ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

RECREATIONAL BOATING ACCIDENT REPORT

2010

Compiled by Federal Fiscal Year 2010
Updated: February 15, 2010

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FOREWORD

Recreational Boating Accident Report 2010 contains statistics on recreational boating accidents, recreational boating enforcement, boating safety, and boat registering activities. Statistical information contained in this report is based on the Federal Fiscal Year 2010 (FFY10) (10/01/2009 – 09/30/2010), excluding the registered boats, which is based on calendar year 2010. 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 Accident Report 2010 may be copied freely in the interest of boating safety. For questions and suggestions regarding content, availability of the current or back issues, use the address or telephone number at the top of this page. For an electronic copy, visit the Illinois Department of Natural Resources Web Site at http://dnr.state.il.us/law3/

Law Enforcement Creed

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

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

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

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

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

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

"THIS WE PLEDGE TO THE CITIZENS OF ILLINOIS."

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INTRODUCTION

SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2010 (FFY10) (10/01/2009 – 09/30/2010), excluding the registered boats, which is based on calendar year 2010. This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities. Data used to compile the recreational boating accident statistics comes from two sources: (1) Boating Accident Reports of IDNR investigations of boating accidents that occurred on waters within the State; and (2) reports forwarded to the IDNR by other jurisdictions within the State. In the absence of investigations, information is collected from accident reports filed by boat operators. Data used to compile the boating enforcement statistics comes from three sources: (1) IDNR Conservation Police Officer Daily Activity Reports, (2) CPO Operating Under the Influence Reports, and (3) reports forwarded to the IDNR by other jurisdictions within the State.

USE OF THE STATISTICS

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

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

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

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

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

ACCIDENTS EXCLUDED FROM THE REPORT

This report does not include the following:

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

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

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

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

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

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

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

ACCIDENTS THAT ARE INCLUDED IN THIS REPORT

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

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

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

3. A person dies or is injured after leaving a vessel that is underway to swim for pleasure because the vessel IS NOT anchored, moored, or docked and the 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 twenty-five (25) fatalities were entered into the IDNR System that satisfy the reporting requirements above for inclusion in this report.

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
1993	134	94	32	163	371,000	8.6	29	57	0	0	0
1994	157	131	17	211	381,864	4.5	15	67	0	0	0
1995	178	88	16	228	386,500	4.1	13	111	0	0	0
1996	155	90	27	214	390,000	6.9	23	93	0	0	0
1997	145	81	14	223	397,000	3.5	10	123	0	0	14,328
1998	176	107	19	249	395,500	4.8	12	75	0	0	16,048
1999	159	75	13	238	394,108	3.3	10	96	0	0	13,822
2000	155	76	14	231	370,568	3.8	11	101	0	0	11,869
2001	112	75	8	171	368,047	2.2	7	181	2,263	0	13,185
2002	135	92	23	188	364,075	6.3	13	200	1,630	0	13,369
2003	84	63	13	122	360,252	3.6	7	125	0	0	10,827
2004	78	45	18	103	356,305	5.0	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	4.7	12	185	1,403	0	15,046
2006	79	66	18	119	343,591	5.2	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	3.8	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	3.9	10	154	1,603	3,695	39,998
2009	102	70	25	137	329,032	7.6	14	179	1,960	5,567	21,403
Total	**2191**	**1388**	**299**	**3069**	**6,225,900**	**4.8**	**225**	**2247**	**13,701**	**17,455**	**229,951**

***** In 2003, Coast Guard's reporting criteria for property damage went from $500 to $2,000.
* In 2006, IDNR's reporting criteria for property damage went from $500 to $2,000.
* In 2007, Total Hours Worked on the Recreational Boat Safety Program (RBS) was based on Federal Funded Boating Hours
* In 2008, statistics were compiled to reflect the Federal Fiscal Year (10/01 – 09/30)
* The total number of registered boats is based on calendar year
* From 1997 - 2006 - Total Hours Worked on the Recreational Boat Safety Program (RBS) was based on Recreational Boating Enforcement Hours - 4131

BOATING SAFETY EDUCATION

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

Traditional Classroom Course

Year	Total Classes	# of Students Certified	# of Students Failed	Total Students
1993	142	2,708	67	2,775
1994	122	2,416	110	2,526
1995	125	2,863	81	2,944
1996	140	3,439	119	3,558
1997	133	3,147	91	3,238
1998	134	3,299	90	3,389
1999	137	3,920	85	4,005
2000	147	4,196	80	4,276
2001	144	3,315	65	3,380
2002	152	3,765	64	3,829
2003	145	3,772	68	3,840
2004	111	2,699	61	2,760
2005*	95	2,390	38	2,428
2006	74	1,449	68	1,517
2007	70	1,215	20	1,235
2008	47	857	13	870
2009	49	874	14	888
2010	40	902	20	922
Total	**2,007**	**47,226**	**1,154**	**48,380**

Boat-Ed Internet Course

Year	Exams Issued	Certified	Failed	Success Rate
2005*	890	732	158	82%
2006	1,693	1,405	288	83%
2007	1,687	1,358	313	80%
2008	1,699	1,362	313	80%
2009	2,208	2,037	171	92%
2010	1,885	1,885	0	100%
Total	**10,062**	**8,779**	**1,243**	**87%**

*** In May 2005 the Boat-Ed course started**

BoaterExam.com Internet Course

Year	Exams Issued	Certified	Failed	Success Rate
2010*	525	525	0	100%
Total	**525**	**525**	**0**	**100%**

*** In June 2010 the BoaterExam.com course started**

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

Approximately 94% 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.

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, Reckless/Careless Operation, and the danger associated with Carbon Monoxide poisoning.

REPORTING GUIDELINES FOR BOAT ACCIDENTS

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:

1. A person dies; or
2. A person disappears; or
3. A person has an injury that requires medical treatment greater than first aid; or
4. Damages resulting to the vessel(s) / property involved equal or exceed $2,000; or
5. A total loss of vessel

AND

The accident involved a recreational vessel, documented vessel being used for recreational purposes, OR a vessel that was required to be numbered BUT NOT required to be United States Coast Guard inspected.

AND

The accident involved the vessel, or its associated equipment, in one of the following occurrences:

- 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;
- Collision with 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.

Boat operators are required to report their accidents to authorities in the jurisdiction where the accident occurred. In cases involving personal injury, and/or property damage in excess of $2,000, the operator must file a Boating Accident Report Form (BAR) with the IDNR within 5 days of the date of the accident. Accidents resulting in death must be reported to the IDNR on a BAR within 2 days of the accident.

NON-REPORTABLE GUIDELINES

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

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 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 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. Death, injury, or damage on a docked, 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.

REGISTERED RECREATIONAL BOATS

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

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

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

Registration is valid for three years

2010 REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS RECREATIONAL BOATS ONLY*

	Total Mechanically Propelled					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	480	1,392	115	12	14	**2,013**
Fiberglass	25,070	44,871	42,224	1,588	834	**114,587**
Metal	1,045	145,939	1,537	12	11	**148,544**
Inflatable	22	1,884	13	1	0	**1,920**
Other	245	4,101	217	6	13	**4,582**
Total	**26,862**	**198,187**	**44,106**	**1,619**	**872**	**271,646**

	Other Boats					
	Not Mechanically Propelled					
Hull Material	Rowboats	Sailboats	Canoes/ Kayaks	Personal Watercraft	Other Boats	Total
Wood	161	204	725	25	67	**1,182**
Fiberglass	3,799	5,040	9,158	20,719	4,707	**43,423**
Metal	9,421	58	8,987	66	1,898	**20,430**
Inflatable	223	12	586	16	368	**1,205**
Other	1,693	356	27,649	306	2,632	**32,636**
Total	**15,297**	**5,670**	**47,105**	**21,132**	**9,672**	**98,876**
	68,072					

