ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

RECREATIONAL BOATING REPORT

2011

Compiled by Federal Fiscal Year 2011

Updated: April 18, 2012

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

FOREWORD

Recreational Boating Report 2011 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 2011 (FFY11) (10/01/2010 – 09/30/2011), excluding the registered boats, which is based on calendar year 2011. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions which investigate recreational boating accidents and enforce boating laws in the State of Illinois.

Recreational Boating Report 2011 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/

WEAR IT!

The Illinois Conservation Police would like to thank **YOU**, the Sportsmen of Illinois for your continued support over the last 125 years. It's your passion for conservation that has enabled us to protect the natural resources of this great state while providing a safe place to enjoy the outdoors. Our unique partnership will continue to provide future generations with lifelong outdoor recreational opportunities.

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 2011 (FFY11) (10/01/2010 – 09/30/211), excluding the registered boats, which is based on calendar year 2011. This report contains statistics on recreational boating accidents, registered boats, boating enforcement, and information on boating safety activities. Data used to compile the recreational boating accident statistics comes from two sources: (1) Boating Accident Reports of IDNR investigations of boating accidents that occurred on waters within the State; and (2) reports forwarded to the IDNR by other jurisdictions within the State. In the absence of investigations, information is collected from accident reports filed by boat operators. Data used to compile the boating enforcement statistics comes from three sources: (1) IDNR Conservation Police Officer Daily Activity Reports, (2) CPO Operating Under the Influence Reports, and (3) reports forwarded to the IDNR by other jurisdictions within the State.

USE OF THE STATISTICS

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

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

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

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

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

REPORTING GUIDELINES FOR BOAT ACCIDENTS

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

Illinois Boat Registration and Safety Act (625 ILCS 45/6) requires the operator of a vessel involved in a collision or accident must render aid (if practical) to any affected persons and provide his name, address and vessel information to any person injured and to the owner of any property damaged as a result of the collision or accident. Failure to comply when the accident or collision resulted in the death or personal injury to a person is a Class A misdemeanor. Any person who has failed to stop or comply with this section must as soon as possible but no later than one hour after the collision or accident occurred, report the incident to the nearest police station or sheriff's office. If the operator was hospitalized, this report must be filed within one hour of being discharged from the hospital. If the collision or accident involved personal injury to a person, failure to comply is a Class 4 felony. Personal injury is defined as any injury requiring treatment beyond first aid. If the collision or accident resulted in death, failure to comply is a Class 2 felony punishable by 3 – 4 years in prison.
In addition to the above requirements, whenever a boat is involved in a collision or accident causing property damage of $2000 or more, or results in total loss of the vessel, or causes injury to any person requiring medical attention beyond first aid, a report, completed by the operator, must be made to the Department, on forms provided, within 5 days. All boating accidents which result in loss of life, must be reported, by the operator, to the Department on forms provided, within 48 hours.

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

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

How Do I Report A Boating Violation or Boat Accident?

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

“Reportable” Boating Accidents

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

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

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

“Non-Reportable” Boating Accidents

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

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

BOATING STATISTICAL SUMMARY

Statistical information contained in this report is based on the Federal Fiscal Year 2011 (FFY11) (10/01/2010 – 09/30/2011), excluding the registered boats, which is based on calendar year 2011.

- Illinois had 103 USCG Reportable Accidents in FFY11, resulting in 70 injuries and 21 fatalities.
- Last year Illinois had 105 USCG Reportable Accidents in FFY10, resulting in 76 injuries and 16 fatalities.
- The total number of registered boats continues to decline from 323,191 last year to 319,559 this year.
- Conservation Police Officers (CPOs) made 121 operating under the influence (OUI) of alcohol or drugs arrests. Other Law Enforcement agencies made 55 OUI arrests, for a total of 176 OUI arrests.
- 1,520 citations issued and 4,581 written warnings in FFY11, compared to 1,853 citations and 5,438 written warnings the previous year for various infractions of the Boat Registration & Safety Act.
- In FFY11, the Illinois Department of Natural Resources Office (IDNR) of Law Enforcement saw a significant increase in the amount of hours worked on the Recreational Boat Safety Program (RBS) from FFY10. A total of 27,346 hours (51% increase) of which 11,306 hours (.01% decrease) were spent on-the-water.
- CPOs inspected 21,929 vessels, provided assistance to a combination of 7,055 persons and vessels
- Boating accident reports indicate the majority of accidents occur between June and July, on Saturday or Sunday, between 12 p.m. and 6 p.m. Conditions are usually clear with good visibility, light winds, and calm water. Most accidents involve operators between the ages of twenty and forty who have over one hundred hours of boating experience but have little or no classroom boating safety instruction. They also involve open motorboats cruising in a careless/reckless manner culminating in a collision with another boat.
- 21 people died in 19 Illinois boating accidents.
- 9 fatalities occurred during the week and 12 on the weekend
- 17 fatalities with clear conditions and 15 with calm waters.
- The winds were light to moderate (17) with good visibility (18)
- In the majority of fatalities, the operators had no formal boat safety education (20).
- 8 out of 21 fatalities involved alcohol impairment
- The leading type of accidents involving fatalities was falls overboard
- Once again, the factor that would have saved lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 21 fatalities, 18 may have survived if they had worn their PFDs.
- 1 person died from blunt force trauma and 1 person from medical condition
  .
- The State of Illinois does not require a Coast Guard-approved PFD to be worn. However, persons under the age of 13, and operators/passengers on personal watercraft or specialty prop-craft, are required to wear a Coast Guard-approved PFD.
- The most proactive action a boater can do to ensure his/her safety on the water is wearing a Coast Guard-approved PFD of the appropriate size and in serviceable condition.

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE
1964 - Present

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
1964	115	72	33	167	0	0	NA	0	0	0	0
1965	116	48	52	161	0	0	NA	0	0	0	0
1966	127	112	49	184	0	0	13	0	0	0	0
1967	113	73	44	146	0	0	NA	0	0	0	0
1968	122	80	56	162	0	0	54	0	0	0	0
1969	101	54	42	136	0	0	37	0	0	0	0
1970	98	58	38	133	0	0	31	0	0	0	0
1971	88	73	29	119	0	0	29	0	0	0	0
1972	94	43	39	129	0	0	37	0	0	0	0
1973	130	58	64	175	0	0	59	0	0	0	0
1974	115	62	56	152	0	0	52	0	0	0	0
1975	126	87	43	178	0	0	34	0	0	0	0
1976*	124	30	20	174	0	0	NA	0	0	0	0
1977*	111	18	27	159	0	0	NA	0	0	0	0
1978*	113	54	36	118	0	0	NA	0	0	0	0
1979*	NA	NA	NA	NA	0	0	NA	0	0	0	0
1980*	95	72	30	95	0	0	NA	0	0	0	0
1981*	97	NA	NA	97	0	0	NA	0	0	0	0
1982	109	71	28	139	0	0	NA	0	0	0	0
1983	97	51	17	139	0	0	NA	0	0	0	0
1984	118	62	39	138	0	0	NA	0	0	0	0
1985	105	47	30	123	0	0	25	0	0	0	0
1986	94	58	11	114	0	0	11	0	0	0	0
1987	70	63	13	82	0	0	12	0	0	0	0
1988	103	89	16	120	0	0	11	0	0	0	0
1989	97	70	14	129	0	0	9	0	0	0	0
1990	146	107	26	187	350,000	7.4	22	0	0	0	0
1991	179	125	31	224	362,000	8.6	23	0	0	0	0
1992	147	124	28	200	365,000	7.7	20	0	0	0	0
1993	134	94	32	163	371,000	8.6	29	57	0	0	0

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE
1964 - Present

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
1994	157	131	17	211	381,864	4.5	15	67	0	0	0
1995	178	88	16	228	386,500	4.1	13	111	0	0	0
1996	155	90	27	214	390,000	6.9	23	93	0	0	0
1997	145	81	14	223	397,000	3.5	10	123	0	0	14,328
1998	176	107	19	249	395,500	4.8	12	75	0	0	16,048
1999	159	75	13	238	394,108	3.3	10	95	0	0	13,822
2000	155	76	14	231	370,568	3.8	11	100	0	0	11,869
2001	112	75	8	171	368,047	2.2	7	180	2,263	0	13,185
2002	135	92	23	188	364,075	6.3	13	199	1,630	0	13,369
2003	84	63	13	122	360,252	3.6	7	125	NA	0	10,827
2004	78	45	18	103	356,305	5.0	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	4.7	12	185	1,403	NA	15,046
2006	79	66	18	119	343,591	5.2	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	3.8	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	3.9	10	185	1,603	3,695	39,998
2009	102	71	25	137	329,032	7.6	15	179	1,960	5,576	21,403
2010	105	76	16	145	323,191	5.0	13	155	1,853	5,438	13,363
2011	103	70	21	136	319,559	6.6	15	121	1,520	4,581	27,346
Total	**5,549**	**3,396**	**1,247**	**7,430**	**7,945,650**	15.7	**733**	**2,550**	**17,074**	**27,483**	**270,660**

