Illinois

Department of Natural Resources

Conservation Police

Recreational Boating Safety Report

1993 - 2004

Data Compiled by Jeff Lane, Law Enforcement

Illinois Department of Natural Resources

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FOREWORD

Illinois Department of Natural Resources is responsible for collecting and reporting to the United States Coast Guard, recreational boating accidents which comply with the USCG standards. The Recreational Boating Safety Report 1993-2004 is derived from the USCG's report, Boating Statistics.

Recreational Boating Safety Report 1993-2004 is the 1st annual report which contains statistics on recreational boating accidents, recreational boating enforcement, boating safety and boat registering activities. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions which investigate recreational boating accidents and enforce boating laws in the State of Illinois.

Recreational Boating Safety Report 1993-2004 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

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

MISSION

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

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

Law Enforcement Creed

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

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

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

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

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

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

"This we pledge to the citizens of Illinois."

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INTRODUCTION

SCOPE

This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities for calendar years 1993 - 2004. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Reports of IDNR investigations of boating accidents that occurred on waters within the State; and (2) reports forwarded to the IDNR by other jurisdictions within the State. In the absence of investigations, information is collected from the accident reports filed by boat operators. Data used to compile the boating enforcement statistics come from three sources: (1) IDNR Conservation Police Officer (CPO) Daily Activity Reports; and (2) Operating Under the Influence Reports of CPO's; and (3) reports forwarded to the IDNR by other jurisdictions within the State.

ACCIDENT REPORTING

Current regulations (625 ILCS 45/ 6-1) require the operator of any vessel, numbered or used for recreational purposes to file a Boating Accident Report (BAR) when, as a result of an occurrence that involves the vessel or its equipment:
1. A person dies; or
2. A person is injured and requires medical treatment beyond first aid, i.e. treatment at a medical facility or by a medical professional other than at the accident scene; or
3. Damage to vessels and other property totals $500 or more (United States Coast Guard requires $2,000) or there is a complete loss of any vessel.; or
4. A person disappears from the vessel under circumstances that indicate death or injury.

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. The State of Illinois boating accident reporting guidelines are the following: involved in a personal injury, where a person is incapacitated for a period exceeding 72 hours; or damage to vessels and other property totals $500 or more; or there is a complete loss of any vessel must be filed with the IDNR on a Department Boating Accident Report (BAR) form within 5 days. Boating accidents that result in loss of life shall be reported to the IDNR on a Department Boating Accident Report (BAR) form within 48 hours. The statistics in this publication are based on accident data submitted by the reporting jurisdictions as of December 31, 2004 and covers only accidents meeting the United States Coast Guard minimum reporting requirements listed above. The statistics in this publication cover boating accidents reported on waters of this State. A copy of the Illinois Department of Natural Resources BAR form is attached at the end of this report.

USE OF THE STATISTICS

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

1. Some accidents are not in the system because they are not required to be reported. Many more accidents are not reported because boaters are not aware of the accident reporting regulations as well as the difficulty law enforcement agencies encounter in enforcing those regulations. We believe that only a small fraction of boating accidents occurring in the State of Illinois are not reported to the IDNR or local law enforcement agencies. However, we believe that nearly all fatal recreational boating accidents are included in this report. Overall, the more serious the accident, the more frequent the reporting.

2. Non-fatal accidents cannot be assumed to have occurred in numbers proportional to the reported statistics because the act of reporting an accident is not a random sampling of accidents in the statistical sense. Rather, selection is based on the ability and willingness of those involved to file a report.

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

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

ACCIDENTS EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than $500.

2. Accidents involving only slight injury which did not require medical treatment beyond first aid;

3. Accidents which were not caused or contributed to by a vessel, its equipment, or its appendages;

4. Accidents where a person died or was injured from natural causes while aboard a vessel;

5. Accidents were a person died or was injured while swimming to retrieve an object or a vessel that was adrift from its mooring or dock, having departed from the shore or pier;

6. Accidents involving damage, injury or death on a docked or moored vessel that resulted from storms, or swell conditions

7. Accidents where a person died or was injured while swimming for pleasure from a vessel that WAS NOT underway (i.e., the vessel was anchored, moored, or docked). In those cases, the vessel was being used as a platform for other activities, such as swimming or diving, and was not involved in any event that contributed to the casualty.

ACCIDENTS THAT ARE INCLUDED IN THIS REPORT

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

1. A person dies or is injured while swimming because of carbon monoxide poisoning;

2. A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;

3. A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel;

4. A person is struck by a vessel or its associated equipment where the vessel serves as the instrument striking the person.

Accident reports for two hundred fourteen (214) fatalities were entered into the IDNR System that satisfy the reporting requirements above for inclusion in this report.

BOAT ACCIDENTS AT A GLANCE

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Percentage of Fatalities per Accident
1993	143	94	32	163	22.38%
1994	157	131	17	211	10.83%
1995	173	88	16	228	9.25%
1996	155	90	27	No Data	17.42%
1997	146	81	14	224	9.59%
1998	176	81	19	No Data	10.80%
1999	159	107	13	238	8.18%
2000	155	76	14	231	9.03%
2001	112	75	8	171	7.14%
2002	135	92	23	188	17.04%
2003	84	63	13	122	15.48%
2004	78	45	18	103	23.08%
Total	1673	1023	214	1879	12.79%

BOATING SAFETY EDUCATION COURSE

Since 1993, Illinois Department of Natural Resources (IDNR), has certified 39,539 out of 40,520 boating safety students. IDNR instruct on average over 3,000 students per year with a success rate of 97%. Boating safety courses are offered free to the public. The courses review boating laws and provide instruction on safe and attentive operation of watercraft. These courses are taught by dedicated, trained volunteers who are certified by the IDNR to teach safe boating classes. Many volunteers carry additional certification in boating safety instruction from the US Coast Guard Auxiliary or the US Power Squadrons. Course schedules are available by contacting the IDNR Safety Education Office at 800/832-2599, Ameritech Relay 800/526-0844, or TDD 217/782-9175. IDNR Safety Education provides course schedules and beginning in the Summer of 2005, will be offering courses over the internet which can be accessed through the IDNR web site at http://dnr.state.il.us.

Boating Safety Education Courses

Year	Total Classes	Total Students Certified	Total Students Failed	Total Students
1993	142	2708	67	2775
1994	122	2416	110	2526
1995	125	2863	81	2944
1996	140	3439	119	3558
1997	133	3147	91	3238
1998	134	3299	90	3389
1999	137	3920	85	4005
2000	147	4196	80	4276
2001	144	3315	65	3380
2002	152	3765	64	3829
2003	145	3772	68	3840
2004	111	2699	61	2760
Total	1632	39539	981	40520

SUMMARY BOATING STATISTICS - 1993-2004

Between 1993 - 2004, the State of Illinois registered 4,178,914 recreational boats. During these years 1,674 boating accidents were reported that resulted in 214 fatalities, 1023 injuries (Page 12).

Boating accident reports indicate that the majority of accidents occur between June and August, on Saturday or Sunday, between noon and six at night. Conditions are usually clear with good visibility, light winds, and calm water. Most accidents involve operators between the ages of twenty and forty who have over one hundred hours of boating experience but have little or no classroom boating safety instruction. They also involve open motorboats cruising in a carelessness/reckless manner when they collided with another boat (Pages 13-30).

The most reported types of accidents are collisions with other vessels. However, capsizing and falls overboard are the most reported types of fatal accidents and account for over (48%) of all boating fatalities (Page 25).

Overall, operator inattention, carelessness/reckless operation, operator inexperience, and hazardous waters are the leading contributing factors of all reported accidents (Page 23).

The most common types of boats involved in accidents were open motorboats (42%), personal watercraft (PWC) (28%) and cabin motorboats (14%)(Page 26).

Seventy-five (75) adults ages 18 - 40 lost their lives while boating between 1996 - 2004, compared to fifty-four (54) for all other age groups. Consistent through the years, approximately 90% of all reported fatalities occurred on boats where the operator had not received or it was unknown if the operator had received boating safety instruction (Page 22).

Alcohol was involved in 21% of all boating fatalities between 2000-2004 (Page 23).

The Illinois River (262) accounted for the highest number of boating accidents followed by the (Mississippi River (188) and Lake Michigan (182). Since 1996, the following waterways had the highest number of boating fatalities: Mississippi River (21), Illinois River (12), Private/ Farm Ponds (10), and Lake Michigan (9). (Page 27).

Since 1996, boat accidents occurring on private/ farm ponds (10) resulted in a 100% fatality rate. (Page 27).

The Illinois Department of Natural Resources (IDNR), Conservation Police Officers (CPO), on average spend an estimated 13,400 hours enforcing recreational boating per year (Page 37).

Between 1993 - 2004, CPO's arrested 1356 boat operators for Operating Under the Influence (OUI) and other law enforcement agencies arrested 607 boat operators for a total of 1963 arrests for Operating Under the Influence (Page 35).

REPORTING CRITERIA AND GUIDELINES FOR WATERCRAFT ACCIDENTS

The State of Illinois boating accident reporting guidelines are the following: involved in a personal injury, where a person is incapacitated for a period exceeding 72 hours; or damage to vessels and other property totals $500 or more or there is a complete loss of any vessel must be filed with the IDNR on a Department Boating Accident Report (BAR) form within 5 days. Boating accidents that result in loss of life shall be reported to the IDNR on a Department Boating Accident Report (BAR) form within 48 hours.

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

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

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

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

NON-REPORTABLE GUIDELINES

a. A person dies or is injured from self-inflicted wounds, alcohol poisoning, ingestion of drugs, controlled substances or poison; or from gunshot wounds.

b. A person dies or is injured from assault by another person or persons while aboard a vessel.

c. A person dies or is injured from natural causes while aboard a vessel.

d. A person dies or is injured while swimming for pleasure from a vessel that IS NOT underway (the vessel is anchored, moored, or docked). CAUTION needs to be exercised to confirm that the

vessel was used as a swimming platform only. The following are REPORTABLE boating accidents involving a swimmer, a recreational vessel and its operation:

• A person dies or is injured while swimming because of Carbon Monoxide asphyxiation;

• A person dies or is injured while swimming because a vessel is improperly connected to shore power and resultant stray electrical current enters the water causing electrocution;

• A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored or docked and the vessel drifts away from the swimmer and the swimmer is unable to get back to the vessel.

e. A person dies or is injured in swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from the shore or pier.

f. A person dies, or is injured after falling or jumping from a swim raft that is moored or anchored for use as a swimming platform or other purpose.

g. A person dies, is injured, or property damage occurs while preparing a vessel for launching or retrieving a vessel AND the vessel is not in or upon the water.

h. Damage, injury or death results from a fire on shore or a pier that spreads to a vessel or vessels.

I. A person dies, is injured, or property damage results from an "ice boat" accident. An ice boat is a sail-powered device which rides on runners/blades over the ice on frozen lakes and rivers and carries at least the operator. It cannot be used as a conventional sailboat on open water.

j. Damage, injury or death on a docked or moored vessel resulting from storms or swell conditions

k. Damage to a docked or moored vessel due to theft or any vandalism.

l. Deaths, injury or damage on a docked or moored or anchored non-propelled houseboat or other vessel used primarily as a permanent residence.

m. A person dies or is injured while using underwater breathing apparatus (i.e., snorkeling or scuba diving) and the vessel did not contribute to the casualty.

