ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

Boating Safety Education & Lifejackets

Save Lives!

BOATING ACCIDENT REPORT

2007

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Illinois Department of Natural Resources

One Natural Resources Way
Springfield, IL 61702
Phone: (217) 782-6431
Fax: (217) 785-8405

FOREWORD

Boating Accidents 2007 contains statistics on recreational boating accidents, recreational boating enforcement, boating safety and boat registering activities. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions which investigate recreational boating accidents and enforce boating laws in the State of Illinois.

Boating Accidents 2007, may be copied freely in the interest of boating safety. For questions and suggestions regarding content, availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Illinois Department of Natural Resources Web Site at http://dnr.state.il.us/law3/

MISSION

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

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

Law Enforcement Creed

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

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

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

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

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

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

"This we pledge to the citizens of Illinois."

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INTRODUCTION

SCOPE

This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities for calendar year 2007. Data used to compile the recreational boating accident statistics come from two sources: (1) Boating Accident Reports of IDNR investigations of boating accidents that occurred on waters within the State; and (2) reports forwarded to the IDNR by other jurisdictions within the State. In the absence of investigations, information is collected from the accident reports filed by boat operators. Data used to compile the boating enforcement statistics come from three sources: (1) IDNR Conservation Police Officer (CPO) Daily Activity Reports; and (2) Operating Under the Influence Reports of CPO's; and (3) reports forwarded to the IDNR by other jurisdictions within the State.

ACCIDENT REPORTING

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

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

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. The State of Illinois boating accident reporting guidelines are the following: involved in a personal injury, where a person is incapacitated for a period exceeding 72 hours; or damage to vessels and other property totals $2000 or more; or there is a complete loss of any vessel must be filed with the IDNR on a Department Boating Accident Report (BAR) form within 5 days. Boating accidents that result in loss of life shall be reported to the IDNR on a Department Boating Accident Report (BAR) form within 48 hours. The statistics in this publication are based on accident data submitted by the reporting jurisdictions as of December 31, 2007 and covers only accidents meeting the United States Coast Guard minimum reporting requirements listed above. The statistics in this publication cover boating accidents reported on waters of this State

USE OF THE STATISTICS

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

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

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

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

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

ACCIDENTS EXCLUDED FROM THE REPORT

This report does not include the following:

1. Accidents involving only property damage of less than $2000.

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

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

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

5. Accidents 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 thirteen (13) fatalities were entered into the IDNR System that satisfy the reporting requirements above for inclusion in this report.

BOAT ACCIDENTS AT A GLANCE

Between 1993 - 2007, the State of Illinois registered 5,560,843 recreational boats. During these years 1,969 boating accidents were reported that resulted in 261 fatalities, 1,240 injuries. For comparison purposes, the following represents the number of reportable boating accidents, injuries, fatalities, and vessels for the past 15 years:

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats
1993	134	94	32	163	371,000	8.6
1994	157	131	17	211	381,864	4.5
1995	178	88	16	228	386,500	4.1
1996	155	90	27	214	390,000	6.9
1997	145	81	14	223	397,000	3.5
1998	176	107	19	249	395,500	4.8
1999	159	75	13	238	394,108	3.3
2000	155	76	14	231	370,568	3.8
2001	112	75	8	171	368,047	2.2
2002	135	92	23	188	364,075	6.3
2003	84	63	13	122	360,252	3.6
2004	78	45	18	103	356,305	5.0
2005	115	100	16	152	342,745	4.7
2006	79	66	18	119	343,591	5.2
2007	107	57	13	146	339,288	3.8
Total	**1969**	**1240**	**261**	**2758**	**5,560,843**	**4.7**

***** In 2003 the Coast Guard's and in 2006 the IDNR's reporting criteria for property damage went from $500 to $2,000.

BOATING SAFETY EDUCATION COURSE

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

In 2007, the Department of Natural Resources (IDNR), certified 2,573 out of 2,906 boating safety students. The Boat-Ed internet course offered to the citizens of Illinois had 1,687 individuals take the exam, 1,358 passed with 313 failing.

