by boaters to handle boat sewage (CVA Grant). Monies received annually from the USCG are used to promote recreational boating safety on Connecticut's waters (Recreational Boating

FY 2025 Boating Division Funding Sources



Safety Grant). State funding is used to supplement these programs to prevent the spread of aquatic invasive species and to administer the State's abandoned boat program.

The Division operates with a small core staff of 9 people and collaboratively work together to carry out its mission. Funding received by the Division is provided to other Divisions of the DEEP for assistance including EnCon Police, State Parks and Public Outreach, and Bureau of Central Services. The 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 DMV for vessel registration.



NAVIGATION SAFETY/ACCESS

U.S. AID TO NAVIGATION SYSTEM (USATONS)- STATE MARKERS

The Division worked closely with contractors to provide:

- ↓ 6 navigation and 4 regulatory buoys on Candlewood Lake.
- ↓ 2 regulatory buoys on Coventry Lake.
- ↓ 37 regulatory buoys on the Connecticut River.
- ↓ 6 regulatory buoys on the Housatonic River.
- ↓ 8 regulatory buoys on the Mystic River.
- ↓ 1 regulatory buoy on the Pawcatuck 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 17 marker permits were issued during 2025.

MARINE EVENT PERMITS

A permit is required for all marine parades, regattas, races, tournaments (other than fishing), exhibitions, or other activities held on inland state waters requiring exclusive use of a specified portion of a waterbody, including access through state boat launches. In addition, a state permit is required on federal waters when using a state boat launch, or when requesting certain boating regulation exceptions. In 2025, 53 permits were issued to various groups for events. The permit requirement continues to improve boating in Connecticut by reducing user conflicts and overcrowding at popular locations. There is no charge for a [marine event permit](#). Note-Fishing tournaments are issued by the DEEP Fisheries Division.

The following marine event permits were issued in 2025:

- | | |
|-------------------------------|--------------------------|
| ↓ 1 Boat Parade Event | ↓ 6 Sailboat Race Events |
| ↓ 1 Exhibition Event | ↓ 1 Swim Race Event |
| ↓ 4 Canoe/Kayak Paddle Events | ↓ 1 Triathlon Event |
| ↓ 1 Canoe/Kayak Race Event | ↓ 3 Waterski Events |
| ↓ 31 Crew Events | |
| ↓ 4 Fireworks Display Events | |

SPECIAL USE LICENSES FOR USE OF STATE BOAT LAUNCHES

A license is required for temporary special use of a state-owned boat launch that is not considered a "normal" use of a launch or prohibited. The Commissioner may authorize such activity for public purposes if compatible with the boating facility. In 2025, 9 licenses were issued to various groups for special events. These permitted activities included: aquatic invasive monitors stationed at our state launches, fire department equipment testing, fishing camp drop-off and pick-up of campers, research projects, lake clean-up days, and a PFD loaner stand location.

DAM SAFETY

The Division placed and removed barrier floats at three state-owned 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 were safe and in clean condition.

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 or less and during daytime hours, 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 USCG does not require a Connecticut boating certificate to operate vessels other than personal watercraft. They must have a copy of the license on board during all times of operation.

PERSONAL WATERCRAFT ONLY

Any person operating a personal watercraft must possess either a Certificate of Personal Watercraft Operation issued by Connecticut or a certificate issued by 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 Certificate of Personal Watercraft Operation issued by a reciprocal state (NY, MA, RI or NH) for those persons not residing in CT and wishing to operate a PWC in CT. Once a person makes CT their permanent residence, he or she must obtain a CT boating certificate within 90 days of becoming a CT resident. Personal watercraft (i.e. jet ski, wave runner, sea-doo) operators MUST have a recognized Certificate of Personal Watercraft Operation to operate legally.

COASTAL BOATER ENDORSEMENT

The Coastal Boater Endorsement recognizes boaters who receive additional education in basic navigation and plotting methods. Such education further promotes safety in coastal waters.

There are several approved private course agents who teach the navigation course that leads to the Coastal Boater Endorsement. Those who successfully complete the course receive the endorsement on their Connecticut boating certificate. In 2025, 36 people earned their endorsement.

SAFE WATERSKIING ENDORSEMENT

The safe waterskiing endorsement requirement became effective on October 1, 2015. The Safe Waterskiing Endorsement (SWE), is the only online boating education course approved in CT. The vendor works with Division staff to ensure the educational requirements are met and boaters receive their SWE upon successful completion of this course. <https://www.boaterexam.com/usa/connecticut/> The SWE course is available for any eligible boaters holding a CT or reciprocal state boating certificate needing to obtain their Safe Waterskiing Endorsement. The course is located on the DEEP-Boating Safe Waterski Endorsement website(www.ct.gov/deep/waterskiendorsement).

EQUIVALENCY EXAMINATION

The Division's equivalency examination is a 65-question multiple choice test designed for the experienced boater to qualify for a certificate. While the equivalency exam provides a short cut to certification, the Division recommends that all boaters take a class to ensure they are up-to-date with current boating laws.

In 2025, of the 34 applications that were submitted for the equivalency exam, 31 passed and three failed.

DEEP SPONSORED BOATING CLASSES

The Division utilized its team of 64 volunteer instructors to conduct a total of 95 Boat Connecticut courses. Volunteer instructors contributed a total of 1,062 hours to teach classes. The Boat Connecticut course provided a comprehensive introduction to boating safety. A total of 1,622 students graduated

from the course. The courses were held statewide through our community college system and through dozens of other sponsoring organizations.

The DEEP safe boating course is also incorporated into several middle and high school curriculums throughout the state. A total of 23 courses were taught by Middle and Highschool teachers; 56 students earned their CT boating certificate.

The Division conducted one stand-alone 2.5 hour safe personal watercraft handling courses for a total of three students.

OTHER BOATING EDUCATION CLASSES

In addition, there are several approved private providers. These approved safe boating course agents obtain approval through the National Association of State Boating Law Administrators (NASBLA) and the State of Connecticut in order to provide the education which allows students to earn a CT boating certificate. The list of current approved providers is on our [website](#).)

In 2025, approximately 6,162 students in Connecticut graduated from classes taught by private providers and national organizations.

CERTIFICATES

In 2025, approximately 6,852 certificates were purchased while a total of 7,840 students received their diplomas. The Division is finding that many students are not purchasing their certificate upon the completion of the course. For 2026, providing guidance for purchasing the certificate upon completion of the course will be a primary focus for instructors.

STUDENT AMBASSADOR PROGRAM

This program provides an opportunity for middle school and high school students to complete senior year or school community projects by delivering important boating safety messages to students throughout their school. In 2025, the Division had four students from two schools participate in the program.

BOATING EDUCATION AT STATE BOAT LAUNCHES

In 2025, DEEP hired 19 boating education assistants (BEAs) during the boating season who provided face-to-face boating education at state boat launches. The BEAs were stationed at several locations throughout the state due to higher demand and patron visits.

