

ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

Boating Safety Education & Lifejackets

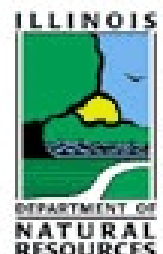


Save Lives!

BOATING ACCIDENT REPORT

2006

Updated: May 1, 2006



FOREWORD

Boating Accidents 2006 contains statistics on recreational boating accidents, recreational boating enforcement, boating safety and boat registering activities. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions which investigate recreational boating accidents and enforce boating laws in the State of Illinois. Boating Accidents 2006, may be copied freely in the interest of boating safety. For questions and suggestions regarding content, availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Illinois Department of Natural Resources Web Site at <http://dnr.state.il.us/law3/>

MISSION

The Office of Law Enforcement supports the Department's programs designed to protect Illinois' natural and recreational resources through enforcement of those portions of the Illinois Compiled Statutes enacted for that purpose. Conservation Police Officers are vested with full state-wide police authority and are trained to the highest standards for law enforcement professionals in Illinois.

In addition to these enforcement responsibilities, Conservation Police Officers serve as an important link between the Department and its various constituencies (civic groups, sportsmen's groups, sport shows, etc.). These officers are called upon to assist outside agencies in emergency situations or rescue operations. They participate in the instruction of conservation related statutes to outside agencies, law enforcement organizations, or educational institutions upon request.

Law Enforcement Creed

"To serve, protect, educate, and assist the public in its outdoor recreational endeavors."

"To be a vigilant guardian of the natural resources on behalf of the citizens of the State of Illinois."

"To encourage the wise use of our natural resources and to insure no harm to public safety, or to the environment, in this pursuit."

"To educate the inadvertent violator of Conservation Law and to take the appropriate level of enforcement action to achieve this goal."

"To relentlessly pursue the unrepentant offender and bring him before the court for judgement."

"To conduct our personal outdoor recreational activities in an exemplary manner, above reproach, and serve as a role model of outdoor ethics to our peers and to the general public."

"This we pledge to the citizens of Illinois."

Captain Gregory P. Hunter, 273
Region I Commander
Illinois Boating Law Administrator

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INTRODUCTION

SCOPE

This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities for calendar year 2006. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Reports of IDNR investigations of boating accidents that occurred on waters within the State; and (2) reports forwarded to the IDNR by other jurisdictions within the State. In the absence of investigations, information is collected from the accident reports filed by boat operators. Data used to compile the boating enforcement statistics come from three sources: (1) IDNR Conservation Police Officer (CPO) Daily Activity Reports; and (2) Operating Under the Influence Reports of CPO's; and (3) reports forwarded to the IDNR by other jurisdictions within the State.

ACCIDENT REPORTING

Current regulations (625 ILCS 45/ 6-1) require the operator of any vessel, numbered or used for recreational purposes to file a Boating Accident Report (BAR) when, as a result of an occurrence that involves the vessel or its equipment:

1. A person dies; or
2. A person is injured and requires medical treatment beyond first aid, i.e. treatment at a medical facility or by a medical professional other than at the accident scene; or
3. Damage to vessels and other property totals \$2000 or more (United States Coast Guard Standard) or there is a complete loss of any vessel.; or
4. A person disappears from the vessel under circumstances that indicate death or injury.

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. The State of Illinois boating accident reporting guidelines are the following: involved in a personal injury, where a person is incapacitated for a period exceeding 72 hours; or damage to vessels and other property totals \$2000 or more; or there is a complete loss of any vessel must be filed with the IDNR on a Department Boating Accident Report (BAR) form within 5 days. Boating accidents that result in loss of life shall be reported to the IDNR on a Department Boating Accident Report (BAR) form within 48 hours. The statistics in this publication are based on accident data submitted by the reporting jurisdictions as of December 31, 2006 and covers only accidents meeting the United States Coast Guard minimum reporting requirements listed above. The statistics in this publication cover boating accidents reported on waters of this State

USE OF THE STATISTICS

Users of the statistics in this report need to be aware of the following facts that may affect results of analyses of accident report data:

1. Some accidents are not in the system because they are not required to be reported. Many more accidents are not reported because boaters are not aware of the accident reporting regulations as well as the difficulty law enforcement agencies encounter in enforcing those regulations. We believe that only a small fraction of boating accidents occurring in the State of Illinois are not reported to the IDNR or local law enforcement agencies. However, we believe that nearly all fatal recreational boating accidents are included in this report. Overall, the more serious the accident, the more frequent the reporting.
2. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a

report.

3. Fluctuations from year to year in statistics may be caused by factors other than the change in the total number of recreational watercraft. A seemingly small change in the low reporting rate may cause a relatively large change in the statistics.

4. Recreational boating enforcement is not a random sampling of arrests in the statistical sense. Rather, selection is based on arrests the Conservation Police and other law enforcement agencies involved report to the IDNR.

