

ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

RECREATIONAL BOATING REPORT

2012



FOREWORD

Recreational Boating Report 2012 contains statistics on recreational boating accidents, recreational boating enforcement, boating safety, and boat registering activities. Statistical information contained in this report is based on the Federal Fiscal Year 2012 (FFY12) (10/01/2011 – 09/30/2012), excluding the registered boats, which is based on calendar year 2012. 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.

Recreational Boating Report 2012 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/>

Law Enforcement Creed

“To serve, protect, and educate the citizens and visitors to the state of Illinois in their outdoor recreational endeavors.”

“To be a vigilant guardian of the natural resources, public safety, and homeland security of Illinois.”

“To assist the public in their times of need; routine and emergency.”

“To educate the inadvertent violator of conservation law, by taking an appropriate level of enforcement action to achieve this goal.”

“To relentlessly pursue, with full statewide police authority, deliberate offenders and bring them before the courts for the administration of justice”

“To maintain the highest level of professional standards, integrity, and conduct.”

“THIS WE PLEDGE TO THE CITIZENS OF ILLINOIS.”

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INTRODUCTION

SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2012 (FFY12) (10/01/2011 – 09/30/2012), excluding the registered boats, which is based on calendar year 2012. This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities. Data used to compile the recreational boating accident statistics comes 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 accident reports filed by boat operators. Data used to compile the boating enforcement statistics comes from three sources: (1) IDNR Conservation Police Officer Daily Activity Reports, (2) CPO Operating Under the Influence Reports, and (3) reports forwarded to the IDNR by other jurisdictions within the 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 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 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.

REPORTING GUIDELINES FOR BOAT ACCIDENTS

Federal Regulations (33 CFR 174.121) require accident report data to be forwarded to Coast Guard Headquarters within 30 days of receipt by a state.

Illinois Boat Registration and Safety Act (625 ILCS 45/6) requires the operator of a vessel involved in a collision or accident must render aid (if practical) to any affected persons and provide his name, address and vessel information to any person injured and to the owner of any property damaged as a result of the collision or accident. Failure to comply when the accident or collision resulted in the death or personal injury to a person is a Class A misdemeanor. Any person who has failed to stop or comply with this section must as soon as possible but no later than one hour after the collision or accident occurred, report the incident to the nearest police station or sheriff's office. If the operator was hospitalized, this report must be filed within one hour of being discharged from the hospital. If the collision or accident involved personal injury to a person, failure to comply is a Class 4 felony. Personal injury is defined as any injury requiring treatment beyond first aid. If the collision or accident resulted in death, failure to comply is a Class 2 felony punishable by 3 – 4 years in prison.

In addition to the above requirements, whenever a boat is involved in a collision or accident causing property damage of \$2000 or more, or results in total loss of the vessel, or causes injury to any person requiring medical attention beyond first aid, a report, completed by the operator, must be made to the Department, on forms provided, within 5 days. All boating accidents which result in loss of life, must be reported, by the operator, to the Department on forms provided, within 48 hours.

Boat accident reporting applies to each "vessel" used by its operator for recreational purposes or vessels that are required to be numbered and are not subject to inspection.

The term "vessel" includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on the water. Terms used to describe the various types of watercraft are: airboats, auxiliary sailboats, cabin motorboat, canoe, houseboat, inflatable boat, kayak, open motorboat, personal watercraft, pontoon boat, raft, rowboat, and sailboat. Unmodified inner tubes have not been determined to be "vessels" to date and thus any accident that only involves an unmodified inner tube has not been included in the statistics in the main body of this report.

How Do I Report A Boating Violation or Boat Accident?

Illinois Conservation Police Officers (CPO's) are dispatched by your local Illinois State Police District HQ dispatch center. If you have a serious boating violation or boat accident to report, dial "911" immediately. Otherwise, contact your local Illinois State Police District Dispatch Center HQ for assistance in contacting a Conservation Police Officer.

“Reportable” Boating Accidents

A *vessel* is considered to be involved in a “boating accident” whenever a death, missing person, personal injury, property damage, or total vessel loss results from the vessel's operation, construction, seaworthiness, equipment, or machinery.

The following are examples of accident types that are used in this report:

- Grounding, capsizing, sinking, or flooding/swamping
- Falls in or overboard a vessel
- Persons ejected from a vessel
- Fire or explosions that occur while underway and while anchored, moored or docked if the fire resulted from the vessel or vessel equipment.
- Water-skiing or other mishap involving a towable device
- Collision with another vessel or object
- Striking a submerged object
- A person struck by a vessel, propeller, propulsion unit, or steering machinery
- Carbon monoxide exposure
- Electrocutation due to stray current related to a vessel
- Casualties while swimming from a vessel that is not anchored, moored or docked.
- Casualties where natural causes served as a contributing factor in the death of an individual but the determined cause of death was drowning.
- Casualties from natural phenomena such as interaction with marine life (i.e. leaping sturgeon causes casualty to person) and interaction with nature (i.e. mountain side falls onto vessel causing casualties).
- Casualties where a person falls off an anchored vessel.

“Non-Reportable” Boating Accidents

Not every occurrence involving a vessel is considered within the scope of the National Recreational Boating Safety Program. The following occurrences involving a vessel may be required to be reported to the state, but for statistical purposes are excluded from this report and are considered “non-reportable” boating accidents:

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that occur during accidents that only involve unmodified inner tubes.
- Casualties or damage that occur when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occur when the only vessel(s) involved are not numbered and are being used exclusively for racing.
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

BOATING STATISTICAL SUMMARY

Statistical information contained in this report is based on the Federal Fiscal Year 2012 (FFY12) (10/01/2011 – 09/30/2012), excluding the registered boats, which is based on calendar year 2012.

- Illinois had 101 USCG Reportable Accidents in FFY12, resulting in 69 injuries and 19 fatalities.
- Last year Illinois had 103 USCG Reportable Accidents in FFY11, resulting in 70 injuries and 21 fatalities.
- The total number of registered boats continues to decline from 319,559 last year to 312,664 this year.
- Conservation Police Officers (CPOs) made 123 operating under the influence (OUI) of alcohol or drugs arrests. Other Law Enforcement agencies made 86 OUI arrests, for a total of 209 OUI arrests.
- In FFY12, the Illinois Department of Natural Resources Office (IDNR) of Law Enforcement saw a significant increase in the amount of hours worked on the Recreational Boat Safety Program (RBS) from FFY11. A total of 50,664 (46% increase) of which 15,885 hours (28% increase) were spent on-the-water.
- Although additional time was spent on-the-water, enforcement activity decreased slightly. There were 1,230 citations issued (down .23%) and 3,972 written warnings (down .15%) in FFY12, compared to 1,520 citations and 4,581 written warnings the previous year.
- CPOs inspected 20,015 vessels, provided assistance to a combination of 2,231 persons and vessels
- Boating accident reports indicate the majority of accidents occur between June and July, on Saturday or Sunday, between 12 p.m. and 6 p.m. 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 careless/reckless manner culminating in a collision with another boat.
- 19 people died in 16 Illinois boating accidents.
- 9 fatalities occurred during the week and 10 on the weekend
- 15 fatalities with clear conditions and 13 with calm waters.
- The winds were light to moderate (16) with good visibility (15)
- In the majority of fatalities, the operators had no formal boat safety education (19).
- 10 out of 19 fatalities involved alcohol/drug impairment
- The leading type of accidents involving fatalities was falls overboard
- Once again, the factor that would have saved lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 19 fatalities, 14 may have survived if they had worn their PFDs.
- 4 person died from blunt force trauma
- .
- The State of Illinois does not require a Coast Guard-approved PFD to be worn. However, persons under the age of 13, and operators/passengers on personal watercraft or specialty prop-craft, are required to wear a Coast Guard-approved PFD.
- The most proactive action a boater can do to ensure his/her safety on the water is wearing a Coast Guard-approved PFD of the appropriate size and in serviceable condition.

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE

1964 - Present

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	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
1964	115	72	33	167	0	0	NA	0	0	0	0
1965	116	48	52	161	0	0	NA	0	0	0	0
1966	127	112	49	184	0	0	13	0	0	0	0
1967	113	73	44	146	0	0	NA	0	0	0	0
1968	122	80	56	162	0	0	54	0	0	0	0
1969	101	54	42	136	0	0	37	0	0	0	0
1970	98	58	38	133	0	0	31	0	0	0	0
1971	88	73	29	119	0	0	29	0	0	0	0
1972	94	43	39	129	0	0	37	0	0	0	0
1973	130	58	64	175	0	0	59	0	0	0	0
1974	115	62	56	152	0	0	52	0	0	0	0
1975	126	87	43	178	0	0	34	0	0	0	0
1976*	124	30	20	174	0	0	NA	0	0	0	0
1977*	111	18	27	159	0	0	NA	0	0	0	0
1978*	113	54	36	118	0	0	NA	0	0	0	0
1979*	NA	NA	NA	NA	0	0	NA	0	0	0	0
1980*	95	72	30	95	0	0	NA	0	0	0	0
1981*	97	NA	NA	97	0	0	NA	0	0	0	0
1982	109	71	28	139	0	0	NA	0	0	0	0
1983	97	51	17	139	0	0	NA	0	0	0	0
1984	118	62	39	138	0	0	NA	0	0	0	0
1985	105	47	30	123	0	0	25	0	0	0	0
1986	94	58	11	114	0	0	11	0	0	0	0
1987	70	63	13	82	0	0	12	0	0	0	0
1988	103	89	16	120	0	0	11	0	0	0	0
1989	97	70	14	129	0	0	9	0	0	0	0
1990	146	107	26	187	350,000	7.4	22	0	0	0	0
1991	179	125	31	224	362,000	8.6	23	0	0	0	0
1992	147	124	28	200	365,000	7.7	20	0	0	0	0
1993	134	94	32	163	371,000	8.6	29	57	0	0	0

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE

1964 - Present

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	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
1994	157	131	17	211	381,864	4.5	15	67	0	0	0
1995	178	88	16	228	386,500	4.1	13	111	0	0	0
1996	155	90	27	214	390,000	6.9	23	93	0	0	0
1997	145	81	14	223	397,000	3.5	10	123	0	0	14,328
1998	176	107	19	249	395,500	4.8	12	75	0	0	16,048
1999	159	75	13	238	394,108	3.3	10	95	0	0	13,822
2000	155	76	14	231	370,568	3.8	11	100	0	0	11,869
2001	112	75	8	171	368,047	2.2	7	180	2,263	0	13,185
2002	135	92	23	188	364,075	6.3	13	199	1,630	0	13,369
2003	84	63	13	122	360,252	3.6	7	125	NA	0	10,827
2004	78	45	18	103	356,305	5.0	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	4.7	12	185	1,403	NA	15,046
2006	79	66	18	119	343,591	5.2	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	3.8	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	3.9	10	185	1,603	3,695	39,998
2009	102	71	25	137	329,032	7.6	15	179	1,960	5,576	21,403
2010	105	76	16	145	323,191	5.0	13	155	1,853	5,438	13,363
2011	103	70	21	136	319,559	6.6	15	121	1,520	4,581	27,346
2012	101	69	19	135	312,664	5.9	15	123	1,230	3,972	50,664
Total	5,650	3,465	1,266	7,565	8,258,314	15.9	748	2,673	18,304	31,455	321,324

1976 to 1979. Injuries and Fatalities counted by the number of accidents not people.