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

1979 - No Accident Report

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

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

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

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

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

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

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE
1964 - Present

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Number of Fatalities per 100,000 Registered Boats	Total Number of Fatalities by Drowning	Conservation Police Operating Under The Influence (OUI) Arrests	Total Number of Boating Citations	Total Number of Boating Written Warnings	Total Hours Worked on the Recreational Boat Safety Program (RBS)
Total 64-69	694	439	276	956	0	0.0	104				
Avg 64-69	116	73	46	159	0	0.0	35				
Total 70-79	999	483	352	1,337	0	0.0	242				
Avg 70-79	111	54	39	149	0	0.0	40				
Total 80-89	985	583	198	1,176	0	0.0	68				
Avg 80-89	99	65	22	118	0	0.0	14				
Total 90-99	1,576	1,022	223	2,137	3,792,972	59.4	177	621	0	0	44,198
Avg 90-99	158	102	22	214	379,297	5.9	18	62	0	0	4,420
Total 00-09	1,087	723	161	1,543	3,509,928	46.1	114	1,653	13,701	17,464	185,753
Avg 00-09	109	72	16	154	350,993	4.6	11	165	1,522	1,940	18,575
Total 10-19	208	146	37	281	642,750	12	28	276	3,373	10,019	40,709
Avg 10-19	104	73	19	141	321,375	6	14	138	1,687	5,010	20,355
TOTALS	5,549	3,396	1,247	7,430	7,945,650		733	2,550	17,074	27,483	270,660
AVG	118	74	27	158	165,534		20	53	363	585	5,639

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
2011	40	693	19	712
Total	**2,047**	**47,919**	**1,173**	**49,092**

Boat-Ed Internet Course

Year	Exams Issued	Certified	Failed
2005*	890	732	158
2006	1,693	1,405	288
2007	1,687	1,358	313
2008	1,699	1,362	313
2009	2,208	2,037	171
2010	1,885	1,885	0
2011	1,896	1,896	0
Total	**11,958**	**10,675**	**1,243**

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

BoaterExam.com Internet Course

Year	Exams Issued	Certified	Failed
2010*	525	525	0
2011	365	365	0
Total	**890**	**890**	**0**

*** 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.

- In FFY11, 20 out of 21 reported fatalities occurred on boats where the operator had not received, or it was unknown if the operator had received, boating safety education.

- Since 1999, approximately 94% fatalities occurred on boats where the operator had no formal education, no education, or it was unknown if the operator had received, boating safety education.

- 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.

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

2011 REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS RECREATIONAL BOATS ONLY*

Hull Material	Total Mechanically Propelled					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	466	1,365	105	13	16	**1,965**
Fiberglass	24,488	43,630	41,092	1,569	778	**111,557**
Metal	1,062	144,911	1,499	9	10	**147,491**
Inflatable	22	1,847	15	0	0	**1,884**
Other	250	3,967	226	5	12	**4,460**
Total	**26,288**	**195,720**	**42,937**	**1,596**	**816**	**267,357**

Hull Material	Other Boats					
	Not Mechanically Propelled			Personal Watercraft	Other Boats	Total
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	157	207	739	20	76	**1,199**
Fiberglass	3,649	4,872	9,674	21,779	4,386	**44,360**
Metal	9,583	54	8,983	71	1,964	**20,655**
Inflatable	241	12	721	15	395	**1,384**
Other	1,650	362	31,446	305	2,647	**36,410**
Total	**15,280**	**5,507**	**51,563**	**22,190**	**9,468**	**104,008**
	72,350					

Total Number of Registered Boats **319,559**

2011

RECREATIONAL BOATS ONLY*

REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS

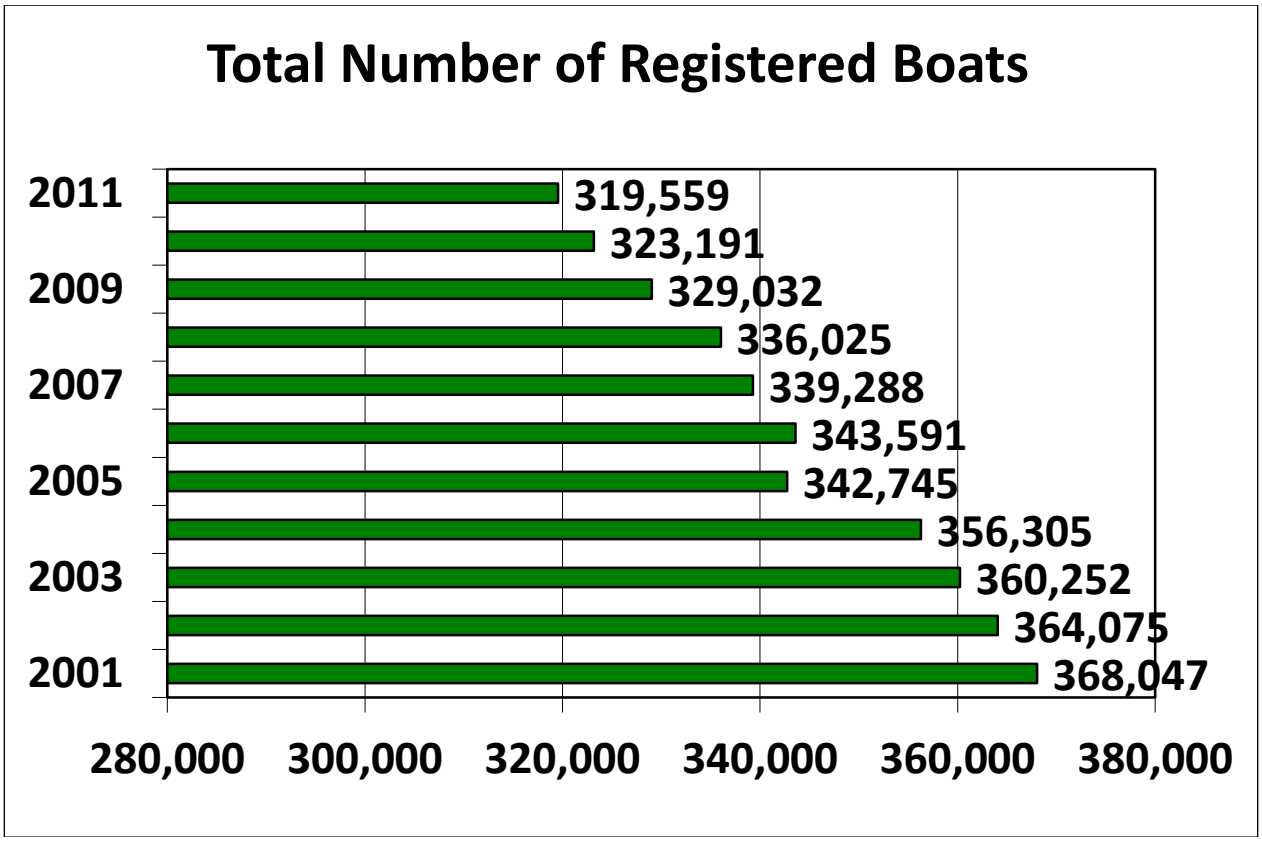
Hull Material	Under 16 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	41	647	6	0	6	**700**
Fiberglass	7,090	11,272	606	5	62	**19,035**
Metal	203	51,800	87	0	2	**52,092**
Inflatable	22	1,817	11	0	0	**1,850**
Other	183	3,373	117	0	8	**3,681**
Total	**7,539**	**68,909**	**827**	**5**	**78**	**77,358**

