## Total in Class A-1

| County | Class A-1 - Pleasure | Pleasure | Class A-1 - Commercial |
| :---: | :---: | :---: | :---: |
| Alachua | Class A-1 - Pleasure: <than 12' | 1,171 | Class A-1 - Commercial: <than 12' |
| Baker | Class A-1 - Pleasure: <than 12' | 378 | Class A-1 - Commercial: <than 12' |
| Bay | Class A-1 - Pleasure: <than 12' | 2,794 | Class A-1 - Commercial: <than 12' |
| Bradford | Class A-1 - Pleasure: <than 12' | 350 | Class A-1 - Commercial: < than 12' |
| Brevard | Class A-1 - Pleasure: <than 12' | 5,588 | Class A-1 - Commercial: <than 12' |
| Broward | Class A-1 - Pleasure: < than 12' | 11,212 | Class A-1 - Commercial: <than 12' |
| Calhoun | Class A-1 - Pleasure: <than 12' | 94 | Class A-1 - Commercial: <than 12' |
| Charlotte | Class A-1 - Pleasure: < than 12' | 3,528 | Class A-1 - Commercial: <than 12' |
| Citrus | Class A-1 - Pleasure: <than 12' | 1,724 | Class A-1 - Commercial: <than 12' |
| Clay | Class A-1 - Pleasure: < than 12' | 2,471 | Class A-1 - Commercial: <than 12' |
| Collier | Class A-1 - Pleasure: < than 12' | 5,191 | Class A-1 - Commercial: <than 12' |


| Columbia | Class A-1 - Pleasure: < than 12' | 427 | Class A-1 - Commercial: < than 12' |
| :---: | :---: | :---: | :---: |
| Dade | Class A-1 - Pleasure: < than 12' | 18,461 | Class A-1 - Commercial: < than 12' |
| Desoto | Class A-1 - Pleasure: < than 12' | 299 | Class A-1 - Commercial: < than 12' |
| DHSMV | Class A-1 - Pleasure: < than 12' | 477 | Class A-1 - Commercial: < than 12' |
| Dixie | Class A-1 - Pleasure: < than 12' | 173 | Class A-1 - Commercial: < than 12' |
| Duval | Class A-1 - Pleasure: < than 12' | 5,477 | Class A-1 - Commercial: < than 12' |
| Escambia | Class A-1 - Pleasure: < than 12' | 2,699 | Class A-1 - Commercial: < than 12' |
| Flagler | Class A-1 - Pleasure: < than 12' | 1,222 | Class A-1 - Commercial: < than 12' |
| Franklin | Class A-1 - Pleasure: < than 12' | 184 | Class A-1 - Commercial: < than 12' |
| Gadsden | Class A-1 - Pleasure: < than 12' | 145 | Class A-1 - Commercial: < than 12' |
| Gilchrist | Class A-1 - Pleasure: < than 12' | 228 | Class A-1 - Commercial: < than 12' |
| Glades | Class A-1 - Pleasure: < than 12' | 89 | Class A-1 - Commercial: < than 12' |
| Gulf | Class A-1 - Pleasure: < than 12' | 212 | Class A-1 - Commercial: < than 12' |
| Hamilton | Class A-1 - Pleasure: < than 12' | 52 | Class A-1 - Commercial: < than 12' |


| Hardee | Class A-1-Pleasure: < than 12' | 143 | Class A-1 - Commercial: < than 12' |
| :---: | :---: | :---: | :---: |
| Hendry | Class A-1 - Pleasure: < than 12' | 457 | Class A-1-Commercial: < than $12^{\prime}$ |
| Hernando | Class A-1 - Pleasure: < than 12' | 1,965 | Class A-1 - Commercial: < than 12' |
| Highlands | Class A-1 - Pleasure: < than 12' | 1,477 | Class A-1 - Commercial: < than 12' |
| Hills | Class A-1 - Pleasure: < than 12' | 8,421 | Class A-1 - Commercial: < than 12' |
| Holmes | Class A-1 - Pleasure: < than 12' | 167 | Class A-1-Commercial: < than 12' |
| Indian River | Class A-1 - Pleasure: < than 12' | 1,351 | Class A-1 - Commercial: < than 12' |
| Jackson | Class A-1 - Pleasure: < than 12' | 429 | Class A-1 - Commercial: < than 12' |
| Jefferson | Class A-1 - Pleasure: < than 12' | 174 | Class A-1 - Commercial: < than 12' |
| Lafayette | Class A-1 - Pleasure: < than 12' | 86 | Class A-1-Commercial: < than 12' |
| Lake | Class A-1-Pleasure: < than 12' | 3,729 | Class A-1 - Commercial: < than 12' |
| Lee | Class A-1 - Pleasure: < than 12' | 7,825 | Class A-1-Commercial: < than 12' |
| Leon | Class A-1 - Pleasure: < than 12' | 998 | Class A-1 - Commercial: < than 12' |
| Levy | Class A-1 - Pleasure: < than 12' | 396 | Class A-1 - Commercial: < than 12' |


| Liberty | Class A-1 - Pleasure: < than 12' | 72 | Class A-1-Commercial: <than 12' |
| :--- | :--- | :---: | :--- |
| Madison | Class A-1 - Pleasure: < than 12' | 96 | Class A-1-Commercial: <than 12' |