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

REPORTING CRITERIA AND GUIDELINES FOR WATERCRAFT ACCIDENTS

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

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

• Grounding;

• Capsizing;

• Flooding / Swamping;

• Falls within or overboard a vessel;

• Person(s) ejected from a vessel;

• Person leaves a vessel that is underway to swim for pleasure;

• Person leaves a vessel in an attempt to retrieve a lost item, another person, or another vessel;

• Sinking;

• Fire or Explosion;

• Skier Mishap;

• Collision with another vessel or object;

• Striking a submerged object;

• The vessel, propeller, propulsion unit, or steering machinery strikes a person;

• Carbon Monoxide asphyxiation.

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

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

NON-REPORTABLE GUIDELINES

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

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

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

d. A person dies or is injured while swimming for pleasure from a vessel that IS NOT underway (the vessel is anchored, moored, or docked). CAUTION needs to be exercised to confirm that the vessel was used as a swimming platform only. The following are REPORTABLE boating accidents involving a swimmer, a recreational vessel and its operation:

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

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

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

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

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

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

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

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

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

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

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

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

BOAT REGISTRATION

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

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

A. Class A (all canoes and kayaks).....$13

B. Class 1 (all watercraft less than 16 feet in length, except canoes / kayaks).....$22

C. Class 2 (all watercraft 16 feet or more but less than 26 feet in length except canoes/kayaks)..$52

D. Class 3 (all watercraft 26 feet or more but less than 40 feet in length)...$82

E. Class 4 (all watercraft 40 feet in length or more).....$107

* Registration is valid for three years

BOATING STATISTICAL SUMMARY

Illinois had 107 USCG Reportable Accidents in 2007, resulting in 57 injuries and 13 fatalities. The number of reportable accidents, injuries and fatalities decreased from 2006. In 2006, there were 79 accidents, resulting in 66 injuries and 18 deaths. Boating enforcement is considered to be a high priority and maximum available coverage was provided. In Fiscal Year 2007 (FY07) the Illinois Department of Natural Resources Office of Law Enforcement worked 30,332 hours on the Recreational Boat Safety Program (RBS) a decrease of 1,854 hours from FY06. The decrease is believed to be a direct result of several officers' duties being re-assigned from water patrols to instruct new recruits at the training academy. Conservation Police were also re-directed from recreational boat duties to aid in flood evacuation and boat security patrols in August of 2007. Several counties in Northern Illinois were flooded and declared Federal Disaster Areas as a result of the flooding.

During the 2007 recreational boating season, Conservation Police Officers (CPOs) made 144 operating under the influence (OUI) of alcohol or drugs arrests. Other Law Enforcement agencies made 46 OUI arrests, for a total of 190 OUI arrests. CPOs emphasis on OUI enforcement remains a high priority. All officers have been trained in OUI detection and arrest procedures. Conservation Police Officers issued 1,451 citations and 3,239 warnings for various infractions of the Boat Registration and Safety Act during the 2007 season.

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

Thirteen people died in Illinois boating accidents in 2007. As is usually the case, most fatalities occurred on clear, sunny days with mild winds and good visibility. Alcohol use along with operator inattention or carelessness remains a major cause of fatalities contributed to by the lack of boating safety education.

The Illinois Department of Natural Resources is concerned by the lack of boating safety education. The reason for concern is the accident statistics demonstrate our current boating safety education requirement may not be reaching those age groups involved in accidents. The State of Illinois only requires boating safety education for the persons 12 to 17 years of age. Persons at least 18 years of age or older are not required to have any boating safety education. The boating accident statistics show that since 2000, 80% of injuries, 61% of fatalities, and 72% of watercraft involved in accidents were operated by persons between 20 and 59 years of age. The lack of boating safety education among operators between the ages of 20 and 59 is apparent in the accident statistics. In 2007, operators between the ages of 20 and 59 were involved in 74% boating accidents and 38% involved in fatal boating accidents.