1979 - No Accident Report

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

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

* In 2008, Boating Accident Report was compiled to reflect the Federal Fiscal Year (10/01/2007 – 09/30/2008).

* The total number of registered boats was based on calendar year 2008.

1997 - 2006 - Total Hours Worked on the Recreational Boat Safety Program (RBS) was based on Recreational Boating Enforcement Hours - 4131

2007 - Total Hours Worked on the Recreational Boat Safety Program (RBS) was based on Federal Funded Boating Hours

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE

1964 - Present

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	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
Total 64-69	694	439	276	956	0	0.0	104				
Avg 64-69	116	73	46	159	0	0.0	35				
Total 70-79	999	483	352	1,337	0	0.0	242				
Avg 70-79	111	54	39	149	0	0.0	40				
Total 80-89	985	583	198	1,176	0	0.0	68				
Avg 80-89	99	65	22	118	0	0.0	14				
Total 90-99	1,576	1,022	223	2,137	3,792,972	59.4	177	621	0	0	44,198
Avg 90-99	158	102	22	214	379,297	5.9	18	62	0	0	4,420
Total 00-09	1,087	723	161	1,543	3,509,928	46.1	114	1,653	13,701	17,464	185,753
Avg 00-09	109	72	16	154	350,993	4.6	11	165	1,522	1,940	18,575
Total 10-19	206	145	35	280	635,855	11	28	278	3,083	9,410	64,027
Avg 10-19	103	72	19	139	318,471	6	14	133	1,534	4,664	30,458
TOTALS	5,650	3,465	1,266	7,565	8,258,314		748	2,673	18,304	31,455	321,324
AVG	118	74	27	158	168,537		20	55	381	655	6,558

BOATING SAFETY EDUCATION

Illinois Department of Natural Resources (IDNR) 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>.

Traditional Classroom Course					Boat-Ed & BoaterExam.com Internet Courses			
<u>Year</u>	<u>Total Classes</u>	<u># of Students Certified</u>	<u># of Students Failed</u>	<u>Total Students</u>	<u>Year</u>	<u>Exams Issued</u>	<u>Certified</u>	<u>Failed</u>
1993	142	2,708	67	2,775	2005*	890	732	158
1994	122	2,416	110	2,526	2006	1,693	1,405	288
1995	125	2,863	81	2,944	2007	1,687	1,358	313
1996	140	3,439	119	3,558	2008	1,699	1,362	313
1997	133	3,147	91	3,238	2009	2,208	2,037	171
1998	134	3,299	90	3,389	2010	2,410	2,410	0
1999	137	3,920	85	4,005	2011	2,261	2,261	0
2000	147	4,196	80	4,276	2012	2,016	2,016	0
2001	144	3,315	65	3,380	Total	14,864	13,581	1,243
2002	152	3,765	64	3,829	* In May 2005 the Boat-Ed course started			
2003	145	3,772	68	3,840	* In June 2010 the BoaterExam.com course started			
2004	111	2,699	61	2,760				
2005*	95	2,390	38	2,428				
2006	74	1,449	68	1,517				
2007	70	1,215	20	1,235	-			-
2008	47	857	13	870				
2009	49	874	14	888				
2010	40	902	20	922				
2011	40	693	19	712				
2012	41	712	0	712				
Total	2,088	48,631	1,173	49,804				

Both internet courses have no failures per policy. Persons taking exam are only included in the statistics when successfully completing the exam. Persons failing the exam or individual learning sections are allowed to retake the exam/sections until an adequate level of performance is obtained.

REGISTERED RECREATIONAL BOATS

Illinois requires every watercraft, other than sailboards, on waters within the jurisdiction of this State to be numbered. No person may operate, or give permission for the operation of, any watercraft on such waters unless the watercraft is numbered in accordance with the Boat Registration & Safety Act, or in accordance with applicable Federal law, or in accordance with a Federally-approved numbering system of another State, and (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:

Registration Fees	New & Transfer	Renewal	Renewal
Class A (all canoes, kayaks and paddleboats)	\$13.00		\$6.00
Class 1 (all watercraft less than 16 feet in length)	\$22.00		\$15.00
Class 2 (all watercraft 16 feet or more but less than 26 feet in length)	\$52.00		\$45.00
Class 3 (all watercraft 26 feet or more but less than 40 feet in length)	\$82.00		\$75.00
Class 4 (all watercraft 40 feet in length or more)	\$107.00		\$100.00

Registration is valid for three years

2012 REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS RECREATIONAL BOATS ONLY*

Hull Material	Total Mechanically Propelled					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	442	1,294	101	15	17	1,869
Fiberglass	23,762	42,074	39,444	1,514	739	107,533
Metal	1,102	142,872	1,436	8	11	145,429
Inflatable	20	1,806	14	0	0	1,840
Other	260	3,818	237	4	12	4,331
Total	25,586	191,864	41,232	1,541	779	261,002
Hull Material	Other Boats					
	Not Mechanically Propelled			Personal Watercraft	Other Boats	Total
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	149	207	754	15	74	1,199
Fiberglass	3,423	4,679	9,938	22,203	3,996	44,239
Metal	9,508	47	8,857	69	1,955	20,436
Inflatable	241	13	789	13	402	1,458
Other	1,555	357	34,932	331	2,685	39,860
Total	14,876	5,303	55,270	22,631	9,112	107,192
75,449						

Total Number of Registered Boats

312,664

2012 RECREATIONAL BOATS ONLY*
REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS

Hull Material	Under 16 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	32	621	7	0	8	668
Fiberglass	6,418	10,552	545	4	57	17,576
Metal	195	4,934	86	0	2	5,217
Inflatable	19	1,772	9	0	0	1,800
Other	182	3,236	115	0	9	3,542
Total	6,846	21,115	762	4	76	28,803
Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	351	656	83	1	6	1,097
Fiberglass	13,439	31,105	33,066	81	548	78,239
Metal	675	91,888	1,035	2	9	93,609
Inflatable	1	34	4	0	0	39
Other	64	573	111	0	3	751
Total	14,530	124,256	34,299	84	566	173,735
Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	39	16	11	12	2	80
Fiberglass	3,006	399	5,658	1,249	131	10,443
Metal	138	1,192	194	2	0	1,526
Inflatable	0	0	1	0	0	1
Other	11	8	10	3	0	32
Total	3,194	1,615	5,874	1,266	133	12,082
Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	20	1	0	2	1	24
Fiberglass	885	17	173	179	3	1,257
Metal	75	56	99	4	0	234
Inflatable	0	0	0	0	0	0
Other	3	1	1	1	0	6
Total	983	75	273	186	4	1,521
Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	0	0	0	0	0	0
Fiberglass	14	1	2	1	0	18
Metal	19	2	22	0	0	43
Inflatable	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	33	3	24	1	0	61

BOATING ENFORCEMENT – Federal Fiscal Year 2012

October 1, 2011 – September 30, 2012

Top Boating Violations

Top Citations

Type of Boating Violations	Citations
Wearable PFD (Type I, II, Or III Required)	322
Operating Under The Influence	210
Operating With BAC Over .08	103
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	94
Operation Of Unnumbered Watercraft	73
Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	50
Operation In No Wake Area	49
Competent Observer, Vessel Capacity – 3 Persons	38
Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	37
Failure To Transfer Certificate Of Number	27
Failure To Display Valid Registration Decal	25
Careless Operation	24
Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	23
Overloading Motorboat	18
Passenger Location	17
Total Number of Citations Issued	1230

Top Written Warnings

Type of Boating Violations	Written Warnings
Operation Of Motorboat With Battery Terminal Not Shielded	804
Wearable PFD (Type I, II, Or III Required)	645
Operation Of Unnumbered Watercraft	500
Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	471
Operation Of Motorboat Without Horn Or Whistle	467
Type IV PFD On Board (16 Feet And Over)	179
Operation In No Wake Area	120
Passenger Location	108
Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	101
Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	97
Failure To Display, Improper Display Of Valid Registration Number	90
Failure To Display Valid Registration Expiration Decal	64
Failure To Transfer Certificate Of Number	56
Operation Of Motorboat Without Lanyard	51
Overloading Motorboat	49
Total Number of Written Warnings Issued	3972