BOAT REGISTRATION

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

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

A. Class A (all canoes and kayaks)..... $6

B. Class 1 (all watercraft less than 16 feet in length, except canoes / kayaks).....$15

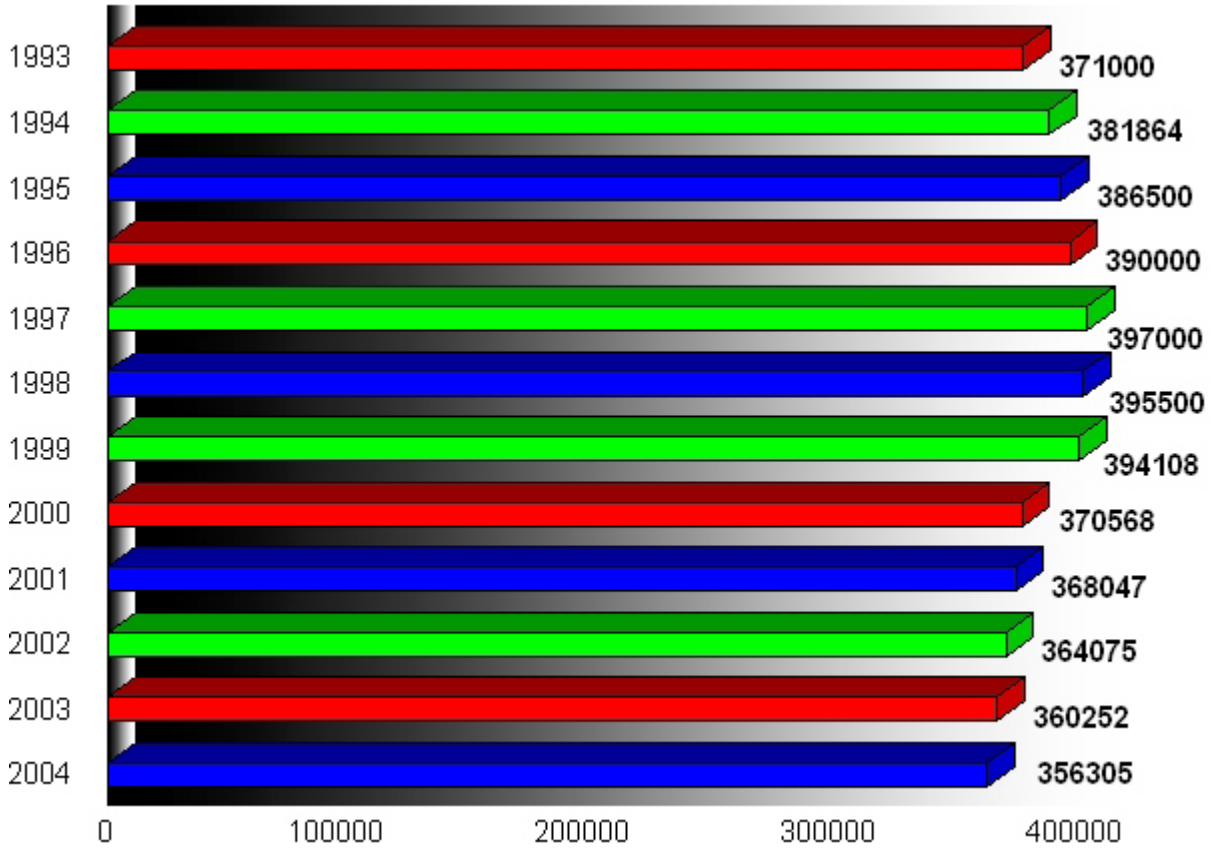
C. Class 2 (all watercraft 16 feet or more but less than 26 feet in length except canoes/kayaks)..$45

D. Class 3 (all watercraft 26 feet or more but less than 40 feet in length)...$75

E. Class 4 (all watercraft 40 feet in length or more).....$100

*** Registration is valid for three years**

TOTAL NUMBER OF REGISTERED BOATS 1993-2004



Boating Enforcement vs. Boating Accidents

Year	Accidents	Injuries	Fatalities	Conservation Police - OUI's	Registered Watercraft	Hours Enforcing Recreational Boating
1993	143	94	32	57	371,000	Data not available
1994	157	131	17	67	381,864	Data not available
1995	173	88	16	111	386,500	Data not available
1996	155	90	27	93	390,000	Data not available
1997	146	81	14	123	397,000	14,328
1998	176	81	19	75	395,500	16,048
1999	159	107	13	95	394,108	13,822
2000	155	76	14	101	370,568	11,869
2001	112	75	8	181	368,047	13,185
2002	135	92	23	200	364,075	13,369
2003	84	63	13	125	360,252	10,827
2004	78	45	18	127	356,305	13,885
Total	**1,674**	**1023**	**214**	**1356**	**4,178,914**	**108,705**
Average	**139**	**85**	**18**	**113**	**379,901**	**13,416.63**

Accident Statistics by Day of Week

Accidents

Year	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
1993	17	8	14	8	7	37	43	134
1994	21	6	9	5	17	47	52	157
1995	15	13	9	12	15	50	64	178
1996	12	14	16	8	10	65	30	155
1997	0	0	0	0	0	0	0	0
1998	8	3	8	9	16	57	74	175
1999	8	6	7	11	16	54	57	159
2000	22	11	5	7	18	44	48	155
2001	9	9	8	4	12	42	28	112
2002	14	6	6	7	14	35	53	135
2003	5	4	5	8	10	31	21	84
2004	7	6	4	8	7	23	23	78
Totals	**138**	**86**	**91**	**87**	**142**	**485**	**493**	**1522**

Injuries

1999	3	2	5	0	12	22	31	75
2000	13	5	1	5	12	27	13	76
2001	5	2	6	2	6	38	16	75
2002	11	2	3	3	7	33	33	92
2003	3	3	6	8	6	23	14	63
2004	2	6	2	3	1	15	16	45
Totals	**37**	**20**	**23**	**21**	**44**	**158**	**123**	**426**

Fatalities

1999	0	0	0	5	3	3	2	13
2000	2	1	1	1	3	3	3	14
2001	0	4	0	1	0	3	0	8
2002	4	1	1	1	4	7	5	23
2003	1	1	0	1	2	4	4	13
2004	2	2	0	1	3	2	8	18
Totals	**9**	**9**	**2**	**10**	**15**	**22**	**22**	**89**

Vessels

1999	11	9	10	13	23	83	89	238
2000	29	18	6	8	24	69	77	231
2001	12	15	12	7	16	66	43	171
2002	18	7	8	11	17	51	76	188
2003	7	6	7	14	13	44	31	122
2004	8	6	4	12	9	33	31	103
Totals	**85**	**61**	**47**	**65**	**102**	**346**	**347**	**1053**

Accident Statistics by Month of the Year

Accidents

Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
1993	2	1	2	4	15	24	39	28	10	5	2	2	134
1994	0	0	3	8	33	29	43	23	13	3	2	0	157
1995	0	0	3	5	20	30	68	31	16	3	2	0	178
1996	0	0	1	4	20	44	35	33	12	2	4	0	155
1997	0	0	0	0	0	0	0	0	0	0	0	0	0
1998	0	1	5	5	26	28	52	36	18	4	0	1	176
1999	0	1	1	5	15	28	56	28	21	3	1	0	159
2000	1	1	3	11	22	28	47	19	18	5	0	0	155
2001	1	0	4	3	10	31	26	14	15	5	1	2	112
2002	0	0	1	4	11	28	34	26	25	5	1	0	135
2003	0	0	1	2	7	8	33	20	9	1	2	1	84
2004	0	0	3	2	8	12	23	19	8	0	2	1	78
Totals	**4**	**4**	**27**	**53**	**187**	**290**	**456**	**277**	**165**	**36**	**17**	**7**	**1523**

Injuries

1999	0	1	4	2	8	10	30	7	11	2	0	0	75
2000	0	0	0	10	10	13	22	14	6	1	0	0	76
2001	0	0	1	1	2	20	22	12	12	4	0	1	75
2002	0	0	0	2	5	25	18	19	17	6	0	0	92
2003	0	0	0	2	4	6	24	16	10	0	1	0	63
2004	0	0	0	0	5	7	14	12	4	0	3	0	45
Totals	**0**	**1**	**5**	**17**	**34**	**81**	**130**	**80**	**60**	**13**	**4**	**1**	**426**

Fatalities

1999	0	0	0	2	1	2	5	1	1	0	1	0	13
2000	0	0	2	2	3	2	1	1	1	2	0	0	14
2001	0	0	3	1	0	0	2	0	2	0	0	0	8
2002	0	0	1	1	2	1	8	5	4	1	0	0	23
2003	0	0	1	1	0	0	2	1	5	1	1	1	13
2004	0	0	0	2	3	3	6	2	1	0	1	0	18
Totals	**0**	**0**	**7**	**9**	**9**	**8**	**24**	**10**	**14**	**4**	**3**	**1**	**89**

Vessels

1999	0	1	1	5	24	44	78	46	34	4	1	0	238
2000	1	2	3	14	32	43	76	27	27	6	0	0	231
2001	2	0	6	6	14	50	38	23	22	6	1	3	171
2002	0	0	1	5	16	38	47	38	35	7	1	0	188
2003	0	0	1	3	11	13	48	29	13	1	2	1	122
2004	0	0	3	2	11	15	30	28	11	0	2	1	103
Totals	**3**	**3**	**15**	**35**	**108**	**203**	**317**	**191**	**142**	**24**	**7**	**5**	**1053**

Accident Statistics by Time of Day

Accidents

Year	Unknown	Midnight-6:00a.m.	6:01a.m-12:00noon	12:01p.m.-6:00p.m.	6:01p.m.-Midnight	Total
1993	2	11	16	66	39	134
1994	1	8	21	86	41	157
1995	0	8	14	115	41	178
1996	1	5	22	63	64	155
1997	0	0	0	0	0	0
1998	4	10	27	103	32	176
1999	5	5	15	99	35	159
2000	2	3	15	98	37	155
2001	3	5	16	52	36	112
2002	0	8	8	85	34	135
2003	1	3	11	36	33	84
2004	0	5	7	46	20	78
Totals	**19**	**71**	**172**	**849**	**412**	**1523**

Injuries

1999	1	0	2	52	20	75
2000	3	2	4	50	17	76
2001	1	7	6	30	31	75
2002	0	2	2	71	17	92
2003	0	5	5	25	28	63
2004	0	5	2	20	18	45
Totals	**5**	**21**	**21**	**248**	**131**	**426**

Fatalities

1999	2	2	1	2	6	13
2000	0	0	2	8	4	14
2001	1	0	2	1	4	8
2002	0	3	6	7	7	23
2003	0	0	3	2	8	13
2004	0	2	2	9	5	18
Totals	**3**	**7**	**16**	**29**	**34**	**89**

Vessels

1999	7	7	24	148	52	238
2000	3	5	20	148	55	231
2001	5	8	20	85	53	171
2002	0	10	8	121	49	188
2003	1	3	15	55	48	122
2004	0	5	5	64	29	103
Totals	**16**	**38**	**92**	**621**	**286**	**1053**

Accident Statistics by Water Conditions

Accidents

Year	Calm (Waves < 6")	Choppy (Waves 6" - 2')	Rough (Waves 2' - 6')	Very Rough (Waves > 6')	Unknown	Total
1993	62	39	10	7	16	134
1994	81	50	10	6	10	157
1995	80	58	12	8	20	178
1996	0	0	0	0	0	0
1997	0	0	0	0	0	0
1998	88	58	16	10	4	176
1999	90	46	20	0	3	159
2000	82	57	7	1	8	155
2001	64	32	5	0	11	112
2002	76	39	12	3	5	135
2003	44	20	12	1	7	84
2004	51	20	4	3	0	78
Totals	**718**	**419**	**108**	**39**	**84**	**1368**