Once again the one thing that would have saved the most lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 13 fatalities, 10 may possibly have survived if they had only worn their PFD. Two people died from blunt force trauma and other injuries. The leading type of accidents involving fatalities were collision with a fixed object and flooding / swamping.

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

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

BOATING ACCIDENT REPORT - 2007

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

Total Accidents	**107**	**Fatalities**		**Registered Watercraft**	339,288
# of Injuries	57	#Died by Drowning	11		
# of Fatalities	13	#Died from Trauma	2	**# of Injuries per 100,000 Registered Watercraft**	16.8
# of Vessels	146	# Other	0		
		# Unknown	0	**# of Fatalities per 100,000 Registered Watercraft**	3.8
		Total	**13**		

ACCIDENT STATISTICS BY DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	48	23	3	64
Monday	3	2	0	4
Tuesday	5	5	0	7
Wednesday	8	5	5	10
Thursday	5	3	1	5
Friday	6	1	2	8
Saturday	32	18	2	48
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY MONTH OF THE YEAR

Month	#Accidents	#Injuries	#Fatalities	#Vessels
January	1	3	0	1
February	0	0	0	0
March	3	0	4	3
April	9	9	0	11
May	10	4	0	16
June	23	9	1	30
July	28	14	3	39
August	18	9	2	26
September	7	5	0	9
October	3	2	0	5
November	3	1	1	4
December	2	1	2	2
Total	107	**57**	**13**	**146**

ACCIDENT STATISTICS BY TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
Unknown	0	0	0	0
Midnight - 6:00 a.m.	6	1	1	7
6:01 a.m. - 12:00 noon	10	7	3	11
12:01 p.m. - 6:00 p.m.	64	36	2	92
6:01 p.m. - Midnight	27	13	7	36
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves < 6")	53	28	5	74
Choppy (Waves 6"-2')	33	17	3	48
Rough (Waves 2'-6')	8	3	4	9
Very Rough (Waves >6')	1	0	1	1
Strong /Swift Current	5	5	0	7
Unknown	7	4	0	7
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	83	43	7	116
Cloudy	14	10	3	21
Fog	1	0	0	1
Rain	2	1	3	3
Hazy	1	0	0	1
Unknown	4	3	0	4
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
None	16	6	2	23
Light (0-6 mph)	50	30	5	65
Moderate (7-14 mph)	25	11	4	38
Strong(15-25 mph)	9	6	2	12
Stormy (>25 mph)	0	0	0	0
Unknown	7	4	0	8
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Good	94	52	10	128
Fair	6	1	0	9
Poor	2	0	3	3
Unknown	5	4	0	6
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	5	2	7
Collision w/vessel	13	1	61
Collision w/fixed object	9	4	14
Collision w/floating object	1	0	5
Fall in boat	1	0	1
Falls overboard	8	2	11
Fire/Explosion (fuel)	0	0	1
Fire/Explosion (Other than fuel)	0	0	2
Flooding/Swamping	8	3	13
Grounding	1	1	4
Sinking	0	0	4
Skier Mishap	3	0	3
Struck by boat	3	0	6
Struck by motor/propeller	2	0	2
Struck submerged object	0	0	6
Unknown	2	0	5
Other	1	0	1
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY TYPE OF BOAT

Type Of Boat	#Injuries	#Fatalities	#Vessels
Auxiliary Sail	1	0	2
Cabin Motorboat	4	0	24
Houseboat	1	0	1
Open Motorboat	29	9	72
Personal Watercraft	15	2	32
Pontoon	1	0	7
Rowboat	0	0	0
Sail Only	2	0	2
Other	4	2	6
Unknown	0	0	1
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	0	0	2
Changing Direction	1	0	11
Changing Speed	3	1	22
Cruising	27	3	57
Docking/Undocking	2	0	6
Drifting	13	8	22
Launching	1	0	3
Rowing/Padding	2	0	3
Sailing	2	0	1
Tied to Dock/mooring	1	0	9
Unknown	3	1	4
Other	2	0	6
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
Less than 10 feet	8	0	12
10 feet to less than 16 feet	15	5	34
16 feet to less than 20 feet	17	5	44
20 feet to less than 26 feet	12	2	32
26 feet to less than 40 feet	1	0	11
Over 40 feet	1	0	6
Unknown	3	1	7
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY PRIMARY CAUSE OF ACCIDENT