Complete List of Boating Citations

October 1, 2011 – September 30, 2012

Chapter / Act / Section	# of Violations Issued	Violation
625 45 3-1	73	Operation Of Unnumbered Watercraft
625 45 3-3	5	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-4	1	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	27	Failure To Transfer Certificate Of Number
625 45 3-7	2	Loss Of Certificate Of Number/Registration Decal (Failure To Replace)
625 45 3-9	25	Failure To Display Valid Registration Decal
625 45 3-13	1	Failure To Attach HIN To Watercraft
625 45 3A-14	3	Failure To Transfer Title-Dealer
625 45 3A-17	2	Failure To Transfer Title-Individual
625 45 3A-20A	1	Operating W/O Certificate Of Title
625 45 3A-20B	3	Sell/Transfer W/O Certificate
625 45 3C-1A	1	Abandoning A Watercraft
625 45 4-1A	322	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	8	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	14	Type IV PFD On Board (16 Feet And Over)
625 45 4-1F1	6	PFDs Accessible
625 45 4-1F2	1	PFDs Serviceable Condition
625 45 4-1F3	5	PFDs Appropriate Size
625 45 4-1I	94	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	23	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise
625 45 4-4	3	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	37	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition
625 45 4-6	1	Carburetor Arrestor
625 45 4-10	16	Battery Covers
625 45 4-11	3	Lanyard Cut-Off Switch
625 45 4-12	2	Visual Distress Signals
625 45 5-1	24	Careless Operation
625 45 5-2	8	Reckless Operation/Aggravated Reckless Operation
625 45 5-4A	18	Overloading Motorboat
625 45 5-4B	1	Capacity Plate
625 45 5-6	1	Overpowering
625 45 5-7	50	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp
625 45 5-12	49	Operation In No Wake Area
625 45 5-13A	3	Passing
625 45 5-13B	1	Crossing
625 45 5-14A	38	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-16A 1	210	Operating Under The Influence
625 45 5-16A 1 A	103	Operating With BAC Over .08
625 45 5-16A 1 E	1	Owner Permitting OUI Operation
625 45 5-18	12	Youthful Operators
625 45 5-19	1	Skin Diving 150ft Shoreline/Diver's Flag/Obstructing Fishing/Navigation
625 45 5-20	6	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	17	Passenger Location
625 45 5-22B	1	Failure To Yield To Emergency Watercraft Upon Approach
625 45 6-1	1	Failure To Render Aid After Accident/Provide Information
625 45 6-1 A 1	4	Failure To Report Accident Within 1 Hour
625 45 7-1	1	License Required-Passenger For Hire/Boat Rental
625 45 7-7	1	License/Tag/Weight Fail To Display/Rental Boat
TOTAL VIOLATIONS	1230	

Complete List of Boating Written Warnings

October 1, 2011 – September 30, 2012

Chapter / Act / Section	# of Violations Issued	Violation
625 45 2-2B	1	Failure To Stop Upon Being Hailed By Officer
625 45 3-1	500	Operation Of Unnumbered Watercraft
625 45 3-3	90	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-4	2	Failure To Notify Dept Upon Destruction/Sale/Transfer/Abandonment Of Watercraft
625 45 3-5	56	Failure To Transfer Certificate Of Number
625 45 3-7	1	Loss Of Certificate Of Number/Registration Decal (Failure To Replace)
625 45 3-9	64	Failure To Display Valid Registration Expiration Decal
625 45 3A-12	1	Failure To Transfer Title
625 45 3A-13	1	Failure To Transfer MSO Or Importer's Certificate
625 45 3A-20A	1	Operating W/O Certificate Of Title
625 45 3A-20B	2	Sell/Transfer W/O Certificate
625 45 4-1A	645	Wearable PFD (Type I, II, Or III Required)
625 45 4-1C	179	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	1	Type V PFD Approved For Activity Used
625 45 4-1F1	14	PFDs Accessible
625 45 4-1F2	5	PFDs Serviceable
625 45 4-1F3	3	PFDs Appropriate Size
625 45 4-II	44	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	97	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise
625 45 4-4	467	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	471	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition
625 45 4-7	5	Ventilator Requirements
625 45 4-8	1	Use Of Sirens/Flashing Lights
625 45 4-10	804	Operation Of Motorboat With Battery Terminal Not Shielded
625 45 4-11	51	Operation Of Motorboat Without Lanyard
625 45 4-12	27	Visual Distress Signals. Required For Boats On Lake Michigan
625 45 5-1	4	Careless Operation
625 45 5-2	3	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	2	Interference With Navigation
625 45 5-4A	49	Overloading Motorboat
625 45 5-7	101	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp
625 45 5-12	120	Operation In No Wake Area
625 45 5-13A	1	Passing
625 45 5-13C	1	Overtaking
625 45 5-14A	21	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-18	22	Youthful Operators
625 45 5-20	2	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	108	Passenger Location
625 45 5-22B	1	Failure To Yield To Emergency Watercraft Upon Approach
625 45 7-1	3	License Required
625 45 7-7	1	License/Tag/Weight Failure To Display On Rental Boat
TOTAL VIOLATIONS	3972	

Boating Patrol Log Report

Federal Fiscal Year - Totals

Year	Boat Inspections	Vessels Assisted	# of Persons Assisted	Citations	Written Warnings	Recreational Boat Safety Hours
2008	12,505	395	746	1,603	3,695	39,998
2009	17,672	330	889	1,960	5,576	21,403
2010	16,080	335	1,400	1,853	5,438	13,363
2011	21,929	987	6,068	1,520	4,581	27,346
2012	20,015	543	1,688	1,230	3,972	50,664
Total	88,201	2,590	10,791	8,166	23,262	152,774

* 2010 - August - Conservation Police records were entered electronically by each officer. The database did not include categories with asterisk

Boat Registration Inspections

Year	Type of Boat Inspections	Region I	Region II	Region III	Region IV	Region V	Total
2009	Boat Registration Inspections	172	177	82	101	45	577
	Junk Boat Reports	4	1	0	0	0	5
	Total	176	178	82	101	45	582
2010	Boat Registration Inspections	155	320	67	110	42	694
	Junk Boat Reports	2	0	0	0	0	2
	Total	157	320	67	110	42	696
2011	Boat Registration Inspections	159	258	63	95	49	624
	Junk Boat Reports	2	0	1	0	0	3
	Total	161	258	64	95	49	627
2012	Boat Registration Inspections	133	176	101	89	67	566
	Junk Boat Reports	0	0	0	0	0	0
	Total	133	176	101	89	67	566
Total	Boat Registration Inspections	460	673	250	300	154	1837
	Junk Boat Reports	8	1	1	0	0	10
	Total	468	674	251	300	154	1847

Boat Registration Inspections are conducted when the owner attempts to register a vessel and the title, registration, or hull identification number is missing or in question. Officers will physically inspect the vessel to confirm information and conduct investigations into the transfer of titles. The officer will then complete an inspection either approving or denying the title/registration of the vessel. This is the third full year the program has been implemented and the Boat Registration Division has already seen a drastic reduction in fraudulent applications. Several vessels have also been identified as stolen and recovered that would have been registered without the program in place.

Junk Boat Reports are conducted when the vessel is going to be destroyed.

Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Other Agency	Total
1993	18	10	11	10	3	5	69	126
1994	20	7	2	21	5	12	22	89
1995	48	11	5	27	7	13	11	122
1996	29	28	4	22	6	4	37	130
1997	41	41	5	20	7	9	35	158
1998	36	13	11	7	7	1	37	112
1999	49	6	9	18	11	3	63	159
2000	33	10	16	21	18	3	73	174
2001	73	27	15	28	34	4	60	241
2002	84	27	25	23	36	5	75	275
2003	55	13	6	19	25	7	63	188
2004	39	31	19	21	17	0	62	189
2005	49	34	17	54	31	0	93	278
2006	58	76	23	41	31	0	73	302
2007	36	34	23	30	21	0	46	190
2008	48	32	29	22	23	0	31	185
2009	58	42	18	30	31	0	36	215
2010	40	38	30	24	23	0	49	204
2011	30	17	31	22	21	0	55	176
2012	25	26	22	22	28	0	86	209
Total	869	523	321	482	385	66	1076	3722

* In 2004, Lake Michigan was absorbed into Region II.

Boating Accidents and Alcohol Use

	OUI Arrests	Accidents			Injuries			Fatalities			Vessels		
Year	Total Number of OUI Arrests	Primary Cause Alcohol Use	Total Number of Accidents	Percentage Involving Alcohol Use	Primary Cause Alcohol Use	Total Number of Injuries	Percentage Involving Alcohol use	Primary Cause Alcohol Use	Total Number of Fatalities	Percentage involving Alcohol Use	Primary Cause Alcohol Use	Total Number of Vessels	Percentage Involving Alcohol Use
1993	126	0	0	0	0	0	0	0	0	0	25	265	9.43%
1994	89	0	0	0	0	0	0	0	0	0	12	290	4.14%
1995	122	0	0	0	0	0	0	0	0	0	15	303	4.95%
1996	130	0	0	0	0	0	0	0	0	0	17	151	11.26%
1997	158	0	0	0	0	0	0	0	0	0	0	0	0
1998	112	0	0	0	0	0	0	0	0	0	23	239	9.62%
1999	159	0	0	0	0	0	0	0	0	0	0	0	0
2000	174	5	153	3.27%	7	76	9.21%	1	14	7.14%	7	231	3.03%
2001	241	8	112	7.14%	10	75	13.33%	2	23	8.70%	11	171	6.43%
2002	275	6	135	4.44%	5	92	5.43%	3	8	37.50%	8	188	4.26%
2003	188	8	84	9.52%	9	63	14.29%	5	13	38.46%	12	122	9.84%
2004	189	5	78	6.41%	2	45	4.44%	5	18	27.78%	7	103	6.80%
2005	278	8	115	6.96%	8	100	8.00%	2	16	12.50%	12	152	7.89%
2006	302	9	79	11.39%	11	66	16.67%	5	18	27.78%	13	119	10.92%
2007	190	7	107	6.54%	3	57	5.26%	1	13	7.69%	7	146	4.79%
2008	185	5	120	4.17%	1	78	1.28%	1	13	7.69%	4	174	2.30%
2009	215	11	102	10.78%	9	71	12.68%	2	25	8.00%	12	137	8.76%
2010	204	0	105	0.00%	10	76	13.16%	6	16	37.50%	16	145	11.03%
2011	176	0	103	0.00%	13	70	18.57%	8	21	38.10%	17	136	12.50%
2012	209	0	101	0.00%	0	69	0.00%	10	19	52.63%	0	135	0.00%
Total	3722	72	1394	5.16%	88	938	9.38%	51	217	23.50%	218	3207	6.80%

2010 - Accidents Primary Causes was not entered due to new database entry format.

