

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

# Boating Report

Federal Fiscal Year October 1, 2016 – September 30, 2017  
Office of Law Enforcement

2017



## FOREWORD

Boating Report 2017 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 2017 (FFY17) (10/01/2016 – 09/30/2017), excluding the registered boats, which is based on calendar year 2017. 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 Report 2017 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 bottom of the cover page. For an electronic copy, visit the IDNR Website at:

<http://www.dnr.illinois.gov/safety/Pages/IncidentReportSummaries.aspx>

## Law Enforcement Creed

*“To serve, protect, and educate the citizens of, 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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The Illinois Boating Digest has been posted on the IDNR website at <http://www.dnr.illinois.gov/boating/Documents/BoatDigest.pdf>. The Boating Digest will no longer be available in pamphlet form. It has been converted into a PDF document for easier viewing and printing from the website.

# INTRODUCTION

## SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year (FFY) 2017 (10/01/2016 – 09/30/2017), excluding the registered boats, which is based on calendar year 2017. 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 US 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 five 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.

**Operators of motorboats involved in a boating accident resulting in serious injury or death must submit to chemical testing (breath, blood, or urine) upon request by the investigating law enforcement officer. Failure to submit to requested testing or submitting to testing but failing such testing, shall result in a suspension of the motorboat operator's Illinois driver's license by the Illinois Secretary of State.**

### ***Suspension Provisions***

A person's privileges to operate a watercraft may be suspended for a period of one to three years for violations of operating under the influence, careless or reckless operation, or failure to report an accident. Further, it shall be unlawful for any person to operate a watercraft when their privileges have been suspended or revoked in this state, or by another state, a federal agency, or a province of Canada.

### ***How Do I Report A Boating Violation or Boat Accident?***

Illinois Conservation Police Officers 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 HQ dispatch center for assistance in contacting a Conservation Police Officer. A listing of Illinois State Police Districts can be found at <http://www.isp.state.il.us/>.

## **“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.
- Electrocution 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 occurs during accidents that only involve unmodified inner tubes.
- Casualties or damage that occurs when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occurs 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 2017 (FFY17) (10/01/2016 – 09/30/2017), excluding the registered boats, which is based on calendar year 2017.

- Illinois officers investigated 80 reportable boat accidents, which was a 1% increase over FFY 2016. A total of 48 injuries were reported in FFY 2017, a (42%) increase from previous year. A total of 12 fatalities were reported in FFY 2017, which tied the previous reporting period.
- The IDNR Office of Law Enforcement recorded 45,725 personal service hours worked on the Recreational Boating Safety Program, which accounted for 15% of total work hours. This was an 8.5% increase from the total hours worked on the program in FFY 2016. The Office of Law Enforcement's estimated on the water hours of 19,204 showed a 17% increase in hours worked on-the-water over the preceding period which was 16,355 hours.
- Boating enforcement activity by the Illinois Conservation Police saw a decrease in the total number of citations and written warnings issued FFY 2017 from the previous year. Citations decreased from 1,721 to 1,355 (-21%) and written warnings decreased from 5,258 to 4,886 (-7%). Operating under the influence arrest decreased from 180 to 148 (-17%). Personal floatation device and operating under the influence remained the top boating violations cited by officers. The decrease in boating activity was expected and attributed to the poor weather and water conditions throughout the state during spring/summer of 2017.
- The total number of registered boats continues to decline from 248,948 last year to 248,696 this year. The total number of water usage stamps sold increased from 58,067 to 74,959.
- Boating accident reports indicate the majority of accidents occur between June, July and August, 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.
- Twelve people died in 12 Illinois boating accidents.
- Eight fatalities occurred during the week and four on the weekend
- Ten fatalities with clear conditions and nine with calm waters.
- The winds were light to moderate (eight) with good visibility (nine)
- In the majority of fatalities, the operators had no formal boat safety education (nine).
- Three out of 12 fatalities involved alcohol/drug impairment
- 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, nine may have survived if they had worn their PFDs.
- The State of Illinois does not require a US 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 US Coast Guard-approved PFD.
- The most proactive action a boater can do to ensure his/her safety on the water is wearing a US 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	Total Number of Water Usage Stamps Sold	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	0	22	0	0	0	0
1991	179	125	31	224	362,000	0	23	0	0	0	0
1992	147	124	28	200	365,000	0	20	0	0	0	0
1993	134	94	32	163	371,000	0	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	Total Number of Water Usage Stamps Sold	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	0	15	67	0	0	0
1995	178	88	16	228	386,500	0	13	111	0	0	0
1996	155	90	27	214	390,000	0	23	93	0	0	0
1997	145	81	14	223	397,000	0	10	123	0	0	14,328
1998	176	107	19	249	395,500	0	12	75	0	0	16,048
1999	159	75	13	238	394,108	0	10	95	0	0	13,822
2000	155	76	14	231	370,568	0	11	100	0	0	11,869
2001	112	75	8	171	368,047	0	7	180	2,263	0	13,185
2002	135	92	23	188	364,075	0	13	199	1,630	0	13,369
2003	84	63	13	122	360,252	0	7	125	NA	0	10,827
2004	78	45	18	103	356,305	0	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	0	12	185	1,403	NA	15,046
2006	79	66	18	119	343,591	0	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	0	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	0	10	185	1,603	3,695	39,998
2009	102	71	25	137	329,032	0	15	179	1,960	5,576	21,403
2010	105	76	16	145	323,191	0	13	155	1,853	5,438	13,363
2011	103	70	21	136	319,559	0	15	121	1,520	4,581	27,346
2012	101	69	19	135	312,664	0	15	123	1,230	3,972	50,664
2013	65	50	14	90	271,116	0	12	115	1,235	4,525	40,734
2014	77	54	20	98	252,094	34,759	16	159	1,504	5,127	38,275
2015	74	49	14	96	233,062	48,001	14	155	1,415	4,518	42,379
2016	73	36	11	103	248,948	58,067	10	147	1,721	5,258	42,160
2017	80	48	12	123	248,696	74,959	12	145	1,355	4,886	45,725
<b>Total</b>	<b>6,019</b>	<b>3,702</b>	<b>1,337</b>	<b>8,075</b>	<b>9,512,230</b>	<b>215,786</b>	<b>812</b>	<b>3,394</b>	<b>25,534</b>	<b>55,769</b>	<b>530,597</b>

## BOATING SAFETY EDUCATION

The 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 website at <http://dnr.state.il.us>.

<b>Traditional Classroom Course</b>					<b>Boat-Ed &amp; BoaterExam.com Internet Courses</b>			
<u>Year</u>	<u>Total Classes</u>	<u># Students Certified</u>	<u># Students Failed</u>	<u>Total Students</u>	<u>Year</u>	<u>Exams Issued</u>	<u>Certified</u>	<u>Failed</u>
<b>2005*</b>	95	2,390	38	2,428	<b>2005*</b>	890	732	158
<b>2006</b>	74	1,449	68	1,517	2006	1,693	1,405	288
<b>2007</b>	70	1,215	20	1,235	2007	1,687	1,358	313
<b>2008</b>	47	857	13	870	2008	1,699	1,362	313
<b>2009</b>	49	874	14	888	2009	2,208	2,037	171
<b>2010</b>	40	902	20	922	2010	2,410	2,410	0
<b>2011</b>	40	693	19	712	2011	2,261	2,261	0
<b>2012</b>	41	712	0	712	2012	2,016	2,016	0
<b>2013</b>	35	548	2	550	2013	2,731	2,731	0
<b>2014</b>	33	539	15	524	2014	2,566	2,566	0
<b>2015</b>	30	460	10	470	2015	2,971	2,971	0
<b>2016</b>	34	561	0	561	2016	3,275	3,275	0
<b>2017</b>	27	375	0	375	2017	3,073	3,073	0
<b>Total</b>	<b>615</b>	<b>11,575</b>	<b>219</b>	<b>11,764</b>	<b>Total</b>	<b>29,480</b>	<b>28,197</b>	<b>1,243</b>

\* In May 2005 Boat-Ed started

\* In June 2010 BoaterExam.com started

## **REGISTERED RECREATIONAL BOATS**

Illinois requires every watercraft, except non-powered watercraft, 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 and 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 IDNR 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:

### **Transaction Fees**

#### **New and Transfer Renewal**

Class 1 - All powered Watercraft less than 16 ft. except non-powered - **\$28.00**

Class 2 - 16 ft. to less than 26 ft. - **\$60.00**

Class 3 - 26 ft. to less than 40 ft. - **\$160.00**

Class 4 - 40 ft. and over - **\$210.00**

#### **Renewal**

Class 1 - All powered Watercraft less than 16 ft. except non-powered - **\$18.00**

Class 2 - 16 ft. to less than 26 ft. - **\$50.00**

Class 3 - 26 ft. to less than 40 ft. - **\$150.00**

Class 4 - 40 ft. and over - **\$200.00**

**Corrected Title, Corrected Registration, Duplicate Title, Duplicate Decals, Duplicate Registration - \$7.00** for each transaction.