Primary Cause	# Injuries	#Fatalities	#Vessels
Alcohol Use	3	1	7
Careless/Reckless Operation	6	1	27
Congested Waters	0	0	3
Dam/Lock	2	3	3
Equipment Failure	1	0	3
Excessive Speed	0	0	2
Force of Wake	7	1	8
Hazardous Waters	0	2	8
Hull Failure	0	0	1
Ignition of Spilled Fuel or Vapors	0	0	1
Improper Anchoring	1	0	1
Improper Loading	5	3	6
Machinery Failure	0	0	2
No Proper Lookout	0	0	1
Operator Inattention	5	0	10
Operator Inexperience	5	0	9
Other Vessel Fault	1	0	17
Passenger/Skier Behavior	3	1	4
Restricted Vision	0	0	3
Rules of Road Infraction	0	0	3
Sharp Turn	0	0	1
Standing/Sitting in Inappropriate Position	1	0	1
Struck Submerged/Floating Object	1	0	1
Weather (Heavy)	3	0	6
Other	4	0	3
Unknown	9	1	15
Total	**57**	**13**	**146**

OPERATOR INFORMATION

ACCIDENT STATISTICS BY OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
American Red Cross	0	0	0
Informal	7	2	15
State Course	5	0	12
U.S. Power Squadron	0	0	2
U.S.C.G. Auxiliary	1	0	3
None	28	2	63
Unknown	15	9	50
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	8	2	20
10 - 100 hours	13	2	30
Over 100 hours	24	3	60
Unknown	12	6	36
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
< 10	0	0	0
10-12	0	0	1
13-17	4	0	7
18-19	2	0	5
20-29	14	1	33
30-39	10	3	31
40-49	12	1	32
50-59	8	0	12
60-69	5	3	12
70 +	1	2	3
Unknown	1	3	10
Total	**57**	**13**	**146**

ACCIDENT STATISTICS BY BODY OF WATER

Body Of Water	#Accidents	#Injuries	#Fatalities	#Vessels
Angler's Lake	1	0	1	1
Carlyle Lake	2	0	0	3
Clinton Lake	2	0	3	2
Crab Orchard Lake	1	2	0	1
East Fork Lake	1	1	0	1
Fourth Lake Fox Lake	2	1	0	2
Fox River	11	10	0	17
Illinois River	15	10	1	22
Kankakee River	5	3	0	7
Kaskaskia River	2	0	0	3
Lake Decatur	1	0	0	2
Lake Holiday	1	0	0	2
Lake Jacksonville	1	1	0	1
Lake Mattoon	3	0	0	3
Lake Michigan	8	2	1	12
Lake of Egypt	1	0	0	2
Lake Shelbyville	9	5	1	11
Lake Springfield	3	1	1	5
Lake Summerset	1	0	0	2
Lake Taylorville	1	0	0	2
Lake Vermilion	2	1	0	3
Loon Lake	1	1	0	2
Mississippi River	15	6	2	19
Nippersink Lake	1	0	0	1
Petite Lake	1	0	0	2
Pierce Lake	1	1	0	1
Private Pond	1	0	1	1
Rend Lake	4	2	0	5
Rock River	7	10	0	8
Skokie River	1	0	1	1
Twin Lakes	1	0	1	1
Wabash River	1	0	0	1
Total	**107**	**57**	**13**	**146**