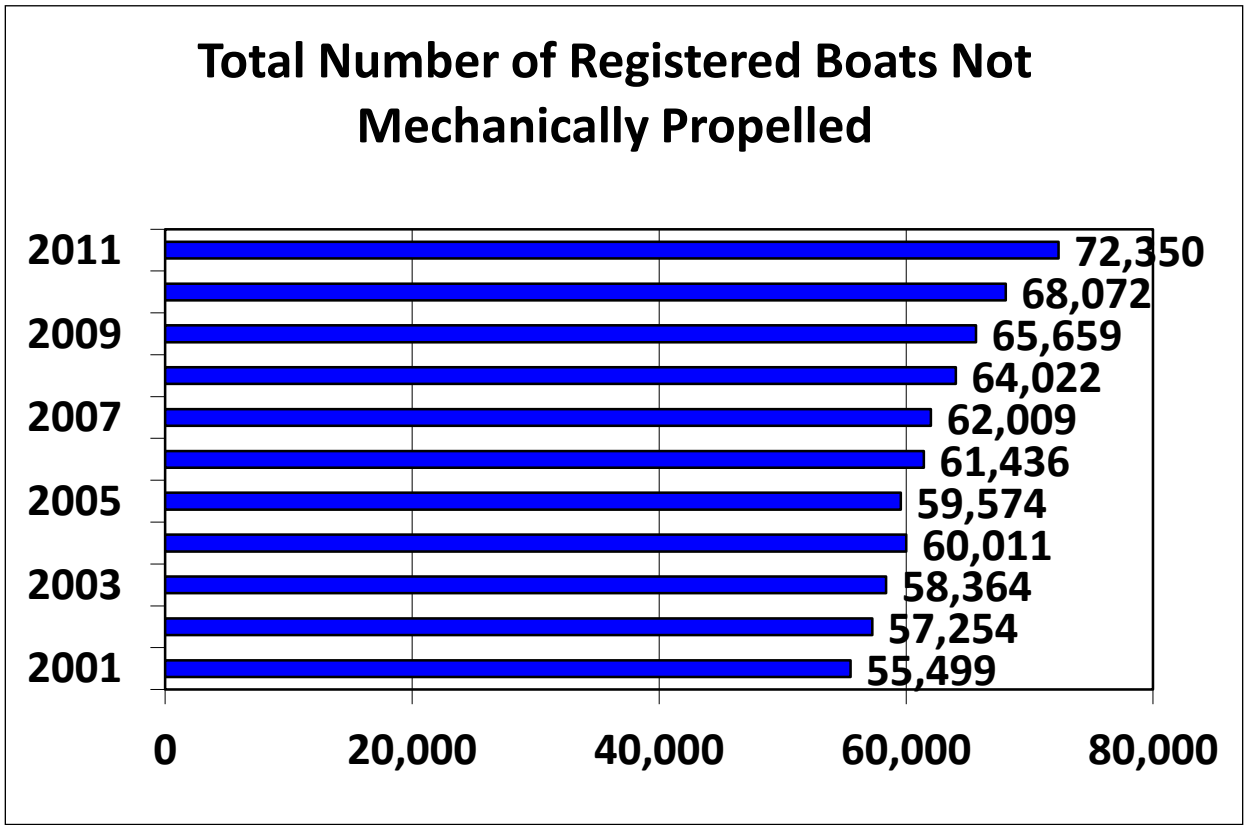
Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	363	699	89	1	7	**1,159**
Fiberglass	13,389	31,938	34,502	87	578	**80,494**
Metal	637	91,883	1,082	2	8	**93,612**
Inflatable	0	30	4	0	0	**34**
Other	52	587	102	0	3	**744**
Total	**14,441**	**125,137**	**35,779**	**90**	**596**	**176,043**

Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	40	18	10	9	2	**79**
Fiberglass	3,069	399	5,811	1,289	136	**10,704**
Metal	131	1,176	207	3	0	**1,517**
Inflatable	0	0	0	0	0	**0**
Other	11	6	6	3	1	**27**
Total	**3,251**	**1,599**	**6,034**	**1,304**	**139**	**12,327**

Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	22	1	0	3	1	**27**
Fiberglass	925	20	171	186	2	**1,304**
Metal	73	50	102	4	0	**229**
Inflatable	0	0	0	0	0	**0**
Other	4	1	1	2	0	**8**
Total	**1,024**	**72**	**274**	**195**	**3**	**1,568**

Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	0	0	0	1	0	**1**
Fiberglass	15	1	2	2	0	**20**
Metal	18	2	21	0	0	**41**
Inflatable	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Total	**33**	**3**	**23**	**3**	**0**	**62**


Total Number of Registered Boats
2011
2009
2007
2005
2003
2001
319,559
323,191
329,032
336,025
339,288
343,591
342,745
356,305
360,252
364,075
368,047
280,000
300,000
320,000
340,000
360,000
380,000


Total Number of Registered Boats Not Mechanically Propelled
2011
2009
2007
2005
2003
2001
72,350
68,072
65,659
64,022
62,009
61,436
59,574
60,011
58,364
57,254
55,499
0
20,000
40,000
60,000
80,000

BOATING ENFORCEMENT – Federal Fiscal Year 2011

October 1, 2010 – September 30, 2011

Top Boating Violations

Top Citations

	Type of Boating Violations	Citations
1	PFD Wearable Type I, II, or III Required	404
2	Operating While Under The Influence Of Alcohol Or Drugs	174
3	PFD-Age Requirement. Less Than 13 Years Old Must Wear PFD	123
4	Operation Of Unnumbered Watercraft	121
5	Operating While Under The Influence Of Alcohol W/BAC Over .08	94
6	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	74
7	Operation In a No Wake Area	67
8	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	58
9	Waterskiing-Competent Observer; Vessel Capacity-3 Persons	52
10	Failure To Display Valid Registration Expiration Decal	43
11	Failure To Transfer Certificate Of Number	36
12	Passenger Location	34
13	Lights- Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	25
14	Overloading Motorboat	22
15	Youthful Operators	21
	Total Number of Citations Issued	**1520**

Top Written Warnings

	Type of Boating Violations	Written Warnings
1	Operation Of Motorboat With Battery Terminal Not Shielded	849
2	Wearable PFD (Type I, II, Or III Required)	637
3	Operation Of Unnumbered Watercraft	587
4	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	563
5	Operation Of Motorboat Without Horn Or Whistle	537
6	Type IV PFD On Board (16 Feet And Over)	254
7	Operation In No Wake Area	162
8	Failure To Display, Improper Display Of Valid Registration Number	152
9	Passenger Location	139
10	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	106
11	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	104
12	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	72
13	Operation Of Motorboat Without Lanyard	72
14	Failure To Display Valid Registration Expiration Decal	67
15	Overloading Motorboat	56
	Total Number of Written Warnings Issued	**4581**

Complete List of Boating Citations

October 1, 2010 – September 30, 2011

Chapter / Act / Section	# of Violations	Violation
625 45 2-4	3	Resistance To Officers/Flee Or Elude Officer
625 45 2-4B	1	Failure To Stop When Signaled By Officer
625 45 3-1	121	Operation Of Unnumbered Watercraft
625 45 3-3	20	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-4	3	Failure To Notify Dept Of Destruction/Sale/Transf
625 45 3-5	36	Failure To Transfer Certificate Of Number
625 45 3-9	43	Failure To Display Valid Registration Expiration Decal
625 45 3A-12	1	Failure To Transfer Title
625 45 3A-15	1	Failure To Make Application Of Title
625 45 3A-20A	1	Operating W/O Certificate Of Title
625 45 3A-20B	2	Sell/Transfer W/O Certificate
625 45 3A-21F	1	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	2	Abandoning A Watercraft
625 45 4-1A	404	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	14	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	14	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	4	Type V PFD Approved For Activity Used
625 45 4-1F1	1	PFDs Accessible
625 45 4-1F3	10	PFDs Appropriate Size
625 45 4-1I	123	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	25	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise
625 45 4-3A	1	Failure To Equip Boat W/Muffler System
625 45 4-3B	2	Mufflers-Exceeding Noise Level
625 45 4-4	4	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	58	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition
625 45 4-10	11	Battery Covers
625 45 4-11	6	Lanyard Cut-Off Switch
625 45 4-12	2	Visual Distress Signals
625 45 5-1	15	Careless Operation
625 45 5-2	5	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	1	Interference With Navigation
625 45 5-4A	22	Overloading Motorboat
625 45 5-4B	2	Capacity Plate
625 45 5-5	2	Incapacity Of Operator
625 45 5-7	74	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp
625 45 5-12	67	Operation In No Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	1	Crossing
625 45 5-13C	3	Overtaking
625 45 5-14A	52	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-16A 1	174	Operating Under The Influence
625 45 5-16A 1 A	94	Operating With BAC Over .08
625 45 5-16 A 1 C	2	OUI While Privileges Denied/Suspended
625 45 5-16A 1 E	2	Owner Permitting OUI Operation
625 45 5-18	21	Youthful Operators
625 45 5-20	9	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	34	Passenger Location
625 45 5-22B	3	Failure To Yield To Emergency Watercraft Upon Approach
625 45 5-22C	1	Failure To Yield To Emergency Watercraft When Stationary
625 45 6-1 A 1	2	Failure To Report Accident Within 1 Hour
625 45 7-1	7	License Required-Passenger For Hire/Boat Rental
625 45 7-3		No Serviceable Portable Battery Powered Flashlight Of Size Required And Readily Accessible
625 45 7-7	4	License/Tag/Weight Fail To Display On Rental Boat
625 45 7-8	2	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	6	Registration/Per Article III
TOTAL VIOLATIONS	**1520**	