**Title Search - \$7.00** for each title search.

**Dealer or Manufacturer Title - \$10.00** for each transaction.

#### **USCG Registration Fees or Renewal Fees**

Class 2 - 16 ft. to less than 26 ft. - **\$50.00**

Class 3 - 26 ft. to less than 40 ft - **\$150.00**

Class 4 - 40 ft. and over - **\$200.00**

### **WATER USAGE STAMPS**

One purpose of implementing the Water Usage Stamp was to end the requirement that paddler's title and register their watercraft. Funds generated through sale of the Water Usage Stamp will be used to improve legal and adequate access to rivers and streams for the paddling community.

Non-motorized watercraft, canoes, kayaks, and paddle boats in Illinois are no longer required to be titled/registered in Illinois, unless the vessels have a motor or sail. They are now required to purchase a Water Usage Stamp for \$6.00 per calendar year for each of the first three vessels, and \$3.00 each for any additional vessels. Please note: an agent fee of \$.50 will be charged per vessel. All of the new Water Usage Stamps must

be purchased at the same time to receive the discount. Water Usage Stamps are mandatory for all non-powered watercraft. The stamps are available over the counter from DNR Direct license and permit point of sale vendors.

Any person using a non-powered watercraft on the waters of this state shall have a valid Water Usage Stamp affixed to an area easily visible either on the exterior or interior of the device. Each water usage stamp shall bear the calendar year the stamp is in effect.

**What non-motorized vessels require a water usage stamp?**

“Non-powered watercraft” is defined as any canoe, kayak, kiteboard, paddleboard, or other vessel not propelled by sail, canvas, or machinery of any sort. If you are using non-powered watercraft as a conveyance (transportation device between two points) that non-powered watercraft requires a Water Usage Stamp.

**2017**  
**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	20	406	4	0	4	434
Fiberglass	3,776	6,121	302	3	32	10,234
Metal	129	31,945	61	0	5	32,140
Inflatable	16	1,114	4	0	1	1,135
Other	106	1,983	31	0	6	2,126
<b>Total</b>	<b>4,047</b>	<b>41,569</b>	<b>402</b>	<b>3</b>	<b>48</b>	<b>46,069</b>
Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	237	607	57	0	4	905
Fiberglass	12,643	25,545	24,113	48	374	62,723
Metal	660	87,155	774	0	11	88,600
Inflatable	16	65	11	0	0	92
Other	56	381	62	0	2	501
<b>Total</b>	<b>13,612</b>	<b>113,750</b>	<b>25,017</b>	<b>48</b>	<b>391</b>	<b>152,821</b>
Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Sterndrive	Inboard	Outboard	
Wood	25	10	16	10	1	62
Fiberglass	2,755	422	4,489	949	88	8,703
Metal	123	1,267	165	6	0	1,561
Inflatable	0	1	3	0	0	4
Other	0	0	0	0	0	0
<b>Total</b>	<b>2,903</b>	<b>1,700</b>	<b>4,673</b>	<b>965</b>	<b>89</b>	<b>10,330</b>

Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern drive	Inboard	Outboard	
Wood	13	0	0	2	0	15
Fiberglass	779	13	120	138	2	1052
Metal	60	51	78	3	0	192
Inflatable	3	1	0	0	0	4
Other	0	0	0	0	0	0
<b>Total</b>	<b>855</b>	<b>65</b>	<b>198</b>	<b>143</b>	<b>2</b>	<b>1263</b>
Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern drive	Inboard	Outboard	
Wood	1	0	0	0	0	1
Fiberglass	12	1	1	0	0	14
Metal	16	2	24	0	0	42
Inflatable	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Total</b>	<b>29</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>57</b>
Hull Material	Total Mechanically Propelled					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern drive	Inboard	Outboard	
Wood	296	1,023	77	12	9	1,417
Fiberglass	19,965	32,102	29,025	1,138	496	82,726
Metal	988	120,420	1,102	9	16	122,535
Inflatable	35	1,178	18	0	1	1,232
Other	162	2,364	93	1	8	2,628
<b>Total</b>	<b>21,446</b>	<b>157,087</b>	<b>30,315</b>	<b>1,160</b>	<b>530</b>	<b>210,538</b>
Hull Material	Other Boats					Total
	Not Mechanically Propelled			Personal Watercraft	Other Boats	
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	70	105	45	19	30	269
Fiberglass	1,913	2,708	644	20,408	1,680	27,353
Metal	5,545	26	874	71	1,306	7,822
Inflatable	88	10	26	40	191	355
Other	855	209	1,720	416	1,209	4,409
<b>Total</b>	<b>8,501</b>	<b>3,058</b>	<b>3,309</b>	<b>20,954</b>	<b>4,416</b>	<b>40,208</b>
<b>14,868</b>						

**Total Number of Registered Boats**

**248,696**

**Total Number of Water Usage Stamps Sold**

**74,959**

# BOATING ENFORCEMENT

## Top Boating Violations

<b>Top Citations</b>	
<b>Type of Boating Violations</b>	<b>Citations</b>
Wearable PFD (Type I, II, Or III Required)	293
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	155
Under The Influence Of Alcohol	148
Operation Of Unnumbered Watercraft	112
Operating With BAC Over .08	99
Personal Flotation Devices	73
Operation In No Wake Area	55
Failure To Transfer Certificate Of Number	40
License Required-Passenger For Hire/Boat Rental	40
Failure To Display Valid Registration Decal	39
Operating W/Out Proper Lights Between Sunset/Sunrise	32
Fire Extinguisher	32
Careless Operation	25
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	22
Passenger Location	20
<b>Total Number of Citations Issued</b>	<b>1355</b>

<b>Top Written Warnings</b>	
<b>Type of Boating Violations</b>	<b>Written Warnings</b>
Battery Covers	911
Personal Flotation Devices	551
Operation Of Unnumbered Watercraft	548
Fire Extinguisher	521
Operation Of Motorboat Without Horn Or Whistle	430
No Water Usage Stamp (Non-Powered Watercraft)	259
Lanyard Cut-Off Switch	229
Type V PFD Approved For Activity Used	223
Operation In No Wake Area	177
Failure To Display, Improper Display Of Registration Number	123
Type IV PFD On Board (16 Feet And Over)	110
Passenger Location	103
Displaying Orange Flag While Towing Person	99
Operating W/Out Proper Lights Between Sunset/Sunrise	96
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	83
<b>Total Number of Written Warnings Issued</b>	<b>4886</b>



# Boat Citations

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	5	Resistance To Officers
625 45 2-4B	2	Failure To Obey Direction Of Police Officer
625 45 3-1	112	Operation Of Unnumbered Watercraft
625 45 3-1.5	15	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	9	Failure To Display, Improper Display Of Registration Number
625 45 3-4	0	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	40	Failure To Transfer Certificate Of Number
625 45 3-7	0	Loss Of Certificate Of Number/Registration Decal
625 45 3-9	39	Failure To Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	0	Failure To Transfer Title
625 45 3A-14	0	Failure To Transfer Title-Dealer
625 45 3A-15	0	Failure To Make Application Of Title
625 45 3A-17	0	Failure To Transfer Title-Individual
625 45 3A-20A	9	Operating W/O Certificate Of Title
625 45 3A-20B	0	Sell/Transfer W/O Certificate
625 45 3A-20C	0	Failure to Surrender Title
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	0	Abandoning A Watercraft
625 45 4-1	73	Personal Flotation Devices
625 45 4-1A	293	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	12	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	18	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	0	Type V PFD Approved For Activity Used
625 45 4-1E	1	No PFD on boat for Peron being Towed
625 45 4-1F1	1	PFDs Accessible
625 45 4-1F2	1	PFDs Serviceable Condition
625 45 4-1F3	1	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	155	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	32	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3A	0	Failure To Equip Boat W/Muffler System
625 45 4-3B	0	Mufflers-Exceeding Noise Level
625 45 4-4	0	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	32	Fire Extinguisher
625 45 4-6	1	Carburetor Arrestor
625 45 4-9	0	Sealing Of Marine Heads
625 45 4-10	12	Battery Covers
625 45 4-11	7	Lanyard Cut-Off Switch
625 45 4-12	2	Visual Distress Signals
625 45 5-1	25	Careless Operation
625 45 5-2A	4	Reckless Operation/Aggravated Reckless Operation
625 45 5-2B	0	Reckless Operation with Great Bodily Harm
625 45 5-3	2	Interference With Navigation
625 45 5-4A	13	Overloading Motorboat

