ILLINOIS DNR

BOATING REPORT

2015

Compiled by Federal Fiscal Year 2015

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

FOREWORD

Boating Report 2015 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 2015 (FFY15) (10/01/2014 – 09/30/2015), excluding the registered boats, which is based on calendar year 2015. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions which investigate recreational boating accidents and enforce boating laws in the State of Illinois.

Boating Report 2015 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 Illinois Boating Digest has been posted on the IDNR website at http://www.dnr.illinois.gov/boating/Documents/BoatDigest.pdf**.** 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 2015 (FFY15) (10/01/2014 – 09/30/2015), excluding the registered boats, which is based on calendar year 2015. 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.

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 occurs during accidents that only involve unmodified inner tubes.
- Casualties or damage that occurs when the only vessel(s) involved are being used solely for governmental, commercial or criminal activity.
- Casualties or damage that occurs 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 2015 (FFY15) (10/01/2014 – 09/30/2015), excluding the registered boats, which is based on calendar year 2015

- Illinois saw a slight decrease in reportable accidents investigated from the previous year. There were 74 accidents, resulting in 49 injuries and 14 fatalities. The five year average is 84 accidents, 58 injuries and 18 fatalities. Accidents, injuries and fatalities remained below the 5 year average. Overall, boaters experienced poor weather and flooding during the spring; with normal water levels throughout the summer.

- The Illinois Department of Natural Resources recorded 42,379 personal service hours worked on the Recreational Boating Safety Program. This was a 9% increase from the total hours worked on the program in FFY 2014 (38,274 hours). The Office of Law Enforcement saw a 7% decrease in hours worked on-the-water from 16,209 to 15,069. However, FFY 2015's on-the-water hours were higher than the 5 year average of 14,853 hours.

- Boating enforcement activity by the Illinois Conservation Police saw a decreased in the total number of citations and written warnings issued FFY 2015 from the previous year. Citations decreased from 1,504 to 1,415 (5%) and written warnings decreased from 5,127 to 4,518 (11%). Operating under the influence arrest increased from 159 to 179 (11%). Personal floatation device and operating under the influence remained the top boating violations cited by officers. The early flooding and training new recruits during the academies may have played a part in the overall reduction of on-the-water hours and a decrease in enforcement activities. However, officers continued to concentrate on OUI enforcement as evident with the increase of OUI arrests.

- The total number of registered boats continues to decline from 270,116 last year to this 252,094 year.

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

- 14 people died in 13 Illinois boating accidents.
- 8 fatalities occurred during the week and 6 on the weekend
- 11 fatalities with clear conditions and 11 with calm waters.
- The winds were light to moderate (12) with good visibility (12)
- In the majority of fatalities, the operators had no formal boat safety education (13).
- 6 out of 14 fatalities involved alcohol/drug impairment
- 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, 13 may have survived if they had worn their PFDs.

- 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
2014	77	54	20	98	252,094	6.3	16	159	1,504	5,127	38,275
2015	74	49	14	69	233,062	4.4	14	155	1,415	4,518	42,379
Total	**5,866**	**3,618**	**1,314**	**7,822**	**9,014,586**	16.5	**790**	**3,102**	**22,458**	**45,625**	**442,712**

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	179	125	30	214	556,253	9	27	310	3,268	9,956	55,742
Avg 10-19	88	61	17	112	285,281	5	14	138	1,460	4,694	35,460
TOTALS	5,866	3,618	1,314	7,822	9,014,586		790	3,102	22,458	45,625	442,712
AVG	115	72	26	153	173,357		20	60	440	895	8,514

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	35	548	2	550
2014	33	539	15	524
2015	30	460	10	470
Total	**2,186**	**50,178**	**1,200**	**51,348**

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
2014	2,566	2,566	0
2015	2,971	2,971	0
Total	**23,132**	**21,849**	**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 length 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 paddler's 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

2015 REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS
RECREATIONAL BOATS ONLY*

Hull Material	Under 16 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	19	330	3	0	4	**356**
Fiberglass	3,864	6,135	314	3	34	**10,350**
Metal	128	30,119	64	0	2	**30,313**
Inflatable	16	1,019	5	0	0	**1,040**
Other	107	1,806	31	0	4	**1,948**
Total	**4,134**	**39,409**	**417**	**3**	**44**	**44,007**

Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	215	540	57	0	7	**819**
Fiberglass	11,602	24,617	24,574	47	358	**61,198**
Metal	584	79,434	772	0	10	**80,800**
Inflatable	4	39	5	0	0	**48**
Other	41	379	70	1	3	**494**
Total	**12,446**	**105,009**	**25,478**	**48**	**378**	**143,359**

Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	20	11	16	4	2	**53**
Fiberglass	2,545	335	4,552	923	91	**8,446**
Metal	112	1,118	162	3	0	**1,395**
Inflatable	1	0	0	0	0	**1**
Other	7	4	9	2	0	**22**
Total	**2,685**	**1,468**	**4,739**	**932**	**93**	**9,917**

Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	9	0	0	2	0	**11**
Fiberglass	715	12	126	128	0	**981**
Metal	60	47	79	3	0	**189**
Inflatable	0	0	0	0	0	**0**
Other	2	1	0	0	0	**3**
Total	**786**	**60**	**205**	**133**	**0**	**1,184**

Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	1	0	0	0	0	**1**
Fiberglass	10	1	1	1	0	**13**
Metal	12	1	22	0	0	**35**
Inflatable	0	0	0	0	0	**0**
Other	0	0	0	1	0	**1**
Total	**23**	**2**	**23**	**2**	**0**	**50**

2015 REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS
RECREATIONAL BOATS ONLY*

Hull Material	Total Mechanically Propelled					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	264	881	76	6	13	**1,240**
Fiberglass	18,736	31,100	29,567	1,102	483	**80,988**
Metal	896	110,719	1,099	6	12	**112,732**
Inflatable	21	1,058	10	0	0	**1,089**
Other	157	2,190	110	4	7	**2,468**
Total	**20,074**	**145,948**	**30,862**	**1,118**	**515**	**198,517**

Hull Material	Other Boats					
	Not Mechanically Propelled			Personal Watercraft	Other Boats	Total
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	77	87	36	20	23	**243**
Fiberglass	2,021	2,564	539	18,950	1,779	**25,853**
Metal	5,407	23	724	72	1,208	**7,434**
Inflatable	96	8	31	13	163	**311**
Other	774	198	1,897	296	990	**4,155**
Total	**8,375**	**2,880**	**3,227**	**19,351**	**4,163**	**37,996**
	14,482					