2012 - Accidents, Injuries, Vessels Primary Causes was not entered due to database entry format.

BOATING ACCIDENT REPORT – Federal Fiscal Year 2012

Statistical information contained in this report is based on the Federal Fiscal Year 2012 (FFY12) (10/01/2011 – 09/30/2012), excluding the registered boats, which is based on calendar year 2012.

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
101	69	19	135	312.664
Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats		
31,6	21,6	5,9		

CAUSE OF DEATH

Drowning	15
Trauma	4
Total	19

VICTIM ACTIVITY

Fishing	5
Jumped In Water	1
Recreational Cruising	6
Rescue Attempt	2
Swimming	1
Water Skiing	1
Unknown	3
Total	19

USE OF PFD

Not Worn	17
Worn	2
Total	19

PRIMARY TYPE OF INJURY

Amputation	1
Back Injury	2
Broken Bones	12
Burns	1
Contusion	13
Dislocation	1
Head Injury	5
Hypothermia	9
Internal Injuries	6
Laceration	13
Other (Describe)	1
Spinal Injury	1
Sprain/Strain	2
Teeth	1
Unknown	1
Total	69

INJURY CAUSE

Exposure To Elements	8
Impact With Boat	26
Impact With Fixed / Floating Object	8
Impact With Water	12
Struck By Boat	11
Struck By Propeller	3
Unknown	2
Total	69

DAY OF THE WEEK

<u>Day of Week</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Monday	10	3	2	13
Tuesday	8	5	3	11
Wednesday	10	7	2	11
Thursday	6	4	0	10
Friday	7	4	2	7
Saturday	33	26	6	48
Sunday	27	20	4	35
Total	101	69	19	135

DATE OF ACCIDENT

(10/01/2011 – 09/30/2012)

<u>Date</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
3/7/2012	1	0	0	1
3/13/2012	1	1	0	1
4/1/2012	1	0	1	1
4/2/2012	1	0	1	1
4/7/2012	1	0	0	1
4/18/2012	1	2	0	1
4/28/2012	1	0	0	2
5/6/2012	1	0	0	1
5/11/2012	1	0	0	1
5/13/2012	1	0	0	2
5/20/2012	2	0	1	2
5/25/2012	2	2	0	2
5/26/2012	3	3	0	5
5/27/2012	2	3	0	3
6/2/2012	1	0	0	1
6/3/2012	2	5	0	2
6/5/2012	1	1	0	2
6/6/2012	1	0	1	1
6/9/2012	4	0	0	5
6/10/2012	2	2	0	2
6/11/2012	1	1	0	1
6/12/2012	2	0	1	3
6/13/2012	1	1	0	1
6/14/2012	1	0	0	2
6/15/2012	1	1	0	1
6/16/2012	1	2	0	2

TIME RELATED ACCIDENT STATISTICS

<u>Date cont.</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
6/17/2012	1	3	0	2
6/18/2012	2	0	1	2
6/22/2012	1	1	0	1
6/23/2012	2	2	0	4
6/24/2012	3	1	0	4
6/26/2012	1	2	2	2
6/27/2012	2	2	0	2
6/28/2012	1	1	0	1
6/30/2012	4	5	0	6
7/2/2012	1	0	0	2
7/3/2012	1	0	0	1
7/4/2012	3	2	0	4
7/5/2012	1	0	0	2
7/14/2012	2	1	0	3
7/15/2012	1	0	1	1
7/22/2012	3	2	0	4
7/23/2012	1	0	0	1
7/24/2012	1	0	0	1
7/26/2012	2	2	0	4
7/28/2012	1	0	1	2
7/29/2012	1	0	0	2
7/30/2012	1	0	0	1
8/2/2012	1	1	0	1
8/4/2012	2	1	0	2
8/5/2012	1	1	0	2
8/6/2012	1	1	0	2
8/8/2012	1	0	1	1
8/11/2012	2	6	0	3
8/18/2012	2	4	0	4
8/19/2012	1	0	0	1
8/20/2012	1	0	0	1
8/25/2012	2	1	2	2
9/3/2012	1	1	0	2
9/9/2012	2	1	0	2
9/11/2012	1	1	0	1
9/15/2012	1	0	0	1
9/29/2012	1	0	1	1
9/30/2012	1	0	1	1
10/2/2011	1	0	0	2
10/7/2011	1	0	1	1
10/8/2011	2	1	0	3
10/14/2011	1	0	1	1
10/22/2011	1	0	2	1
11/13/2011	1	2	0	1
Total	101	69	19	135

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	1	0	2
April	5	2	2	6
May	12	8	1	16
June	35	30	5	47
July	19	7	2	28
August	14	15	3	19
September	7	3	2	8
October	6	1	4	8
November	1	2	0	1
December	0	0	0	0
Total	101	69	19	135

TIME OF DAY

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
12:01 a.m. - 6:00 a.m.	3	2	3	3
6:01 a.m. - 12:00 noon	25	12	3	30
12:01 p.m. - 6:00 p.m.	44	34	7	61
6:01 p.m. - 12:00 a.m.	29	21	6	41
Total	101	69	19	135

WATER CONDITIONS

<u>Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Calm (Waves < 6")	67	47	13	92
Choppy (Waves 6"-2')	22	11	3	29
Rough (Waves 2'-6')	9	9	0	10
Very Rough (Waves >6')	3	2	2	4
Total	101	69	19	135

WEATHER CONDITIONS

<u>Weather</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Clear	93	68	15	126
Cloudy	7	1	4	8
Thunderstorm	1	0	0	1
Total	101	69	19	135

WIND CONDITIONS

<u>Wind</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Light (0-12 mph)	62	48	7	85
Moderate (13-24 mph)	29	15	9	39
Strong(25-54 mph)	4	2	0	4
Stormy (>55 mph)	6	3	3	7
Total	101	69	19	135

VISIBILITY

<u>Visibility</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Good	92	65	15	123
Fair	4	4	2	6
Poor	4	0	2	6
Total	101	69	19	135

PRIMARY CAUSE OF ACCIDENT

Primary Cause

Injuries

#Fatalities

#Vessels

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TYPE OF ACCIDENT

<u>Type Of Accident</u>	<u># Injuries</u>	<u># Fatalities</u>	<u>#Vessels</u>
Capsizing	10	0	6
Collision With Another Vessel	21	2	47
Collision With Fixed Object	5	3	14
Collision With Floating Object	0	0	3
Falls In Boat	0	1	1
Falls Overboard	1	6	7
Fire Or Explosion (Fuel)	1	0	3
Fire Or Explosion (Other Than Fuel)	0	0	2
Flooding/Swamping	2	0	11
Grounding	6	0	7
Occupant Impacts Vessel	2	0	2
Person Departed Vessel	0	3	2
Person Ejected From A Vessel	1	0	1
Skier Mishap	9	0	11
Struck By Boat	7	1	7
Struck By Motor Or Propeller	2	0	3
Struck Submerged Object	2	0	3
Unknown	0	3	5
Total	69	19	135

TYPE OF VESSEL

<u>Type Of Vessel</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Auxiliary Sail	4	0	3
Cabin Motorboat	5	0	14
Cruise Liner	0	0	1
Houseboat	0	0	2
Jet Boat	0	0	1
Kayak	0	2	2
Open Motorboat	33	10	70
Pontoon	4	3	8
PWC	20	1	27
Rowboat	0	3	3
Sail(Only)	2	0	2
Unknown	1	0	2
Total	69	19	135

VESSEL OPERATION AT TIME OF ACCIDENT

<u>Vessel Operation</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
At Anchor	6	1	11
Being Towed	1	0	1
Changing Direction	1	0	4
Changing Speed	5	0	6
Changing Speed, Changing Direction	6	1	12
Changing Speed, Cruising	0	0	1
Changing Speed, Cruising, Changing Direction	0	0	1
Changing Speed, Wake Or Surf Jumping, Changing	1	0	1
Cruising	32	4	54
Cruising, Changing Direction	7	2	6
Docking/Undocking	1	0	4
Drifting	1	5	13
Other-Beached On Sandbar	0	0	1
Other-Clutching In Gear	0	0	1
Other-Rescue Response	0	1	1
Other-Slow Cruising, Changing Direction	1	0	1
Other-Trolling Motor	1	0	2
Rowing/Paddling	0	2	2
Sailing	2	0	1
Tied To Dock / Mooring	0	0	4
Towing Another Vessel	0	0	1
Wake Or Surf Jumping	3	0	3
Unknown	1	3	4
Total	69	19	135

VESSEL LENGTH IN FEET

<u>Vessel Length in Feet</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
9	4	0	4
<u>Less than 10 feet</u>	<u>4</u>	<u>0</u>	<u>4</u>
10	11	3	15
11	0	0	1
12	0	3	3
13	0	0	1
14	1	2	3
15	1	2	2
<u>10 feet to less than 16 feet</u>	<u>13</u>	<u>10</u>	<u>25</u>
16	3	2	12
17	1	1	7
18	10	4	18
19	4	0	10
<u>16 feet to less than 20 feet</u>	<u>18</u>	<u>7</u>	<u>47</u>
20	9	0	8
21	5	1	11
23	4	0	4
24	4	0	5
25	0	0	1
<u>20 feet to less than 26 feet</u>	<u>22</u>	<u>1</u>	<u>29</u>
26	0	0	1
27	3	1	3
29	0	0	1
30	1	0	1
31	0	0	3
33	0	0	1
34	0	0	1
36	0	0	1
37	0	0	2
38	0	0	1
<u>26 feet to less than 40 feet</u>	<u>4</u>	<u>1</u>	<u>15</u>
40	2	0	2
41	0	0	1
47	1	0	1
66	0	0	1
86	0	0	1
<u>Over 40 feet</u>	<u>3</u>	<u>0</u>	<u>6</u>
<u>Unknown</u>	<u>5</u>	<u>0</u>	<u>9</u>
Total	69	19	135