Chapter / Act / Section	# Issued	Violation
625 45 5-4B	0	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	22	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	55	Operation In No Wake Area
625 45 5-13A	0	Passing
625 45 5-13B	3	Crossing
625 45 5-13C	2	Overtaking
625 45 5-13D	0	Right Of Way Violation
625 45 5-14	3	Towing of Persons
625 45 5-14A	11	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	0	Half Hour Before to Half Hour after Towing Water Skier
625 45 5-14E	2	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	99	Operating With BAC Over .08
625 45 5-16A 1 b	148	Under The Influence Of Alcohol
625 45 5-16 A 1 c	5	Under The Influence Of Drugs
625 45 5-16 A 1 d	4	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount Of Drug In Persons Blood Or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	5	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	13	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	20	Passenger Location
625 45 5-22B	1	Failure To Yield To Emergency Watercraft Upon Approach
625 45 5-22C	0	Failure To Yield To Emergency Watercraft When Stationary
625 45 6-1	0	Failure To Render Aid After Accident/Provide Information
625 45 6-1A	0	Failure to Render Assistance in Accident
625 45 6-1 A 1	2	Failure To Report Accident Within 1 Hour
625 45 7-1	40	License Required-Passenger For Hire/Boat Rental
625 45 7-7	0	License/Tag/Weight Fail To Display/Rental Boat
625 45 7-8	3	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	0	Registration/Per Article III
625 45 11A-1	1	Catch-all for violations of boat code & authority for ad rules.
<b>TOTAL VIOLATIONS</b>	<b>1355</b>	

# Boat Written Warnings

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	0	Resistance To Officers
625 45 2-4B	2	Failure To Obey Direction Of Police Officer
625 45 3-1	548	Operation Of Unnumbered Watercraft
625 45 3-1.5	259	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	123	Failure To Display, Improper Display Of Registration Number
625 45 3-4	0	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	55	Failure To Transfer Certificate Of Number
625 45 3-7	1	Loss Of Certificate Of Number/Registration Decal
625 45 3-7.5	0	Failure To Replace Lost/Destroyed Water Usage Stamp
625 45 3-9	73	Failure To Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	4	Failure To Transfer Title
625 45 3A-14	0	Failure To Transfer Title-Dealer
625 45 3A-15	3	Failure To Make Application Of Title
625 45 3A-17	0	Failure To Transfer Title-Individual
625 45 3A-20A	3	Operating W/O Certificate Of Title
625 45 3A-20B	3	Sell/Transfer W/O Certificate
625 45 3A-20C	0	Failure to Surrender Title
625 45 3A-21A	1	Alter, Forge or Counterfeit Manufacturer's or Importer's Certificate
625 45 3A-21D	1	Use False Name or Address, Conceal Facts in Application for Title
625 45 3A-21F	1	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3A-21G	0	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 3A-21H	1	Possess, Buy, Sell, Exchange, the title to Watercraft which is junk or salvage
625 45 3C-1A	2	Abandoning A Watercraft
625 45 4-1	551	Personal Floatation Devices
625 45 4-1A	19	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	4	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	110	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	223	Type V PFD Approved For Activity Used
625 45 4-1E	0	Water skier, aquaplanes, etc
625 45 4-1F1	5	PFDs Accessible
625 45 4-1F2	1	PFDs Serviceable Condition
625 45 4-1F3	1	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	38	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	96	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3A	0	Failure To Equip Boat W/Muffler System
625 45 4-3B	0	Mufflers-Exceeding Noise Level
625 45 4-4	430	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	521	Fire Extinguisher
625 45 4-6	2	Carburetor Arrestor
625 45 4-7	3	Ventilators
625 45 4-10	911	Battery Covers
625 45 4-11	229	Lanyard Cut-Off Switch
625 45 4-12	56	Visual Distress Signals

<b>Chapter / Act / Section</b>	<b># Issued</b>	<b>Violation</b>
625 45 5-1	7	Careless Operation
625 45 5-2	0	Reckless Operation/Aggravated Reckless Operation
625 45 5-2A	1	Reckless Operation of Watercraft
625 45 5-3	0	Interference With Navigation
625 45 5-4A	49	Overloading Motorboat
625 45 5-4B	1	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	83	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	177	Operation In No Wake Area
625 45 5-13A	3	Passing
625 45 5-13B	3	Crossing
625 45 5-13C	1	Overtaking
625 45 5-13D	3	Sailboats and Rowboats
625 45 5-14	16	Waterskiing
625 45 5-14A	14	Competent Observer, Vessel Capacity-3 Persons
625 45 5-14B	0	Hours For Skiing
625 45 5-14E	99	Displaying Orange Flag While Towing Person
625 45 5-16A	0	Operating Under the Influence
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	0	Operating With BAC Over .08
625 45 5-16A 1 b	0	Under The Influence Of Alcohol
625 45 5-16 A 1 c	0	Under The Influence Of Drugs
625 45 5-16 A 1 d	0	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount Of Drug In Persons Blood Or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	21	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	12	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	103	Passenger Location
625 45 5-22B	3	Failure To Yield To Emergency Watercraft Upon Approach
625 45 5-22C	1	Failure To Yield To Emergency Watercraft When Stationary
625 45 6-1	0	Failure To Render Aid After Accident/Provide Information
625 45 6-1 A 1	2	Failure To Report Accident Within 1 Hour
625 45 7-1	5	License Required-Passenger For Hire/Boat Rental
625 45 7-7	2	License/Tag/Weight Fail To Display/Rental Boat
625 45 7-8	0	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	0	Registration/Per Article III
<b>TOTAL VIOLATIONS</b>	<b>4886</b>	

## ***Boat Registration Inspections***

<b>Year</b>	<b>Type of Boat Inspections</b>	<b>Region I</b>	<b>Region II</b>	<b>Region III</b>	<b>Region IV</b>	<b>Region V</b>	<b>Total</b>
<b>2009</b>	Boat Registration Inspections	172	177	82	101	45	577
	Junk Boat Reports	4	1	0	0	0	5
	<b>Total</b>	<b>176</b>	<b>178</b>	<b>82</b>	<b>101</b>	<b>45</b>	<b>582</b>
<b>2010</b>	Boat Registration Inspections	155	320	67	110	42	694
	Junk Boat Reports	2	0	0	0	0	2
	<b>Total</b>	<b>157</b>	<b>320</b>	<b>67</b>	<b>110</b>	<b>42</b>	<b>696</b>
<b>2011</b>	Boat Registration Inspections	159	258	63	95	49	624
	Junk Boat Reports	2	0	1	0	0	3
	<b>Total</b>	<b>161</b>	<b>258</b>	<b>64</b>	<b>95</b>	<b>49</b>	<b>627</b>
<b>2012</b>	Boat Registration Inspections	133	176	101	89	67	566
	Junk Boat Reports	0	0	0	0	0	0
	<b>Total</b>	<b>133</b>	<b>176</b>	<b>101</b>	<b>89</b>	<b>67</b>	<b>566</b>
<b>2013</b>	Boat Registration Inspections	56	88	34	35	15	228
	Junk Boat Reports	0	0	0	0	0	0
	<b>Total</b>	<b>56</b>	<b>88</b>	<b>34</b>	<b>35</b>	<b>15</b>	<b>228</b>
<b>2014</b>	Boat Registration Inspections	56	95	36	50	27	264
	Junk Boat Reports	0	1	0	0	0	1
	<b>Total</b>	<b>56</b>	<b>96</b>	<b>36</b>	<b>50</b>	<b>27</b>	<b>265</b>
<b>2015</b>	Boat Registration Inspections	51	170	10	56	19	306
	Junk Boat Reports	0	1	0	0	0	1
	<b>Total</b>	<b>51</b>	<b>171</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>307</b>
<b>2016</b>	Boat Registration Inspections	41	78	10	45	15	189
	Junk Boat Reports	0	0	0	0	0	0
	<b>Total</b>	<b>41</b>	<b>78</b>	<b>10</b>	<b>45</b>	<b>15</b>	<b>189</b>
<b>2017</b>	Boat Registration Inspections	24	88	9	27	23	171
	Junk Boat Reports	0	0	0	0	1	1
	<b>Total</b>	<b>24</b>	<b>88</b>	<b>9</b>	<b>27</b>	<b>24</b>	<b>172</b>
<b>Total</b>	Boat Registration Inspections	<b>847</b>	<b>1450</b>	<b>412</b>	<b>608</b>	<b>302</b>	<b>3619</b>
	Junk Boat Reports	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>
	<b>Total</b>	<b>855</b>	<b>1453</b>	<b>413</b>	<b>608</b>	<b>303</b>	<b>3632</b>

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.