The BEAs were assigned to high-use launches such as Highland Lake, Lattin's Cove and Squantz Cove on Candlewood Lake, Coventry Lake, Gardner Lake, and Beach Pond. BEAs also routinely visited the other state boat launches and a number of private marinas throughout the state.

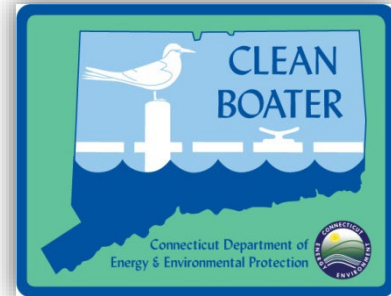
VESSEL SAFETY CHECKS (VSCs)

The Division and USCG Auxiliary entered into its latest memorandum of agreement (MOA) in April of 2023 to carry out vessel safety checks. 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.

A VSC for trailered boats usually takes 10-15 minutes. If all federal safety requirements are met, the boater is issued a decal. In 2025, 19 BEAs performed a total of 864 VSCs at state boat launches and reported to the USCG Auxiliary as required.

CLEAN BOATING PROGRAM

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



Boaters are provided with information on 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 2025, the BEAs collected 420 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 into Connecticut. Non-native species are those that are alien to the ecosystem in which they have been introduced and whose introduction can 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 aquatic 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). With the introduction of Hydrilla into the CT River and unfortunate spread to several lakes and ponds throughout CT, Boating staff have increased their outreach to promote clean, drain, dry to prevent the further spread of Hydrilla and other aquatic invasive species.



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 invasive plants 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. Starting in 2011, 1,260 boat inspections were performed to check for AIS. Boaters were asked several questions regarding their habits. BEAs have continued these inspections from mid-May to mid- October. In 2025, 1,501 inspections were performed.

RESULTS OF THE AQUATIC INVASIVE SPECIES SURVEY*

Year	Total Inspections	Self Inspected/Removed	Disposed of Bait	Washed Boats	Drained Boats	Aware of AIS Laws
2018	4,623	99%	97%	59%	99%	83%
2019	4,154	100%	99%	76%	99%	77%
2020	4,769	99%	99%	85%	98%	92%
2021	6,486	99%	95%	92%	99%	96%
2022	4,333	98%	100%	99%	97%	95%
2023	2,780	96%	100%	96%	98%	82%
2024	**	**	**	**	**	**
2025	1,501	**	**	**	95%	50%

* Boaters were asked these questions regarding their habits.

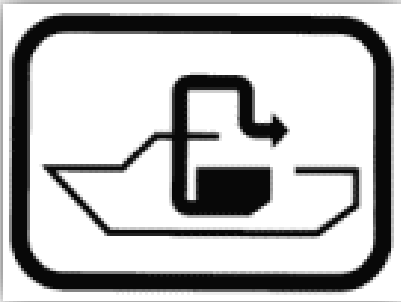
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CLEAN VESSEL ACT

All coastal and inland waters in Connecticut are designated as a federally approved no-discharge area.

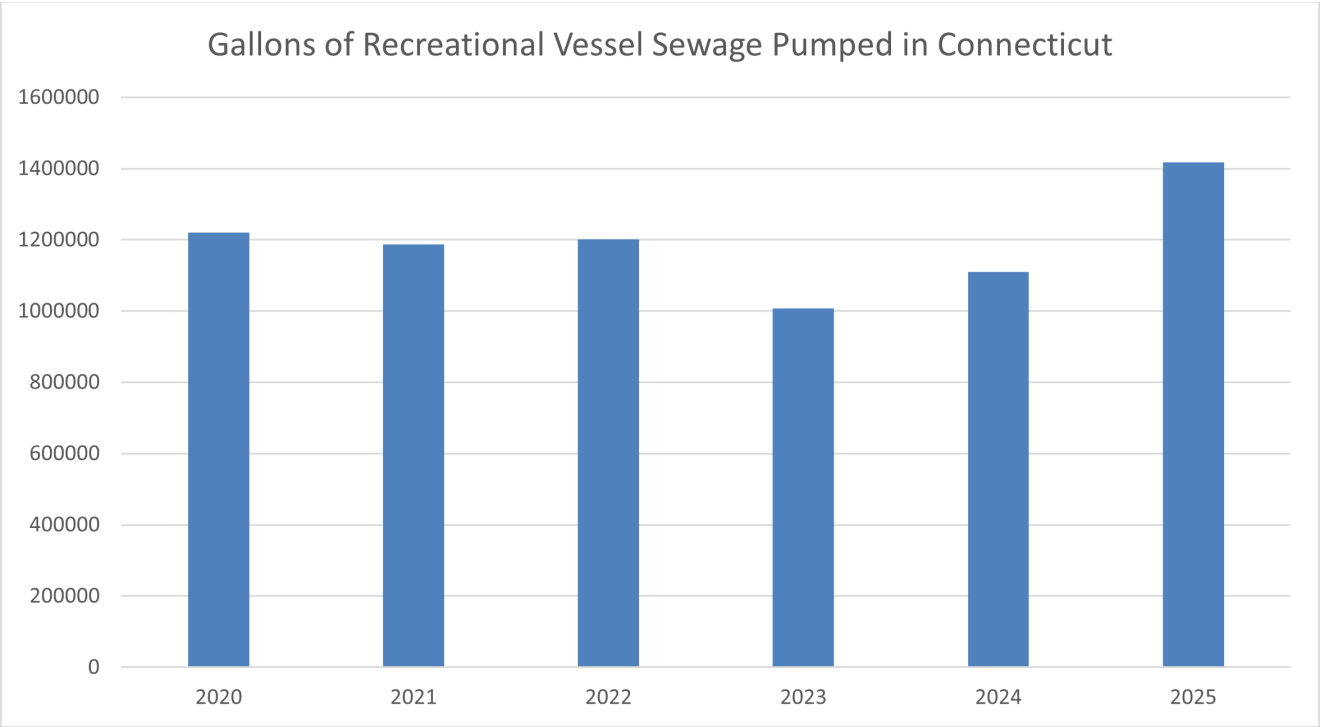
Since 2020, the Clean Vessel Act grant program has awarded more than \$5 million in grants, funding more than 200 projects in Connecticut. In 2025, a total of 76 marine sewage disposal facilities (pump-outs/dump stations) preserved and protected the water quality in Long Island Sound, Fishers Island Sound, and Candlewood Lake:

- ↕ 53 land-based pump-out facilities
- ↕ 23 pump-out vessels



Candlewood Lake Pump-Out Vessel in Action

This program helps keep our 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 2025, DEEP was awarded over \$1 million to assist marinas, boatyards, yacht clubs, and pump-out vessels ensuring that boaters have options for removing boat sewage. A total of 1,418,157 gallons of sewage was removed from recreational boats in Connecticut. That is over a 12% increase from 2024.