BODY OF WATER BROKEN DOWN
BY COUNTY

Waterway	#Accidents	#Injuries	#Fatalities	#Vessels
Angler's Lake				
St. Clair County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Carlyle Lake				
Clinton County	2	0	0	3
Subtotal	**2**	**0**	**0**	**3**
Clinton Lake				
Dewitt County	2	0	3	2
Subtotal	**2**	**0**	**3**	**2**
Crab Orchard Lake				
Williamson County	1	2	0	1
Subtotal	**1**	**2**	**0**	**1**
East Fork Lake				
Richland County	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Fourth Lake Fox Lake				
Lake County	2	1	0	2
Subtotal	**2**	**1**	**0**	**2**
Fox River				
Kane County	2	1	0	4
McHenry County	9	9	0	13
Subtotal	**11**	**10**	**0**	**17**
Illinois River				
Grundy County	3	2	0	5
Jersey County	3	2	0	6
LaSalle County	3	2	0	4
Marshall County	1	1	0	1
Mason County	1	1	0	1
Morgan County	1	0	1	1
Peoria County	2	1	0	2
Tazewell County	1	1	0	2
Subtotal	**15**	**10**	**1**	**22**
Kankakee River				
Kankakee County	1	0	0	1
Will County	4	3	0	6
Subtotal	**5**	**3**	**0**	**7**
Kaskaskia River				
Randolph County	1	0	0	1
St Clair County	1	0	0	2
Subtotal	**2**	**0**	**0**	**3**

Body of Water Broken Down By County cont.

Waterway	#Accidents	#Injuries	#Fatalities	#Vessels
Lake Decatur				
Macon County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Lake Holiday				
LaSalle County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Lake Jacksonville				
Morgan County	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Lake Mattoon				
Cumberland County	3	0	0	3
Subtotal	**3**	**0**	**0**	**3**
Lake Michigan				
Cook County	5	1	1	7
Lake County	3	1	0	5
Subtotal	**8**	**2**	**1**	**12**
Lake of Egypt				
Williamson County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Lake Shelbyville				
Moultrie County	2	2	0	2
Shelby County	7	3	1	9
Subtotal	**9**	**5**	**1**	**11**
Lake Springfield				
Sangamon County	3	1	1	5
Subtotal	**3**	**1**	**1**	**5**
Lake Summerset				
Winnebago County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Lake Taylorville				
Christian County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Lake Vermilion				
Vermilion County	2	1	0	3
Subtotal	**2**	**1**	**0**	**3**
Loon Lake				
Lake County	1	1	0	2
Subtotal	**1**	**1**	**0**	**2**

Body of Water Broken Down By County cont.

Waterway	#Accidents	#Injuries	#Fatalities	#Vessels
Mississippi River				
Adams County	3	0	0	3
Carroll County	1	1	1	1
Henderson County	1	1	0	2
JoDaviess County	1	1	0	1
Monroe County	1	0	0	1
Rock Island County	4	1	0	6
Whiteside County	4	2	1	5
Subtotal	**15**	**6**	**2**	**19**
Nippersink Lake				
Lake County	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Petite Lake				
Lake County	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Pierce Lake				
Winnebago County	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Private Pond				
Peoria County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Rend Lake				
Franklin County	4	2	0	5
Subtotal	**4**	**2**	**0**	**5**
Rock River				
Lee County	2	4	0	3
Rock Island County	1	0	0	1
Whiteside County	1	0	0	1
Winnebago County	3	6	0	3
Subtotal	**7**	**10**	**0**	**8**
Skokie River				
Cook County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Twin Lakes				
Madison County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Wabash River				
Clark County	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Total	**107**	**57**	**13**	**146**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams County	3	0	0	3
Carroll County	1	1	1	1
Christian County	1	0	0	2
Clark County	1	0	0	1
Clinton County	2	0	0	3
Cook County	6	1	2	8
Cumberland County	3	0	0	3
Dewitt County	2	0	3	2
Franklin County	4	2	0	5
Grundy County	3	2	0	5
Henderson County	1	1	0	2
Jersey County	3	2	0	6
JoDaviess County	1	1	0	1
Kane County	2	1	0	4
Kankakee County	1	0	0	1
Lake County	8	3	0	12
LaSalle County	4	2	0	6
Lee County	2	4	0	3
Macon County	1	0	0	2
Madison County	1	0	1	1
Marshall County	1	1	0	1
Mason County	1	1	0	1
McHenry County	9	9	0	13
Monroe County	1	0	0	1
Morgan County	2	1	1	2
Moultrie County	2	2	0	2
Peoria County	3	1	1	3
Randolph County	1	0	0	1
Richland County	1	1	0	1
Rock Island County	5	1	0	7
Sangamon County	3	1	1	5
Shelby County	7	3	1	9
St. Clair County	2	0	1	3
Tazewell County	1	1	0	2
Vermilion County	2	1	0	3
Whiteside County	5	2	1	6
Will County	4	3	0	6
Williamson County	2	2	0	3
Winnebago County	5	7	0	6
Total	**107**	**57**	**13**	**146**