Total Number of Registered Boats **233,062**

Total Number of Water Usage Stamps Sold **48,001**

BOATING ENFORCEMENT

Federal Fiscal Year 2015

Top Boating Violations

Top Citations	
Type of Boating Violations	**Citations**
Wearable PFD (Type I, II, Or III Required)	366
Under The Influence Of Alcohol	155
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	146
Operation Of Unnumbered Watercraft	118
Operating With BAC Over .08	106
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	58
Operation In No Wake Area	55
Failure To Display Valid Registration Decal	51
Fire Extinguisher	42
Operating W/Out Proper Lights Between Sunset/Sunrise	39
No Water Usage Stamp (Non-Powered Watercraft)	34
Failure To Transfer Certificate Of Number	27
Careless Operation	23
Competent Observer, Vessel Capacity – 3 Persons	23
Passenger Location	22
Type IV PFD On Board (16 Feet And Over)	18
Total Number of Citations Issued	**1415**

Top Written Warnings	
Type of Boating Violations	**Written Warnings**
Battery Covers	824
Fire Extinguisher	496
Operation Of Unnumbered Watercraft	486
Wearable PFD (Type I, II, Or III Required)	464
Operation Of Motorboat Without Horn Or Whistle	441
Type IV PFD On Board (16 Feet And Over)	305
Lanyard Cut-Off Switch	249
No Water Usage Stamp (Non-Powered Watercraft)	170
Operation In No Wake Area	138
Displaying Orange Flag While Towing Person	122
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	121
Passenger Location	99
Failure To Display, Improper Display Of Registration Number	88
Operating W/Out Proper Lights Between Sunset/Sunrise	84
Failure To Display Valid Registration Decal	81
Visual Distress Signals	66
Total Number of Written Warnings Issued	**4518**

Boat Citations

October 1, 2014 – September 30, 2015

Total Number of Citations 1,415

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	1	Resistance To Officers
625 45 2-4B	3	Failure To Obey Direction Of Police Officer
625 45 3-1	118	Operation Of Unnumbered Watercraft
625 45 3-1.5	34	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	7	Failure To Display, Improper Display Of Registration Number
625 45 3-4	0	Failure To Notify Dept Of Destruction/Sale/Transf
625 45 3-5	27	Failure To Transfer Certificate Of Number
625 45 3-7	0	Loss Of Certificate Of Number/Registration Decal
625 45 3-9	51	Failure To Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	0	Failure To Transfer Title
625 45 3A-14	1	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	1	Operating W/O Certificate Of Title
625 45 3A-20B	0	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	366	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	15	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	18	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	3	Type V PFD Approved For Activity Used
625 45 4-1F1	0	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable Condition
625 45 4-1F3	5	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	146	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	39	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3A	1	Failure To Equip Boat W/Muffler System
625 45 4-3B	0	Mufflers-Exceeding Noise Level
625 45 4-4	6	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	42	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-9	1	Sealing Of Marine Heads
625 45 4-10	6	Battery Covers
625 45 4-11	11	Lanyard Cut-Off Switch

Chapter / Act / Section	# Issued	Violation
625 45 4-12	2	Visual Distress Signals
625 45 5-1	23	Careless Operation
625 45 5-2	2	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	1	Interference With Navigation
625 45 5-4A	16	Overloading Motorboat
625 45 5-4B	1	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	58	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	55	Operation In No Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	2	Crossing
625 45 5-13C	2	Overtaking
625 45 5-13D	1	Right Of Way Violation
625 45 5-14A	23	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14E	2	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	106	Operating With BAC Over .08
625 45 5-16A 1 b	155	Under The Influence Of Alcohol
625 45 5-16 A 1 c	7	Under The Influence Of Drugs
625 45 5-16 A 1 d	3	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount Of Drug In Persons Blood Or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	10	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	12	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	22	Passenger Location
625 45 5-22B	3	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	1	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	0	License Required-Passenger For Hire/Boat Rental
625 45 7-7	2	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	**1415**	

Boat Written Warnings

October 1, 2014 – September 30, 2015

Total Number of Warnings Counted – 4,518

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	3	Resistance To Officers
625 45 2-4B	0	Failure To Obey Direction Of Police Officer
625 45 3-1	486	Operation Of Unnumbered Watercraft
625 45 3-1.5	170	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	88	Failure To Display, Improper Display Of Registration Number
625 45 3-4	1	Failure To Notify Dept Of Destruction/Sale/Transf
625 45 3-5	47	Failure To Transfer Certificate Of Number
625 45 3-7	1	Loss Of Certificate Of Number/Registration Decal
625 45 3-7.5	4	Failure To Replace Lost/Destroyed Water Usage Stamp
625 45 3-9	81	Failure To Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	1	Failure To Attach HIN To Watercraft
625 45 3A-12	3	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	3	Operating W/O Certificate Of Title
625 45 3A-20B	1	Sell/Transfer W/O Certificate
625 45 3A-21F	1	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3A-21G	1	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 3C-1A	1	Abandoning A Watercraft
625 45 4-1A	464	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	1	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	305	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	9	Type V PFD Approved For Activity Used
625 45 4-1E	3	Water skier, aquaplanes, etc
625 45 4-1F1	11	PFDs Accessible
625 45 4-1F2	6	PFDs Serviceable Condition
625 45 4-1F3	2	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	24	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	84	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3A	1	Failure To Equip Boat W/Muffler System
625 45 4-3B	0	Mufflers-Exceeding Noise Level
625 45 4-4	441	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	496	Fire Extinguisher
625 45 4-6	2	Carburetor Arrestor

Chapter / Act / Section	# Issued	Violation
625 45 4-7	5	Ventilators
625 45 4-10	824	Battery Covers
625 45 4-11	249	Lanyard Cut-Off Switch
625 45 4-12	66	Visual Distress Signals
625 45 5-1	5	Careless Operation
625 45 5-2	0	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	2	Interference With Navigation
625 45 5-4A	51	Overloading Motorboat
625 45 5-4B	6	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	1	Overpowering
625 45 5-7	121	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	138	Operation In No Wake Area
625 45 5-13A	3	Passing
625 45 5-13B	0	Crossing
625 45 5-13C	0	Overtaking
625 45 5-14A	36	Competent Observer, Vessel Capacity-3 Persons
625 45 5-14B	1	Hours For Skiing
625 45 5-14E	122	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	0	Operating With BAC Over .08
625 45 5-16A 1 b	0	Under The Influence Of Alcohol
625 45 5-16 A 1 c	0	Under The Influence Of Drugs
625 45 5-16 A 1 d	0	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount Of Drug In Persons Blood Or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	11	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	8	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	99	Passenger Location
625 45 5-22B	6	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	1	Failure To Report Accident Within 1 Hour
625 45 7-1	1	License Required-Passenger For Hire/Boat Rental
625 45 7-7	18	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	**4518**	