ACCIDENTS EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than \$2000.
2. Accidents involving only slight injury which did not require medical treatment beyond first aid;
3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;
4. Accidents where a person died or was injured from natural causes while aboard a vessel;
5. Accidents where a person died or was injured while swimming to retrieve an object or a vessel that was adrift from its mooring or dock, having departed from the shore or pier;
6. Accidents involving damage, injury or death on a docked or moored vessel that resulted from storms, or swell conditions
7. Accidents where a person died or was injured while swimming for pleasure from a vessel that WAS NOT underway (i.e., the vessel was anchored, moored, or docked). In those cases, the vessel was being used as a platform for other activities, such as swimming or diving, and was not involved in any event that contributed to the casualty.

ACCIDENTS THAT ARE INCLUDED IN THIS REPORT

This report includes the following boating accidents involving a swimmer, a recreational vessel and its operation:

1. A person dies or is injured while swimming because of carbon monoxide poisoning;
2. A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;
3. A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel;
4. A person is struck by a vessel or its associated equipment where the vessel serves as the instrument striking the person.

Accident reports for eighteen (18) fatalities were entered into the IDNR System that satisfy the reporting requirements above for inclusion in this report.

BOAT ACCIDENTS AT A GLANCE

Between 1993 - 2006, the State of Illinois registered 4,865,251 recreational boats. During these years 1,862 boating accidents were reported that resulted in 248 fatalities, 1,183 injuries. For comparison purposes, the following represents the number of reportable boating accidents, injuries, fatalities, and vessels for the past 14 years:

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats
1993	134	94	32	163	371,000	8.6
1994	157	131	17	211	381,864	4.5
1995	178	88	16	228	386,500	4.1
1996	155	90	27	214	390,000	6.9
1997	145	81	14	223	397,000	3.5
1998	176	107	19	249	395,500	4.8
1999	159	75	13	238	394,108	3.3
2000	155	76	14	231	370,568	3.8
2001	112	75	8	171	368,047	2.2
2002	135	92	23	188	364,075	6.3
2003	84	63	13	122	360,252	3.6
2004	78	45	18	103	356,305	5.0
2005	115	100	16	152	342,745	4.7
2006	79	66	18	119	343,591	5.2
Total	1862	1183	248	2612	5,221,555	4.8

* In 2003 the Coast Guard's reporting criteria for property damage went from \$500 to \$2,000.

* In 2006 the IDNR's reporting criteria for property damage went from \$500 to \$2,000.

BOATING SAFETY EDUCATION COURSE

Since 1993, Illinois Department of Natural Resources (IDNR), has certified 45,474 out of 46,902 boating safety students. IDNR instruct on average over 3,000 students per year with a success rate of 97%. Boating safety courses are offered free to the public. The courses review boating laws and provide instruction on safe and attentive operation of watercraft. These courses are taught by dedicated, trained volunteers who are certified by the IDNR to teach safe boating classes. Many volunteers carry additional certification in boating safety instruction from the US Coast Guard Auxiliary or the US Power Squadrons. Course schedules are available by contacting the IDNR Safety Education Office at 800/832-2599, Ameritech Relay 800/526-0844, or TDD 217/782-9175. IDNR Safety Education provides course schedules and offers courses over the internet which can be accessed through the IDNR web site at <http://dnr.state.il.us>.

In 2006, the Department of Natural Resources (IDNR), certified 2,813 out of 3,164 boating safety students. The Boat-Ed internet course offered to the citizens of Illinois had 1,664 individuals take the exam, 1,377 passed with 287 failing.

Approximately 90% of all reported fatalities occurred on boats where the operator had not received or it was unknown if the operator had received boating safety instruction.

REPORTING CRITERIA AND GUIDELINES FOR WATERCRAFT ACCIDENTS

The State of Illinois boating accident reporting guidelines are the following: involved in a personal injury, where a person is incapacitated for a period exceeding 72 hours; or damage to vessels and other property totals \$2000 or more or there is a complete loss of any vessel must be filed with the IDNR on a Department Boating Accident Report (BAR) form within 5 days. Boating accidents that result in loss of life shall be reported to the IDNR on a Department Boating Accident Report (BAR) form within 48 hours.

A recreational boating accident means a recreational vessel, a numbered vessel, or a documented vessel is being used by its operator for recreational purposes AND one or more of the following events occur involving the vessel or its equipment:

- Grounding;
- Capsizing;
- Flooding / Swamping;
- Falls within or overboard a vessel;
- Person(s) ejected from a vessel;
- Person leaves a vessel that is underway to swim for pleasure;
- Person leaves a vessel in an attempt to retrieve a lost item, another person, or another vessel;
- Sinking;
- Fire or Explosion;
- Skier Mishap;
- Collision with another vessel or object;
- Striking a submerged object;
- The vessel, propeller, propulsion unit, or steering machinery strikes a person;
- Carbon Monoxide asphyxiation.

As a general guideline, if any of the above events occur and there is a reasonable likelihood that as a result of the event(s) – an injury, death, or property damage occurs – the incident is a recreational boating accident. More than likely, the boating trip would have been successfully completed without incident had any of the above event(s) not occurred.