OPERATOR EDUCATION

<u>Operator Education</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
State Course	11	0	19
U.S. Power Squadron	5	0	4
U.S.C.G. Auxiliary	4	0	8
None	42	13	82
Unknown	7	6	22
Total	69	19	135

OPERATOR EXPERIENCE

<u>Operator Experience</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Under 10 hours	8	1	14
10 - 100 hours	12	2	24
Over 100 hours	39	11	75
Unknown	10	5	22
Total	69	19	135

OPERATOR AGE

<u>Operator Age</u>	<u>#Injuries</u>	<u>Fatalities</u>	<u>#Vessels</u>
< 10	0	0	0
10-12	0	0	0
13-17	4	0	5
18-19	1	0	1
20-29	14	2	23
30-39	10	7	26
40-49	19	4	30
50-59	6	3	15
60-69	9	1	18
70 +	0	1	3
Unknown	6	1	14
Total	69	19	135

ACCIDENT STATISTICS BY BODY OF WATER

<u>Name Of Body Of Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Apple Canyon Lake	1	2	0	1
Baldwin Lake	1	0	0	1
Braidwood Lake	1	0	0	1
Carlyle Lake	5	2	2	5
Chicago River	1	0	0	2
Clinton Lake	5	5	0	7
Fox Lake	1	0	0	1
Fox River	6	12	0	10
Gages Lake	1	0	1	1
Glenn Shoals Lake	1	0	1	1
Grand Marais Lake	1	0	1	1
Heideke Lake	2	0	0	2
Highland Silver Lake	1	0	2	1
Holiday Lake	2	1	0	3
Illinois River	14	11	0	16
Kankakee River	3	3	0	3
Kaskaskia River	2	0	0	3
Kinkaid Lake	1	0	0	1
Lake Holiday	1	0	0	2
Lake Iroquois	1	1	0	1
Lake Lou Yaeger	1	1	0	1
Lake Michigan	12	10	0	17
Lake Shelbyville	5	4	1	6
Lake Springfield	1	0	0	2
Lake Taylorville	1	0	0	2
LaSalle Lake	1	0	0	1
Little Wabash River	1	0	1	1
Long Lake	1	0	0	2
Mississippi River	12	9	3	16
Petite Lake	2	0	1	4
Pistakee Lake	1	2	0	2
Private Pond	3	0	3	3
Rend Lake	4	2	2	6
Rock River	5	4	1	9
Total	101	69	19	135

BODY OF WATER BROKEN DOWN BY COUNTY

<u>Waterway</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Apple Canyon Lake	Jo Daviess County	1	2	0	1
	Subtotal	1	2	0	1
Baldwin Lake	Randolph County	1	0	0	1
	Subtotal	1	0	0	1
Braidwood Lake	Will County	1	0	0	1
	Subtotal	1	0	0	1
Carlyle Lake	Clinton County	5	2	2	5
	Subtotal	5	2	2	5
Chicago River	Cook County	1	0	0	2
	Subtotal	1	0	0	2
Clinton Lake	Dewitt County	5	5	0	7
	Subtotal	5	5	0	7
Fox Lake	Lake County	1	0	0	1
	Subtotal	1	0	0	1
Fox River	McHenry County	6	12	0	10
	Subtotal	6	12	0	10
Gage Lake	Lake County	1	0	1	1
	Subtotal	1	0	1	1
Glenn Shoals Lake	Montgomery County	1	0	1	1
	Subtotal	1	0	1	1
Grand Marais Lake	St. Clair County	1	0	1	1
	Subtotal	1	0	1	1
Heideke Lake	Grundy County	2	0	0	2
	Subtotal	2	0	0	2
Highland Silver Lake	Madison County	1	0	2	1
	Subtotal	1	0	2	1
Holiday Lake	Madison County	2	1	0	3
	Subtotal	2	1	0	3

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Illinois River	Bureau County	1	0	0	1
	Grundy County	3	2	0	4
	LaSalle County	3	2	0	4
	Marshall County	2	3	0	2
	Pike County	1	2	0	1
	Schuyler County	1	1	0	1
	Tazewell County	3	1	0	3
	Subtotal	14	11	0	16
	Kankakee River	Kankakee County	1	1	0
Will County		2	2	0	2
Subtotal		3	3	0	3
Kaskaskia River	Monroe County	1	0	0	1
	St. Clair County	1	0	0	2
	Subtotal	2	0	0	3
Kinkaid Lake	Jackson County	1	0	0	1
	Subtotal	1	0	0	1
Lake Holiday	LaSalle County	1	0	0	2
	Subtotal	1	0	0	2
Lake Iroquois	Iroquois County	1	1	0	1
	Subtotal	1	1	0	1
Lake Lou Yeager	Montgomery County	1	1	0	1
	Subtotal	1	1	0	1
Lake Michigan	Cook County	7	5	0	10
	Lake County	5	5	0	7
	Subtotal	12	10	0	17
Lake Shelbyville	Moultrie County	2	2	1	3
	Shelby County	3	2	0	3
	Subtotal	5	4	1	6
Lake Springfield	Sangamon County	1	0	0	2
	Subtotal	1	0	0	2
Lake Taylorville	Christian County	1	0	0	2
	Subtotal	1	0	0	2
LaSalle Lake	LaSalle County	1	0	0	1
	Subtotal	1	0	0	1
Little Wabash River	White County	1	0	1	1
	Subtotal	1	0	1	1
Long Lake	Lake County	1	0	0	2
	Subtotal	1	0	0	2

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Mississippi River	Adams County	1	1	0	2
	Calhoun County	4	5	1	5
	JoDaviess County	2	2	0	2
	Rock Island County	4	1	1	5
	St. Clair County	1	0	1	2
	Subtotal	12	9	3	16
Petite Lake	Lake County	2	0	1	4
	Subtotal	2	0	1	4
Pistakee Lake	Lake County	1	2	0	2
	Subtotal	1	2	0	2
Private Pond	Greene County	1	0	1	1
	LaSalle County	1	0	1	1
	Pike County	1	0	1	1
	Subtotal	3	0	3	3
Rend Lake	Franklin County	4	2	2	6
	Subtotal	4	2	2	6
Rock River	Ogle County	2	2	0	4
	Whiteside County	1	0	0	2
	Winnebago County	2	2	1	3
	Subtotal	5	4	1	9
Total		101	69	19	135

ACCIDENT STATISTICS BY COUNTY

<u>County</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Adams	1	1	0	2
Bureau	1	0	0	1
Calhoun	4	5	1	5
Christian	1	0	0	2
Clinton	5	2	2	5
Cook	8	5	0	12
De Witt	5	5	0	7
Franklin	4	2	2	6
Greene	1	0	1	1
Grundy	5	2	0	6
Iroquois	1	1	0	1
Jackson	1	0	0	1
Jo Daviess	3	4	0	3
Kankakee	1	1	0	1
La Salle	6	2	1	8
Lake	11	7	2	17
Madison	3	1	2	4
Marshall	2	3	0	2
McHenry	6	12	0	10
Monroe	1	0	0	1
Montgomery	2	1	1	2
Moultrie	2	2	1	3
Ogle	2	2	0	4
Pike	2	2	1	2
Randolph	1	0	0	1
Rock Island	4	1	1	5
Sangamon	1	0	0	2
Schuyler	1	1	0	1
Shelby	3	2	0	3
St. Clair	3	0	2	5
Tazewell	3	1	0	3
White	1	0	1	1
Whiteside	1	0	0	2
Will	3	2	0	3
Winnebago	2	2	1	3
Total	101	69	19	135

COUNTIES BROKEN DOWN BY BODY OF WATER

<u>County</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Adams County	Mississippi River	1	1	0	2
	Subtotal	1	1	0	2
Bureau County	Illinois River	1	0	0	1
	Subtotal	1	0	0	1
Calhoun County	Mississippi River	4	5	1	5
	Subtotal	4	5	1	5
Christian County	Lake Taylorville	1	0	0	2
	Subtotal	1	0	0	2
Clinton County	Carlyle Lake	5	2	2	5
	Subtotal	5	2	2	5
Cook County	Chicago River	1	0	0	2
	Lake Michigan	7	5	0	10
	Subtotal	8	5	0	12
Dewitt County	Clinton Lake	5	5	0	7
	Subtotal	5	5	0	7
Franklin County	Rend Lake	4	2	2	6
	Subtotal	4	2	2	6
Greene County	Private Pond	1	0	1	1
	Subtotal	1	0	1	1
Grundy County	Heideke Lake	2	0	0	2
	Illinois River	3	2	0	4
	Subtotal	5	2	0	6
Iroquois County	Lake Iroquois	1	1	0	1
	Subtotal	1	1	0	1
Jackson County	Kinkaid Lake	1	0	0	1
	Subtotal	1	0	0	1