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**
2014	Boat Registration Inspections	56	95	36	50	27	264
	Junk Boat Reports	0	1	0	0	0	1
	Total	**56**	**96**	**36**	**50**	**27**	**265**
2015	Boat Registration Inspections	51	170	10	56	19	306
	Junk Boat Reports	0	1	0	0	0	1
	Total	**51**	**171**	**10**	**56**	**19**	**307**
Total	Boat Registration Inspections	**782**	**1284**	**393**	**536**	**264**	**2767**
	Junk Boat Reports	**8**	**3**	**1**	**0**	**0**	**12**
	Total	**790**	**1287**	**394**	**536**	**264**	**2779**

*2014 is by the calendar year

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
2014	15,070	302	549	1,504	5,127	38,275
2015	15,280	375	550	1,415	4,518	42,379
Total	**136,063**	**3,685**	**12,604**	**12,320**	**37,432**	**274,162**

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

Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Other Agency	Total	CPO Total
1993	18	10	11	10	3	5	69	126	57
1994	20	7	2	21	5	12	22	89	67
1995	48	11	5	27	7	13	11	122	111
1996	29	28	4	22	6	4	37	130	93
1997	41	41	5	20	7	9	35	158	123
1998	36	13	11	7	7	1	37	112	75
1999	49	6	9	18	11	3	63	159	96
2000	33	10	16	21	18	3	73	174	101
2001	73	27	15	28	34	4	60	241	181
2002	84	27	25	23	36	5	75	275	200
2003	55	13	6	19	25	7	63	188	125
2004	39	31	19	21	17	0	62	189	127
2005	49	34	17	54	31	0	93	278	185
2006	58	76	23	41	31	0	73	302	229
2007	36	34	23	30	21	0	46	190	144
2008	48	32	29	22	23	0	31	185	154
2009	58	42	18	30	31	0	36	215	179
2010	40	38	30	24	23	0	49	204	155
2011	30	17	31	22	21	0	55	176	121
2012	25	26	22	22	28	0	86	209	123
2013	29	21	21	7	37	0	67	182	115
2014	34	47	25	27	26	0	56	215	159
2015	39	45	35	18	18	0	11	166	155
Total	**971**	**636**	**402**	**534**	**466**	**66**	**1210**	**4285**	**3075**

* 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%
2014	215	14	77	18.18%	10	54	18.52%	6	20	30.00%	15	98	15.31%
2015	166	9	74	12.16%	1	49	2.04%	6	14	42.86%	10	96	10.42%
Total	**4285**	**102**	**1610**	**6.34%**	**102**	**1091**	**9.35%**	**66**	**265**	**24.91%**	**251**	**3491**	**7.19%**

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 2015

Statistical information contained in this report is based on the Federal Fiscal Year 2015 (FFY15) (10/01/2014 – 09/30/2015), excluding the registered boats, which is based on calendar year 2015

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
74	49	14	96	233,062

Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats
23.2	15.3	4.4

CAUSE OF DEATH	
Drowning	14
Total	**14**

VICTIM ACTIVITY	
Canoeing	1
Fishing	7
Recreational Cruising	3
Swimming	3
Total	**14**

USE OF PFD	
Not Worn	13
Worn	1
Total	**14**

PRIMARY TYPE OF INJURY	
Back Injury	7
Broken Bones	4
Burns	2
Contusion	7
Head Injury	8
Hypothermia	2
Internal Injuries	4
Laceration	12
Neck Injury	2
Sprain/Strain	1
Total	**49**

INJURY CAUSE	
Exposure To Elements	8
Impact With Boat	21
Impact With Fixed / Floating Object	8
Impact With Water	3
Struck By Boat	3
Struck By Fish	1
Struck By Propeller	4
Unknown	1
Total	**49**

DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	16	9	4	20
Monday	8	5	3	10
Tuesday	5	1	3	5
Wednesday	6	3	1	8
Thursday	6	5	1	8
Friday	6	6	0	9
Saturday	27	20	2	36
Total	**74**	**49**	**14**	**96**

DATE OF ACCIDENT & MONTHLY TOTALS

(10/01/2014 – 09/30/2015)

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
October				
10/2/2014	1	1	0	1
10/8/2014	1	0	0	1
10/19/2014	1	0	0	1
10/26/2014	1	0	1	1
Subtotal	**4**	**1**	**1**	**4**
November				
11/9/2014	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
December				
12/4/2014	1	1	0	1
12/29/2014	1	0	2	1
Subtotal	**2**	**1**	**2**	**2**
January				
Subtotal	**0**	**0**	**0**	**0**
February				
Subtotal	**0**	**0**	**0**	**0**
March				
3/14/2015	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
April				
4/4/2015	1	0	0	1
4/12/2015	1	0	1	1
Subtotal	**2**	**0**	**1**	**2**
May				
5/3/2015	1	0	0	2
5/5/2015	1	0	1	1
5/6/2015	1	0	0	1
5/7/2015	1	0	1	1

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
5/9/2015	1	1	0	1
5/11/2015	1	0	1	1
5/17/2015	1	2	0	1
5/24/2015	2	0	1	2
5/31/2015	1	0	1	1
Subtotal	**10**	**3**	**5**	**11**
June				
6/4/2015	1	2	0	2
6/6/2015	1	1	0	1
6/7/2015	1	1	0	1
6/9/2015	1	0	0	1
6/10/2015	2	3	0	4
6/13/2015	1	1	0	1
6/18/2015	1	0	0	1
6/20/2015	1	2	0	1
6/21/2015	1	1	0	1
6/22/2015	1	1	0	1
6/27/2015	1	1	0	2
6/28/2015	1	1	0	1
6/30/2015	1	0	1	1
Subtotal	**14**	**14**	**1**	**18**
July				
7/2/2015	1	1	0	2
7/3/2015	3	3	0	3
7/4/2015	4	4	1	6
7/11/2015	1	0	0	1
7/18/2015	1	1	0	1
7/24/2015	1	3	0	2
7/25/2015	2	0	0	3
7/27/2015	3	2	0	4
Subtotal	**16**	**14**	**1**	**22**
August				
8/1/2015	2	1	0	3
8/2/2015	1	0	0	2
8/7/2015	2	0	0	4
8/8/2015	4	3	1	5
8/10/2015	1	1	0	1
8/11/2015	1	1	0	1
8/16/2015	1	1	0	1
8/22/2015	2	3	0	2
8/31/2015	1	1	0	2
Subtotal	**15**	**11**	**1**	**21**
September				
9/2/2015	1	0	1	1
9/5/2015	4	2	0	7
9/6/2015	1	0	0	2
9/27/2015	1	2	0	2
9/29/2015	1	0	1	1
9/30/2015	1	0	0	1
Subtotal	**9**	**4**	**2**	**14**
Total	**74**	**49**	**14**	**96**

TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
12:01 a.m. - 6:00 a.m.				
12:01AM	1	0	1	1
12:30AM	1	0	0	1
2:30AM	1	0	0	2
4:10AM	1	0	0	2
Subtotal	**4**	**0**	**1**	**6**
6:01 a.m. - 12:00 noon				
8:23AM	1	0	0	1
9:20AM	1	0	0	1
10:00AM	1	0	0	1
11:10AM	1	2	0	2
11:19AM	1	1	0	1
11:35AM	1	2	0	2
Subtotal	**6**	**5**	**0**	**8**
12:01 p.m. - 6:00 p.m.				
12:30PM	2	1	0	3
12:35PM	1	1	0	1
12:45PM	2	1	2	3
12:47PM	1	1	0	1
12:55PM	1	2	0	1
12:59PM	1	0	1	1
1:14PM	1	0	1	1
1:15PM	1	1	0	1
1:30PM	2	0	0	2
1:52PM	1	1	0	1
2:00PM	2	2	0	2
2:33PM	1	0	0	2
3:00PM	2	1	0	3
3:06PM	1	1	0	2
3:15PM	1	2	0	2
3:27PM	1	0	0	1
3:28PM	2	2	0	2
3:45PM	1	1	0	1
3:50PM	1	1	0	1
4:00PM	2	1	0	3
4:15PM	1	1	0	1
4:20PM	1	3	0	1
4:30PM	3	1	1	5
4:45PM	2	0	1	3
4:54PM	1	0	0	1
5:00PM	1	0	0	1

Time	#Accidents	#Injuries	#Fatalities	#Vessels
5:09PM	1	0	1	1
5:29PM	1	1	0	1
5:30PM	1	0	1	1
5:35PM	1	1	0	2
5:40PM	1	0	0	2
5:44PM	1	1	0	1
5:57PM	1	1	0	1
5:59PM	1	0	1	1
6:00PM	2	2	1	2
Subtotal	**46**	**30**	**10**	**57**
6:01 p.m. - 12:00 a.m.				
6:22PM	1	3	0	2
6:25PM	1	1	0	1
6:30PM	1	1	0	1
6:42PM	1	0	0	2
6:43PM	1	1	0	2
7:22PM	1	1	0	1
7:30PM	2	1	1	2
7:46PM	1	0	1	1
8:10PM	1	1	0	1
8:30PM	2	1	0	3
9:21PM	1	0	1	1
9:45PM	1	0	0	2
9:50PM	1	4	0	2
10:24PM	1	0	0	1
11:12PM	1	0	0	1
11:30PM	1	0	0	1
Subtotal	**18**	**14**	**3**	**24**
Total	**74**	**49**	**14**	**96**

WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves Less Than 6")	48	30	11	63
Choppy (Waves 6"- 2')	19	13	2	26
Rough (Waves 2'- 6')	4	5	0	4
Strong / Swift Current	1	1	0	1
Unknown	2	0	1	2
Total	**74**	**49**	**14**	**96**

WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	55	37	11	72
Cloudy	10	9	1	13
Fog	1	0	0	1
Hazy	3	3	0	5
Rain	2	0	1	2
Thunderstorm	1	0	0	1
Unknown	2	0	1	2
Total	**74**	**49**	**14**	**96**

WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
Light (0-12 MPH)	50	38	10	65
Moderate (13-24 MPH)	18	7	2	24
Strong (25-54 MPH)	1	0	1	1
Stormy (Over 55 MPH)	2	4	0	2
Unknown	3	0	1	4
Total	**74**	**49**	**14**	**96**

VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Fair	9	10	0	11
Good	60	39	12	80
Poor	3	0	1	3
Unknown	2	0	1	2
Total	**74**	**49**	**14**	**96**

PRIMARY CAUSE OF ACCIDENT

Primary Cause	# Injuries	#Fatalities	#Vessels
Alcohol Use	1	6	10
Careless/Reckless Operation	6	0	18
Cold Water Immersion	1	0	1
Dam/Lock	2	0	2
Departed Vessel Voluntarily	0	1	1
Did Not Contribute	3	0	13
Equipment Failure	0	0	1
Excessive Speed	1	0	1
Force Of Wake	2	0	1
Hazardous Waters	1	0	2
Hull Failure	0	0	2
Machinery Failure	6	1	7
No Proper Lookout	4	0	3
Operator Inattention	2	0	4
Operator Inexperience	3	0	2
Other-Boat Was Listing To Starboard	1	0	1
Other-Struck By Asian Carp	2	0	2
Other-Underwater Stump	0	0	1
Passenger/Skier Behavior	5	1	6
Restricted Vision	2	0	5
Rules Of Road Infraction	1	0	4
Sharp Turn	0	0	1
Standing/Sitting In Inappropriate Position	2	2	3
Unknown	4	3	4
Weather	0	0	1
Total	**49**	**14**	**96**

TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	2	1	3
Collision With Another Vessel	13	0	35
Collision With Fixed Object	3	0	7
Collision With Floating Object	1	0	1
Falls Overboard	2	3	4
Fire Or Explosion (Other Than Fuel)	3	0	1
Flooding/Swamping	3	1	6
Grounding	0	0	1
Occupant Impacts Vessel	2	0	2
Person Departed Vessel	0	3	3
Person Ejected From A Vessel	1	1	3
Sinking	1	0	1
Skier Hit Object	1	0	1
Skier Mishap	5	0	4
Struck By Boat	1	0	1
Struck By Motor Or Propeller	3	0	3
Struck Submerged Object	4	0	7
Unknown	4	5	13
Total	**49**	**14**	**96**

TYPE OF VESSEL

Type Of Vessel	#Injuries	#Fatalities	#Vessels
Aux. Sail	0	0	2
Barge	0	0	1
Cabinmotorboat	4	1	12
Canoe	0	3	3
Kayak	0	1	1
Open Motorboat	27	8	46
Pontoon	6	1	9
PWC	6	0	17
Raft	3	0	3
Sail (only)	3	0	2
Total	**49**	**14**	**96**

