ILLINOIS

DEPARTMENT OF NATURAL RESOURCES

RECREATIONAL BOATING REPORT

2013

Compiled by Federal Fiscal Year 2013

Updated: April 7, 2013

WEAR IT!

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FOREWORD

Recreational Boating Report 2013 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 2013 (FFY13) (10/01/2012 – 09/30/2013), excluding the registered boats, which is based on calendar year 2013. 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 2013 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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The new 2014 Illinois Boating Digest has been posted on the IDNR website at http://www.dnr.illinois.gov/recreation/boating/Pages/default.aspx , then look under the **REGULATIONS** heading**.** The Boating Digest will no longer be available in pamphlet form. It has been converted into a PDF document for easier viewing and printing from the website.

INTRODUCTION

SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2013 (FFY13) (10/01/2012 – 09/30/2013), excluding the registered boats, which is based on calendar year 2013. 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.

NEW LAW EFFECTIVE JANUARY 1, 2013: **Operators of motorboats involved in a boating accident resulting in serious injury or death must submit to chemical testing (breath, blood, or urine) upon request by the investigating law enforcement officer. Failure to submit to requested testing or submitting to testing but failing such testing, shall result in a suspension of the motorboat operators Illinois driver's license by the Illinois Secretary of State.**

Suspension Provisions

A person's privileges to operate a watercraft may be suspended for a period of 1 to 3 years for violations of operating under the influence, careless or reckless operation, or failure to report an accident.
Further, it shall be unlawful for any person to operate a watercraft when their privileges have been suspended or revoked in this state, or by another state, a federal agency, or a province of Canada.

How Do I Report A Boating Violation or Boat Accident?

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

“Reportable” Boating Accidents

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

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

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

“Non-Reportable” Boating Accidents

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

- A person dies, is injured, or is missing as a result of self-inflicted wounds, alcohol poisoning, gunshot wounds, or the ingestion of drugs, controlled substances or poison.
- A person dies, is injured, or is missing as a result of assault by another person or persons while aboard a vessel.
- A person dies or is injured from natural causes while aboard a vessel.
- A person dies, is injured, or is missing as a result of jumping, diving, or swimming for pleasure from an anchored, moored or docked vessel.
- A person dies, is injured, or is missing as a result of swimming to retrieve an object or a vessel that is adrift from its mooring or dock, having departed from a place of inherent safety, such as the shore or pier.
- Property damage occurs or a person dies, is injured, or is missing while preparing a vessel for launching or retrieving and the vessel is not on the water and capable / ready for its intended use.
- Property damage occurs or a person dies, is injured, or is missing as a result of a fire on shore or a pier that spreads to a vessel or vessels.
- Property damage occurs to a docked or moored vessel or a person dies, is injured, or is missing from such a vessel as a result of storms, or unusual tidal or sea conditions; or when a vessel gets underway in those conditions in an attempt to rescue persons or vessels.
- Property damage occurs to a docked or moored vessel due to lack of maintenance on the vessel.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs to, a person dies or is injured on, or a person is missing from a non-propelled houseboat or other vessel used primarily as a residence when such a vessel is not underway.
- Casualties that result from falls from or on docked vessels or vessels that are moored to a permanent structure.
- Casualties that result from a person climbing aboard an anchored vessel from the water or swimming near an anchored vessel.
- Fire or explosions on anchored, docked or moored boats where the cause of the fire was not attributed to the vessel or vessel equipment.
- Casualty or damage that results when the vehicle used for trailering the vessel fails.
- Casualties or damage that 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 2013 (FFY13) (10/01/2012 – 09/30/2013), excluding the registered boats, which is based on calendar year 2013.

- Illinois had 65 USCG Reportable Accidents in FFY13, resulting in 50 injuries and 14 fatalities.
- Last year Illinois had 101 USCG Reportable Accidents in FFY12, resulting in 69 injuries and 19 fatalities.
- The total number of registered boats continues to decline from 312,664 last year to 270,116 this year.
- Conservation Police Officers (CPOs) made 115 operating under the influence (OUI) of alcohol or drugs arrests. Other Law Enforcement agencies made 67 OUI arrests, for a total of 182 OUI arrests.
- In FFY13, the Illinois Department of Natural Resources Office (IDNR) of Law Enforcement worked 40,734 hours on the Recreational Boat Safety Program (RBS) from which 15,829 hours were spent on-the-water.
- Enforcement activity increased slightly. There were 1,235 citations issued and 4,525 written warnings in FFY13, compared to 1,230 citations issued and 3,972 written warnings the previous year.
- CPOs inspected 17,512 vessels, provided assistance to a combination of 1,132 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.
- 14 people died in 12 Illinois boating accidents.
- 3 fatalities occurred during the week and 11 on the weekend
- 10 fatalities with clear conditions and 9 with calm waters.
- The winds were light to moderate (12) with good visibility (10)
- In the majority of fatalities, the operators had no formal boat safety education (12).
- 3 out of 14 fatalities involved alcohol/drug 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 14 fatalities, 12 may have survived if they had worn their PFDs.
- 2 person died from blunt force trauma

- 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
2012	101	69	19	135	312,664	5.9	15	123	1,230	3,972	50,664
2013	65	50	14	90	271,116	4.4	12	115	1,235	4,525	40,734
Total	**5,715**	**3,515**	**1,280**	**7,655**	**8,529,430**	16.1	**760**	**2,788**	**19,539**	**35,980**	**362,058**

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	170	126	30	235	594,307	9	25	270	3,088	9,963	54,097
Avg 10-19	94	66	18	127	306,633	5	14	129	1,460	4,629	33,027
TOTALS	5,715	3,515	1,280	7,655	8,529,430		760	2,788	19,539	35,980	362,058
AVG	117	73	27	156	170,589		20	56	399	734	7,241

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
2012	41	712	0	712
2013	36	548	2	550
Total	**2,124**	**49,179**	**1,175**	**50,354**

Boat-Ed & BoaterExam.com Internet Courses

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	2,410	2,410	0
2011	2,261	2,261	0
2012	2,016	2,016	0
2013	2,731	2,731	0
Total	**17,595**	**16,312**	**1,243**

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

REGISTERED RECREATIONAL BOATS

Illinois requires every watercraft, except non-powered watercraft on waters within the jurisdiction of this State to be numbered. No person may operate, or give permission for the operation of, any watercraft on such waters unless the watercraft is numbered in accordance with the Boat Registration & 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	Rene wal
Class 1 (all powered watercraft less than 16 feet in lengt and all motorized canoes, kayaks and paddleboats regardless of the length	$28	$18
Class 2 (all watercraft 16 feet or more but less than 26 feet in length)	$60	$50
Class 3 (all watercraft 26 feet or more but less than 40 feet in length)	$160	$150
Class 4 (all watercraft 40 feet in length or more)	$210	$200

Registration is valid for three years

WATER USAGE STAMPS

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

Non-motorized watercraft, canoes, kayaks and paddle boats in Illinois are no longer required to be titled/registered in Illinois, unless the vessels have a motor or sail. They are now required to purchase a 'Water Usage Stamp' for $6.00 per calendar year for each of the first three vessels, and $3.00 each for any additional vessels. Please note: an agent fee of $.50 will be charged per vessel. All of the new Water Usage Stamps must be purchased at the same time to receive the discount. Water Usage Stamps are mandatory for all non-powered watercraft, **except those with an Illinois registration that does not expire until June 30, 2014 ("14") or June 30, 2015 ("15").** The stamps are available over the counter from DNR Direct license and permit point of sale vendors.

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

What non-motorized vessels require a water usage stamp?

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

2013 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	376	1,094	88	12	14	**1,584**
Fiberglass	20,863	36,032	34,502	1,283	607	**93,287**
Metal	986	125,278	1,254	5	12	**127,535**
Inflatable	16	1,472	12	0	0	**1,500**
Other	219	3,124	200	6	8	**3,557**
Total	**22,460**	**167,000**	**36,056**	**1,306**	**641**	**227,463**

	16 to 26 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	298	585	73	1	4	**961**
Fiberglass	12,074	27,203	28,853	62	448	**68,640**
Metal	613	83,174	896	2	10	**84,695**
Inflatable	0	35	3	0	0	**38**
Other	47	486	96	1	2	**632**
Total	**13,032**	**111,483**	**29,921**	**66**	**464**	**154,966**

	26 to 40 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	37	13	9	9	2	**70**
Fiberglass	2,689	366	5,075	1,069	111	**9,310**
Metal	117	1,120	169	1	0	**1,407**
Inflatable	0	0	1	0	0	**1**
Other	10	8	6	3	0	**27**
Total	**2,853**	**1,507**	**5,260**	**1,082**	**113**	**10,815**

	40 to 65 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	14	1	0	2	1	**18**
Fiberglass	785	14	149	150	2	**1,100**
Metal	62	56	89	2	0	**209**
Inflatable	0	0	0	0	0	**0**
Other	2	1	1	1	0	**5**
Total	**863**	**72**	**239**	**155**	**3**	**1,332**

	Over 65 Feet					
	Power			Auxiliary Sail		
Hull Material	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	0	0	0	0	0	**0**
Fiberglass	12	0	2	1	0	**15**
Metal	17	1	19	0	0	**37**
Inflatable	0	0	0	0	0	**0**
Other	0	0	0	1	0	**1**
Total	**29**	**1**	**21**	**2**	**0**	**53**

2013 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	114	163	510	10	55	**852**
Fiberglass	2,788	3,696	6,982	20,025	3,136	**36,627**
Metal	7,794	34	6,059	58	1,630	**15,575**
Inflatable	174	12	583	11	328	**1,108**
Other	1,263	281	25,351	291	2,042	**29,228**
Total	**12,133**	**4,186**	**39,485**	**20,395**	**7,191**	**83,390**