Injuries

1999	42	19	14	0	0	75
2000	2	4	50	17	3	76
2001	45	19	3	0	8	75
2002	56	27	6	2	1	92
2003	39	13	9	0	2	63
2004	37	7	1	0	0	45
Totals	**221**	**89**	**83**	**19**	**14**	**426**

Fatalities

1999	9	2	0	0	2	13
2000	10	2	0	0	2	14
2001	3	2	0	0	3	8
2002	9	7	4	2	1	23
2003	2	6	1	0	4	13
2004	15	2	1	0	0	18
Totals	**48**	**21**	**6**	**2**	**12**	**89**

Vessels

1999	139	69	27	0	3	238
2000	124	88	7	2	10	231
2001	98	46	7	0	20	171
2002	112	50	16	4	6	188
2003	69	29	13	1	10	122
2004	69	26	5	3	0	103
Totals	**611**	**308**	**75**	**10**	**49**	**1053**

Accident Statistics by Weather Conditions

Accidents

Year	Clear	Cloudy	Fog	Rain	Hazy	Unknown	Total
1993	100	28	0	2	3	1	134
1994	121	24	1	1	4	6	157
1995	143	20	2	1	1	11	178
1996	0	0	0	0	0	0	0
1997	0	0	0	0	0	0	0
1998	149	18	1	4	1	3	176
1999	138	17	1	3	1	0	160
2000	122	25	4	5	1	2	159
2001	92	11	1	6	0	2	112
2002	116	12	1	4	1	1	135
2003	64	13	0	2	0	5	84
2004	63	15	0	0	0	0	78
Totals	**1108**	**183**	**11**	**28**	**12**	**31**	**1373**

Injuries

1999	60	13	0	1	2	0	76
2000	54	12	3	7	0	0	76
2001	61	7	1	5	0	1	75
2002	84	3	1	1	1	2	92
2003	51	11	0	1	0	0	63
2004	39	6	0	0	0	0	45
Totals	**349**	**52**	**5**	**15**	**3**	**3**	**427**

Fatalities

1999	13	0	0	0	0	0	13
2000	11	2	0	0	0	1	14
2001	4	3	0	0	0	1	8
2002	17	5	0	1	0	0	23
2003	8	2	0	0	0	3	13
2004	13	5	0	0	0	0	18
Totals	**66**	**17**	**0**	**1**	**0**	**5**	**89**

Vessels

1999	211	23	1	4	1	0	240
2000	188	34	4	7	1	2	236
2001	138	16	2	9	0	6	171
2002	164	15	1	6	1	1	188
2003	93	20	0	2	0	7	122
2004	83	20	0	0	0	0	103
Totals	**877**	**128**	**8**	**28**	**3**	**16**	**1060**

Accident Statistics by Wind Conditions

Accidents

Year	None	Light (0-6mph)	Moderate (7-14mph)	Strong (15-25mph)	Stormy (>25mph)	Unknown	Total
1993	21	69	27	11	2	4	134
1994	15	92	29	13	2	6	157
1995	22	101	33	8	1	13	178
1996	0	0	0	0	0	0	0
1997	0	0	0	0	0	0	0
1998	30	80	42	17	2	5	176
1999	20	84	42	6	2	5	159
2000	19	92	23	9	4	8	155
2001	12	64	22	6	1	7	112
2002	19	81	25	6	2	2	135
2003	9	45	18	5	1	6	84
2004	12	46	11	4	4	1	78
Totals	**179**	**754**	**272**	**85**	**21**	**57**	**1368**

Injuries

1999	13	41	20	0	0	1	75
2000	11	37	12	4	5	7	76
2001	13	43	9	3	0	7	75
2002	19	62	9	0	1	1	92
2003	6	37	15	3	0	2	63
2004	9	31	4	1	0	0	45
Totals	**71**	**250**	**68**	**11**	**6**	**18**	**426**

Fatalities

1999	2	7	2	0	0	2	13
2000	0	11	0	0	0	3	14
2001	1	6	0	0	0	1	8
2002	0	14	3	5	0	1	23
2003	0	7	1	1	0	4	13
2004	4	10	3	1	0	0	18
Totals	**7**	**55**	**9**	**7**	**0**	**11**	**89**

Vessels

1999	30	128	64	7	3	6	238
2000	29	140	31	14	5	12	231
2001	20	95	31	10	2	13	171
2002	25	118	32	8	3	2	188
2003	14	68	26	5	1	8	122
2004	18	59	15	5	4	1	103
Totals	**136**	**608**	**199**	**49**	**18**	**42**	**1053**

Accident Statistics by Visibility

Accidents

Year	Good	Fair	Poor	Unknown	Total
1993	113	13	5	3	134
1994	138	9	5	5	157
1995	147	13	6	12	178
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	150	14	9	3	176
1999	141	10	3	5	159
2000	134	14	3	4	155
2001	95	7	6	4	112
2002	123	5	6	1	135
2003	73	5	1	5	84
2004	71	6	1	0	78
Totals	**1185**	**96**	**45**	**42**	**1368**

Injuries

1999	66	6	1	2	75
2000	65	9	1	1	76
2001	64	1	6	4	75
2002	87	2	3	0	92
2003	59	3	1	0	63
2004	36	8	1	0	45
Totals	**377**	**29**	**13**	**7**	**426**

Fatalities

1999	12	0	0	1	13
2000	11	1	0	2	14
2001	5	2	0	1	8
2002	21	1	1	0	23
2003	10	0	0	3	13
2004	15	2	1	0	18
Totals	**74**	**6**	**2**	**7**	**89**

Vessels

1999	216	11	4	7	238
2000	202	20	4	5	231
2001	143	12	8	8	171
2002	172	6	8	2	188
2003	110	5	0	7	122
2004	93	9	1	0	103
Totals	**936**	**63**	**25**	**29**	**1053**

Accident Statistics by Operator Education

Injuries

Year	American Red Cross	Informal	State Course	U.S. Power Squadron	U.S.C.G. Auxiliary	None	Unknown	Total
1999	3	4	4	2	1	53	8	75
2000	2	4	7	4	2	42	15	76
2001	0	11	8	1	5	43	7	75
2002	0	7	12	2	8	51	12	92
2003	1	1	6	5	1	39	10	63
2004	0	8	7	1	1	19	9	45
Totals	**6**	**35**	**44**	**15**	**18**	**247**	**61**	**426**

Fatalities

1999	0	0	1	0	0	6	6	13
2000	0	0	2	0	0	4	8	14
2001	0	2	0	0	0	1	5	8
2002	0	0	1	0	2	12	8	23
2003	0	0	0	0	0	8	5	13
2004	0	0	1	0	0	5	12	18
Totals	**0**	**2**	**5**	**0**	**2**	**36**	**44**	**89**

Vessels

1993	1	16	12	10	13	78	33	163
1994	1	13	7	7	28	113	42	211
1995	2	16	6	5	20	147	32	228
1996	1	3	15	5	18	123	49	214
1997	0	0	0	0	0	0	0	0
1998	0	85	0	0	0	128	36	249
1999	5	9	12	13	14	142	43	238
2000	3	11	17	8	18	126	48	231
2001	1	16	16	3	7	88	40	171
2002	1	18	11	4	18	98	38	188
2003	3	4	8	7	5	13	82	122
2004	0	8	12	4	6	44	29	103
Totals	**18**	**199**	**116**	**66**	**147**	**1100**	**472**	**2118**

Accident Statistics by Operator Experience

Injuries

Year	Under 10 hours	10 - 100 hours	Over 100 hours	Unknown	Total
1997	21	32	28	0	81
1998	0	0	0	0	0
1999	18	14	40	3	75
2000	7	26	31	12	76
2001	3	28	36	8	75
2002	10	15	58	9	92
2003	12	12	28	11	63
2004	3	11	23	8	45
Totals	**74**	**138**	**244**	**51**	**507**

Fatalities

1997	3	10	1	0	14
1998	0	0	0	0	0
1999	0	1	9	3	13
2000	0	2	4	8	14
2001	0	1	4	3	8
2002	1	4	11	7	23
2003	2	0	5	6	13
2004	0	3	8	7	18
Totals	**6**	**21**	**42**	**34**	**103**

Vessels

1993	26	30	89	18	163
1994	50	46	95	20	211
1995	61	59	92	16	228
1996	0	0	0	0	0
1997	43	80	92	8	223
1998	37	55	119	38	249
1999	39	43	124	32	238
2000	29	50	112	40	231
2001	12	43	83	33	171
2002	13	34	112	29	188
2003	20	17	52	33	122
2004	8	22	56	17	103
Totals	**338**	**479**	**1026**	**284**	**2127**

Accident Statistics by Operator Age

Injuries

Year	< 10 yrs	10 - 12yrs	13 - 17yrs	18 - 19yrs	20 - 29yrs	30 - 39yrs	40 - 49yrs	50 - 59yrs	60 - 69yrs	70 + yrs	Unknown	Total
1996	0	0	8	0	38	22	17	2	2	0	0	89
1997	0	0	0	0	41	19	11	5	3	0	2	81
1998	0	0	0	0	0	0	0	0	0	0	0	0
1999	0	0	5	2	15	20	23	6	3	0	1	75
2000	0	2	6	3	20	16	9	10	3	0	7	76
2001	0	1	6	9	20	17	13	6	1	0	2	75
2002	0	1	6	2	17	30	28	8	0	0	0	92
2003	0	1	5	3	21	12	11	4	3	0	3	63
2004	0	0	2	5	13	10	5	8	2	0	0	45
Totals	**0**	**5**	**38**	**24**	**187**	**146**	**117**	**49**	**17**	**0**	**15**	**596**

Fatalities

1996	0	0	0	0	6	5	5	6	4	0	0	26
1997	0	0	1	0	1	7	2	1	2	0	0	14
1998	0	0	0	0	0	0	0	0	0	0	0	0
1999	0	0	0	1	4	2	2	2	2	0	0	13
2000	0	1	0	0	2	2	3	2	0	3	1	14
2001	0	0	0	2	2	2	0	1	0	0	1	8
2002	0	0	1	1	2	4	6	1	1	4	3	23
2003	0	0	1	1	2	6	1	0	0	1	1	13
2004	0	0	0	3	5	2	3	1	2	2	0	18
Totals	**0**	**1**	**3**	**8**	**24**	**30**	**21**	**14**	**11**	**10**	**6**	**129**

Vessels

1993	0	0	7	3	33	48	41	15	6	4	6	163
1994	1	1	13	10	48	54	46	25	8	1	4	211
1995	0	3	12	9	68	65	32	22	5	1	11	228
1996	0	0	30	0	66	55	38	16	9	0	0	214
1997	0	0	11	0	72	57	36	19	6	0	22	223
1998	0	0	13	12	55	66	47	26	5	2	23	249
1999	0	1	13	5	58	62	46	23	11	5	14	238
2000	1	2	10	9	55	50	39	19	10	4	32	231
2001	0	2	16	9	40	41	25	15	2	0	21	171
2002	0	1	7	5	33	42	57	20	4	5	14	188
2003	0	1	9	7	24	22	21	8	10	1	19	122
2004	0	1	6	8	22	18	18	14	8	2	6	103
Totals	**2**	**12**	**147**	**77**	**574**	**580**	**446**	**222**	**84**	**25**	**172**	**2341**

