



June 2024

BOATING IN CONNECTICUT

A Briefing on Boating Safety



REGISTERED VESSELS IN CONNECTICUT

Connecticut law requires that all vessels with motors, regardless of size, and sailboats powered by sail alone, 19 1/2 feet or longer in length, be registered and numbered before launching.

YEAR	CT REGISTERED VESSELS
2018	93,271
2019	92,175
2020*	87,168
2021	93,074
2022	91,161
2023	89,699

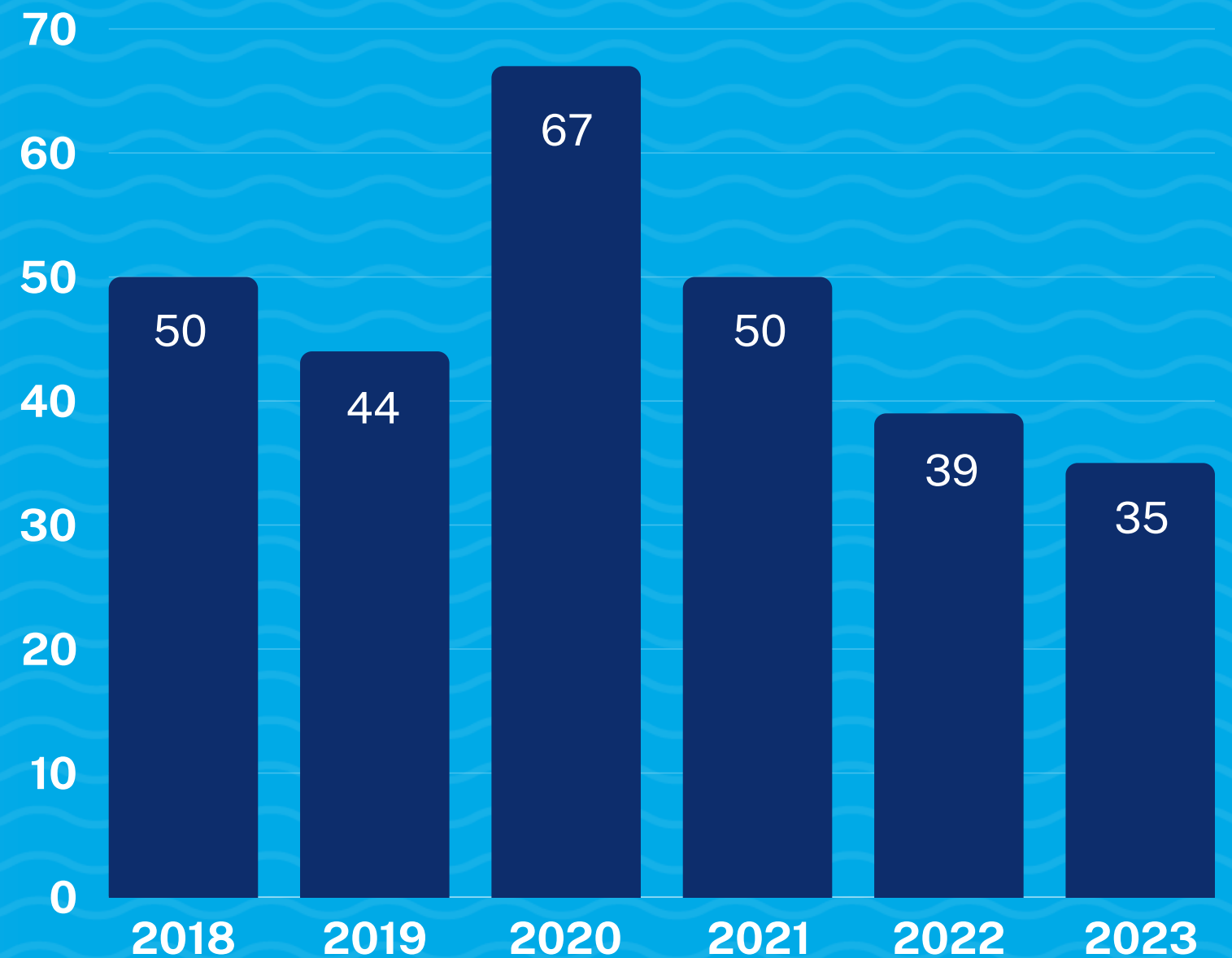
* Decrease in number of CT Registered Vessels – The Department of Motor Vehicles (DMV) extended the vessel registration renewal expiration date to the end of November of 2020 due to the COVID-19 pandemic. Therefore many boat owners did not renew their vessel's registration in 2020.

WHAT MAKES A BOATING INCIDENT REPORTABLE IN THE STATE OF CONNECTICUT?



The operator of a vessel involved in a boating incident is required to submit an incident reporting form to the Department of Energy & Environmental Protection (DEEP) if the incident resulted in the death of any person, injury of a person who requires medical attention beyond first aid, if the incident totals damages to all property affected is in excess of \$500, or if the vessel is a total loss.

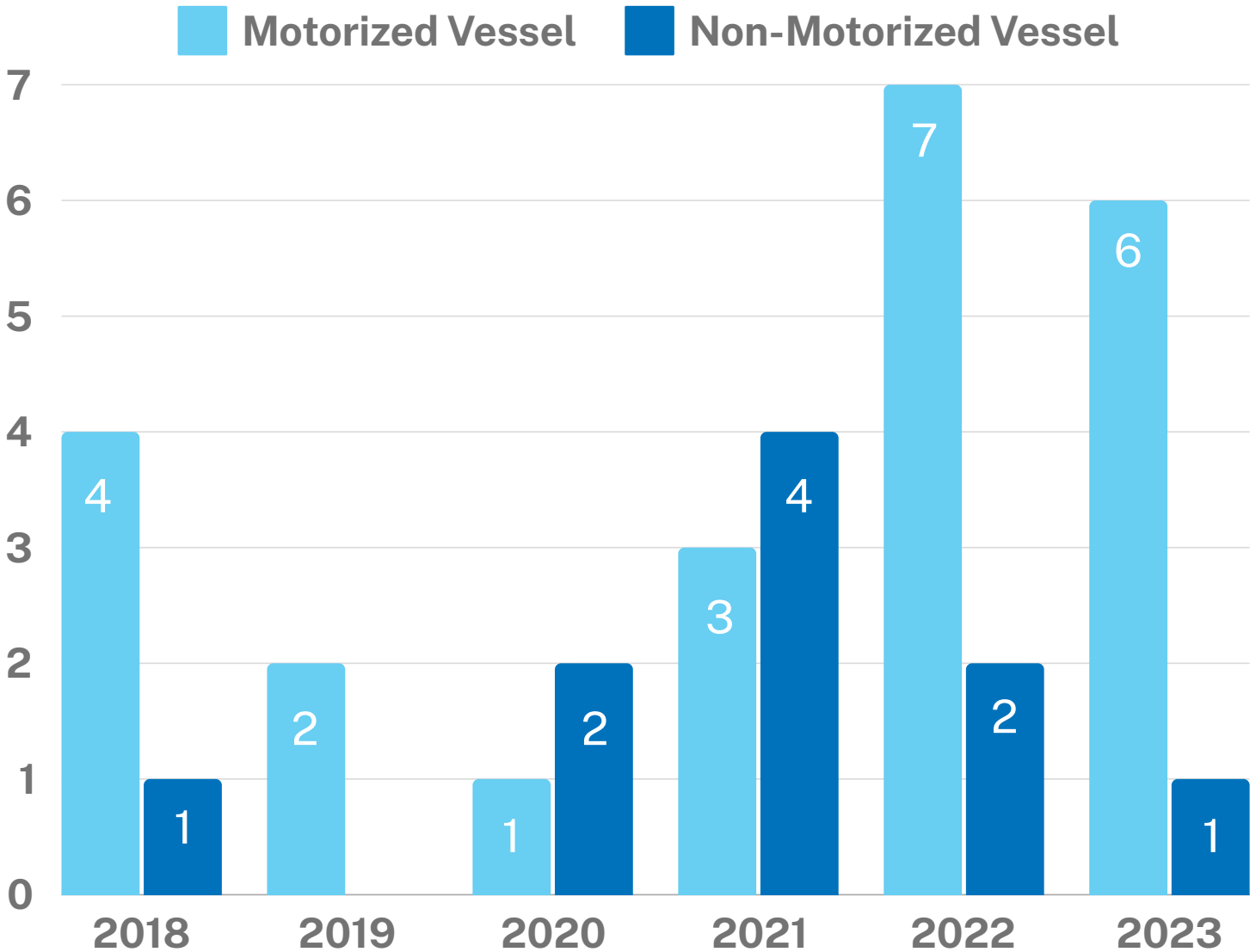
STATEWIDE REPORTABLE BOATING INCIDENTS 2018-2023



This graph represents the total number of reportable boating incidents between 2018 and 2023 in the State of Connecticut.