	Other Boats					
	Not Mechanically Propelled					
Hull Material	Rowboats	Sailboats	Canoes/ Kayaks	Personal Watercraft	Other Boats	Total
Wood	114	163	510	10	55	**852**
Fiberglass	2,788	3,696	6,982	20,025	3,136	**36,627**
Metal	7,794	34	6,059	58	1,630	**15,575**
Inflatable	174	12	583	11	328	**1,108**
Other	1,263	281	25,351	291	2,042	**29,228**
Total	**12,133**	**4,186**	**39,485**	**20,395**	**7,191**	**83,390**
	55,804					

Total Number of Registered Boats **271,116**

Total Number of Water Usage Stamps Sold **19,354**

BOATING ENFORCEMENT – Federal Fiscal Year 2013

October 1, 2012 – September 30, 2013

Top Boating Violations

Top Citations	
Type of Boating Violations	**Citations**
Wearable PFD (Type I, II, Or III Required)	320
Operating Under The Influence Alcohol/Drugs	179
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	126
Operating With BAC Over .08	85
Operation Of Unnumbered Watercraft	84
Operation In No Wake Area	67
Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp	48
Failure To Display Valid Registration Decal	44
Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	32
Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise	26
Competent Observer, Vessel Capacity – 3 Persons	26
Total Number of Citations Issued	**1235**

Top Written Warnings	
Type of Boating Violations	**Written Warnings**
Operation Of Motorboat With Battery Terminal Not Shielded	957
Wearable PFD (Type I, II, Or III Required)	686
Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition	523
Operation Of Unnumbered Watercraft	510
Operation Of Motorboat Without Horn Or Whistle	448
Type IV PFD On Board (16 Feet And Over)	179
Operation Of Motorboat Without Lanyard	175
Operation In No Wake Area	144
Passenger Location	130
Failure To Display, Improper Display Of Valid Registration Number	96
Total Number of Written Warnings Issued	**4525**

Boat Citations

October 1, 2012 – September 30, 2013

Total Number of Citations 1,235

Chapter / Act / Section	# of Violations Issued	Violation
625 45 2-4	0	Resistance To Officers/Flee Or Elude Officer
625 45 2-4B	0	Failure To Stop When Signaled By Officer
625 45 3-1	84	Operation Of Unnumbered Watercraft
625 45 3-1.5	1	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	14	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-4	0	Failure To Notify Dept Of Destruction/Sale/Transf
625 45 3-5	22	Failure To Transfer Certificate Of Number
625 45 3-7	1	Loss Of Certificate Of Number/Registration Decal (Failure To Replace)
625 45 3-9	44	Failure To Display Valid Registration Decal
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	1	Failure To Transfer Title
625 45 3A-14	0	Failure To Transfer Title-Dealer
625 45 3A-15	0	Failure To Make Application Of Title
625 45 3A-17	0	Failure To Transfer Title-Individual
625 45 3A-20A	0	Operating W/O Certificate Of Title
625 45 3A-20B	3	Sell/Transfer W/O Certificate
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	0	Abandoning A Watercraft
625 45 4-1A	320	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	7	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	15	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	1	Type V PFD Approved For Activity Used
625 45 4-1F1	3	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable Condition
625 45 4-1F3	5	PFDs Appropriate Size
625 45 4-1I	126	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	26	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	1	Mufflers-Exceeding Noise Level
625 45 4-4	2	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	32	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition

Cont.

Chapter / Act / Section	# of Violations Issued	Violation
625 45 4-6	0	Carburetor Arrestor
625 45 4-10	9	Battery Covers
625 45 4-11	13	Lanyard Cut-Off Switch
625 45 4-12	1	Visual Distress Signals
625 45 5-1	21	Careless Operation
625 45 5-2	3	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	1	Interference With Navigation
625 45 5-4A	15	Overloading Motorboat
625 45 5-4B	2	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	48	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	0	Passing
625 45 5-13B	0	Crossing
625 45 5-13C	0	Overtaking
625 45 5-14A	26	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-16A 1	179	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 A	85	Operating With BAC Over .08
625 45 5-16A 1 B	1	Under The Influence Of Alcohol
625 45 5-16 A 1 C	2	OUI While Privileges Denied/Suspended
625 45 5-16 A 1 D	1	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 E	2	Owner Permitting OUI Operation
625 45 5-18	17	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag/Obstructing Fishing/Navigation
625 45 5-20	6	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	21	Passenger Location
625 45 5-22B	0	Failure To Yield To Emergency Watercraft Upon Approach
625 45 5-22C	0	Failure To Yield To Emergency Watercraft When Stationary
625 45 6-1	0	Failure To Render Aid After Accident/Provide Information
625 45 6-1 A 1	0	Failure To Report Accident Within 1 Hour
625 45 7-1	2	License Required-Passenger For Hire/Boat Rental
625 45 7-7	1	License/Tag/Weight Fail To Display/Rental Boat
625 45 7-8	0	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	3	Registration/Per Article III
TOTAL VIOLATIONS	**1235**	

Boat Written Warnings

October 1, 2012 – September 30, 2013

Total Number of Warnings Counted – 4,525

Chapter / Act / Section	# of Violations Issued	Violation
625 45 2-2B	0	Failure To Stop Upon Being Hailed By Officer
625 45 2-4A	1	Resistance To Officer
625 45 3-1	510	Operation Of Unnumbered Watercraft
625 45 3-1.5	45	No Water Usage Stamp (Non-Powered Vessel)
625 45 3-3	96	Failure To Display, Improper Display Of Valid Registration Number
625 45 3-4	2	Failure To Notify Dept Upon Destruction/Sale/Transfer/Abandonment Of Watercraft
625 45 3-5	47	Failure To Transfer Certificate Of Number
625 45 3-7	0	Loss Of Certificate Of Number/Registration Decal (Failure To Replace)
625 45 3-9	86	Failure To Display Valid Registration Expiration Decal
625 45 3A-12	0	Failure To Transfer Title
625 45 3A-13	0	Failure To Transfer MSO Or Importer's Certificate
625 45 3A-14	2	Failure To Transfer To/From Dealer
625 45 3A-20A	0	Operating W/O Certificate Of Title
625 45 3A-20B	8	Sell/Transfer W/O Certificate
625 45 3A-21F	0	Possess, Buy, Receive, Sell Or Offer For Sale A Boat With Altered Or Defaced HIN
625 45 3A-21G	0	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 4-1A	686	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	1	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	179	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	42	Type V PFD Approved For Activity Used
625 45 4-1F1	23	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable
625 45 4-1F3	7	PFDs Appropriate Size
625 45 4-1I	53	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	80	Lights – Operation Of Watercraft Without Displaying Proper Lights Between Sunset/Sunrise
625 45 4-3A	0	Failure To Equip And Maintain Motorboat W/Effective Muffler System
625 45 4-3B	4	Operation Of Motorboat W/Out Adequate Muffler

Cont.

Chapter / Act / Section	# of Violations Issued	Violation
625 45 4-4	448	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	523	Operation Of Motorboat Without Fire Extinguisher In Serviceable Condition
625 45 4-7	3	Ventilator Requirements
625 45 4-8	0	Use Of Sirens/Flashing Lights
625 45 4-10	957	Operation Of Motorboat With Battery Terminal Not Shielded
625 45 4-11	175	Operation Of Motorboat Without Lanyard
625 45 4-12	3	Visual Distress Signals. Required For Boats On Lake Michigan
625 45 5-1	12	Careless Operation
625 45 5-2	1	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	4	Interference With Navigation
625 45 5-4A	45	Overloading Motorboat
625 45 5-4B	6	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	85	Operation In Restricted Area, Operation Within 150 Feet Of Public Launch Ramp
625 45 5-12	144	Operation In No Wake Area
625 45 5-13A	0	Passing
625 45 5-13B	1	Crossing
625 45 5-13C	0	Overtaking
625 45 5-14A	25	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	1	Hours For Skiing
625 45 5-18	16	Youthful Operators
625 45 5-20	2	Unlawful Operation Of Personal Watercraft Between The Hours Of Sunset/Sunrise
625 45 5-21	130	Passenger Location
625 45 5-22	0	Failure To Yield To Emergency Watercraft
625 45 5-22B	2	Failure To Yield To Emergency Watercraft Upon Approach
625 45 6-1A	0	Accident Reporting-Failure To Stop/Render Aid
625 45 6-1 A-1	1	Accident Reporting-Failure To Stop/Report To Police In One Hour
625 45 6-1B	3	Failure To Submit Boat Accident Report
625 45 7-1	1	License Required
625 45 7-7	63	License/Tag/Weight Failure To Display On Rental Boat
625 45 7-8	1	Equipment Required-Boat Rental Service
625 45 11A-1	1	Catch All For Violation Of Boat Code
TOTAL VIOLATIONS	**4,525**	

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**
2012	Boat Registration Inspections	133	176	101	89	67	566
	Junk Boat Reports	0	0	0	0	0	0
	Total	**133**	**176**	**101**	**89**	**67**	**566**
2013	Boat Registration Inspections	56	88	34	35	15	228
	Junk Boat Reports	0	0	0	0	0	0
	Total	**56**	**88**	**34**	**35**	**15**	**228**
Total	Boat Registration Inspections	**675**	**1019**	**347**	**430**	**218**	**2689**
	Junk Boat Reports	**8**	**1**	**1**	**0**	**0**	**10**
	Total	**683**	**1020**	**348**	**430**	**218**	**2699**

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

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

Boating Patrol Log Report

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
2012	20,015	543	1,688	1,230	3,972	50,664
2013	17,512	418	714	1,235	4,525	40,734
Total	**105,713**	**3,008**	**11,505**	**9,401**	**27,787**	**193,508**

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
2012	25	26	22	22	28	0	86	209
2013	29	21	21	7	37	0	67	182
Total	**898**	**544**	**342**	**489**	**422**	**66**	**1143**	**3904**

* 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 Arrests**	**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%
2011	176	0	103	0.00%	13	70	18.57%	8	21	38.10%	17	136	12.50%
2012	209	0	101	0.00%	0	69	0.00%	10	19	52.63%	0	135	0.00%
2013	182	7	65	10.77%	3	50	6.00%	3	14	21.43%	8	90	8.89%
Total	**3904**	**79**	**1459**	**5.41%**	**91**	**988**	**9.21%**	**54**	**231**	**23.38%**	**226**	**3297**	**6.85%**

2010 - Accidents Primary Causes was not entered due to new database entry format.
2012 - Accidents, Injuries, Vessels Primary Causes was not entered due to database entry format.