Total Number of Registered Boats **323,191**

2010

RECREATIONAL BOATS ONLY*

REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS

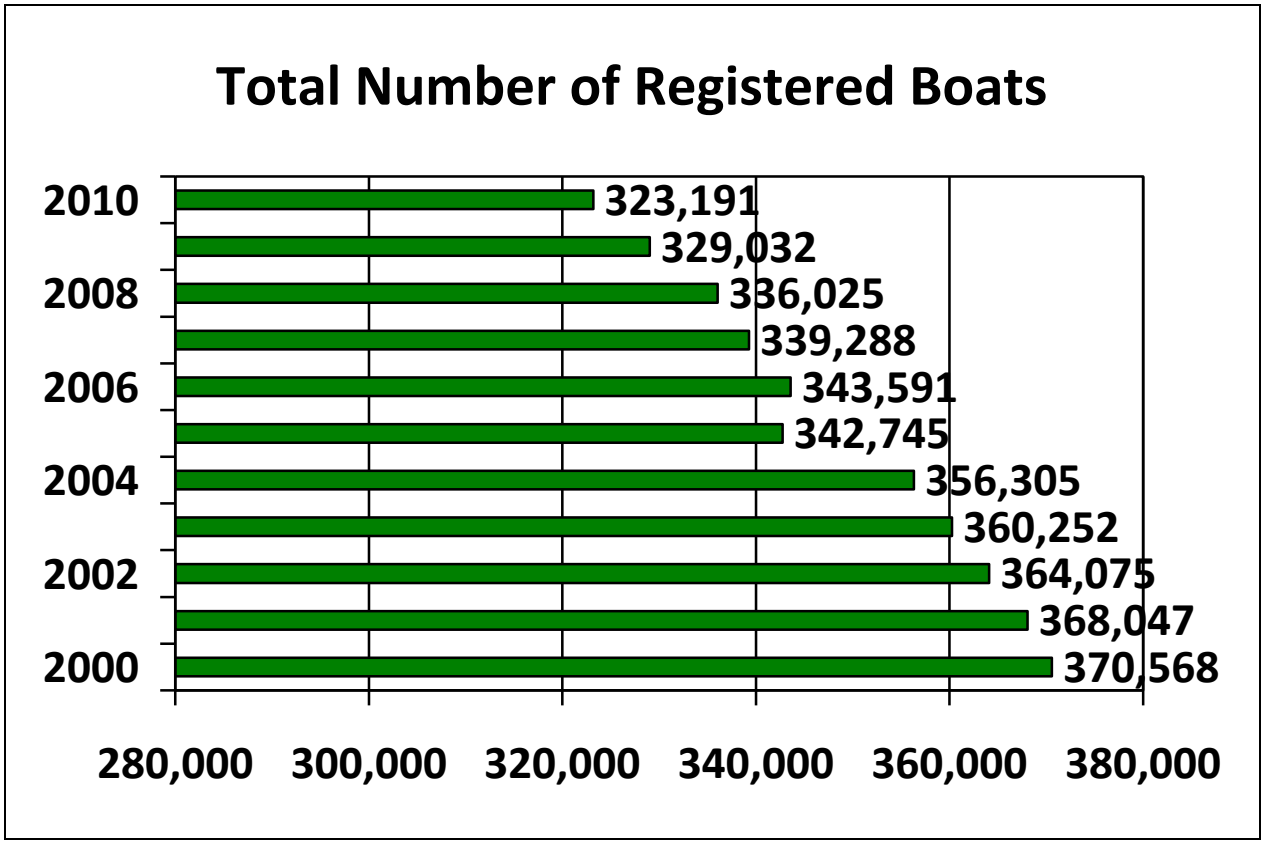
	Under 16 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	44	665	7	0	5	**721**
Fiberglass	7,821	11,972	656	5	66	**20,520**
Metal	194	53,273	101	0	1	**53,569**
Inflatable	22	1,850	9	0	0	**1,881**
Other	175	3,488	114	0	9	**3,786**
Total	**8,256**	**71,248**	**887**	**5**	**81**	**80,477**

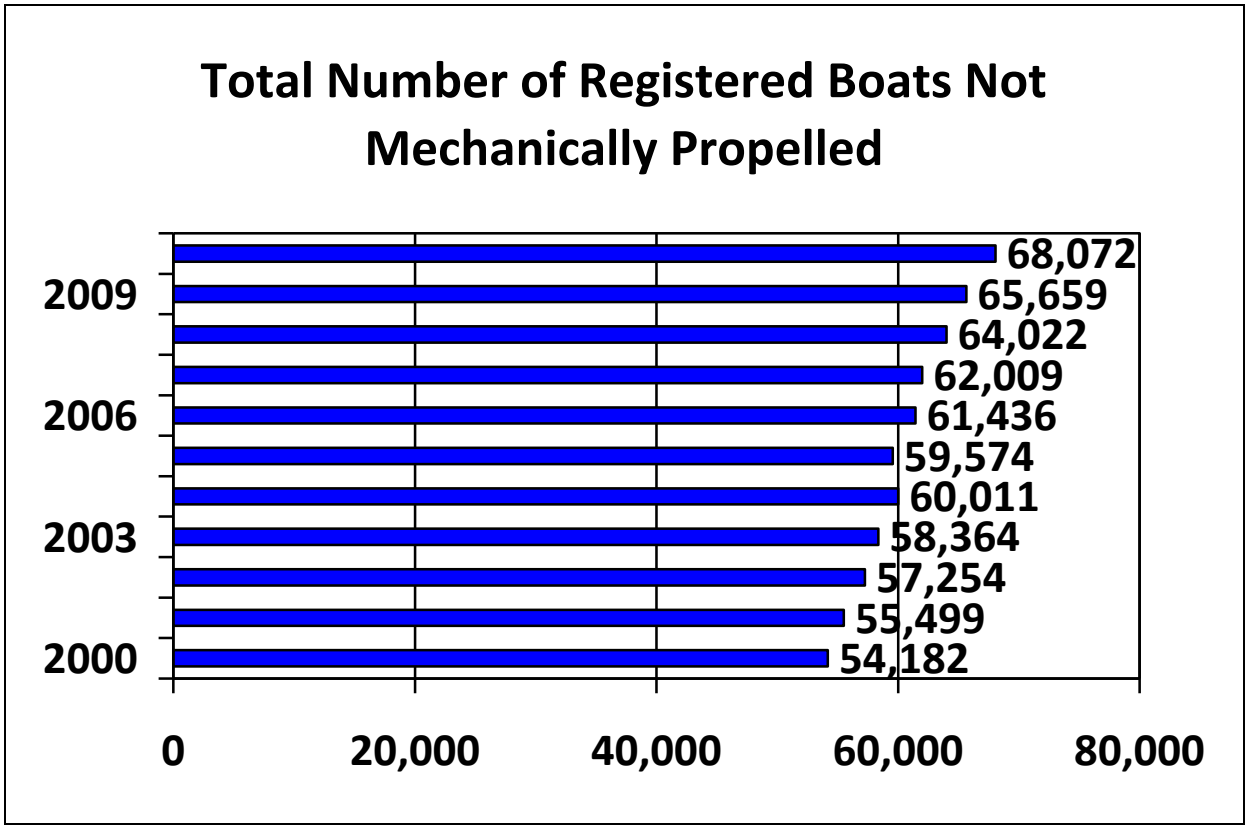
	16 to 26 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	367	709	96	0	7	**1,179**
Fiberglass	13,208	32,475	35,503	86	624	**81,896**
Metal	611	91,446	1,113	2	9	**93,181**
Inflatable	0	34	4	1	0	**39**
Other	55	604	95	0	3	**757**
Total	**14,241**	**125,268**	**36,811**	**89**	**643**	**177,052**

	26 to 40 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	46	17	12	9	1	**85**
Fiberglass	3,076	402	5,884	1,313	140	**10,815**
Metal	152	1,161	197	55	1	**1,566**
Inflatable	0	0	0	0	0	**0**
Other	11	8	8	3	1	**31**
Total	**3,285**	**1,588**	**6,101**	**1,380**	**143**	**12,497**

	40 to 65 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	23	1	0	2	1	**27**
Fiberglass	951	20	179	181	4	**1,335**
Metal	72	56	104	5	0	**237**
Inflatable	0	0	0	0	0	**0**
Other	4	1	0	3	0	**8**
Total	**1,050**	**78**	**283**	**191**	**5**	**1,607**

	Over 65 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	0	0	0	1	0	**1**
Fiberglass	14	2	2	3	0	**21**
Metal	16	3	22	0	0	**41**
Inflatable	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Total	**30**	**5**	**24**	**4**	**0**	**63**


Total Number of Registered Boats
2010
2008
2006
2004
2002
2000
323,191
329,032
336,025
339,288
343,591
342,745
356,305
360,252
364,075
368,047
370,568
280,000
300,000
320,000
340,000
360,000
380,000


Total Number of Registered Boats Not Mechanically Propelled
2009
2006
2003
2000
68,072
65,659
64,022
62,009
61,436
59,574
60,011
58,364
57,254
55,499
54,182
0
20,000
40,000
60,000
80,000

BOATING STATISTICAL SUMMARY

Statistical information contained in this report is based on the Federal Fiscal Year 2009 (FFY09) (10/01/2008 – 09/30/2009), excluding the registered boats, which is based on calendar year 2009. Illinois had 102 USCG Reportable Accidents in FFY09, resulting in 71 injuries and 25 fatalities. On average, Illinois saw an overall safer year on the water, but did see an increase in fatal accidents. Last year Illinois had 120 USCG Reportable Accidents in FFY08, resulting in 78 injuries and 13 fatalities. The total number of registered boats continues to decline from 336,025 last year to 329,032 this year. This equates to 21.6 injuries and 7.6 fatalities per 100,000 registered boats. The ten year Illinois average is 109 accidents, 72 injuries and 16 fatalities.

In FFY09, the Illinois Department of Natural Resources Office of Law Enforcement saw a significant decrease in the amount of hours worked on the Recreational Boat Safety Program (RBS) from FFY08. A total of 21,403 hours were spent on the program, which was a 46.5% decrease from the previous year's total of 39,998. There were several factors believed to have caused the decrease in hours worked and the increase in enforcement activity.