The guidelines on the following page list occurrences directly or indirectly involving a vessel where vessel activities or operation DID NOT contribute to a boating accident. The occurrences alone are considered to be outside the scope of a boating safety program. While these occurrences may be reported in the State of Illinois, they will be classified as “non-reportable recreational boating accidents.”

NON-REPORTABLE GUIDELINES

- a. A person dies or is injured from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled substances or poison; or from gunshot wounds.
- b. A person dies or is injured from assault by another person or persons while aboard a vessel.
- c. A person dies or is injured from natural causes while aboard a vessel.
- d. A person dies or is injured while swimming for pleasure from a vessel that IS NOT underway (the vessel is anchored, moored, or docked). CAUTION needs to be exercised to confirm that the vessel was used as a swimming platform only. The following are REPORTABLE boating accidents involving a swimmer, a recreational vessel and its operation:

- A person dies or is injured while swimming because of Carbon Monoxide asphyxiation;
 - A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;
 - A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel.
- e. A person dies or is injured in swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from the shore or pier.
 - f. A person dies, or is injured after falling or jumping from a swim raft that is moored or anchored for use as a swimming platform or other purpose.
 - g. A person dies, is injured, or property damage occurs while preparing a vessel for launching or retrieving a vessel AND the vessel is not in or upon the water.
 - h. Damage, injury or death results from a fire on shore or a pier that spreads to a vessel or vessels.
 - I. A person dies, is injured, or property damage results from an “ice boat” accident. An ice boat is a sail-powered device which rides on runners/blades over the ice on frozen lakes and rivers and carries at least the operator. It cannot be used as a conventional sailboat on open water.
 - j. Damage, injury or death on a docked or moored vessel resulting from storms or swell conditions
 - k. Damage to a docked or moored vessel due to theft or any vandalism.
 - l. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.
 - m. A person dies or is injured while using underwater breathing apparatus (i.e., snorkeling or scuba diving) and the vessel did not contribute to the casualty.

BOAT REGISTRATION

Illinois requires every watercraft other than sailboards, on waters within the jurisdiction of this State shall be numbered. No person may operate or give permission for the operation of any such watercraft on such waters unless the watercraft is numbered in accordance with the Boat Registration and Safety Act, or in accordance with applicable Federal law, or in accordance with a Federally-approved numbering system of another State, and unless (1) the certificate of number awarded to such watercraft is in full force and effect, and (2) the identifying number set forth in the certificate of number is displayed on each side of the bow of such watercraft.

The owner of each watercraft requiring numbering by this State shall file an application for number with the Department of Natural Resources on forms approved by it. The application shall be signed by the owner of the watercraft and shall be accompanied by a fee as follows:

- A. Class A (all canoes and kayaks).....\$6
- B. Class 1 (all watercraft less than 16 feet in length, except canoes / kayaks).....\$15
- C. Class 2 (all watercraft 16 feet or more but less than 26 feet in length except canoes/kayaks)..\$45
- D. Class 3 (all watercraft 26 feet or more but less than 40 feet in length)...\$75
- E. Class 4 (all watercraft 40 feet in length or more).....\$100

*** Registration is valid for three years**

BOATING STATISTICAL SUMMARY

In 2006, there were 79 accidents, resulting in 66 injuries and 18 deaths. In 2005, there were 115 accidents, resulting in 100 injuries and 16 deaths. Boating enforcement is considered to be a high priority and maximum available coverage was provided. During the 2006 recreational boating season, Conservation Police Officers (CPOs) made 229 operating under the influence (OUI) of alcohol or drugs arrests. The 229 OUI arrests is a 24 percent increase from 185 OUI arrests in 2005. Other Law Enforcement agencies made 73 OUI arrests, for a total of 302 OUI arrests. CPOs emphasis on OUI enforcement remains a high priority. All officers have been trained in OUI detection and arrest procedures. Conservation Police Officers issued 1,882 citations and 3,307 warnings for various infractions of the Boat Registration and Safety Act during the 2006 season.

Boating accident reports indicate that the majority of accidents occur between June and August, on Saturday or Sunday, between noon and six at night. Conditions are usually clear with good visibility, light winds, and calm water. Most accidents involve operators between the ages of twenty and forty who have over one hundred hours of boating experience but have little or no classroom boating safety instruction. They also involve open motorboats cruising in a carelessness/reckless manner when they collided with another boat.

Eighteen people died in Illinois boating accidents in 2006, which is an increase from the sixteen reported for the 2005 season. As is usually the case, most fatalities occurred on clear, sunny days with mild winds and good visibility. Alcohol use along with operator inattention or carelessness remains a major cause of fatalities contributed to by the lack of boating safety education.