Complete List of Boating Written Warnings

October 1, 2010 – September 30, 2011

Chapter / Act / Section	# of Violations	Violation
625 45 3-1	587	Operation Of Unnumbered Watercraft
625 45 3-3	152	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-5	45	Failure To Transfer Certificate Of Number
625 45 3-9	67	Failure To Display Valid Registration Expiration Decal
625 45 3A-20A	3	Operating W/O Certificate Of Title
625 45 3A-20B	2	Sell/Transfer W/O Certificate
625 45 3A-21F	1	Possess, Buy, Receive, Sell Or Offer For Sale A Boat With Altered Or Defaced HIN
625 45 3A-21G	1	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 4-1A	637	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	1	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	254	Type IV PFD On Board (16 Feet And Over)
625 45 4-1F1	7	PFDs Accessible
625 45 4-1F2	3	PFDs Serviceable
625 45 4-1F3	14	PFDs Appropriate Size
625 45 4-1I	72	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	106	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise
625 45 4-3A	1	Failure To Equip And Maintain Motorboat W/Effective Muffler System
625 45 4-4	537	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	563	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition
625 45 4-7	10	Ventilator Requirements
625 45 4-10	849	Operation Of Motorboat With Battery Terminal Not Shielded
625 45 4-11	72	Operation Of Motorboat Without Lanyard
625 45 4-12	48	Visual Distress Signals. Required For Boats On Lake Michigan
625 45 5-1	4	Careless Operation - Watercraft
625 45 5-3	2	Interference With Navigation
625 45 5-4A	56	Overloading Motorboat
625 45 5-4B	3	Capacity Plate
625 45 5-5	1	Incapacity Of Operator
625 45 5-6	1	Overpowering
625 45 5-7	104	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp
625 45 5-12	162	Operation In No Wake Area
625 45 5-13A	3	Passing
625 45 5-13B	1	Crossing
625 45 5-14A	20	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	1	Hours For Skiing
625 45 5-18	24	Youthful Operators
625 45 5-20	8	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	139	Passenger Location
625 45 5-22	1	Failure To Yield To Emergency Watercraft
625 45 6-1A	2	Accident Reporting-Failure To Stop/Render Aid
625 45 7-1	4	License Required
625 45 7-7	12	License/Tag/Weight Failure To Display On Rental Boat
625 45 7-8	1	Equipment Required-Boat Rental Service
TOTAL VIOLATIONS	**4581**	

Boating Patrol Log Report

Federal Fiscal Year - Totals

Year	Boat Inspections	Vessels Assisted	# of Persons Assisted	Citations	Written Warnings	Recreational Boat Safety Hours
2008	12,505	395	746	1,603	3,695	39,998
2009	17,672	330	889	1,960	5,576	21,403
2010	16,080	335	1,400	1,853	5,438	13,363
2011	21,929	987	6,068	1,520	4,581	27,346
Total	**68,186**	**2,047**	**9,103**	**6,936**	**19,290**	**102,110**

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

Boat Registration Inspections

Year	Type of Boat Inspections	Region I	Region II	Region III	Region IV	Region V	Total
2009	Boat Registration Inspections	172	177	82	101	45	577
	Junk Boat Reports	4	1	0	0	0	5
	Total	**176**	**178**	**82**	**101**	**45**	**582**
2010	Boat Registration Inspections	155	320	67	110	42	694
	Junk Boat Reports	2	0	0	0	0	2
	Total	**157**	**320**	**67**	**110**	**42**	**696**
2011	Boat Registration Inspections	159	258	63	95	49	624
	Junk Boat Reports	2	0	1	0	0	3
	Total	**161**	**258**	**64**	**95**	**49**	**627**
Total	Boat Registration Inspections	**486**	**755**	**212**	**306**	**136**	**1895**
	Junk Boat Reports	**8**	**1**	**1**	**0**	**0**	**10**
	Total	**494**	**756**	**213**	**306**	**136**	**1905**

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

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

Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Other Agency	Total
1993	18	10	11	10	3	5	69	126
1994	20	7	2	21	5	12	22	89
1995	48	11	5	27	7	13	11	122
1996	29	28	4	22	6	4	37	130
1997	41	41	5	20	7	9	35	158
1998	36	13	11	7	7	1	37	112
1999	49	6	9	18	11	3	63	159
2000	33	10	16	21	18	3	73	174
2001	73	27	15	28	34	4	60	241
2002	84	27	25	23	36	5	75	275
2003	55	13	6	19	25	7	63	188
2004	39	31	19	21	17	0	62	189
2005	49	34	17	54	31	0	93	278
2006	58	76	23	41	31	0	73	302
2007	36	34	23	30	21	0	46	190
2008	48	32	29	22	23	0	31	185
2009	58	42	18	30	31	0	36	215
2010	40	38	30	24	23	0	49	204
2011	30	17	31	22	21	0	55	176
Total	**844**	**497**	**299**	**460**	**357**	**66**	**990**	**3513**

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

Boating Accidents and Alcohol Use

	OUI Arrests	Accidents			Injuries			Fatalities			Vessels		
Year	**Total Number of**	**Primary Cause Alcohol Use**	**Total Number of Accidents**	**Percentage Involving Alcohol Use**	**Primary Cause Alcohol Use**	**Total Number of Injuries**	**Percentage Involving Alcohol use**	**Primary Cause Alcohol Use**	**Total Number of Fatalities**	**Percentage involving Alcohol Use**	**Primary Cause Alcohol Use**	**Total Number of Vessels**	**Percentage Involving Alcohol Use**
1993	126	0	0	0	0	0	0	0	0	0	25	265	9.43%
1994	89	0	0	0	0	0	0	0	0	0	12	290	4.14%
1995	122	0	0	0	0	0	0	0	0	0	15	303	4.95%
1996	130	0	0	0	0	0	0	0	0	0	17	151	11.26%
1997	158	0	0	0	0	0	0	0	0	0	0	0	0
1998	112	0	0	0	0	0	0	0	0	0	23	239	9.62%
1999	159	0	0	0	0	0	0	0	0	0	0	0	0
2000	174	5	153	3.27%	7	76	9.21%	1	14	7.14%	7	231	3.03%
2001	241	8	112	7.14%	10	75	13.33%	2	23	8.70%	11	171	6.43%
2002	275	6	135	4.44%	5	92	5.43%	3	8	37.50%	8	188	4.26%
2003	188	8	84	9.52%	9	63	14.29%	5	13	38.46%	12	122	9.84%
2004	189	5	78	6.41%	2	45	4.44%	5	18	27.78%	7	103	6.80%
2005	278	8	115	6.96%	8	100	8.00%	2	16	12.50%	12	152	7.89%
2006	302	9	79	11.39%	11	66	16.67%	5	18	27.78%	13	119	10.92%
2007	190	7	107	6.54%	3	57	5.26%	1	13	7.69%	7	146	4.79%
2008	185	5	120	4.17%	1	78	1.28%	1	13	7.69%	4	174	2.30%
2009	215	11	102	10.78%	9	71	12.68%	2	25	8.00%	12	137	8.76%
2010	204	0	105	0.00%	10	76	13.16%	6	16	37.50%	16	145	11.03%
2010	176	0	103	0.00%	13	70	18.57%	8	21	38.10%	17	136	12.50%
Total	**3513**	**72**	**1293**	**5.57%**	**88**	**869**	**10.13%**	**41**	**198**	**20.71%**	**218**	**3072**	**7.10%**

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

BOATING ACCIDENT REPORT – Federal Fiscal Year 2011

Statistical information contained in this report is based on the Federal Fiscal Year 2011 (FFY11) (10/01/2010 – 09/30/2011), excluding the registered boats, which is based on calendar year 2011.