COUNTIES BROKEN DOWN BY BODY OF WATER

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams County				
Mississippi River	3	0	0	3
Subtotal	**3**	**0**	**0**	**3**
Carroll County				
Mississippi River	1	1	1	1
Subtotal	**1**	**1**	**1**	**1**
Christian County				
Lake Taylorville	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Clark County				
Wabash River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Clinton County				
Carlyle Lake	2	0	0	3
Subtotal	**2**	**0**	**0**	**3**
Cook County				
Lake Michigan	5	1	1	7
Skokie River	1	0	1	1
Subtotal	**6**	**1**	**2**	**8**
Cumberland County				
Lake Mattoon	3	0	0	3
Subtotal	**3**	**0**	**0**	**3**
Dewitt County				
Clinton Lake	2	0	3	2
Subtotal	**2**	**0**	**3**	**2**
Franklin County				
Rend Lake	4	2	0	5
Subtotal	**4**	**2**	**0**	**5**
Grundy County				
Illinois River	3	2	0	5
Subtotal	**3**	**2**	**0**	**5**
Henderson County				
Mississippi River	1	1	0	2
Subtotal	**1**	**1**	**0**	**2**
Jersey County				
Illinois River	3	2	0	6
Subtotal	**3**	**2**	**0**	**6**
JoDaviess County				
Mississippi River	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**

Counties Broken Down By Body of Water cont.

County	#Accidents	#Injuries	#Fatalities	#Vessels
Kane County				
Fox River	2	1	0	4
Subtotal	**2**	**1**	**0**	**4**
Kankakee County				
Kankakee River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Lake County				
Fourth Lake Fox Lake	2	1	0	2
Lake Michigan	3	1	0	5
Loon Lake	1	1	0	2
Petite Lake	1	0	0	2
Nippersink Lake	1	0	0	1
Subtotal	**8**	**3**	**0**	**12**
LaSalle County				
Illinois River	3	2	0	4
Lake Holiday	1	0	0	2
Subtotal	**4**	**2**	**0**	**6**
Lee County				
Rock River	2	4	0	3
Subtotal	**2**	**4**	**0**	**3**
Macon County				
Lake Decatur	1	0	0	2
Subtotal	**1**	**0**	**0**	**2**
Madison County				
Twin Lakes	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Marshall County				
Illinois River	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Mason County				
Illinois River	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
McHenry County				
Fox River	9	9	0	13
Subtotal	**9**	**9**	**0**	**13**
Monroe County				
Mississippi River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Morgan County				
Illinois River	1	0	1	1
Lake Jacksonville	1	1	0	1
Subtotal	**2**	**1**	**1**	**2**

Counties Broken Down By Body of Water cont.