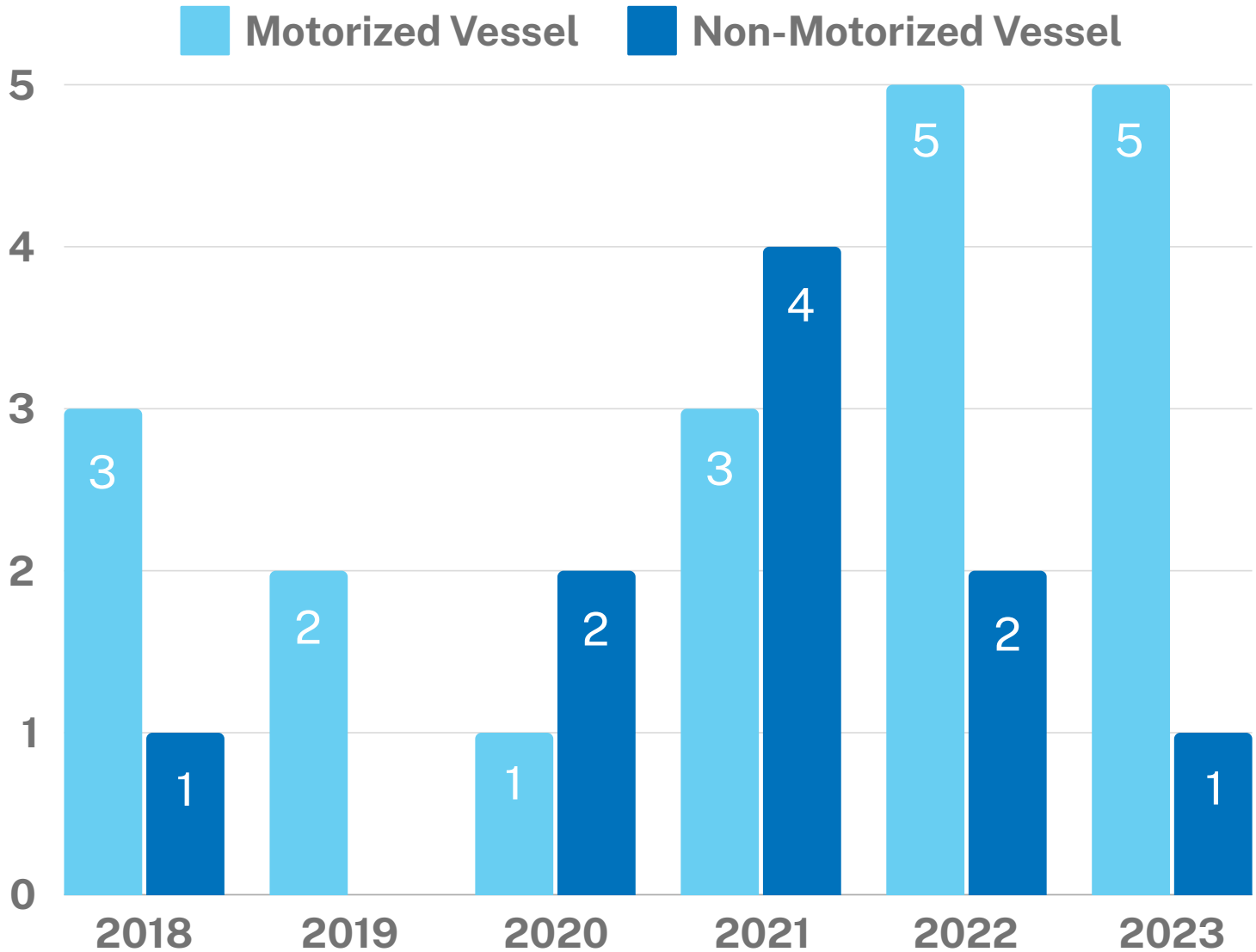
BOATING FATALITIES IN THE STATE OF CONNECTICUT

STATE OF CONNECTICUT BOATING FATALITIES BY VESSEL TYPE



This graph represents the total number of fatalities each year and the type of vessel involved in the fatality between 2018 and 2023.

STATE OF CONNECTICUT FATAL BOATING INCIDENTS BY VESSEL TYPE

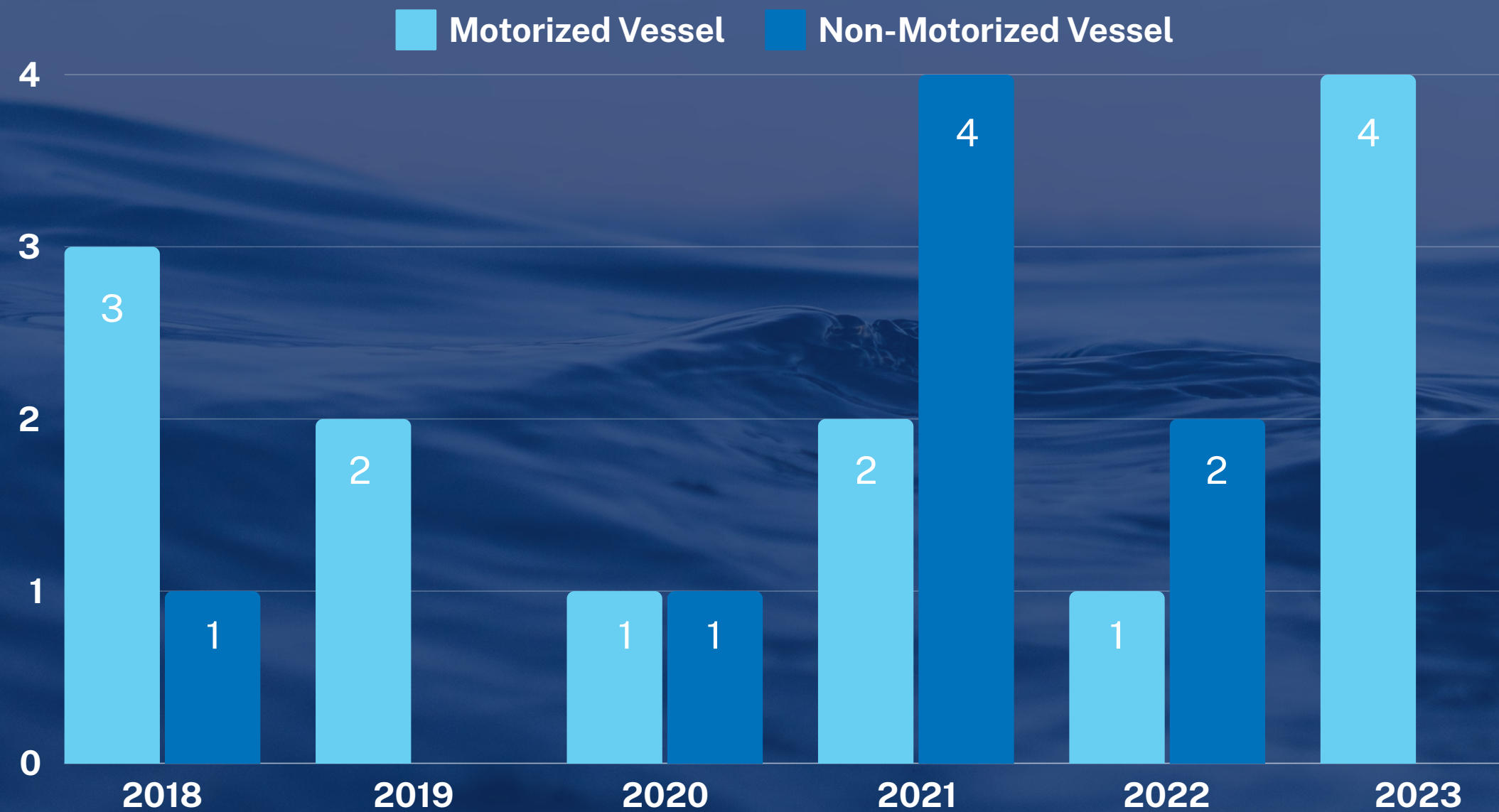


*A boating incident may involve more than 1 fatality

This graph represents the total number of fatal boating incidents each year and the type of vessel involved in the fatal incident between 2018 and 2023.

