ILLINOIS DNR

BOATING REPORT

2014

Compiled by Federal Fiscal Year 2014

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FOREWORD

Boating Report 2014 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 2014 (FFY14) (10/01/2013 – 09/30/2014), excluding the registered boats, which is based on calendar year 2014. 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 2014 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/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 2014 (FFY14) (10/01/2013 – 09/30/2014), excluding the registered boats, which is based on calendar year 2014. 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 2014 (FFY14) (10/01/2013 – 09/30/2014), excluding the registered boats, which is based on calendar year 2014.

- Illinois saw a slight increase in reportable accidents investigated from the previous year. There were 77 accidents, resulting in 54 injuries and 20 fatalities. The five year average is 95 accidents, 67 injuries and 19 fatalities. Accidents and injuries remained below the 5 year average with fatalities remaining consistent. Overall, boaters experienced good weather a majority of the boating season with normal water levels throughout the state.

- The Illinois Department of Natural Resources recorded 38,275 personal service hours worked on the Recreational Boating Safety Program. This was a 6% decrease from the total hours worked on the program in FFY 2013 (40,734 hours). The Office of Law Enforcement saw a 33% increase in hours worked on-the-water from 12,180 to 16,209. FFY 2014's on-the-water hours were higher than the 5 year average of 13,307 hours, but similar to FFY 12 and FFY13 numbers.

- Boating enforcement activity by the Illinois Conservation Police increased in FFY 2014 from the previous year. Operating under the influence arrest increased from 115 to 159 (38%). Citations increased from 1,230 to 1,504 (21%) and written warnings increased from 4,525 to 5127 (13%). Personal floatation device and operating under the influence remained the top boating violations cited by officers.

- 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.

- 20 people died in 16 Illinois boating accidents.
- 9 fatalities occurred during the week and 11 on the weekend
- 14 fatalities with clear conditions and 11 with calm waters.
- The winds were light to moderate (18) with good visibility (15)
- In the majority of fatalities, the operators had no formal boat safety education (16).
- 6 out of 20 fatalities involved alcohol/drug impairment
- The leading type of accidents involving fatalities was capsizing
- 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 20 fatalities, 14 may have survived if they had worn their PFDs.
- 3 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
2014	77	54	20	98	252,094	6.3	16	159	1,504	5,127	38,275
Total	**5,792**	**3,569**	**1,300**	**7,753**	**8,781,524**	16.4	**776**	**2,947**	**21,043**	**41,107**	**400,333**

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	182	130	36	243	575,285	11	29	314	3,357	10,565	51,638
Avg 10-19	90	64	18	121	295,725	6	14	135	1,468	4,729	34,076
TOTALS	5,792	3,569	1,300	7,753	8,781,524		776	2,947	21,043	41,107	400,333
AVG	116	73	27	155	172,187		20	58	421	822	7,850

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
Total	**2,156**	**49,718**	**1,190**	**50,878**

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
Total	**20,161**	**18,878**	**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	Renewal
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

2014 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	23	401	6	0	6	**436**
Fiberglass	4,524	7,372	370	2	40	**12,308**
Metal	150	35,337	79	0	1	**35,567**
Inflatable	16	1,246	5	0	0	**1,267**
Other	135	2,223	51	0	3	**2,412**
Total	**4,848**	**46,579**	**511**	**2**	**50**	**51,990**

Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	252	557	64	0	5	**878**
Fiberglass	11,894	25,850	26,807	53	395	**64,999**
Metal	596	81,274	835	1	13	**82,719**
Inflatable	1	37	4	0	0	**42**
Other	42	448	79	1	3	**573**
Total	**12,785**	**108,166**	**27,789**	**55**	**416**	**149,211**

Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	27	12	10	6	2	**57**
Fiberglass	2,625	365	4,800	987	102	**8,879**
Metal	120	1,132	172	2	0	**1,426**
Inflatable	1	0	1	0	0	**2**
Other	10	6	10	2	0	**28**
Total	**2,783**	**1,515**	**4,993**	**997**	**104**	**10,392**

Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	13	0	0	2	0	**15**
Fiberglass	760	14	139	129	1	**1,043**
Metal	60	50	87	2	0	**199**
Inflatable	0	0	0	0	0	**0**
Other	1	1	0	0	0	**2**
Total	**834**	**65**	**226**	**133**	**1**	**1,259**

Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		
	Inboard	Outboard	Sterndrive	Inboard	Outboard	Total
Wood	1	0	0	0	0	**1**
Fiberglass	12	0	2	1	0	**15**
Metal	16	1	19	0	0	**36**
Inflatable	0	0	0	0	0	**0**
Other	0	0	0	1	0	**1**
Total	**29**	**1**	**21**	**2**	**0**	**53**

2014 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	316	970	80	8	13	**1,387**
Fiberglass	19,815	33,601	32,118	1,172	538	**87,244**
Metal	942	117,794	1,192	5	14	**119,947**
Inflatable	18	1,283	10	0	0	**1,311**
Other	188	2,678	140	4	6	**3,016**
Total	**21,279**	**156,326**	**33,540**	**1,189**	**571**	**212,905**

Hull Material	Other Boats					
	Not Mechanically Propelled			Personal Watercraft	Other Boats	Total
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	96	127	298	17	38	**576**
Fiberglass	2,397	3,072	3,931	19,560	2,436	**31,396**
Metal	6,599	32	3,591	65	1,436	**11,723**
Inflatable	135	10	337	9	272	**763**
Other	1,033	251	14,471	293	1,495	**17,543**
Total	**10,260**	**3,492**	**22,628**	**19,944**	**5,677**	**62,001**
	36,380					

Total Number of Registered Boats **252,094**

Total Number of Water Usage Stamps Sold **34,759**

BOATING ENFORCEMENT – Federal Fiscal Year 2014

Top Boating Violations

Top Citations	
Type of Boating Violations	**Citations**
Wearable PFD (Type I, II, Or III Required)	422
Under The Influence Of Alcohol	189
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	174
Operating With BAC Over .08	130
Operation Of Unnumbered Watercraft	108
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	54
Failure To Display Valid Registration Decal	51
Fire Extinguisher	44
Operation In No Wake Area	41
Operating W/Out Proper Lights Between Sunset/Sunrise	36
Type IV PFD On Board (16 Feet And Over)	27
Failure To Transfer Certificate Of Number	23
Competent Observer, Vessel Capacity – 3 Persons	23
Passenger Location	23
No Water Usage Stamp (Non-Powered Watercraft)	22
Careless Operation	18
Total Number of Citations Issued	**1504**

Top Written Warnings	
Type of Boating Violations	**Written Warnings**
Battery Covers	1092
Operation Of Unnumbered Watercraft	590
Fire Extinguisher	589
Operation Of Motorboat Without Horn Or Whistle	526
Wearable PFD (Type I, II, Or III Required)	498
Type IV PFD On Board (16 Feet And Over)	388
Lanyard Cut-Off Switch	257
Operation In No Wake Area	170
Passenger Location	159
Failure To Display, Improper Display Of Registration Number	143
No Water Usage Stamp (Non-Powered Watercraft)	116
Operating W/Out Proper Lights Between Sunset/Sunrise	115
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	78
Failure To Display Valid Registration Decal	69
Failure To Transfer Certificate Of Number	53
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	50
Total Number of Written Warnings Issued	**5127**

Boat Citations

October 1, 2013 – September 30, 2014

Total Number of Citations 1,504

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	1	Resistance To Officers
625 45 2-4B	4	Failure To Obey Direction Of Police Officer
625 45 3-1	108	Operation Of Unnumbered Watercraft
625 45 3-1.5	22	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	16	Failure To Display, Improper Display Of Registration Number
625 45 3-4	0	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	23	Failure To Transfer Certificate Of Number
625 45 3-7	3	Loss Of Certificate Of Number/Registration Decal
625 45 3-9	51	Failure To Display Valid Registration Decal
625 45 3-11	1	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	2	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	0	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	1	Abandoning A Watercraft
625 45 4-1A	422	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	11	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	27	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	0	Type V PFD Approved For Activity Used
625 45 4-1F1	4	PFDs Accessible
625 45 4-1F2	1	PFDs Serviceable Condition
625 45 4-1F3	3	PFDs Appropriate Size
625 45 4-1F4	1	PFDs Legibly Marked With USCG Number
625 45 4-1I	174	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	36	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3A	0	Failure To Equip Boat W/Muffler System
625 45 4-3B	0	Mufflers-Exceeding Noise Level
625 45 4-4	2	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	44	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-10	11	Battery Covers
625 45 4-11	6	Lanyard Cut-Off Switch
625 45 4-12	1	Visual Distress Signals
625 45 5-1	18	Careless Operation