In contrast to the decrease of man hours worked, enforcement activity increased significantly overall. During the 2009 recreational boating season, Conservation Police Officers (CPOs) made 179 operating under the influence (OUI) of alcohol or drugs arrests. Other Law Enforcement agencies made 36 OUI arrests, for a total of 215 OUI arrests. CPO emphasis on OUI enforcement remains a high priority. All officers have been trained in OUI detection and arrest procedures. In addition to an increase of OUI arrests, there were 1,960 citations issued and 5,576 written warnings in FFY09, compared to 1,603 citations and 3,695 written warnings the previous year for various infractions of the Boat Registration & Safety Act. CPOs inspected 17,762 vessels, provided assistance to a combination of 1,219 persons and vessels, and conducted 99 search and rescue missions. CPOs also conducted enforcement details throughout the State. The details focused on alcohol, PFD, and reckless/careless operation violations. Boating enforcement is considered to be a high priority and maximum available coverage was provided.

Boating accident reports indicate the majority of accidents occur between June and August, on Saturday or Sunday, between 12 p.m. and 6 p.m. Conditions are usually clear with good visibility, light winds, and calm water. Most accidents involve operators between the ages of twenty and forty who have over one hundred hours of boating experience but have little or no classroom boating safety instruction. They also involve open motorboats cruising in a careless/reckless manner culminating in a collision with another boat.

Twenty-five people died in Illinois boating accidents in 2009. In this reporting period, most fatalities occurred during the week between 6 p.m. and 12 a.m. with clear conditions and calm waters. The winds were calm to light with good visibility. Open motorboats less than 20 feet in length were involved in 16 fatalities. In the majority of fatalities, the operators had no formal boat safety education.

Five fatalities were caused by Carbon Monoxide (CO) Poisoning. The contributing factors were equipment failure and lack of carbon monoxide detector on board the vessel. In an attempt to reduce the number of CO fatalities, an informational campaign was conducted by the Conservation Police. The campaign focuses on educating the recreational boating public, marinas, boat dealers, and repair shops on the dangers of CO poisoning.

Once again, the factor that would have saved lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 25 fatalities, 12 may have survived if they had worn their PFDs. Six people died from blunt force trauma and other injuries. The leading type of accidents involving fatalities were collisions with falls overboard and flooding / swamping.

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

BOATING ENFORCEMENT – Federal Fiscal Year 2010

October 1, 2009 – September 30, 2010

Top Boating Violations

Top Citations

	Type of Boating Violations	Citations
1	PFD Wearable Type I, II, or III Required	497
2	Operating While Under The Influence Of Alcohol Or Drugs	190
3	Operation Of Unnumbered Watercraft	183
4	PFD-Age Requirement. Less Than 13 Years Old Must Wear PFD	138
5	Operating While Under The Influence Of Alcohol W/BAC Over .08	130
6	Operation In a No Wake Area	95
7	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	56
8	Failure To Display Valid Registration Expiration Decal	50
9	Waterskiing-Competent Observer; Vessel Capacity-3 Persons	63
10	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	53
11	Lights- Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	46
12	Failure To Transfer Certificate Of Number	45
13	PFD Type IV PFD On Board Vessel 16 Feet And Longer	26
14	Passenger Location-No Riding On Gunwales, Seatbacks	40
15	Careless Operation Of A Watercraft	25
	Total Number of Citations Issued	**1853**

Top Written Warnings

	Type of Boating Violations	Written Warnings
1	Operation Of Motorboat With Battery Terminal Not Shielded	1030
2	Wearable PFD (Type I, II, Or III Required)	846
3	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	702
4	Operation Of Motorboat Without Horn Or Whistle	646
5	Operation Of Unnumbered Watercraft	639
6	PFD Type IV PFD On Board Vessel 16 Feet And Longer	302
7	Operation In No Wake Area	203
8	Passenger Location-No Riding On Gunwales, Seatbacks	171
9	Lights-Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	154
10	Failure To Display, Improper Display Of Valid Registration Number	137
11	Visual Distress Signals. Required For Boats On Lake Michigan	93
12	Operation Of Motorboat Without Lanyard	84
13	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	72
14	Failure To Display Valid Registration Expiration Decal	59
15	Overloading Motorboat	45
	Total Number of Written Warnings Issued	**5438**

Boat Registration Inspections

Year	Type of Boat Inspections	Region I	Region II	Region III	Region IV	Region V	Total
2009	Boat Registration Inspections	172	177	82	101	45	577
	Junk Boat Reports	4	1	0	0	0	5
	Total	**176**	**178**	**82**	**101**	**45**	**582**
2010	Boat Registration Inspections	155	320	67	110	42	694
	Junk Boat Reports	2	0	0	0	0	2
	Total	**157**	**320**	**67**	**110**	**42**	**696**

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

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

Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Other Agency	Total
1993	18	10	11	10	3	5	69	126
1994	20	7	2	21	5	12	22	89
1995	48	11	5	27	7	13	11	122
1996	29	28	4	22	6	4	37	130
1997	41	41	5	20	7	9	35	158
1998	36	13	11	7	7	1	37	112
1999	49	6	9	18	11	3	63	159
2000	33	10	16	21	18	3	73	174
2001	73	27	15	28	34	4	60	241
2002	84	27	25	23	36	5	75	275
2003	55	13	6	19	25	7	63	188
2004	39	31	19	21	17	0	62	189
2005	49	34	17	54	31	0	93	278
2006	58	76	23	41	31	0	73	302
2007	36	34	23	30	21	0	46	190
2008	48	32	29	22	23	0	31	185
2009	58	42	18	30	31	0	36	215
Total	**774**	**442**	**238**	**414**	**313**	**66**	**886**	**3133**

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

Boating Accidents and Alcohol Use

	OUI Arrests	Accidents			Injuries			Fatalities			Vessels		
Year	**Total Number of OUI**	**Primary Cause Alcohol Use**	**Total Number of Accidents**	**Percentage Involving Alcohol Use**	**Primary Cause Alcohol Use**	**Total Number of Injuries**	**Percentage Involving Alcohol use**	**Primary Cause Alcohol Use**	**Total Number of Fatalities**	**Percentage involving Alcohol Use**	**Primary Cause Alcohol Use**	**Total Number of Vessels**	**Percentage Involving Alcohol Use**
1993	126	0	0	0	0	0	0	0	0	0	25	265	9.43%
1994	89	0	0	0	0	0	0	0	0	0	12	290	4.14%
1995	122	0	0	0	0	0	0	0	0	0	15	303	4.95%
1996	130	0	0	0	0	0	0	0	0	0	17	151	11.26%
1997	158	0	0	0	0	0	0	0	0	0	0	0	0
1998	112	0	0	0	0	0	0	0	0	0	23	239	9.62%
1999	159	0	0	0	0	0	0	0	0	0	0	0	0
2000	174	5	153	3.27%	7	76	9.21%	1	14	7.14%	7	231	3.03%
2001	241	8	112	7.14%	10	75	13.33%	2	23	8.70%	11	171	6.43%
2002	275	6	135	4.44%	5	92	5.43%	3	8	37.50%	8	188	4.26%
2003	188	8	84	9.52%	9	63	14.29%	5	13	38.46%	12	122	9.84%
2004	189	5	78	6.41%	2	45	4.44%	5	18	27.78%	7	103	6.80%
2005	278	8	115	6.96%	8	100	8.00%	2	16	12.50%	12	152	7.89%
2006	302	9	79	11.39%	11	66	16.67%	5	18	27.78%	13	119	10.92%
2007	190	7	107	6.54%	3	57	5.26%	1	13	7.69%	7	146	4.79%
2008	185	5	120	4.17%	1	78	1.28%	1	13	7.69%	4	174	2.30%
2009	215	11	102	10.78%	9	71	12.68%	2	25	8.00%	12	137	8.76%
Total	**3133**	**72**	**1085**	**6.64%**	**65**	**723**	**8.99%**	**27**	**161**	**16.77%**	**185**	**2791**	**6.63%**

BOATING ACCIDENT REPORT – Federal Fiscal Year 2010

Statistical information contained in this report is based on the Federal Fiscal Year 2010 (FFY10) (10/01/2009 – 09/30/2010), excluding the registered boats, which is based on calendar year 2010.