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
103	70	21	136	319,559

Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats
32.2	21.9	6.6

CAUSE OF DEATH	
Drowning	19
Medical Condition	1
Trauma	1
Total	**21**

VICTIM ACTIVITY	
Drifting	1
Fishing	10
Moving about boat	1
Paddling	3
Returning home	1
Swimming	1
Unknown	4
Total	**21**

USE OF PFD	
Not Worn	20
Worn	1
Total	**21**

PRIMARY TYPE OF INJURY	
Back Injury	4
Broken Bones	8
Burns	1
Carbon Monoxide Poisoning	3
Contusion	14
Dislocation	5
Head Injury	11
Hypothermia	4
Internal Injuries	1
Laceration	16
Shock	1
Teeth	1
Unknown	1
Total	**70**

INJURY CAUSE	
Carbon Monoxide Exposure	3
Exposure To Elements	7
Impact With Boat	25
Impact With Fixed / Floating Object	10
Impact With Water	10
Struck By Boat	8
Struck By Propeller	6
Unknown	1
Total	**70**

DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	37	22	6	50
Monday	6	3	1	8
Tuesday	6	1	4	6
Wednesday	9	8	2	15
Thursday	5	3	2	7
Friday	6	1	0	8
Saturday	34	32	6	42
Total	**103**	**70**	**21**	**136**

MONTH OF THE YEAR

Month	#Accidents	#Injuries	#Fatalities	#Vessels
January	1	0	1	1
February	0	0	0	0
March	1	0	1	1
April	3	0	3	3
May	12	10	2	14
June	19	8	6	24
July	42	31	4	55
August	11	9	2	18
September	9	4	0	14
October	4	7	2	5
November	1	1	0	1
December	0	0	0	0
Total	**103**	**70**	**21**	**136**

TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
12:01 a.m. - 6:00 a.m.	3	1	2	3
6:01 a.m. - 12:00 noon	13	13	4	17
12:01 p.m. - 6:00 p.m.	54	30	6	73
6:01 p.m. - 12:00 a.m.	33	26	9	43
Total	**103**	**70**	**21**	**136**

WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves < 6")	61	44	15	81
Choppy (Waves 6"-2')	35	25	3	47
Rough (Waves 2'-6')	6	1	3	7
Very Rough (Waves >6')	1	0	0	1
Total	**103**	**70**	**21**	**136**

WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	88	62	17	115
Cloudy	10	4	1	15
Fog	2	1	0	3
Rain	2	1	3	2
Thunderstorm	1	2	0	1
Total	**103**	**70**	**21**	**136**

WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
Light (0-12 mph)	67	47	12	94
Moderate (13-24 mph)	24	18	5	29
Strong(25-54 mph)	8	3	2	8
Stormy (>55 mph)	4	2	2	5
Total	**103**	**70**	**21**	**136**

VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Good	92	62	18	122
Fair	5	4	3	6
Poor	6	4	0	8
Total	**103**	**70**	**21**	**136**

PRIMARY CAUSE OF ACCIDENT

Primary Cause	# Injuries	#Fatalities	#Vessels
Alcohol Use	13	8	17
Careless/Reckless Operation	7	2	18
Cold Water Immersion	0	1	1
Congested Waters	1	0	6
Departed Vessel Voluntarily	1	0	1
Did Not Contribute	5	0	13
Equipment Failure	0	1	2
Excessive Speed	3	0	5
Hull Failure	0	0	1
Ignition Of Spilled Fuel Or Vapors	1	0	1
Improper Loading	0	1	1
Lack Of / Improper Boat Lights	0	1	1
Machinery Failure	3	0	5
Medical Condition	0	1	1
No Proper Lookout	1	0	1
Operator Inattention	5	0	9
Operator Inexperience	1	1	5
Other-Struck Submerged Object	1	0	3
Overloading	1	0	3
Passenger/Skier Behavior	10	1	11
Restricted Vision	3	0	5
Rules Of Road Infraction	1	0	8
Sharp Turn	5	0	4
Unknown	6	2	10
Weather	2	2	4
Total	**70**	**21**	**136**

TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	6	4	8
Carbon Monoxide Exposure	3	0	1
Collision With Another Vessel	17	1	61
Collision With Fixed Object	3	2	6
Collision With Floating Object	0	0	1
Falls In Boat	3	0	3
Falls Overboard	1	6	7
Fire Or Explosion (Fuel)	1	0	2
Fire Or Explosion (Other Than Fuel)	0	0	1
Flooding/Swamping	2	1	6
Grounding	8	0	5
Person Departed Vessel Voluntarily	0	1	1
Person Ejected From A Vessel	3	1	4
Sinking	1	0	2
Skier Mishap	12	0	11
Struck By Boat	5	1	2
Struck By Motor Or Propeller	3	0	3
Struck Submerged Object	2	0	6
Unknown	0	4	6
Total	**70**	**21**	**136**

TYPE OF VESSEL

Type Of Vessel	#Injuries	#Fatalities	#Vessels
Auxiliary Sail	0	0	1
Cabin Motorboat	11	4	24
Canoe	0	3	3
Houseboat	0	0	2
Jet Boat	0	0	2
Open Motorboat	39	14	66
Personal Watercraft	16	0	24
Pontoon	2	0	11
Sail(Only)	2	0	3
Total	**70**	**21**	**136**

VESSEL OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	3	0	6
Changing Direction	8	0	8
Changing Speed	18	1	21
Cruising	32	8	63
Docking/Undocking	0	0	5
Drifting	5	7	12
Launching	1	0	1
Rowing/Padding	0	2	2
Sailing	2	0	3
Tied to Dock/mooring	0	0	9
Wake or Surf Jumping	1	0	3
Unknown	0	3	3
Total	**70**	**21**	**136**

VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
Less than 10 feet	3	0	7
10 feet to less than 16 feet	13	7	27
16 feet to less than 20 feet	19	10	37
20 feet to less than 26 feet	26	3	42
26 feet to less than 40 feet	6	1	15
Over 40 feet	3	0	6
Unknown	0	0	2
Total	**70**	**21**	**136**

OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
State Course	3	1	7
U.S. Power Squadron	4	0	3
U.S.C.G. Auxiliary	3	0	8
None	44	18	85
Unknown	16	2	33
Total	**70**	**21**	**136**

OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	7	3	11
10 - 100 hours	19	5	37
Over 100 hours	42	13	74
Unknown	2	0	14
Total	**70**	**21**	**136**

OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
< 10	0	0	0
10-12	0	0	0
13-17	2	1	7
18-19	2	0	4
20-29	14	5	27
30-39	7	1	16
40-49	32	6	34
50-59	11	4	23
60-69	2	3	13
70 +	0	1	3
Unknown	0	0	9
Total	**70**	**21**	**136**

ACCIDENT STATISTICS BY BODY OF WATER

Body Of Water	#Accidents	#Injuries	#Fatalities	#Vessels
Apple Canyon Lake	1	1	0	1
Baldwin Lake	1	0	1	1
Candlewick Lake	1	1	0	2
Carlyle Lake	3	1	0	3
Channel Lake	3	1	1	3
Chicago River	1	3	0	1
Clinton Lake	4	3	0	4
Crab Orchard Lake	1	0	0	1
Des Plaines River	1	0	0	1
Du Page County Retention Pond	1	0	1	1
Fox Lake	2	0	0	4
Fox River	2	0	1	2
Gages Lake	1	1	0	2
Gillespie New Lake	1	1	0	1
Glenn Shoals Lake	1	0	0	2
Grass Lake	1	1	0	1
Hiram Walker Lake - Private Strip Mine Lake	1	0	1	1
Illinois River	12	10	1	13
Kankakee River	2	1	0	3
Kaskaskia River	2	5	0	2
Kellart Lake	1	0	0	2
Kinkaid Lake	2	1	0	3
Lake Carroll	1	0	0	2
Lake Lou Yaeger	2	2	1	2
Lake Marie	1	0	1	1
Lake Mattoon	1	6	1	2
Lake Michigan	11	9	2	16
Lake of Egypt	1	0	0	2
Lake Shelbyville	3	2	0	3
Lake Springfield	2	1	2	3
Lake Summerset	1	0	0	1
Lake Taylorville	1	0	1	1
Long Lake	1	1	0	1
Mill Creek	1	0	0	2
Mississippi River	8	6	2	12
Monee Reservoir	1	0	2	1
Nippersink Lake	4	3	0	7
Petite Lake	2	2	0	3
Pierce Lake	1	0	1	1
Pistakee Lake	2	0	0	3
Potters Lake	1	0	0	1
Private Pond	1	1	0	1
Rend Lake	5	3	0	7
Rock River	1	1	0	2
Sangamon River	2	0	2	2
Slocum Lake	1	1	0	2
Spoon Lake- Oak Run	1	1	0	1
Stephen A. Forbes Lake	1	0	0	2
Wonder Lake	1	1	0	1
Total	**103**	**70**	**21**	**136**