The Illinois Department of Natural Resources is concerned by the lack of boating safety education. The reason for concern is the accident statistics demonstrate our current boating safety education requirement may not be reaching those age groups involved in accidents. The State of Illinois only requires boating safety education for the persons 12 to 17 years of age. Persons at least 18 years of age or older are not required to have any boating safety education. The boating accident statistics show that since 2000, 80% of injuries, 61% of fatalities, and 72% of watercraft involved in accidents were operated by persons between 20 and 59 years of age. The lack of boating safety education among operators between the ages of 20 and 59 is apparent in the accident statistics. In 2006, operators between the ages of 20 and 59 were involved in 74% boating accidents and 99% involved in fatal boating accidents. Within the 74% of accidents, only 20% of operators had some type of formal boating safety education and 100% of operators between the ages of 20 and 59 involved in fatal boating accidents had no formal boating safety education (13) or their education was unknown (3).

Once again the one thing that would have saved the most lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 18 fatalities, 12 may possibly have survived if they had only worn their PFD. Five people died from blunt force trauma and other injuries. The leading type of accidents involving fatalities were falling overboard and capsizing.

The State of Illinois does not require the wearing of a Coast Guard-approved PFD. However, for persons under the age of 13 and operators/passengers on personal watercraft or specialty prop-craft, wearing a Coast Guard-approved PFD is required by law. The most proactive action a boater can do to ensure their safety on the water is by wearing a Coast Guard-approved PFD that is the appropriate size and in serviceable condition.

The Department of Natural Resources challenges all Conservation Police Officers and Volunteer Boat Safety Instructors to teach as many safety classes as possible, focusing on PFDs, Inland Rules to Navigation, Boating Under the Influence and Reckless/Careless Operation.

BOATING ACCIDENT REPORT - 2006

As of January 2006, Illinois' Boating Accident Report (BAR) requires \$2,000 damage to vessels (United States Coast Guard Standard)

Total Accidents	79	Fatalities		Registered Watercraft	343,591
# of Injuries	66	#Died by Drowning	13		
# of Fatalities	18	#Died from Trauma	5	# of Injuries per 100,000 Registered Watercraft	19.2
# of Vessels	119	# Other	0	# of Fatalities per 100,000 Registered Watercraft	5.2
		# Unknown	0		
		Total	18		

ACCIDENT TIMES

ACCIDENT STATISTICS BY DAY OF THE WEEK

<u>Day of Week</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Sunday	20	21	3	32
Monday	5	5	0	8
Tuesday	12	6	6	16
Wednesday	7	2	3	10
Thursday	4	3	1	5
Friday	10	6	0	13
Saturday	21	23	5	35
Total	79	66	18	119

ACCIDENT STATISTICS BY MONTH OF THE YEAR

<u>Month</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
January	0	0	0	0
February	0	0	0	0
March	2	0	0	2
April	5	3	2	6
May	17	12	3	28
June	14	6	6	21
July	18	18	1	27
August	15	18	3	25
September	5	9	1	7
October	2	0	1	2
November	0	0	0	0
December	1	0	1	1
Total	79	66	18	119

ACCIDENT STATISTICS BY TIME OF DAY

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Unknown	0	0	0	0
Midnight - 6:00 a.m.	4	3	1	5
6:01 a.m. - 12:00 noon	4	3	0	5
12:01 p.m. - 6:00 p.m.	43	24	12	67
6:01 p.m. - Midnight	28	36	5	42
Total	79	66	18	119

CONDITIONS AT THE TIME OF THE ACCIDENT

ACCIDENT STATISTICS BY WATER CONDITIONS

<u>Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Calm (Waves < 6")	53	49	11	85
Choppy (Waves 6"-2')	19	10	5	24
Rough (Waves 2'-6')	2	0	1	2
Very Rough (Waves >6')	0	0	0	0
Unknown	5	7	1	8
Total	79	66	18	119

ACCIDENT STATISTICS BY WEATHER CONDITIONS

<u>Weather</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Clear	67	54	14	105
Cloudy	8	6	3	9
Fog	0	0	0	0
Rain	1	1	0	1
Hazy	0	0	0	0
Unknown	3	5	1	4
Total	79	66	18	119

ACCIDENT STATISTICS BY WIND CONDITIONS

<u>Wind</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
None	13	14	6	17
Light (0-6 mph)	42	36	5	69
Moderate (7-14 mph)	17	11	4	24
Strong(15-25 mph)	3	0	2	4
Stormy (>25 mph)	1	0	0	1
Unknown	3	5	1	4
Total	79	66	18	119

ACCIDENT STATISTICS BY VISIBILITY

<u>Visibility</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Good	72	57	14	110
Fair	3	1	2	3
Poor	2	3	1	3
Unknown	2	5	1	3
Total	79	66	18	119