DEEP hired a seasonal employee to promote the use of pump-out facilities and the importance of clean waters along the coastline. The seasonal employee also inspected all facilities funded by the grant program to ensure they are being used as intended. Brochures and promotional items with the pump-out logo were distributed to marinas and boaters throughout the state to remind them of the availability of pump-out services and the negative environmental effects of boat sewage. All pump-outs for recreational boaters continue to be free in Connecticut.

The interactive [Clean Vessel Act map](#) can be utilized to locate grant funded facilities and pump-out boats. The latitude and longitude location/address, hours of operation, contact information, and facility web links are updated regularly for boaters to access.

BOATING INFRASTRUCTURE GRANT PROGRAM (BIG)

The Division administered the Boating Infrastructure Grant 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. Specifically, this program aims to assist boaters to enjoy many recreational, cultural, historic, scenic, and natural resources of the United States.

Boating Infrastructure Grant program funds are made available to public and private agencies, marinas and 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 for safe passage to the tie-up facility and education materials.

There are two levels of BIG funding: Tier I - State competitive projects up to \$290,000 and Tier II – Nationally competitive projects up to \$1.5 million.

Projects funded by the Boating Infrastructure Grant can be found on the [DEEP Interactive Facilities for Transient Boaters Facility Map](#).

OUTREACH

PUBLICATIONS

The Division made significant efforts to reach the boating public and promote boating safety.



Eighty thousand (78,000 in English and 2,000 in Spanish) [Boater's Guides](#) were printed and distributed throughout DEEP offices, boating classes, boat shows, DMV offices, organizational meetings and town clerk offices. The Boater's Guide is a handbook of boating laws and regulations. It also contains registration information, guidelines for a safe boat operation, boat launch information, a boating accident reporting form and environmental initiatives. This summer displays were installed with boating safety messages throughout six major DMV offices.

The Division's priority was to encourage the use of life jackets and the responsible consumption of alcoholic beverages. Utilizing local print, radio, TV media, websites and social media networks, these messages were delivered to the public.

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:

- ↓ Connecticut Marine Trades Association Hartford Boat Show
- ↓ Outdoor Show
- ↓ International Water and Boating Safety Summit and NASBLA Education Committee Meeting
- ↓ Great Park Pursuit- Boating Day
- ↓ Law Enforcement Seminar
- ↓ Norwalk Boat Show, DEEP Hunting and Fishing Day
- ↓ States Organization for Boating Access Conference
- ↓ Marine Law Enforcement Refresher Workshop
- ↓ DEEP Hunting and Fishing Appreciation Day
- ↓ Spring Boat Show at Safe Harbors Marina- Essex Island

M/V PRUDENCE-DIVISION'S OUTREACH VESSEL

During the year, *M/V Prudence* was deployed over ten times on Connecticut's waters with the intent to provide boating education to recreational boaters.

The Division scheduled *M/V Prudence*'s voyages on weekends and holidays to reach as many boaters as possible. Staff operating *MV Prudence* would discuss boating safety, current regulations, Clean Vessel Act programs, and aquatic invasive species information with every boater the vessel approached.

The *M/V Prudence* is an effective resource to deliver safety messages to the recreational boating public, as the impact is invaluable.

NATIONAL SAFE BOATING WEEK-MAY 17-23, 2025

As part of National Safe Boating Week, DEEP partnered with the USCG, USCG Auxiliary 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. Other boating safety tips pertaining to life jackets, required safety equipment, and navigation are also shared during the week. During the week, DEEP staff participated in outreach events, news interviews, and created social media posts that promoted such messaging.

GREAT PARK PURSUIT-NO CHILD LEFT INSIDE®

The Great Park Pursuit (GPP)- No Child Left Inside Program (NCLI) began its twelfth season in 2025. The NCLI Program is a State Parks Family Adventure that provides planned recreational opportunities for children as part of the [No Child Left Inside](#) initiative. The activities are located throughout Connecticut in the state parks. The planned events for children and families took place on weekends in the summer months.

The Division hosted GPP NCLI Family Boating Day events at Indian Well State Park, Burr Pond State Park, and Hopeville Pond State Park. The events attracted 548 individuals. Some of the boating activity stations included:

- ↓ Paddle Smart Game
- ↓ Boating Bingo
- ↓ Paddling adventure
- ↓ Completing a paddling float plan
- ↓ Boating Safety

SOCIAL MEDIA

The DEEP Boating Division has 12,789 followers across its active social media accounts that reach thousands of Connecticut boaters. DEEP has a Facebook account with 9,800 followers (@BoatingInConnecticut), an Instagram account with 1,842 followers (@ctdeep_boating), and an X account with 1,360 followers (@CTBoatingInfo).

AWARDS AND RECOGNITIONS

2024 STATE BOATING EDUCATOR OF THE YEAR AWARD



The State Boating Educator of the Year Award was launched by NASBLA in 2011 to recognize those who go above and beyond to engage students and boaters, raise awareness, and make boating education initiatives relevant, thorough and exciting. Captain Glenn Dean was nominated for 2024 Connecticut's Boating Educator of the Year Award. Captain Dean is an outstanding educator and advocate for boating safety, and his dedication to educating thousands of boaters in Connecticut is both remarkable and inspiring.

As the owner, lead trainer, and founder of Connecticut Boating Certificates LLC, Captain Dean has played an instrumental role in shaping the knowledge and safety awareness of over thirty thousand boaters. His commitment to excellence is evident in his hands-on approach, having personally taught over 99 percent of the classes himself. His innovative embrace of live virtual training has expanded access to high-quality boating education, ensuring that all students receive thorough and engaging instruction.

Beyond his work in boating education, Captain Dean's qualifications and extensive experience further demonstrate his dedication to safety and compliance. As a NASBLA CRBP Certified Educator, OSHA Outreach Trainer, and NMEA Certified Marine Electronics Installer, he continuously enhances his expertise to provide top-tier education. His leadership roles as a Committee Chairperson for three Scouts of America units and a Board Director for local businesses in Southbury, CT, highlight his commitment to community service and mentorship.

Captain Dean's passion for boating began in his youth with water skiing adventures on Lake Zoar, Candlewood Lake, and Long Island Sound. His lifelong love for the water eventually led him to a career in boating education. Fifteen years ago, a coworker introduced him to the idea of teaching boating classes, and at that moment, he realized this was his true calling. After two years of dedicated preparation, he launched Connecticut Boating Certificates LLC, which has now been in operation for over a decade.

His company is fueled by his passion, enterprising spirit, and commitment to excellence. He holds his educational programs to the highest standards, consistently refining course materials to improve student comprehension. The results speak for themselves-his students achieve an average exam score of 98.7 percent. For Captain Dean, a teacher is only as good as the results of their students, and he continuously adapts his methods to ensure success.