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
102	71	25	137	323,191

Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats
31.0	21.6	7.6

CAUSE OF DEATH	
Drowning	14
Trauma	1
Carbon Monoxide Poisoning	5
Sudden Medical Condition	2
Unknown	3
Total	**25**

VICTIM ACTIVITY	
Fishing	9
Making Repair	1
None	3
Paddle Boating	2
Preparing for Bed	4
Swimming	1
White Water Sports	1
Unknown	1
Total	**25**

USE OF PFD	
Not Worn	20
Worn	3
Unknown	2
Total	**25**

PRIMARY TYPE OF INJURY	
Amputation	2
Back Injury	2
Broken Bones	14
Burns	3
Carbon Monoxide Exposure	1
Contusion	15
Dislocation	2
Head Injury	6
Hypothermia	8
Internal Injuries	5
Laceration	8
Neck Injury	2
Shock	1
Sprain/Strain	1
Unknown	1
Total	**71**

INJURY CAUSE	
Carbon Monoxide	1
Explosion	1
Explosion of Fuel Vapors	2
Exposure to Elements	10
Finger in Engine Vent	1
Fire	2
Impact With Boat	27
Impact With Fixed/Floating Object	10
Impact With Water	9
Jet Propulsion Wash	1
Struck By Propeller	7
Total	**71**

ACCIDENT STATISTICS BY DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	29	14	10	41
Monday	6	4	0	10
Tuesday	4	5	1	6
Wednesday	5	0	4	5
Thursday	10	9	4	11
Friday	6	4	3	9
Saturday	42	35	3	55
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY MONTH OF THE YEAR

Month	#Accidents	#Injuries	#Fatalities	#Vessels
January	0	0	0	0
February	1	1	1	1
March	1	0	1	1
April	5	2	2	5
May	10	5	0	14
June	28	27	5	39
July	21	11	3	31
August	17	15	2	23
September	8	3	1	11
October	6	4	6	6
November	2	0	4	3
December	3	3	0	3
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
Unknown	0	0	0	0
12:01 a.m. - 6:00 a.m.	6	4	4	8
6:01 a.m. - 12:00 noon	13	7	3	16
12:01 p.m. - 6:00 p.m.	54	40	8	75
6:01 p.m. - 12:00 a.m.	29	20	10	38
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves < 6")	56	39	16	77
Choppy (Waves 6"-2')	34	26	4	46
Rough (Waves 2'-6')	6	2	3	7
Very Rough (Waves >6')	1	0	0	1
Strong /Swift Current	3	3	2	3
Unknown	2	1	0	3
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	79	49	21	109
Cloudy	15	14	1	18
Fog	1	0	0	1
Rain	6	8	3	8
Hazy	0	0	0	0
Unknown	1	0	0	1
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
None	6	6	1	7
Light (0-6 mph)	70	52	13	95
Moderate (7-14 mph)	16	10	4	22
Strong(15-25 mph)	2	0	1	3
Stormy (>25 mph)	0	0	0	0
Unknown	8	3	6	10
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Good	92	65	20	123
Fair	5	6	2	6
Poor	3	0	3	5
Unknown	2	0	0	3
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY PRIMARY CAUSE OF ACCIDENT

Primary Cause	#Accidents	# Injuries	#Fatalities	#Vessels
Alcohol Use	11	9	2	12
Careless/Reckless Operation	10	4	0	10
Congested Waters	3	3	1	4
Dam/Lock	0	0	0	0
Equipment Failure	7	0	0	7
Excessive Speed	3	2	0	3
Failure to Vent	1	1	0	1
Force of Wake	6	9	0	6
Hazardous Waters	6	8	0	6
Hull Failure	0	0	0	0
Ignition of Spilled Fuel or Vapors	3	4	0	3
Improper Loading	2	0	0	1
Machinery Failure	5	2	6	5
Medical Condition	2	0	2	2
No Proper Lookout	2	0	0	2
Operator Inattention	11	2	0	14
Operator Inexperience	4	4	3	8
Other Vessel Fault	0	9	0	22
Overloading	0	0	1	1
Passenger/Skier Behavior	3	2	1	3
Sharp Turn	3	2	0	2
Standing/Sitting in Inappropriate Position	4	4	2	5
Weather (Heavy)	5	0	1	6
Other	4	5	1	7
Unknown	7	1	5	7
Total	**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	6	2	5
Carbon Monoxide Exposure	1	5	2
Collision w/vessel	21	0	58
Collision w/fixed object	7	0	9
Collision w/floating object	0	0	0
Fall on a Vessel	1	0	1
Fall in boat	0	1	2
Falls overboard	4	7	10
Fire/Explosion (fuel)	3	0	2
Fire/Explosion (Other than fuel)	0	0	3
Flooding/Swamping	7	4	10
Grounding	0	1	2
Person Departed Vessel	2	4	6
Person Ejected from a Vessel	11	0	10
Sinking	0	0	1
Skier Mishap	1	0	1
Starting Engine	2	1	4
Struck by boat	0	0	2
Struck by Motor / Propeller	2	0	2
Struck submerged object	1	0	2
Unknown	1	0	4
Other	1	0	1
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
Less than 10 feet	16	0	14
10 feet to less than 16 feet	22	8	34
16 feet to less than 20 feet	5	8	21
20 feet to less than 26 feet	19	4	41
26 feet to less than 40 feet	5	5	18
Over 40 feet	0	0	5
Unknown	4	0	4
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY TYPE OF BOAT

Type Of Boat	#Injuries	#Fatalities	#Vessels
Auxiliary Sail	2	0	3
Cabin Motorboat	5	2	22
Canoe	2	2	3
Houseboat	0	4	1
Inflatable	6	1	2
Jet Boat	2	0	5
Kayak	2	0	2
Open Motorboat	20	12	52
Paddle Boat	1	3	3
Personal Watercraft	23	0	30
Pontoon	7	0	10
Sail Only	0	1	1
Other	0	0	1
Unknown	1	0	2
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	4	7	9
Changing Direction	9	0	10
Changing Speed	5	1	15
Cruising	29	3	51
Docking/Undocking	0	0	6
Drifting	11	5	22
Launching	2	0	2
Rowing/Padding	8	6	7
Sailing	0	1	1
Tied to Dock/mooring	2	0	8
Unknown	1	1	3
Other	0	1	3
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
American Red Cross	0	0	0
Informal	5	4	11
State Course	9	1	14
U.S. Power Squadron	2	0	4
U.S.C.G. Auxiliary	2	0	3
None	38	7	64
Unknown	15	13	41
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	15	5	17
10 - 100 hours	20	3	34
Over 100 hours	27	9	62
Unknown	9	8	24
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
< 10	0	0	0
10-12	0	0	0
13-17	5	1	10
18-19	2	2	3
20-29	19	1	19
30-39	18	5	36
40-49	15	8	33
50-59	9	4	16
60-69	1	4	11
70 +	2	0	5
Unknown	0	0	4
Total	**71**	**25**	**137**

ACCIDENT STATISTICS BY BODY OF WATER

Body Of Water	#Accidents	#Injuries	#Fatalities	#Vessels
Benton City Lake	1	0	0	1
Calumet River	3	1	2	3
Carlyle Lake	3	2	0	5
Clinton Lake	2	1	0	3
Cook County Forest Preserve Pond	1	0	1	1
Crystal Lake	1	1	0	2
Fox Lake	1	0	1	1
Fox River	7	6	3	9
Gillespie Lake	1	0	0	2
Grass Lake	4	5	0	4
Holiday Shores	1	1	0	2
Illinois River	17	15	2	25
Kankakee River	4	7	0	7
Kaskaskia River	1	1	0	1
Kickapoo Creek	1	1	0	1
Lake Carroll	1	0	0	2
Lake Lou Yaeger	2	0	2	2
Lake Marie	1	1	0	1
Lake Michigan	7	2	0	11
Lake Sangchris	1	0	1	1
Lake Shannon	1	1	0	2
Lake Shelbyville	3	3	1	3
Lake Springfield	2	0	0	3
Lake Taylorville	1	0	0	1
Lake Vermilion	1	1	0	1
Mill Creek Lake	2	1	0	3
Mississippi River	12	6	5	13
Nippersink Lake	2	2	0	4
Petite Lake	4	3	0	7
Powerton Lake	1	0	0	1
Rend Lake	2	1	1	2
Rice Lake FWA	1	0	1	1
Rock River	4	2	1	6
Sam Dale State Park Lake	1	0	1	1
Senachwine Lake	1	0	1	1
Vermilion River	3	6	2	3
Wonder Lake	1	1	0	1
Total	**102**	**71**	**25**	**137**