## Boating Patrol Log Report

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
2013	17,512	418	714	1,235	4,525	40,734
2014	15,070	302	549	1,504	5,127	38,275
2015	15,280	375	550	1,415	4,518	42,379
2016	16,937	386	506	1,721	5,258	42,160
2017	15,710	372	529	1,355	4,886	45,725
<b>Total</b>	<b>168,710</b>	<b>4443</b>	<b>13,639</b>	<b>15,396</b>	<b>47,576</b>	<b>362,047</b>

## Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Other Agency	Total	CPO Total
<b>2004</b>	39	31	19	21	17	62	189	127
<b>2005</b>	49	34	17	54	31	93	278	185
<b>2006</b>	58	76	23	41	31	73	302	229
<b>2007</b>	36	34	23	30	21	46	190	144
<b>2008</b>	48	32	29	22	23	31	185	154
<b>2009</b>	58	42	18	30	31	36	215	179
<b>2010</b>	40	38	30	24	23	49	204	155
<b>2011</b>	30	17	31	22	21	55	176	121
<b>2012</b>	25	26	22	22	28	86	209	123
<b>2013</b>	29	21	21	7	37	67	182	115
<b>2014</b>	34	47	25	27	26	56	215	159
<b>2015</b>	39	45	35	18	18	11	166	155
<b>2016</b>	29	54	16	20	28	28	175	147
<b>2017</b>	52	63	53	18	56	21	263	242
<b>Total</b>	<b>566</b>	<b>560</b>	<b>362</b>	<b>356</b>	<b>391</b>	<b>714</b>	<b>2949</b>	<b>2235</b>

# Boating Accidents and Alcohol Use

Year	OUI Arrests	Injuries			Fatalities			Vessels		
	Total Number of OUI Arrests	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
2000	174	7	76	9.21%	1	14	7.14%	7	231	3.03%
2001	241	10	75	13.33%	2	23	8.70%	11	171	6.43%
2002	275	5	92	5.43%	3	8	37.50%	8	188	4.26%
2003	188	9	63	14.29%	5	13	38.46%	12	122	9.84%
2004	189	2	45	4.44%	5	18	27.78%	7	103	6.80%
2005	278	8	100	8.00%	2	16	12.50%	12	152	7.89%
2006	302	11	66	16.67%	5	18	27.78%	13	119	10.92%
2007	190	3	57	5.26%	1	13	7.69%	7	146	4.79%
2008	185	1	78	1.28%	1	13	7.69%	4	174	2.30%
2009	215	9	71	12.68%	2	25	8.00%	12	137	8.76%
2010	204	10	76	13.16%	6	16	37.50%	16	145	11.03%
2011	176	13	70	18.57%	8	21	38.10%	17	136	12.50%
2012	209	0	69	0.00%	10	19	52.63%	0	135	0.00%
2013	182	3	50	6.00%	3	14	21.43%	8	90	8.89%
2014	215	10	54	18.52%	6	20	30.00%	15	98	15.31%
2015	166	1	49	2.04%	6	14	42.86%	10	96	10.42%
2016	175	3	36	8.33%	3	11	27.27%	11	103	10.68%
2017	263	2	48	4.17%	3	12	25.00%	7	123	5.69%
<b>Total</b>	<b>3827</b>	<b>107</b>	<b>1175</b>	<b>9.11%</b>	<b>72</b>	<b>288</b>	<b>25.00%</b>	<b>269</b>	<b>2469</b>	<b>10.90%</b>

# BOATING ACCIDENT REPORT – Federal Fiscal Year 2017

Statistical information contained in this report is based on the FFY 2017 (10/01/2016 – 09/30/2017), excluding the registered boats, which is based on calendar year 2017.

<b>Total Number of Accidents</b>	<b>Total Number of Injuries</b>	<b>Total Number of Fatalities</b>	<b>Total Number of Vessels</b>	<b>Total Number of Registered Boats</b>
80	48	12	123	248,696
<b>Number of Accidents per 100,000 Registered Boats</b>	<b>Number of Injuries per 100,000 Registered Boats</b>		<b>Number of Fatalities per 100,000 Registered Boats</b>	
32.2	19.3		4.8	

<u>CAUSE OF DEATH</u>		<u>VICTIM ACTIVITY</u>		<u>USE OF PFD</u>	
Drowning	12	Attempting Recovery	1	Not Worn	10
<b>Total</b>	<b>12</b>	Fishing	2	Worn	2
		Paddling	1	<b>Total</b>	<b>12</b>
		Recreational Cruising	6		
		Swimming	1		
		Urinating	1		
		<b>Total</b>	<b>12</b>		

<u>PRIMARY TYPE OF INJURY</u>		<u>INJURY CAUSE</u>	
Amputation	1	Exposure To Elements	6
Back Injury	3	Impact With Boat	21
Broken Bones	9	Impact With Fixed / Floating Object	6
Carbon Monoxide Poisoning	2	Impact With Water	5
Contusion	6	Struck By Boat	4
Head Injury	6	Struck By Propeller	5
Hypothermia	3	Tow Rope	1
Laceration	12	<b>Total</b>	<b>48</b>
Neck Injury	1		
Shock	1		
Spinal Injury	1		
Sprain/Strain	3		
<b>Total</b>	<b>48</b>		



## DATE OF ACCIDENT & MONTHLY TOTALS

(10/01/2016 – 09/30/2017)

<u>Date/Month</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
<b>October</b>				
10/2/2016	1	0	0	1
10/29/2016	1	1	0	1
<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>November</b>				
11/5/2016	1	0	0	1
<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>December</b>				
12/12/2016	1	0	0	5
<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>January</b>				
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>February</b>				
2/26/2017	1	1	0	1
2/28/2017	1	1	0	1
<b>Subtotal</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>March</b>				
3/5/2017	1	0	0	1
3/26/2017	1	0	1	1
<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>April</b>				
4/8/2017	1	0	1	1
4/9/2017	1	0	0	1
4/12/2017	1	1	0	1
4/25/2017	1	2	0	2
<b>Subtotal</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>5</b>
<b>May</b>				
5/13/2017	2	2	1	3
5/17/2017	1	0	1	1
5/27/2017	1	0	0	2
5/28/2017	1	0	0	1
5/29/2017	2	1	0	2
<b>Subtotal</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>9</b>
<b>June</b>				
6/1/2017	1	2	0	1
6/2/2017	1	0	1	1
6/3/2017	1	2	0	2
6/4/2017	3	1	0	6
6/10/2017	1	0	0	2
6/13/2017	1	1	0	2
6/18/2017	2	2	0	4
6/22/2017	2	0	2	2
6/30/2017	1	1	0	2
<b>Subtotal</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>22</b>

# TIME RELATED ACCIDENT STATISTICS

<u>Date/Month</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
<b>July</b>				
7/1/2017	3	2	0	5
7/2/2017	1	0	0	1
7/3/2017	1	0	1	1
7/6/2017	2	2	0	3
7/7/2017	1	0	1	1
7/8/2017	3	2	0	4
7/9/2017	2	3	0	5
7/14/2017	1	0	0	1
7/15/2017	2	1	0	2
7/19/2017	1	2	0	1
7/23/2017	1	3	0	1
7/24/2017	1	1	0	1
7/28/2017	1	0	1	1
7/29/2017	3	5	1	4
7/30/2017	2	0	0	3
<b>Subtotal</b>	<b>25</b>	<b>21</b>	<b>4</b>	<b>34</b>
<b>August</b>				
8/4/2016	1	1	0	2
8/9/2016	1	0	1	1
8/10/2016	1	0	0	1
8/11/2016	2	1	0	4
8/12/2016	1	0	0	1
8/14/2016	1	1	0	1
8/15/2016	1	0	0	1
8/20/2017	1	0	0	2
8/21/2017	1	0	0	1
8/22/2017	1	0	0	8
8/25/2017	1	0	0	1
8/29/2017	1	3	0	2
8/30/2017	1	0	0	2
<b>Subtotal</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>27</b>
<b>September</b>				
9/3/2017	3	0	0	5
9/4/2017	2	1	0	4
9/10/2017	1	1	0	1
9/16/2017	1	0	0	1
9/23/2017	1	1	0	1
9/24/2017	1	0	0	2
<b>Subtotal</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>14</b>
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