Captain Dean has developed a structured and engaging virtual live training course, incorporating interactive elements such as participation, polling, and reviews. Thousands of testimonials from satisfied students highlight his ability to create an enjoyable and effective learning experience. More importantly, he instills in his students the proper mindset for boating safety, ensuring they carry these lessons onto the water. His ultimate goal is not just to help students pass an exam but to equip them

with the skills and awareness needed to stay safe from the moment they step out of their car to the moment they return.

2024 OFFICER OF THE YEAR AWARD



Officer Roland Salvatore was assigned to the Southwest in April 2024. Throughout the summer, Officer Salvatore was active in boating enforcement and education through boating stops on the Housatonic River, Highland Lake, Candlewood Lake, and Lake Zoar.

Of note, on August 18th, 2024, ENCON Officers were detailed to the Kettletown State Park Campground on a report of severe flooding and campers that had become trapped and cutoff from the mainland. At this time, Southwest Connecticut was experiencing a cataclysmic rainstorm that had caused historic flooding throughout the area.

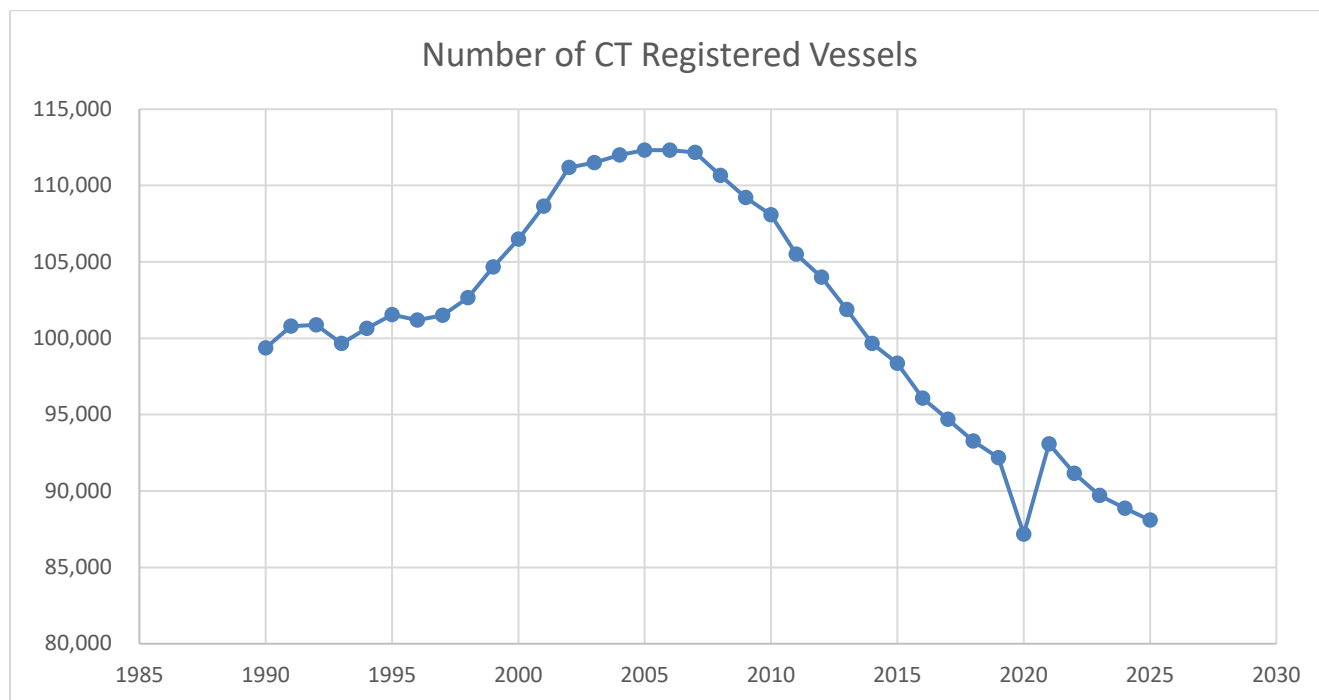
Showing excellent boating handling skills in a severe night-time storm with logs and debris flowing downstream at record levels, Officer Roland and ENCON Officer Jacques, navigated from the Lake Zoar boat ramp and successfully aided in the evacuation of 43 persons from Kettletown State Park. In addition, later that same evening Officer Salvatore aided in the rescue and safe evacuation of 61 persons from Jackson's Cove by vessel as well. There were no reported injuries from either evacuation. Officer Salvatore assisted in ensuring that an accurate headcount was performed and persons transported to additional aid centers.

Officer Salvatore assisted over the following days to ferry persons back to their camping spots to retrieve personal belongings.

Officer Salvatore demonstrated professionalism and superior navigation and boat handling skills in extreme adverse conditions without damage to his vessel, nor any injuries to persons they aided in evacuation.

VESSEL REGISTRATION

In 2025, there were 88,101 vessels registered in Connecticut. 87% of Connecticut numbered vessels are less than 26 feet. All motorized vessels and sailboats equal to or 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 [2026 National Recreational Boating Survey](#) conducted by the USCG, from 2018, an estimate of unregistered boats was provided: 159,000 kayaks, 36,000 canoes, 27,000 rowed boats, 9,000 other boats, and 8,000 paddleboards.



BOATING ACCIDENTS AND REPORTING

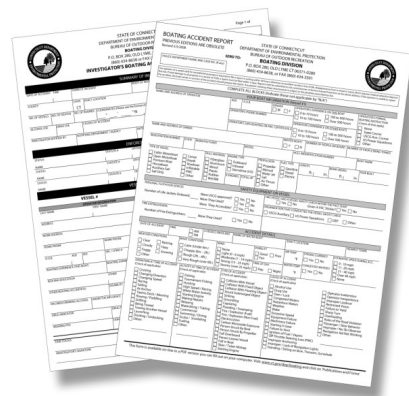
All operators of vessels involved in a boating accident must remain at the scene and assist any other vessel(s) or person(s) involved, if possible, without endangering their own vessel or the people aboard. The operator must also give his/her name, address and vessel identification number to the other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

- ↓ The death of a person;
- ↓ The disappearance of a person under circumstances that indicate death or injury; or
- ↓ The injury of any person that requires medical attention beyond first aid.

Any accident in which damage to vessels and other property that totals over \$500 or results in the complete loss of a vessel must be reported by the operator not later than 5 days after the accident on forms provided by the Commissioner. The [form](#) can be downloaded by visiting the Division's webpage: <https://portal.ct.gov/deep/boating/boating-and-paddling>.

The operator of the vessel must complete 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 requirements. In an effort to increase boating accident reporting, the Division included a usable boating accident report in the 2025 Boater's Guide.



BOATING ACCIDENT STATISTICS

The Division continued to maintain the computerized boating accident database using the USCG'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 USCG. 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](#). The national data is available through the USCG at: http://www.uscgboating.org/statistics/accident_statistics.aspx.