VESSEL OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	2	2	5
Being Towed, Changing Speed	0	0	1
Changing Direction	2	1	7
Changing Speed	1	2	3
Changing Speed, Changing Direction	1	0	1
Changing Speed, Cruising	1	0	2
Changing Speed, Cruising, Changing Direction	0	0	3
Changing Speed, Cruising, Wake or Surf Jumping	0	0	1
Changing Speed, Wake or Surf Jumping, Changing Direction	2	0	6
Cruising	15	1	24
Cruising, Changing Direction	2	0	5
Cruising, Drifting	0	0	1
Docking/Undocking	2	1	5
Drifting	10	2	9
Drifting, Rowing/Paddling	1	0	1
Launching	0	1	1
Other-Beached	0	1	1
Other-Following to catch Asian Carp, Cruising	0	0	1
Other-Idle speed, Cruising	0	0	1
Other-Pickup Swimmers, Changing Direction	1	0	1
Other-Tuber Boarding Boat	1	0	1
Other-Unknown	1	1	2
Other-Zig Zagging, Cruising, Changing Direction	1	0	1
Rowing/Paddling	3	2	5
Sailing	2	0	2
Sailing, Changing Direction	1	0	1
Tied To Dock / Mooring	0	0	4
Wake or Surf Jumping	0	0	1
Total	**49**	**14**	**96**

VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
Unknown	0	1	1
8	1	0	4
9	4	0	6
10	4	2	10
11	2	0	4
12	1	0	1
14	0	1	2
15	0	1	1
16	4	2	8
17	2	3	7
18	2	1	5
19	5	0	7
20	12	1	10
21	2	0	2
22	3	0	5
23	2	0	6
24	1	1	4
25	2	0	2
26	1	0	1
27	0	1	2
28	0	0	1
32	0	0	1
36	0	0	1
40	1	0	1
53	0	0	1
55	0	0	1
59	0	0	1
1149	0	0	1
Total	**49**	**14**	**96**

OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
State Course	7	1	13
U.S.C.G. Auxiliary	2	0	3
None	31	10	58
Unknown	7	3	15
Total	**54**	**20**	**98**

OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	4	0	7
10 - 100 hours	9	2	19
Over 100 hours	30	9	57
Unknown	6	3	13
Total	**49**	**14**	**96**

OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
Unknown	2	1	9
19	2	0	2
20	0	0	3
21	1	0	4
22	0	0	1
23	1	0	1
24	0	1	3
26	1	0	3
27	0	0	1
28	1	0	2
29	2	0	2
31	1	0	1
32	1	0	1
33	0	0	1
35	0	1	2
36	3	0	3
37	0	0	1
39	1	0	1
40	5	0	2
41	2	0	2
42	1	0	3
43	1	0	2
44	0	0	3
45	0	1	1
46	3	1	3
49	0	1	2
50	4	1	5
52	2	0	3
54	1	0	1
55	0	1	1
56	1	0	2
57	1	0	3
58	0	0	1
59	3	0	2
60	5	1	6
62	0	0	1
63	1	2	2
65	0	0	1
66	1	1	2
68	0	0	1
69	0	1	1
71	0	0	1
72	1	0	2
77	0	1	1
88	1	0	1
Total	**49**	**14**	**96**

ACCIDENT STATISTICS BY BODY OF WATER

Body_Of_Water	#Accidents	#Injuries	#Fatalities	#Vessels
Area 1 Outdoor Club Pit 1	1	1	0	1
Baldwin Lake	1	2	0	1
Carlyle Lake	5	5	0	6
Channel Lake	1	1	0	1
Clinton Lake	1	0	0	1
Des Plaines River	1	1	0	1
Fox Lake	3	1	2	3
Fox River	4	9	0	7
Glenn Shoals Lake	1	0	0	1
Holiday Shores	1	1	0	2
Illinois River	8	2	1	13
Kankakee River	1	0	0	2
Kaskaskia River	4	1	2	4
LaSalle Lake	2	0	1	2
Lake Charleston	1	1	0	1
Lake Holiday	1	2	0	2
Lake Marie	1	0	0	2
Lake Michigan	6	0	0	9
Lake of Egypt	2	3	0	3
Loon Lake	1	0	1	1
Mackinaw River	1	0	1	1
Mill Creek Lake	2	4	0	2
Mississippi River	8	6	1	10
Petite Lake	1	1	0	2
Private Lake	2	1	1	2
Rend Lake	4	1	2	5
Rock River	2	1	0	2
Round Lake	1	1	0	2
Sangamon River	1	0	0	1
Vermillion River	3	3	0	3
Washington County Lake	1	0	1	1
Wilmington Recreation Club Lake	1	1	0	1
Wooster Lake	1	0	1	1
Total	**74**	**49**	**14**	**96**

BODY OF WATER BROKEN DOWN BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Area Number 1 Outdoor Club pit 1					
	Grundy County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Baldwin Lake					
	St. Clair County	1	2	0	1
	Subtotal	**1**	**2**	**0**	**1**
Carlyle Lake					
	Clinton County	5	5	0	6
	Subtotal	**5**	**5**	**0**	**6**
Channel Lake					
	Lake County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Clinton Lake					
	DeWitt County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Des Plaines River					
	Will County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Fox Lake					
	Lake County	3	1	2	3
	Subtotal	**3**	**1**	**2**	**3**
Fox River					
	Kane County	1	1	0	2
	Lake Count	1	4	0	2
	McHenry County	2	4	0	3
	Subtotal	**4**	**9**	**0**	**7**
Glenn Shoals Lake					
	Montgomery County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Holiday Shores					
	Madison County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Illinois River					
	Cass County	1	0	0	2
	Grundy County	1	0	1	1
	LaSalle County	3	1	0	4
	Mason County	1	1	0	2
	Peoria County	2	0	0	4
	Subtotal	**8**	**2**	**1**	**13**
Kankakee River					
	Kankakee County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Kaskaskia River					
	Clinton County	2	0	2	2
	Randolph County	1	1	0	1
	St. Clair County	1	0	0	1
	Subtotal	**4**	**1**	**2**	**4**