BOATING ACCIDENT REPORT – Federal Fiscal Year 2013

Statistical information contained in this report is based on the Federal Fiscal Year 2013 (FFY13) (10/01/2012 – 09/30/2013), excluding the registered boats, which is based on calendar year 2013.

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
64	50	14	90	271,116

Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats
20.3	15.6	4.4

CAUSE OF DEATH	
Drowning	12
Trauma	2
Total	**14**

VICTIM ACTIVITY	
Drifting	1
Fishing	8
Hunting	2
Recreational Cruising	2
Swimming	1
Total	**14**

USE OF PFD	
Not Worn	12
Worn	2
Total	**14**

PRIMARY TYPE OF INJURY	
Back Injury	2
Broken Bones	6
Burns	2
Carbon Monoxide Poisoning	4
Contusion	6
Head Injury	12
Hypothermia	8
Internal Injuries	1
Laceration	7
Neck Injury	1
Spinal Injury	1
Total	**50**

INJURY CAUSE	
Exposure To Elements	12
Impact With Boat	16
Impact With Fixed / Floating Object	9
Impact With Water	5
Struck By Boat	6
Struck By Propeller	2
Total	**50**

DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	15	7	3	23
Monday	7	7	1	12
Tuesday	3	4	1	3
Wednesday	5	1	0	7
Thursday	7	6	0	10
Friday	4	3	1	5
Saturday	24	22	8	30
Total	**65**	**50**	**14**	**90**

DATE OF ACCIDENT & MONTHLY TOTALS

(10/01/2012 – 09/30/2013)

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
October				
10/1/2012	1	1	0	2
10/13/2012	1	0	1	1
10/20/2012	2	9	2	2
10/21/2012	1	0	1	1
Subtotal	**5**	**10**	**4**	**6**
November				
11/3/2012	1	2	0	1
Subtotal	**1**	**2**	**0**	**1**
December				
12/20/2012	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
January				
Subtotal	**0**	**0**	**0**	**0**
February				
Subtotal	**0**	**0**	**0**	**0**
March				
3/30/2013	2	3	1	2
Subtotal	**2**	**3**	**1**	**2**
April				
4/6/2013	1	0	2	1
4/13/2013	1	0	0	1
Subtotal	**2**	**0**	**2**	**2**
May				
5/11/2013	1	0	1	1
5/25/2013	1	1	0	1
5/27/2013	3	2	0	4
5/29/2013	1	1	0	1
Subtotal	**6**	**4**	**1**	**7**

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
June				
6/8/2013	1	0	0	3
6/9/2013	1	0	0	2
6/13/2013	1	0	0	1
6/15/2013	1	1	0	2
6/17/2013	1	0	0	4
6/20/2013	1	2	0	1
6/23/2013	2	2	0	4
6/24/2013	1	4	0	1
6/26/2013	1	0	0	2
6/27/2013	1	3	0	1
6/28/2013	1	1	0	1
6/30/2013	3	0	1	4
Subtotal	**15**	**13**	**1**	**26**
July				
7/2/2013	1	4	0	1
7/4/2013	1	1	0	2
7/6/2013	2	2	0	2
7/7/2013	3	4	1	5
7/8/2013	1	0	1	1
7/13/2013	3	1	0	3
7/17/2013	1	0	0	2
7/21/2013	1	0	0	1
7/24/2013	1	0	0	1
Subtotal	**14**	**12**	**2**	**18**
August				
8/2/2013	1	1	0	1
8/3/2013	1	0	1	1
8/4/2013	1	0	0	1
8/7/2013	1	0	0	1
8/9/2013	1	0	1	2
8/17/2013	3	2	0	3
8/20/2013	1	0	0	1
8/23/2013	1	1	0	1
8/24/2013	1	0	0	2
8/25/2013	2	0	0	4
8/31/2013	1	1	0	2
Subtotal	**14**	**5**	**2**	**19**
September				
9/1/2013	1	1	0	1
9/5/2013	2	0	0	4
9/14/2013	1	0	0	2
9/17/2013	1	0	1	1
Subtotal	**5**	**1**	**1**	**8**
Total	**65**	**50**	**14**	**90**

TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
12:01 a.m. - 6:00 a.m.				
12:35AM	1	0	0	1
2:00AM	1	0	1	2
2:35AM	1	0	0	4
4:30AM	1	0	0	1
6:00AM	1	5	2	1
Subtotal	**5**	**5**	**3**	**9**
6:01 a.m. - 12:00 noon				
7:15AM	1	0	1	1
8:25AM	1	4	0	1
9:00AM	1	0	0	2
9:14AM	1	0	0	1
10:00AM	2	1	0	5
10:20AM	1	2	0	1
10:30AM	1	0	0	1
10:45AM	1	1	0	1
11:15AM	2	3	0	2
11:20AM	1	4	0	1
Subtotal	**12**	**15**	**1**	**16**
12:01 p.m. - 6:00 p.m.				
12:20PM	1	1	0	1
12:45PM	1	0	0	2
1:23PM	1	0	0	1
1:25PM	1	0	2	1
1:30PM	1	0	0	1
1:35PM	1	1	0	2
2:30PM	2	0	0	4
2:40PM	1	2	0	2
2:45PM	1	0	0	2
3:00PM	2	2	1	2
3:03PM	1	1	0	1
3:30PM	1	0	0	1
4:00PM	1	0	0	1
4:03PM	1	0	0	1
4:10PM	1	1	0	1
4:13PM	1	1	1	1
4:30PM	5	3	1	7
4:43PM	1	1	0	1
4:48PM	1	0	1	1
5:00PM	3	5	0	4
5:30PM	1	1	0	1

Time	#Accidents	#Injuries	#Fatalities	#Vessels
5:45PM	1	1	0	1
5:50PM	1	0	0	1
6:00PM	1	1	0	1
Subtotal	**32**	**21**	**6**	**41**
6:01 p.m. - 12:00 a.m.				
6:15PM	1	0	0	2
6:17PM	1	0	1	1
6:30PM	2	1	0	3
6:58PM	1	2	0	1
7:06PM	1	1	0	2
7:28PM	1	0	1	1
7:58PM	1	1	0	2
8:00PM	1	0	0	2
8:20PM	1	0	0	3
8:45PM	2	0	1	2
9:30PM	2	3	1	2
11:12PM	1	0	0	1
11:40PM	1	1	0	2
Subtotal	**16**	**9**	**4**	**24**
Total	**65**	**50**	**14**	**90**

WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves Less Than 6")	38	37	9	56
Choppy (Waves 6"- 2')	17	8	2	24
Rough (Waves 2'- 6')	8	4	2	8
Strong / Swift Current	2	1	1	2
Total	**65**	**50**	**14**	**90**

WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	52	40	10	74
Cloudy	10	3	2	13
Cloudy, Rain, Thunderstorm	1	2	0	1
Cloudy, Snow	1	0	0	1
Fog, Cloudy	1	5	2	1
Total	**65**	**50**	**14**	**90**

WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
Light (0-12 MPH)	40	34	6	57
Moderate (13-24 MPH)	21	16	6	29
Strong (25-54 MPH)	2	0	0	2
Stormy (Over 55 MPH)	2	0	2	2
Total	**65**	**50**	**14**	**90**

VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Fair	8	3	2	11
Good	54	39	10	76
Poor	3	8	2	3
Total	**65**	**50**	**14**	**90**

PRIMARY CAUSE OF ACCIDENT

Primary Cause	# Injuries	#Fatalities	#Vessels
Alcohol Use	3	3	8
Careless/Reckless Operation	15	4	16
Dam/Lock	1	0	1
Departed Vessel Voluntarily	1	0	1
Did Not Contribute	2	0	21
Equipment Failure	0	0	1
Force Of Wake	3	0	5
Ignition Of Spilled Fuel Or Vapors	0	0	1
Improper Anchoring	0	2	1
Improper Loading	3	0	2
Machinery Failure	1	0	6
Off-Throttle Steering	0	0	1
Operator Inattention	6	0	6
Operator Inexperience	4	2	4
Other-Fresh Water Intake Valve Crack	0	0	1
Other-Submerged Tree	0	0	1
Other-Towed Vessel	0	0	1
Other-Towing Vessel Slowed	0	0	1
Passenger/Skier Behavior	2	0	2
Restricted Vision	0	0	2
Sharp Turn	1	0	1
Unknown	4	3	4
Weather	4	0	3
Total	**50**	**14**	**90**

TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	3	2	5
Carbon Monoxide Exposure	4	0	1
Collision With Another Vessel	5	1	36
Collision With Fixed Object	17	3	10
Falls Overboard	1	3	4
Fire Or Explosion (Fuel)	1	0	2
Fire Or Explosion (Other Than Fuel)	0	0	1
Flooding/Swamping	7	3	9
Grounding	1	0	2
Person Departed Vessel	1	1	2
Person Ejected From A Vessel	6	0	5
Sinking	0	0	1
Skier Mishap	3	0	3
Struck By Boat	1	0	2
Struck Submerged Object	0	0	6
Unknown	0	1	1
Total	**50**	**14**	**90**