Accident Statistics by Primary Cause of Accident

Accidents

Year	Alcohol Use	Careless/Reckless Operation	Congested Waters	Equipment Failure	Electrical Wiring	Excessive Speed	Failure to Vent	Hazardous Waters	Hull Failure	Improper Anchoring	No Proper Lookout	Operator Inattention	Operator Inexperience	Restricted Vision	Sharp Turn	Standing/Sitting on gunwhales, bow	Struck Submerged/ Floating Object	Wake	Weather (Heavy)	Other	Unknown	Total
2000	5	31	4	4	0	9	2	20	1	1	5	18	19	1	2	0	0	0	5	21	5	153
2001	8	23	2	4	0	6	0	13	3	2	1	7	7	0	3	1	0	6	3	15	8	112
2002	6	22	1	12	0	13	2	11	1	0	3	8	17	1	3	3	0	4	5	21	2	135
2003	8	14	1	2	1	1	1	8	3	1	1	12	6	3	4	1	3	2	2	7	3	84
2004	5	12	1	9	0	4	4	5	0	1	2	9	4	0	1	1	3	1	2	8	6	78
Total	**32**	**102**	**9**	**31**	**1**	**33**	**9**	**57**	**8**	**5**	**12**	**54**	**53**	**5**	**13**	**6**	**6**	**13**	**17**	**72**	**24**	**562**

Injuries

2000	7	14	1	4	0	6	0	5	0	0	0	10	6	0	2	0	0	0	5	14	2	76
2001	10	17	2	2	0	4	0	4	1	1	0	3	5	0	3	1	0	3	4	11	4	75
2002	5	21	0	4	0	11	1	5	1	0	3	6	9	0	2	1	0	2	2	19	0	92
2003	9	16	1	0	0	2	1	8	0	0	1	7	6	2	3	1	1	2	0	1	2	63
2004	2	10	0	5	0	6	0	1	0	0	4	9	4	0	0	0	2	0	0	2	0	45
Total	**33**	**78**	**4**	**15**	**0**	**29**	**2**	**23**	**2**	**1**	**8**	**35**	**30**	**2**	**10**	**3**	**3**	**7**	**11**	**47**	**8**	**351**

Fatalities

2000	1	0	0	1	0	0	0	1	1	0	0	3	0	1	0	0	0	0	0	5	1	14
2001	2	4	0	1	0	0	1	1	0	0	0	1	1	0	1	2	0	0	3	5	1	23
2002	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	8
2003	5	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	13
2004	5	1	0	2	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	4	1	18
Total	**16**	**8**	**0**	**4**	**0**	**1**	**1**	**2**	**1**	**0**	**0**	**5**	**3**	**2**	**2**	**3**	**0**	**0**	**4**	**16**	**8**	**76**

Vessels

1993	25	0	0	16	0	27	0	34	5	0	27	0	0	0	0	0	0	0	14	113	4	265
1994	12	0	0	22	0	21	0	14	4	0	19	0	0	0	0	0	0	0	15	114	69	290
1995	15	0	0	15	0	37	0	27	3	0	20	0	0	0	0	0	0	0	6	160	20	303
1996	17	15	1	3	0	24	1	15	2	0	4	27	11	5	1	0	0	0	3	15	7	151
1997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1998	23	0	0	15	0	29	0	48	2	0	12	0	0	0	0	0	0	0	12	85	13	239
1999	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	57	8	11	0	12	2	22	1	2	10	26	30	1	3	0	0	0	8	25	6	231
2001	11	43	3	5	0	9	0	17	3	2	1	12	11	0	5	1	0	8	5	21	14	171
2002	8	34	1	14	0	20	3	12	1	0	5	13	25	2	4	3	0	6	6	27	4	188
2003	12	23	1	2	1	1	1	8	4	1	1	22	12	4	5	1	1	2	4	6	10	122
2004	7	23	1	9	0	5	4	5	0	2	2	14	6	0	1	1	3	1	2	9	8	103
Total	**137**	**195**	**15**	**112**	**1**	**185**	**11**	**202**	**25**	**7**	**101**	**114**	**95**	**12**	**19**	**6**	**4**	**17**	**75**	**575**	**155**	**2063**

Accident Statistics by Operation at Time of Accident

Injuries

Year	At Anchor	Changing Direction	Changing Speed	Cruising	Docking/ Undocking	Drifting	Launching	Rowing/Padding	Sailing	Tied to Dock /Mooring	Unknown	Other	Total
1996	2	8	0	65	0	2	0	0	0	1	2	7	87
1997	1	2	2	65	1	4	0	0	0	1	2	3	81
1998	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	9	4	3	43	3	8	1	0	0	1	1	2	75
2000	1	10	10	41	1	8	0	0	0	0	4	1	76
2001	1	15	9	41	3	5	0	0	0	0	1	0	75
2002	0	12	7	46	0	18	1	0	1	2	2	3	92
2003	2	9	2	31	1	9	0	1	0	2	5	1	63
2004	0	1	4	31	0	4	0	0	0	1	0	4	45
Total	**16**	**61**	**37**	**363**	**9**	**58**	**2**	**1**	**1**	**8**	**17**	**21**	**594**

Fatalities

1996	1	1	3	14	0	3	0	2	0	0	2	0	26
1997	2	0	0	10	0	1	0	0	0	0	1	0	14
1998	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	1	0	1	4	0	4	0	2	0	0	0	1	13
2000	0	0	1	6	0	2	2	3	0	0	0	0	14
2001	0	2	1	1	2	0	0	0	0	0	2	0	8
2002	0	3	1	5	0	7	0	1	0	0	1	5	23
2003	0	0	0	6	0	1	0	4	0	0	2	0	13
2004	0	0	3	7	0	3	0	3	0	0	1	1	18
Total	**4**	**6**	**10**	**53**	**2**	**21**	**2**	**15**	**0**	**0**	**9**	**7**	**129**

Vessels

1993	5	0	0	89	6	17	0	0	0	6	0	40	163
1994	4	0	0	104	14	23	0	0	0	4	14	29	192
1995	2	0	0	137	11	12	0	0	0	3	0	52	217
1996	5	12	2	119	4	8	0	2	0	3	18	14	187
1997	7	2	3	144	9	19	1	0	0	12	17	9	223
1998	11	0	0	159	13	18	0	0	0	7	14	27	249
1999	13	16	14	127	9	25	2	2	3	10	10	7	238
2000	9	19	16	108	10	18	5	2	3	15	22	4	231
2001	5	21	14	81	7	15	1	0	0	11	13	3	171
2002	3	18	10	96	4	25	1	1	2	8	13	7	188
2003	7	17	8	50	6	1	0	4	0	3	23	3	122
2004	5	3	14	49	2	11	0	2	2	5	4	6	103
Total	**76**	**108**	**81**	**1263**	**95**	**192**	**10**	**13**	**10**	**87**	**148**	**201**	**2284**

Accident Statistics by Type of Accident

Accidents

Year	Capsizing	Collision w/ fixed object	Collision w/ floating	Collision w/ vessel	Fall in boat	Falls overboard	Fire/Explosion (fuel)	Flooding / Swamping	Grounding	Sinking	Skier Mishap	Starting Engine	Struck submerged object	Struck by boat	Struck by motor/ propeller	Other	Total
1993	23	19	10	32	1	13	6	2	5	8	0	0	0	0	6	9	134
1994	11	21	4	68	6	12	1	5	9	3	0	0	0	0	1	7	148
1995	9	16	16	56	1	18	4	4	8	12	0	0	0	0	9	25	178
1996	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1997	6	9	2	69	9	15	4	4	11	1	5	0	5	2	1	2	145
1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	11	9	4	66	7	15	3	10	4	1	8	2	14	1	2	2	159
2000	13	10	2	71	10	4	5	6	6	3	11	0	10	2	0	2	155
2001	3	10	6	47	4	6	3	5	2	2	7	0	8	0	1	8	112
2002	6	18	2	38	8	22	5	5	4	3	7	1	4	7	2	3	135
2003	5	11	2	23	6	7	2	6	3	2	3	0	4	4	1	5	84
2004	4	6	1	25	1	11	7	7	2	2	3	0	2	1	3	3	78
Total	**91**	**129**	**49**	**495**	**53**	**123**	**40**	**54**	**54**	**37**	**44**	**3**	**47**	**17**	**26**	**66**	**1328**

Injuries

1996	11	14	1	30	13	8	1	0	0	1	5	0	0	2	1	2	89
1997	3	5	1	29	9	8	0	0	8	5	5	0	4	1	1	2	81
1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	7	5	1	29	5	10	2	1	0	0	7	3	2	0	2	1	75
2000	11	7	0	25	9	3	3	0	5	0	11	0	0	2	0	0	76
2001	1	9	1	33	3	4	2	4	1	0	7	0	1	0	1	8	75
2002	0	9	1	35	8	12	2	2	2	1	7	0	2	7	2	2	92
2003	1	11	3	19	7	6	1	1	1	0	4	0	2	4	2	1	63
2004	0	9	0	14	1	6	3	2	1	0	3	0	2	1	3	0	45
Total	**34**	**69**	**8**	**214**	**55**	**57**	**14**	**10**	**18**	**7**	**49**	**3**	**13**	**17**	**12**	**16**	**596**

Fatalities

1996	7	1	1	6	0	8	0	0	0	3	0	0	0	0	1	0	27
1997	1	0	3	1	0	7	0	0	0	0	0	0	0	1	0	1	14
1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	4	0	0	2	0	5	0	0	1	0	0	0	1	0	0	0	13
2000	6	1	0	2	0	1	0	0	0	2	0	0	1	0	0	1	14
2001	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	8
2002	5	3	0	2	0	9	0	3	0	0	0	1	0	0	0	0	23
2003	4	5	0	1	0	2	0	0	0	0	0	0	0	0	0	1	13
2004	4	1	0	2	0	9	0	0	0	1	0	0	0	0	0	1	18
Total	**31**	**11**	**4**	**19**	**2**	**44**	**0**	**3**	**1**	**6**	**0**	**1**	**2**	**1**	**1**	**4**	**130**

Vessels

1996	15	18	0	91	11	15	5	2	1	6	5	0	6	2	2	4	183
1997	6	10	3	138	10	16	4	4	13	1	6	0	5	4	1	2	223
1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1999	11	11	6	133	8	16	3	10	4	1	10	2	15	2	3	3	238
2000	13	11	2	143	12	4	5	6	6	3	11	0	10	3	0	2	231
2001	4	13	9	94	4	6	4	6	2	2	7	0	8	0	1	11	171
2002	6	21	3	75	8	25	6	5	4	3	8	1	5	12	2	4	188
2003	6	11	4	46	8	8	2	7	4	3	4	0	4	7	1	7	122
2004	4	6	2	45	1	11	8	7	2	2	3	0	2	1	3	6	103
Total	**65**	**101**	**29**	**765**	**62**	**101**	**37**	**47**	**36**	**21**	**51**	**3**	**54**	**31**	**13**	**39**	**1459**