BODY OF WATER BROKEN DOWN BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Apple Canyon Lake					
	Jo Daviess County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Baldwin Lake					
	Randolph County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Candlewick Lake					
	Boone County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Carlyle Lake					
	Clinton County	3	1	0	3
	Subtotal	**3**	**1**	**0**	**3**
Channel Lake					
	Lake County	3	1	1	3
	Subtotal	**3**	**1**	**1**	**3**
Clinton Lake					
	Dewitt County	4	3	0	4
	Subtotal	**4**	**3**	**0**	**4**
Chicago River					
	Cook County	1	3	0	1
	Subtotal	**1**	**3**	**0**	**1**
Crab Orchard Lake					
	Williamson County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Des Plaines River					
	Will County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Du Page County Retention Pond					
	Du Page County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Fox Lake					
	Lake County	2	0	0	4
	Subtotal	**2**	**0**	**0**	**4**
Fox River					
	McHenry County	2	0	1	2
	Subtotal	**2**	**0**	**1**	**2**
Gage Lake					
	Lake County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Gillespie New Lake					
	Macoupin County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Glenn Shoals Lake					
	Montgomery County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Grass Lake					
	Lake County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Hiram Walker Lake - Private Strip Mine Lake					
	Fulton County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Illinois River					
	Jersey County	4	3	1	4
	LaSalle County	4	3	0	5
	Marshall County	1	1	0	1
	Peoria County	2	2	0	2
	Pike County	1	1	0	1
	Subtotal	**12**	**10**	**1**	**13**
Kankakee River					
	Kankakee County	1	1	0	1
	Will County	1	0	0	2
	Subtotal	**2**	**1**	**0**	**3**
Kaskaskia River					
	Shelby County	1	0	0	1
	St. Clair County	1	5	0	1
	Subtotal	**2**	**5**	**0**	**2**
Kellart Lake					
	Iroquois County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Kinkaid Lake					
	Jackson County	2	1	0	3
	Subtotal	**2**	**1**	**0**	**3**
Lake Carroll					
	Carroll County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Lake Lou Yeager					
	Montgomery County	2	2	1	2
	Subtotal	**2**	**2**	**1**	**2**
Lake Marie					
	Lake County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Lake Mattoon					
	Cumberland County	1	6	1	2
	Subtotal	**1**	**6**	**1**	**2**
Lake Michigan					
	Cook County	8	8	2	10
	Lake County	3	1	0	6
	Subtotal	**11**	**9**	**2**	**16**
Lake of Egypt					
	Johnson County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Lake Shelbyville					
	Shelby County	3	2	0	3
	Subtotal	**3**	**2**	**0**	**3**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Lake Springfield					
	Sangamon County	2	1	2	3
	Subtotal	**2**	**1**	**2**	**3**
Lake Summerset					
	Winnebago County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Lake Taylorville					
	Christian County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Long Lake					
	Lake County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mill Creek					
	Clark County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Mississippi River					
	Adams County	2	2	2	3
	Henderson County	1	1	0	1
	Rock Island County	5	3	0	8
	Subtotal	**8**	**6**	**2**	**12**
Monee Reservoir					
	Will County	1	0	2	1
	Subtotal	**1**	**0**	**2**	**1**
Nippersink Lake					
	Lake County	4	3	0	7
	Subtotal	**4**	**3**	**0**	**7**
Petite Lake					
	Lake County	2	2	0	3
	Subtotal	**2**	**2**	**0**	**3**
Pierce Lake					
	Winnebago County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Pistakee Lake					
	McHenry County	2	0	0	3
	Subtotal	**2**	**0**	**0**	**3**
Potters Lake					
	Rock Island County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Private Pond					
	Stephenson County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Rend Lake					
	Franklin County	4	2	0	6
	Jefferson County	1	1	0	1
	Subtotal	**5**	**3**	**0**	**7**
Rock River					
	Rock Island County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**

Body of Water Broken Down By County cont.

Waterway		**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Sangamon River					
	Macon County	1	0	1	1
	Sangamon County	1	0	1	1
	Subtotal	**2**	**0**	**2**	**2**
Slocum Lake					
	Lake County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Spoon Lake- Oak Run					
	Knox County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Stephen A. Forbes Lake					
	Marion County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Wonder Lake					
	Lake County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Total		**103**	**70**	**21**	**136**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams	2	2	2	3
Boone	1	1	0	2
Carroll	1	0	0	2
Christian	1	0	1	1
Clark	1	0	0	2
Clinton	3	1	0	3
Cook	9	11	2	11
Cumberland	1	6	1	2
DuPage	1	0	1	1
De Witt	4	3	0	4
Franklin	4	2	0	6
Fulton	1	0	1	1
Henderson	1	1	0	1
Iroquois	1	0	0	2
Jackson	2	1	0	3
Jefferson	1	1	0	1
Jersey	4	3	1	4
Jo Daviess	1	1	0	1
Johnson	1	0	0	2
Kankakee	1	1	0	1
Knox	1	1	0	1
Lake	20	12	2	31
La Salle	4	3	0	5
Macon	1	0	1	1
Macoupin	1	1	0	1
Marion	1	0	0	2
Marshall	1	1	0	1
McHenry	4	0	1	5
Montgomery	3	2	1	4
Peoria	2	2	0	2
Pike	1	1	0	1
Randolph	1	0	1	1
Rock Island	7	4	0	11
Sangamon	3	1	3	4
Shelby	4	2	0	4
St. Clair	1	5	0	1
Stephenson	1	1	0	1
Will	3	0	2	4
Williamson	1	0	0	1
Winnebago	2	0	1	2
Total	**103**	**70**	**21**	**136**

COUNTIES BROKEN DOWN BY BODY OF WATER

County		#Accidents	#Injuries	#Fatalities	#Vessels
Adams County					
	Mississippi River	2	2	2	3
	Subtotal	**2**	**2**	**2**	**3**
Boone County					
	Candlewick Lake	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Carroll County					
	Lake Carroll	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Christian County					
	Lake Taylorville	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Clark County					
	Mill Creek	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Clinton County					
	Carlyle Lake	3	1	0	3
	Subtotal	**3**	**1**	**0**	**3**
Cook County					
	Chicago River	1	3	0	1
	Lake Michigan	8	8	2	10
	Subtotal	**9**	**11**	**2**	**11**
Cumberland County					
	Lake Mattoon	1	6	1	2
	Subtotal	**1**	**6**	**1**	**2**
Du Page County					
	Du Page County Retention Pond	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Dewitt County					
	Clinton Lake	4	3	0	4
	Subtotal	**4**	**3**	**0**	**4**
Franklin County					
	Rend Lake	4	2	0	6
	Subtotal	**4**	**2**	**0**	**6**
Fulton County					
	Hiram Walker Lake - Private Strip Mine Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**

Counties Broken Down By Body of Water cont.

County		#Accidents	#Injuries	#Fatalities	#Vessels
Henderson County					
	Mississippi River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Iroquois County					
	Kellart Lake	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Jackson County					
	Kinkaid Lake	2	1	0	3
	Subtotal	**2**	**1**	**0**	**3**
Jefferson County					
	Rend Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Jersey County					
	Illinois River	4	3	1	4
	Subtotal	**4**	**3**	**1**	**4**
Jo Daviess County					
	Apple Canyon Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Johnson County					
	Lake of Egypt	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Kankakee County					
	Kankakee River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Knox County					
	Spoon Lake- Oak Run	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Lake County					
	Channel Lake	3	1	1	3
	Fox Lake	2	0	0	4
	Gages Lake	1	1	0	2
	Grass Lake	1	1	0	1
	Lake Marie	1	0	1	1
	Lake Michigan	3	1	0	6
	Long Lake	1	1	0	1
	Nippersink Lake	4	3	0	7
	Petite Lake	2	2	0	3
	Slocum Lake	1	1	0	2
	Wonder Lake	1	1	0	1
	Subtotal	**20**	**12**	**2**	**31**

Counties Broken Down By Body of Water cont.

County		#Accidents	#Injuries	#Fatalities	#Vessels
LaSalle County					
	Illinois River	4	3	0	5
	Subtotal	**4**	**3**	**0**	**5**
Macon County					
	Sangamon River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Macoupin County					
	Gillespie Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Marion County					
	Stephen A. Forbes Lake	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Marshall County					
	Illinois River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
McHenry County					
	Pistakee Lake	2	0	0	3
	Fox River	2	0	1	2
	Subtotal	**4**	**0**	**1**	**5**
Montgomery County					
	Glenn Shoals Lake	1	0	0	2
	Lake Lou Yeager	2	2	1	2
	Subtotal	**3**	**2**	**1**	**4**
Peoria County					
	Illinois River	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Pike County					
	Mississippi River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Randolph County					
	Baldwin Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Rock Island County					
	Potters Lake	1	0	0	1
	Rock River	1	1	0	2
	Mississippi River	5	3	0	8
	Subtotal	**7**	**4**	**0**	**11**
Sangamon County					
	Lake Springfield	2	1	2	3
	Sangamon River	1	0	1	1

Subtotal	**3**	**1**	**3**	**4**

Counties Broken Down By Body of Water cont.