### DAY OF THE WEEK

<u>Day of Week</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Sunday	23	11	1	36
Monday	9	4	1	15
Tuesday	6	7	0	16
Wednesday	5	3	2	6
Thursday	6	4	2	7
Friday	9	3	3	13
Saturday	22	16	3	30
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

### TIME OF DAY

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
<b>12:01 a.m. - 6:00 a.m.</b>				
12:30AM	1	0	0	1
12:35AM	1	0	0	1
1:32AM	1	0	1	1
3:20AM	1	0	0	3
4:40AM	1	0	0	2
<b>Subtotal</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>8</b>
<b>6:01 a.m. - 12:00 noon</b>				
9:20AM	1	0	0	1
10:00AM	1	0	1	1
10:14AM	1	1	0	1
10:38AM	1	1	0	1
10:43AM	1	0	1	1
10:45AM	1	0	0	1
11:00AM	2	0	1	3
11:05AM	2	2	0	3
11:53AM	1	1	0	1
<b>Subtotal</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>13</b>
<b>12:01 p.m. - 6:00 p.m.</b>				
12:30PM	1	1	0	1
1:00PM	3	0	2	3
1:15PM	1	0	1	1
1:25PM	1	0	0	2
1:29PM	1	0	0	1
1:30PM	1	1	0	2
1:45PM	1	1	0	2
1:48PM	1	0	0	5
1:59PM	1	0	0	1
2:15PM	1	1	0	1

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
2:19PM	1	0	0	1
3:00PM	1	1	0	2
3:15PM	1	1	0	1
3:30PM	3	2	0	5
3:45PM	4	2	1	6
3:48PM	1	1	0	1
4:00PM	3	1	0	6
4:06PM	1	1	0	1
4:10PM	1	0	0	2
4:11PM	1	1	0	1
4:30PM	3	3	0	4
4:40PM	1	0	1	1
4:45PM	1	1	0	1
4:50PM	1	1	0	1
5:30PM	1	0	0	2
5:35PM	1	0	0	1
5:40PM	1	0	0	4
5:50PM	1	3	0	1
5:52PM	1	2	0	2
6:00PM	1	2	0	2
<b>Subtotal</b>	<b>41</b>	<b>26</b>	<b>5</b>	<b>64</b>
<b>6:01 p.m. - 12:00 a.m.</b>				
6:15PM	1	0	0	1
6:58PM	1	0	0	1
7:05PM	1	1	0	2
7:15PM	2	2	1	3
7:20PM	1	1	0	1
7:30PM	3	3	0	5
7:33PM	1	0	1	1
8:00PM	3	3	0	5
8:30PM	1	1	0	1
8:35PM	1	1	0	1
9:00PM	2	3	0	3
9:21PM	1	0	0	1
10:30PM	1	0	0	8
10:35PM	1	0	0	1
11:00PM	1	1	1	1
11:10PM	1	1	0	2
11:50PM	1	0	0	1
<b>Subtotal</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>38</b>
<b>Total</b>	<b>73</b>	<b>36</b>	<b>11</b>	<b>123</b>

## WATER CONDITIONS

<u>Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Calm (Waves Less Than 6")	51	28	9	83
Choppy (Waves 6"- 2')	19	16	1	27
Rough (Waves 2'- 6')	9	4	2	11
Strong / Swift Current	1	0	0	1
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

## WEATHER CONDITIONS

<u>Weather</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Clear	70	46	10	103
Cloudy	9	2	2	19
Thunderstorm	1	0	0	1
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

## WIND CONDITIONS

<u>Wind</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Light (0-12 MPH)	49	30	5	76
Moderate (13-24 MPH)	19	16	3	33
Strong (25-54 MPH)	11	2	4	13
Stormy (Over 55 MPH)	1	0	0	1
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

## VISIBILITY

<u>Visibility</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Fair	2	0	2	2
Good	74	48	9	116
Poor	4	0	1	5
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

## PRIMARY CAUSE OF ACCIDENT

<b>Primary Cause</b>	<b># Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Alcohol Use	2	3	7
Careless/Reckless Operation	9	0	18
Cold Water Immersion	1	1	2
Congested Waters	1	0	2
Dam/Lock	2	1	3
Departed Vessel Voluntarily	0	1	1
Did Not Contribute	9	0	26
Equipment Failure	2	0	3
Excessive Speed	3	0	5
Failure To Vent	0	0	1
Force Of Wake	2	0	10
Improper Type/Size Of Vessel For The Condition	0	1	1
Lack Of / Improper Boat Lights	1	0	1
Machinery Failure	3	1	3
No Proper Lookout	1	0	1
Off-Throttle Steering	2	0	1
Operator Inattention	4	0	13
Operator Inexperience	1	0	4
Other-Portable Propane Heater In Cab	0	0	1
Restricted Vision	0	0	5
Rules Of Road Infraction	2	0	4
Sharp Turn	1	0	1
Skier Or Occupant Behavior	0	1	1
Standing/Sitting In Inappropriate Position	1	0	1
Swimming Ability	0	1	1
Unknown	1	1	3
Weather	0	1	4
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

## TYPE OF ACCIDENT

<u>Type Of Accident</u>	<u># Injuries</u>	<u># Fatalities</u>	<u>#Vessels</u>
Capsizing	1	2	3
Carbon Monoxide Exposure	2	0	1
Collision With Another Vessel	14	0	45
Collision With Fixed Object	11	2	22
Collision With Floating Object	0	0	9
Falls Overboard	1	3	3
Fire Or Explosion (Fuel)	0	0	3
Fire Or Explosion (Other Than Fuel)	0	0	5
Flooding/Swamping	2	1	6
Occupant Impacts Vessel	3	0	3
Person Departed Vessel	1	1	2
Person Ejected From A Vessel	4	1	3
Sinking	0	0	1
Skier Mishap	3	1	5
Struck By Boat	3	0	2
Struck Submerged Object	1	0	4
Unknown	2	1	6
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

## TYPE OF VESSEL

<u>Type Of Vessel</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Aux. Sail	1	0	4
Cabin Motorboat	11	0	31
Canoe	1	1	2
Houseboat	0	0	5
Jet Boat	0	1	2
Kayak	1	3	4
Open Motorboat	20	5	41
Pontoon	1	1	9
PWC	11	1	22
Rowboat	1	0	1
Sail (only)	0	0	1
Unknown	1	0	1
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

## VESSEL OPERATION AT TIME OF ACCIDENT

<b>Vessel Operation</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
At Anchor	3	1	6
Changing Direction	0	0	2
Changing Speed	5	0	5
Changing Speed, Changing Direction	0	0	1
Changing Speed, Cruising	2	0	3
Changing Speed, Cruising, Changing Direction	0	0	1
Changing Speed, Drifting, Changing Direction	1	0	1
Changing Speed, Wake Or Surf Jumping, Changing Direction	1	0	2
Cruising	15	2	33
Cruising, Changing Direction	2	1	9
Cruising, Docking/Undocking, Changing Direction	1	0	1
Cruising, Wake Or Surf Jumping	1	0	1
Docking/Undocking	3	0	7
Drifting	2	5	11
Launching, Changing Direction	0	0	1
Other-Attempting To Start, Drifting	0	0	1
Other-Idling Near Docks, Drifting	0	0	1
Other-Reckless Operation, Changing Speed, Changing Direction	3	0	1
Other-Retrieving Fender, Cruising, Changing Direction	0	0	1
Rowing/Paddling	1	3	4
Sailing	0	0	1
Tied To Dock / Mooring	2	0	26
Wake Or Surf Jumping	1	0	1
Wake Or Surf Jumping, Changing Direction	3	0	1
Unknown	2	0	1
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>



## VESSEL LENGTH IN FEET

<u>Vessel Length in Feet</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Unknown	2	0	13
7	1	0	1
8	0	1	3
9	5	0	5
10	4	4	9
11	1	0	7
12	0	0	1
14	2	0	3
15	1	2	4
16	2	1	7
17	2	2	6
18	8	0	11
19	1	0	3
20	4	0	4
21	0	0	3
22	1	1	7
23	3	1	6
24	0	0	1
27	0	0	2
28	0	0	1
30	4	0	4
31	0	0	2
32	1	0	3
33	1	0	3
34	0	0	2
35	0	0	2
36	0	0	3
37	0	0	1
38	2	0	4
40	0	0	1
42	0	0	2
44	0	0	1
49	0	0	1
52	0	0	1
56	0	0	1
57	0	0	1
58	0	0	1
70	0	0	2
75	3	0	1
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