Accident Statistics by Type of Boat

Injuries

Year	Auxiliary Sail	Cabin Motorboat	Houseboat	Open Motorboat	Personal Watercraft	Pontoon	Rowboat	Sail Only	Other	Unknown	Total
1997	0	3	0	47	27	2	0	2	0	1	82
1998	0	0	0	0	0	0	0	0	0	0	0
1999	1	4	0	42	23	2	0	0	2	1	75
2000	0	15	8	21	27	4	0	0	1	0	76
2001	0	8	0	36	27	1	0	2	0	1	75
2002	0	13	0	48	29	1	0	1	0	0	92
2003	0	10	0	25	21	2	4	0	1	0	63
2004	0	4	0	26	13	1	0	0	1	0	45
Total	**1**	**57**	**8**	**245**	**167**	**13**	**4**	**5**	**5**	**3**	**508**

Fatalities

1997	0	0	0	10	3	0	0	1	0	0	14
1998	0	0	0	0	0	0	0	0	0	0	0
1999	0	0	1	7	1	0	3	0	1	0	13
2000	0	1	2	7	1	0	0	0	1	1	13
2001	0	0	0	7	0	0	0	0	0	1	8
2002	1	4	0	14	2	1	1	0	0	0	23
2003	0	4	0	2	1	0	2	0	2	2	13
2004	0	1	0	8	0	3	2	0	4	0	18
Total	**1**	**10**	**3**	**55**	**8**	**4**	**8**	**1**	**8**	**4**	**102**

Vessels

1993	6	20	0	85	18	0	4	3	19	8	163
1994	4	40	0	83	59	0	2	2	11	10	211
1995	1	59	0	77	77	0	0	1	5	8	228
1996	0	0	0	0	0	0	0	0	0	0	0
1997	2	21	1	96	81	4	0	6	4	9	224
1998	0	0	0	0	0	0	0	0	0	0	0
1999	5	24	2	106	73	8	3	4	5	8	238
2000	3	28	8	84	70	15	0	1	5	17	231
2001	3	20	0	76	49	9	0	2	1	11	171
2002	7	32	3	83	46	5	1	1	1	9	188
2003	3	14	4	47	30	4	3	0	6	11	122
2004	2	12	2	40	28	5	2	3	5	4	103
Total	**36**	**270**	**20**	**777**	**531**	**50**	**15**	**23**	**62**	**95**	**1879**

Accident Statistics by Waterway

Between 1993 - 2004, Lake Michigan, Illinois River, Mississippi River have led the state in boating accidents. Below is the top nine waterways for the State. These three waterways are also at higher risk of injuries and fatalities.

Since 1996, boat accidents occurring on private/ farm ponds (10) resulted in a 100% fatality rate. Many accidents involved contributing factors such as alcohol, the victim not wearing a PFD, and/ or a small watercraft.

Top Nine Boating Accidents by Waterway

Year	Carlyle Lake	Clinton Lake	Fox River	Illinois River	Kankakee River	Lake Michigan	Lake Shelbyville	Mississippi River	Rock River
1993	3	6	10	14	3	17	4	7	6
1994	3	2	5	20	6	20	2	30	12
1995	3	5	8	29	2	22	4	27	14
1996	6	6	6	19	6	15	11	17	6
1997	4	5	9	26	7	20	4	13	14
1998	4	6	10	32	5	23	8	20	5
1999	7	8	6	22	10	12	7	12	12
2000	5	12	7	29	7	10	5	13	5
2001	7	5	4	27	6	5	2	10	3
2002	6	4	5	20	6	20	6	17	5
2003	3	5	3	13	0	12	2	12	4
2004	2	3	2	11	1	6	1	10	7
Total	**53**	**67**	**75**	**262**	**59**	**182**	**56**	**188**	**93**

Top Eighteen Waterways Involving Boating Accidents Resulting in Fatality

1993 - 2004

Injuries and Fatalities were compiled only for 1996,1997, 1999 - 2004

Body of Water	Accidents	Injuries	Fatalities
Mississippi River	188	66	21
Illinois River	262	116	12
Private/ Farm Pond	13	0	10
Lake Michigan	182	41	9
Rock River	93	32	8
Nippersink Lake	12	4	6
Des Planes River	18	6	5
Kankakee River	59	26	4
Calumet River	8	3	4
Carlyle Lake	53	18	3
Lake Shelbyville	56	28	3
Ohio River	6	0	3
Kinkaid Lake	28	10	3
Cal. Sag Channel	24	17	3
Sangchris Lake	5	0	2
Vermilion River	12	6	2
Clinton Lake	67	29	2
Rend Lake	26	10	2

Accident Statistics by Waterway

1993 - 2004

Body of Water	Accidents	Injuries	Fatalities
Apple Canyon Lake	7	1	0
Argyle Lake	1	1	0
Baldwin Lake	1	0	0
Bangs Lake	8	3	0
Big Lake	2	0	0
Big Muddy River	1	0	0
Big Sandy Creek	1	0	0
Bluff Lake	4	0	0
Bonita Vista Lake	1	0	0
Borah Lake	2	0	0
Braidwood Lake	1	0	0
Bureau Creek	1	2	0
Cal Sag. River	1	2	0
Cal. Sag Channel	24	17	3
Calumet River	8	3	4
Candlewick Assoc. Lake	1	0	0
Canton Lake	4	0	1
Canyon Lake	1	1	0
Carlton/Rockwood Lake	1	4	0
Carlyle Lake	53	18	3
Casey Fork Creek	1	2	0
Cedar Lake	4	0	1
Centralia Lake	1	1	0
Channel Lake	5	1	0
Chautaqua Lake	1	0	0
Chicago River	28	8	1
Chicago Sanitary & Ship Canal	4	2	1
Clinton Lake	67	29	2
Coal City Area Club Lake	2	0	0
Crab Orchard Lake	16	0	1
Crooked Lake	1	0	0
Crow Creek	1	1	0
Crystal Lake	1	0	0
Deep Lake	1	0	1
Des Planes River	17	6	5
Diamond Lake	2	5	0
DuPage River	1	0	1
Duquoin City Lake	1	1	1
East Fork Lake	4	1	0
Embarras River	3	0	1
Evergreen Lake	1	0	1
Forbes Lake	2	1	0
Fox Lake	17	8	1
Fox River	75	20	1
Frogtown Lake	1	0	0
Gages Lake	2	1	0

Accident Statistics by Waterway

1993 - 2004

Body of Water	Accidents	Injuries	Fatalities
Gillespie Lake	3	0	0
Glenn Shoals Lake	4	3	1
Goose Lake	1	0	0
Governor Bond Lake	3	1	0
Grass Lake	20	7	0
Green River	1	0	0
Harold Lake	1	0	0
Hater Canal	1	0	0
Heidecke Lake	6	1	1
Holiday Shores Lake	3	3	0
I & M Canal	1	0	0
Illinois River	262	116	12
Indian Point Campground Lake	1	0	1
Iroquois River	5	3	0
Kankakee River	59	26	4
Kaskaskia River	30	11	2
Keiswetter Lake	1	1	1
Kinkaid Lake	28	10	3
Kishwaukee River	2	0	1
Lake #3	1	0	1
Lake Arlan	3	0	0
Lake Bloomington	1	0	1
Lake Carroll	11	4	0
Lake Catherine	3	0	0
Lake Centralia	1	0	0
Lake Decatur	18	6	0
Lake Florence	1	1	0
Lake Holiday	5	0	0
Lake Jacksonville	1	1	0
Lake Killarney	1	0	1
Lake Lou Yeager	1	0	0
Lake Marie	7	2	0
Lake Matanza	2	2	0
Lake Mattoon	1	0	0
Lake Michigan	182	41	9
Lake Mildred	1	0	0
Lake Mingo	1	0	0
Lake of Egypt	12	1	0
Lake Petersburg	1	0	0
Lake Sara	2	0	1
Lake Shelbyville	56	28	3
Lake Springfield	26	7	0
Lake Summerset	2	1	0
Lake Taylorville	9	9	0
Lake Thunderbird	2	0	0
Lake Vandalia	1	0	0
Lake Vermilion	8	10	0

Accident Statistics by Waterway

1993 - 2004

Body of Water	Accidents	Injuries	Fatalities
Lake Villa	1	0	0
Lake Wildwood	3	1	0
Lake Zurich	1	0	0
LaMoine River	1	0	0
LaSalle Lake	8	0	1
Lick Creek	1	0	0
Lincoln Lake	8	2	0
Little Cal Sag	1	0	0
Little Calumet River	3	0	0
Little Swan Lake	2	1	0
Little Wabash River	1	0	1
Long Lake	3	0	0
Mansfield Assoc. Lake	1	0	0
Mill Creek	5	2	0
Millcreek Lake	1	1	0
Mississippi River	188	66	21
Newton Lake	2	1	0
Nippersink Lake	12	4	6
Ohio River	6	0	3
Old West Frankfort Lake	1	1	0
Otter Lake	3	3	0
Paris East City Lake	1	1	0
Patterson Bay	1	0	0
Pecatonica River	1	0	1
Pekin Lake	1	0	0
Petite Lake	8	0	0
Piasa Creek	2	4	0
Piasa Harbor	1	0	0
Pinckneyville City Lake	1	0	1
Pistakee Bay	1	0	0
Pistakee Lake	15	1	0
Pittsfield City Lake	1	0	1
Powerton Lake	1	0	0
Prairie East Lake	1	1	0
Private Club Lake	2	0	0
Private/ Farm Pond	13	0	10
Quincy Country Club Lake	1	0	1
Quiver Lake	1	1	0
Reese Creek	1	0	0
Rend Lake	27	11	2
Rock Creek	1	0	0
Rock River	93	32	8
Sangamon River	4	2	0
Sangchris Lake	5	0	2
Savana Slough	1	0	0
Saybrook Sportsmans Club Pond	1	0	1
Schy-Rush Lake	1	1	0