County		**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Shelby County					
	Lake Shelbyville	3	2	0	3
	Kaskaskia River	1	0	0	1
	Subtotal	**4**	**2**	**0**	**4**
St Clair County					
	Kaskaskia River	1	5	0	1
	Subtotal	**1**	**5**	**0**	**1**
Stephenson County					
	Private Pond	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Will County					
	Des Plaines River	1	0	0	1
	Kankakee River	1	0	0	2
	Monee Reservoir	1	0	2	1
	Subtotal	**3**	**0**	**2**	**4**
Williamson County					
	Crab Orchard Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Winnebago County					
	Lake Summerset	1	0	0	1
	Pierce Lake	1	0	1	1
	Subtotal	**2**	**0**	**1**	**2**
Total		**103**	**70**	**21**	**136**

Fatal

Boat Accident

Narratives

2011

2011 Fatal Boat Accident Narratives

1. On October 9, 2010 Conservation Police Officers responded to Lake Mattoon for a boat accident with injuries. Vessel 1 collided with Vessel 2 near the east shoreline of the lake. Vessel 1 was traveling at a high rate of speed, when colliding into Vessel 2. Vessel 1 struck the helm of Vessel 2, pushing Vessel 2 down, causing Vessel 1 to ramp up and slide sideways over Vessel 2. Vessel 1 struck the operator of Vessel 2 (the victim) in the head. All four passengers of Vessel 2 were transported to the hospital, treated and released, while the operator was pronounced dead at the hospital. The operator of Vessel 1 and a passenger near the front of the vessel were ejected. The third passenger was thrown to the floor. The two ejected from the boat were transported to the hospital by ambulance, treated and released.

   Contributing Factors: Careless/reckless operation
   Rules of Road Infraction
   Restricted vision
   Failure to Wear Personal Floatation Device (PFD)

2. On October 10, 2010 Conservation Police contacted the Sangamon County Sheriff's Office in regards to a missing boater, who went missing the previous night, while on the Sangamon River. Sangamon County Sheriff's Office received a 911 call of a missing boater. There were two boats with two subjects in each boat. The boats became separated at sometime during the day. The boat with the two male subjects in it never made it to their destination on the river before sunset. Apparently, the motor quit working on the boat the male subject's were in. One of the male subjects decided to walk to get help. He was picked up at around 11:00 p.m. then the rescue squads were called. An airplane was used to locate the victim and victim's boat. After locating the boat snagged in the middle of the river, rescue squads began searching the river. The victim's body was found by dragging the river. The victim had alcohol and drugs in his system. The cause of death was drowning.

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

3. On January 12, 2011 Macon County Sheriff's Department received a report of a missing lone canoeist on the Sangamon River West of Decatur. The missing subject's canoe had been located capsized and snagged on a log jam. The victim had launched at Wycklel's Bridge at approximately 1300 hours on January 11. The victim was not wearing a personal flotation device. An extensive search was conducted. The victim's body was recovered on January 16 by search personnel. The body was in 4.5 feet of water approximately 50 yards downstream from the canoe. Autopsy results indicated drowning as cause of death. Toxicology results show the subject also had a blood alcohol content of .22%.

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

4. On March 17, 2011 the victim went fishing on Baldwin Lake in a 15 foot Starcraft. Winds were out of the South around 20 to 25 miles per hour with gusts up to 35 miles per hour. When the victim did not arrive at a predetermined time, a search of the lake was conducted and his unoccupied boat was found on the East shoreline of the lake. The rear pedestal seat had been broken and was tipping toward the starboard side. It appears that the victim had fallen overboard while on the lake. The victim's body was recovered by divers on March 18, 2011. The cause of death was determined to be drowning.

   Contributing Factors: Improper Type/Size of Vessel for the Conditions
   Weather/Wind Creating Hazardous Water Conditions
   Equipment Failure
   Failure to Wear Personal Floatation Device (PFD)

5. On April 3, 2011 Conservation Police met up with Springfield Lake Patrol to take a look at the boat involved in an accident in which 2 male fishermen involved in a fishing tournament went missing. The boat had extensive damage to it from being pushed up against the rip-rap by wind driven waves. The boat was a small narrow boat with a raised seat that was off set to the starboard side. There was no manufacture flotation located in the structure of the boat. The boat had been assigned a hull number by our department. The capacity plate that was located on the boat appeared to be from another vessel and did not belong on the boat involved in the accident. On April 4, 2011 Conservation Police assisted in a search using sonar. The two male subjects were involved in a fishing tournament the day of the accident and failed to show up at the end of the tournament. The water temperature was approximately 50 degrees; the wind was blowing around 40 to 50 MPH and producing 3 to 4 foot waves. The fishermen were in a narrow 14 ft. Jon boat with a 20 HP motor on it. They located the first victim on 04/04/11. He was located by the use of sonar and recovered by dive personnel. The second victim was located on 04/05/11 by sonar and retrieved by divers. He was located approximately 100 yards farther north from the first victim and approximately 200 yards from the north shore line where the boat was located against the rip-rap. It was determined that due to the high winds, the high waves, and the boat being extremely narrow that the weather conditions would have caused the boat to capsize. The temperatures of the water were cold enough that a person would become incapacitated due to hypothermia in a short period of time.

   Contributing Factors: Hypothermia
   Weather/Wind Creating Hazardous Water Conditions
   Failure to Wear Personal Floatation Device (PFD)

6. On April 13, 2011, the victim of a boat accident was heard yelling for help on the Northwest side of Channel Lake. Two subjects in another vessel responded and found the victim in the water and unresponsive with his small fishing boat circling nearby. The two subjects were able to hold onto the victim until fire personnel arrived and transported him to shore. The victim was transported to Aurora Hospital in Kenosha Wisconsin where he was pronounced dead. The Medical Examiner determined cause of death to be heart disease, high blood pressure, and obesity. It is believed that the victim either attempted to move or reach something towards the bow of the boat and lost balance or due to the victim's medical condition, became dizzy or fainted and fell overboard. Since the vessel was a tiller and underway at the time, it is believed the victim was at the stern of the vessel when he fell overboard. The victim had extensive experience operating this vessel and there doesn't appear to have been any dangerous wakes present; therefore, it is believed that the victim fell overboard as a result of his medical condition.

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

7. On May 4, 2011 at approximately 8:40 p.m., the Adams County Sheriff's Department was notified of a vessel, floating without an operator. The vessel was located floating on the Mississippi River Pool #21 just south of the Bayview Bridge in Quincy, IL. The Adams County Sheriff's Department learned through their investigation the victim had last contacted family members at approximately 5:30 p.m. The victim was last seen at the bar drinking alcohol for several hours. The victim left the bar by boat to return to his river cabin home and was not heard from again. Conservation Police, Adams County Sheriff's Department and Adams County Volunteer Emergency Corps searched utilizing side scanning sonar technology and cadaver dogs in an attempt to locate the victim. On May 14, the Adams County Volunteer Emergency Corps recovered the victim's body on the Mississippi River Pool #22 south of Beebe Island. The victim's body was turned over to the Adams County Coroner and transported to Springfield, IL for autopsy. The victim had a BAC of .185 and a therapeutic level of valium in his system at the time of death. Cause of death is ruled as accidental drowning. The investigators did not draw any conclusions except that alcohol probably played a factor in the accident due to the victim's BAC. The river has strong currents and was 3 feet above flood stage, so hazardous waters may also have been a factor.

   Contributing Factors: Alcohol Impairment
   Hazardous Waters/Currents
   Failure to Wear Personal Floatation Device (PFD)

8. On May 12, 2011 at approximately 6:58 p.m., the Illinois State Police received a cellular call from a female. She stated she was on the Illinois River below Otter Creek and her boyfriend, the victim, had fallen out of the boat. Rosedale Fire Department personal and Jersey County responded by boat to her location. The victim was operating the watercraft. He slowed down to idle speed and asked her to take control of the tiller arm, so he could get something out of the cooler. She took control of the tiller arm. After she did, the boat accelerated and went into a sharp right turn. They were both thrown from the boat. She swam back to the boat. The victim went under water. On May 15, the body of the victim was recovered in the Grafton Marina.

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

9. On June 13, 2011 at approximately 3 p.m., the two victims rented a boat and troll motor from the concession stand of Monee Reservoir in Will County. After failing to return to the concession stand at the required time of 7 p.m., Forest Preserve Police Officers responded to the location. A search was conducted resulting in the finding of the boat with no occupants. Law Enforcement and emergency response agencies searched for both victims, who were determined to have fallen out of the boat and drowned.

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

10. On June 14, 2011 at approximately 3:20 p.m., four male subjects were boating in a canoe in Pierce Lake located in Rock Cut State Park. Witnesses from the shoreline said they saw the canoe located approximately 50 yards from the shore tip over, tossing the four subjects into the water. Witnesses stated 3 of the subjects stayed with the overturned canoe while the victim, began to swim toward shore. The victim swam approximately half the distance between the overturned canoe and the shoreline when he started yelling for assistance and began showing signs of panic by thrashing in the water. One of the other passengers from the overturned canoe swam to the victim in an attempt to assist him. The passenger arrived at the victim and attempted to grab him but could not keep a hold of him. The victim went under water and did not resurface. Attempts were made to rescue the victim from witnesses on the shore and from swimmers in the water. These rescue attempts were unsuccessful. Emergency Medical Services (EMS) arrived on scene the victim was found by the rescue diver beneath the surface of the water on the bottom of the lake. The victim was placed into the rescue boat and started receiving medical aid while being transported to shore. Once on shore, medical emergency personnel continued administering medical aid and transported him to Saint Anthony's Hospital in Rockford, Illinois. The victim was pronounced dead by hospital staff. The three other passengers were treated by EMS on shore. They did not incur any physical injuries from this incident. None of the boaters were wearing a Personal Floatation Device when the canoe tipped over. Three Type IV Personal Floatation Devices were recovered after this incident.