County	#Accidents	#Injuries	#Fatalities	#Vessels
Moultrie County				
Lake Shelbyville	2	2	0	2
Subtotal	**2**	**2**	**0**	**2**
Peoria County				
Illinois River	2	1	0	2
Private Pond	1	0	1	1
Subtotal	**3**	**1**	**1**	**3**
Randolph County				
Kaskaskia River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Richland County				
East Fork Lake	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Rock Island County				
Mississippi River	4	1	0	6
Rock River	1	0	0	1
Subtotal	**5**	**1**	**0**	**7**
Sangamon County				
Lake Springfield	3	1	1	5
Subtotal	**3**	**1**	**1**	**5**
Shelby County				
Lake Shelbyville	7	3	1	9
Subtotal	**7**	**3**	**1**	**9**
St Clair County				
Angler's Lake	1	0	1	2
Kaskaskia River	1	0	0	1
Subtotal	**2**	**0**	**1**	**3**
Tazewell County				
Illinois River	1	1	0	2
Subtotal	**1**	**1**	**0**	**2**
Vermilion County				
Lake Vermilion	2	1	0	3
Subtotal	**2**	**1**	**0**	**3**
Whiteside County				
Mississippi River	4	2	1	5
Rock River	1	0	0	1
Subtotal	**5**	**2**	**1**	**6**
Will County				
Kankakee River	4	3	0	6
Subtotal	**4**	**3**	**0**	**6**

Counties Broken Down By Body of Water cont.

County	#Accidents	#Injuries	#Fatalities	#Vessels
Williamson County				
Crab Orchard Lake	1	2	0	1
Lake of Egypt	1	0	0	2
Subtotal	**2**	**2**	**0**	**3**
Winnebago County				
Lake Summerset	1	0	0	2
Pierce Lake	1	1	0	1
Rock River	3	6	0	3
Subtotal	**5**	**7**	**0**	**6**
Total	**107**	**57**	**13**	**146**

2007 Fatal Boat Accident Narratives

1. The three victims in this accident were in a 17 ft fishing boat that was disabled on a 5,000 acre state managed lake. At some point a severe thunderstorm moved into the area with high winds, heavy rains and very limited visibility. The high winds blew the disabled boat toward and eventually over the lake dam. The lake water level was above normal pool, with approximately 18 inches of water traveling over the dam face at the time of accident. The investigation showed that the boat was recently purchased and it was the first trip out on the water. The boat was also discovered to be out of fuel.

Contributing Factors: Dam/Lock, Weather and Operator inexperience

2. While operating a hovercraft upstream on the Mississippi River the skirt/airbag gave out on a hovercraft. The operator tried to steer the hovercraft toward shore but the engine stalled 100 yards from shore. Attempts to restart the engine failed and the craft began taking on water over the sides. After a short time the hovercraft began to roll, completely capsizing and dumping the two ice fishermen into the water. One fisherman was wearing a life jacket and the other grabbed a type IV device to keep him afloat. Both fishermen were able to make it on top of the capsized hovercraft and get out of the water. Each made attempts to get onto the ice and try to make it to shore but failed. During one of the attempts to get onto the ice, one of the fishermen cramped up and went below the surface of the water and drowned. The investigation showed that the occupant's weight and equipment exceeded the watercrafts capacity.

Contributing Factors: Overloading, Equipment failure, Machinery Failure

3. A waterfowl hunter drowned when the 10 ft jon boat he was hunting from capsized for unknown reasons on a private pond. The victim was not wearing a life jacket and none were found at the accident scene. The victim was the only person present at the time of the accident.

Contributing Factors: Standing/Sitting in an inappropriate position, No life jackets on board/failure to wear life jacket

4. While fishing on a private angling lake a fisherman's 10 ft jon boat capsized for unknown reasons and he drowned. The victim was not wearing a life jacket but life jackets were available in the boat.

Contributing Factors: Improper loading, Standing/Sitting in an inappropriate position, congested waters.