Counties Broken Down By Body of Water

County		#Accidents	#Injuries	#Fatalities	#Vessels
Jo Daviess County					
	Apple Canyon Lake	1	2	0	1
	Mississippi River	2	2	0	2
	Subtotal	3	4	0	3
Kankakee County					
	Kankakee River	1	1	0	1
	Subtotal	1	1	0	1
Lake County					
	Fox Lake	1	0	0	1
	Gages Lake	1	0	1	1
	Lake Michigan	5	5	0	7
	Long Lake	1	0	0	2
	Petite Lake	2	0	1	4
	Pistakee Lake	1	2	0	2
	Subtotal	11	7	2	17
LaSalle County					
	Illinois River	3	2	0	4
	Lake Holiday	1	0	0	2
	LaSalle Lake	1	0	0	1
	Private Pond	1	0	1	1
	Subtotal	6	2	1	8
Madison County					
	Highland Silver Lake	1	0	2	1
	Holiday Lake	2	1	0	3
	Subtotal	3	1	2	4
Marshall County					
	Illinois River	2	3	0	2
	Subtotal	2	3	0	2
McHenry County					
	Fox River	6	12	0	10
	Subtotal	6	12	0	10
Monroe County					
	Kaskaskia River	1	0	0	1
	Subtotal	1	0	0	1
Montgomery County					
	Glenn Shoals Lake	1	0	1	1
	Lake Lou Yeager	1	1	0	1
	Subtotal	2	1	1	2
Moultrie County					
	Lake Shelbyville	2	2	1	3
	Subtotal	2	2	1	3
Ogle County					
	Rock River	2	2	0	4
	Subtotal	2	2	0	4

Counties Broken Down By Body of Water

cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Pike County					
	Illinois River	1	2	0	1
	Private Pond	1	0	1	1
	Subtotal	2	2	1	2
Randolph County					
	Baldwin Lake	1	0	0	1
	Subtotal	1	0	0	1
Rock Island County					
	Mississippi River	4	1	1	5
	Subtotal	4	1	1	5
Sangamon County					
	Lake Springfield	1	0	0	2
	Subtotal	1	0	0	2
Schuyler County					
	Illinois River	1	1	0	1
	Subtotal	1	1	0	1
Shelby County					
	Lake Shelbyville	3	2	0	3
	Subtotal	3	2	0	3
St Clair County					
	Grand Marais Lake	1	0	1	1
	Kaskaskia River	1	0	0	2
	Mississippi River	1	0	1	2
	Subtotal	3	0	2	5
Tazewell County					
	Illinois River	3	1	0	3
	Subtotal	3	1	0	3
White County					
	Little Wabash River	1	0	1	1
	Subtotal	1	0	1	1
Whiteside County					
	Rock River	1	0	0	2
	Subtotal	1	0	0	2
Will County					
	Braidwood Lake	1	0	0	1
	Kankakee River	2	2	0	2
	Subtotal	3	2	0	3
Winnebago County					
	Rock River	2	2	1	3
	Subtotal	2	2	1	3
Total		101	69	19	135

2012 Fatal Boat Accident Narratives

1. On October 7, 2011 at approximately 6:58 a.m., State Police communications received a call from a C. and E. railroad engineer regarding an overturned vessel on Lake Shelbyville just north of the railroad bridge. Conservation Police confirmed there was an overturned vessel along with a floating body. Based upon observations from the railroad bridge and the severe damage to the bow of the boat, it was determined the boat struck the far west pillar of the concrete railroad bridge and flipped over, ejecting the operator. The damage of the vessel indicated the victim was initially shoved forward, causing the console unit to be ripped from the bolts and shoved forward and sideways. The victim was then launched forward, striking his head on the under decking of the bow of the vessel. The upper portion of the bow of the vessel had been crushed and laid back, exposing the area underneath. Initial autopsy reports have shown the injuries the victim sustained were consistent with being shoved forward onto the console (lacerated liver, multiple severe internal injuries) and striking his head (severe head trauma with multiple frontal skull fractures).

Contributing Factors: Careless/reckless operation
Operator Inattention
Failure to Wear Personal Floatation Device (PFD)

2. On October 14, 2011 five persons went out jug fishing on the Mississippi River. It was slightly windy and there was a chop out on the main channel, so the fishermen decided to fish in a chute between Iowa Island and Enterprise Island. The motor was off and the boat was drifting within the chute as they placed their jugs out. At some point, the victim stated he had to go to the bathroom and walked to the bow of the boat to urinate. The victim lost his balance and fell off the right side of the bow of the vessel and into the water. One occupant dove in to save the victim, but could not find him. They looked for the victim for about 15 minutes before heading to a friend's house on shore to place a phone call to 911. Missouri Water Patrol (MWP) looked for the victim that night but could not locate him. MWP notified the Illinois Conservation Police the following morning and both agencies continued with the search. The victim was located at approximately 11:32 p.m. on October 15, 2011. The victim had been drinking and showed signs of impairment.

Contributing Factors: Alcohol Impairment
Overloading
Standing/Sitting In Inappropriate Position
Failure to Wear Personal Floatation Device (PFD)

3. On October 22, 2011 at approximately 7:16 a.m., Highland PD received a call from the family of the victim number 1. They stated that the 2 victims had gone catfishing for the night at Highland Silver Lake. A park worker and Highland officer went out on the lake and located the boat floating capsized near duck blind #3, about 3/4 of a mile north of the boat ramp along the East bank of the lake. The officer secured the area and anchored the boat at the location. Illinois Conservation Police were contacted and dispatched to the scene. Conservation Police started a sonar search at 10:11 a.m. The first victim was located by sonar at 10:18 a.m. and was recovered at 10:35 a.m. The second victim was located by sonar at 12:31 p.m. and was recovered at 12:41 p.m.

Contributing Factors: Unknown
Failure to Wear Personal Floatation Device (PFD)

4. On April 1, 2012 a PWC accident occurred near the 55th street boat launch in Moline, IL, Mississippi River Pool #15. The victim was test driving his new PWCs. The victim gave short rides to two children prior to the third and final trip. On the third trip, the victim turned to come back to the boat launch area. At this time the victim and passenger fell off the PWC and were approximately 20 yards away from where the PWC stopped. The Passenger (wearing a PFD) was able to swim back and reboard the PWC. The victim (not wearing a PFD) was unable to swim to the PWC and started yelling. The victim was observed "bobbing" above and below the water line before going under the water and not resurfacing. Passenger was uninjured. Passenger was unable locate the victim. 911 was called at 6:48 p.m. Moline Fire Dept. responded to the scene and began the body recovery effort at this location. A search was conducted by Moline, East Moline and Arsenal Fire Departments via boat. On April 2, 2012 a body recovery was made at 6:55 p.m.

Contributing Factors: Alcohol Impairment
Cold Water Immersion
Sharp Turn
Failure to Wear Personal Floatation Device (PFD)

5. On April 1, 2012, the victim fell from his boat while fishing, and drowned. The victim was reported missing on the morning of April 2, 2012 to Pike County Sheriff Department. The brother went to the pond (located on property) and discovered the ATV the victim used to travel from the house to the pond. The brother found the jon boat the victim used to fish from in the middle of pond. The brother could see the fishing pole the victim used was still in the boat and appeared to have not been casted into the water. There was the bucket the victim used to sit on was also turned on its side in the boat. The brother stated he believed his father had fallen into the water and drowned. The brother conducted a brief search of the water himself and after a short while contacted the sheriff's department for assistance. The Pike County Sheriff Dept. contacted Conservation Police at 9:15 a.m. and asked for their assistance in searching the pond for the victim. Conservation Police observed a camouflage hat floating near where the brother stated he had first found the victim's boat floating. After a few passes in the area of the hat they were able to retrieve the victim from the bottom of the pond. The victim apparently used a bucket as a seat in the small jon boat. The position of the bucket (on its side) lead Conservation police to believe that the victim was seated when he fell overboard. Due to the victims' age, it is possible the victim suffered from a heart condition which may have contributed to the accident. The victim was not wearing a life jacket and he drowned as a result of falling overboard.

Contributing Factors: Medical Condition
Failure to Wear Personal Floatation Device (PFD)

6. On May 20, 2012 at approximately 4:25 p.m., the victim's boat was discovered unoccupied and was then reported to the Winnebago County Sheriff's Dept. The vessel was located on the Rock River at the vacant U.S. Coast Guard Auxiliary Station boat launch with the victim missing. A joint investigation was conducted by the Winnebago County Sheriff's Department and the Conservation Police. For an unknown reason, the victim left his watercraft or was ejected during use. The Conservation Police sonar operator discovered what was believed to be the victim in 14 feet of water a short distance downstream of the U.S. Coast Guard Auxiliary Boat Launch. The Rockford Fire Dive Team dove on the site and subsequently recovered the victim. The victim was not wearing a personal floatation device (PFD) at the time of the incident. There is no evidence of criminal activity. His Mercury outboard motor had a "kill switch" installed, but it had been overridden. The victim was not wearing the "engine kill lanyard," (There was none present on the boat). There were no obvious signs of injury to the victim's body at the autopsy. The toxicology report indicates his blood alcohol content at time of death was .152% with the presence of cannabis and cocaine in his system. Alcohol/Drug impairment, failure to wear a PFD and failure to have the engine kill switch lanyard properly installed and worn are the primary factors which lead to the victim's death in this incident.

Contributing Factors: Alcohol Impairment
Failure to Wear Personal Floatation Device (PFD)

7. On June 6, 2012 Conservation Police responded to a capsized boat on a private pond. The victim and friend were in a boat, fishing on a private pond. The boat was anchored at the front and back (bow and stern). Both individuals were straddling the boat's seats, fishing off the left (port) side. The victim stood up in the boat and lost his balance. The victim fell hitting his back on the right (starboard) gunwale. The victim fell within the boat causing the boat to lean to starboard. The boat's movement caused the friend to fall backwards to starboard. With their combined weight and momentum the boat capsized causing both of them to fall into the water. They attempted to swim with the boat to shore. After approximately 15 minutes they decided to leave the boat and swim to shore. The friend made it to shore. The victim did not. The victims' body was recovered. There were no personal flotation devices on the boat. LaSalle County Coroner completed the autopsy report. The findings were Accidental Drowning with Methadone Intoxication as a contributing factor.