TYPE OF VESSEL

Type Of Vessel	#Injuries	#Fatalities	#Vessels
Auxiliary Sail	0	0	7
Cabin Motorboat	6	1	17
Canoe	0	1	1
Commercial Tug	0	0	1
Houseboat	0	0	2
Kayak	0	1	1
Open Motorboat	31	9	38
Pontoon	2	1	6
PWC	8	1	15
Raft	3	0	2
Total	**50**	**14**	**90**

VESSEL OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	2	4	6
Being Towed	0	0	1
Being Towed, Changing Speed, Drifting	0	0	1
Changing Direction	1	0	2
Changing Speed	2	0	3
Changing Speed, Changing Direction	4	0	3
Changing Speed, Cruising	1	0	1
Changing Speed, Cruising, Changing Direction	1	0	1
Changing Speed, Docking/Undocking	0	0	1
Cruising	27	4	28
Cruising, Changing Direction	4	0	5
Cruising, Docking/Undocking	0	0	2
Cruising, Sailing	0	0	2
Docking/Undocking	0	0	3
Drifting	2	2	7
Drifting, Rowing/Paddling	2	0	1
Launching	0	0	1
Other-Loading	1	0	1
Other-Navigating Over Dam, Cruising	1	1	2
Other-Pushing Barges	0	0	1
Other-Trolling	0	1	1
Other-Unknown	0	1	1
Rowing/Paddling	1	1	2
Tied To Dock / Mooring	1	0	12
Towing Another Vessel	0	0	2
Total	**50**	**14**	**90**

VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
8	2	0	2
9	2	1	4
10	2	0	5
11	6	1	7
12	2	1	2
14	1	1	3
15	2	2	3
16	0	1	3
17	6	1	9
18	8	3	6
19	9	1	7
20	3	0	4
21	1	0	3
22	0	2	4
23	0	0	2
24	1	0	3
25	0	0	1
26	0	0	1
27	4	0	1
28	0	0	2
30	1	0	3
32	0	0	2
36	0	0	1
37	0	0	1
38	0	0	2
40	0	0	3
41	0	0	1
43	0	0	1
44	0	0	1
63	0	0	1
69	0	0	1
178	0	0	1
Total	**50**	**14**	**90**

OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
State Course	4	2	14
U.S.C.G. Auxiliary	0	0	3
None	45	11	61
Unknown	1	1	2
No Operator	0	0	10
Total	**50**	**14**	**90**

OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	5	4	6
10 - 100 hours	12	4	26
Over 100 hours	33	6	48
No Operator	0	0	10
Total	**50**	**14**	**90**

OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
9	1	0	1
10	0	1	1
13	0	1	1
15	0	0	2
18	1	0	1
20	1	1	3
21	2	0	2
22	1	0	1
24	1	0	3
26	0	0	2
27	1	0	1
28	0	0	1
31	4	0	2
32	0	0	1
33	0	0	1
35	0	0	1
37	1	0	1
38	1	0	1
39	0	0	2

Operator Age	#Injuries	Fatalities	#Vessels
40	5	1	4
41	0	0	2
42	4	0	4
43	1	0	4
44	1	0	1
45	3	0	3
46	0	1	2
47	0	0	2
48	1	0	2
49	0	0	1
50	0	0	1
51	0	0	1
52	1	0	1
53	0	1	2
54	0	1	2
55	0	0	2
57	2	0	1
60	0	2	1
61	0	0	1
64	0	1	3
65	1	1	1
66	5	2	1
67	1	0	2
70	4	0	2
72	0	1	1
75	0	0	1
76	1	0	1
77	2	0	2
81	4	0	1
No Operator	0	0	10
Total	**50**	**14**	**90**

ACCIDENT STATISTICS BY BODY OF WATER

Body_Of_Water	#Accidents	#Injuries	#Fatalities	#Vessels
Braidwood Lake	1	1	1	1
Calumet River	1	1	0	2
Carlyle Lake	1	0	0	1
Clinton Lake	4	2	0	5
Crab Orchard Lake	1	0	0	1
East Fork Lake	1	0	0	3
Fox Lake	1	0	0	1
Fox River	1	0	0	2
Grass Lake	1	0	0	2
Illinois River	7	9	0	12
Jones State Lake	1	2	0	1
Kankakee River	1	1	0	1
Lake Marie	1	0	1	1
Lake Michigan	11	4	0	20
Lake Petersburg	2	2	1	3
Lake Shelbyville	4	1	0	5
Lake Vermilion	1	0	1	1
Lake Wood Estates	1	1	0	1
LaMoines River	1	0	1	1
LaSalle Lake	1	0	0	1
Lincoln Lake	1	1	0	1
Mill Creek Lake	1	1	0	1
Mississippi River	7	11	5	8
Pecatonica River	1	0	0	2
Rend Lake	1	0	1	1
Retention Pond	1	0	1	1
Rock River	4	3	2	5
Sanitary and Ship Canal	1	4	0	1
Spoon Lake	1	1	0	1
Strip mine lake	1	1	0	1
Vandalia Lake	1	1	0	1
Vermilion River	2	3	0	2
Total	**65**	**50**	**14**	**90**

BODY OF WATER BROKEN DOWN BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Braidwood Lake					
	Will County	1	1	1	1
	Subtotal	**1**	**1**	**1**	**1**
Calumet River					
	Cook County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Carlyle Lake					
	Clinton County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Clinton Lake					
	Dewitt County	4	2	0	5
	Subtotal	**4**	**2**	**0**	**5**
Crab Orchard Lake					
	Williamson County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
East Fork Lake					
	Richland County	1	0	0	3
	Subtotal	**1**	**0**	**0**	**3**
Fox Lake					
	Lake County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Fox River					
	Kane County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Grass Lake					
	Lake County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Illinois River					
	Grundy County	3	2	0	5
	LaSalle County	3	6	0	5
	Scott County	1	1	0	2
	Subtotal	**7**	**9**	**0**	**12**
Jones State Lake					
	Saline County	1	2	0	1
	Subtotal	**1**	**2**	**0**	**1**
Kankakee River					
	Grundy County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Lake Marie					
	Lake County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Lake Michigan					
	Cook County	10	4	0	19
	Lake County	1	0	0	1
	Subtotal	**11**	**4**	**0**	**20**

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Lake Petersburg					
	Menard County	2	2	1	3
	Subtotal	**2**	**2**	**1**	**3**
Lake Shelbyville					
	Moultrie County	1	1	0	1
	Shelby County	3	0	0	4
	Subtotal	**4**	**1**	**0**	**5**
Lake Vermillion					
	Vermillion County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Lake Wood Estates					
	Vermillion County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
LaMoines River					
	Schuyler County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
LaSalle Lake					
	LaSalle County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Lincoln Lake					
	Grundy County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mill Creek Lake					
	Clark County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mississippi River					
	Adams County	1	0	0	1
	Madison County	2	0	3	3
	Rock Island County	4	11	2	4
	Subtotal	**7**	**11**	**5**	**8**
Pecatonica River					
	Winnebago County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Rend Lake					
	Franklin County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Retention Pond					
	McHenry County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Rock River					
	Ogle County	2	2	0	2
	Rock Island County	2	1	2	3
	Subtotal	**4**	**3**	**2**	**5**
Sanitary and Ship Canal					
	Cook County	1	4	0	1
	Subtotal	**1**	**4**	**0**	**1**
Spoon Lake					
	Knox County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**

Body of Water Broken Down By County cont.

Waterway		**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Strip Mine Lake					
	Fulton County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Vandalia Lake					
	Fayette County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Vermillion River					
	LaSalle County	2	3	0	2
	Subtotal	**2**	**3**	**0**	**2**
Total		**65**	**50**	**14**	**90**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams	1	0	0	1
Clark	1	1	0	1
Clinton	1	0	0	1
Cook	12	9	0	22
De Witt	4	2	0	5
Fayette	1	1	0	1
Franklin	1	0	1	1
Fulton	1	1	0	1
Grundy	5	4	0	7
Kane	1	0	0	2
Knox	1	1	0	1
La Salle	6	9	0	8
Lake	4	0	1	5
Madison	2	0	3	3
McHenry	1	0	1	1
Menard	2	2	1	3
Moultrie	1	1	0	1
Ogle	2	2	0	2
Richland	1	0	0	3
Rock Island	6	12	4	7
Saline	1	2	0	1
Schuyler	1	0	1	1
Scott	1	1	0	2
Shelby	3	0	0	4
Vermilion	2	1	1	2
Will	1	1	1	1
Williamson	1	0	0	1
Winnebago	1	0	0	2
Total	**65**	**50**	**14**	**90**

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**
Clark County					
	Mill Creek Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Clinton County					
	Carlyle Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Cook County					
	Calumet River	1	1	0	2
	Lake Michigan	10	4	0	19
	Sanitary and Ship Canal	1	4	0	1
	Subtotal	**12**	**9**	**0**	**22**
Dewitt County					
	Clinton Lake	4	2	0	5
	Subtotal	**4**	**2**	**0**	**5**
Fayette County					
	Vandalia Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Franklin County					
	Rend Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Fulton County					
	Strip Mine Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Grundy County					
	Illinois River	3	2	0	5
	Kankakee River	1	1	0	1
	Lincoln Lake	1	1	0	1
	Subtotal	**5**	4	**0**	**7**
Kane County					
	Fox River	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Knox County					
	Spoon Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**