ACCIDENT TYPE

ACCIDENT STATISTICS BY TYPE OF ACCIDENT

<u>Type Of Accident</u>	<u>#Accidents</u>	<u># Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Capsizing	6	2	5	6
Collision w/fixed object	17	22	1	21
Collision w/floating object	2	0	0	2
Collision w/vessel	25	29	3	56
Fall in boat	2	2	0	3
Falls overboard	5	1	5	5
Fire/Explosion (fuel)	1	0	0	1
Flooding/Swamping	5	0	1	5
Grounding	0	0	0	0
Sinking	3	2	0	3
Skier Mishap	5	6	0	6
Starting Engine	0	0	0	0
Struck submerged object	2	0	0	2
Struck by boat	1	1	1	1
Struck by motor/propeller	0	0	0	0
Other	5	1	2	8
Total	79	66	18	119

BOAT INFORMATION

ACCIDENT STATISTICS BY TYPE OF BOAT

<u>Type Of Boat</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Auxiliary Sail	0	0	2
Cabin Motorboat	8	3	19
Houseboat	0	0	1
Open Motorboat	37	9	53
Personal Watercraft	16	1	26
Pontoon	1	2	7
Rowboat	0	0	0
Sail Only	2	1	2
Other	2	2	8
Unknown	0	0	1
Total	66	18	119

ACCIDENT STATISTICS BY OPERATION AT TIME OF ACCIDENT

<u>Vessel Operation</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
At Anchor	0	2	4
Changing Direction	7	0	6
Changing Speed	12	1	19
Cruising	27	8	51
Docking/Undocking	0	0	2
Drifting	6	4	11
Launching	1	0	1
Rowing/Padding	0	2	2
Sailing	2	1	2
Tied to Dock/mooring	1	0	12
Unknown	5	0	2
Other	5	0	7
Total	66	18	119

ACCIDENT CAUSES

ACCIDENT STATISTICS BY PRIMARY CAUSE OF ACCIDENT

<u>Primary Cause</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Alcohol Use	9	11	5	13
Careless/Reckless Operation	21	24	2	35
Congested Waters	0	0	0	0
Electrical Wiring	0	0	0	0
Equipment Failure	3	0	1	3
Excessive Speed	5	4	2	9
Failure to Vent	0	0	0	0
Hazardous Waters	0	0	0	0
Hull Failure	2	2	1	2
Improper Anchoring	1	0	0	1
No Proper Lookout	1	2	0	2
Operator Inattention	9	6	1	13
Operator Inexperience	4	3	1	10
Restricted Vision	1	0	0	1
Sharp Turn	0	0	0	0
Standing/Sitting on gunwales, bow	1	0	2	1
Struck Submerged/Floating Object	1	0	0	1
Wake	1	0	0	1
Weather (Heavy)	2	1	0	2
Other	17	13	2	23
Unknown	2	0	1	2
Total	79	66	18	119

OPERATOR INFORMATION

ACCIDENT STATISTICS BY OPERATOR EDUCATION

<u>Operator Education</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
American Red Cross	0	0	0
Informal	12	2	17
State Course	4	0	8
U.S. Power Squadron	0	0	2
U.S.C.G. Auxiliary	7	0	7
None	26	10	49
Unknown	17	6	36
Total	66	18	119

ACCIDENT STATISTICS BY OPERATOR EXPERIENCE

<u>Operator Experience</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Under 10 hours	7	2	16
10 - 100 hours	17	5	21
Over 100 hours	28	7	59
Unknown	14	4	23
Total	66	18	119

ACCIDENT STATISTICS BY OPERATOR AGE

<u>Operator Age</u>	<u>#Injuries</u>	<u>Fatalities</u>	<u>#Vessels</u>
< 10	0	0	0
10-12	2	0	3
13-17	4	0	9
18-19	3	0	5
20-29	13	3	24
30-39	15	6	21
40-49	12	4	19
50-59	7	3	15
60-69	7	0	7
70 +	2	1	5
Unknown	1	1	11
Total	66	18	119

ACCIDENT LOCATION

ACCIDENT STATISTICS BY BODY OF WATER

<u>Body Of Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Ambraw Sportsmen Club Lake	1	1	0	1
Cal Sag River	3	5	2	5
Calumet River	1	0	0	2
Calumet Sag Channel	2	1	0	4
Carlyle Lake	3	1	1	3
Chicago River	1	1	0	1
Chicago Sanitary Shipping Canal	1	3	1	2
Clinton Lake	4	2	0	4
Des Plains River	1	1	0	5
East Fork Lake	1	2	0	2
Fox River	7	5	1	11
Hidden Valley Lake	1	0	1	1
Illinois River	11	11	4	17
Kankakee River	3	1	0	5
Kaskaskia River	2	1	0	2
Lake Carroll	1	1	0	1
Lake Decatur	2	4	1	3
Lake Holiday	1	1	0	2
Lake Jacksonville	1	1	0	1
Lake Lou Yeager	1	1	0	2
Lake Mattoon	1	0	1	1
Lake Michigan	6	6	0	12
Lake Sara	1	3	0	1
Lake Shelbyville	5	3	1	7
Lake Springfield	4	0	0	6
Mississippi River	8	9	1	11
Pistakee Lake	1	0	1	1
Powerton Lake	1	0	0	1
Rend Lake	1	2	0	2
Rock River	1	0	2	1
Sangchris Lake	1	0	0	1
Ziegler Reservoir	1	0	1	1
Total	79	66	18	119