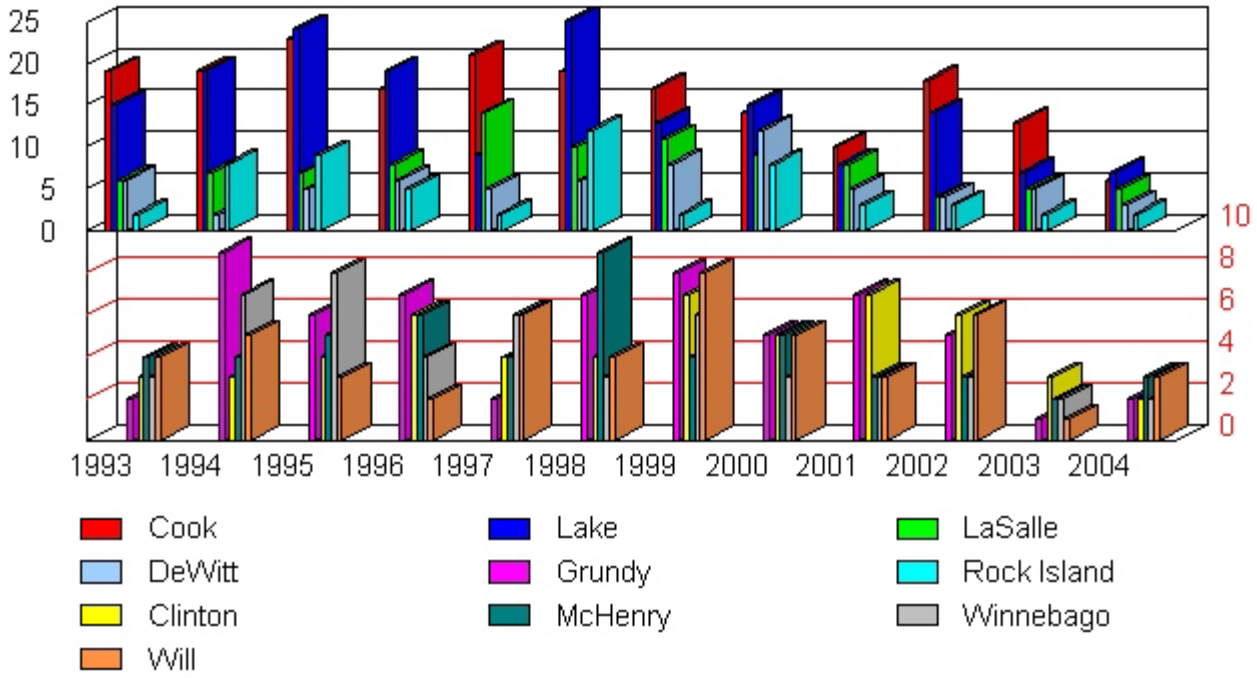
Accident Statistics by Waterway

1993 - 2004

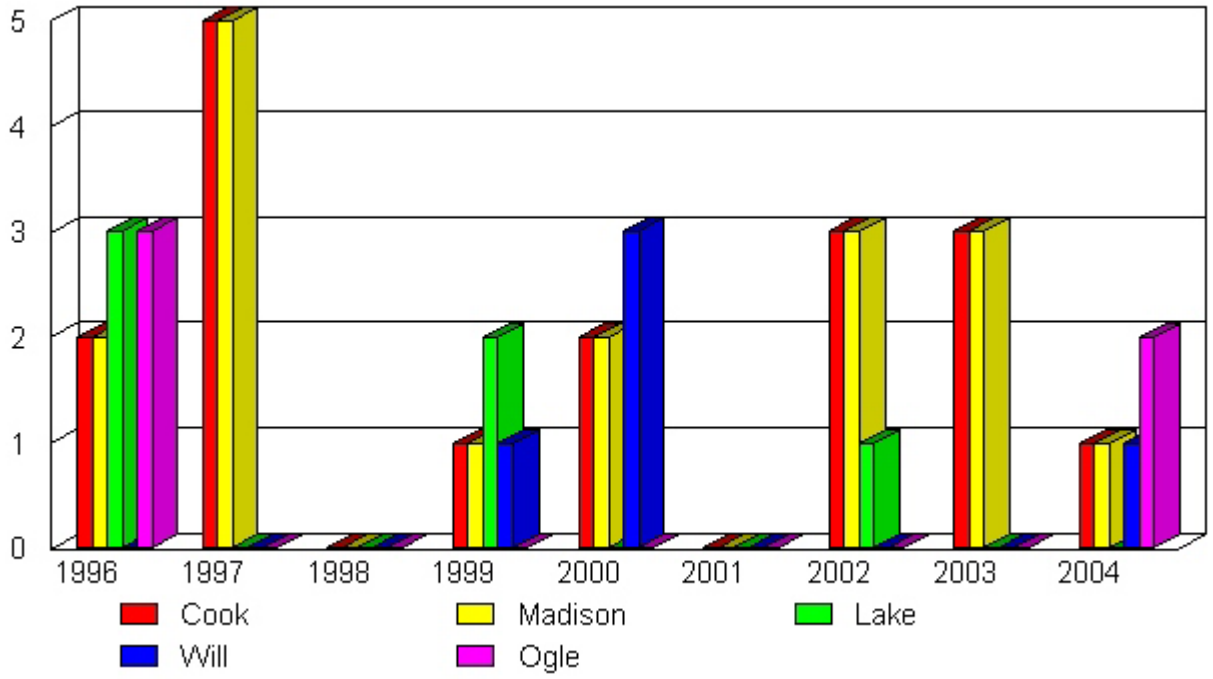
Body of Water	Accidents	Injuries	Fatalities
Sesser Lake	1	0	0
Shannon Shores	2	2	0
Silver Lake	1	0	0
SmallTown Lake	2	0	0
Spoon Lake	3	2	0
Spoon River	1	0	0
Spring Lake	2	1	0
Squaw Lake	1	0	0
Stauton Lake	1	0	1
Stephen A Forbes	1	0	0
Superior Lake	1	0	0
Unknown	1	1	0
Vandalia Lake	4	5	0
Vermilion River	12	6	2
Wabash River	3	2	0
Washington Co. Cons. Area Lake	1	0	0
Weinel Lake	1	0	0
West Frankfort City Lake	4	2	0
Wildwood Lake	1	0	1
Wolf Lake	1	0	0
Wonder Lake	2	1	0
Yellow Creek	1	0	0

Accident Statistics by County

Top Ten List of Boating Accidents by County



Top Five Counties for Boating Accidents Involving Fatalities



Accident Statistics by County

Total Boating Accidents

County	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Cook	19	19	23	17	21	19	17	14	10	18	13	6	**196**
Lake	15	19	24	19	9	25	13	15	8	14	7	7	**175**
LaSalle	6	7	7	8	14	10	11	9	8	4	5	5	**94**
DeWitt	6	2	5	6	5	6	8	12	5	4	5	3	**67**
Grundy	2	9	6	7	2	7	8	5	7	5	1	2	**61**
Rock Island	2	8	9	5	2	12	2	8	3	3	2	2	**58**
Clinton	3	3	4	6	4	4	7	5	7	6	3	2	**54**
McHenry	4	4	5	6	4	9	4	5	3	3	2	3	**52**
Winnebago	3	7	8	4	6	3	6	3	3	3	2	2	**50**
Will	4	5	3	2	6	4	8	5	3	6	1	3	**50**
Peoria	0	3	9	3	4	9	5	4	2	3	1	1	**44**
Shelby	4	1	3	8	2	6	5	5	1	5	2	1	**43**
Jersey	0	0	6	3	4	5	3	4	4	6	0	1	**36**
Kankakee	1	3	2	5	2	2	5	5	5	4	0	0	**34**
Jackson	2	0	4	5	5	1	4	5	0	4	1	3	**34**
Sangamon	5	3	2	3	4	4	1	3	0	2	2	2	**31**
Adams	4	9	5	0	6	3	0	1	0	1	1	0	**30**
Franklin	3	2	2	2	3	3	3	3	4	2	2	1	**30**
Tazewell	3	1	2	4	2	2	0	3	5	2	3	3	**30**
Calhoun	1	1	3	3	1	1	4	2	2	3	4	4	**29**
JoDaviess	2	8	1	4	2	2	1	1	0	2	1	3	**27**
Carroll	0	4	5	3	1	1	0	3	2	2	3	3	**27**
Williamson	3	3	3	0	2	4	3	1	2	1	0	1	**23**
Mason	4	2	4	1	2	3	0	3	1	1	1	0	**22**
Macon	5	2	2	0	2	1	2	3	0	3	0	0	**20**
Kane	4	1	4	1	4	1	1	0	1	1	1	0	**19**
Randolph	1	0	3	1	0	1	2	2	3	2	0	1	**16**
St. Clair	2	1	0	1	1	1	3	2	1	0	1	2	**15**
Ogle	2	3	3	2	2	0	1	0	0	0	0	2	**15**
Moultrie	0	1	1	3	2	3	2	0	1	1	0	0	**14**
Henderson	1	2	1	1	0	2	2	2	1	0	0	2	**14**
Vermilion	1	0	0	3	1	2	2	0	0	1	3	1	**14**
Madison	2	0	1	3	0	1	2	1	1	1	1	0	**13**
Christian	1	0	1	2	2	0	3	0	1	1	1	1	**13**
Whiteside	1	1	1	1	0	2	3	0	1	1	1	0	**12**
Fulton	1	0	0	2	4	2	1	1	0	1	0	0	**12**
Lee	0	1	1	0	4	1	2	1	0	1	0	1	**12**

Counties involved in less than 10 total boating accidents for 1993 - 2004 : Marshall (10), Hancock (9), Livingston (8), Jefferson (7), Cass (6), Fayette (7), Bureau (6), Clark (6), Montgomery (5), Perry (5), Richland (5), Woodford (5), Effingham (4), Henry (5), Knox (4), Macoupin (5), Marion (4), Morgan (4), Pike (4), Putnam (4), Brown (3), Bond (3), Mercer (3), Pope (3), Schuyler (3), Edgar (2), Greene (2), Iroquois (2), Jasper (2), Johnson (2), Lawrence (2), Pulaski (2), Stephenson (2), Union (2), Warren (2), Washington (2), Coles (2), Boone (1), Crawford (1), Cumberland (1) DuPage (1), Gallatin (1), Hardin (1), Kendall (1), McDonough (1), McLean (3), Menard (1), Monroe (1), Piatt (1), Scott (1), Wabash (1)

Accident Statistics by County

Top Counties for Boating Accidents Involving Injuries

County	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Cook	5	8	0	4	14	10	7	11	3	62
Lake	10	5	0	9	4	7	8	5	1	49
LaSalle	4	5	0	3	6	5	3	4	3	33
Grundy	8	1	0	8	1	7	3	0	1	29
DeWitt	2	3	0	4	5	4	3	5	2	28
Jersey	4	3	0	2	3	4	8	0	0	24
Shelby	7	0	0	1	6	1	6	1	2	24
Peoria	4	6	0	2	3	1	3	1	0	20
Clinton	6	1	0	3	1	1	3	2	1	18
Kankakee	4	1	0	3	4	2	4	0	0	18
Winnebago	0	6	0	4	1	2	2	0	2	17
Tazewell	2	0	0	0	2	5	2	2	2	15
Rock Island	5	1	0	0	5	0	1	3	0	15
Franklin	2	1	0	2	2	2	2	2	1	14
McHenry	1	3	0	1	1	2	3	1	1	13
Calhoun	1	0	0	2	1	2	3	2	2	13
Will	1	2	0	1	2	0	5	1	1	13
Vermilion	4	1	0	1	0	0	1	4	1	12
Carroll	3	1	0	0	3	0	1	3	0	11
JoDaviess	1	0	0	1	1	0	3	0	5	11
Jackson	2	2	0	2	0	0	3	1	1	11

Top Counties for Boating Accidents Involving Fatalities

County	1996	1997	1998	1999	2000	2001	2002	2003	2004	Total
Cook	2	5	0	1	2	0	3	3	1	17
Madison	3	0	0	0	0	0	1	4	0	8
Lake	3	0	0	2	0	0	1	0	0	6
Will	0	0	0	1	3	0	0	0	1	5
Ogle	3	0	0	0	0	0	0	0	2	5
McHenry	0	0	0	0	0	1	0	0	3	4
Jackson	2	1	0	0	0	0	0	0	1	4
LaSalle	1	1	0	1	0	0	1	0	0	4
Peoria	0	0	0	0	0	2	1	0	1	4
Fulton	1	0	0	1	1	0	1	0	0	4
Effingham	0	0	0	1	1	0	1	0	0	3
Winnebago	2	0	0	0	1	0	0	0	0	3
Hancock	0	0	0	0	0	0	3	0	0	3
Whiteside	0	0	0	0	0	0	3	0	0	3
Clinton	0	1	0	0	0	0	1	0	1	3
McLean	0	0	0	0	0	1	0	0	2	3
Randolph	0	0	0	0	1	1	0	0	1	3