### OPERATOR EDUCATION

<b>Operator Education</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
State Course	6	0	10
U.S.C.G. Auxiliary	2	0	2
None	32	9	69
Unknown	8	3	42
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

### OPERATOR EXPERIENCE

<b>Operator Experience</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Under 10 hours	1	2	5
10 - 100 hours	14	2	29
Over 100 hours	29	4	52
Unknown	4	4	33
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

## OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
Unknown	3	1	29
13	1	0	1
14	0	0	1
15	1	0	2
16	2	0	1
20	0	1	1
22	0	1	2
23	1	0	2
24	1	2	3
25	0	0	1
26	1	0	1
27	1	0	2
28	1	0	2
31	1	1	3
32	1	0	2
33	3	0	3
34	0	0	1
35	1	0	1
36	0	1	4
37	1	1	3
38	0	0	1
40	3	0	2
41	2	0	4
42	0	0	2
43	0	0	1
44	4	0	5
45	4	0	4
46	1	1	2
47	1	0	3
48	0	0	1
49	1	0	2
50	3	0	3
51	1	0	3
52	1	0	3
54	0	0	1
55	0	0	2
56	1	0	2
59	0	0	1
60	0	0	1
61	0	0	1
62	0	0	1
63	1	0	1
64	0	0	1
65	0	0	1
66	1	0	1
67	3	0	1
68	0	0	1
69	0	0	1
70	2	1	3
71	0	1	1
74	0	1	1
78	0	0	1
<b>Total</b>	<b>48</b>	<b>12</b>	<b>123</b>

# ACCIDENT STATISTICS BY BODY OF WATER

<b>Body Of Water</b>	<b>#Accidents</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Baldwin Lake	1	0	1	1
Cedar Lake	2	0	0	2
Clinton Lake	1	0	0	1
Cross Lake	1	0	0	8
Devil's Kitchen Lake	1	0	0	1
Forbes Lake	1	1	0	1
Fox Lake	2	0	0	5
Fox River	3	2	0	5
Illinois River	7	8	1	7
Kankakee River	4	2	1	6
Kinkaid Lake	2	0	1	6
Lake Decatur	2	2	0	3
Lake Holiday	3	1	0	4
Lake Lou Yaeger	1	1	0	1
Lake Mattoon	1	1	0	1
Lake Michigan	22	10	1	39
Lake of Egypt	2	3	0	4
Lake Sara	1	3	0	1
Lake Shelbyville	2	1	0	2
Lake Springfield	2	0	2	2
Lincoln Lake	1	1	0	2
Mill Creek Lake	3	2	0	4
Mississippi River	4	6	0	5
Private Pond	2	0	2	2
Rend Lake	3	1	1	3
Rock River	2	1	0	2
Round Lake	1	1	0	2
Sangamon River	1	1	0	1
Spoon River	1	0	1	1
Vermilion River	1	0	1	1
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

# BODY OF WATER BROKEN DOWN BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Baldwin Lake	St. Clair County	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Cedar Lake	Jackson County	2	0	0	2
	<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
Clinton Lake	DeWitt County	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Cross Lake	Cook County	1	0	0	8
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
Devil's Kitchen Lake	Williamson County	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Forbes Lake	Marion County	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Fox Lake	Lake County	2	0	0	5
	<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
Fox River	Kane County	1	1	0	2
	McHenry County	2	1	0	3
	<b>Subtotal</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>
Illinois River	Greene County	1	0	0	1
	Jersey County	1	2	0	1
	LaSalle County	2	2	0	2
	Marshall County	1	0	0	1
	Peoria County	1	3	0	1
	Woodford County	1	1	1	1
	<b>Subtotal</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>7</b>
Kankakee River	Kankakee County	3	2	0	5
	Will County	1	0	1	1
	<b>Subtotal</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>6</b>
Kinkaid Lake	Jackson County	2	0	1	6
	<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>6</b>
Lake Decatur	Macon County	2	2	0	3
	<b>Subtotal</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>
Lake Egypt	Johnson County	1	1	0	2
	Williamson County	1	2	0	2
	<b>Subtotal</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>

## Body of Water Broken Down By County

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Lake Holiday	LaSalle County	3	1	0	4
	<b>Subtotal</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>
Lake Lou Yaeger	Montgomery County	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Lake Mattoon	Cumberland County	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Lake Michigan	Cook County	19	10	1	33
	Lake County	3	0	0	6
	<b>Subtotal</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>39</b>
Lake Sara	Effingham County	1	3	0	1
	<b>Subtotal</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>
Lake Shelbyville	Moultrie County	2	1	0	2
	<b>Subtotal</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>
Lake Springfield	Sangamon County	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Lincoln Lake	Grundy County	1	1	0	2
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
Mill Creek Lake	Clark County	3	2	0	4
	<b>Subtotal</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>
Mississippi River	Adams County	1	1	0	1
	Jersey County	1	1	0	2
	JoDaviess County	1	1	0	1
	Rock Island County	1	3	0	1
	<b>Subtotal</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>5</b>
Private Pond	Pike County	1	0	1	1
	Vermillion County	1	0	1	1
	<b>Subtotal</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>
Rend Lake	Franklin County	3	1	1	3
	<b>Subtotal</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>
Rock River	Ogle County	1	0	0	1
	Winnebago County	1	1	0	1
	<b>Subtotal</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>
Round Lake	Lake County	1	1	0	2
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

**Body of Water Broken Down By County cont.**

<b>Waterway</b>		<b>#Accidents</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Sangamon River	Sangamon County	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Spoon River	Fulton County	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Vermillion River	Livingston County	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>Total</b>		<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

# ACCIDENT STATISTICS BY COUNTY

<u>County</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Adams	1	1	0	1
Christian	1	0	1	1
Clark	3	2	0	4
Cook	20	10	1	41
Cumberland	1	1	0	1
De Witt	1	0	0	1
Effingham	1	3	0	1
Franklin	3	1	1	3
Fulton	1	0	1	1
Greene	1	0	0	1
Grundy	1	1	0	2
Jackson	4	0	1	8
Jersey	2	3	0	3
Jo Daviess	1	1	0	1
Johnson	1	1	0	2
Kane	1	1	0	2
Kankakee	3	2	0	5
Lake	6	1	0	13
LaSalle	5	3	0	6
Livingston	1	0	1	1
Macon	2	2	0	3
Marion	1	1	0	1
Marshall	1	0	0	1
McHenry	2	1	0	3
Montgomery	1	1	0	1
Moultrie	2	1	0	2
Ogle	1	0	0	1
Peoria	1	3	0	1
Pike	1	0	1	1
Rock Island	1	3	0	1
Sangamon	2	1	1	2
St. Clair	1	0	1	1
Vermillion	1	0	1	1
Will	1	0	1	1
Williamson	2	2	0	3
Winnebago	1	1	0	1
Woodford	1	1	1	1
<b>Total</b>	<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>



# 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	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Christian County	Lake Springfield	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Clark County	Mill Creek Lake	3	2	0	4
	<b>Subtotal</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>
Cook County	Cross Lake	1	0	0	8
	Lake Michigan	19	10	1	33
	<b>Subtotal</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>41</b>
Cumberland County	Lake Mattoon	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Dewitt County	Clinton Lake	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Effingham County	Lake Sara	1	3	0	1
	<b>Subtotal</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>
Franklin County	Rend Lake	3	1	1	3
	<b>Subtotal</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>
Fulton County	Spoon River	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Greene County	Illinois River	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Grundy County	Lincoln Lake	1	1	0	2
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
Jackson County	Cedar Lake	2	0	0	2
	Kinkaid Lake	2	0	1	6
	<b>Subtotal</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>8</b>

**Counties Broken Down By Body of Water cont.**

<b>County</b>		<b>#Accidents</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Jersey County					
	Illinois River	1	2	0	1
	Mississippi River	1	1	0	2
	<b>Subtotal</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>
JoDaviess County					
	Mississippi River	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Johnson County					
	Lake Egypt	1	1	0	2
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
Kane County					
	Fox River	1	1	0	2
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
Kankakee County					
	Kankakee River	3	2	0	5
	<b>Subtotal</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>
Lake County					
	Fox Lake	2	0	0	5
	Lake Michigan	3	0	0	6
	Round Lake	1	1	0	2
	<b>Subtotal</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>
LaSalle County					
	Illinois River	2	2	0	2
	Lake Holiday	3	1	0	4
	<b>Subtotal</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>
Livingston County					
	Vermillion River	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Macon County					
	Lake Decatur	2	2	0	3
	<b>Subtotal</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>
Marion County					
	Forbes Lake	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
Marshall County					
	Illinois River	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
McHenry County					
	Fox River	2	1	0	3
	<b>Subtotal</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>
Montgomery County					
	Lake Lou Yaeger	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Counties Broken Down By Body of Water cont.**