Counties Broken Down By Body of Water

County		#Accidents	#Injuries	#Fatalities	#Vessels
Lake County					
	Fox Lake	1	0	0	1
	Grass Lake	1	0	0	2
	Lake Marie	1	0	1	1
	Lake Michigan	1	0	0	1
	Subtotal	**4**	**0**	**1**	**5**
LaSalle County					
	Illinois River	3	6	0	5
	LaSalle Lake	1	0	0	1
	Vermillion River	2	3	0	2
	Subtotal	**6**	**9**	**0**	**8**
Madison County					
	Mississippi River	2	0	3	3
	Subtotal	**2**	**0**	**3**	**3**
McHenry County					
	Retention Pond	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Menard County					
	Lake Petersburg	2	2	1	3
	Subtotal	**2**	**2**	**1**	**3**
Moultrie County					
	Lake Shelbyville	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Ogle County					
	Rock River	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Richland County					
	East Fork Lake	1	0	0	3
	Subtotal	**1**	**0**	**0**	**3**
Rock Island County					
	Mississippi River	4	11	2	4
	Rock River	2	1	2	3
	Subtotal	**6**	**12**	**4**	**7**
Saline County					
	Jones State Lake	1	2	0	1
	Subtotal	**1**	**2**	**0**	**1**
Schuyler County					
	LaMoines River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Scott County					
	Illinois River	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**

Counties Broken Down By Body of Water cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Shelby County					
	Lake Shelbyville	3	0	0	4
	Subtotal	**3**	**0**	**0**	**4**
Vermillion County					
	Lake Vermillion	1	0	1	1
	Lake Wood Estates	1	1	0	1
	Subtotal	**2**	**1**	**1**	**2**
Will County					
	Braidwood Lake	1	1	1	1
	Subtotal	**1**	**1**	**1**	**1**
Williamson County					
	Crab Orchard Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Winnebago County					
	Pecatonica River	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Total		**65**	**50**	**14**	**90**

2013 Fatal Boat Accident Narratives

1. On October 13, 2012 approximately 1/4 mile south of boat ramp on Lake Vermilion witnesses found an unoccupied vessel running at full throttle on the lake. A short time later, the victim was found floating face up near shore deceased.

   Contributing Factors: Failure to Wear Engine Cut Off Lanyard
   Failure to Wear Personal Floatation Device (PFD)

2. On October 20, 2012 at approximately 6:00 am, an operator launched his vessel loaded with 6 passengers from the Shady Creek boat launch located in Iowa and traveled south into Illinois for the purpose of duck hunting. After crossing the channel, the operator altered his course to the south west and collided head-on with a concrete channel marker. The operator did not see the marker due to reduced visibility (dark and foggy) and because he was operating at a speed too fast for conditions. Two passengers died and 5 injured. The light located on top of the channel marker was operational.

   Contributing Factors: Careless/Reckless Operation
   Excessive Speed
   Weather

3. On October 21, 2012 the victim and a friend were out fishing on Rend Lake. Their boat ran out of gas and they decided to keep fishing and let the boat drift. At approximately 4:40 pm, the friend stated that she went to the stern of the boat to retrieve some fishing gear while the victim was in the bow of the boat. She said she turned back to the bow and watched the victim fall overboard, off the starboard side. The friend stated she rushed to the bow and saw the victim come to the surface. She attempted to reach for the victim, who was unresponsive and sank back out of her reach. She drifted about 20 minutes before another boat came by and she was able to get help. Conservation Police were notified and began mobilizing sonar to locate the missing subject. The victim was located on sonar later the following day and recovered by divers.

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

4. On March 30, 2013 a single vessel boat accident involving two persons occurred at the north end of Braidwood Lake at 4:16 pm. While operating the boat towards the north boat launch, the occupants noticed an anchor was still out and fastened by line to the rear of the boat. The victim leaned to the far rear right side of the boat and attempted to pull the anchor into the boat while still underway. Water immediately entered the boat from the right rear causing the boat to sink within a matter of seconds. Two fishermen rescued one subject (who was wearing a PFD) and the victim (who was not wearing a PFD positioned face down in the water). The victim was not breathing when they pulled him into their boat. Both subjects were transported to Riverside Hospital in Kankakee. The victim was unconscious and on life support to aid his breathing. He was later taken off life support because of severe brain damage due to lack of oxygen and died. The cause of death was Anoxic Encephalopathy. The other subject was treated for hypothermia/exposure and was released.

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

5. On April 6, 2013 a double fatal boat accident took place on the Mississippi River in the area of Mile Marker 60. A third occupant was rescued from the water wearing a life jacket by two barge workers approximately 1/4 mile downstream from the accident location. The occupants had decided to fish and threw out an anchor off the stern when the anchor rope became entangled in the prop. The operator tried to cut the rope off of the prop when the boat started to take on water from over the sides due to 30 to 40 MPH winds and 2 to 4 foot waves. The boat began to sink from the stern; lifting the bow up and out of the water. All three male subjects were thrown out of the watercraft and the victims were last seen swimming towards the shore line. The third occupant was the only occupant wearing a PFD and he sustained no injuries from the accident. Two male subjects were located a few weeks later. One victim was found in south St Louis. The other victim was recovered downstream near Cape Girardeau. Conservation Police have located the submerged watercraft, but are unable to recover the watercraft.

   Contributing Factors: Improper Anchoring
   Hazardous Waters
   Weather
   Failure to Wear Personal Floatation Device (PFD)

6. On May 11, 2013 at approximately 6:00 pm, the victim and four friends launched a boat on the La Moines River. The boat was a non powered, aluminum twelve foot jon boat. The boat was launched from the Scott's Mill Road Bridge. During the float downriver, the entire group was consuming alcohol. The victim was the operator of the boat using an oar to keep the boat floating in the middle of the river. The boat's equipment comprised of two oars (one broken), and two wearable life jackets. At approximately 9:30 pm, the boat struck a branch / log obstruction in the middle of the river. Due to high water and swift current, the boat was pushed sideways against the branch / log obstruction. The occupant’s weight shifted causing the boat to capsize, fill with water and sink. The occupants managed to swim to shore except for the victim. The group called for the victim for approximately thirty minutes to no avail. They then walked through timber and fields for approximately forty five minutes to an hour to reach a farmhouse and summon first responders to the scene. Recovery operations were conducted on the La Moines River by Illinois Conservation Police, Morgan County Search & Rescue and various volunteers for the victim. On 05/17/13 at approximately 12:25 PM, the victim's body was located.

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

7. On June 28, 2013 at approximately 7:30 pm, the victim left his residence for an evening fish trip. At approximately 8:30 p.m. his wife became concerned when she saw his boat unoccupied across the lake from their home. She alerted her neighbor who proceeded to the watercraft location. At approximately 8:45 pm, the victim was discovered floating face down in the water and entangled in fishing line that was still attached to a fishing pole in the watercraft. The cause of death was determined to be drowning. Victim had ischemic heart disease that may have contributed to his fall overboard.

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

8. On July 7, 2013 at approximately 4:20 pm, two personal watercrafts (PWC) were seen operating on the Rock River above the Steel Dam. The PWC operators were operating in a restricted area (posted with signs and buoys) 50 to 100 yards above the dam. A witness saw the two PWC's operating horizontal to the dam. The witness saw the two stop and talk to each other and then operate over the low head dam. Both operators operated around below the dam for a few minutes and then attempted to operate upstream. The operator of vessel 2 attempted to go back up over the dam, but the PWC flipped and ejected him into the boil. Vessel 1 attempted to pull the operator of vessel 2 from the water. Vessel 1 also capsized and ejected the operator into the boil. The operator of vessel 2 was able to hold on to a floating tree until he was rescued. The vessel 1 operator went under the water and drowned. He was recovered deceased downstream. The operator of vessel 2 was rescued by multiple agencies. He was transported to a local hospital where he was treated and later released. The operator of vessel 2 admitted that prior to this incident; he had operated his PWC over the low head dam. He was issued a citation for reckless operation of a watercraft and operating a watercraft in a restricted area.

   Contributing Factors: Careless/Reckless Operation
   Rules of Road Infraction
   Dam/Lock
   Failure to Wear Personal Floatation Device (PFD)

9. On July 8, 2013 at approximately 7:28 pm, the Harvard Police Department responded to a report of kids screaming at a retention pond. There were three male children (ages 12, 12, 10) fishing out of a canoe which had flipped over when they all leaned to one side. One 12 year old was unable to swim and drowned. Both of the other occupants tried to save the first, but he was thrashing his arms and they were forced to let go when they began taking water into their mouths. The 10 year old swam to shore and ran to call for help. The other 12 year old was rescued by a neighbor.

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

10. On August 3, 2013 at approximately 3:15 pm, Conservation Police received information that a boat accident had occurred on the Rock River. At approximately 4:15 pm, Conservation Police arrived at Veterans Memorial Park in Moline. The victim had sustained serious injuries and was transported to Illini Hospital in Silvis. The victim dove off of his watercraft and sustained a broken neck. The victim had been flown to a Peoria hospital where he was pronounced dead.

    Contributing Factors: Alcohol Impairment
    Departed Vessel Voluntarily

11. On August 9, 2013 vessel 1 (recreational vessel) was anchored in the Mississippi River and fishing. A video showed one person on board fishing for catfish. Vessel 2 (commercial vessel) was moving downstream at approximately 6 miles per hour. At approximately 2:15 am, another tug, contacted vessel 2 to advise he had a recreational boat lodged in the front of his barges. Deck crew from vessel 2 immediately went to the front of the barges and confirmed the presence of an unoccupied recreational boat, vessel 1. The pilot of vessel 2 continued until he reached the slower water in the Chain of Rocks Canal. Once in the slower water, deck crew secured lines to vessel 1. Vessel 2 backed off the throttle to dislodge vessel 1 from the front of the barges. Once separated, vessel 1 was pulled alongside vessel 2 and secured. Vessel 2 immediately contacted the US Coast Guard to report the incident. Alton Fire, St. Louis Fire, Missouri Water Patrol, and US Coast Guard initially responded to the incident. Alton Fire Department located a driver's license and personal effects belonging to the victim of the vessel. A friend of the victim stated that the victim had been fishing through the night and was last heard from around 1:00 am. On August 10, 2013 at approximately 1:10 pm, the body of the victim was discovered by Conservation Police. The body was found floating in the Mississippi River a few hundred yards north of Chouteau Island. The Madison County Coroner listed drowning as cause of death.