Please Note: Connecticut General Statutes Section 15-149a, requires an accident report to be filed if property damage exceeds \$500. The USCG utilizes \$2000 or more in property damage as a threshold for reporting.

In 2025 there were 46 state reportable recreational boating accidents (involving 65 vessels) with 20 accidents with injuries for a total of 28 injuries and 3 accidents that resulted in 4 fatalities.

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 safe environment that results in reduced number of boating fatalities, serious injuries and property damage to boats and reduces user conflicts.

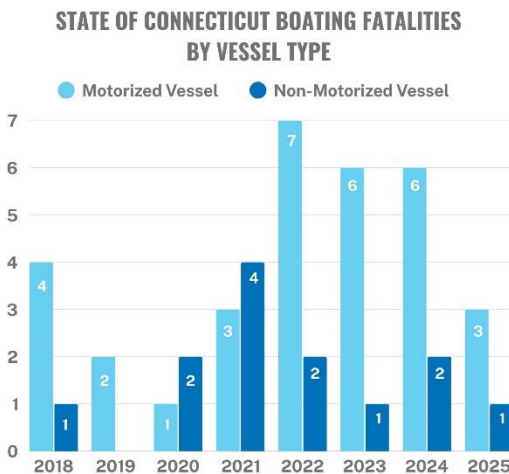
The Division launched its first Boating Dashboard in 2024. The dashboard primarily focuses on the boating accident statistics and vessel registration data in the State of Connecticut. [Boating Dashboard](#)

ALL BOATING (*REGISTERED AND NON-REGISTERED VESSELS) ACCIDENTS 2018-2025

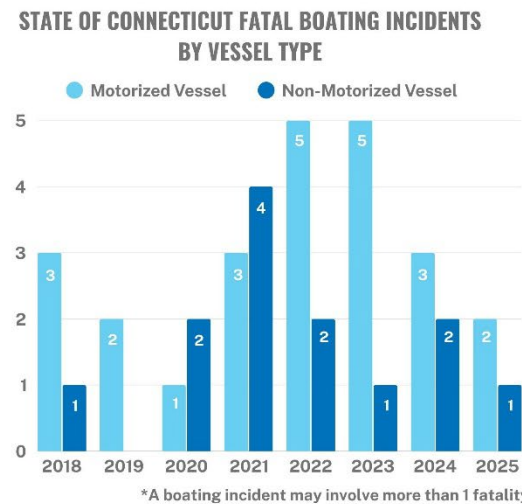
	2018	2019	2020	2021	2022	2023	2024	2025
Number of Recreational Vessels Registered	92,975	91,791	86,816	92,659	90,641	89,172	88,378	87,574
Reportable Recreational Boating Accidents*	47	43	66	49	39	33	36	46
Fatalities*	5	2	3	7	9	7	8	4
Accidents with at least 1 injury	16	17	20	15	12	13	12	20
Accidents with Property damage only	28	24	44	27	23	15	20	23

MOTORIZED VS. NON-MOTORIZED VESSEL FATALITIES & FATAL BOATING ACCIDENTS

BOATING FATALITIES IN THE STATE OF CONNECTICUT



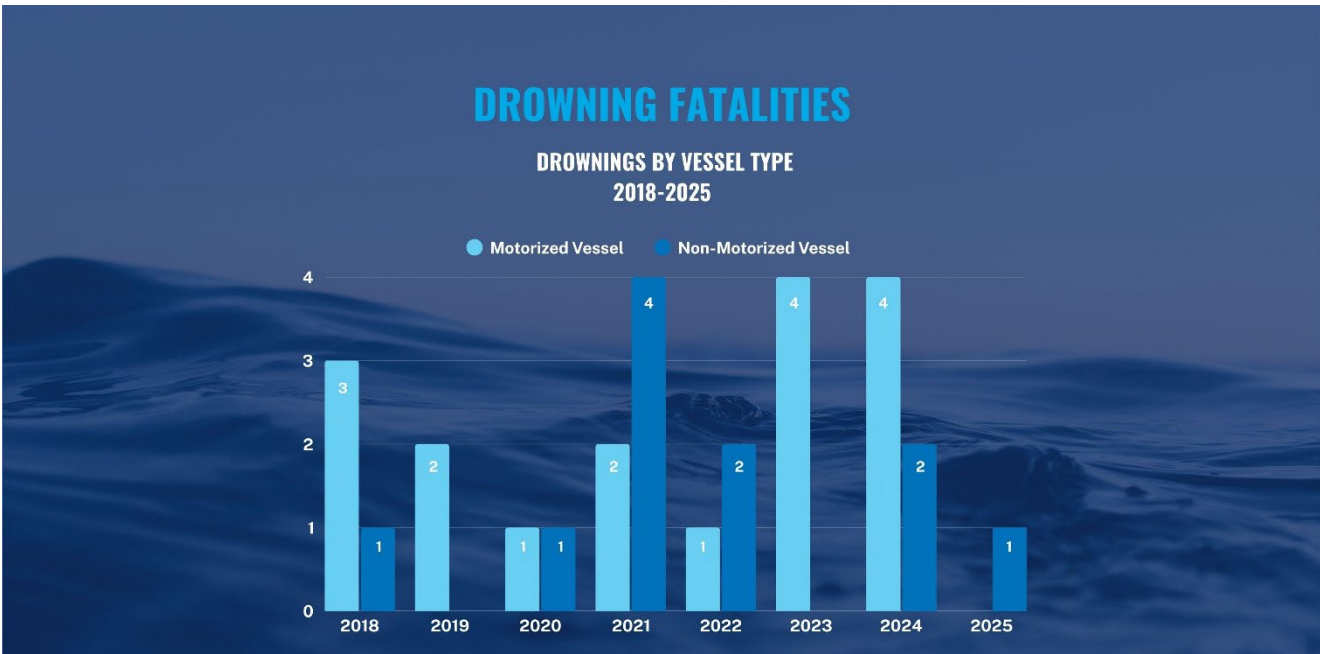
TOTAL NUMBER OF FATALITIES EACH YEAR AND THE TYPE OF VESSEL INVOLVED IN THE FATALITY BETWEEN 2018 AND 2025.



TOTAL NUMBER OF FATAL BOATING ACCIDENTS EACH YEAR AND THE TYPE OF VESSEL INVOLVED IN THE FATALITY BETWEEN 2018 AND 2025.

DROWNING FATALITIES 2007-2025

Years	Drowning Incidents	Non-Motorized Vessel Deaths	Motorized Vessel Deaths
2007-2011 (5 yrs)	29	17	15
2012-2016 (5 yrs)	16	8	8
2017-2021 (5yrs)	19	9	11
2022-2025 (4 yrs)	12	5	9



TOTAL NUMBER OF DROWNING FATALITIES DETERMINED BY THE OFFICE OF THE CHIEF MEDICAL EXAMINER EACH YEAR AND THE TYPE OF VESSEL INVOLVED IN THE BOATING ACCIDENT BETWEEN 2018 AND 2025.