BODY OF WATER BROKEN DOWN
BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Benton City Lake					
	Franklin County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Calumet River					
	Cook County	3	1	2	3
	Subtotal	**3**	**1**	**2**	**3**
Carlyle Lake					
	Clinton County	3	2	0	5
	Subtotal	**3**	**2**	**0**	**5**
Clinton Lake					
	Dewitt County	2	1	0	3
	Subtotal	**2**	**1**	**0**	**3**
Cook County Forest Preserve Pond					
	Cook County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Crystal Lake					
	McHenry County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Fox Lake					
	Lake County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Fox River					
	Kane County	2	1	0	2
	McHenry County	5	5	3	7
	Subtotal	**7**	**6**	**3**	**9**
Gillespie Lake					
	Macoupin County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Grass Lake					
	Lake County	4	5	0	4
	Subtotal	**4**	**5**	**0**	**4**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Holiday Shores					
	Madison County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Illinois River					
	Grundy County	1	1	0	1
	Jersey County	2	4	0	3
	LaSalle County	8	7	1	11
	Peoria County	2	2	0	4
	Tazewell County	3	1	1	5
	Woodford County	1	0	0	1
	Subtotal	**17**	**15**	**2**	**25**
Kankakee River					
	Kankakee County	4	7	0	7
	Subtotal	**4**	**7**	**0**	**7**
Kaskaskia River					
	St. Clair County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Kickapoo Creek					
	Peoria County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Lake Carroll					
	Carroll County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Lake Lou Yeager					
	Montgomery County	2	0	2	2
	Subtotal	**2**	**0**	**2**	**2**
Lake Marie					
	Lake County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Lake Michigan					
	Cook County	3	2	0	4
	Lake County	4	0	0	7
	Subtotal	**7**	**2**	**0**	**11**
Lake Sangchris					
	Christian County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Lake Shannon					
	Kankakee County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Lake Shelbyville					
	Moultrie County	2	1	1	2
	Shelby County	1	2	0	1
	Subtotal	**3**	**3**	**1**	**3**
Lake Springfield					
	Sangamon County	2	0	0	3
	Subtotal	**2**	**0**	**0**	**3**
Lake Taylorville					
	Christian County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Lake Vermilion					
	Vermilion County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mill Creek Lake					
	Clark County	2	1	0	3
	Subtotal	**2**	**1**	**0**	**3**
Mississippi River					
	Adams County	1	0	0	1
	Calhoun County	3	0	4	3
	Carroll County	1	1	0	1
	Hancock County	1	0	0	1
	Henderson County	1	1	0	1
	Jersey County	2	2	0	2
	Monroe County	1	0	1	1
	Rock Island County	2	2	0	3
	Subtotal	**12**	**6**	**5**	**13**
Nippersink Lake					
	Lake County	2	2	0	4
	Subtotal	**2**	**2**	**0**	**4**
Petite Lake					
	Lake County	4	3	0	7
	Subtotal	**4**	**3**	**0**	**7**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Powerton Lake					
	Tazewell County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Rend Lake					
	Franklin County	1	0	1	1
	Jefferson County	1	1	0	1
	Subtotal	**2**	**1**	**1**	**2**
Rice Lake FWA					
	Fulton County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Rock River					
	Rock Island County	1	1	1	1
	Winnebago County	3	1	0	5
	Subtotal	**4**	**2**	**1**	**6**
Sam Dale State Park Lake					
	Wayne County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Senachwine Lake					
	Putnam County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Vermilion River					
	LaSalle County	3	6	2	3
	Subtotal	**3**	**6**	**2**	**3**
Wonder Lake					
	McHenry County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Total		**102**	**71**	**25**	**137**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams County	1	0	0	1
Calhoun County	3	0	4	3
Carroll County	2	1	0	3
Christian County	2	0	1	2
Clark County	2	1	0	3
Clinton County	3	2	0	5
Cook County	7	3	3	8
DeWitt County	2	1	0	3
Franklin County	2	0	1	2
Fulton County	1	0	1	1
Grundy County	1	1	0	1
Hancock County	1	0	0	1
Henderson County	1	1	0	1
Jefferson County	1	1	0	1
Jersey County	4	6	0	5
Kane County	2	1	0	2
Kankakee County	5	8	0	9
Lake County	16	11	1	24
LaSalle County	11	13	3	14
Macoupin County	1	0	0	2
Madison County	1	1	0	2
McHenry County	7	7	3	10
Monroe County	1	0	1	1
Montgomery County	2	0	2	2
Moultrie County	2	1	1	2
Peoria County	3	3	0	5
Putnam County	1	0	1	1
Rock Island County	3	3	1	4
Sangamon County	2	0	0	3
Shelby County	1	2	0	1
St. Clair County	1	1	0	1
Tazewell County	4	1	1	6
Vermilion County	1	1	0	1
Wayne County	1	0	1	1
Winnebago County	3	1	0	5
Woodford County	1	0	0	1
Total	**102**	**71**	**25**	**137**

COUNTIES BROKEN DOWN BY BODY OF WATER

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams County				
Mississippi River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Calhoun County				
Mississippi River	3	0	4	3
Subtotal	**3**	**0**	**4**	**3**
Carroll County				
Lake Carroll	1	0	0	2
Mississippi River	1	1	0	1
Subtotal	**2**	**1**	**0**	**3**
Christian County				
Lake Sangchris	1	0	1	1
Lake Taylorville	1	0	0	1
Subtotal	**2**	**0**	**1**	**2**
Clark County				
Mill Creek Lake	2	1	0	3
Subtotal	**2**	**1**	**0**	**3**
Clinton County				
Carlyle Lake	3	2	0	5
Subtotal	**3**	**2**	**0**	**5**
Cook County				
Calumet River	3	1	2	3
Cook County Forest Preserve Pond	1	0	1	1
Lake Michigan	3	2	0	4
Subtotal	**7**	**3**	**3**	**8**
Dewitt County				
Clinton Lake	2	1	0	3
Subtotal	**2**	**1**	**0**	**3**
Franklin County				
Benton City Lake	1	0	0	1
Rend Lake	1	0	1	1
Subtotal	**2**	**0**	**1**	**2**
Fulton County				
Rice Lake FWA	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Grundy County				
Illinois River	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**

Counties Broken Down By Body of Water cont.

County		#Accidents	#Injuries	#Fatalities	#Vessels
Hancock County					
	Mississippi River	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Henderson County					
	Mississippi River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Jefferson County					
	Rend Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Jersey County					
	Illinois River	2	4	0	3
	Mississippi River	2	2	0	2
	Subtotal	**4**	**6**	**0**	**5**
Kane County					
	Fox River	2	1	0	2
	Subtotal	**2**	**1**	**0**	**2**
Kankakee County					
	Kankakee River	4	7	0	7
	Lake Shannon	1	1	0	2
	Subtotal	**5**	**8**	**0**	**9**
Lake County					
	Fox Lake	1	0	1	1
	Grass Lake	4	5	0	4
	Lake Marie	1	1	0	1
	Lake Michigan	4	0	0	7
	Nippersink Lake	2	2	0	4
	Petite Lake	4	3	0	7
	Subtotal	**16**	**11**	**1**	**24**
LaSalle County					
	Illinois River	8	7	1	11
	Vermillion River	3	6	2	3
	Subtotal	**11**	**13**	**3**	**14**
Macoupin County					
	Gillespie Lake	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**

Counties Broken Down By Body of Water cont.

County	#Accidents	#Injuries	#Fatalities	#Vessels
Madison County				
Holiday Shores Lake	1	1	0	2
Subtotal	**1**	**1**	**0**	**2**
McHenry County				
Crystal Lake	1	1	0	2
Fox River	5	5	3	7
Wonder Lake	1	1	0	1
Subtotal	**7**	**7**	**3**	**10**
Monroe County				
Mississippi River	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Montgomery County				
Lake Lou Yeager	2	0	2	2
Subtotal	**2**	**0**	**2**	**2**
Moultrie County				
Lake Shelbyville	2	1	1	2
Subtotal	**2**	**1**	**1**	**2**
Peoria County				
Illinois River	2	2	0	4
Kickapoo Creek	1	1	0	1
Subtotal	**3**	**3**	**0**	**5**
Putnam County				
Senachwine Lake	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Rock Island County				
Mississippi River	2	2	0	3
Rock River	1	1	1	1
Subtotal	**3**	**3**	**1**	**4**
Sangamon County				
Lake Springfield	2	0	0	3
Subtotal	**2**	**0**	**0**	**3**
Shelby County				
Lake Shelbyville	1	2	0	1
Subtotal	**1**	**2**	**0**	**1**
St Clair County				
Kaskaskia River	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**

Counties Broken Down By Body of Water cont.

County	#Accidents	#Injuries	#Fatalities	#Vessels
Tazewell County				
Illinois River	3	1	1	5
Powerton Lake	1	0	0	1
Subtotal	**4**	**1**	**1**	**6**
Vermilion County				
Vermilion Lake	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Wayne County				
Sam Dale State Park Lake	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Winnebago County				
Rock River	3	1	0	5
Subtotal	**3**	**1**	**0**	**5**
Woodford				
Illinois River	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
Total	**102**	**71**	**25**	**137**

Fatal

Boat Accident

Narratives

2010

2010 Fatal Boat Accident Narratives

21-331006

1. On May 22, 2010 Authorities were notified of a lost kayaker on Salt creek in Logan County near Middletown. The victim and friends were kayaking, when the victim continued past the group's stopping point. He continued around the bend and was never seen alive again. After the victim failed to show at two other possible stopping points, his friends contacted 911. Search and rescue with assistance from a helicopter, searched during the night. Search and rescue discovered the kayak within debris of a log jam. On May 27, the victim's body was located floating approximately one mile downstream of the log jam. The Logan County Coroner's Office advised the autopsy showed cause of death to be drowning with no trauma to the body. Toxicology test results showed the victim had decomp fluid ethanol reading of 0.265%.

   Contributing Factors: Alcohol impairment
   Hazardous waters due to currents
   Failure to Wear Personal Floatation Device (PFD)

2. 25-264006. On May 23, 2010, the victim was boating with friends on Carlyle Lake. While The boat was cruising, the victim jumped in the water to retrieve a cap. He was unable to return to the boat. Two subjects tried to assist the victim but failed. The cause of death was drowning.