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

11. On June 18, 2011 the victim and another subject were participating in a fishing tournament. They entered a restricted boating area next to the overflow of the spillway on Lake Lou Yaeger. They were using their trolling motor on the watercraft and became over taken by the current created by high water going over the spillway. Their boat was swept over the spillway and down into the creek below Lake Lou Yaeger. The other subject was able to grab a life jacket, secure it to himself and survive. The victim was not able to secure a life jacket to himself and did not survive.

Contributing Factors: Careless/Reckless Operation
Hazardous Waters Due to Currents
Operator Inattention
Failure to Wear Personal Floatation Device (PFD)

12. On June 19, 2011 at approximately 4:45 a.m., Conservation Police respond to a fatal boat accident on the Fox River near Barrington Hills. The victim was traveling approximately due south on the Fox River when he struck a pier. Striking the pier caused his boat to go airborne and land upside down on another pier 25 feet to the south. The deceased victim was found by the Algonquin Fire department, approximately 10 feet from the impacted pier.

Contributing Factors: Swimming Ability
Failure to Wear Personal Floatation Device (PFD)
Careless/Reckless Operation

13. On June 25, 2011 the victim was boating with family on Lake Marie near Antioch. The victim had been swimming alongside the boat, when he became distressed. Family members jumped into the lake to rescue the victim. Their rescue attempts failed and the victim disappeared under the water. A Lake County sheriff's marine unit responded to the area to provide assistance. Several area fire departments assisted in the search. Rescue personnel using sonar located the victim.

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

14. On July 4, 2011 at approximately 8:00 p.m., Vessel 1 left Miller Beach in Indiana en route to Navy Pier in Chicago to watch fireworks. Vessel 1 was cruising 26 knots and upon approaching the Lighthouse Gap breakwater, slowed to approximately 6 knots. At approximately 10:06 p.m. the victim followed two subjects from the stern along the gunwale up the port side of Vessel 1 to meet on the bow. The victim was carrying 2 drinks in his hand and not holding onto the railing. After the second subject reached the bow, she turned and leaned over to see where the victim was since he was not on the bow with the rest of the passengers. When she did not see the victim, she began yelling for him and alerting the rest of the passengers that the victim was missing. After the music being played on Vessel 1 was silenced, a search about Vessel 1 inboard and outboard was conducted. While this was occurring the operator hit the Man Overboard button on his GPS and made a radio call that they had a man overboard. The operator turned Vessel 1 around to look for the victim. They were met by a sailboat who said they saw a head on the surface of the water go under, and tried using a lifesaving device with negative results. US Coast Auxiliary (USCGA) received the call of man overboard and responded to Vessel 1. USCGA alerted US Coast Guard station Chicago (USCG), Chicago Police Marine Unit (CPD), and Chicago Fire Boat (CFD). USCG boarded Vessel 1 to collect information and establish a track line for a search grid. CPD put a diver in the water at the location relayed by the assisting sailboat. Vessel 1, USCG, USCGA, and CFD ran the search line grid with negative results. CPD divers search recovered a red shirt which was found to be worn by the victim's. On July 5, 2011 CPD divers returned to the location the victim's body was reported as seen. The victim's body was found in 25 feet of water approximately 300 yards of shore. The victim was wearing swimming shorts only.

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

15. On July 5, 2011 at approximately 9:35 p.m., the victim and his wife were fishing from their 16 foot Lowe fishing boat on Lake Taylorville. The victim was putting the equipment back into the storage area and getting ready to head back to shore. While standing in the boat in front of his wife, who was in the passenger side of the watercraft, the victim lost his balance and fell backwards over the side of the boat into the water. The victim did not say anything or make any struggle once in the water. Two vessels responded to the victim's boat and assisted in the rescue. They found him face down in the water. The victim was transported to Taylorville hospital in full cardiac arrest. The victim regained a pulse at the Taylorville Hospital and was ventilated. The victim was transported to St. Johns Hospital in Springfield where he remained in ICU until he passed away.

    Contributing Factors: Alcohol Impairment
    Occupant Behavior
    Medical Condition
    Failure to Wear Personal Floatation Device (PFD)

16. On July 9, 2011 at 11:41 p.m., Copperas Creek Fire Department contacted Conservation Police and advised that they had been called to the Hiram Walker Lake on a report of a missing boater. They did a shore check and were unable to locate the missing boater. They secured the boat where it was found, and also a hat that was floating in the lake. The following morning Search and Rescue resumed search and recovery efforts. Divers entered the water near the boat and did a surface check. Divers located the victim in approximately 19 feet of water. On July 12, an autopsy was conducted and it was determined that the victim died from drowning. The cause of the victim fall from the boat and ultimate drowning remains undetermined.

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

17. On July 30, 2011 at approximately 1:30 p.m., the victim boarded a vessel and left Belmont Harbor with several of his friends to attend a boat party. The victim, according to his friends, had consumed a great deal of alcohol throughout the day and was extremely intoxicated. While tied to several anchored vessels, the victim fell overboard twice and had to be rescued by his friends. At about 5:00 p.m. they left the party heading north, at around North Ave the victim who was seated in the passenger seat on the portside decided to get up and walk toward the stern of the boat where the boat owner was seated. The owner said the victim grabbed him around the throat and began choking him and then grabbed him in the face. The owner said he grabbed the wrist of the victim to prevent further choking when the victim lost his footing and fell overboard. The operator heard the frantic yelling that the victim was overboard so he turned the boat around to rescue him but unfortunately by the time they arrived at the location the victim was under the water. The operator then used the marine ban radio to notify police and they arrived within minutes. A police diver jumped in and recovered the victim; he was then transported to Northwestern Memorial Hospital where he remains in critical condition.

    Contributing Factors: Alcohol Impairment
    Occupant Behavior
    Swimming Ability
    Failure to Wear Personal Floatation Device (PFD)

18. On August 2, 2011 at approximately 12.35 a.m., the victim along with a friend entered a Du Page County retention pond in unincorporated Lemont township in a fiberglass canoe, paddled to the end, and upon attempting to return to the place of launching, rocked the vessel causing it to capsize. The friend managed to hold on to the capsized canoe, and use it to swim to the launching point safely and without injury. The victim, initially thought to have successfully exited the pond was not seen or heard from for approximately 45 minutes, prompting those present to notify the DuPage County sheriff's Police. After an extensive search of the retention pond and surrounding area, the pond was partially drained. The victim's body was recovered on August 4, 2011.

    Contributing Factors: Alcohol Impairment
    Careless/Reckless Operation
    Occupant Behavior
    Failure to Wear Personal Floatation Device (PFD)

19. On August 27, 2011, at approximately 11:00 p.m., a two vessel collision occurred on Pool 21of the Mississippi River near Piggyback Island. A 28 foot Donzi struck a 23 foot Rinker that was drifting at the time of the impact. The Donzi was carrying three passengers. The Rinker was carrying two passengers. Only one passenger was found in the Rinker. The operator of the Rinker, (The victim) is still missing. Based on physical evidence obtained from the scene, vessel assessment, information from emergency personnel and witness statements, the following conclusion has been made. The primary cause of the accident was the absence of a stern navigation light being utilized on vessel 2. In addition to the absence of the stern light, the inexperience and operation of Vessel 1 operator and alcohol consumption led to this unfortunate accident. Vessel 1 was operating in a low visibility environment (moonless night) that would require an attentive and experienced operator. Witness statements place the speed of the boat as on plane. Vessel 1 impacted vessel 2 at an approximate angle of 180 degrees. Vessel 1 ramped into the air and impacted the river on its port side according to witness statements. The victim was thrown out of vessel 2 by vessel 1 as it traveled over the impacted vessel 2. Several techniques were utilized in the recovery attempts. Surface searches were conducted immediately after the incident covering approximately 57 river miles. Land searches were also begun the next day, and dragging operations in the river were conducted for several days. The locations dragged were determined by eyewitness accounts and experience of the rescue workers. Sonar equipment, including sidescan and sector search were used. The victim was never recovered.

Contributing Factors: Alcohol Impairment
Careless/Reckless Operation
No Stern Navigation Light
Operator Inexperience
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.

Contracting a Conservation Police Officer

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

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

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

Operates 24 hrs./day, 7 days/week.

Ameritech Relay 1-800-526-0644 for the deaf and hearing impaired.

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

Conservation Police Region Office Locations

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

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

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

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

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

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