2025 BOATING ACCIDENT STATISTICS

Accident Causes/Contributing Factors (Primary Cause/Factor)

	All Accidents	Injury Accidents		Fatal Accidents	
Accident Causes / Contributing Factors	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
Careless / Reckless Operation	4	1	4	1	1
Equipment Failure	3	0	0	0	0
Excessive Speed	4	3	5	0	0
Hazardous Waters	1	0	0	0	0
Improper Lookout	4	1	1	0	0
Lack Of / Improper Boat Lights	1	1	1	0	0
Machinery Failure	2	1	1	0	0
Operator Inattention	6	3	3	0	0
Operator Inexperience	6	2	2	1	2
Other(Specify)	1	1	1	0	0
Passenger Or Skier Behavior	1	1	1	0	0
Restricted Vision	2	1	1	0	0
Sharp Turn	1	0	0	0	0
Unknown	7	4	7	1	1
Wake	2	1	1	0	0
Weather	1	0	0	0	0

2025 BOATING ACCIDENT STATISTICS

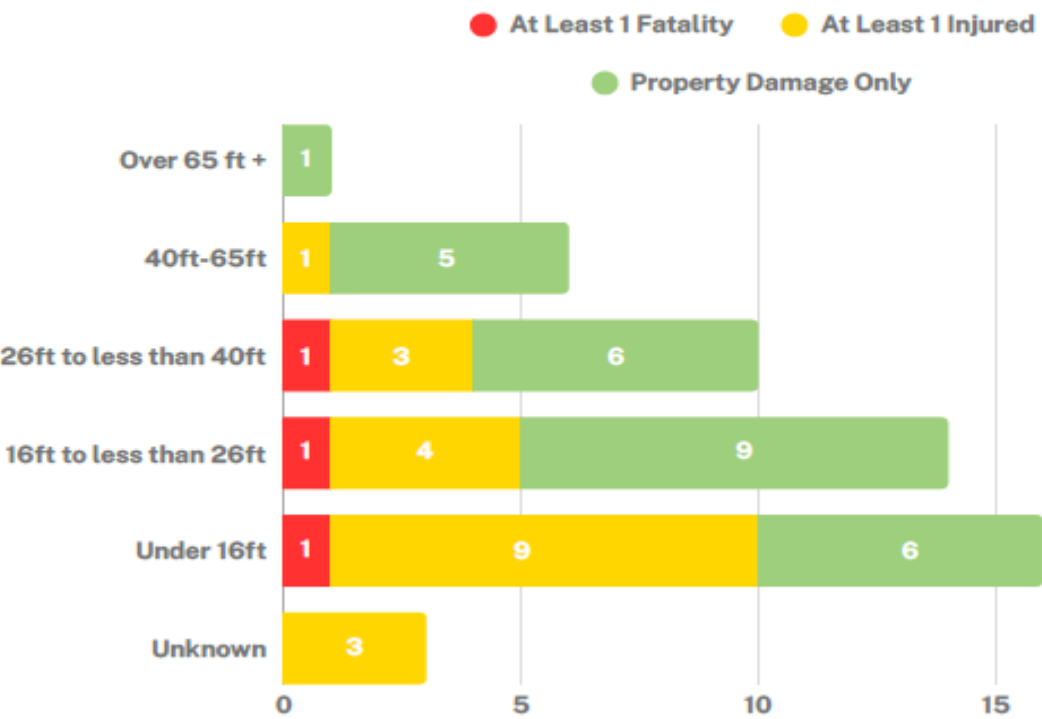
Accidents by Time of Day

	All Accidents	Injury Accidents		Fatal Accidents	
Time of Day	Total Accidents	Number of Accidents	Total Persons Injured	Number of Accidents	Total Fatalities
04:00Am - 05:59Am	1	0	0	1	1
06:00Am - 07:59Am	1	0	0	0	0
08:00Am - 09:59Am	1	0	0	0	0
10:00Am - 11:59Am	3	0	0	0	0
12:00Pm - 01:59Pm	6	2	2	0	0
02:00Pm - 03:59Pm	2	1	1	0	0
04:00Pm - 05:59Pm	12	8	9	0	0
06:00Pm - 07:59Pm	7	2	3	0	0
08:00Pm - 09:59Pm	5	3	4	1	2
10:00Pm - 11:59Pm	8	4	9	1	1
Totals	46	20	28	3	4

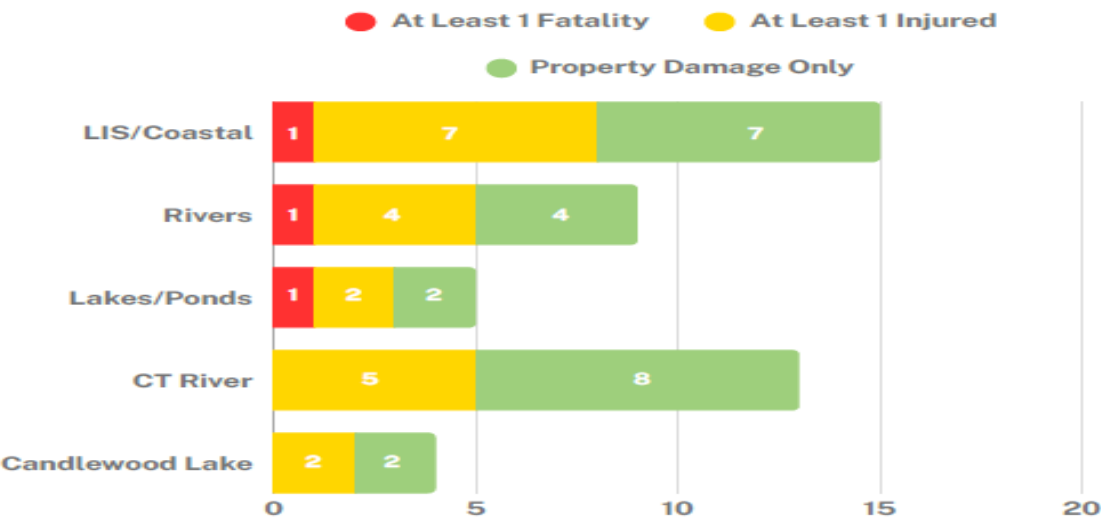
2025 BOATING ACCIDENT STATISTICS

SIZE OF THE VESSEL INVOLVED IN THE BOATING ACCIDENT AND THE WATERBODY WHERE THE BOATING ACCIDENT OCCURRED.