Counties involved in less than 3 total boating fatalities for 1993 - 2004 : Brown(2), Calhoun(2), Christian(2), DeWitt(2), Franklin(2), Grundy(2), Henry(2), Jersey(2), Mercer(2), Morgan(2), Perry(2), Pike(2), Pulaski(2), Tazewell(2), Vermilion(2), Adams(1), Cass(1), Coles(1), JoDaviess(1), Kankakee(1), Knox(1), Macoupin(1), Marshall(1), Montgomery(1), Moultrie(1), Muscatine(1), Pope(1), Rock Island(1), Sangamon(1), Shelby(1), Union(1), Washington(1), Williamson(1)

Operating Under the Influence (OUI) Statute

Current regulations (625 ILCS 45/ 5-16) Operating a watercraft under the influence of alcohol, other drug or drugs, intoxicating compound or compounds, or combination thereof.
(A) 1. A person shall not operate or be in actual physical control of any watercraft within this State while:

(a) The alcohol concentration in such person's blood or breath is a concentration at 0.08 or greater;

(b) Under the influence of alcohol;
©) Under the influence of any other drug or combination of drugs to a degree which renders such person incapable of safely operating any watercraft;

©)-1) Under the influence of any intoxicating compound or combination of intoxicating compounds to a degree that renders the person incapable of safely operating any watercraft;

(d) Under the combined influence of alcohol and any other drug or drugs to a degree which renders such person incapable of safely operating a watercraft; or

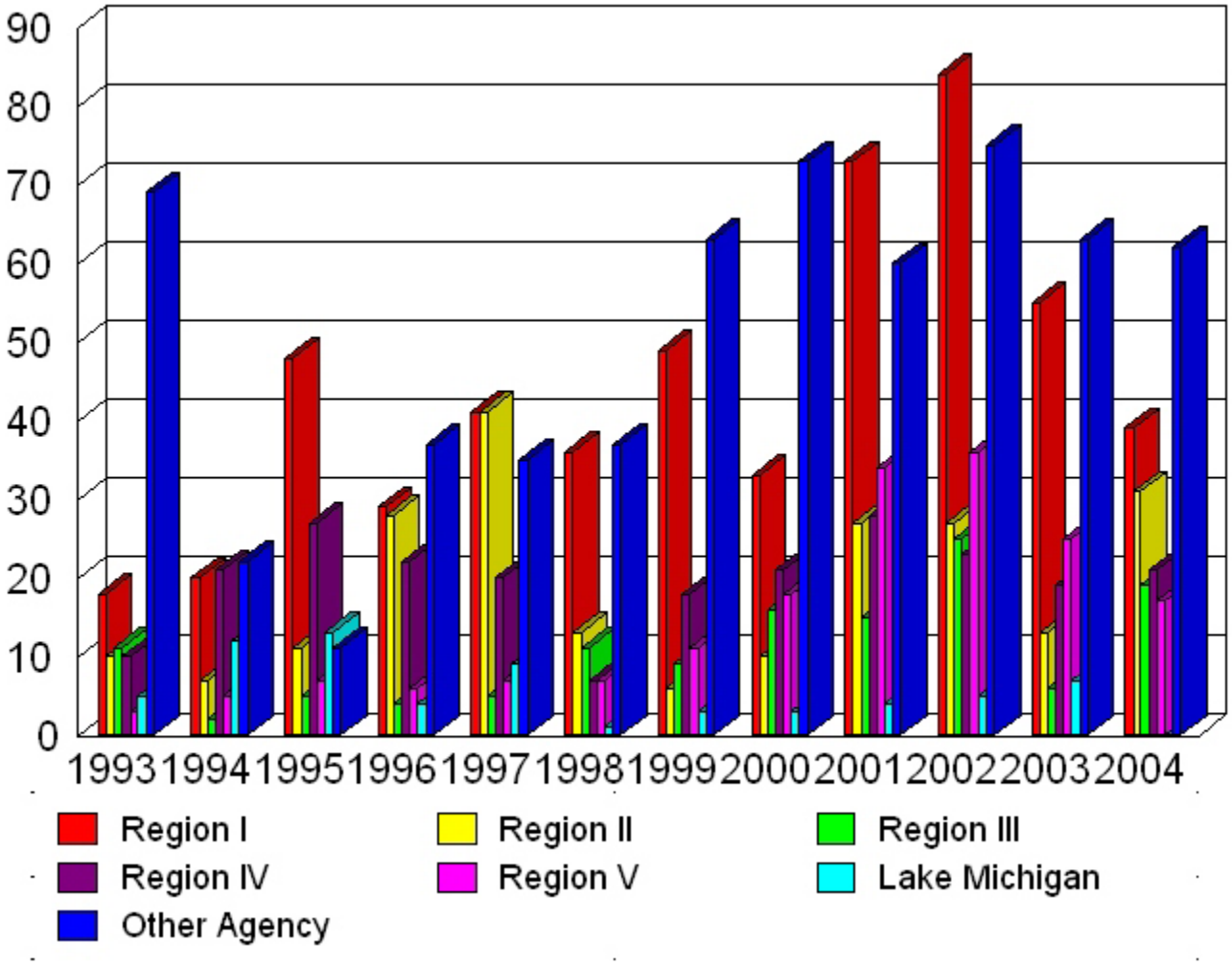
(e) There is any amount of a drug, substance, or compound in the person's blood or urine resulting from the unlawful use or consumption of cannabis listed in the Cannabis Control Act, a controlled substance listed in the Illinois Controlled Substances Act, or an intoxicating compound listed in the Use of Intoxicating Compounds Act.

(B) 1. Any person who operates or is in actual physical control of any watercraft upon the waters of this State shall be deemed to have given consent to a chemical test or tests of blood, breath or urine for the purpose of determining the content of alcohol, other drug or drugs, intoxicating compound or compounds, or combination thereof in the person's blood if arrested for any offense of subsection (A) above. The chemical test or tests shall be administered at the direction of the arresting officer. The law enforcement agency employing the officer shall designate which of the tests shall be administered. A urine test may be administered even after a blood or breath test or both has been administered.

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**
Average	**44**	**19**	**11**	**20**	**15**	**6**	**51**	**164**
Total	**525**	**224**	**128**	**237**	**176**	**66**	**607**	**1963**

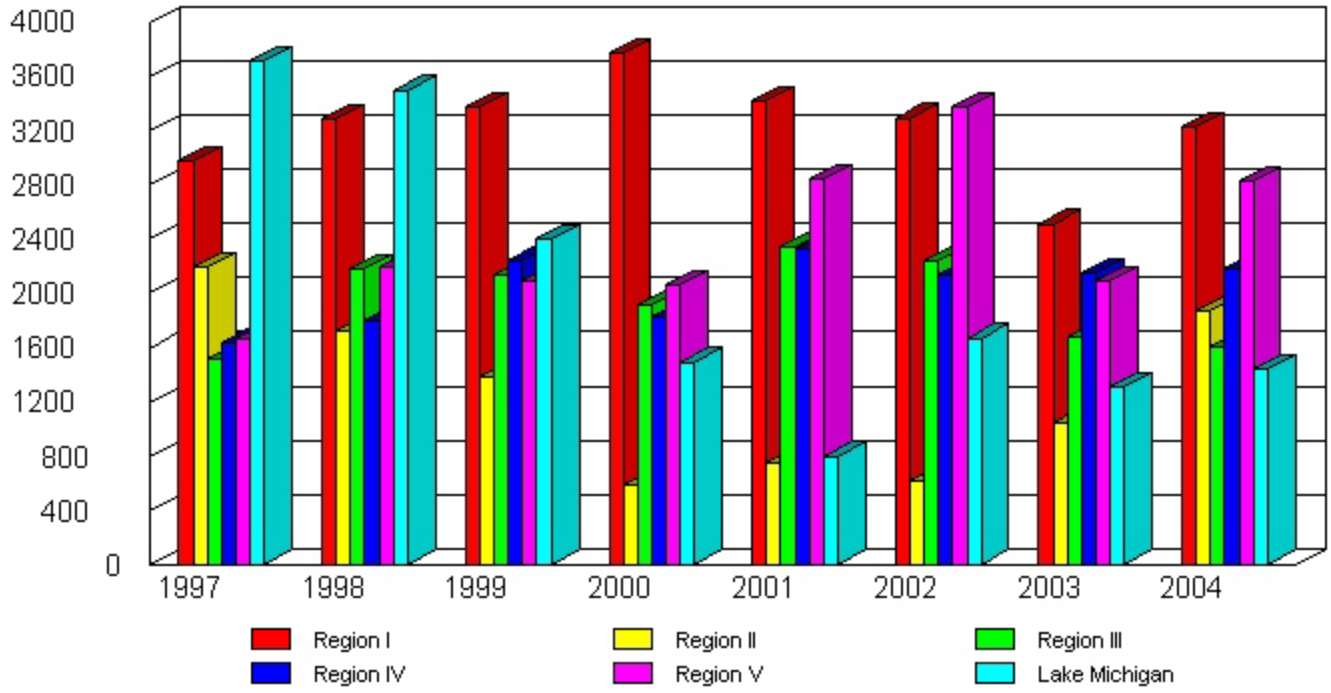
Operating Under the Influence (OUI)
Arrests
1993 - 2004



Hours of Recreational Boating Enforcement

The Department of Natural Resources Conservation Police track the time officers spend enforcing Recreational Boating by use of programmatic codes. Since 1997, Conservation Police have spent approximately 107,733 hours enforcing recreational boating laws in the State of Illinois. Below is compiled data of the recreational boating enforcement time. The total number of hours spent may vary because of various programmatic codes the Conservation Police have to choose. This data does not reflect the total number of hours of patrolling the waters of Illinois.

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Investigative Unit	Training/ Misc.	Total
1997	2,975	2,190	1,514	1,640	1,667	3,708	625	10	14,328
1998	3,281	1,727	2,174	1,792	2,200	3,495	1,339	41	16,048
1999	3,369	1,388	2,130	2,241	2,097	2,397	182	20	13,822
2000	3,764	586	1,909	1,822	2,061	1,490	27	211	11,869
2001	3,411	748	2,334	2,327	2,842	796	11	718	13,185
2002	3,290	621	2,239	2,130	3,370	1,666	33	20	13,369
2003	2,509	1,047	1,670	2,150	2,093	1,304	46	9	10,827
2004	3,222	1,870	1,609	2,184	2,828	1,443	89	613	13,858
Average	**3,227.63**	**1,272.13**	**1,947.38**	**2,035.75**	**2,394.54**	**2,037.38**	**294.00**	**205.25**	**13,414.25**
Total	**25,821**	**10,177**	**15,579**	**16,286**	**19,158**	**16,299**	**2,352**	**1,642**	**107,314**



GLOSSARY

Airboat - means any boat (but not including airplanes or hydroplanes) propelled by machinery applying force against the air rather than the water as a means of propulsion.

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

Cabin motorboat - Motorboats with a cabin which can be completely closed by means of doors or hatches. Large motorboats with cabins, even though referred to as yachts, are considered to be cabin motorboats.

Capsizing - Overturning of a vessel. The bottom must become uppermost, except in the case of a sailboat, which lies on its side.

Collision with another vessel - Any striking together of two or more vessels, regardless of operation at time of the accident, is a collision. (Also includes colliding with the tow of another vessel, regardless of the nature of the tow, i.e., surfboard, ski ropes, skier, tow line, etc.)

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.

Competent - means capable of assisting a skier in case of injury or accident.

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

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

Fallen Skier - A person who has fallen off their waterskis.

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 or coal.

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

Flooding - 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.

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.