Total in Class A-1
Commercial
Class A-2 - Pleasure
Total in Class A-2 -

| 7 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 2,440 |
| :---: | :---: | :---: |
| 0 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 878 |
| 28 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 4,035 |
| 1 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 711 |
| 41 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 6,897 |
| 125 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 4,900 |
| 0 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 804 |
| 15 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 2,334 |
| 13 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 4,030 |
| 2 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 2,080 |
| 18 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 2,424 |


| 0 | Class A-2-Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 1,204 |
| :---: | :---: | :---: |
| 335 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 5,992 |
| 7 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 715 |
| 150 | Class A-2-Pleasure: 12-15' $11^{\prime \prime}$ | 307 |
| 1 | Class A-2 - Pleasure: 12-15' 11" | 745 |
| 21 | Class A-2 - Pleasure: 12-15' 11" | 5,008 |
| 17 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 3,243 |
| 5 | Class A-2 - Pleasure: 12-15' 11" | 1,287 |
| 14 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 672 |
| 2 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 941 |
| 1 | Class A-2 - Pleasure: 12-15' 11" | 633 |
| 0 | Class A-2 - Pleasure: 12-15' 11" | 343 |
| 17 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 1,014 |
| 0 | Class A-2 - Pleasure: 12-15' $11^{\prime \prime}$ | 361 |


| 0 | Class A-2 - Pleasure: 12-15' $11{ }^{\prime \prime}$ | 519 |
| :---: | :---: | :---: |
| 5 | Class A-2 - Pleasure: 12-15' $11{ }^{\prime \prime}$ | 627 |
| 6 | Class A-2-Pleasure: 12-15' 11" | 2,599 |
| 4 | Class A-2 - Pleasure: 12-15' $11{ }^{\prime \prime}$ | 1,839 |
| 41 | Class A-2 - Pleasure: 12-15' 11" | 5,962 |
| 0 | Class A-2 - Pleasure: 12-15' 11' | 1,109 |
| 15 | Class A-2-Pleasure: 12-15' 11" | 2,117 |
| 0 | Class A-2 - Pleasure: 12-15' 11" | 1,790 |
| 2 | Class A-2 - Pleasure: 12-15' 11" | 832 |
| 0 | Class A-2 - Pleasure: 12-15' 11" | 310 |
| 4 | Class A-2-Pleasure: 12-15' 11" | 3,808 |
| 44 | Class A-2 - Pleasure: 12-15' 11' | 4,652 |
| 2 | Class A-2 - Pleasure: 12-15' 11" | 3,226 |
| 4 | Class A-2 - Pleasure: 12-15' 11' | 1,400 |


| 0 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 739 |
| :---: | :---: | :---: |
| 0 | Class A-2 - Pleasure: $12-15^{\prime} 11^{\prime \prime}$ | 421 |

Total in Class A-2 -
Commercial

Class 1 - Pleasure
Total in Class 1 -
Class A-2 - Commercial

| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 55 | Class 1 - Pleasure: 16-25' $11{ }^{\prime \prime}$ | 6,448 |
| :---: | :---: | :---: | :---: |
| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 1 | Class 1 - Pleasure: 16-25'11" | 1,774 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 76 | Class 1 - Pleasure: $16-25^{\prime} 11^{\prime \prime}$ | 8,762 |
| Class A-2 - Commercial: 12 -15'11" | 3 | Class 1 - Pleasure: 16-25' 11" | 1,568 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 93 | Class 1 - Pleasure: 16-25' $11{ }^{\prime \prime}$ | 18,693 |
| Class A-2 - Commercial: 12-15'11" | 103 | Class 1 - Pleasure: 16-25' 11" | 18,891 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 8 | Class 1 - Pleasure: 16-25' 11' | 666 |
| Class A-2-Commercial: $12-15^{\prime \prime} 11^{\prime \prime}$ | 41 | Class 1 - Pleasure: 16-25' 11" | 14,926 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 41 | Class 1 - Pleasure: 16-25' $11{ }^{\prime \prime}$ | 11,389 |
| Class A-2 - Commercial: $12-15{ }^{\prime \prime}{ }^{\prime \prime}$ | 16 | Class 1-Pleasure: 16-25' 11" | 7,218 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 68 | Class 1 -Pleasure: $16-25^{\prime} 11^{\prime \prime}$ | 11,792 |