   Contributing Factors: Departed Vessel Voluntarily
   Occupant Behavior
   Swimming Ability
   Failure to Wear Personal Floatation Device (PFD)

26-446014

3. On May 23, 2010, the victim was repairing his boat which was moored at Waukegan Harbor on Lake Michigan. The victim was found unresponsive in the enclosed cabin space of his boat. The victim was seated inside the engine compartment on the gas tank with the area around him littered with tools and engine parts. Lake County Coroner's Office Toxicology Report indicated ethanol to be present in the decedent's blood at the level of 0.028% mg/dl and carbon monoxide to be present at the level of 84.4%. The cause of death was determined to be carbon monoxide poisoning.

   Contributing Factors: Failure to vent
   Machinery/vessel system failure

51-255016

4. On June 19, 2010 the victim and five individuals went for a boat ride during the early morning hours on Holiday Shores Lake in Madison County. A severe thunderstorm with lighting, strong winds and heavy rain approached. The boaters were on their way back to their dock when a strong gust of wind blew a container and some chairs off the pontoon boat into the water. The operator cut off the motor and drifted while the victim and two other occupants voluntarily jumped in the water to retrieve the items that were blown off the pontoon boat. The operator and two occupants remained on the pontoon boat. The swimmers discovered the wind had kicked up the waves which were estimated to be 2-3 feet tall and decided to return to the pontoon boat however the boat had drifted away. The operator of the pontoon

boat tried to maneuver towards the swimmers to rescue those in the water by using the glow from the lighting strikes. Two swimmers able to swim back to the boat. The victim was heard yelling for help but was unable to swim back to the boat and drowned. Although Personal Floatation Devices (PFDs) were on the boat none were utilized.

Contributing Factors: Alcohol impairment
Departed Vessel Voluntarily
Weather/wind creating hazardous water conditions
Failure to Wear Personal Floatation Device (PFD)

57-446015

5. On June 20, 2010, Vessel 1 and Vessel 2 were following each other, at night, after performing maintenance on Vessel 2. The vessels were eastbound east of the Ashland Avenue Bridge on the Calumet Sag Channel. Vessel 1 was following in Vessel 2's wake and was having difficulty keep up. Vessel 1 crossed under the bridge when he noticed the stern light of Vessel 2 approaching fast, cut his engine, and attempted to avoid Vessel 2 by turning left. Vessel 2 came to a stop in the channel and Vessel 1 struck the stopped Vessel 2 in the stern. The collision caused the passenger of Vessel 1 to strike the windshield of vessel 1 causing injury to her head and shoulder. While the victim, seated in the bow seat, was ejected from Vessel 2. The operator of Vessel 1 jumped into the water and attempted to rescue the victim. He made several attempts to rescue the victim but was unable to rescue him. The victim was located and recovered approximately 2.5 hours later by responding rescue personnel. The cause of death was drowning.

Contributing Factors: Careless/reckless operation
Environmental conditions affecting visibility - Night operations
Operation too close to other vessels / person in the water
Failure to Wear Personal Floatation Device (PFD)

62-382009

6. On June 25, 2010 the victim was fishing Pana Lake. A subject contacted Pana PD to report an unoccupied boat he observed earlier in the morning. The subject indicated he observed the boat drifting in a cove. Another subject who was searching for the victim located the boat, tied it to a dock and called 912. The boat was located drifting in a cove, unoccupied and with the engine off. An investigation revealed the trolling motor mount broke in half. There was no damage to the prop or shaft of the trolling motor, indicating something heavy fell on top of the trolling motor. The victim for unknown reasons fell overboard and drowned. The victim’s family indicated that the victim was not a good swimmer and did not normally wear a life jacket. The cause of death was drowning.

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

76-376019

7. On July 3, 2010 the victim was swimming near Rope Swing Cove Across From Milnot Beach on Lou Yaeger. Vessel 1 was experiencing difficulties with his throttle. First vessel 1 struck vessel 2 which was anchored. Bouncing off of vessel 2, vessel 1 then struck vessel 3. Vessel 1's final action was the deadliest. Vessel entered into an area where people were swimming. The vessel struck two females, killing one and injuring the other. One female received extensive injuries to her abdominal area causing her death. The other female received a small cut on her lower back.

   Contributing Factors: Alcohol impairment
   Careless/reckless operation
   Drug impairment

81-374009

8. On July 5, 2010 the victim had rented a pontoon boat from Dam West Marina on Carlyle Lake. The owner of the boat rentals, called Clinton County Sheriff, to report his boat was never returned to the marina. The Army Corps of Engineers Rangers went out to look for the boat and discovered it adrift just North of Allen Branch boat ramp between points 5 and 6. The Rangers returned to the dock to pick up Clinton County Deputy, Scott Voss to go with them to inspect the boat. They did not find the renter of the boat, Chad Matthews, anywhere on board or around the boat. The radio was playing loudly, the door was open, and the ladder was down in the water. The victim keys, two open containers of beer, nine full bottles of beer, his clothes, and his wallet were on board the boat. A two day search ended when the victim was found floating near where the boat was found abandoned. I informed the family of the situation.

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

98.468009

9. On Monday, July 19, 2010 at approximately 1:34 AM, Porter and 5 friends went to Valley Lo Country Club and took 2 canoes and 1 paddle boat for a ride in the adjoining lake. The 6 were trespassing and using boats that were not theirs, nor did they have permission to take them. Porter was seated in the paddle boat with Kang (D). Kim was in a canoe with McKenzie, the second canoe was occupied by Creely and Kang (J). The party of 6 were positioned near the middle of the lake talking and drinking Miller Genuine Draft. They remained in this area until they were spotted by a local resident (Kolfat, Kim) walking his dog near the south-eastern portion of the lake. Kim, McKenzie, Porter, and Kang (D) all paddled towards shore and exited the boats to avoid getting in trouble by local law enforcement for Trespassing. Kim, McKenzie, and Kang (D) all walked to the car and thought Porter was behind them. Creely and Kang (J) remained in their canoe and paddled toward another portion of the bank. Kim reported that Porter boarded a canoe, previously occupied by Kim and McKenzie, and began paddling toward Creely and Kang (J), who now were at the bank in their canoe. Creely turned and saw Porter's canoe capsized and Porter yelling for help. At first Creely and Kang (J) thought Porter was kidding around, but then realized that he was not. Creely jumped into the water and began making her way towards Porter, but had to return to shore due to her now wet clothes dragging her under. Creely took her pants off and returned to the water, but could not reach Porter before he went under. Creely used her legs to try and search for Porter with negative results. The commotion awoke two of the neighbors, Remien-Bigg and Shamrock, who called 911. Remien-Bigg dove into the water in an attempt to find Porter herself with negative results. Glenview Police Department arrived on scene and Glenview Fire Department followed.

Fireman Derek Selzer recovered Porter's body in 12 feet of water, Selzer Bear-Hugged Porter and drug him out of the water. Porter's body was found facedown with his head facing south toward the shore. Porter's body was taken to Glenbrook Hospital where he was pronounced dead at 3:00 AM by Dr.Flaherty. I (CPO Karl E. Wheatley, Jr. #468) was advised of the accident on Tuesday, July 20, 2010 at approximately 12:40 PM by Capt. Neal Serdar.Kim reported that this was Porter's first time in a boat and is unsure why he took a canoe out by himself after he had reached the shore. Kim added thatPorter had never been in a canoe either. Porter was not wearing a lifejacket at any time during the event, but was a swimmer. I asked Kim if Porter appeared to be drunk before he went out in the canoe by himself, Kim said he did not seem drunk and did not ingest any other drugs in her presence, stating that he had left his son's birthday party before they had met up to go out on the lake and she only saw him drink 1 or 2 beers in the lake parking lot.
Trevor Porter (Father) reported that his son had never been boating to his knowledge and was a good swimmer. Dr. White of the Cook County Medical Examiner's office reported finding Adema on Porter's lungs from the ex-rays that were taken. Porter did not have any signs of blunt trauma, nor did he have any broken bones. Porter's toxicology report is not yet prepared, results will be submitted with a supplimental report.See Supplimental Report 2010-2-468-008B #1 for causal factors and listing of Attachements.

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

108-257009

10. On August 6, 2010, at approximately 0100, four people got underway from DuSable Harbor, Chicago, out to Lake Michigan. According to two of the

subjects, who were survivers Kristen Masterson and Irene Rogers, after they had reached a point approximately 1.5 miles from shore they along with
Christopher Gary and James Sheppard, dove into the lake to go swimming. As the boat began drifting away from them, Gary and Sheppard had difficulty
staying afloat, while both Masterson and Rogers manage to stay afloat until they were rescued by a fishing boat at approximately 0600 that same morning.
The body of Sheppard was found floating and retrieved from the water, while Gary's body remained missing. On August 17, 2010 Christopher Gary's body
was found and recovered.
Kristin Masterson was charged with Possession of Drug Paraphernalia and Illegal Consumption of Alcohol by a Minor. Irene Rogers was charged with
Possession of Drug Paraphernalia. The court date for both was scheduled for September 29, 2010. Both Masterson and Rogers appeared in court on theircourt date, charges were dismissed.