Inboard-outboard - Also referred to as inboard/outdrive. Regarded as inboard because the power unit is located inside the boat.

Lifeboat - means a small boat kept on board a larger boat for use in emergency.

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 - means any vessel propelled by machinery, whether or not such machinery is the principal source of propulsion, but does not include a vessel which has a valid marine document issued by the Bureau of Customs of the United States Government or any Federal agency successor thereto.

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

Operate - means to navigate or otherwise use a motorboat or vessel.

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.

Owner - means a person, other than lien holder, having title to a motorboat. The term includes a person entitled to the use or possession of a motorboat subject to an interest in another person, reserved or created by agreement and securing payment of performance of an obligation, but the term excludes a lessee under a lease not intended as security.

Person - means an individual, partnership, firm, corporation, association, or other entity.

Personal flotation device or PFD - means a device that is approved by the U.S. Coast Guard, under Part 160 of Title 46 of the Code of Federal Regulations.

Personal watercraft - means a vessel that uses an inboard motor powering a water jet pump as its primary source of motor power and that is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner of sitting or standing inside the vessel, and includes vessels that are similar in appearance and operation but are powered by an outboard or propeller drive motor.

Recreational boat - means any vessel manufactured or used primarily for noncommercial use; or leased, rented or chartered to another for noncommercial use.

Rules of the Road - Statutory and regulatory rules governing navigation of vessels.

Sailboat - means any watercraft propelled by sail or canvas, including sailboards. For the purposes of this Act, any watercraft propelled by both sail or canvas and machinery of any sort shall be deemed a motorboat when being so propelled.

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

Specialty prop-craft - means a vessel that is similar in appearance and operation to a personal watercraft but that is powered by an outboard or propeller driven motor.

Speeding - Operating at a speed, possibly below the posted limit, above that which a reasonable and prudent person would operate under the circumstances.

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

Struck by boat or propeller - Striking of a victim who is outside of the boat, but not necessarily a swimmer.

Swamping - Filling with water, particularly over the side, but retaining sufficient buoyancy to remain on the surface.

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

Vessel or Watercraft - means every description of watercraft used or capable of being used as a means of transportation on water, except a seaplane on the water, innertube, air mattress or similar device, and boats used for concession rides in artificial bodies of water designed and used exclusively for such concessions.

Underway - applies to a vessel or watercraft at all times except when it is moored at a dock or anchorage area.

Use - applies to all vessels on the waters of this State, whether moored or underway.

Waters of this State - means any water within the jurisdiction of this State.

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.

Illinois Department of Natural Resources

BOATING ACCIDENT REPORT

Accident Report Number _____
Field Report Number _____
(Springfield Office Only)

The operator of every vessel involved is required by the Illinois Boat Registration Act of 1959 to file a report in writing whenever a boating accident results in a loss of life, injury to person or property damage in excess of $500. Reports in death cases must be submitted within 48 hours; reports in other cases are required within 5 days. All reports shall be submitted to the Illinois Department of Natural Resources, Law Enforcement, One Natural Resources Way, Springfield, IL 62702-1271.

COMPLETE ALL BLOCKS (Indicate those not applicable by "NA")

NAME OF OPERATOR
ADDRESS
CITY & STATE
TELEPHONE #

AGE
DATE OF BIRTH

OPERATOR'S EXPERIENCE

THIS TYPE OF BOAT	OTHER BOAT OPERATING EXP.
☐ UNDER 10 HOURS	☐ UNDER 10 HOURS
☐ 10 TO 100 HOURS	☐ 10 TO 100 HOURS
☐ 100 TO 500 HOURS	☐ 100 TO 500 HOURS
☐ OVER 500 HOURS	☐ OVER 500 HOURS

NAME OF OWNER
ADDRESS
CITY & STATE
TELEPHONE #

RENTED BOAT ☐ YES ☐ NO

NO. OF PERSONS ON BOARD

FORMAL INSTRUCTIONS IN BOATING SAFETY
☐ NONE
☐ USCG AUXILIARY
☐ U.S. POWER SQUADRON
☐ AMERICAN RED CROSS
☐ STATE
☐ OTHER *(Indicate)*

VESSEL NO. 1

REGISTRATION NUMBER	MFR IDENTIFICATION NO.	BOAT MAKE	BOAT MODEL	BOAT NAME

TYPE OF BOAT
☐ OPEN MOTORBOAT
☐ CABIN MOTORBOAT
☐ AUXILIARY SAIL
☐ SAIL *(ONLY)*
☐ ROWBOAT
☐ CANOE
☐ PERSONAL WATERCRAFT
☐ OTHER *(Specify)*

HULL MATERIAL
☐ WOOD
☐ ALUMINUM
☐ STEEL
☐ FIBERGLASS *(Plastic)*
☐ OTHER *(Specify)*

ENGINE
☐ OUTBOARD
☐ INBOARD GASOLINE
☐ INBOARD DIESEL
☐ INBOARD-OUTDRIVE
☐ JET
☐ OTHER *(Specify)*

BOAT *(Construction)*
LENGTH _____
WIDTH BEAM _____
DEPTH (Inner Transom to Keel) _____
YEAR BUILT (Boat) _____

BOAT *(Propulsion)*
NO. OF ENGINES _____
MAKE OF ENGINE _____
HORSEPOWER *(Total)* _____
YEAR BUILT *(Engine)* _____
TYPE OF FUEL _____

ACCIDENT DATA

DATE OF ACCIDENT
TIME _____ AM PM
NAME OF BODY OF WATER
LOCATION *(Give location precisely)*
STATE
NEAREST CITY OR TOWN
COUNTY

WEATHER
☐ CLEAR ☐ RAIN
☐ CLOUDY ☐ SNOW
☐ FOG ☐ HAZY

WATER
☐ CALM (<6") ☐ ROUGH (2'-6')
☐ CHOPPY (6"-2') ☐ VERY ROUGH (>6')
☐ STRONG CURRENT

TEMPERATURES *(Estimate)*
AIR _____ F
WATER _____ F

WIND
☐ NONE
☐ LIGHT (0-6 MPH)
☐ MODERATE (7-14 MPH)
☐ STRONG (15-25 MPH)
☐ STORMY (Over 25 MPH)

VISIBILITY
☐ GOOD
☐ FAIR
☐ POOR

WEATHER ENCOUNTERED
☐ AS FORECAST
☐ NOT AS FORECAST
☐ NO FORECAST

OPERATION AT TIME OF ACCIDENT *(Check all applicable)*
☐ CRUISING
☐ APPROACHING DOCK
☐ WATER SKIING
☐ RACING
☐ TOWING
☐ BEING TOWED
☐ DRIFTING
☐ AT ANCHOR
☐ TIED TO DOCK
☐ FUELING
☐ FISHING
☐ HUNTING
☐ SKIN DIVING OR SWIMMING
☐ OTHER *(Specify)*

TYPE OF ACCIDENT
☐ GROUNDING
☐ CAPSIZING
☐ FLOODING
☐ SINKING
☐ FIRE OR EXPLOSION *(Fuel)*
☐ FIRE OR EXPLOSION *(other than fuel)*
☐ COLLISION WITH ANOTHER VESSEL
☐ COLLISION WITH FIXED OBJECT
☐ COLLISION WITH FLOATING OBJECT
☐ FALLS OVERBOARD
☐ FALLS IN BOAT
☐ BURNS
☐ HIT BY BOAT OR PROPELLER
☐ OTHER *(Specify)*

WHAT, IN YOUR OPINION, CAUSED THE ACCIDENT
☐ ALCOHOL USE
☐ WEATHER CONDITIONS
☐ EXCESSIVE SPEED
☐ NO PROPER LOOKOUT
☐ OVER LOADING
☐ IMPROPER LOADING
☐ HAZARDOUS WATERS
☐ FAULT OF OTHER PERSON
☐ DRUG USE
☐ FAULT OF HULL
☐ FAULT OF MACHINERY
☐ FAULT OF EQUIPMENT
☐ OTHER *(Specify)*

PERSONAL FLOTATION DEVICES

WAS THE BOAT ADEQUATELY EQUIPPED WITH CG APPROVED LIFESAVING DEVICES ☐ YES ☐ NO
WERE THEY ACCESSIBLE ☐ YES ☐ NO
WERE THEY USED ☐ YES ☐ NO

WAS THE VESSEL CARRYING NON APPROVED LIFESAVING DEVICES ☐ YES ☐ NO
WERE THEY ACCESSIBLE ☐ YES ☐ NO
WERE THEY USED ☐ YES ☐ NO

FIRE EXTINGUISHERS

WERE THEY USED - *If yes, list Type (s) and number used.)*
☐ YES _____
☐ NO _____
☐ NOT APPLICABLE

PROPERTY DAMAGE *(Est)*
THIS BOAT $
OTHER BOAT $
OTHER PROPERTY $

DESCRIBE PROPERTY DAMAGE

NAME AND ADDRESS OF OWNER *(Damaged Property)*

COMPLETE ALL BLOCKS *(Indicate those not applicable by "NA")*

DECEASED

NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM	DEATH CAUSED BY
			☐ SWIMMER ☐ NON-SWIMMER	☐ DROWNING ☐ DISAPPEARANCE ☐ OTHER
			☐ SWIMMER ☐ NON-SWIMMER	☐ DROWNING ☐ DISAPPEARANCE ☐ OTHER
			☐ SWIMMER ☐ NON-SWIMMER	☐ DROWNING ☐ DISAPPEARANCE ☐ OTHER

INJURED

NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	INJURY GREATER THAN FIRST AID
				☐ YES ☐ NO
				☐ YES ☐ NO
				☐ YES ☐ NO

ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED. *(Include Failure to Equipment. If diagram is needed attach separately. Continue on additional sheets if necessary.) Include any information regarding the involvement of alcohol or drugs in causing or contributing to the accident.*

VESSEL NO. 2

NAME OF OPERATOR	ADDRESS	BOAT NUMBER
TELEPHONE NUMBER		BOAT NAME
NAME OF OWNER	ADDRESS	

WITNESS

NAME	ADDRESS	TELEPHONE NUMBER
NAME	ADDRESS	TELEPHONE NUMBER

SIGNATURE OF PERSON COMPLETING REPORT	ADDRESS	DATE SUBMITTED
QUALIFICATION *(Check one)* ☐ OPERATOR ☐ OWNER ☐ INVESTIGATOR ☐ OTHER		TELEPHONE NUMBER

FOR REPORTING AUTHORITY REVIEW - *(Use agency date stamp)*

NAME OF REVIEWING OFFICE	DATE RECEIVED	CAUSES BASED ON *(Check one)*
PRIMARY CAUSE OF ACCIDENT		☐ THIS REPORT ☐ INVESTIGATION AND THIS REPORT ☐ INVESTIGATION ☐ COULD NOT BE DETERMINED
SECONDARY CAUSE OF ACCIDENT		REVIEWED BY

Equal opportunity to participate in programs of the Illinois Department of Natural Resources (IDNR) and those funded by the U.S. Fish and Wildlife Service and other agencies is available to all individuals regardless of race, sex, national origin, disability, age, religion or other non-merit factors. If you believe you have been discriminated against, contact the funding source's civil rights office and/or the Equal Employment Opportunity Officer, IDNR, One Natural Resource Way, Springfield, IL 62702-1271; 217/785-0067; 217/782-9175.

This information may be provided in an alternative format if required. Contact the DNR Clearinghouse at 217/782-7498 for assistance.