| Class A-2 - Commercial: $12-15^{\prime} 11{ }^{\prime \prime}$ | 7 | Class 1-Pleasure: 16-25' 11" | 2,783 |
| :---: | :---: | :---: | :---: |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 150 | Class 1 - Pleasure: $16-25^{\prime} 11{ }^{\prime \prime}$ | 30,722 |
| Class A-2 - Commercial: $12-15^{\prime} 11{ }^{\prime \prime}$ | 17 | Class 1-Pleasure: 16-25' 11" | 1,348 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 326 | Class 1 - Pleasure: 16-25' 11" | 1,873 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 27 | Class 1 - Pleasure: $16-25^{\prime} 11^{\prime \prime}$ | 1,714 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 71 | Class 1 - Pleasure: 16-25' 11" | 14,441 |
| Class A-2 - Commercial: 12-15'11" | 19 | Class 1-Pleasure: 16-25' 11" | 9,012 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 30 | Class 1 - Pleasure: 16-25' 11" | 3,943 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 110 | Class 1 - Pleasure: 16-25' 11" | 1,565 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 6 | Class 1 - Pleasure: 16-25' 11" | 1,331 |
| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 3 | Class 1-Pleasure: 16-25' $11^{\prime \prime}$ | 1,301 |
| Class A-2 - Commercial: $12-15{ }^{\prime \prime}{ }^{\prime \prime}$ | 11 | Class 1 - Pleasure: 16-25' 11" | 886 |
| Class A-2-Commercial: $12-15^{\prime \prime} 11^{\prime \prime}$ | 44 | Class 1 - Pleasure: 16-25' 11" | 1,556 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 1 | Class 1 - Pleasure: $16-25^{\prime} 11^{\prime \prime}$ | 530 |


| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 7 | Class 1 - Pleasure: 16-25' 11" | 880 |
| :---: | :---: | :---: | :---: |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 7 | Class 1 - Pleasure: 16-25' 11" | 1,629 |
| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 27 | Class 1-Pleasure: 16-25' 11" | 6,351 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 20 | Class 1-Pleasure: 16-25' 11" | 6,284 |
| Class A-2 - Commercial: $12-15^{\prime} 11{ }^{\prime \prime}$ | 66 | Class 1 - Pleasure: 16-25' 11" | 22,216 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 6 | Class 1 - Pleasure: 16-25' 11" | 889 |
| Class A-2-Commercial: $12-15^{\prime \prime} 11^{\prime \prime}$ | 62 | Class 1 - Pleasure: 16-25' 11" | 5,973 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 8 | Class 1-Pleasure: 16-25' 11" | 2,156 |
| Class A-2 - Commercial: $12-15{ }^{\prime \prime}{ }^{\prime \prime}$ | 3 | Class 1-Pleasure: 16-25' 11" | 1,222 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 1 | Class 1 - Pleasure: 16-25' 11" | 595 |
| Class A-2 - Commercial: 12-15'11" | 26 | Class 1-Pleasure: 16-25' 11" | 16,015 |
| Class A-2 - Commercial: 12-15'11" | 72 | Class 1-Pleasure: 16-25' 11" | 28,697 |
| Class A-2 - Commercial: 12-15'11" | 16 | Class 1-Pleasure: 16-25' 11" | 5,436 |
| Class A-2 - Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 43 | Class 1 - Pleasure: 16-25' 11" | 3,152 |


| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 9 | Class 1-Pleasure: $16-25^{\prime} 11^{\prime \prime}$ | 624 |
| :---: | :---: | :---: | :---: |
| Class A-2-Commercial: $12-15^{\prime} 11^{\prime \prime}$ | 1 | Class 1-Pleasure: 16-25'11" | 667 |


| Class 1 - Commercial | Total in Clas Commercial | Class 2 - Pleasure | Total in Class 2 Pleasure |
| :---: | :---: | :---: | :---: |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 123 | Class 2 - Pleasure: 26-39' 11' | 642 |
| Class 1 - Commercial: 16-25' 11" | 6 | Class 2 - Pleasure: 26-39'11" | 50 |
| Class 1 - Commercial: 16-25' 11" | 328 | Class 2 - Pleasure: 26-39'11" | 1,241 |
| Class 1 - Commercial: 16-25' 11" | 14 | Class 2 - Pleasure: 26-39'11" | 44 |
| Class 1 - Commercial: 16-25' 11" | 473 | Class 2 - Pleasure: 26-39'11" | 2,740 |
| Class 1 - Commercial: 16-25' 11" | 484 | Class 2 - Pleasure: 26-39'11" | 8,017 |
| Class 1 - Commercial: 16-25' 11" | 10 | Class 2 - Pleasure: 26-39'11" | 23 |
| Class 1-Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 354 | Class 2 - Pleasure: 26-39'11" | 2,880 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 434 | Class 2 - Pleasure: 26-39'11" | 423 |
| Class 1 - Commercial: 16-25' 11" | 58 | Class 2 - Pleasure: 26-39'11" | 786 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 540 | Class 2 - Pleasure: 26-39'11" | 4,266 |