**BODY OF WATER BROKEN DOWN
BY COUNTY**

<u>Waterway</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Ambraw Sportsmen Club Lake					
	Lawrence County	1	1	0	1
	Subtotal	1	1	0	1
Cal Sag River					
	Cook County	3	5	2	5
	Subtotal	3	5	2	5
Calumet River					
	Cook County	1	0	0	2
	Subtotal	1	0	0	2
Calumet Sag Channel					
	Cook County	2	1	0	4
	Subtotal	2	1	0	4
Carlyle Lake					
	Clinton County	3	1	1	3
	Subtotal	3	1	1	3
Chicago River					
	Cook County	1	1	0	1
	Subtotal	1	1	0	1
Chicago Sanitary Shipping Canal					
	Cook County	1	3	1	2
	Subtotal	1	3	1	2
Clinton Lake					
	DeWitt County	4	2	0	4
	Subtotal	4	2	0	4
Des Plaines River					
	Will County	1	1	0	5
	Subtotal	1	1	0	5
East Fork Lake					
	Richland County	1	2	0	2
	Subtotal	1	2	0	2
Fox River					
	Kane County	3	3	0	5
	Kendall County	1	0	1	1
	McHenry County	3	2	0	5
	Subtotal	7	5	1	11
Hidden Valley Lake					
	Sangamon County	1	0	1	1
	Subtotal	1	0	1	1
Illinois River					
	Grundy County	1	2	0	2
	LaSalle County	4	4	2	5
	Peoria County	3	2	1	6
	Pike County	2	2	0	2
	Woodford County	1	1	1	2
	Subtotal	11	11	4	17

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Kankakee River					
	Kankakee County	1	0	0	2
	Will County	2	1	0	3
	Subtotal	3	1	0	5
Kaskaskia River					
	Randolph County	1	1	0	1
	St. Clair County	1	0	0	1
	Subtotal	2	1	0	2
Lake Carroll					
	Carroll County	1	1	0	1
	Subtotal	1	1	0	1
Lake Decatur					
	Macon County	2	4	1	3
	Subtotal	2	4	1	3
Lake Holiday					
	LaSalle County	1	1	0	2
	Subtotal	1	1	0	2
Lake Jacksonville					
	Morgan County	1	1	0	1
	Subtotal	1	1	0	1
Lake Lou Yeager					
	Montgomery County	1	1	0	2
	Subtotal	1	1	0	2
Lake Mattoon					
	Shelby County	1	0	1	1
	Subtotal	1	0	1	1
Lake Michigan					
	Cook County	3	5	0	4
	Lake County	3	1	0	8
	Subtotal	6	6	0	12
Lake Sara					
	Effingham County	1	3	0	1
	Subtotal	1	3	0	1
Lake Shelbyville					
	Moultrie County	2	1	0	3
	Shelby County	3	2	1	4
	Subtotal	5	3	1	7
Lake Springfield					
	Sangamon County	4	0	0	6
	Subtotal	4	0	0	6
Mississippi River					
	Henderson County	1	1	0	1
	Mercer County	1	2	0	1
	Rock Island County	5	6	1	8
	Union County	1	0	0	1
	Subtotal	8	9	1	11

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Pistakee Lake					
	McHenry County	1	0	1	1
	Subtotal	1	0	1	1
Powerton Lake					
	Tazewell County	1	0	0	1
	Subtotal	1	0	0	1
Rend Lake					
	Franklin County	1	2	0	2
	Subtotal	1	2	0	2
Rock River					
	Rock Island County	1	0	2	1
	Subtotal	1	0	2	1
Sangchris Lake					
	Christian County	1	0	0	1
	Subtotal	1	0	0	1
Ziegler Reservoir					
	Franklin County	1	0	1	1
	Subtotal	1	0	1	1
TOTAL		79	66	18	119

ACCIDENT STATISTICS BY COUNTY

<u>County</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Carroll County	1	1	0	1
Christian County	1	0	0	1
Clinton County	3	1	1	3
Cook County	11	15	3	18
DeWitt County	4	2	0	4
Effingham County	1	3	0	1
Franklin County	2	2	1	3
Grundy County	1	2	0	2
Henderson County	1	1	0	1
Kane County	3	3	0	5
Kankakee County	1	0	0	2
Kendall County	1	0	1	1
Lake County	3	1	0	8
LaSalle County	5	5	2	6
Lawrence County	1	1	0	1
Macon County	2	4	1	3
McHenry County	4	2	1	6
Mercer County	1	2	0	1
Montgomery County	1	1	0	2
Morgan County	1	1	0	1
Moultrie County	2	1	0	3
Peoria County	3	2	1	6
Pike County	2	2	0	2
Randolph County	1	1	0	1
Richland County	1	2	0	2
Rock Island County	6	6	3	9
Sangamon County	5	0	1	7
Shelby County	4	2	2	5
St. Clair County	1	0	0	1
Tazewell County	1	0	0	1
Union County	1	0	0	1
Will County	3	2	0	8
Woodford County	1	1	1	2
TOTAL	79	66	18	119