5. A passenger of a disabled boat on the Illinois River entered the water attempting to swim the disabled boat to shore with a rope. The river current quickly began taking the victim down stream. The other passengers in the boat tried to get the victim to get back into the boat. The victim chose not to get back into the boat and eventually was swept under the front of a parked barge, disappeared and drowned. The victim was not wearing a life jacket, but life jackets were available on the boat. The victim had a blood alcohol content of .16

Contributing Factors: Passenger/Skier Behavior, Alcohol use, Equipment failure

2007 Fatal Boat Accident Narratives

6. Shortly after asking a subject for directions, a boat operator drove his boat into the rocky shoreline of a lake. Traveling at a high rate of speed, just after sunset, he struck the rocky shoreline and the boat continued to travel an additional 92 feet before coming to rest. The operator was found to have a blood alcohol content of .31 at the time of the accident. The operator was not wearing a life jacket at the time of the accident but life jackets were on board and accessible.

Contributing Factors: Alcohol use, Excessive Speed, Operator inattention

7. The operator of a personal watercraft was killed when he made a sharp turn in front of a bass boat on the Mississippi River. It is believed that the operator of the personal watercraft was trying to make a sharp turn to come back and spray the bass boat with water, when the accident occurred. After turning sharply in front of the bass boat, the bass boat ran over the top of the personal watercraft and operator, critically injuring the personal watercraft operator. The operator was flown by helicopter to a local hospital where he was pronounced dead.

Contributing Factors: Careless/reckless operation, Operator inexperience

8. Three individuals launched a 14 ft boat onto Lake Michigan at Diversey Harbor. NOAA had issued a small craft advisory for Lake Michigan on this day. The owner and one of the occupants took turns operating/jumping waves down the lake front toward Chicago. After about 15 minutes the owner became concerned with the boat taking on water and went to check the stern bilge pump to make sure it was operating correctly. The operator of the boat turned off the engine of the boat, thinking it would make it easier for the owner to check the bilge pump. Once the owner realized the engine had been shut off, he yelled to the operator to turn it back on. Before the engine could be restarted, a 6-8 foot wave struck the port side of the boat causing it to capsize. The stern sunk immediately, sending all the occupants into the water. The owner and one of the other occupants were able to grab floating life jackets after they entered the water. The operator initially held on to the bow of the sinking boat and eventually grabbed a floating gas tank when the boat completely submerged. Due to the rough waters, the 3 occupants quickly became separated. After spending an hour and a half in the water, one of the occupants reached shore and summoned help. One of the other occupants was rescued from the water and the operator became missing and presumed drowned. The operator's body was eventually recovered.

Contributing Factors: Hazardous waters, Operator inexperience

9. A 12 foot boat capsized while its occupants were fishing on a private lake, throwing them into the lake. One of the occupants was able to grab and put on the only life jacket on board the boat. The other occupant attempted to swim to shore but soon disappeared from the surface of the water and drowned. When his body was recovered it was tangled in fishing line. The accident investigation found that the boat occupants combined weight and equipment exceeded the 12 foot boat's weight capacity by over 100 pounds.

Contributing Factors: Overloading, Operator inexperience

2007 Fatal Boat Accident Narratives

10. While operating on a city owned central Illinois lake, the passenger of a personal watercraft died after falling from the watercraft. The operator advised that both she and the victim fell off of their personal watercraft after hitting several large waves, made by boats in the area. While in the water the victim began complaining of shortness of breath. The operator was able to get help for the victim but she eventually stopped breathing and was unable to be revived. The victim's death was attributed to drowning.

Contributing Factors: Force of wake,

11. Two subjects launched a canoe onto the Chicago River in early March. After traveling approximately 40 yards from the launching site, the subjects encountered turbulent waters. Their canoe ended up striking a bridge pylon causing them to capsize. Two nearby fisherman were able to rescue one of the occupants but the other went below the water surface before they could help him. The victim's body was eventually recovered and his death attributed to drowning. There were no life jackets in boat at the time of the accident.

Contributing Factors: Hazardous/Turbulent waters.