| Class 1-Commercial: $16-25^{\prime \prime} 11^{\prime \prime}$ | 23 | Class 2 - Pleasure: 26-39'11" | 82 |
| :---: | :---: | :---: | :---: |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 840 | Class 2 - Pleasure: 26-39'11" | 14,055 |
| Class 1 - Commercial: 16-25'11" | 52 | Class 2 - Pleasure: 26-39'11" | 90 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 760 | Class 2 - Pleasure: 26-39'11' | 848 |
| Class 1 - Commercial: 16-25'11" | 140 | Class 2 - Pleasure: 26-39'11" | 70 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 349 | Class 2 - Pleasure: 26-39'11' | 1,911 |
| Class 1 - Commercial: 16-25'11" | 140 | Class 2 - Pleasure: 26-39'11" | 1,292 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 44 | Class 2 - Pleasure: 26-39'11' | 455 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 341 | Class 2 - Pleasure: 26-39'11" | 210 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 15 | Class 2 - Pleasure: 26-39'11" | 51 |
| Class 1 - Commercial: 16-25'11" | 24 | Class 2 - Pleasure: 26-39'11" | 38 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 11 | Class 2 - Pleasure: 26-39'11' | 48 |
| Class 1 - Commercial: $16-25^{\prime \prime} 11^{\prime \prime}$ | 133 | Class 2 - Pleasure: 26-39'11" | 161 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 6 | Class 2 - Pleasure: 26-39'11' | 18 |


| Class 1 - Commercial: 16-25' $11^{\prime \prime}$ | 21 | Class 2 - Pleasure: 26-39'11" | 34 |
| :---: | :---: | :---: | :---: |
| Class 1 - Commercial: 16-25'11" | 42 | Class 2 - Pleasure: 26-39'11" | 293 |
| Class 1-Commercial: 16-25' $11^{\prime \prime}$ | 95 | Class 2 - Pleasure: 26-39'11" | 429 |
| Class 1-Commercial: 16-25'11" | 31 | Class 2 - Pleasure: 26-39'11" | 169 |
| Class 1 - Commercial: 16-25'11" | 376 | Class 2 - Pleasure: 26-39'11" | 3,830 |
| Class 1 - Commercial: $16-25^{\prime \prime} 11^{\prime \prime}$ | 7 | Class 2 - Pleasure: 26-39'11" | 47 |
| Class 1 - Commercial: 16-25' $11^{\prime \prime}$ | 199 | Class 2 - Pleasure: 26-39'11" | 887 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 11 | Class 2 - Pleasure: 26-39'11" | 88 |
| Class 1 - Commercial: 16-25'11" | 12 | Class 2 - Pleasure: 26-39'11" | 105 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 10 | Class 2 - Pleasure: 26-39'11" | 13 |
| Class 1 - Commercial: 16-25' $11^{\prime \prime}$ | 134 | Class 2 - Pleasure: 26-39'11" | 630 |
| Class 1-Commercial: 16-25'11" | 710 | Class 2 - Pleasure: 26-39'11" | 7,347 |
| Class 1 - Commercial: 16-25'11" | 79 | Class 2 - Pleasure: 26-39'11" | 350 |
| Class 1 - Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 246 | Class 2 - Pleasure: 26-39'11" | 191 |


| Class 1-Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 11 | Class 2-Pleasure: $26-39^{\prime} 11^{\prime \prime}$ | 14 |
| :---: | :---: | :---: | :---: |
| Class 1-Commercial: $16-25^{\prime} 11^{\prime \prime}$ | 6 | Class 2-Pleasure: $26-39^{\prime} 11^{\prime \prime}$ | 28 |