**COUNTIES BROKEN DOWN BY
BODY OF WATER**

<u>County</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Carroll County	Lake Carroll	1	1	0	1
	Subtotal	1	1	0	1
Christian County	Sangchris Lake	1	0	0	1
	Subtotal	1	0	0	1
Clinton County	Carlyle Lake	3	1	1	3
	Subtotal	3	1	1	3
Cook County	Cal Sag River	3	5	2	5
	Calumet River	1	0	0	2
	Calumet Sag Channel	2	1	0	4
	Chicago River	1	1	0	1
	Chicago Sanitary Shipping Canal	1	3	1	2
	Lake Michigan	3	5	0	4
	Subtotal	11	15	3	18
DeWitt County	Clinton Lake	4	2	0	4
	Subtotal	4	2	0	4
Effingham County	Lake Sara	1	3	0	1
	Subtotal	1	3	0	1
Franklin County	Rend Lake	1	2	0	2
	Ziegler Reservoir	1	0	1	1
	Subtotal	2	2	1	3
Grundy County	Illinois River	1	2	0	2
	Subtotal	1	2	0	2
Henderson County	Mississippi River	1	1	0	1
	Subtotal	1	1	0	1
Kane County	Fox River	3	3	0	5
	Subtotal	3	3	0	5
Kankakee County	Kankakee River	1	0	0	2
	Subtotal	1	0	0	2
Kendall County	Fox River	1	0	1	1
	Subtotal	1	0	1	1
Lake County	Lake Michigan	3	1	0	8
	Subtotal	3	1	0	8

Counties Broken Down By Body of Water cont.

County		#Accidents	#Injuries	#Fatalities	#Vessels
LaSalle County					
	Illinois River	4	4	2	5
	Lake Holiday	1	1	0	1
	Subtotal	5	5	2	6
Lawrence County					
	Ambraw Sportsmen Club Lake	1	1	0	1
	Subtotal	1	1	0	1
Macon County					
	Lake Decatur	2	4	1	3
	Subtotal	2	4	1	3
McHenry County					
	Fox River	3	2	0	5
	Pistakee Lake	1	0	1	1
	Subtotal	4	2	1	6
Mercer County					
	Mississippi River	1	2	0	1
	Subtotal	1	2	0	1
Montgomery County					
	Lake Lou Yeager	1	1	0	2
	Subtotal	1	1	0	2
Morgan County					
	Lake Jacksonville	1	1	0	1
	Subtotal	1	1	0	1
Moultrie County					
	Lake Shelbyville	2	1	0	3
	Subtotal	2	1	0	3
Peoria County					
	Illinois River	3	2	1	6
	Subtotal	3	2	1	6
Pike County					
	Illinois River	2	2	0	2
	Subtotal	2	2	0	2
Randolph County					
	Kaskaskia River	1	1	0	1
	Subtotal	1	1	0	1
Richland County					
	East Fork Lake	1	2	0	2
	Subtotal	1	2	0	2
Rock Island County					
	Mississippi River	5	6	1	8
	Rock River	1	0	2	1
	Subtotal	6	6	3	9
Sangamon County					
	Hidden Valley Lake	1	0	1	1
	Lake Springfield	4	0	0	6
	Subtotal	5	0	1	7

Counties Broken Down By Body of Water cont.

County		#Accidents	#Injuries	#Fatalities	#Vessels
Shelby County					
	Lake Mattoon	1	0	1	1
	Lake Shelbyville	3	2	1	4
	Subtotal	4	2	2	5
St. Clair County					
	Kaskaskia River	1	0	0	1
	Subtotal	1	0	0	1
Tazewell County					
	Powerton Lake	1	0	0	1
	Subtotal	1	0	0	1
Union County					
	Mississippi River	1	0	0	1
	Subtotal	1	0	0	1
Will County					
	Des Plains River	1	1	0	5
	Kankakee River	2	1	0	3
	Subtotal	3	2	0	8
Woodford County					
	Illinois River	1	1	1	2
	Subtotal	1	1	1	2
TOTAL		79	66	18	119

NARRATIVES

1. A subject was operating a sailboat on a small private lake when for unknown reasons the sailboat capsized. A witness observed the operator about 50 yards from the sailboat yelling for help. The operator disappeared below the surface of the water as the witness went for help.

Contributing Factors: Failure to wear PFD

No PFD onboard boat

2. The operator of an open motorboat struck a barge on a river killing one passenger and severely injuring another. The accident occurred at night and the operator was arrested for operating under the influence of alcohol. The passenger died from blunt force trauma.

Contributing Factors: Failure to wear PFD

Careless/Reckless operation

Excessive Speed

Alcohol use

3. The operator and passenger of an open motorboat were killed after striking the front of a barge at a high rate of speed. The accident occurred during daylight hours on a river. The cause of death was blunt force trauma. The operator is believed to be consuming alcohol.