Chapter / Act / Section	# Issued	Violation
625 45 5-2	0	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	0	Interference With Navigation
625 45 5-4A	18	Overloading Motorboat
625 45 5-4B	0	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	54	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	41	Operation In No Wake Area
625 45 5-13A	0	Passing
625 45 5-13B	1	Crossing
625 45 5-13C	1	Overtaking
625 45 5-14A	23	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	130	Operating With BAC Over .08
625 45 5-16A 1 b	189	Under The Influence Of Alcohol
625 45 5-16 A 1 c	4	Under The Influence Of Drugs
625 45 5-16 A 1 d	2	Under Combined Influence Of Alcohol/Drugs
625 45 5-16A 1 e	1	Any Amount Of Drug In Persons Blood Or Urine
625 45 5-16 E	1	Owner Permitting OUI Operation
625 45 5-18	12	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	5	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	23	Passenger Location
625 45 5-22B	2	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	2	License Required-Passenger For Hire/Boat Rental
625 45 7-7	0	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	0	Registration/Per Article III
TOTAL VIOLATIONS	1504	

Boat Written Warnings

October 1, 2013 – September 30, 2014

Total Number of Warnings Counted – 5127

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	0	Resistance To Officers
625 45 2-4B	0	Failure To Obey Direction Of Police Officer
625 45 3-1	590	Operation Of Unnumbered Watercraft
625 45 3-1.5	116	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	143	Failure To Display, Improper Display Of Registration Number
625 45 3-4	1	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	53	Failure To Transfer Certificate Of Number
625 45 3-7	0	Loss Of Certificate Of Number/Registration Decal
625 45 3-9	69	Failure To Display Valid Registration Decal
625 45 3-11	2	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	1	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	3	Sell/Transfer W/O Certificate
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3A-21G	1	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 3C-1A	0	Abandoning A Watercraft
625 45 4-1A	498	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	1	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	388	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	24	Type V PFD Approved For Activity Used
625 45 4-1E	1	Water skier, aquaplanes, etc
625 45 4-1F1	15	PFDs Accessible
625 45 4-1F2	7	PFDs Serviceable Condition
625 45 4-1F3	6	PFDs Appropriate Size
625 45 4-1F4	10	PFDs Legibly Marked With USCG Number
625 45 4-1I	50	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	115	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	526	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	589	Fire Extinguisher
625 45 4-6	1	Carburetor Arrestor
625 45 4-7	4	Ventilators
625 45 4-10	1092	Battery Covers
625 45 4-11	257	Lanyard Cut-Off Switch

Chapter / Act / Section	# Issued	Violation
625 45 4-12	31	Visual Distress Signals
625 45 5-1	5	Careless Operation
625 45 5-2	3	Reckless Operation/Aggravated Reckless Operation
625 45 5-3	6	Interference With Navigation
625 45 5-4A	42	Overloading Motorboat
625 45 5-4B	9	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	78	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	170	Operation In No Wake Area
625 45 5-13A	0	Passing
625 45 5-13B	2	Crossing
625 45 5-13C	0	Overtaking
625 45 5-14A	15	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	2	Hours For Skiing
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	16	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	159	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	3	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	1	License/Tag/Weight Fail To Display/Rental Boat
625 45 7-8	3	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	1	Registration/Per Article III
TOTAL VIOLATIONS	5127	

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**
Total	Boat Registration Inspections	**731**	**1026**	**349**	**445**	**230**	**2725**
	Junk Boat Reports	**8**	**2**	**1**	**0**	**0**	**11**
	Total	**739**	**1028**	**350**	**445**	**230**	**2736**

*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
Total	**120,783**	**3,310**	**12,054**	**10,905**	**32,914**	**231,783**

*** 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
2013	34	47	25	27	26	0	56	215	159
Total	**932**	**591**	**367**	**516**	**448**	**66**	**1199**	**4119**	**2920**

* 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%
Total	**4119**	**93**	**1536**	**6.05%**	**101**	**1042**	**9.69%**	**60**	**251**	**23.90%**	**241**	**3395**	**7.10%**

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 2014

Statistical information contained in this report is based on the Federal Fiscal Year 2014 (FFY14) (10/01/2013 – 09/30/2014), excluding the registered boats, which is based on calendar year 2014.