SIZE OF VESSELS INVOLVED

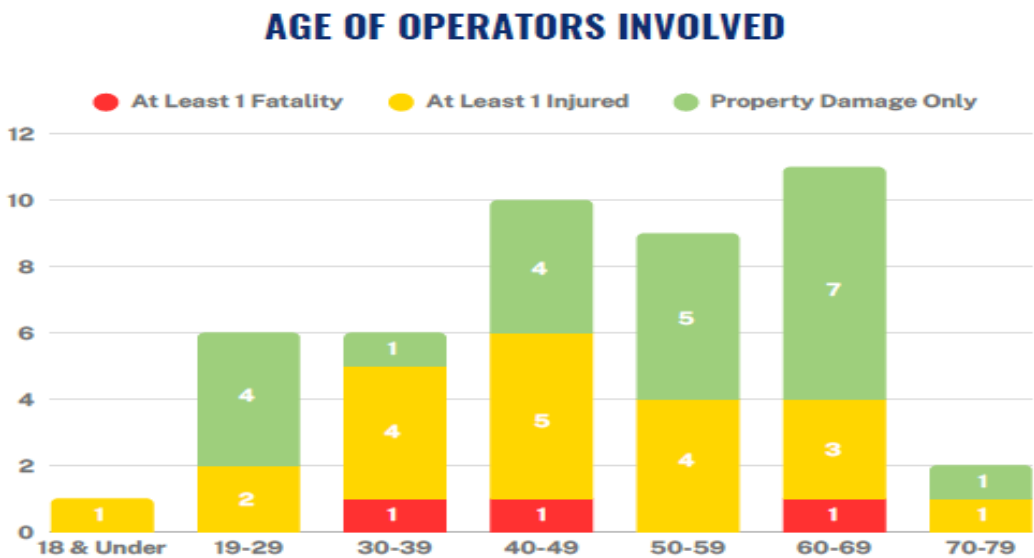
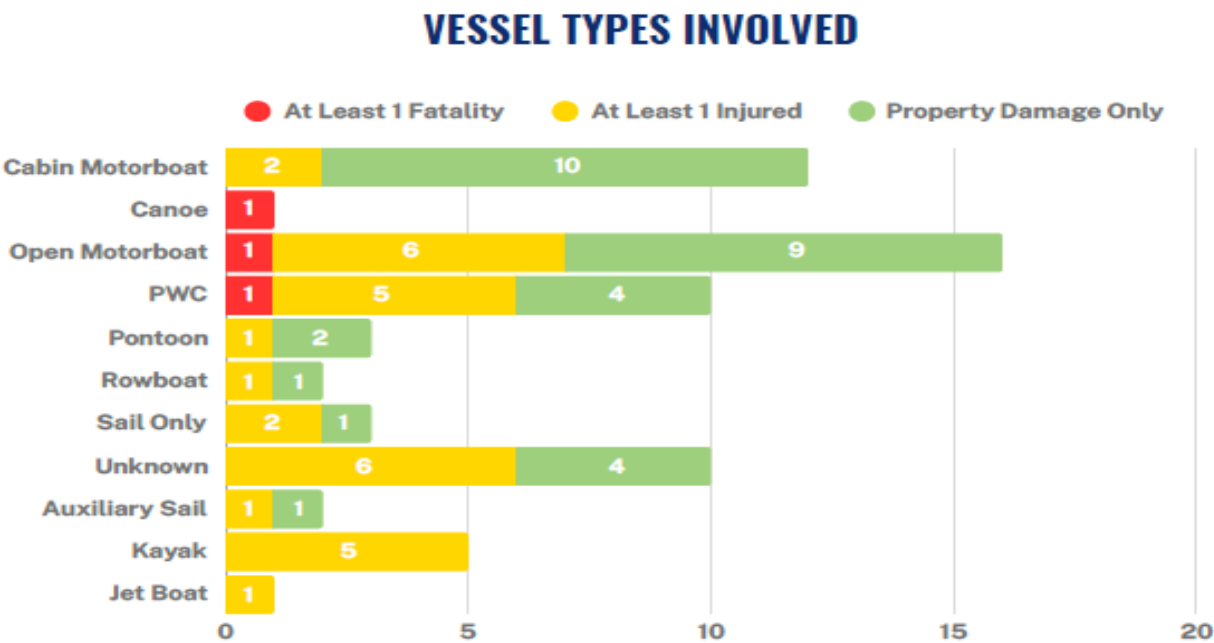


BOATING INCIDENTS BY WATERBODY



2025 BOATING ACCIDENT STATISTICS

TYPES OF VESSELS AND AGE OF OPERATORS INVOLVED IN BOATING ACCIDENTS



BOATING UNDER THE INFLUENCE (BUI)

The Boating Division, EnCon Police and local law enforcement made significant efforts to reach the boating public about the dangers of alcohol while boating.

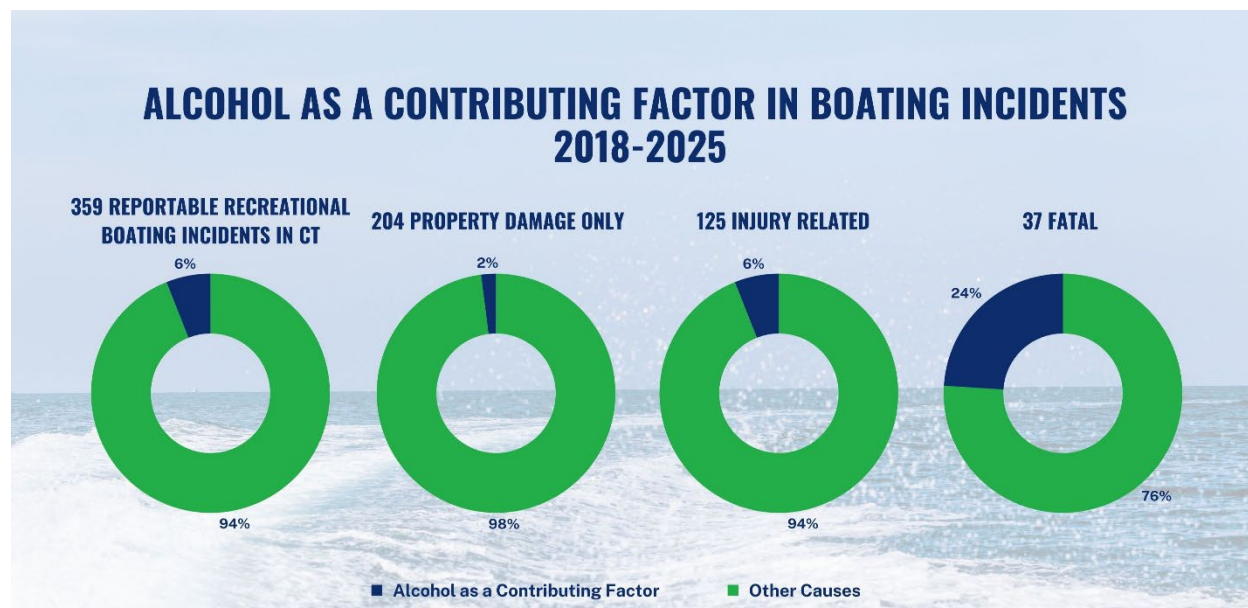
- ↓ The EnCon Division focused patrols in areas of high activity to strictly enforce Connecticut's BUI laws. The EnCon Division kicked off the recreational boating season just before the July 4th weekend with Operation Dry Water with a press release ([Operation Dry Water Press Release](#))
- ↓ The EnCon Division participated in additional patrol initiatives focusing on BUI on the lower Connecticut River, Thames River and on Candlewood Lake. EnCon officers arrested three boaters for BUI.