Contributing Factors: Drug/Alcohol Impairment
Failure to Wear Personal Floatation Device (PFD)

8. On June 12, 2012 vessel 1, with five occupants, had launched beneath the Arch in St. Louis. They drove for a few minutes upstream when the vessel motor quit. They could restart the motor, but when put in gear the motor would die. Vessel 1 drifted downstream toward some moored barges, eventually getting wedged underneath one of the barge's rakes. A commercial tug saw vessel 1 in distress and launched a rescue vessel, a Zodiac, with two crew members on board. The Zodiac attempted to rescue the five passengers trapped under the moored barges inside vessel 1. On one of the passes in front of the barges, the Zodiac was caught in swift current, which caused the bow to swing downstream and hit the front of a flat barge. The Zodiac capsized and ejected the operator and passenger (the victim) into the river. The operator and the victim went under the barge. The operator was able to pull himself out quickly, while the victim could not. Other commercial tugs in the area responded to the distress call and rescued the two crew members of the Zodiac. The victim was not breathing. The victim was later taken to the hospital and pronounced dead. The operator of the Zodiac, along with workers from the barge that picked him up, tied off to the moored barges and lowered a line to the five passengers of vessel 1 still caught under the barge. As soon as the five passengers grabbed onto the line, vessel 1 was forced under the barge by the river current. One passenger was lifted onto the moored barges, while the other four were rescued by being thrown lines from a tug positioned on one of the flat barges and being pulled forward. All persons were transported to nearby hospitals with the victim (the Zodiac passenger) being pronounced dead. All other persons involved were checked out, with nothing more than scratches being reported.

Contributing Factors: Operator Inexperience
Sudden Acceleration
Sharp Turn
Failure to Wear Personal Floatation Device (PFD)

9. On June 18, 2012 at approximately 9:30 p.m. the operator and the victim were drifting on Gages Lake. They had reportedly been drinking alcohol most of the evening and swimming on Gages Lake. They had jumped off the boat multiple times over the course of the evening. According to the Lake County Sheriff's report, just after 9:30 p.m. both the operator and the victim had jumped off the pontoon boat, which had not been anchored. The pontoon boat had drifted away from them, so they both tried to swim to shore. The operator heard the victim gasping behind him in the water. When the operator exited the water on shore, he looked back and did not see the victim. The operator walked home, but did not call 911. A witness observed the pontoon boat near his pier, and observed the operator walking on the shoreline. The operator hid from police most of the night, and a search for the victim was unsuccessful during the night. On June 19, 2012 at approximately 3:20 p.m. a McHenry Fire Department diver located the victim in 44 feet of water. Grayslake Fire Department assisted in the recovery. The Lake County Coroner toxicology report indicated the victim had a BAC of .324. The operator was later arrested and charged with failure to render aid to the victim (Class 2 Felony) and OUI/Alcohol resulting in death (Class 2 Felony).

Contributing Factors: Alcohol Impairment
Failure to Wear Personal Floatation Device (PFD)

10. On June 26, 2012 at approximately 3:00 p.m. a fatal boat crash involving two boats occurred on Rend Lake just north of the Gun Creek Boat Ramp. Vessel 1 (23 foot open bow) and Vessel 2 (15 foot open bow) were cruising together in a northeast direction. Vessel 1 (V1) was approximately 100 yards behind and to the left of Vessel 2 (V2). V2 executed a sharp left turn, directly in the path of V1. V1 struck V2 just forward of midship and continued up and over V2. V1 then came to rest. V1 struck throttle control of V2 and broke it off at base while passing over. V2 continued in forward motion with the throttle broke off in the half speed position, at approximately 35 mph. V2 then ran aground, travelling about 40 feet on shore before being stopped by small trees. At impact of V1 and V2, V1 operator struck windshield and steering wheel of V1, sustaining minor injuries and was subsequently admitted and released. The front passenger of V1 sustained major injuries and was flown to emergency care unit in St. Louis. The rear passenger of V1 sustained very minor scrapes and was treated at the scene. At impact of V1 and V2, the operator of V2 was ejected from the boat and was not recovered until the next day, pronounced deceased at the scene by the coroner. Passenger on V2 was ejected upon impact with trees at final resting spot of boat. EMS stabilized and immediately transported the passenger back to boat ramp where he was eventually airlifted to St. Louis and pronounced dead.

Contributing Factors: Alcohol Impairment
Failure to Wear Personal Floatation Device (PFD)

11. On July 15, 2012 at 1:53 p.m. the Greene County Sheriff's Department was notified of a subject floating face down in a farm pond. The victim was found floating face down in the center of the pond. At the east end of the pond was a 12 foot aluminum jon boat. It was turned over and floating in the shallow east end of the pond. It is unknown at what time the victim entered the water. According to Greene County Sheriff's Deputy, the victim's wife stated the victim went to the farm about 2:30 p.m. on July 14, 2012. On July 15, 2012 about 1:30 p.m. she went to the farm and found him floating face down. It is unknown if the jon boat was used by the victim. No life jackets were found in the water, in the boat, or on the bank of the pond. Coroner's Forensic Pathologist ruled the immediate cause of death was drowning.

Contributing Factors: Unknown
Failure to Wear Personal Floatation Device (PFD)

12. On July 28, 2012 the victim was being pulled on a tube behind vessel #2 In the middle of Petite Lake, approximately 150 yards. out from shore The subject fell off of the tube and was struck by vessel #1. The operator of vessel 1 was charged with OUI and reckless homicide.

Contributing Factors: Drug/Alcohol Impairment
Careless/Reckless Operation
Operator Inattention

13. On August 8, 2012 at approximately 5:15 p.m., Conservation Police received a call from a Frank Holten State Park worker that there was an overturned vessel in Grand Marais Lake. Conservation Police responded to find a kayak overturned along the East shore of the lake. The kayak was against a rip rap point about 120 yards north of the south boat launch. At about 6:10 p.m., two fishermen yelled to Conservation Police that a body was floating in the lake. The body was recovered from the lake. Autopsy results showed drowning as the cause of death.

Contributing Factors: Unknown
Failure to Wear Personal Floatation Device (PFD)

14. On August 27, 2012 vessel 1 was operating from a beach commonly referred to as "Nude Beach" on the East side of Carlyle Lake. The vessel was heading towards the west side of the lake. Passenger 1 (victim 1) jumped into the lake so he could urinate after Vessel 1 came to a stop. Victim 1 could not swim and went under water. Operator (victim 2) then jumped into the lake in an attempt to help him. Victim 2 began to struggle in the water. Passenger 2 could not get the vessel to start due to the fact that the engine kill switch had been flipped. Passenger 2 yelled for help, and witnesses stopped and jumped into the water in an attempt to save them. They were unsuccessful. On August 27, 2012 the body of victim 1 was found approximately 1.75 miles north of the accident location. On August 28, 2012 the body of Victim 2 was found approximately 1.75 miles south of the accident location. The results from the St Louis University Forensic Toxicology Lab showed victim 1 had a BAC of .029 and victim 2 had a BAC of .030.

Contributing Factors: Alcohol Impairment
Departed Vessel Voluntary
Failure to Wear Personal Floatation Device (PFD)

15. On September 29, 2012 at approximately 11:00 a.m., the victim met 2 Subjects at the 600 North bridge crossing the Little Wabash River 1/2 mile south of Emma, IL. Subject 1 brought an extra kayak for the victim to use. Subject 1 stated Subject 2, the victim, and himself all shared smoking a marijuana joint under the bridge before they left. All three then got into their own kayak and began heading down the river. At approximately 12:30 p.m. Subject 1 first navigated around a log jam at a bend in the river, followed by Subject 2. Subject 2 stated he felt the victim's kayak hit the back of his kayak and when Subject 2 turned around the victim was not there. Subject 1 stated the victim's kayak was pushed by the strong current up against the log jam and caused his kayak to roll. The strong current then swept the victim under the log jam. Both Subject 1 and Subject 2 stated they observed the victim's hand come up between the logs; however they could not get to him. Subject 1 called 911 at 12:33 p.m. Conservation Police arrived on the scene approximately 1:15 p.m. Additional Conservation Police also arrived to help with the sonar search. At approximately 8:00 p.m. the Black Township Fire Dept. (Indiana Dive Team) and the Mars Township Fire Dept. (Indiana) arrived to help in the search. The Black Township Fire Dept. (Indiana Dive Team) decided the current was too strong and hazardous to dive. The Black Township Fire Dept. (Indiana Dive Team) also used a sonar unit and the search continued until approximately 10:30 p.m. on September 29, 2012. On September 30, 2012 Black Township Fire Dept. (Indiana Dive Team), and Conservation Police searched with sonar and drag bars. On October 2, 2012 at approximately 9:10 a.m. Conservation Police spotted the victim 200 feet down river from the log jam. The victim was found floating against the bank. Drowning was determined to be the cause of death. The kayak struck a log jam and capsized causing the victim to enter the water and drown. Strong current and large amounts of debris are contributing factors as well as operator inexperience. Additional factors leading to the victim's death were cannabis use and not using a Personal floatation device (PFD).

Contributing Factors: Drug Use
Operator Inexperience
Hazardous Waters Due to Currents
Failure to Wear Personal Floatation Device (PFD)

16. On September 30, 2012 the victim was operating a newly acquired jon boat on Glenn Shoals Lake directly West of Irving Cove on West side of lake. However, he operating without the engine cut off lanyard properly attached to his person. The boat was improperly loaded (to the stern) and was unstable, resulting in the victim falling overboard. Upon falling overboard, the jon boat continued to run unoccupied in a circling pattern. The victim drowned as a result of the accident.

Contributing Factors: Operator Inexperience
Improper Loading
Failure to Wear Personal Floatation Device (PFD)

Glossary of Boating Terminology

Airboat - A boat propelled by an engine producing air thrust. This type of boat does not include ground effect vessels or air cushion vehicles (hovercraft).

At anchor - Held in place in the water by an anchor; includes “moored” to a buoy or anchored vessel and “dragging anchor”.

Auxiliary Sail - A sailboat also equipped with an engine.

Cabin motorboat - A motorboat equipped with accommodation spaces, i.e., bunks or berths.

Canoe - A small narrow boat, propelled by paddles. Canoes usually are pointed at both bow and stern and are normally open on top, but can be covered.