Total in Class 2 -

## Class 2 - Commercial

| Class 2 - Commercial: $26-39{ }^{\prime \prime} 1^{\prime \prime}$ | 23 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 319 |
| :---: | :---: | :---: | :---: |
| Class 2-Commercial: 26-39'11" | 3 | Class 3 - Pleasure: 40-64' 11" | 3 |
| Class 2-Commercial: $26-39{ }^{\prime \prime} 11^{\prime \prime}$ | 132 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 207 |
| Class 2-Commercial: 26-39' $11^{\prime \prime}$ | 1 | Class 3 - Pleasure: 40-64' 11" | 7 |
| Class 2-Commercial: 26 - $39^{\prime} 11^{\prime \prime}$ | 136 | Class 3 - Pleasure: 40-64' 11" | 386 |
| Class 2-Commercial: 26 -39'11" | 252 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 1,675 |
| Class 2-Commercial: $26-39^{\prime} 11^{\prime \prime}$ | 2 | Class 3 - Pleasure: 40-64' 11" | 0 |
| Class 2-Commercial: 26 - 39' 11" | 74 | Class 3 - Pleasure: 40-64' 11" | 418 |
| Class 2-Commercial: 26-39'11" | 120 | Class 3 - Pleasure: 40-64' 11" | 48 |
| Class 2-Commercial: 26 - $39^{\prime} 11^{\prime \prime}$ | 16 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 357 |
| Class 2-Commercial: $26-39^{\prime} 11^{\prime \prime}$ | 159 | Class 3-Pleasure: 40-64' $11^{\prime \prime}$ | 635 |


| Class 2-Commercial: 26-39'11" | 6 | Class 3-Pleasure: 40-64' ${ }^{\prime \prime}{ }^{\prime \prime}$ | 8 |
| :---: | :---: | :---: | :---: |
| Class 2-Commercial: 26-39'11" | 477 | Class 3-Pleasure: 40-64' $11^{\prime \prime}$ | 3,445 |
| Class 2-Commercial: 26-39'11" | 12 | Class 3 - Pleasure: 40-64' 11" | 11 |
| Class 2 - Commercial: 26-39'11" | 187 | Class 3 - Pleasure: 40-64' 11" | 257 |
| Class 2-Commercial: 26-39'11" | 29 | Class 3-Pleasure: 40-64' $11^{\prime \prime}$ | 8 |
| Class 2 - Commercial: 26-39'11" | 72 | Class 3 - Pleasure: 40-64' 11" | 248 |
| Class 2-Commercial: 26-39'11" | 53 | Class 3 - Pleasure: 40-64' 11" | 190 |
| Class 2-Commercial: 26-39'11" | 6 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 85 |
| Class 2 - Commercial: 26-39'11" | 50 | Class 3 - Pleasure: 40-64' 11" | 24 |
| Class 2 - Commercial: 26-39'11" | 1 | Class 3 - Pleasure: 40-64' 11" | 3 |
| Class 2 - Commercial: 26-39'11" | 1 | Class 3 - Pleasure: 40-64' 11" | 4 |
| Class 2 - Commercial: 26-39'11" | 0 | Class 3 - Pleasure: 40-64' 11" | 7 |
| Class 2-Commercial: 26-39'11" | 26 | Class 3 - Pleasure: 40-64' 11" | 12 |
| Class 2 - Commercial: 26-39'11" | 0 | Class 3 - Pleasure: 40-64' 11" | 1 |


| Class 2 - Commercial: 26-39'11" | 3 | Class 3-Pleasure: 40-64' ${ }^{\prime \prime}{ }^{\prime \prime}$ | 1 |
| :---: | :---: | :---: | :---: |
| Class 2 - Commercial: $26-39^{\prime \prime} 11^{\prime \prime}$ | 5 | Class 3-Pleasure: 40-64' $\mathbf{1 1}^{\prime \prime}$ | 45 |
| Class 2 - Commercial: 26-39'11" | 66 | Class 3-Pleasure: 40-64' $\mathbf{1 1}^{\prime \prime}$ | 34 |
| Class 2 - Commercial: 26-39'11" | 3 | Class 3 - Pleasure: 40-64' 11" | 13 |
| Class 2 - Commercial: 26-39'11" | 108 | Class 3 - Pleasure: 40-64' 11" | 615 |
| Class 2 - Commercial: 26-39'11" | 2 | Class 3 - Pleasure: 40-64' 11" | 18 |
| Class 2 - Commercial: 26-39'11" | 57 | Class 3 - Pleasure: 40-64' 11" | 151 |
| Class 2-Commercial: 26-39'11" | 1 | Class 3 - Pleasure: 40-64' 11" | 9 |
| Class 2-Commercial: 26-39'11" | 1 | Class 3 - Pleasure: 40-64' 11" | 10 |
| Class 2-Commercial: 26-39'11" | 0 | Class 3 - Pleasure: 40-64' 11" | 1 |
| Class 2-Commercial: 26-39'11" | 19 | Class 3 - Pleasure: 40-64' $11^{\prime \prime}$ | 59 |
| Class 2-Commercial: 26-39'11" | 229 | Class 3 - Pleasure: 40-64' 11" | 847 |
| Class 2-Commercial: 26-39'11" | 14 | Class 3 - Pleasure: 40-64' 11" | 69 |
| Class 2-Commercial: 26-39' 11' $^{\prime \prime}$ | 62 | Class 3 - Pleasure: 40-64' 11" | 24 |


| Class 2-Commercial: 26-39'11" | 0 | Class 3-Pleasure: $40-64^{\prime} 11^{\prime \prime}$ | 0 |
| :---: | :---: | :---: | :---: |
| Class 2-Commercial: 26-39'11" | 0 | Class 3-Pleasure: $40-64^{\prime} 11^{\prime \prime}$ | 4 |