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

12. On September 17, 2013 at approximately 6:46 pm, a boat accident occurred on Lake Marie in the Fox Chain O' Lakes. The victim had fallen off a boat while he and his juvenile daughter were attempting to make their way to shore after the boat experienced mechanical failure. The victim became submerged and did not resurface. His daughter then called 911 and Lake County Sheriff's Department arrived on scene. After searching the area with side scan sonar, an unconfirmed object was found. Divers were sent in shortly after and recovery was made at 10:54 pm.

    Contributing Factors: Alcohol Impairment
    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.

State of Illinois
Department of Natural Resources

ILLINOIS Boat REGISTRATION & SAFETY ACT INFORMATION

This is only a guide to the highlights of the Illinois Boat Registration and Safety Act. The entire Act may be found in the Illinois Compiled Statutes, Chapter 625 at the following link; http://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=1826&ChapterID=49 . More complete information is available from Department of Natural Resources Law Enforcement personnel. The information in this brochure is based on laws in effect as of April 1st, 2013 and is subject to change.

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How to Register and Title Your Boat

To register your boat, you must submit a boat application, required documents and the appropriate fee (see page 2-4 for registration requirements). Applications are available from Department of Natural Resources offices, boat dealers or on-line at http://www.dnr.illinois.gov
If you have any questions regarding registration and titling, call: 217-557-0180 or 1-800-382-1696. Credit card holders can renew their boat registration by calling: **1-866-867-3542 (1-866-TO-RELICENSE).** Have your credit card, current registration certificate and a pen and paper ready before making the call or going on-line. These convenient services allow you to renew your boat registration 24 hours a day, 7 days a week.

Prepare with Safety Education

Boat safety education is a positive move toward a safe and enjoyable boating future. Enroll in a Boat Safety Course now. For information on class locations call:
1-800-832-2599

Definitions

Vessel or Watercraft means every description of watercraft, used or capable of being used as a means of transportation on water, except a seaplane on the water, air mattress or similar device, and boats used for concession rides in artificial bodies of water designed and used exclusively for such concessions.
Motorboat means any vessel propelled by machinery, whether or not such machinery is the principal source of propulsion.
Non-Powered Watercraft means any canoe, kayak, kiteboard, paddleboard, float tube, or watercraft not propelled by sail, canvas, or machinery of any sort. **Note: The Department of Natural Resources does not define inner tubes or other swim type inflatable tubes as Non-Powered Watercraft, thus they are not subject to the Boat Safety & Registration Act.**
Personal Watercraft means a vessel that uses an inboard motor powering a water jet pump as its primary source of motor power and that is designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than the conventional manner of sitting or standing inside the vessel, and

includes vessels that are similar in appearance and operation but are powered by an outboard or propeller driven motor.

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

Sailboat means any watercraft propelled by sail or canvas, including sailboards.

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

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

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

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

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

Application and Jurisdiction The Department shall, for the purposes of this Act, have full and complete jurisdiction of all waters within the boundaries of the State of Illinois.

Inspection, Enforcement & Prosecutions

Agents of the Department of Natural Resources or other duly authorized police officers may board and inspect any watercraft at any time for the purpose of determining compliance with this Act.

Resistance to Officers

It is unlawful for any person to resist or obstruct any officer or employee of the Department in the discharge of his duties under the provisions hereof. It is unlawful for the operator of a watercraft, having been given a signal by a conservation police officer, sheriff, deputy sheriff, or other police officer directing the operator of the watercraft to a stop, to willfully fail or refuse to obey the direction, to increase speed, to extinguish lights, or otherwise flee or attempt to elude the officer. The signal given by the officer may be by hand, voice, sign, siren, or blue or red light.

Registration and Titling

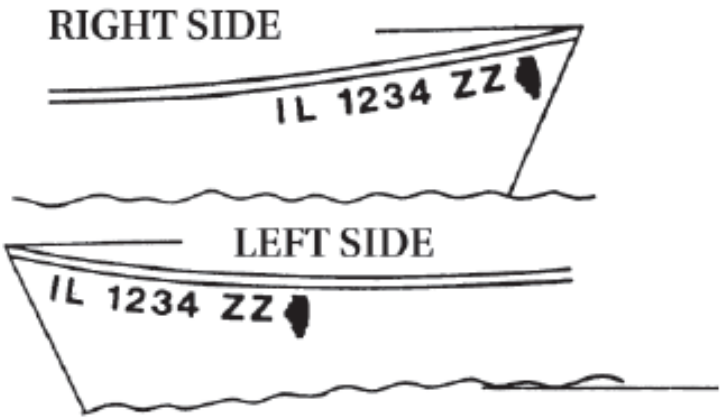
Boats which must be registered and titled: All watercraft operated on the waters within the jurisdiction of this state shall be registered and titled. **Boats exempted from registration and titling:** Watercraft shall not be required to be registered and titled under this Act if it is:

- A watercraft which has a valid marine document issued by the United States Coast Guard, **EXCEPT THAT** any such documented vessel used upon the waters of this State for more than 60 days in any calendar year shall be registered in compliance with this Act.
- Already covered by a number in full force and effect from another state, if such boat will not be within this State for a period in excess of 60 consecutive days.
- A watercraft from a country other than the United States temporarily using the waters of the State.
- A watercraft owned by the United States, a state or subdivision thereof, used solely for official purposes, and clearly identifiable.
- A vessel used **exclusively** as a ship's lifeboat.
- Watercraft while competing in any race **approved by the Department**, or if the watercraft is designed and intended solely for racing while engaged in navigation that is incidental to preparation of the watercraft for the race. Preparation of the watercraft for the race may be accomplished **only after obtaining the written authorization of the Department**.
- Non-powered watercraft as defined above

Registration – Title Application The owner of each watercraft requiring registration and titling by this State shall file a watercraft application with the Department. The application shall be signed by the owner of the boat, and shall be accompanied by the required documents. Registration and/or titling is based upon the following; **New boats**: you must surrender the original properly endorsed Manufacturer's Certificate of Origin; **Boats previously registered or titled in another state**; you must surrender the owner's registration certificate and/or title; **Illinois titled boats**: you

must surrender the owner's Illinois title and appropriate fee. **Warning:** Boats purchased new or used from out of state dealers, manufacturers or lending institutions are subject to tax. You must contact the Illinois Department of Revenue at 1-800-732-8866 for instructions before submitting an application.

Registration Number Display The owner of the watercraft shall paint on or attach to both sides of the bow (front) of the boat the registration number, which shall be of block characters at least 3 inches in height. The figures shall read from left to right, be of contrasting color to their background and be maintained in a legible condition. No other numbers shall be displayed on the bow. A space shall be provided between the letters "IL" and the assigned number and another space between the assigned number and the letters which follow. A vessel that is covered by a valid marine document must display current expiration decals, but is exempt from the requirement to display an Illinois registration number. **Operators of non-powered watercraft, such as jon boats, canoes and kayaks are not required to obtain Illinois registration numbers, but instead shall purchase a Water Usage Stamp. Note:** For Federally documented vessels, the Illinois registration decals are to be displayed on either side of the Federally documented name of the vessel.



Hull Identification Number (HIN) Boats manufactured after 1972 will have a hull identification number consisting of 12 characters normally found on the outboard side of the transom, or if there is no transom, to the outermost starboard side at the end of the hull that bears the rudder or other steering mechanism above the water line. The HIN may be carved, burned, stamped, embossed, or otherwise permanently affixed in such a way that alteration, removal or replacement would be obvious or evident. **No person may possess a watercraft that has the HIN removed, defaced or obliterated.**

Water Usage Stamp Any person using a non-powered watercraft on the waters of this State shall have a valid water usage stamp affixed to an area easily visible either on the exterior or interior of the device. Each water usage stamp shall bear the calendar year the stamp is in effect. The fee for a water usage stamp is $6 per stamp plus vendor fees for the first 3 stamps. Any person who purchases more than 3 water usage stamps receives each subsequent stamp for $3 each plus vendor fees if purchased together as part of the same transaction.

Boat Equipment

The Illinois Boat Registration and Safety Act provides that the following equipment will be provided in various classes of boats:

- ***Personal Flotation Devices (life preservers)*** It is unlawful to operate any watercraft unless at least one U.S. Coast Guard approved PFD of the following types or their equivalent is on board for each person: **Type I, Type II or Type III (wearable PFDs).** The PFD requirement does not apply to sailboards.
  Any watercraft 16 feet or more in length, except a canoe or kayak, must have at least one Type IV (throwable) U.S. Coast Guard approved PFD or its' equivalent on board, in addition to the PFDs required above.

  When assisting a person on water skis, aquaplane, or similar device, there must be one U.S. Coast Guard approved PFD on board the watercraft for each person being assisted or towed, or worn by the person being assisted or towed. NOTE: A ski belt is not a U.S. Coast Guard approved PFD.

  - Type I and II personal flotation devices are designed to turn an unconscious person in the water

from a face downward position to a vertical or slightly backward position.

- Type III personal flotation device is designed to keep a conscious person in a vertical or slightly backward position. A Type III is not required to turn an unconscious person to a face up position in the water but will maintain a stable face up attitude once a person assumes that position.
- Type IV personal flotation device is designed to be thrown to a person in the water and not worn.
- Type V personal flotation device is approved for restricted use and may be used in lieu of the Type I, II or III PFD only when used in the activity for which it is approved.

The type and USCG approval information will be found on the device label. All such PFDs mentioned in this section must be readily accessible in serviceable condition, of an appropriate size for who it is intended, and legibly marked with the USCG approval number.

No person may operate a personal watercraft or specialty prop-craft unless each person aboard is wearing a Type I, Type II, Type III or Type V PFD approved by the United States Coast Guard.