<b>County</b>		<b>#Accidents</b>	<b>#Injuries</b>	<b>#Fatalities</b>	<b>#Vessels</b>
Moultrie County	Lake Shelbyville	2	1	0	2
	<b>Subtotal</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>
Ogle County	Rock River	1	0	0	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Peoria County	Illinois River	1	3	0	1
	<b>Subtotal</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>
Pike County	Private Pond	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Rock Island County	Mississippi River	1	3	0	1
	<b>Subtotal</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>
Sangamon County	Lake Springfield	1	0	1	1
	Sangamon River	1	1	0	1
	<b>Subtotal</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>
St. Clair County	Baldwin Lake	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Vermillion County	Private Pond	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Will County	Kankakee River	1	0	1	1
	<b>Subtotal</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Williamson County	Devil's Kitchen Lake	1	0	0	1
	Lake of Egypt	1	2	0	2
	<b>Subtotal</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>
Winnebago County	Rock River	1	1	0	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
Woodford County	Illinois River	1	1	1	1
	<b>Subtotal</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Total</b>		<b>80</b>	<b>48</b>	<b>12</b>	<b>123</b>

## Fatal Boat Accidents Statistical Summary – Federal Fiscal Year 2017

Accident/ Page #	Date/Time	Day of Week	Water Body	County	# Injured	# Vessels	Cause of Death	Age	Victim Activity	Weather/ Visibility	Water Conditions	Wind
1	3/26/2017 1:32 PM	Sunday	Lake Springfield	Sangamon	0	1	Drowning	46	Recreational Cruising	Cloudy/ Poor	Calm (Waves Less Than 6")	Moderate (13-24 Mph)
2	4/8/2017 3:45 PM	Saturday	Vermillion River	Livingston	0	1	Drowning	22	Recreational Cruising	Clear/ Good	Choppy (Waves 6"- 2')	Strong (25-54 Mph)
3	5/13/2017 11:00 PM	Saturday	Illinois River	Woodford	1	1	Drowning	24	Fishing	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
4	5/17/2017 11:00 AM	Wednesday	Baldwin Lake	St. Clair	0	1	Drowning	48	Recreational Cruising	Cloudy/ Good	Rough (Waves 2'-6')	Strong (25-54 Mph)
5	6/2/2017 1:00 PM	Friday	Lake Springfield	Christian	0	1	Drowning	22	Urinating	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
6	6/22/2017 1:15 PM	Thursday	Spoon River	Fulton	0	1	Drowning/ Medical	70	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Strong (25-54 Mph)
7	6/22/2017 7:33 PM	Thursday	Private Pond	Pike	0	1	Drowning	20	Paddling	Clear/ Fair	Calm (Waves Less Than 6")	Moderate (13-24 Mph)
8	7/3/2017 1:00 PM	Monday	Lake Michigan	Cook	0	1	Drowning	31	Attempt Recovery	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
9	7/7/2017 10:43 AM	Friday	Kinkaid Lake	Jackson	0	1	Drowning	64	Fishing	Clear/ Good	Calm (Waves Less Than 6")	Moderate (13-24 Mph)
10	7/28/2017 7:15 PM	Friday	Rend Lake	Franklin	0	1	Drowning	37	Swimming	Clear/ Good	Rough (Waves 2'-6')	Strong (25-54 Mph)
11	7/29/2017 4:40 PM	Saturday	Kankakee River	Will	0	1	Drowning	36	Recreational Cruising	Clear/ Fair	Calm (Waves Less Than 6")	Light (0-12 Mph)
12	8/9/2017 10:00 AM	Wednesday	Private Pond	Vermilion	0	1	Drowning	71	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)

Accident/ Page #	Type of Accident Primary	Vessel Type	Vessel Length	Cause of Accident Primary	Operator Age	Operator Education	Operator Experience	Vessel Operations
1	Collision with Fixed Object	PWC	10	Alcohol Use	46	None	Less than 10 Hours	Cruising
2	Collision with Fixed Object	Kayak	10	Cold Water Immersion	22	None	10 To 100 Hours	Rowing/Paddling
3	Falls Overboard	Canoe	15	Unknown	24	Unknown	100 To 500 Hours	At Anchor
4	Flooding/Swamping	Open Motorboat	17	Improper Type/Size of Vessel	24	None	100 To 500 Hours	Cruising
5	Falls Overboard	Pontoon	23	Alcohol Use	22	None	Unknown	Drifting
6	Unknown	Open Motorboat	16	Skier/Occupant Behavior	70	None	100 To 500 Hours	Drifting
7	Capsizing	Kayak	10	Alcohol Use	20	None	Less than 10 Hours	Rowing/Paddling Cruising/
8	Skier Mishap	Open Motorboat	15	Departed Vessel Voluntarily	31	None	Unknown	Changing Direction
9	Falls Overboard	Open Motorboat	17	Swimming Ability	74	Unknown	Unknown	Drifting
10	Person Departed Vessel	Open Motorboat	22	Departed Vessel Voluntarily	37	None	10 To 100 Hours	Drifting
11	Person Ejected from Vessel	Kayak	10	Dam/Lock	36	Unknown	Unknown	Rowing/Paddling
12	Capsizing	Open Motorboat	8	Machinery Failure	71	None	100 To 500 Hours	Drifting

## ***Fatal Boat Accident Narratives – Federal Fiscal Year 2017***

1. On March 26, 2017, at approximately 1:23 a.m., the victim and a friend were operating two PWCs from the Springfield Marina on Lake Springfield. The friend returned to the Springfield Marina at approximately 1:43 a.m. without the victim or the victim's PWC. The friend contacted an Uber driver at 1:56 a.m. and went home. At approximately 10:25 a.m. the friend returned to the Springfield marina and contacted Springfield City Police Department and reported the victim missing. The friend advised he had lost sight of the victim while operating PWCs on Lake Springfield and believed him to be missing somewhere east of the I-55 Bridge. The friend advised both subjects had been drinking prior to arriving at the Springfield Marina. The friend indicated the victim had not operated a PWC before that day, and the friend added he had to get the PWC started for the victim including attaching the PWC's lanyard cut-off switch. The friend stated neither the victim nor himself had on (or had) life jackets or cold weather gear before they left the Marina. On April 3, 2017 the victim was located floating approximately 20 yards north of the Cotton Hill boat dock by the Sangamon County Rescue. The victim was still wearing the red lanyard on his left wrist, which had been attached by the friend. The cause of death was drowning.

Contributing Factors: Alcohol Use  
Restricted Vision  
Operator Inexperience  
Failure to Wear PFD

2. On April 8, 2017, at approximately 3:30 p.m., the victim and two friends launched their kayaks on the Vermilion River near the Route 23 Bridge. At approximately 3:45 p.m. they came to a railroad bridge approximately two miles downstream. At the railroad bridge the victim's kayak struck a log next to the bridge's northern support. The victim's kayak turned sideways in the current and capsized. The victim entered the water at this time. The friend was able to paddle to the victim, who was floating in the water. The victim grabbed the bow of the friend's kayak. As the friend's kayak began to go into the water the victim let go of the kayak. The friend reached for the victim with his paddle. The victim was able to grab the friend's paddle. The friend lost his hold on the paddle while the victim was holding the other end. The other friend had paddled to shore while this was going on. He was running along the shoreline watching the first friend's rescue attempt. Both friends were yelling at the victim to swim to shore. The victim was moving toward the center of the River. Approximately five minutes after the victim went into the water, the friend stated the victim's head went under the water and did not resurface. On April 10, 2017 the victim's body was recovered a mile downstream. The cause of death was drowning.

Contributing Factors: Cold Water Immersion  
Hazardous Waters  
Operator Inexperience  
Failure to Wear PFD

3. On May 13, 2017, at approximately 6:00 p.m., the victim (owner and operator) and friend (passenger) launched a fiberglass Pelican canoe on the Illinois River, north of Blue Creek (River mile 173.2) in Woodford County. At approximately 11:00 p.m., the victim stood up in the canoe and fell overboard. This resulted in the canoe capsizing and both occupants in the water. The friend was able to swim to shore and alert authorities. The victim was not able to stay above water after falling from the vessel. His body was recovered in the water. The autopsy report indicates death by drowning.