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

122-353001

11. On August 22, 2010, at 2:31 p.m., the DeWitt County Sheriff's Department received a 911 call in reference to a missing person who had fallen overboard

from a boat at Clinton Lake. Robert Swartz and his wife, Delores Swartz, had been boating when Robert opened the port side rail gate and leaned over the
side to inspect the boat for algae on the side/hull. At the same time, several wakes from passing boat traffic caused Robert to loose his balance and fall
overboard and disappear beneath the surface. After attempting to gain the attention of passing boaters for approximately 5 minutes, Delores was able to flag

down an off duty police officer boating with his family. The off duty officer called 911 and assisted Delores, operating the Swartz's boat to the Clinton Lake
Marina.
Prior to operating the Swartz's boat back to the marina, the off duty officer marked the location with a float tied to a line and anchor. Illinois Conservation
Police sonar operators were able to location the body of Robert Swartz and divers subsequently were able to recover his body a few hours later.(A supplemental report, sonar and body recovery pictures will be attached to the final report).

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

131-376024

12. On 09/05/10 at approximately 8:45 A.M., I CPO Matt Lentz #376 was informed of a capsized boat on the West side of Patoka Island on Carlyle Lake by some

duck hunters. I rode out to the location of the watercraft to conduct an investigation on it. I observed articles floating along the bank of the island
approximately 50 yards from the capsized boat. I approached the aritcles and observed Mr. Lindsey lying face down in the water along the shore line. It
appeared that he had been there for some time. EMS and the Fayette County Coroner's office were notified. I awaited there arrival and turned Mr. Lindsey
over to the Coroner's office. I took possession of the boat for conducting an investigation on the accident. Autopsy and complete accident investigation isending.

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

132-441004

13. On 09/10/10 the operator of unit #1, Richard L. Hively went fishing on the Mississippi River Pool #21. Hively's family became concerned after Hively did not

return home in the afternoon on 09/10/10. At about 8:00 PM Hively's family called the Quincy Police Department and informed them that Hively had not
returned home from fishing. I was contacted by the Illinois State Police Dispatch at approximately 10:00 PM. I responded to the scene. The search for
Hively was called off until the morning of 09/11/10. On 09/11/10 the search resumed and Hively's water craft was located floating on the north side of lock &
dam #21, without Hively. The boat was towed and seized for inspection. Search & rescue operations went on through the day of 09/11/10 until called of by
the Adams County Emergency Director and Hively's family. Aquatech owner and boat mechanic Lonnie Clary inspected the boat at my request. At
approximately 12:05 PM on 09/11/10 Clary called my cellular phone. Clary stated that when Hively brought the boat into his shop on 09/08/10 the motor had
approximately (9) nine hours of use on it. On 09/11/10 Clary noticed that the motor had (15) fifteen hours (21) twenty one minutes and (28) twenty eight
seconds of use on it. Clary further stated that in the last four hours of the motors use Hively attempted to start the motor while in gear (22) twenty two times.

Hively also in the (15) fifteen hours of use on the motor attempted to start the motor with the throttle engaged past idle (11) eleven times. Clary also had the
information of the last (2) two minutes of run time on the motor which showed the motor ran at 2400-2800-RPM's until it died. Which showed the motor was
turned off or ran out of fuel. I told Clary that an empty fuel tank was recovered from Hively's boat. I asked Clary what that information meant. Clary stated
that the motor that Hively possessed had to be started with the gear in neutral and the throttle closed. Clary further stated that if Hively would have started
the motor by opening the throttle and pulling the start cord the motor would start, however the motor would only run at idle power / speed. Clary stated Hively
would have to shut the motor off, close the throttle, pull the start cord to start the motor, put the motor in gear to get full power. Clary stated that Hively was
attempting to start the motor improperly. Clary further stated that the error messages are common due to the fact that the old pull start motors had to be
started with the throttle open a little to give the motor gas to start. Clary stated middle aged or older individuals that have had pull start motors will still
attempt to start their boats in this manner even though its not needed. Upon speaking with Hively's wife, Dianne Hively I learned that R. Hively was
unexperienced with his new motor and could have contributed to the accident.
On 09/12/10 Hively was located deceased floating without a PFD approximately 500 yards downriver / south of lock & dam #21. Hively's body was
recovered and transported to Springfield for an autopsy. On 09/15/10 I spoke with the Adams County Coroner about Hively's death. The coroner informed
me that Hively possessed water in his stomach and sinus cavities which was a finding consistant with drowning.

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

2009-0108

14. The victim and a friend were fishing on a private lake. The victim was attempting to pull up the anchor from the stern of the boat. He "jerked" the line up and the boat capsized. No pfd's were on board the boat. The passenger was able to hold on to a floating log, but the operator drown before his friend could reach him. The dive team recoved the body in 12-15 feet of water approximately 10 feet west of where the vessel capsized.

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

20100001

15. Unit 1 was heading west bound at approximately 30 - 40 mph. As unit 1 turned heading south, unit 1 collided with unit 2. A good samaritan stopped and assisted the operator of vessel 1. The crash occurred outside a no wake area, near the shoreline. Upon impact the pwc most likely did not yaw much, due to the point of impact being close to the center of gravity and balance. The pwc did most likely roll, causing the port side to go down and the starboard side to rise. At the same time the pwc was depressed downward into the water, causing a ramping or over ride situation. The pwc went under

along the port side of vessel 1 where it slid out from under the boat near the port side lifting strake. The operator of the pwc most likely went under vessel 1 along the starboard side. This would account for the injuries to the rear left side of his head and the propeller cuts to his left leg and left hand. A mark on vessel 1 appears to be a black rubber scuffmark made by a boot worn by the operator.e body of the operator was taken to the nearest dock for medical assistance. He was transported to the hospital where he was pronounced dead by medical staff. The coroner's autopsy reported that the operator sustained blunt force trauma to the head, causing a skull fracture, and traumatic partial amputation to the left leg. Both injuries were life ending.

Contributing Factors: Machinery Failure
Failure to Vent
Position of victim's body in relation to carbon monoxide source
Lack of carbon monoxide detector on board the vessel

1. On November 9th, 2008, the victim was testing a new motor and overrode the kill switch on the Illinois River. The victim reportedly launched his boat the day before. A police officer observed a truck and trailer in the parking lot. The officer located the victim's house and spoke with his father. The boat was discovered unattended the same day. The boat was a few feet from the shoreline. The motor was down in the mud, in gear, and not running. The depth finder was on. The victim was either ejected from the vessel or fell overboard. An extensive land, water, and air search was conducted. Unfortunately, the search efforts were unsuccessful in locating the victim. Several months later, the victim's body was located by three goose hunters. The coroner stated the preliminary findings indicated drowning as the cause of death.

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

2. On November 14th, 2008, three subjects snuck out of their dorm to utilize paddle boats on the Fox River. Vessel 1 began to take on water and sink because the drain plug was not in it. The operator of vessel 1 jumped into the water. Vessel 2 occupants entered the river in their paddle boat to assist those on vessel 1. Both occupants of vessel 2 jumped into the river to help the operator of vessel 1. However, their attempts to assist him failed. All three individuals drowned and were recovered later in the day. No enforcement action was taken.

   Contributing Factors: Operator Inexperience
   Hazardous Waters
   Weather
   Failure to Wear Personal Floatation Device (PFD)

3. On February 26th, 2009, three subjects set out in the afternoon to do some fishing and drink some beer on the Rock River. About ten minutes into their trip, the owner of the canoe started to fish while the other two paddled. As they took turns paddling and fishing, the subject in the front was attempting to get a cigarette out and dropped them from his pocket. As he dropped them, he attempted to catch them causing the canoe to become unstable and capsize. All three subjects were ejected into the 33 degree water. They attempted to get back into the canoe and caused it to flood. The subjects decided they needed to swim to shore in order to survive. The owner made it to shore. He went to his garage to retrieve a small jon boat and went back out on the river to save the other two subjects. The owner made it to one of the subjects and was able to get him to shore. The third subject was last seen in the middle of the river near the swamped canoe and was seen going under the water just before the Sheriff's Department got to the area of the canoe attempting to save him. The subject in the middle of the canoe was seated on a plastic lawn chair placed in the canoe and there were only two life jackets on board. Neither of the life jackets were used or attempted to be used and were located in or near the swamped canoe when the Sheriff's Deputy got to the canoe. The investigation revealed the improper seating and high center of gravity in the canoe contributed to the instability of the canoe and the quick movement by the subject caused the canoe to capsize. The owner/operator was cited for insufficient number of PFDs, failure to display valid registration, and fishing without a valid license in possession.

   Contributing Factors: Standing/Sitting in Inappropriate Position
   Passenger/Skier Behavior
   Alcohol Use
   Failure to Wear Personal Floatation Device (PFD)

4. On March 26, 2009, the victim advised his wife that he was going fishing. The victim launched his boat from Starved Rock State Park and navigated to the confluence of the Illinois and Vermillion Rivers. The victim entered the Vermillion River and travelled approximately 1.3 miles upriver where his boat became hung up on submerged rocks. He removed his shoes and sock and exited the boat in what is believed to be an attempt to dislodge the boat from the submerged rocks. It is believed that he then slipped off the rock or fell into a deep hole in the river and drowned. The victim was reported as not being able to swim. His body was recovered a short distance away. The primary cause of death was determined to be drowning.