DROWNING FATALITIES

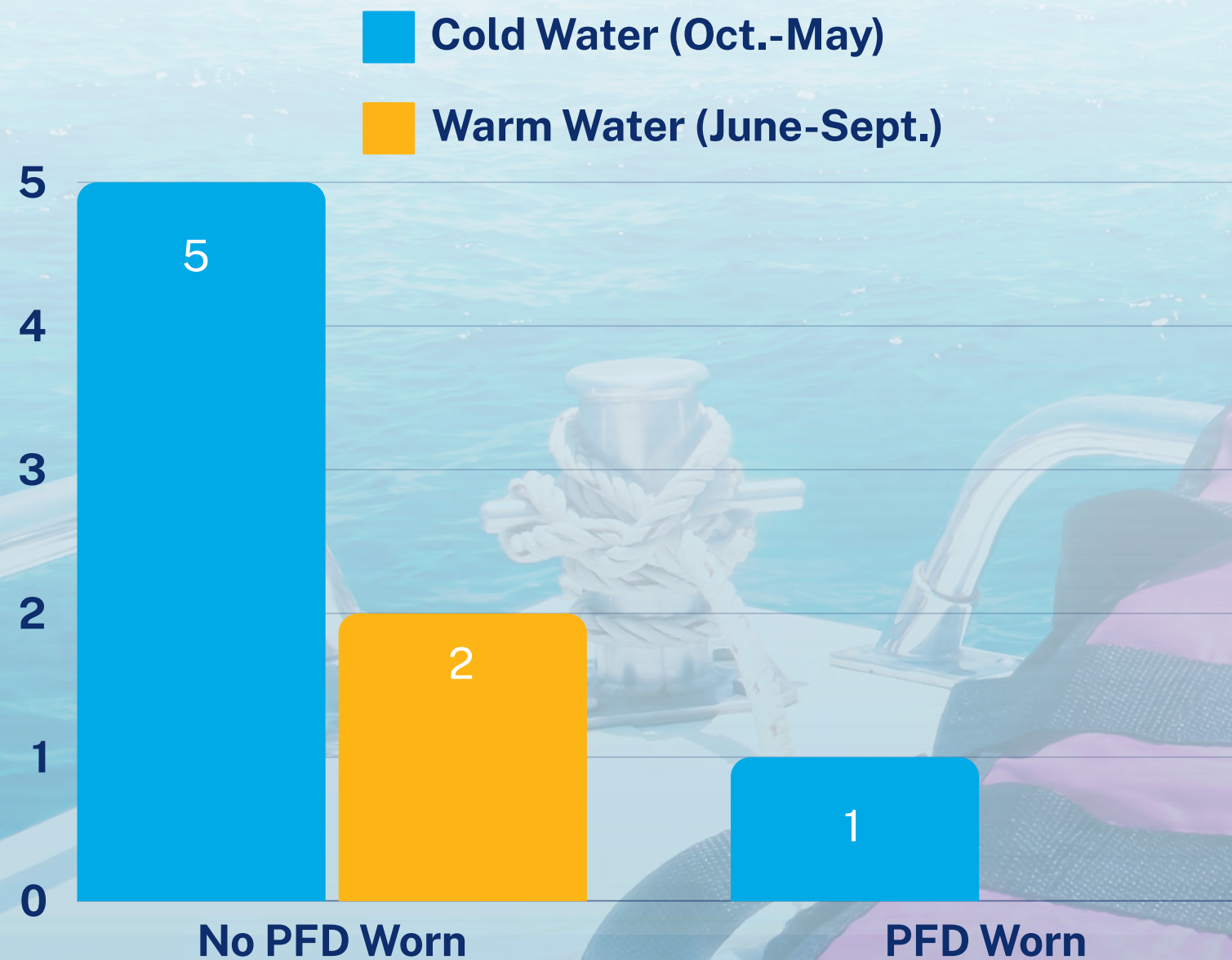
DROWNINGS BY VESSEL TYPE 2018-2023



This graph represents the 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 incident between 2018-2023.