Body of Water Broken Down By County

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
LaSalle Lake					
	LaSalle County	2	0	1	2
	Subtotal	**2**	**0**	**1**	**2**
Lake Charleston					
	Coles County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Lake Holiday					
	LaSalle County	1	2	0	2
	Subtotal	**1**	**2**	**0**	**2**
Lake Marie					
	Lake County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Lake Michigan					
	Cook County	5	0	0	8
	Lake County	1	0	0	1
	Subtotal	**6**	**0**	**0**	**9**
Lake of Egypt					
	Williamson County	2	3	0	3
	Subtotal	**2**	**3**	**0**	**3**
Loon Lake					
	Lake County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Mackinaw River					
	Woodford County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Mill Creek Lake					
	Clark County	2	4	0	2
	Subtotal	**2**	**4**	**0**	**2**
Mississippi River					
	Adams County	1	0	1	1
	Calhoun County	1	0	0	1
	Carroll County	2	3	0	2
	Henderson County	1	0	0	2
	Pike County	1	1	0	1
	Rock Island County	2	2	0	3
	Subtotal	**8**	**6**	**1**	**10**
Petite Lake					
	Lake County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Private Lake					
	Hamilton County	1	0	1	1
	Union County	1	1	0	1
	Subtotal	**2**	**1**	**1**	**2**
Rend Lake					
	Franklin County	3	1	2	4
	Jefferson County	1	0	0	1
	Subtotal	**4**	**1**	**2**	**5**

Body of Water Broken Down By County cont.

Waterway		**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Rock River					
	Winnebago County	2	1	0	2
	Subtotal	**2**	**1**	**0**	**2**
Round Lake					
	Lake County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Sangamon River					
	Menard County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Vermillion River					
	LaSalle County	3	3	0	3
	Subtotal	**3**	**3**	**0**	**3**
Washington County Lake					
	Washington County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Wilmington Recreation Club Lake					
	Will County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Wooster Lake					
	Lake County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Total		**74**	**49**	**14**	**96**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Adams	1	0	1	1
Calhoun	1	0	0	1
Carroll	2	3	0	2
Cass	1	0	0	2
Clark	2	4	0	2
Clinton	7	5	2	8
Coles	1	1	0	1
Cook	5	0	0	8
DeWitt	1	0	0	1
Franklin	3	1	2	4
Grundy	2	1	1	2
Hamilton	1	0	1	1
Henderson	1	0	0	2
Jefferson	1	0	0	1
Kane	1	1	0	2
Kankakee	1	0	0	2
La Salle	9	6	1	11
Lake	11	8	4	15
Madison	1	1	0	2
Mason	1	1	0	2
McHenry	2	4	0	3
Menard	1	0	0	1
Montgomery	1	0	0	1
Peoria	2	0	0	4
Pike	1	1	0	1
Randolph	1	1	0	1
Rock Island	2	2	0	3
St. Clair	2	2	0	2
Union	1	1	0	1
Washington	1	0	1	1
Will	2	2	0	2
Williamson	2	3	0	3
Winnebago	2	1	0	2
Woodford	1	0	1	1
Total	**74**	**49**	**14**	**96**

COUNTIES BROKEN DOWN BY BODY OF WATER

County		#Accidents	#Injuries	#Fatalities	#Vessels
Adams County					
	Mississippi River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Calhoun County					
	Mississippi River	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Carroll County					
	Mississippi River	2	3	0	2
	Subtotal	**2**	**3**	**0**	**2**
Cass County					
	Illinois River	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Clark County					
	Mill Creek Lake	2	4	0	2
	Subtotal	**2**	**4**	**0**	**2**
Clinton County					
	Carlyle Lake	5	5	0	6
	Kaskaskia River	2	0	2	2
	Subtotal	**7**	**5**	**2**	**8**
Coles County					
	Lake Charleston	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Cook County					
	Lake Michigan	5	0	0	8
	Subtotal	**5**	**0**	**0**	**8**
Dewitt County					
	Clinton Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Franklin County					
	Rend Lake	3	1	2	4
	Subtotal	**3**	**1**	**2**	**4**
Grundy County					
	Illinois River	1	0	1	1
	Area Number 1 Outdoor Club pit 1	1	1	0	1
	Subtotal	**2**	**1**	**1**	**2**
Hamilton County					
	Private Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Henderson County					
	Mississippi River	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**

Counties Broken Down By Body of Water cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Jefferson County					
	Rend Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Kane County					
	Fox River	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Kankakee County					
	Kankakee River	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Lake County					
	Channel Lake	1	1	0	1
	Fox Lake	3	1	2	3
	Fox River	1	4	0	2
	Lake Michigan	1	0	0	1
	Lake Marie	1	0	0	2
	Loon Lake	1	0	1	1
	Petite Lake	1	1	0	2
	Round Lake	1	1	0	2
	Wooster Lake	1	0	1	1
	Subtotal	**11**	**8**	**4**	**15**
LaSalle County					
	Illinois River	3	1	0	4
	Lake Holiday	1	2	0	2
	LaSalle Lake	2	0	1	2
	Vermillion River	3	3	0	3
	Subtotal	**9**	**6**	**1**	**11**
Madison County					
	Holiday Shores	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Mason County					
	Illinois River	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
McHenry County					
	Fox River	2	4	0	3
	Subtotal	**2**	**4**	**0**	**3**
Menard County					
	Sangamon River	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Montgomery County					
	Glenn Shoals Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Peoria County					
	Illinois River	2	0	0	4
	Subtotal	**2**	**0**	**0**	**4**

Counties Broken Down By Body of Water

County		#Accidents	#Injuries	#Fatalities	#Vessels
Pike County					
	Mississippi River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Randolph County					
	Kaskaskia River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Rock Island County					
	Mississippi River	2	2	0	3
	Subtotal	**2**	**2**	**0**	**3**
St. Clair County					
	Baldwin Lake	1	2	0	1
	Kaskaskia River	1	0	0	1
	Subtotal	**2**	**2**	**0**	**2**
Union County					
	Private Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Washington County					
	Washington County Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Will County					
	Des Plaines River	1	1	0	1
	Wilmington Recreation Club Lake	1	1	0	1
	Subtotal	**2**	**2**	**0**	**2**
Williamson County					
	Lake of Egypt	2	3	0	3
	Subtotal	**2**	**3**	**0**	**3**
Winnebago County					
	Rock River	2	1	0	2
	Subtotal	**2**	**1**	**0**	**2**
Woodford County					
	Mackinaw River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Total		**74**	**49**	**14**	**96**

2015 Fatal Boat Accident Narratives

1. On October 26, 2014, at approximately 4:45 pm, a 911 call was made by a subject after he observed an individual dive out of a boat near Stanton Bay, which is part of Fox Lake near Lake Villa, IL. The subject said he was traveling North on Stanton Bay on his pontoon boat when he observed a man approximately 200-300 yards away looking over the edge of his boat as if something were wrong. The victim stood up on a rear bench seat and dove into water with his hands pointed over his head. The victim did not reach for the boat, yell for help, or appear to want help in any way. The victim bobbed under the water and came up. He then bobbed under water again and did not return to the surface. The cause of death, according to the coroner, was drowning.