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
77	54	20	98	252,094

Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats	Number of Fatalities per 100,000 Registered Boats
24.1	16.9	6.7

CAUSE OF DEATH	
Drowning	16
Hypothermia	1
Trauma	3
Total	**20**

VICTIM ACTIVITY	
Diving Off Boat	1
Drifting	1
Fishing	2
Paddling	4
Recreational Cruising	8
Swimming	4
Total	**20**

USE OF PFD	
Not Worn	15
Worn	5
Total	**20**

PRIMARY TYPE OF INJURY	
Back Injury	4
Broken Bones	7
Contusion	2
Head Injury	13
Hypothermia	1
Internal Injuries	9
Laceration	12
Neck Injury	1
Shock	1
Spinal Injury	1
Sprain/Strain	3
Total	**54**

INJURY CAUSE	
Exposure To Elements	4
Impact With Boat	24
Impact With Fixed / Floating Object	11
Impact With Water	1
Struck By Boat	10
Struck By Propeller	4
Total	**54**

DAY OF THE WEEK

Day of Week	#Accidents	#Injuries	#Fatalities	#Vessels
Sunday	22	14	4	26
Monday	5	2	3	6
Tuesday	6	5	3	7
Wednesday	4	1	0	4
Thursday	4	5	0	5
Friday	10	8	3	13
Saturday	26	19	7	37
Total	**77**	**54**	**20**	**98**

DATE OF ACCIDENT & MONTHLY TOTALS

(10/01/2012 – 09/30/2013)

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
October				
Subtotal	**0**	**0**	**0**	**0**
November				
Subtotal	**0**	**0**	**0**	**0**
December				
Subtotal	**0**	**0**	**0**	**0**
January				
Subtotal	**0**	**0**	**0**	**0**
February				
2/24/2014	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
March				
3/10/2014	1	0	1	1
3/27/2014	1	0	0	2
Subtotal	**2**	**0**	**1**	**3**
April				
4/19/2014	1	1	1	1
4/25/2014	1	0	0	1
Subtotal	**2**	**1**	**1**	**2**
May				
5/6/2014	1	4	1	1
5/7/2014	1	0	0	1
5/11/2014	1	1	0	1
5/13/2014	1	0	1	1
5/16/2014	1	0	0	1
5/22/2014	1	1	0	1
5/24/2014	1	2	0	2
5/25/2014	2	1	0	2
5/26/2014	1	1	0	1

Date/Month	#Accidents	#Injuries	#Fatalities	#Vessels
5/31/2014	3	2	3	4
Subtotal	**13**	**12**	**5**	**15**
June				
6/3/2014	1	0	1	1
6/6/2014	1	4	0	2
6/8/2014	3	1	1	3
6/14/2014	1	0	0	2
6/15/2014	1	0	0	1
6/20/2014	1	0	3	2
6/21/2014	2	1	0	2
6/22/2014	2	0	2	2
6/24/2014	1	1	0	1
6/25/2014	1	0	0	1
6/26/2014	1	4	0	1
6/28/2014	3	4	0	5
6/29/2014	1	0	1	1
Subtotal	**19**	**15**	**8**	**24**
July				
7/1/2014	1	0	0	2
7/4/2014	2	2	0	2
7/5/2014	3	1	1	4
7/12/2014	1	1	0	2
7/18/2014	2	1	0	2
7/20/2014	1	1	0	2
7/21/2014	1	0	1	1
7/23/2014	1	1	0	1
7/25/2014	1	1	0	1
7/26/2014	4	1	1	5
Subtotal	**17**	**9**	**3**	**22**
August				
8/1/2014	1	0	0	2
8/2/2014	3	3	0	4
8/3/2014	3	6	0	4
8/9/2014	2	0	1	4
8/10/2014	2	1	0	3
8/23/2014	1	1	0	1
8/27/2014	1	0	0	1
8/31/2014	4	3	0	4
Subtotal	**17**	**14**	**1**	**23**
September				
9/1/2014	1	1	0	2
9/2/2014	1	0	0	1
9/7/2014	2	0	0	3
9/13/2014	1	2	0	1
9/25/2014	1	0	0	1
Subtotal	**6**	**3**	**0**	**8**
Total	**77**	**54**	**20**	**98**