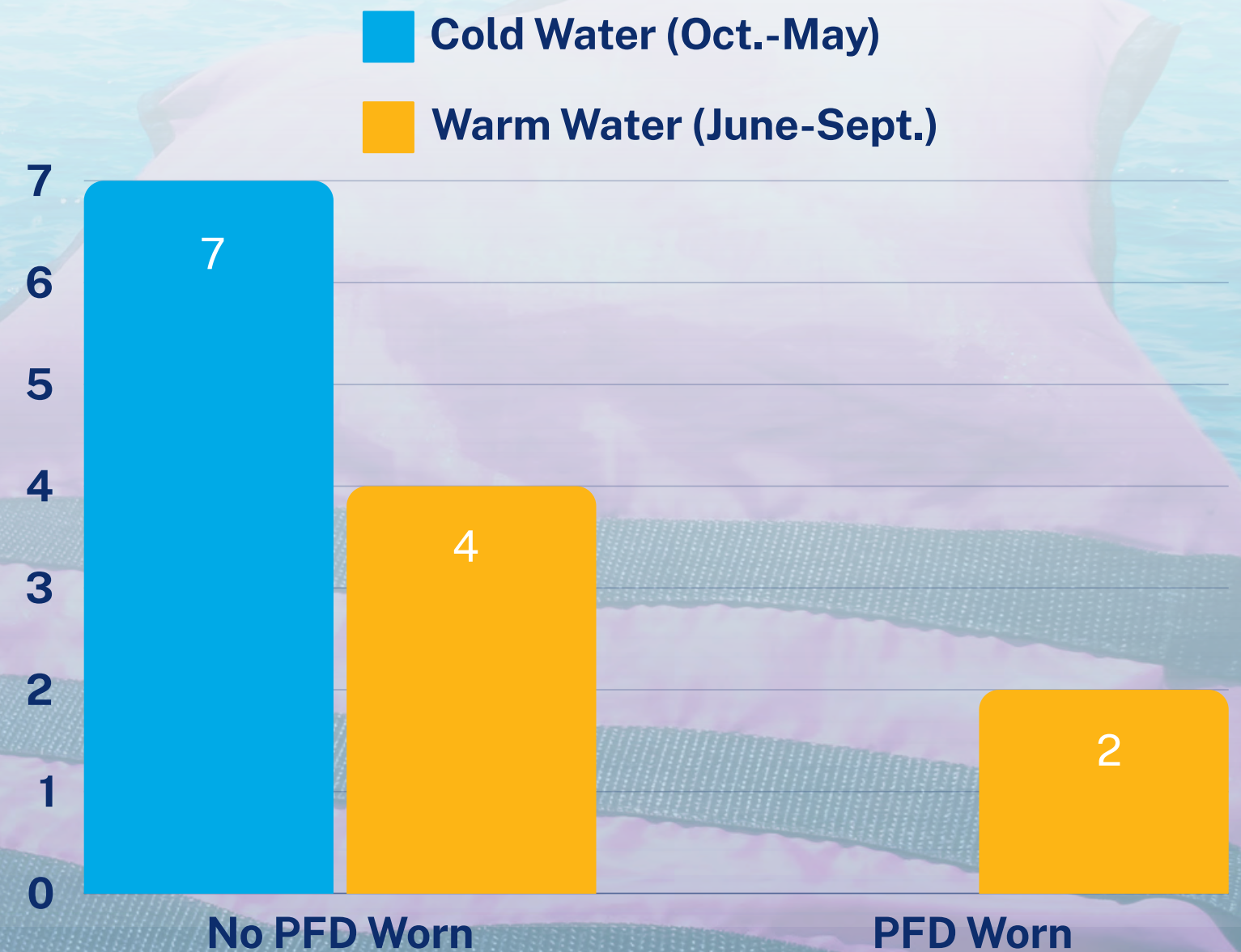
PFD USE AND WARM/COLD WATER DROWNINGS

DROWNINGS IN NON-MOTORIZED VESSELS 2018-2023



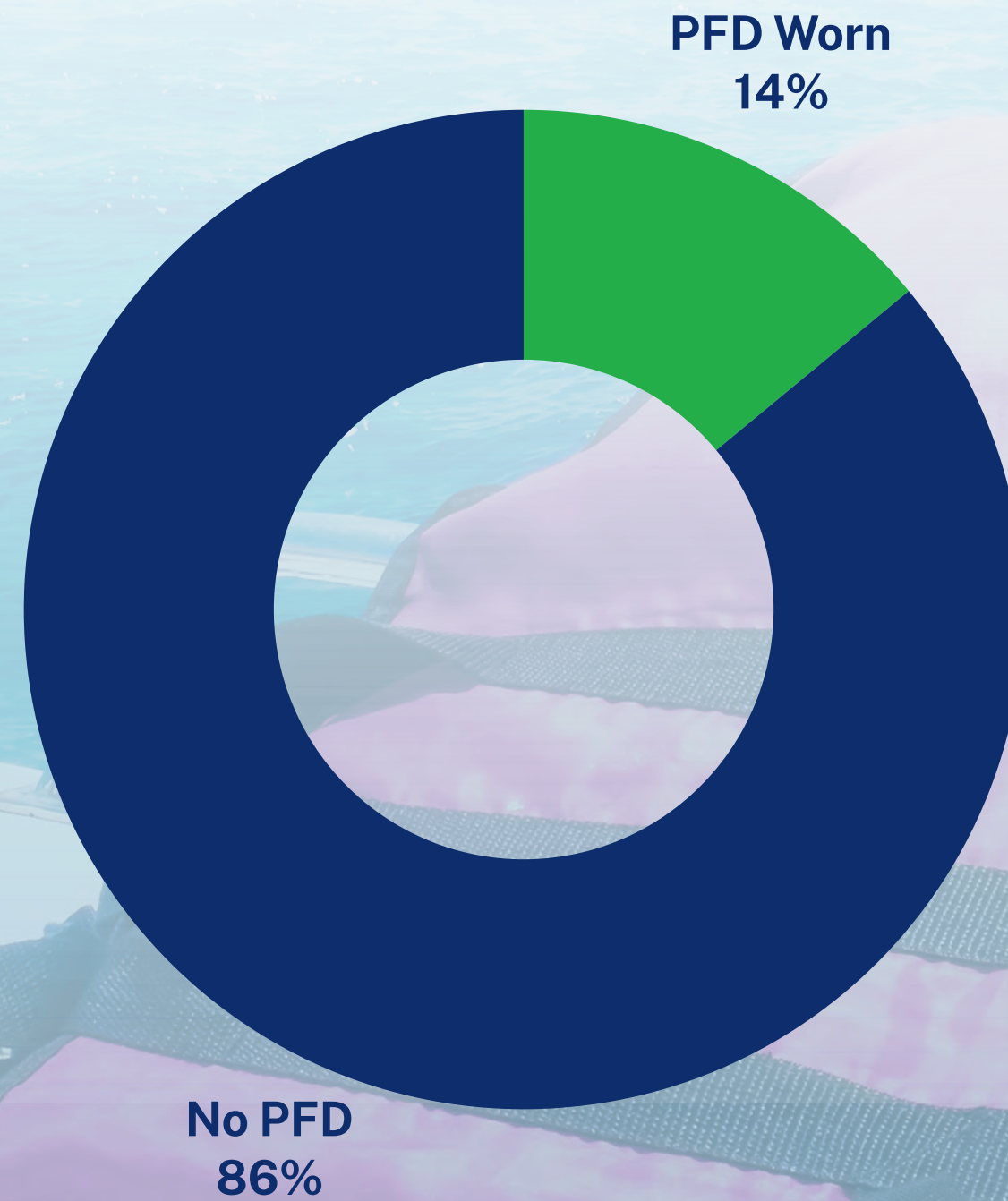
This graph represents PFD usage for drowning fatalities that occurred in cold water & warm water months that involved non-motorized vessels between 2018 and 2023.

DROWNINGS IN MOTORIZED VESSELS 2018-2023



This graph represents PFD usage for drowning fatalities that occurred in cold water & warm water months that involved motorized vessels between 2018 and 2023.

PFD USAGE IN DROWNING FATALITIES 2018-2023



This graph represents the percentage of drowning victims wearing and not wearing a PFD that occurred between 2018 and 2023. In the 14% of drowning fatalities, the PFD failed or was not worn properly.



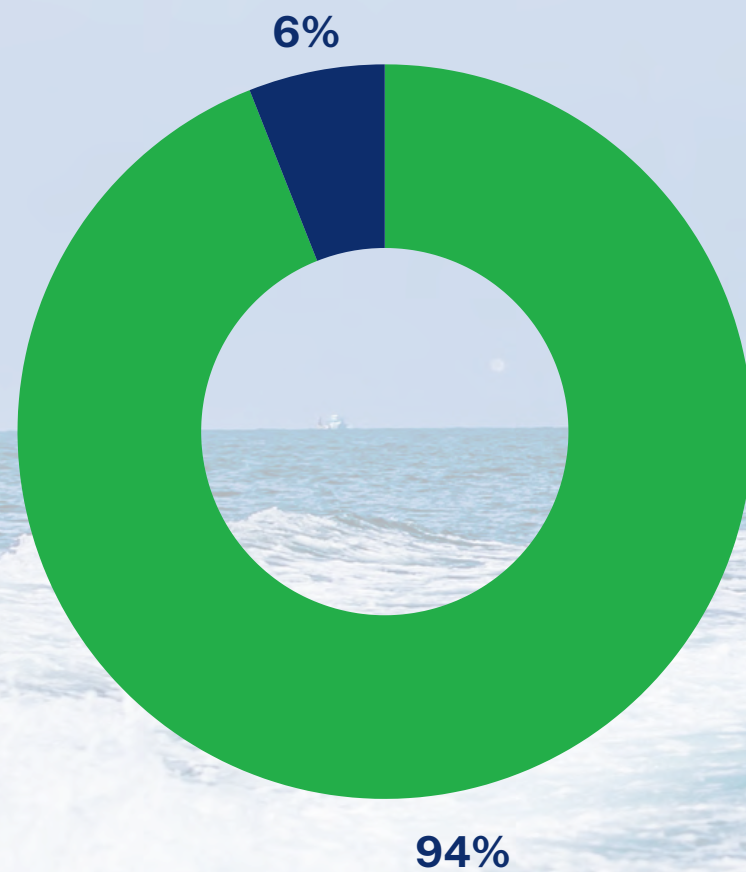
BOAT SOBER AND RESPONSIBLY

IN CONNECICUT, IT IS ILLEGAL TO OPERATE A VESSEL WITH A BLOOD ALCOHOL CONTENT LEVEL OF 0.08 OR HIGHER.

Boating Under the Influence (BUI) No person should operate a vessel while under the influence of alcohol or drugs. A person shall be considered to be under the influence of intoxicating liquor if the ratio of alcohol in the blood is eight-hundredths (.08) of one percent. If the person is under 21 years of age, the level is .02.