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

2. On December 29, 2014, at approximately 12:45 pm, a grandfather and 2 grandsons were on Rend Lake just outside the cove of Gun Creek's no wake zone. The grandfather was operating and accelerated from drifting causing one of the grandsons to fall overboard. The grandfather attempted to pull the boy to the boat using a fishing rod. The rod came apart and the boy went under the surface of the water. The grandfather entered the water to rescue the boy. The grandson still aboard the boat operated it across the lake to get help from a fisherman. The fisherman discovered the grandfather unconscious floating. The grandfather was transported to the hospital. The grandson, the victim, was missing at the accident scene on the lake. The victim could not really swim. At 2:30 pm, a fishing boat raced up to the launch with the victim aboard the boat. Emergency personnel worked on the victim. He was loaded into an ambulance and transported to the local hospital. The cause of death for both victims, according to the coroner, was drowning.

   Contributing Factors: Standing/Sitting In Inappropriate Position
   Operator Inattention
   Swimming Ability
   Failure to Wear Personal Floatation Device (PFD)

3. On April 12, 2015, at approximately 4:27 pm, a two- seat canoe was occupied by four people on Wooster Lake. One person was sitting on the back of the canoe, two children in the middle, and the victim in the front. The victim attempted to turn the canoe with a paddle, causing the canoe to overturn. All occupants were ejected from the vessel. The adult occupant grabbed one child upon entering the water. The victim grabbed the other. The victim began struggling and instructed the other adult to take hold of the child in his possession. The victim went under water and never re-surfaced. An individual on shore heard screaming and saw the occupants in the water. He launched a canoe to rescue them. The three occupants were put into the canoe and taken to shore. The rescuer returned to the area of the overturned canoe and attempted to go into the water to locate the missing operator, but realized the water was too cold. He climbed back into the canoe and returned to shore. The fire department recovered the body of the victim. One PFD was found floating next to the over turned canoe along with fishing equipment. No other PFDs were located. None of the three survivors was wearing a PFD nor was the victim. The coroner ruled the cause of death as drowning with a contributing factor of alcohol intoxication with a BAC of .15.

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

4. On May 5, 2015, at approximately 9:20 pm, the operator of a boat was missing from his watercraft On the Mississippi River. The boat was located anchored with the lanyard cut off switch attached. No damage to the vessel was noted and it was believed the operator fell overboard and drowned. The vessel was found anchored north in Bear Creek Chute. The emergency kill lanyard was attached to the motor, and the other end was hanging out of the back of the boat over the transom. Conservation Police located 2 lifejackets and one throwable life cushion. Conservation Police noted the tiller handle was in a slightly elevated angle, common position for operation. The cause of death, according to the coroner, was drowning.

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

5. On May 7, 2015, the victim and 2 friends were fishing on LaSalle Lake. LaSalle Lake is a 2,058 acre elevated cooling lake for a nuclear power plant. At approximately 1:00 pm, the wind in Marseilles was recorded at 20 miles per hour with 32 mile per hour wind gusts. The wind warning light for the lake was temporarily out of order according to a sign at the boat ramp. The waves became rough and the boat took on water. The victim attempted to navigate back to the boat ramp, but the engine died in the process. One person noticed that the rear anchor line was wrapped around the propeller and went to the back to unwrap it. The weight of all three individuals was only 25 pounds under the maximum occupant weight. When the subject went to the rear of the boat near another, the distribution of their weight with the added weight of the water in the boat caused the back end to become submerged. Once submerged, the boat turned to the right and dumped all three individuals into the lake. The victim and friend were wearing Type III personal floatation devices. The other friend grabbed on to a type IV throwable device. Two fishermen were able to pull both friends into their vessel, but were unable to lift the victim into it. One of the friends lifted the victim's head out of the water and held onto him until the vessel reached the nearest shore. A CPO and a firefighter EMT pulled the victim out of the water to a flat surface and attempted CPR. The coroner pronounced the victim deceased.

   Contributing Factors: Machinery Failure
   Passenger/Skier Behavior
   Weather

6. On May 11, 2015, at approximately 5:10 pm, two men were fishing on Fox Lake when they docked the boat at the pier so the operator could use the restroom at the house. The operator stated he tied the back of the boat to the pier and asked the victim to tie the front up while he ran in the house to use the restroom. Upon his return to the vessel, the operator could not locate the occupant. He looked around the property, checked a shed and car then headed back toward the pier and saw the victim in the water floating face down between the boat and the seawall. He screamed for help and entered the water. He could not lift the victim out of the water on his own. A neighbor ran to help and assisted pulling the victim from the water. The neighbor performed CPR until Fox Lake Rescue arrived. No one saw the victim enter the water. The operator stated they both had "about three beers". There were several cans of beer located on a picnic bench and inside the boat. The victim's wet wallet was sitting on a table next to the picnic bench. The operator indicated the victim's wallet was wet because "we were drinking pretty good and he (victim) fell in earlier while changing the motor on the boat".

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

7. On May 24, 2015, at approximately 7:15 pm, three subjects and a cat had gone for a canoe ride on Loon Lake As they traveled west on the north shoreline of the lake the cat jumped in the water. One male occupant (The victim) jumped in the lake to rescue the cat. The victim began to struggle in the water and the female occupant rolled overboard, capsizing the canoe, in efforts to swim out and save the cat and the victim. The remaining male subject was ejected into the water due to the capsizing. The victim had gone under the water and did not surface. Of the (3) PFD's on board, (1) was not in serviceable condition, (1) was youth size, and (1) was listed as small/medium size. The victim took off his PFD to jump in. The cause of death, according to the coroner, was drowning.