Capsizing - Overturning of a vessel.

Carbon Monoxide Poisoning - Death or injury resulting from an odorless, colorless gas generated from auxiliary boat equipment (stoves, heaters, refrigerators, generators, hot water heaters, etc.), another boat’s exhaust, or the exhaust of the vessel on which persons were either aboard or in close proximity.

Careless/Reckless Operation - A vessel is being operated carelessly or negligently when it endangers the life, limb or property of persons onboard or other vessels.

Collision with fixed object - The striking of any fixed object, above or below the surface of the water.

Collision with floating object - Collision with any waterborne object above or below the surface that is free to move with the tide, current, or wind, except another vessel.

Collision with vessel - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision.

Congested Waters - Where the body of water is either too small or narrow to safely accommodate the number of boats on it.

Cruising - Proceeding normally, unrestricted, with an absence of drastic rudder or engine changes.

Documented vessel - A vessel of five or more net tons owned by a citizen of the United States and used exclusively for pleasure with a valid marine document issued by the Coast Guard. Documented vessels are not numbered.

Drifting - Underway, but proceeding over the bottom without use of engines, oars or sails; being carried along only by the tide, current, or wind.

Electrocution - Death or injury resulting from an electrical current that comes in contact with water causing electrocution of the victim.

Excessive Speed - Speed above that which a reasonable and prudent person would have operated under the conditions that existed. It is not necessarily a speed in excess of a posted limit.

Failure to vent - Prior to starting the engine, failure to turn on the powered ventilation system that brings in “fresh air” and expels gasoline vapors from the engine compartment.

Fall in Boat - Any operator or passenger who slips, trips, or falls on board or within the vessel.

Falls on Boat - Any operator or passenger who impacts the vessel.

Falls Overboard - Any operator or passenger who falls off of the vessel.

Fiberglass (plastic) hull - Hulls of fiber-reinforced plastic. The laminate consists of two basic components, the reinforcing material (glass filaments) and the plastic or resin in which it is embedded.

Fire/explosion (fuel) - Accidental combustion of vessel fuel, liquids, including their vapors, or other substances such as wood.

Fire/explosion (other) - Accidental burning or explosion of any material onboard except vessel fuels or their vapors.

Flooding/Swamping - Filling with water, regardless of method of ingress, but retaining sufficient buoyancy to remain on the surface.

Fueling - Any stage of the fueling operation; primarily concerned with introduction of explosive or combustible vapors or liquids on board.

Grounding - Running aground of a vessel, striking or pounding on rocks, reefs, or shoals; stranding.

Hazardous Waters - Rapid tidal flows (the vertical movement of water) and/or currents (the horizontal flow of water) resulting in hazardous conditions in which to operate a boat.

Houseboat - A motorized vessel designed primarily with accommodation spaces with little or no foredeck or cockpit, with low freeboard and with a low length to beam ratio.

Hull Failure - Defect or failure of the structural body of a vessel (i.e., hull material, design, or construction) not including superstructure, masts, or rigging.

Ignition of Spilled Fuel or Vapor - Accidental combustion of vessel fuel, liquids, and/or their vapors.

Improper anchoring - Where a boat is either in the process of being anchored incorrectly or incorrectly held in place in the water by an anchor.

Improper loading - Loading, including weight shifting, of the vessel causing instability, limited maneuverability, or dangerously reduced freeboard.

Improper lookout - No proper watch; the failure of the operator to perceive danger because no one was serving as lookout or the person so serving failed in that regard. Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Inflatable - A vessel constructed with its sides and bow made of flexible tubes containing pressurized gas. On smaller inflatables, the floor and hull beneath it is often flexible. On larger inflatables, the boat often has a rigid floor and solid hull capable of supporting a more powerful transom mounted outboard engine or even an inboard engine.

Kayak - A small boat with a cockpit that is propelled by a double-bladed paddle by a sitting paddler.

Lack of or improper boat lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

Machinery Failure - Defect and/or failure in the machinery or material, design or construction, or components installed by the manufacturer involved in the mechanical propulsion of the boat (e.g., engine, transmission, fuel system, electric system, and steering system).

Maneuvering - Changing of course, speed, or similar boat handling action during which a high degree of alertness is required or the boat is imperiled because of the operation, i.e. docking, mooring, undocking, etc.

Motorboat - Any vessel equipped with propulsion machinery.

Numbered vessel - An undocumented vessel numbered by a state with an approved numbering system under Chapter 123 of title 46, U.S.C.

Open Motorboat - Craft of open construction specifically built for operating with a motor, including boats canopied or fitted with temporary partial shelters.

Operator Inattention - Failure on the part of the operator to pay attention to the vessel, its occupants, or the environment in which the vessel is operating.

Operator Inexperience - Lack of practical experience or knowledge in operating a vessel or, more particularly, the vessel involved in the accident.

Outboard - An engine not permanently affixed to the structure of the craft, regardless of the method or location used to mount the engine, e.g., motor wells, "kicker pits", motor pockets, etc.

Overloading - Excessive loading of the vessel causing instability, limited maneuverability, dangerously reduced freeboard, etc.

Passenger/Skier Behavior - Behavior by any of the boats passengers as well as those being towed that interferes with the safe operation of a vessel.

Personal Watercraft - Craft designed to be operated by a person or persons sitting, standing or kneeling on the craft rather than within the confines of a hull.

Pontoon Boat - A boat consisting of a rigid structure connecting at least two parallel fore (front) and aft (back) rigid sealed buoyancy chambers.

Restricted Vision - A vessel operator's vision is said to be restricted when it is limited by a vessel's bow high trim, or by glare, sunlight, bright lights, a dirty windshield, spray, a canopy top, etc.

Rowboat - A open boat propelled by one or more persons using oars.

Rules of the Road Infraction - Violation of the statutory and regulatory rules governing the navigation of vessels.

Sail (only) - Any boat whose sole source of propulsion is the natural element (i.e., wind) or a boat designed or intended to be propelled primarily by sail, regardless of size or type.

Sharp Turn - An immediate or abrupt change in the boat's course of direction.

Sinking - Losing enough buoyancy to settle below the surface of the water.

Skier Mishap - Skier mishap is defined by persons (1) falling off their water-skis, (2) striking a fixed or submerged object, or by (3) becoming entangled or struck by the tow line. Also includes mishaps involving inner-tubes and other devices on which a person can be towed behind a boat.

Standing/Sitting on gunwales, bow, and transom - Standing/Sitting on the upper edge of the side of a boat, usually on a small projection above the deck; and/or standing/sitting on the most forward part of the boat; and/or standing/sitting on the back of the boat.

Starting in Gear - The boat's engine is started with the transmission in forward or reverse.

Steel hull - Hulls of sheet steel or steel alloy, not those with steel ribs and wood, canvas, or plastic hull coverings.

Sterndrive - An inboard/outboard engine system, with the engine inside the hull connected to an external lower unit containing a propeller. Steering is achieved by turning the lower unit.

Struck by Boat - A person is struck by a boat.

Struck by Propeller/Propulsion Unit - A person is struck by the propeller, propulsion unit, or steering machinery.

Struck Submerged Object - A boat's collision with any waterborne or fixed object that is below the surface of the water.

Towing - Engaged in towing any vessel or object, other than a person.

Wake - The track in the water of a moving boat; commonly used for the disturbance of the water (waves) resulting from the passage of the boat's hull.

Weather - As a contributing factor of an accident, "Weather" is supposed to signify a stormy or windy condition, usually connoting rough or high seas and dangerous operating conditions.

Wood hull - Hulls of plywood, molded plywood, wood planking, or any other wood fiber in its natural consistency, including those of wooden construction that have been "sheathed" with fiberglass or sheet metal.

Contracting a Conservation Police Officer

The Department of Natural Resources' Office of Law Enforcement developed the "Target Illinois Poachers" program to encourage any concerned citizen who witnesses a poaching offense to report the violation. The toll-free number is 1-877-2DNRLAW (1-877-236-7529). Simply defined, "poaching" is the illegal taking or possession of game and nongame animals, fish or other resources. Hunting out of season and hunting at night with spotlights are two of the most obvious signs of poaching. Hunters and fishermen possessing more than the legal limit is another. Slow moving or partially hidden vehicles, shots heard at unusual hours or game being concealed are all suspect.

But there is another serious problem that affects everyone: pollution. DNR is teaming up with the Illinois Attorney General and the Illinois Environmental Protection Agency to investigate and bring to prosecution those who would intentionally pollute our land, water and air. If you are aware of improper dumping of discarded chemical or petroleum barrels or of any other potential environmental crime, please report it. If you locate an environmental hazard, keep a safe distance and call the TIP hotline with the details at 1-877-2DNRLAW (1-877-236-7529).

Remember good law enforcement is everybody's responsibility. If you see a violation, report it. Let's Target Illinois' Poachers and Polluters!

Conservation Police Region Office Locations

REGION I

2317 E. Lincolnway
Suite A
Sterling, IL 61081
(815) 625-0086

REGION II

2050 W. Stearns Rd
Bartlett, IL 60103
(847) 608-3100

REGION III

15676 State Rte. 54
Clinton, IL 61727
(217) 935-6860

REGION IV

4521 Alton Commerce Pkwy
Alton, IL 62002
(618) 462-1181

REGION V

11731 State Hwy 37
Benton, IL 62812
(618) 435-8138

SPRINGFIELD ADMINISTRATIVE OFFICE

One Natural Resources Way
Springfield, IL 62702-1271
(217) 782-6431



Operates 24 hrs./day, 7 days/week.
Ameritech Relay 1-800-526-0644
for the deaf and hearing impaired.

**For all other requests for an Illinois
Conservation Police Officer (CPO) after
regular business hours, contact your Illinois
State Police District HQ dispatch Center.**

Help Keep America's Waterways Safe and Secure

AMERICA'S WATERWAY WATCH

To Report Suspicious Activity
Call the National Response Center

877-24WATCH

For Immediate Danger to Life or Property

911