ALCOHOL AS A CONTRIBUTING FACTOR IN BOATING INCIDENTS 2018-2023

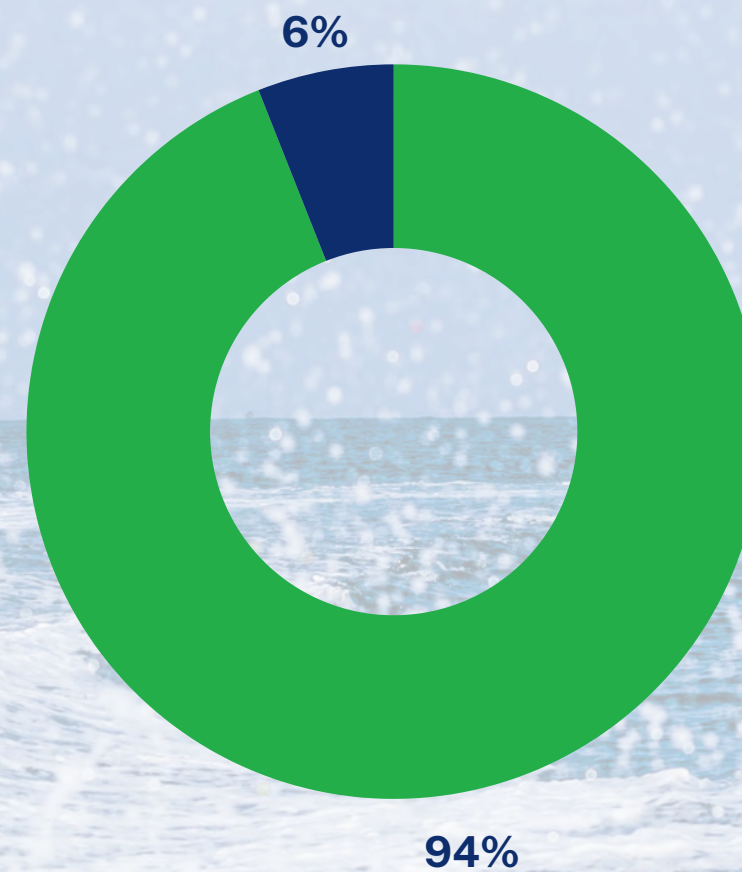
285 REPORTABLE BOATING
INCIDENTS IN CT



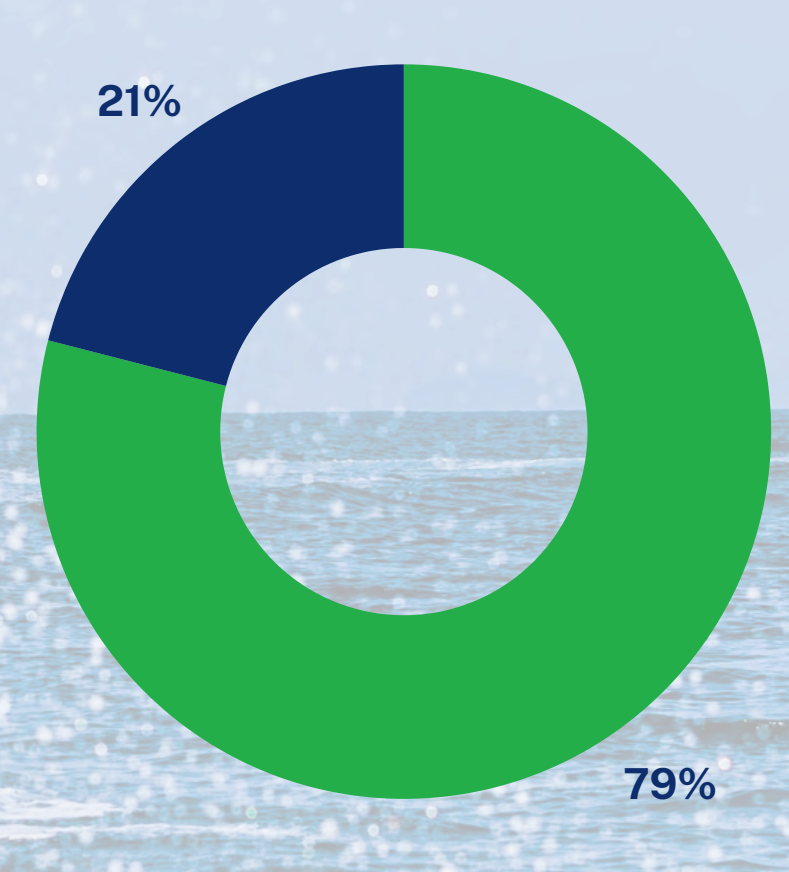
165 PROPERTY DAMAGE ONLY



97 INJURY RELATED



29 FATAL



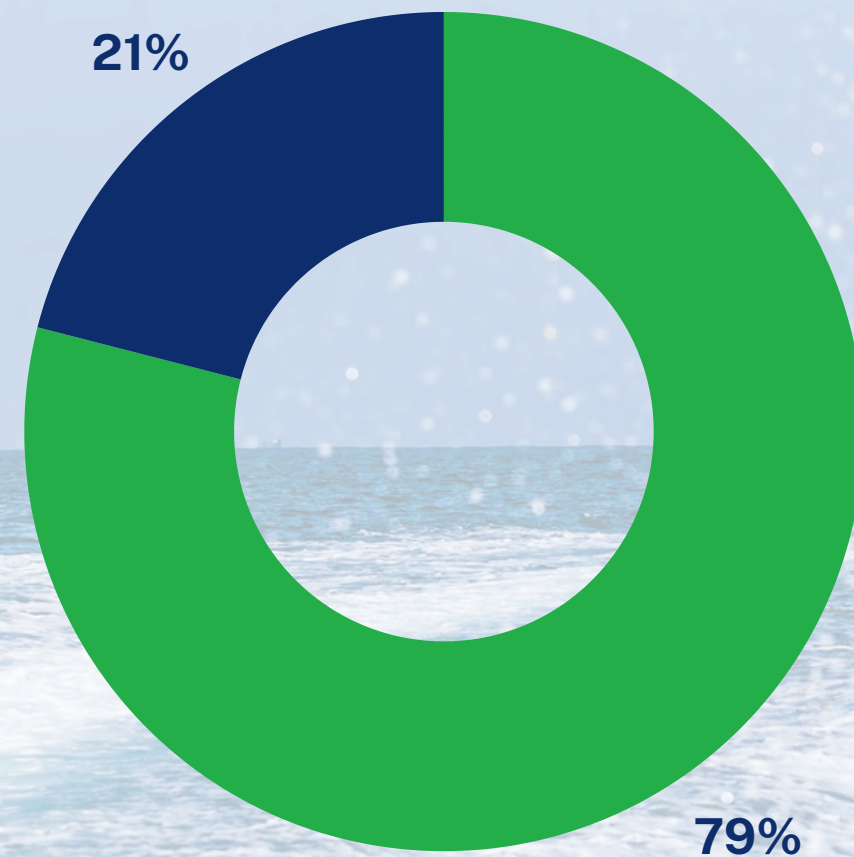
■ Alcohol as a Contributing Factor

■ Other Causes

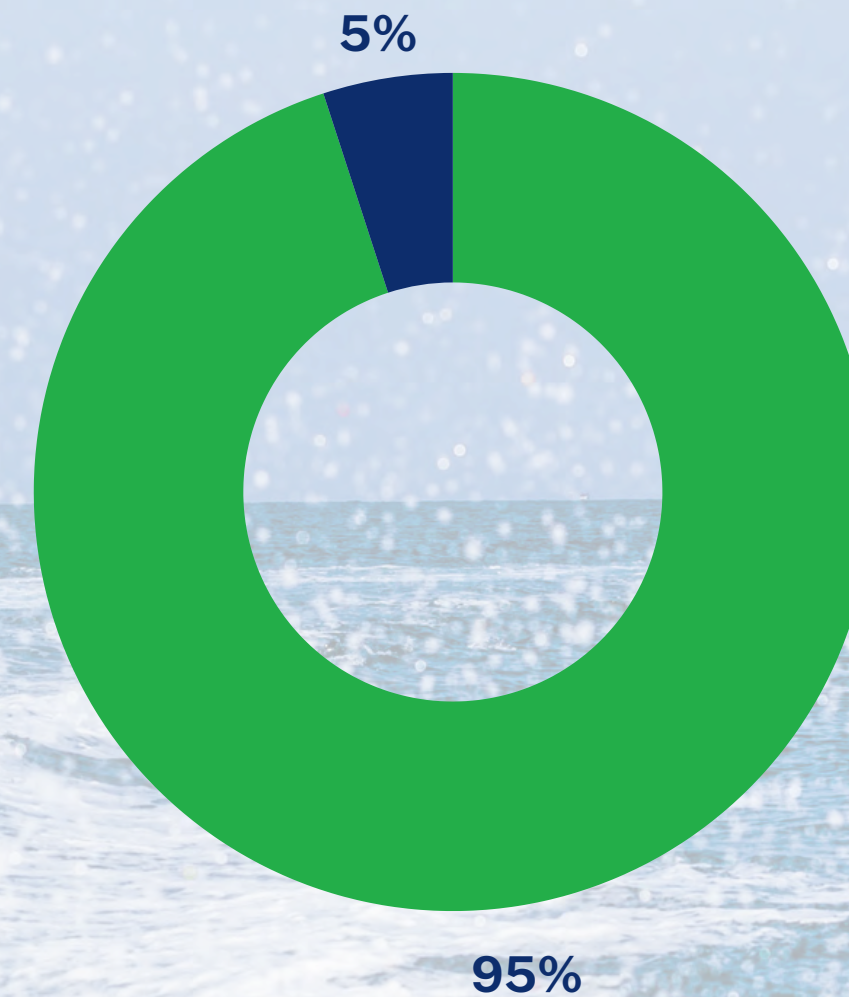
These graphs represent the percentage of incidents that occurred where alcohol was determined to be a contributing factor between 2018 and 2023 in reportable boating incidents, fatal incidents, injury related incidents, and property damage only incidents

ALCOHOL AS A CONTRIBUTING FACTOR IN BOATING FATALITIES & INJURIES 2018-2023

33 BOATING FATALITIES



138 BOATING INJURIES



■ Alcohol as a Contributing Factor