Contributing Factors: Unknown  
Failure to Wear PFD

4. On May 17, 2017, at approximately 9:00 a.m., the victim, his son, and a friend arrived at Baldwin Lake. They launched a 15 foot fiberglass Eldocraft boat that was equipped with a 50 hp motor. The area was under a wind advisory with 20 mph winds blowing from the southeast. Baldwin Lake is a shallow lake, and high winds can produce three to four-foot white cap waves. They traveled south into the wind and waves and were wearing lifejackets. They fished off of the west end of the diversion dike. They decided to try to fish the east side of the lake. At approximately 11:00 a.m., the victim's son was driving north along the east levee at approximately 20 mph when the boat's bow struck a large wave and large amounts of water entered the boat. The friend was washed overboard. The boat began to sink with the bow protruding out of the water. The friend had trouble staying afloat because of his boots and pants. The victim's son was hanging onto the bow of the boat. The victim swam to the bow to hang onto it while his son swam to help the friend. The friend was able to remove his boots and pants. The friend and victim's son swam to shore. They ran north on the levee for help and realized the levee ended in water. They ran south, and the son stopped to help the victim. The friend continued running south and got help from a power plant employee who was mowing. The son attempted to swim to the victim twice because he could see the victim moving his arms. The winds and waves kept washing him back into the shore. Before help arrived, the victim quit moving. Conservation Police Officers arrived at the victim's location. The Conservation Officer observed a white fishing pole under the victim's left arm and the pole was broke into two pieces. The other half of the pole was between the victim's legs and it appeared that fishing line was wrapped around his legs. The cause of death was drowning.

Contributing Factors: Improper Type/Size of Vessel for Condition  
Weather

5. On June 2, 2017, at approximately 1:26 p.m., Conservation Police received information of a possible drowning involving a person who had jumped off a boat into the water and had not resurfaced at Lake Springfield. Conservation Officers arrived to the cove immediately to the west of Lincoln Memorial Garden and Nature Center at Lake Springfield. A total of four occupants were onboard at the time the victim entered the water, including the victim. The other three witnesses were swimming in the water. The occupant stated at approximately 12:50 p.m. the victim was bent over to pick something up approximately midship on the port side when the victim jumped/fell out of the port side door/gate. The occupant stated he and another witness were the renter/operator of the boat, but no one was operating the vessel at the time the victim entered the water. The occupant stated the boat was drifting in the cove at the time the victim entered the water. The cause of death was drowning.

Contributing Factors: Alcohol Use  
Standing/Sitting in Inappropriate Position  
Swimming Ability  
Failure to Wear PFD

6. On June 22, 2017, at approximately 1:15 p.m., a call to 911 was made concerning a boat with no operator found at the mouth of the Spoon River; and a body found floating near the Fulton County bank of the Illinois River in the vicinity of the boat. The vessel was found bow in to the north bank of the Spoon River approximately 50 yards from the mouth of the Illinois River. The vessel was not anchored, but it held in place by a low-lying tree's branches. The vessel had all required safety equipment onboard. The vessel's steering wheel had been tied in such a way to prevent full rotational movement. The victim was found floating face down with a PFD on. The victim was fully clothed except for footwear. The coroner's report indicated the victim died of drowning with coronary artery disease listed as a contributing factor.

Contributing Factors: Unknown  
Medical Condition

7. On June 22, 2017, at approximately 7:33 p.m., the victim was paddling a kayak in a private pond near Griggsville. When the kayak capsized, and the victim went under water. The victim was under water for over an hour before finally being brought to the surface by emergency service personnel. The victim was not able to swim, was not wearing a PFD, and was said to have been under the influence of alcohol and marijuana. The victim was not a boater, or a person that utilized kayaks ever according to statements. The cause of death was drowning.

Contributing Factors: Alcohol Use  
Drug Use  
Operator Inexperience  
Failure to Wear PFD

8. On July 3, 2017, at approximately 1:00 p.m., the victim was operating a small jet boat on Lake Michigan with an inflatable tube in tow. When the juvenile occupant of the tube fell into the water, the victim, who was not wearing a life jacket, entered the water to recover the child and did not resurface. Chicago Park District Lifeguard Service staff recovered the child from the water and got the vessel to the beach. The victim was recovered by Chicago Fire Department Rescue Divers approximately 20 minutes after submersion. The victim was pronounced dead at the hospital. The cause of death was drowning.

Contributing Factors: Departed Vessel Voluntarily  
Swimming Ability  
Operator Inexperience  
Failure to Wear PFD

9. On July 7, 2017, at approximately 10:30 a.m., the victim and a friend were fishing on Kinkaid Lake. The pair ended up in the first cove to the north just past the entrance to the Johnson Creek no wake zone where the friend got a fish marker buoy line caught in the propeller of the trolling motor. Physically unable to unwrap the line from the motor, the friend said the victim came to the front of the boat and knelt down and pulled the line free. Once fixed, the friend stated the victim rose to stand up; and all at once appeared to lose his balance and fell backwards out of the boat. This action by the victim and the wind gusts pushed the boat and the friend away from the victim. The friend recalled the victim coming up one time gasping for breath; and then he went back down under the water, never to surface again. Upon witnessing this, the friend tried to operate the boat back to where he had last observed the victim to attempt a rescue; but he never saw the victim again. The friend then made his way out to the main part of the Lake to get some help and call 911 since no one else was present back in this cove. The friend waved down a boat coming down the lake and was able to have one of the occupants call 911 for help. Divers recovered the victim's body at 2:21 p.m. in 11 feet of water. The cause of death was drowning.

Contributing Factors: Swimming Ability  
Failure to Wear PFD

10. On July 28, 2017, at approximately 7:15 p.m., the operator/victim voluntarily left his vessel to assist or retrieve another occupant who was in the water on Rend Lake. At the time of the incident, the two juvenile occupants of the vessel were swimming and wearing PFDs. The vessel was drifting without power. Windy conditions created distance between the vessel and the swimmers. A witness stated the victim jumped overboard in attempt to assist the swimmers. The witness also stated the victim complained of shortness of breath while in the water and asked her to start the boat to help him. The witness stated she had never operated a boat and could not get it started. The witness stated while she was trying to start the boat, the victim went under water and never resurfaced. Recovery efforts began, and the victim was recovered on July 30, 2017. The cause of death was drowning.

Contributing Factors: Departed Vessel Voluntarily  
Hazardous Waters  
Failure to wear PFD

11. On July 29, 2017, at approximately 4:27 p.m., the victim and a friend were paddling an inflatable kayak on the Kankakee River. The kayak became caught in the current for the Wilmington Dam, and they were unable to paddle to the bank. The kayak went over the dam, and both occupants were trapped in the boil of the dam. The friend was rescued by first responders. The victim was recovered almost an hour later approximately one mile downstream. The friend was treated and released at the hospital. The victim was pronounced dead. The cause of death was drowning.

Contributing Factors: Hazardous Waters  
Lock/Dam  
Failure to wear PFD

12. On August 9, 2017, at approximately 10:00 a.m., a fatal boat accident occurred on a private pond located in Danville, Illinois. A female passenger indicated that while the victim was standing in the rear of the boat attempting to restart the motor, the boat capsized ejecting all three occupants in to the water. A two-year-old female passenger was wearing a life jacket and was placed on top of the capsized boat by her grandmother. After the female swam around the other side of the boat, the victim had disappeared below the surface of the water. Illinois Conservation Police assisted the Vermilion County Sheriff's Office with sonar, search, and recovery efforts that resulted in the recovery of the victim's body on August 10, 2017 at 2:28 p.m. The cause of death was drowning.

Contributing Factors: Machinery Failure  
Failure to wear 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 commercial/governmental/recreational vessel** - Any striking together of two or more vessels, regardless of operation at the time of the accident, is a collision.

**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 submerged object** - A boat’s collision with any waterborne or fixed object that is below the surface of the water.

**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 US 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 onboard or within the vessel.

**Fall in vessel** - Any operator or passenger who slips, trips, or falls onboard 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.

**Force of wave/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.

**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 look-out 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.

**Inadequate onboard navigation lights** - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

**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.).

**Missing or inadequate navigation aids** - The absence of or ineffective presence of navigation aids.

**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 boat's passengers, as well as those being towed, that interferes with the safe operation of a vessel.

**People on gunwale, bow or 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.

**Person struck by vessel** - A person is struck by a boat.

**Person struck by propeller** - A person is struck by the propeller, propulsion unit, or steering machinery.

**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.

**Standup paddleboard** - A vessel, typically 7' – 15' in length with enough width and flotation to stay afloat without momentum while boarded, that is propelled by a standing operator with the use of a single or double-bladed paddle.

**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.