   Contributing Factors: Attempted to push the boat from the rock
   Could not swim
   Failure to Wear Personal Floatation Device (PFD)

5. On April 4th, 2009, while fishing on Rice Lake, the victim's line became tangled on a tree limb. After freeing the line, he stood up and lost his balance. He fell backwards into the water, causing the operator to fall overboard as well. The operator was able to re-enter the boat. The third individual onboard threw the bow line towards the victim unsuccessfully, and tried to dog paddle the boat to the victim. The victim surfaced twice before disappearing. His body was recovered approximately a hour later. Autopsy reports indicate the victim died from drowning.

   Contributing Factors: Passenger/Skier Behavior
   Overloading
   Failure to Wear Personal Floatation Device (PFD)

6. On April 15th, 2009, a witnesses observed a boat with one individual aboard traveling south on Lake Lou Yaeger. A few moments later, they observed the boat traveling north and turning in circles with no one aboard. Search and rescue operations were immediately started and a ground search was also initiated. The victim's body was recovered several days later. The investigation indicated the victim had tied the steering wheel off with a line, placed the motor in forward gear (full throttle), and left the helm to remove the stern drain plug in an attempt to remove water from the hull. The victim would have been standing or leaning over when moving to the stern to remove the drain plug and would not have had the lanyard cutoff switch attached to his person. This action is a careless practice, but it is not believed to have caused his fall overboard. Preliminary coroner's report indicates that the victim had a heart condition that may have caused a severe angina attack causing him to fall overboard.

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

7. On June 28th, 2009, two subjects were boating on Senachwine Lake. The sailboat they were on capsized and both men fell overboard. The victim may have died from a cardiac arrhythmia and fell overboard causing the boat to capsize. It is also possible that while the victim was in the water he suffered a cardiac arrhythmia.

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

8. On June 10th, 2009, the victim stated to a friend that he was going fishing on the Cook County Forest Preserve Pond. He left his truck at the friend's residence. Later that night, the friend noticed the victim had not returned and notified the authorities. Attempts to locate the victim were unsuccessful that night and the search resumed the next day. The victim's fishing equipment was found floating and the canoe was found capsized. A short time later, the body was recovered fully clothed and wearing a pair of hip boots. Autopsy reports indicate the victim drowned. The only other injury was a slight laceration to his head. The investigation concluded the canoe was an unstable platform. Any movement left or right of the center would have caused the canoe to become susceptible to capsizing. The victim is believed to have fallen overboard after the canoe he was fishing from capsized. The hip boots he was wearing likely restricted his ability to swim and prevented him from making it to shore. The victim was not wearing a lifejacket.

   Contributing Factors: Standing/Sitting in Inappropriate Position
   Operator Inexperience
   Failure to Wear Personal Floatation Device (PFD)

9. On June 25th, 2009, during a day of rafting on the Vermillion River, three subjects failed navigating the bypass of a low head dam. The subjects went over the dam and became caught in the boil. Two of the victims escaped the boil of the low head dam; unfortunately, the third drowned. The two survivors were treated for hypothermia and released. The three occupants of the raft failed to adhere to safety instructions and to a sign advising paddlers to stay to the right side of the river for sage passage at the Buzzi Cement Plant Dam. This resulted in their raft becoming trapped in the recirculating waters of the dam. After entering the water due to a combination of their own will and because of being pushed out by water rushing into their raft (unclear), two of the occupants became trapped in the recirculating waters of the dam. One occupant is believed to have drowned after being forced downward multiple times by the water falling over the crest of the dam. All occupants had been consuming alcohol, which may have affected their ability to recognize the dangerous conditions surrounding the dam and to effectively navigate their raft to the safe passage area on the right side of the dam.

   Contributing Factors: Alcohol Use
   Low head dam
   Operator(s) Inexperience behavior

10. On July 11th, 2009, two subjects were boating on Fox Lake. The passenger stated she left the boat to swim and the victim followed her. While they were swimming, the boat drifted away. The passenger was able to swim to the boat and climb aboard. She could not see the victim in the water. The passenger had a BAC of .18 and stated the victim had as much to drink or maybe more. The victim's body was recovered in about two feet of water southeast of the boat.

    Contributing Factors: Alcohol Use
    Improper Anchoring
    Failure to Wear Personal Floatation Device (PFD)

11. On June 28th, 2009, the victim and one unknown male subject were onboard a 17 foot bass boat on the Calumet River. It was reported that the operator and passenger both fell overboard. They went underwater and disappeared. The operator's body was found floating down river by divers. The unknown subject has yet to be found. The investigation was unable to determine the contributing factor(s) of the men to fall overboard. The cause of death of the operator was determined to be drowning.

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

12. On July 8th, 2009, the victim was boating on Lake Sangchris. The investigation determined the victim fell overboard while conducting repairs on his motor. It is probable that while adjusting the carburetor, the victim was standing up and attempted to start the motor while in gear. The motor started at full throttle and caused him to fall overboard. The victim was not wearing a personal flotation device. Starting the vessel in gear disabled the neutral safety switch, which allowed the motor to be started in gear and at full throttle. There was no lanyard cut off switch to disable the motor. The victim's body was recovered two days later.

    Contributing Factors: Machinery failure, conducting repairs to the motor while on the water
    Starting in gear
    Disabled neutral safety switch
    Standing in boat, while starting in gear
    No lanyard to cut off switch to disable motor
    Failure to wear Personal Floatation Device

13. On July 28th, 2009, there were four subjects boating on Lake Lou Yeager. They were en route back to a marina and attempting to beat an approaching storm when the water became rough. As they exited a cove into the main body of the lake, they encountered rough waves generated by wind. They also were carrying miscellaneous equipment causing the boat to be overloaded. One passenger was seated in the front of the boat and was holding a portable generator. There was also a trolling motor (including foot remote), marine battery, fishing poles, and anchor secured inside the bow. The waves entered over the bow adding additional weight to the front of the boat (weight of water 8.34 lbs/gal). The additional weight caused the bow to become submerged and the forward momentum of the boat continued to drive the bow beneath the water. The passengers and victim were immediately pushed back by the oncoming water. Weight transfer within the boat from unsecured items, passenger movement, and oncoming water caused the boat to capsize to the starboard side. The passengers and victim entered the water as the boat capsized and partially sunk. The bottom of the outboard motor and only a small portion of the transom were exposed above the waterline. Two of the passengers swam to shore. One passenger wearing a life jacket was pushed away from the scene by wind and the victim subsequently became unresponsive and slipped beneath the waterline. The victim and passenger were recovered from the water and attempts to revive the victim were unsuccessful.

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

14. On August 15th, 2009, a father and daughter were fishing on Sam Dale State Park Lake. The daughter stated that she and her father (victim) motored over to a spot to fish and dropped anchor approximately thirty feet from shore. She felt the boat start to rock and grabbed onto the sides of the boat. She looked back and all she saw was the bottom of her dad's shoes before they hit the water. Neither she nor her father was wearing a life jacket at the time of the accident. She yelled for help and two nearby boats came to assist. One boat pulled the victim's boat to shore. The other boat operator dove into the water attempting to find the victim. The cause of death was determined to be drowning.

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

15. On August 26th, 2009, two subjects were competing on Rend Lake in a fishing tournament. During the tournament, the victim became unresponsive to questions from the passenger. However, the victim continued to fish. Approximately five minutes later, the victim put down his fishing pole and put up the trolling motor. He then took a step back and fell off the port side of the boat. He entered the water face first and head down. The passenger stated the victim's arms and feet did not raise and he went straight down into the water. The passenger jumped in attempt to rescue the victim. The victim was not wearing a PFD. The body was recovered face down in eight feet of water with both arms "locked" near his chest a few hours after the accident.

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

16. On September 3rd, 2009, two subjects were setting anchor behind a dike on the Mississippi River. While the operator was trying to set anchor, the victim had already thrown out his fishing poles and was fishing off the port side near the driver's seat. The operator stepped up on the bow to adjust the anchor, which appeared to be stuck in some brush. The operator pulled on the anchor causing the boat to rock towards the port side of the boat. The operator fell down on the bow of the boat facing aft. When he looked up, the operator saw the victim in the water hanging onto the port side with only his left arm. The victim's head was slumped on his left shoulder. The operator was attempting to pull the victim back into the boat when he fell overboard. After falling overboard, the operator was approximately twenty feet downstream of the victim. The victim was wearing a life jacket and thrashing around in the water. The operator swam back to the boat and retrieved a life jacket for himself. He swam back to the victim who was unconscious and face down in the water. The operator rolled the victim over and began swimming him to shore. The operator yelled for help for approximately thirty minutes before someone heard him to send help. The victim had a history of Parkinson's disease. The victim recently had a pacemaker installed and was having trouble with it.

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

Glossary of Boating Terminology

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

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

Auxiliary Sail - A sailboat also equipped with an engine.

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

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

Capsizing - Overturning of a vessel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motorboat - Any vessel equipped with propulsion machinery.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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