■ Other Causes

These two graphs represent the percentage of boating fatalities and injuries where alcohol was determined to be a contributing factor between 2018 and 2023.

A photograph of a marina at dusk, filled with numerous pontoon boats. The boats are docked and their reflections are visible in the calm water. In the background, a hillside with houses is visible under a dark sky. In the foreground, three ducks are swimming in the water. The text "LOOKING BACK AT 2023" is overlaid in the center of the image.

LOOKING BACK AT 2023

CT REGISTERED VESSELS IN 2023

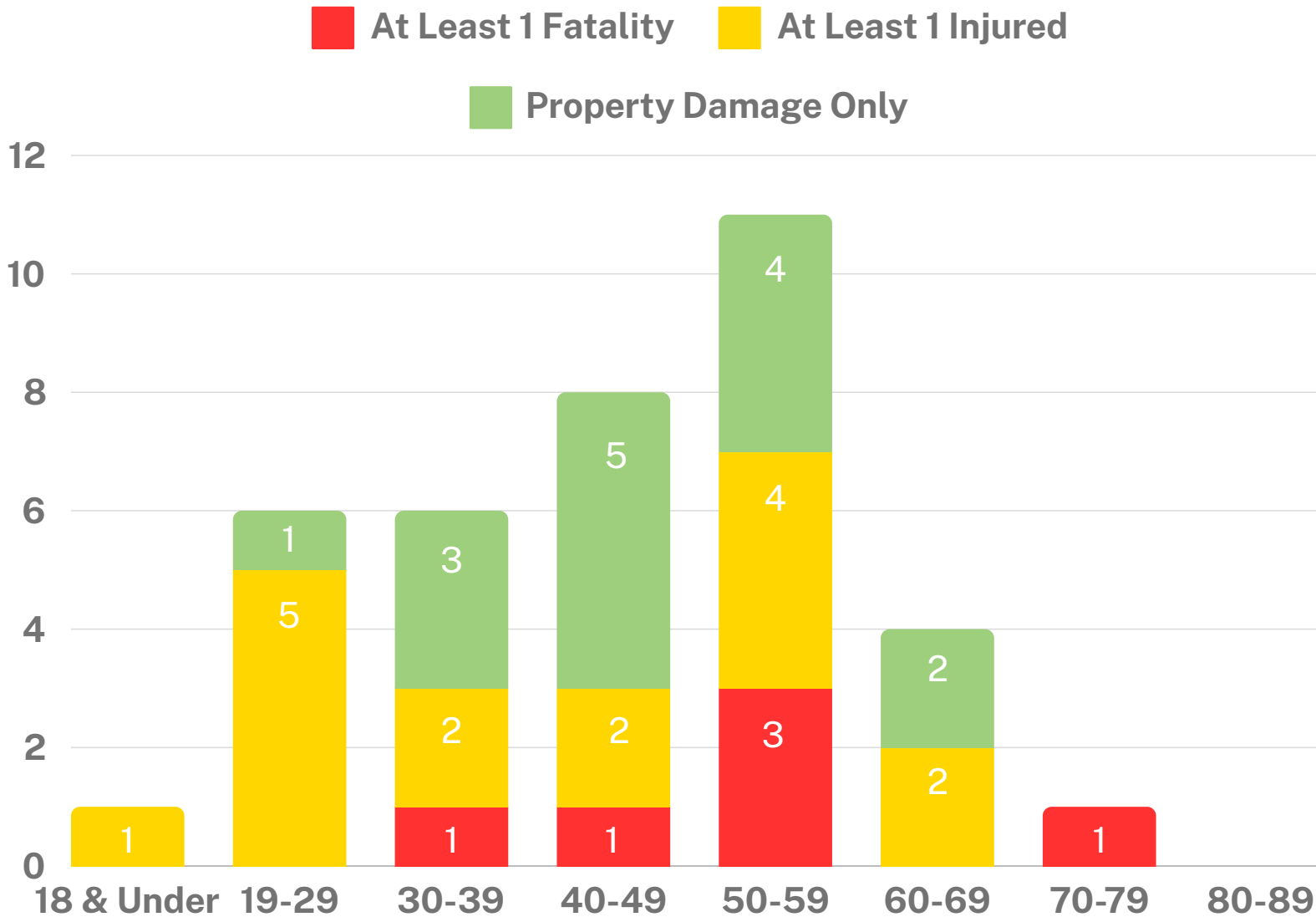
TOTAL NUMBER OF REGISTERED VESSELS	89699
Recreational Vessels	89172
Motorized Vessels	87935
Non-motorized Vessels	1237
Commercial Vessels	527

LENGTH CATEGORY (ft)