## Total in Class 3 -

Class 3 - Commercial
Commercial
Class 4 - Pleasure

| Class 3-Commercial: 40-64' $\mathbf{1 1}^{\prime \prime}$ | 10 | Class 4 - Pleasure: 65-109'11" |
| :---: | :---: | :---: |
| Class 3 - Commercial: 40-64' $11^{\prime \prime}$ | 0 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 91 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 0 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 21 | Class 4 -Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 79 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 2 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 12 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64'11" | 18 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 8 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 48 | Class 4 - Pleasure: 65-109'11" |


| Class 3-Commercial: 40-64'11" | 0 | Class 4-Pleasure: 65-109'11" |
| :---: | :---: | :---: |
| Class 3-Commercial: 40-64'11" | 142 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $\mathbf{1 1}^{\prime \prime}$ | 2 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 9 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 4 | Class 4-Pleasure: 65-109' 11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 24 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 18 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 0 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 20 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 0 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 0 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 0 | Class 4-Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 8 | Class 4-Pleasure: 65-109'11' |
| Class 3-Commercial: 40-64' 11" | 0 | Class 4 - Pleasure: 65-109' 11' |


| Class 3-Commercial: 40-64'11" | 0 | Class 4 - Pleasure: 65-109'11" |
| :---: | :---: | :---: |
| Class 3-Commercial: 40-64'11" | 10 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $\mathbf{1 1}^{\prime \prime}$ | 13 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 0 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 44 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 3 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 5 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 1 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 1 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 0 | Class 4 - Pleasure: 65-109' 11" |
| Class 3-Commercial: 40-64' 11' $^{\prime \prime}$ | 3 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 55 | Class 4 - Pleasure: 65-109'11" |
| Class 3-Commercial: 40-64' 11" | 1 | Class 4 - Pleasure: 65-109' 11" |
| Class 3-Commercial: 40-64' $11^{\prime \prime}$ | 3 | Class 4 - Pleasure: 65-109'11" |


| Class 3-Commercial: $40-64^{\prime} 11^{\prime \prime}$ | 0 | Class 4-Pleasure: 65-109'11" |
| :---: | :---: | :---: |
| Class 3-Commercial: $40-64^{\prime} 11^{\prime \prime}$ | 0 | Class 4-Pleasure: 65-109'11" |


| Total in Class 4 Pleasure | Class 4 - Commercial | Total in Class 4 Commercial | Class 5 - Pleasure |
| :---: | :---: | :---: | :---: |
| 54 | Class 4-Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109' 11' | 0 | Class 5 - Pleasure: 110' More |
| 10 | Class 4-Commercial: 65-109' 11" | 17 | Class 5 - Pleasure: 110' More |
| 1 | Class 4-Commercial: 65-109'11" | 2 | Class 5 - Pleasure: 110' More |
| 16 | Class 4-Commercial: 65-109'11" | 2 | Class 5 - Pleasure: 110' More |
| 291 | Class 4-Commercial: 65-109'11" | 9 | Class 5 - Pleasure: 110' More |
| 1 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 8 | Class 4-Commercial: 65-109' 11" | 0 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109' 11' | 0 | Class 5 - Pleasure: 110' More |
| 13 | Class 4-Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 58 | Class 4-Commercial: 65-109'11" | 3 | Class 5 - Pleasure: 110' More |


| 0 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: $110{ }^{\prime}$ More |
| :---: | :---: | :---: | :---: |
| 735 | Class 4-Commercial: 65-109'11" | 32 | Class 5 - Pleasure: 110' More |
| 1 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 41 | Class 4-Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 2 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 24 | Class 4-Commercial: 65-109'11" | 15 | Class 5 - Pleasure: 110' More |
| 10 | Class 4-Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 3 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109'11" | 6 | Class 5 - Pleasure: $110{ }^{\prime}$ More |
| 0 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 1 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109'11" | 2 | Class 5 - Pleasure: 110' More |
| 0 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |


| 0 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: $110{ }^{\prime}$ More |
| :---: | :---: | :---: | :---: |
| 3 | Class 4 - Commercial: 65-109'11" | 12 | Class 5 - Pleasure: 110' More |
| 1 | Class 4 - Commercial: 65-109'11" | 1 | Class 5 - Pleasure: $110{ }^{\prime}$ More |
| 1 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 80 | Class 4 - Commercial: 65-109'11" | 15 | Class 5 - Pleasure: 110' More |
| 2 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 12 | Class 4 - Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 3 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 1 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: $110{ }^{\prime}$ More |
| 0 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 4 | Class 4-Commercial: 65-109'11" | 0 | Class 5 - Pleasure: 110' More |
| 57 | Class 4 - Commercial: 65-109' 11" | 14 | Class 5 - Pleasure: 110' More |
| 19 | Class 4-Commercial: 65-109'11" | 1 | Class 5 - Pleasure: 110' More |
| 2 | Class 4 - Commercial: 65-109'11" | 0 | Class 5 - Pleasure: $110^{\prime}$ More |


| 0 | Class 4-Commercial: 65-109' 11" | 1 | Class 5-Pleasure: 110' More |
| :---: | :---: | :---: | :---: |
| 0 | Class 4-Commercial: $65-109^{\prime} 11^{\prime \prime}$ | 0 | Class 5-Pleasure: 110' More |

Total in Class 5 -

| Pleasure | Class 5-Commercial | Commercial | Canoes - Pleasure |
| :---: | :---: | :---: | :---: |
| 1 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 6 | Class 5 - Commercial: 110' More | 1 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 2 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 29 | Class 5 - Commercial: 110' More | 6 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 7 | Class 5 - Commercial: 110' More | 52 | Canoes - Pleasure |
| 7 | Class 5 - Commercial: 110' More | 1 | Canoes - Pleasure |


| 2 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| :---: | :---: | :---: | :---: |
| 47 | Class 5 - Commercial: 110' More | 15 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 2 | Class 5 - Commercial: 110' More | 2 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 7 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 2 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: $110^{\prime}$ More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 5 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |


| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| :---: | :---: | :---: | :---: |
| 1 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 4 | Class 5 - Commercial: 110' More | 1 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 1 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: $110^{\prime}$ More | 0 | Canoes - Pleasure |
| 1 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 5 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 5 | Class 5 - Commercial: 110' More | 3 | Canoes - Pleasure |
| 1 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |
| 0 | Class 5 - Commercial: 110' More | 0 | Canoes - Pleasure |


| 0 | Class 5-Commercial: 110' More | 0 | Canoes - Pleasure |
| :---: | :---: | :---: | :---: |
| 0 | Class 5-Commercial: 110' More | 0 | Canoes - Pleasure |


| Total in Class Canoes Pleasure | Canoes Commercial | Total in Class Canoes Commercial | Vessel Type <br> - Dealer | Total Dealers in County |
| :---: | :---: | :---: | :---: | :---: |
| 237 | Canoes - Commercial | 1 | Dealer | 29 |
| 37 | Canoes - Commercial | 0 | Dealer | 3 |
| 123 | Canoes - Commercial | 0 | Dealer | 150 |
| 29 | Canoes - Commercial | 0 | Dealer | 6 |
| 600 | Canoes - Commercial | 3 | Dealer | 529 |
| 248 | Canoes - Commercial | 0 | Dealer | 434 |
| 12 | Canoes - Commercial | 0 | Dealer | 0 |
| 210 | Canoes - Commercial | 2 | Dealer | 71 |
| 256 | Canoes - Commercial | 3 | Dealer | 49 |
| 96 | Canoes - Commercial | 0 | Dealer | 29 |
| 263 | Canoes - Commercial | 3 | Dealer | 99 |


| 57 | Canoes - Commercial | 0 | Dealer | 8 |
| :---: | :---: | :---: | :---: | :---: |
| 382 | Canoes - Commercial | 2 | Dealer | 859 |
| 33 | Canoes - Commercial | 0 | Dealer | 2 |
| 10 | Canoes - Commercial | 21 | Dealer | 3 |
| 27 | Canoes - Commercial | 0 | Dealer | 7 |
| 321 | Canoes - Commercial | 0 | Dealer | 49 |
| 79 | Canoes - Commercial | 0 | Dealer | 59 |
| 96 | Canoes - Commercial | 0 | Dealer | 2 |
| 10 | Canoes - Commercial | 1 | Dealer | 0 |
| 19 | Canoes - Commercial | 0 | Dealer | 3 |
| 36 | Canoes - Commercial | 0 | Dealer | 0 |
| 13 | Canoes - Commercial | 0 | Dealer | 1 |
| 7 | Canoes - Commercial | 0 | Dealer | 0 |
| 9 | Canoes - Commercial | 0 | Dealer | 0 |