   Contributing Factors: Alcohol Use
   Departed Vessel Voluntarily
   Drug Use
   Failure to Wear Personal Floatation Device (PFD)

8. On May 31, 2015, at approximately 5:30 pm, a kayaker was reported missing on the Mackinaw River in rural Woodford County. A friend of the victim was able to flag down a motorist along US 150 East of Goodfield. The friend informed Woodford County deputies he was kayaking with the victim approximately one hour prior, when the victim's kayak capsized. Despite the swift current, the friend was able to assist the victim to shore. As the victim was exiting the water he pushed down on the friend's kayak to assist himself in getting out of the water. This resulted in the friend also capsizing and ending up in the river. The victim was able to scramble out of the water and stood/layed along the steep bank a few feet above the water line. At that moment, however, the friend was now in the swift current and rapidly being carried downstream. He was hanging on to both kayaks and was eventually able to get himself to shore. The friend was able to get Vessel 1 on shore, and attach it to a downed log, approximately 50 yards downstream from the victim. Once the friend secured the victim's kayak on shore, his own kayak had drifted approximately 50 feet downstream. The friend decided to swim towards his kayak while hanging onto a wearable PFD. The friend indicates he was able to communicate with the victim advising him to stay on shore and he would get help. Both men agreed. Several hundred yards downstream, the friend indicated he caught up to his kayak and was able to hang on to it as he continued downstream. Additionally, he heard what he describes as an ATV along the river. The friend claims at that point he begins to yell for help in hopes the ATV rider would hear him. When speaking with the friend, his concern is the victim may have heard him calling towards the ATV for help, and the victim may have reentered the water. The friend was eventually able to make it to shore and exit the water about 20 yards above the railroad bridge on the East side of the river. He then waited approximately 10-15 minutes thinking the victim may get back in his kayak and continue down river. After his brief wait, the friend ran several hundred yards down river to US route 150 where he flagged down the motorist and called for help. During the initial interview with the friend, he indicated the victim consumed 6 or 7 beers throughout the day. Responding crews on the evening of the accident were Carlock Fire, Deer Creek Fire, Woodford County Sherriff's Department, Congerville Fire and Rescue, Eureka Fire and Rescue, Goodfield Fire and Rescue and Roanoke Fire. Additionally, Woodford, Tazewell, and Mclean county Emergency Management were on scene. Land and water based searches began around 6:00 pm. Grid land searches were suspended around 3am. Water based searches were suspended around the same time. At 8:30 am on June 1st, both water and land searches were resumed. The water remained 40 inches above normal levels. Hudson Dive team was on the water using specialized equipment. From June 2 through June 4, body drag bars, side scan sonars, and cadaver dogs were utilized in the search for the victim with negative results. On June 5 at approximately 6:06 pm the victim's body was located by friends and family near the nearby railroad overpass in a brush pile. The cause of death, according to the coroner, was drowning.

   Contributing Factors: Alcohol Use
   Hazardous Waters
   Failure to Wear Personal Floatation Device (PFD)

9. On June 30, 2015, at approximately 6:00 pm, the victim left his house to check his trot lines in the East Fork of the Kaskaskia River. The victim drove his UTV to the edge of the flooded timber where he kept his canoe. When the victim did not return by 10:30 pm that night, a friend went to look for him. The friend found the victim's canoe, untied from its normal spot, floating against the shore about 30 feet away. The canoe was empty and the victim's hat was located in the water in front of the canoe. The friend contacted Clinton County Sheriff's Office. Conservation Police used sonar to search the water and USAR (Urban search and Rescue) was called and arrived with search dogs to check the shoreline. Keyesport Fire Department divers were then contacted to search the flooded timber where sonar could not be effectively used. On July 1, 2015, at approximately 4:38 pm, the victim's body was discovered floating about 50 yards east of his canoe in the flooded timber. It is unknown at this time if the victim was ever in the canoe. The canoe had a type IV PFD but no wearable PFD on board. The victim was not wearing a PFD. The cause of death was ruled accidental drowning.

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

10. On July 4, 2015, at approximately 12:59 pm, 8 people had anchored on the Illinois River past Seneca in order to go swimming. They deployed ropes tied to life jackets on each side of the boat in case someone needed to pull themselves back to the vessel in the swift moving current. The victim jumped in. When he surfaced, he was already past the end of the ropes. The victim attempted to swim back to the ropes, but was unable to make it in the current. The operator attempted to throw a PFD to the victim, but he was floating away too fast. The operator removed the anchor and began traveling downstream to the victim. The boat occupants saw the victim go under and come up a couple of times. They saw him come up one last time in front of the boat and the operator put the vessel in neutral and waited to see where the victim came up again so he could jump in and help. The operator called 911 and they began stopping other vessels to ask for help. Conservation Police, Ottawa River Rescue, Reading Township Fire and MABAS 15 water rescue teams responded along with a US Coast Guard Helicopter. On July 6, 2015, at approximately 6:10 am, a deckhand on a towboat discovered the victim’s body near Ottawa. The cause of death, according to the coroner, was drowning.

    Contributing Factors: Departed Vessel Voluntarily
    Hazardous Waters
    Failure to Wear Personal Floatation Device (PFD)

11. On August 8, 2015, at approximately 7:30 pm, the victim’s friend, beached his boat on a sandbar located on the west side of the Kaskaskia River approximately 1.5 miles south of the IL Rt. 177 Bridge. The victim dove off of the back of the boat into the river headfirst. The victim resurfaced briefly, then back under the water. The friend said he thought the victim was messing around in the water and had drifted around the point to where he could not see him anymore. A few minutes later, the friend began operating down river looking for the victim. After going down river for quite a distance, he realized the victim would not have made it that far down and went back up to the original area thinking the victim might be on shore somewhere. After looking in the area and calling for him, they were unable to locate the victim. They then called 911. Conservation Police responded to the area and began a surface search. Other volunteer agencies came to assist. On August 10, 2015 at approximately 11:35 am, the victim was found approximately 3/4 mile down river. The cause of death, according to the coroner, was drowning.

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

12. On September 2, 2015, at approximately 5:30 pm, there was a single vessel fatal boat accident in which the operator drowned. The operator of boat was found floating in the private lake. The boat was located on the bottom of the lake.

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

13. On September 29, 2015, at approximately 1:14 am, the operator had four passengers and was fishing east of Lonely Oaks Campground cove on Washington County State Recreation Area Lake. The operator stated that they were returning to the campground and the victim jumped out of the boat. The operator stated he turned the boat around and tried to locate the victim. He circled multiple times but could not locate him. The operator stated he felt like he hit something with the boat at one point but was not sure. The operator stated he had been drinking most of the day and started around noon. The operator's BAC level measured a .152 . The victim was located on the sonar at 7:00 am. The victim had visible cuts to his head where it appeared that he was struck by the prop from the motor. The coroner arrived at the scene with a search and rescue boat and took possession of the victim and transported him to the ambulance.

    Contributing Factors: Alcohol Use
    Departed Vessel Voluntarily
    Drug Use
    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.