No person may operate a watercraft under 26 feet in length unless a Type I, Type II, Type III, or Type V personal flotation device is being properly worn by each person under the age of 13 on board the watercraft at all times in which the watercraft is underway; however, this requirement shall not apply to persons who are below decks in totally enclosed cabin spaces. This provision shall not apply to a person operating a watercraft on private property.

- ***Lanyards or Engine Cut-off Devices***
  No person may operate any motor boat, including a personal watercraft or specialty prop-craft, equipped with an engine cut-off switch while the engine is running and the motorboat is underway, without verifying that the engine cut-off switch is operational and fully-functional and: (1) the engine cut-off switch link is properly attached to his or her person, clothing or worn PFD, as appropriate for the specific vessel; or (2) activating the wireless cut-off system. For the purposes of this section, "Engine cut-off switch link" means the lanyard or wireless cut-off device used to attach the motorboat operator to the engine cut-off switch installed on the motorboat. "Engine cut-off switch" means an operational emergency cut-off engine stop switch installed on a motorboat that attaches to a motorboat operator by an engine cut-off switch link

- ***Lights*** Every vessel shall carry and display when underway between the hours of sunset and sunrise such lights as shall be required by the United States Coast Guard for watercraft of equivalent length and type. The U.S. Coast Guard Navigation Rules, International-Inland encompasses lighting requirements for every description of watercraft. The information provided here is intended for power-driven and sailing vessels less than 20 meters.
  - ***Power-Driven Vessels***

  Power-driven vessels of less than 20 meters, shall exhibit navigation lights as shown in Figure 2. Vessels of less than 12 meters in length, may show the lights in either Figure 1 or Figure 2 (see following page). Sailing vessels operating under machinery, or under sail and machinery, are considered power-driven and must display the lights prescribed for a power-driven vessel.

Figure 1

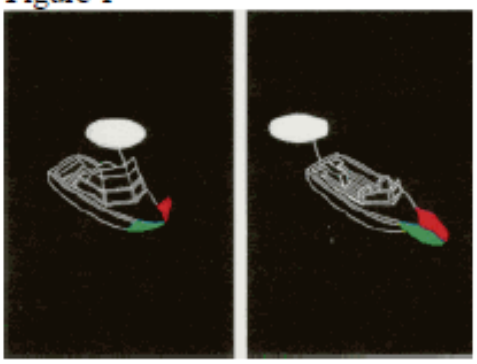
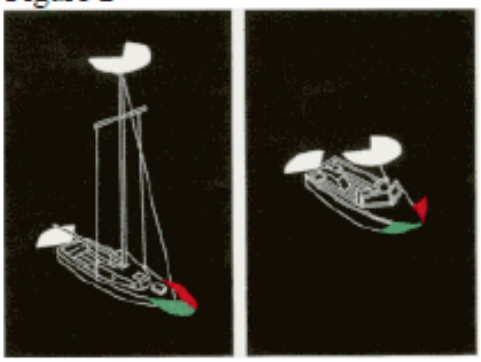


Figure 2



➢ *Sailing Vessels & Vessels Under Oars*

Sailing vessels less than 20 meters shall exhibit navigation lights shown in Figure 3 or 4 or may be combined in a single lantern carried at the top of the mast as shown in the right image of Figure 5. Sailing vessels less than 7 meters may carry an electric torch or lighted lantern showing a white light to be displayed in sufficient time to prevent collision (see Figure 6), if practicable, the lights prescribed for sailing vessels less than 20 meters should be displayed.

Vessels under oars may display the lights prescribed for sailing vessels, but if not, must have ready at hand an electric torch or lighted lantern showing a white light to be shown in sufficient time to prevent collision (see Figure 6).

Figure 3

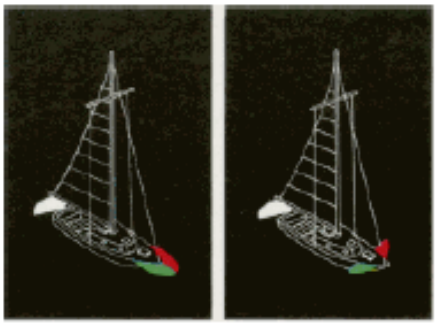


Figure 4

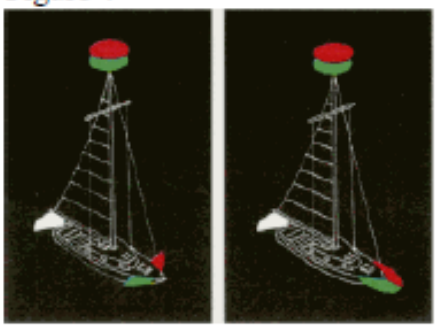


Figure 5

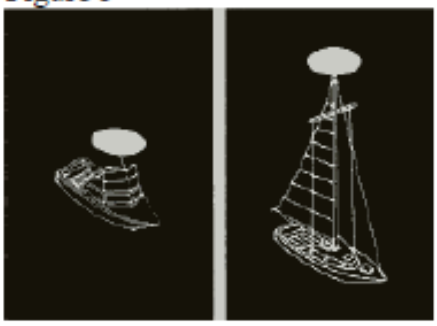
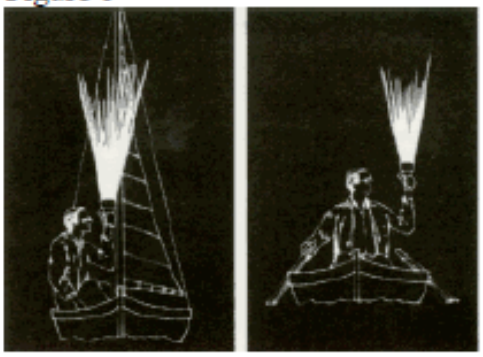


Figure 6



➢ *Lights For Anchored Vessels*

Power-driven vessels and sailing vessels at anchor must display anchor lights. An anchor light for a vessel less than 20 meters in length is an all-round white light visible for 2 miles exhibited where it can best be

seen (see Figure 5) Vessels less than 7 meters are not required to display anchor lights unless anchored in or near a narrow channel, fairway or anchorage or where other vessels normally navigate.

- ***Mufflers*** All motorboats shall be equipped and maintained with an effective muffler or underwater exhaust system. An effective muffler or underwater exhaust system is one which does not produce sound levels that create excessive or unusual noise, or sound levels that are in excess of 90 decibels when subjected to a stationary sound level test or 75 decibels when in operation on the waters of this State. A motorboat tuned up for or participating in official trials for a sanctioned race or regatta conducted under a permit, or a motorboat being operated by a boat or marine engine manufacturer for the purpose of testing or development are exempt from this requirement. Any person who operates any motorboat upon the waters of this State shall be deemed to have given consent to the test or tests prescribed by the Department to determine if the motorboat is in compliance.
- ***Whistles*** It is unlawful to operate a motorboat without a mouth, hand, or power operated whistle, horn, or other appliance capable of producing a blast of 2 seconds or more duration and audible for at least one-half mile. This regulation applies to all motorboats, regardless of size or motor.
- ***Fire Extinguisher*** It is unlawful to operate any motorboat equipped with an internal combustion engine anywhere in this State without at least one U.S. Coast Guard approved fire extinguisher so placed as to be readily accessible and in such condition as to be ready for immediate and effective use.
- ***Carburetor Arrestors*** Except for outboard motors, all motorboats shall be fitted with a Coast Guard approved device for arresting back fire.
- ***Ventilators*** Except for open boats, all motorboats using fuel having a flashpoint of 110 degrees Fahrenheit or less shall have at least 2 ventilator ducts, fitted with cowls or their equivalent, for the efficient removal of explosive or flammable gases from the bilges of every engine and fuel tank compartment. There shall be at least one exhaust duct installed so as to extend from the open atmosphere to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor air intake. The cowls shall be located and trimmed for maximum effectiveness and in such manner so as to prevent displaced fumes from being recirculated.
- ***Siren and Flashing Lights*** The use of sirens or flashing lights shall be unlawful except on duly designated patrol boats, and such sirens or flashing lights used in violation of the Boating Act shall be considered a public nuisance and subject to confiscation and disposal as determined by a competent court of jurisdiction.
- ***Battery Covers*** Storage batteries shall be provided with suitable supports and secured against shifting. Batteries shall be equipped with nonconductive shielding means to prevent accidental shorting.
- ***Sealing of Marine Heads*** No marine head (toilet) on any watercraft used upon waters of this state may be so constructed and operated as to permit the discharge of any sewage into the waters directly or indirectly.
- ***Visual Distress Signals*** It is unlawful to operate any watercraft on the waters of Lake Michigan without having onboard visual distress signals as required and approved by the U.S. Coast Guard, so placed as to be readily accessible and in such condition as to be ready for immediate and effective use. (Note: The U.S. Coast Guard requires visual distress signals on all vessels whose length is 16 feet or greater being operated during the day.)

Operation of Boats

- ***Careless Operation*** No person shall operate any watercraft in a careless or heedless manner as to endanger any person or property, or at a rate of speed greater than

will permit him, in the exercise of reasonable care, to bring the watercraft to a stop within the assured clear distance ahead.