\(\left.\begin{array}{|c|c|c|c|c|}\hline 27 \& Canoes - Commercial \& 0 \& Dealer \& 0 <br>
\hline 28 \& Canoes - Commercial \& 0 \& Dealer \& 13 <br>

\hline 261 \& Canoes - Commercial \& \& \& Dealer\end{array}\right]\)|  |
| :---: |
| 67 |
| 627 |


| 4 | Canoes - Commercial | 0 | Dealer | 0 |
| :---: | :---: | :---: | :---: | :---: |
| 16 | Canoes - Commercial | 0 | Dealer | 0 |


| Vessel Type - <br> Pleasure | Total Pleasure <br> Vessels in County | Vessel Type - <br> Commercial | Total Commercial <br> Vessels in County |  |
| :---: | :---: | :---: | :---: | :---: |
| Pleasure | 11,312 | Commercial | Overall <br> Total |  |
| Pleasure | 3,120 | Commercial | 220 | TOTAL |
| Pleasure | 17,178 | Commercial | 10 | TOTAL |
| Pleasure | 2,710 | Commercial | 673 | TOTAL |
| Pleasure | 34,922 | Commercial | 21 | TOTAL |
| Pleasure | 45,263 | Commercial | 769 | TOTAL |
| Pleasure | 1,600 | Commercial | 1,058 | TOTAL |
| Pleasure | 24,304 | Commercial | 22 | TOTAL |
| Pleasure | 17,870 | Commercial | 498 | TOTAL |
| Pleasure | 13,028 | Commercial | 629 | TOTAL |
| Pleasure | 24,636 | Commercial | 153 | TOTAL |


| Pleasure | 4,563 | Commercial | 36 | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| Pleasure | 73,839 | Commercial | 1,993 | TOTAL |
| Pleasure | 2,497 | Commercial | 90 | TOTAL |
| Pleasure | 3,815 | Commercial | 1,456 | TOTAL |
| Pleasure | 2,739 | Commercial | 201 | TOTAL |
| Pleasure | 27,437 | Commercial | 552 | TOTAL |
| Pleasure | 16,527 | Commercial | 248 | TOTAL |
| Pleasure | 7,091 | Commercial | 85 | TOTAL |
| Pleasure | 2,665 | Commercial | 542 | TOTAL |
| Pleasure | 2,490 | Commercial | 24 | TOTAL |
| Pleasure | 2,240 | Commercial | 29 | TOTAL |
| Pleasure | 1,387 | Commercial | 22 | TOTAL |
| Pleasure | 2,967 | Commercial | 230 | TOTAL |
| Pleasure | 971 | Commercial | 7 | TOTAL |


| Pleasure | 1,604 | Commercial | 31 | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| Pleasure | 3,083 | Commercial | 81 | TOTAL |
| Pleasure | 11,640 | Commercial | 209 | TOTAL |
| Pleasure | 9,850 | Commercial | 59 | TOTAL |
| Pleasure | 41,755 | Commercial | 656 | TOTAL |
| Pleasure | 2,246 | Commercial | 18 | TOTAL |
| Pleasure | 10,655 | Commercial | 340 | TOTAL |
| Pleasure | 4,499 | Commercial | 21 | TOTAL |
| Pleasure | 2,375 | Commercial | 19 | TOTAL |
| Pleasure | 1,020 | Commercial | 11 | TOTAL |
| Pleasure | 24,445 | Commercial | 186 | TOTAL |
| Pleasure | 49,922 | Commercial | 1,129 | TOTAL |
| Pleasure | 10,247 | Commercial | 113 | TOTAL |
| Pleasure | 5,253 | Commercial | 360 | TOTAL |


| Pleasure | 1,453 | Commercial | 21 | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| Pleasure | 1,232 | Commercial | 7 |  |


| Total Vessels <br> in County |
| :---: |
| 23,093 |
| 6,263 |
| 35,852 |
| 5,468 |
| 71,911 |
| 93,076 |
| 3,244 |
| 49,675 |
| 37,047 |
| 26,391 |
| 51,051 |

9,206

| 9,206 |
| :---: |
| 152,523 |
| 5,176 |
| 10,545 |
| 5,887 |
| 56,027 |
| 33,609 |
| 14,354 |
| 6,414 |
| 5,031 |
| 4,538 |
| 2,819 |
| 6,394 |
| 1,956 |

3,270

| 6,341 |
| :---: |
| 23,705 |
| 19,873 |
| 84,899 |
| 4,531 |
| 22,040 |
| 9,040 |
| 4,793 |
| 2,062 |
| 49,356 |
| 102,313 |
| 20,722 |
| 11,262 |