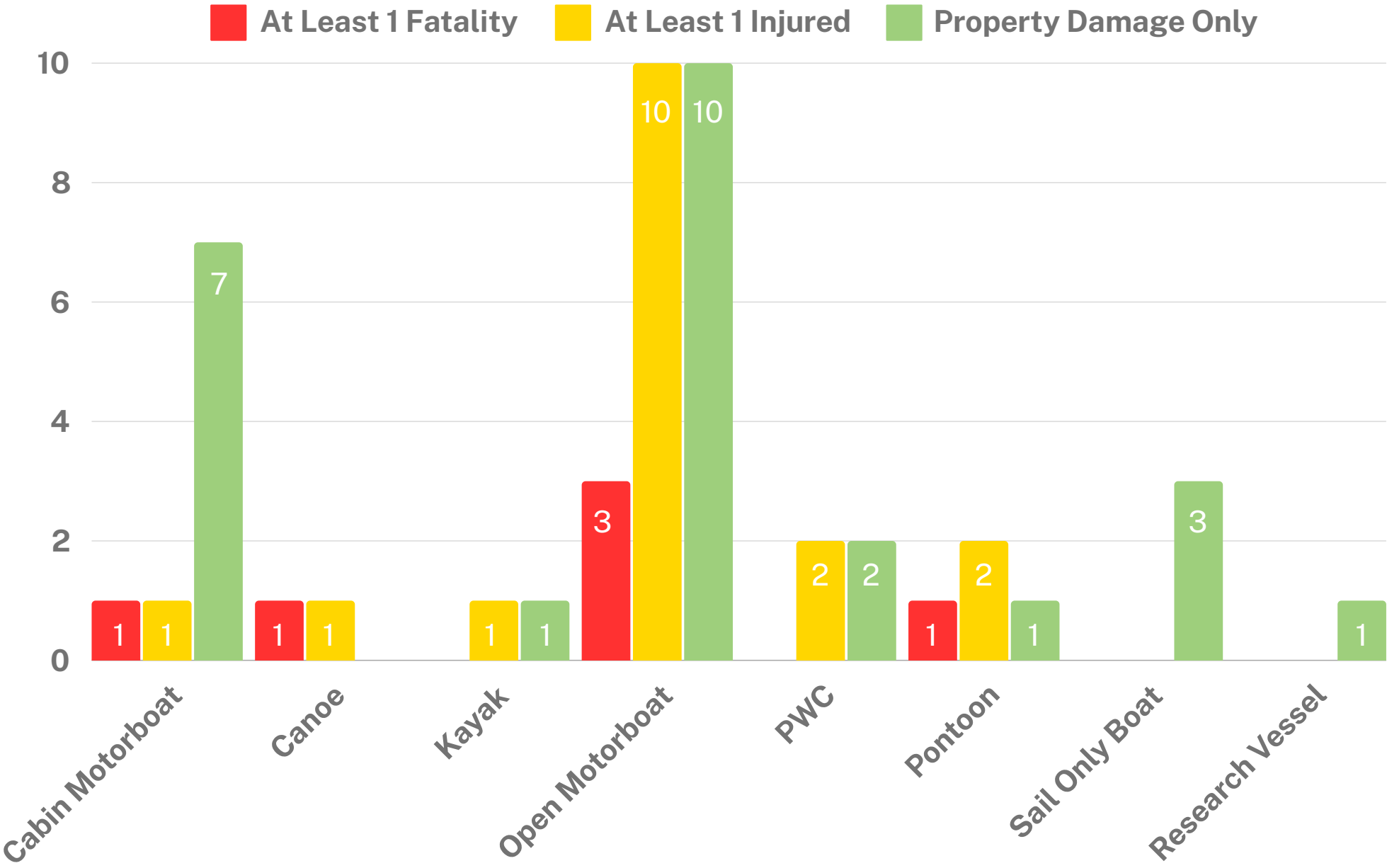
MOTORIZED VESSEL TYPES	<16	16 to <26	26<40	40 to 65	>65	All Lengths
Airboat	7	2	1	0	0	10
Auxiliary sail	203	873	1825	379	2	3282
Cabin motorboat	21	4747	5204	1149	13	11134
Houseboat	4	14	16	7	0	41
Inflatable boat	3201	114	21	1	0	3337
Open motorboat	21543	31056	2019	49	0	54667
Personal watercraft	9500	135	0	0	0	9635
Pontoon	227	4185	133	2	3	4550
Other	887	262	103	26	1	1279
NON-MOTORIZED VESSEL TYPES	<16	16 to <26	26<40	40 to 65	>65	All Lengths
Inflatable boat	378	7	0	0	0	385
Paddlecraft	204	18	1	0	0	223
Rowboat	110	2	1	0	0	113
Sail only	27	187	112	13	1	340
Other	123	42	7	4	0	176