ALCOHOL AS A CONTRIBUTING FACTOR OF THE ACCIDENT -2018-2025

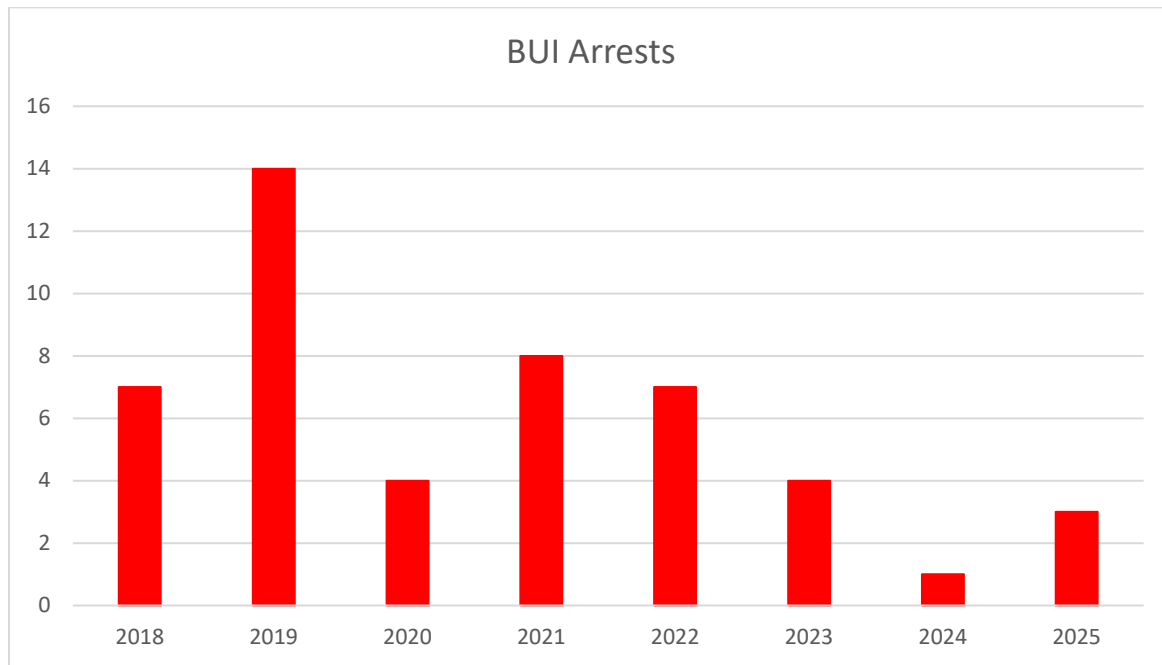
Of the 359 boating accidents that occurred between 2018 and 2025, alcohol was determined to be a contributing factor in the following:

- ↓ 2% of the accidents with PROPERTY DAMAGE ONLY. (5 accidents out of 204 accidents)
- ↓ 6% of the accidents with at least one injury. (8 accidents out of 125 accidents)
- ↓ 24% of the fatal accidents. (9 accidents out of 37 accidents)
- ↓

The statistics show that the seriousness of the boating accident increases as alcohol as a contributing factor of the boating incident increases. (2018-2025)



THE PERCENTAGE OF ACCIDENTS THAT OCCURRED WHERE ALCOHOL WAS DETERMINED TO BE A CONTRIBUTING FACTOR BETWEEN 2018 AND 2025 IN REPORTABLE RECREATIONAL BOATING ACCIDENTS, FATAL ACCIDENTS, INJURY RELATED ACCIDENTS, AND PROPERTY DAMAGE ONLY ACCIDENTS.



THE NUMBER OF BUI ARRESTS BETWEEN 2018 AND 2025.

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.

To increase intoxication awareness at such events, the 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.

BOATING LEGISLATION

Connecticut's annual legislative sessions alternate between long sessions (odd-numbered years) and short sessions (even-numbered years); 2025 was a long session year and the Boating Division monitored over 50 legislative proposals. The following boating-related bills were passed:

- Public Act 25-159, imposing reciprocal suspension for DUI and BUI. DEEP supported this legislation.
- Public Act 25-45, Wyassup Lake (North Stonington), imposing temporal limits for motorboat operation. DEEP supported this legislation with reservations.
- Public Act 25-58, Mashapaug Lake (Union), requiring DEEP to develop a vessel speed regulation that mirrors a current vessel ordinance, the passage of which would authorize EnCon to enforce the speed limit. DEEP supported this legislation.

MARINE DEALERS

Under Connecticut law legitimate marine dealers can obtain a Marine Dealer Certificate of Number – known as a Marine Dealer Registration Number (MDRN) - for the purpose of operating an otherwise unregistered vessel on Connecticut waters for the purpose of demonstration or repair. Like a “dealer plate” for cars, a vessel displaying an MDRN is presumed to be legally registered. The process to receive an MDRN (or multiple MDRNs) is to apply, be inspected for compliance with standards set forth in law and regulation, and if all is well be granted one or more MDRNs. Each MDRN expires at the end of April and can be renewed provided the holder continues to meet the conditions set forth by law and regulation. Specialty MDRNs with attendant specialty use rules exist for Yacht Brokers and Marine Surveyors. In 2025, 276 MDRNs were issued to 276 marine dealers, five of whom were new for 2025.

ABANDONED BOATS

The Regulatory Unit of the Division received 139 Notices of Abandoned Vessel in 2025. Of these, 17 were resolved and withdrawn from the abandoned boat system prior to completion, generally indicating that owners of these vessels recovered their vessels or otherwise negated the condition of abandonment. Of the remaining, the majority were transferred to the Party with Standing (the aggrieved landowner) by operation of law. Some remain unresolved by reason of extension or were set aside until a lawsuit between the aggrieved landowner and the vessel owner resolved.

HULL IDENTIFICATION NUMBERS

Federal regulation requires that all recreational vessels made after November 1972 bear a Hull Identification Number (HIN), generally consisting of a twelve-character string permanently attached to (or engraved into) the outside transom of a manufactured vessel. But for one reason or another, many vessels do not have a HIN and the DMV is hesitant to register such vessels until one is issued. It falls to the Boating Division to issue HINs to those vessels upon application from a vessel owner. In 2025 the Division received 83 HIN applications; 53 were approved. The HIN application process is simple, but it requires the applicant to complete various tasks. As such, many applications take an extended amount of time to complete.