Contributing Factors: Careless/Reckless operation

Alcohol use

4. The operator of an open motorboat struck the front of a barge on a canal, killing one passenger and injuring two other passengers. Upon impact, the motorboat momentarily teetered on the top of the front barge before falling back into the canal. The crew of the tugboat rescued the operator and two passengers while a third passenger went missing. The body of the passenger was later recovered and the cause of death was blunt force trauma. The operator had been consuming alcohol prior to the accident.

Contributing Factors: Careless/Reckless operation

Alcohol use

NARRATIVES

5. Two subjects were operating a paddle boat with a handicapped passenger onboard. The subjects finished checking a trotline when the paddle boat capsized forward. One operator swam to shore while the other attempted to save the handicapped passenger. The handicapped passenger disappeared below the water after struggling with the operator who tried to save him. The two-passenger paddle boat was overloaded and took on water through an unplugged front drain hole. Both operators were arrested for operating under the influence of alcohol. Breath test revealed their B.A.C. was .16% and .15%.

Contributing Factors: Overloading

Hull failure

Failure to wear PFD

No PFDs on boat

Alcohol use

6. A motorboat capsized after hitting a large wake, throwing the operator and two passengers overboard. The operator hung onto the capsized boat while the passengers floated down stream and disappeared. The operator was rescued and the passenger's bodies were later discovered down stream from the accident site. The group had been drinking on a river island and had left to make another "Beer run" when the accident occurred. The boat was also overloaded.

Contributing Factors: Overloading

Alcohol use

Failure to wear PFD

7. A subject reportedly became weak and tired after jumping off a boat to urinate in a lake. A nearby swimmer from the same boat recovered the subject who had become unresponsive and went below the water. CPR was administered and the subject was transported to a hospital where he was pronounced dead. The subject had been consuming alcohol and had a B.A.C. of .16%

Contributing Factors: Failure to wear PFD

Alcohol use

Possible medical condition

NARRATIVES

8. A passenger fell off the front of a pontoon boat that was having motor trouble in rough waters. The operator and another passenger made an attempt to rescue the subject but failed. The subject disappeared below the water and his body was recovered two days later. The subject was reported to be a poor swimmer. The operator is believed to have been intoxicated.

Contributing Factors: Failure to wear
Alcohol use
Weather/hazardous waters

9. A boater reported seeing a subject floating 200 yards downstream from an unmanned anchored boat. The subject then disappeared beneath the water as the boater tried to rescue him. The subject's body was recovered two days later approximately 7 miles downstream. The subject was fishing in the anchored boat and for unknown reasons fell overboard.

Contributing Factors: Failure to wear PFD

10. Two subjects were urinating over the back of a boat that was underway. One of subjects slipped and started to fall into the river, prompting the other subject to reach and catch him. Both fell into the river and started to panic and struggle with rescuers. Neither subject knew how to swim and drowned.

Contributing Factors: Failure to wear PFD
Standing on gunwales/transom
Passenger behavior

11. Two subjects on a jet ski were being followed by a jon boat on a river. The operator of the jet ski slowed down, while the jon boat continued at the same speed. The jon boat struck the jet ski, killing the passenger and seriously injuring the operator.

Contributing Factors: Careless operation
Operator inattention
No proper lookout

NARRATIVES

12. A kayaker on a river attempted to navigate over a low head dam and became trapped in the dam boil. Two nearby subjects attempted to rescue the kayaker. The first rescuer entered the boil and became trapped. The second rescuer then entered the boil to assist the first rescuer and also became trapped. All three subjects had lifejackets on and drowned. An autopsy showed that the kayaker had cocaine, cannabis and alcohol in his system.

Contributing Factors: Careless/reckless operation
Drug/alcohol use

13. A boat capsized on a lake forcing the operator and three passengers into the water. One passenger disappeared shortly after entering the water and was recovered by divers two hours later. Testing of the boat showed that water entered the hull through multiple locations causing it to swamp and eventually capsize. No autopsy was performed, but the cause of death is believed to be drowning. Blood test also revealed that the passenger had cannabis in his system.

Contributing Factors: Hull failure
Failure to wear PFD
Drug use

14. A boater was reported missing after he failed to return from fishing on a lake. Debris found in a cove lead searchers to the mouth of a cove where a side scan sonar was used to locate the sunken boat. Divers then recovered the body of the missing boater near the area of the sunken boat. The operator is believed to have fallen overboard and drowned after the seat he was in broke. Cannabis was found among the items recovered in the boat.

Contributing Factors: Equipment malfunction
Failure to wear PFD
Drug use

15. The pontoon boat the victim was in was not anchored and being used as a swim platform. Four individuals were swimming in deep water without pfd's when the victim began struggling. One individual attempted to assist the victim, but could not assist the victim. The occupants swam back to the boat to get life jackets, but upon their return the victim had disappeared.

Contributing Factors: Failure to wear PFD