BOATING INCIDENTS IN 2023

AGE OF OPERATORS INVOLVED



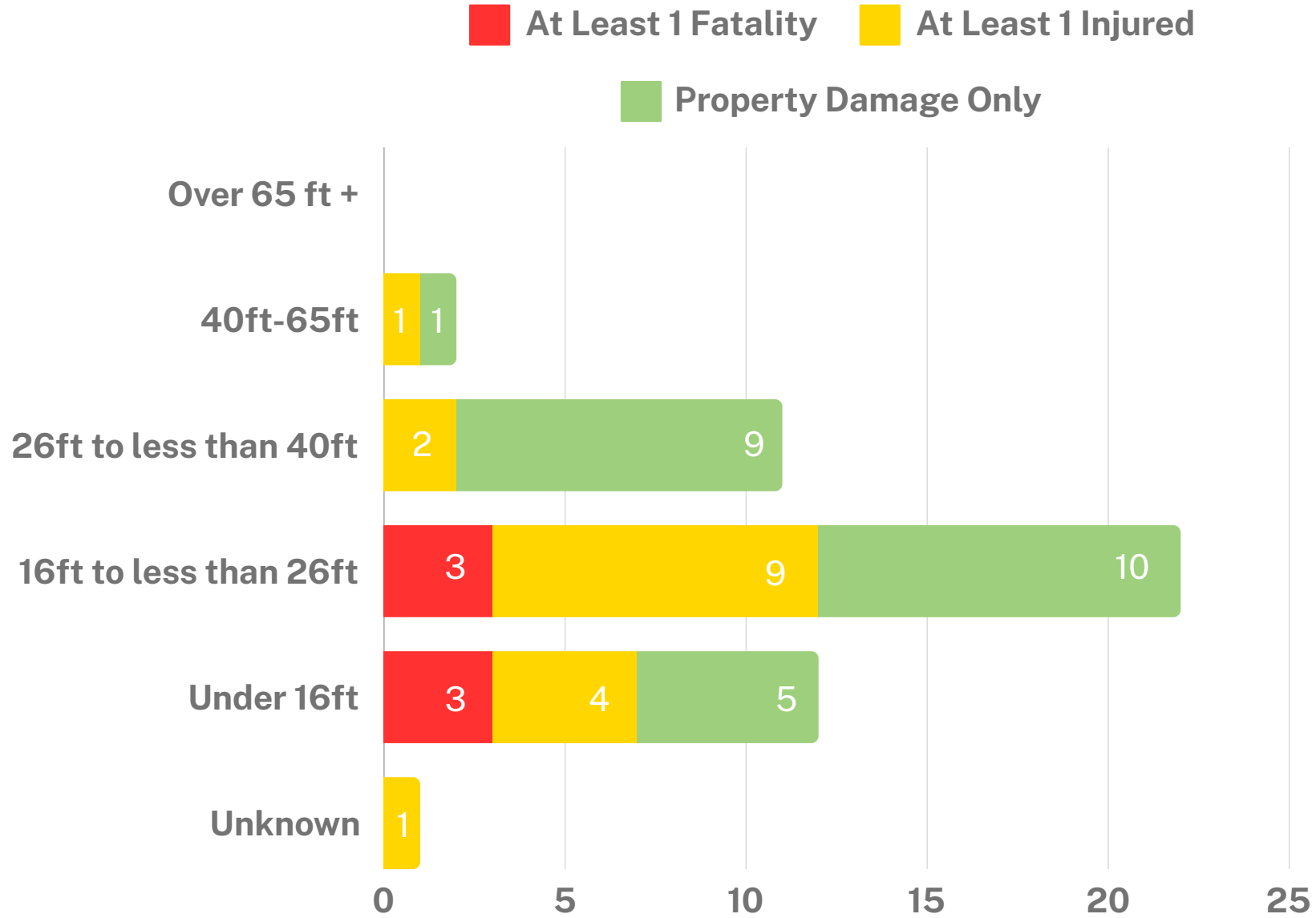
VESSEL TYPES INVOLVED



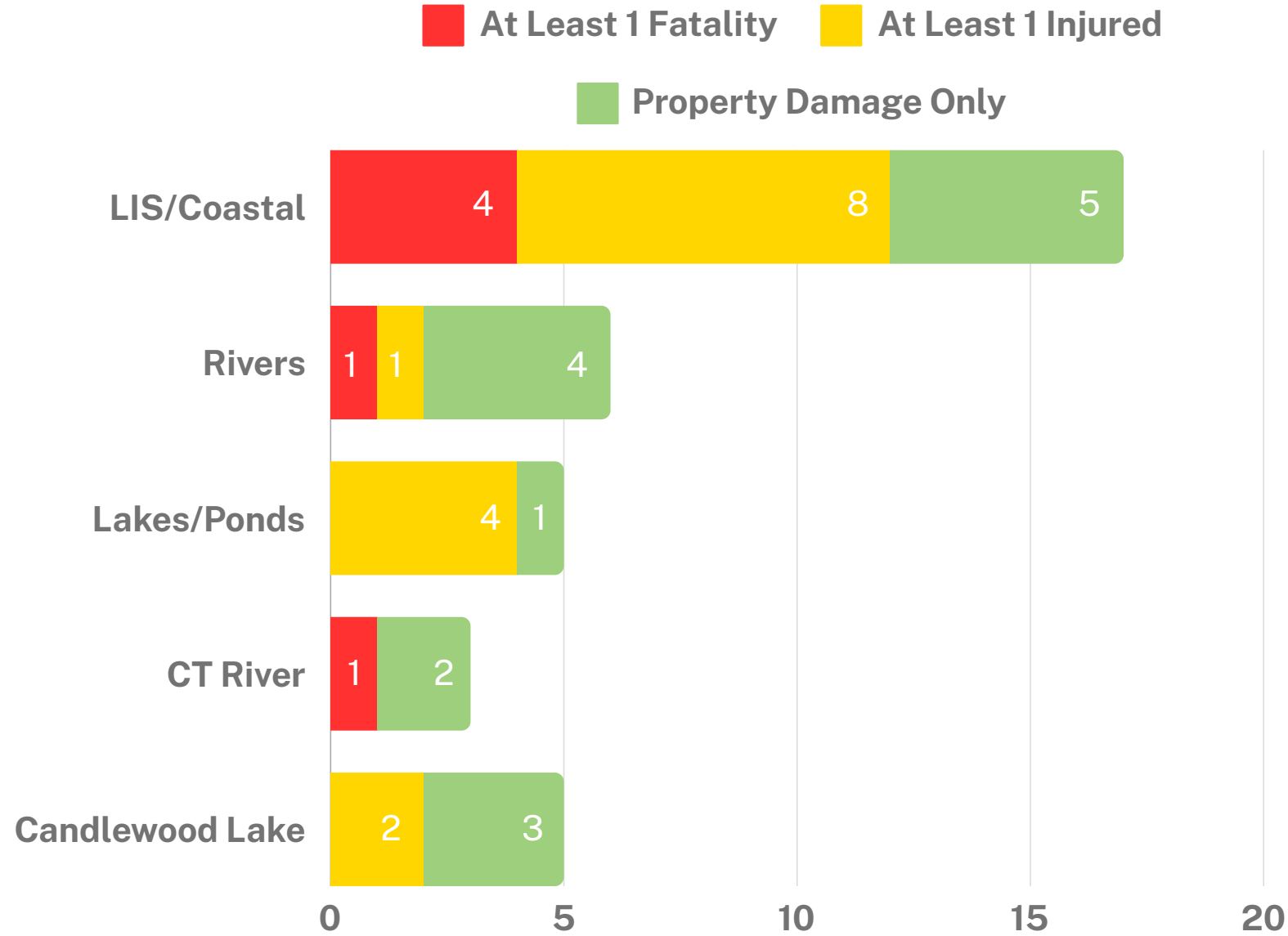
These two graphs show the age of operators and the types of vessels involved in fatal, injury related, and property damage only boating incidents in 2023.

BOATING INCIDENTS IN 2023 CONTINUED

SIZE OF VESSELS INVOLVED



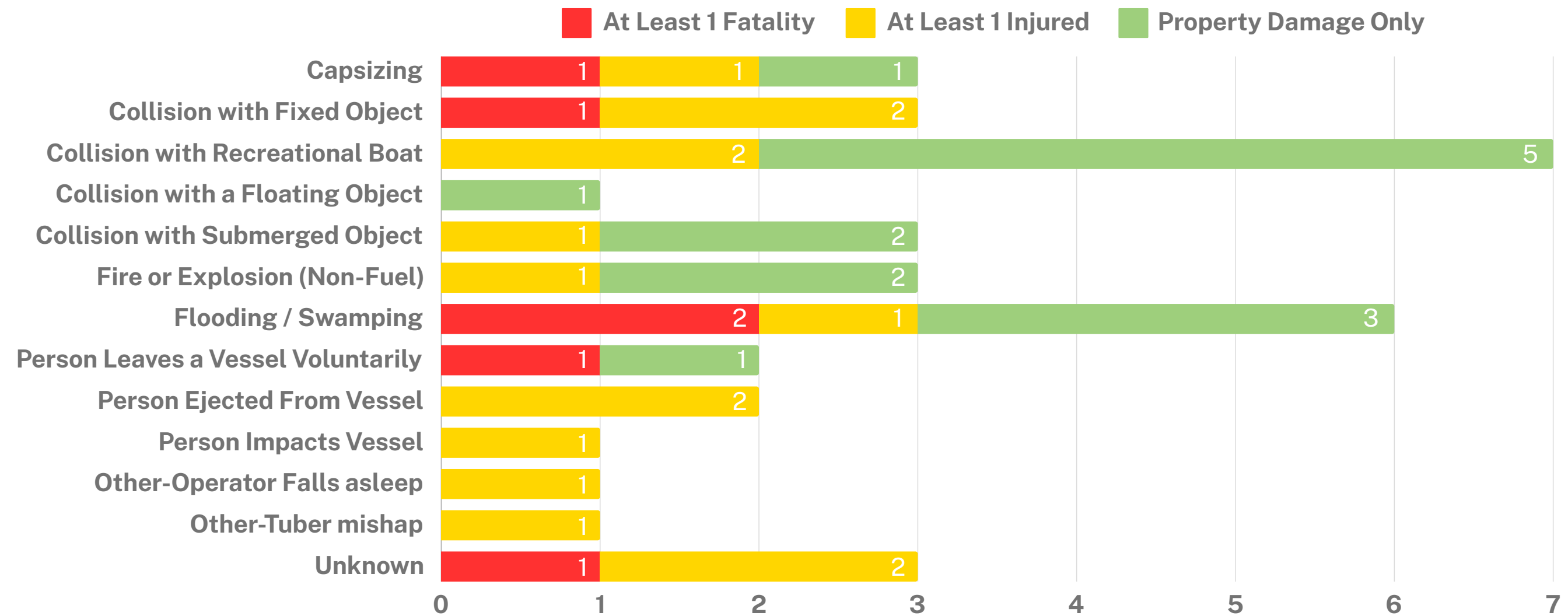
BOATING INCIDENTS BY WATERBODY



These two graphs show the size of vessels involved in the boating incident and waterbody location of fatal, injury related, and property damage only boating incidents in 2023.

BOATING INCIDENTS IN 2023 CONTINUED

BOATING INCIDENT TYPES IN 2023



This graph shows the primary boating incident types that involved fatalities, injuries, and property damage only in 2023

PRIMARY CAUSES OF FATAL BOATING INCIDENTS 2023

- WEATHER
- HAZARDOUS WATERS
- ALCOHOL USE
- OVERLOADING
- STANDING/SITTING ON GUNWHALE, BOWS AND TRANSOM
- UNKNOWN

WHAT IS CT DOING TO MAKE OUR WATERS SAFER??

Statistics have shown that boating education helps create safer boaters. DEEP's Boating Division strives to provide boating education through various programs, events, and more. Most vessels in CT require a boating certificate to be operated. These certificates are obtained after an individual completes a boating safety exam. Most exams are accompanied by an eight-hour boating safety course.

The Boating Division hosts and participates in outreach events that promote safe boating and, in some cases, provide on-the-water activities for new and experienced boaters. Boating Education Staff post educational and safe boating content on social media platforms. In addition, seasonal employees are stationed at state boat launches and provide voluntary Vessel Safety Checks.

LEARN MORE AT: portal.ct.gov/DEEP-Boating