- ***Reckless Operation*** No person shall operate any watercraft, specialty prop-craft, personal watercraft or manipulate any water skis, aquaplane, or similar device in such a manner as to willfully or wantonly endanger the life, limb or property of any person, to weave through congested traffic, to jump the wake of another vessel unreasonably or unnecessarily close to the other vessel or when visibility around the other vessel is obstructed, to wait until the last possible moment to swerve to avoid collision, or operate any watercraft so as to approach or pass another watercraft in such a manner or at such a rate of speed as to create a hazardous wake or wash. A person convicted of committing a violation of this section shall be guilty of aggravated reckless operation of a watercraft if the violation of this Section resulted in great bodily harm or permanent disability or disfigurement of another, when the violation was a proximate cause of the injuries.
- ***Interference with Navigation*** No person shall operate any watercraft in a manner which unreasonably or unnecessarily interferes with other watercraft or with the free and proper navigation of the waterways of the State. Anchoring under bridges or in heavily traveled channels constitutes such interference if unreasonable under the prevailing circumstances.
- ***Overloading*** No motorboat may be loaded with passengers or cargo beyond its safe carrying capacity taking into consideration weather and other existing operating conditions. Water skiers, tubers, parasailers, or other persons towed by the motorboat shall be considered part of the total number of passengers and cargo allowed by a watercraft's capacity plate for the purpose of determining a motorboat's carrying capacity. Every vessel less than 26 feet in length, designed to carry 2 or more persons and to be propelled by machinery as its principal source of power or designed to be propelled by oars shall, if manufactured or offered for sale in this State, have affixed permanently thereto by the manufacturer a capacity plate as required by this Section.
- ***Incapacity of Operator*** The owner of any motorboat or any person having such in charge or in control shall not authorize or knowingly permit the same to be operated by any person who by reason of physical or mental disability is incapable of operating such motorboat under the prevailing circumstances.
- ***Overpowering*** No motorboat shall be equipped with any motor or other propulsion machinery beyond its safe power capacity taking into consideration the type and construction of such motorboat and other existing operating conditions.
- ***Passing*** When two boats are approaching each other "head on" or nearly so (so as to involve risk of collision), each boat must bear to the right and pass the other boat on its left side.
- ***Crossing*** When boats approach each other at right angles, the boat approaching on the right side has the right of way.
- ***Overtaking*** One boat may overtake another on either side but must grant right of way to the overtaken boat.
- ***Sailboats and Rowboats*** When a motorboat is approaching a boat propelled solely by sails or oars, the motorboat must yield the right of way to the sailboat or rowboat except, when a large craft is navigating in a confined channel, the large craft has the right of way over a boat propelled solely by oars or sails.
- ***Restricted Areas*** No person shall operate a motorboat in a water area which has been clearly marked by buoys or signs as a bathing, fishing or otherwise restricted area, except in the manner prescribed by the buoys or signs marking the area. In areas designated as "No Wake" areas, no motorboat underway shall exceed 5 miles per hour while in the posted "No Wake" area.

- ***Slow – No Wake Areas*** A wake is defined as a movement of the water created by a boat underway great enough to disturb a boat at rest, but under no circumstances shall a boat underway exceed 5 miles per hour while in a posted "No Wake" area. In addition, no person shall operate a watercraft within 150 feet of a public launching ramp owned, operated or maintained by the Department or a political subdivision of the State at greater than a "No Wake" speed. Posting of the areas is not required.
- ***Water Skiing*** When towing a person on water skis, aquaplane or similar device, the towing vessel must have a capacity of at least three persons and must be occupied by at least two competent people. It is unlawful to water ski from the period of one-half hour after sunset to one-half hour prior to sunrise. All persons being towed are considered part of the watercraft's carrying capacity.
- ***Diving*** No watercraft shall be operated within 150 feet of a diving flag, except for watercraft directly associated with the diving activity.
- ***Operating Under the Influence (OUI)*** No person shall operate a watercraft while under the influence of alcohol or any other drug to the degree which renders him/her incapable of safely operating such watercraft, or who has any amount of a drug, substance, or compound in his/her blood or urine resulting from the unlawful use or consumption of cannabis as defined in the Cannabis Control Act or a controlled substance listed in the Illinois Controlled Substance Act.
- ***Unlawful Operation at Night*** No person shall operate a personal watercraft or a specialty prop craft between the hours of sunset and sunrise.
- ***Passenger Location*** No person operating a motorboat shall allow a person in the motorboat to ride or sit on the gunwales, tops of seat backs, or on the decking over the bow or stern of the motorboat while the motorboat is underway, unless the person is inboard of guards or rails provided on the motorboat to prevent passengers from being lost overboard. Nothing in this section shall be construed to prohibit entry upon the decking over the bow or stern of the motorboat for the purpose of anchoring, mooring, or casting off or some other necessary purpose nor to prohibit customary practices while lawfully engaged in commercial fishing under the provisions of the Fish and Aquatic Life Code or hunting and trapping under the provisions of the Wildlife Code. These provisions shall not apply to the driver of the boat, a person while fishing or to a person on private property.
- ***Age of Operator***
  - No person under 10 years of age may operate a motor boat.
  - Persons at least 10 years of age and less than 12 years of age may operate a motorboat only if:
    1) they are accompanied on the motorboat and under the direct control of a parent or guardian, or
    2) a person at least 18 years of age designated by a parent or guardian.
  - Persons at least 12 years of age and less than 18 years of age may operate a motorboat only if:
    1) they are accompanied on the motorboat and under the direct control of a parent or guardian or
    2) a person at least 18 years of age designated by a parent or guardian or
    3) such motorboat operator is in possession of a Boating Safety Certificate issued by the Department of Natural Resources, Division of Education or a valid certificate issued by another State, a province of the Dominion of Canada, the United States Coast Guard Auxiliary or the United States Power Squadron.

Violations of this Section done with the knowledge of a parent or guardian shall be deemed a violation by the parent or guardian and Safety Act.

- ***Operation of Watercraft Upon the Approach of an Authorized Emergency Watercraft***
  Upon the immediate approach of an authorized emergency watercraft making use of rotating or flashing visual signals and lawfully making use of a visual signal, the operator of every other watercraft shall yield the right of way and shall immediately reduce the speed of the watercraft, so as not to create a wake, and shall yield way to the emergency watercraft, moving to the right to permit the safe passage of the emergency watercraft, and shall stop and remain in that position until the authorized emergency watercraft has passed, unless otherwise directed by a police officer.

  Upon approaching a stationary authorized emergency watercraft, when the authorized emergency watercraft is giving a signal by displaying rotating or alternately flashing red, blue, red and white, red and blue, or red in combination with white or blue lights, a person operating an approaching watercraft shall proceed with due caution at no wake speed and yield the right of way by moving safely away from that authorized emergency watercraft, proceeding with due caution at a no wake speed with due regard to safety and water conditions, maintaining no wake speed until sufficiently away from the emergency watercraft so as not to create a wake that would otherwise rock or otherwise disturb the authorized emergency watercraft.

A person who violates this Section commits a business offense punishable by a fine of not less than $100 or more than $10,000. It is a factor in aggravation if the person committed the offense while under the influence of alcohol and/or drugs.

If a violation of this Section results in damage to the property of another person, in addition to any other penalty imposed, the person's watercraft operating privileges shall be suspended for a fixed period of not less than 90 days and not more than one year.

If a violation of this Section results in injury to another person, in addition to any other penalty imposed, the person's watercraft operating privileges shall be suspended for a fixed period of not less than 180 days and not more than 2 years.

Boat Accident Reports

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 results 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.

***NEW LAW EFFECTIVE JANUARY 1, 2013*:**
Operators of motorboats involved in a boating accident resulting in serious injury or death must submit to chemical testing (breath, blood, or urine) upon request by the investigating law enforcement officer. Failure to submit to requested testing or submitting to testing but failing such testing, shall result in a suspension of the motorboat operators

Illinois driver's license by the Illinois Secretary of State.

Suspension Provisions

A person's privileges to operate a watercraft may be suspended for a period of 1 to 3 years for violations of operating under the influence, careless or reckless operation, or failure to report an accident. Further, it shall be unlawful for any person to operate a watercraft when their privileges have been suspended or revoked in this state, or by another state, a federal agency, or a province of Canada.

How Do I Report A Boating Violation or Boat Accident?

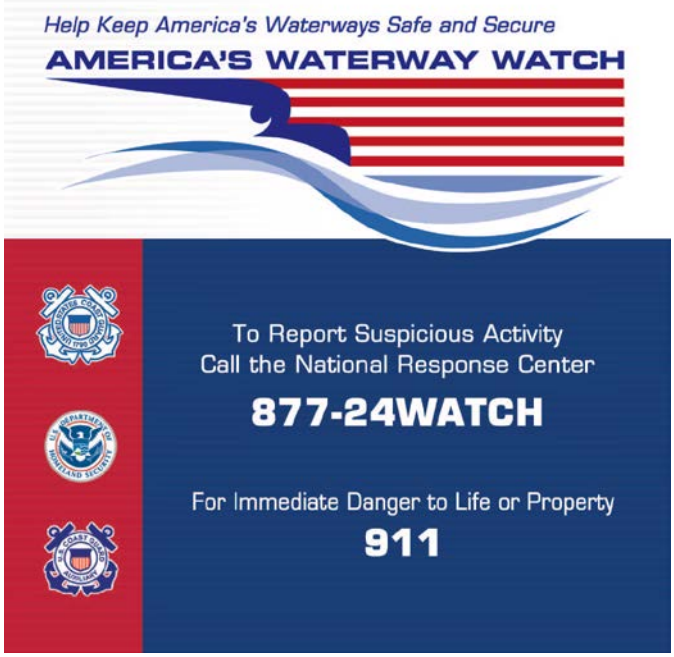
Illinois Conservation Police Officers (CPO's) are dispatched by your local Illinois State Police District HQ dispatch center. If you have a serious boating violation or boat accident to report, dial "911" immediately. Otherwise, contact your local Illinois State Police District HQ dispatch center for assistance in contacting a Conservation Police Officer. A listing of Illinois State Police Districts can be found at http://www.isp.state.il.us/

Boating questions can also be directed to the
ILLINOIS DEPARTMENT OF NATURAL RESOURCES -OFFICE OF LAW ENFORCEMENT ADMINISTRATIVE OFFICE
One Natural Resources Way
Springfield, IL 62702-1271
(217) 782-6431

TDD: 217/782-9175
Ameritech Relay Number: 1-800-526-0844

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

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.