TIME OF DAY

Time	#Accidents	#Injuries	#Fatalities	#Vessels
12:01 a.m. - 6:00 a.m.				
12:46AM	1	5	0	2
3:00AM	1	1	0	1
3:15AM	1	4	0	1
Subtotal	**3**	**10**	**0**	**4**
6:01 a.m. - 12:00 noon				
6:30AM	1	0	0	2
9:15AM	1	0	0	1
10:25AM	1	1	0	1
11:26AM	1	4	1	1
11:33AM	1	1	0	1
11:37AM	1	0	0	2
11:45AM	1	1	0	1
11:55AM	1	1	0	1
Subtotal	**8**	**8**	**1**	**10**
12:01 p.m. - 6:00 p.m.				
12:17PM	1	0	0	1
12:30PM	1	0	0	2
12:53PM	1	1	0	1
1:33PM	1	1	0	2
1:57PM	1	0	0	1
2:00PM	2	0	1	2
2:10PM	1	1	0	1
2:15PM	1	0	0	1
2:30PM	1	0	0	2
2:50PM	1	1	0	1
2:59PM	1	1	0	1
3:15PM	2	0	0	2
3:27PM	1	0	1	1
3:30PM	1	0	0	2
3:35PM	1	1	0	1
3:40PM	1	0	1	1
3:46PM	1	2	0	1
4:07PM	1	0	1	1
4:15PM	1	0	0	1
4:20PM	1	0	1	1
4:22PM	1	1	0	1
4:27PM	1	1	1	1
4:45PM	1	0	0	1
4:46PM	1	1	0	1
4:51PM	1	1	0	2

Time	#Accidents	#Injuries	#Fatalities	#Vessels
4:55PM	2	1	1	2
5:00PM	1	1	0	1
5:04PM	1	0	0	1
5:05PM	1	1	0	1
5:08PM	1	1	0	1
5:30PM	2	1	0	2
5:45PM	2	1	0	2
5:55PM	1	2	0	2
6:00PM	1	1	0	1
Subtotal	**32**	**21**	**6**	**41**
6:01 p.m. - 12:00 a.m.				
6:09PM	1	2	0	2
6:15PM	1	1	0	2
6:20PM	1	0	0	1
6:27PM	1	0	0	2
6:30PM	5	1	1	8
6:35PM	1	1	0	2
6:45PM	1	2	0	2
7:00PM	1	0	1	1
7:17PM	1	0	1	1
7:35PM	1	1	0	1
7:45PM	1	1	0	1
8:15PM	1	4	0	2
8:18PM	1	1	3	1
8:49PM	1	0	1	1
9:00PM	1	0	1	1
9:15PM	1	0	0	2
10:00PM	1	0	0	1
10:11PM	1	0	0	1
10:20PM	1	0	0	1
10:45PM	1	0	3	2
Subtotal	**16**	**9**	**4**	**24**
Total	**77**	**54**	**20**	**98**

WATER CONDITIONS

Water	#Accidents	#Injuries	#Fatalities	#Vessels
Calm (Waves Less Than 6")	50	36	11	65
Choppy (Waves 6"- 2')	22	16	6	28
Rough (Waves 2'- 6')	3	2	1	3
Strong / Swift Current	2	0	2	2
Total	**77**	**54**	**20**	**98**

WEATHER CONDITIONS

Weather	#Accidents	#Injuries	#Fatalities	#Vessels
Clear	61	45	14	78
Cloudy	11	6	6	14
Fog	2	1	0	2
Hazy	1	0	0	2
Thunderstorm	1	1	0	1
Unknown	1	1	0	1
Total	**77**	**54**	**20**	**98**

WIND CONDITIONS

Wind	#Accidents	#Injuries	#Fatalities	#Vessels
Light (0-12 MPH)	53	40	9	71
Moderate (13-24 MPH)	18	8	9	19
Strong (25-54 MPH)	5	5	2	7
Stormy (Over 55 MPH)	1	1	0	1
Total	**77**	**54**	**20**	**98**

VISIBILITY

Visibility	#Accidents	#Injuries	#Fatalities	#Vessels
Fair	4	1	1	4
Good	67	42	15	87
Poor	6	11	4	7
Total	**77**	**54**	**20**	**98**

PRIMARY CAUSE OF ACCIDENT

Primary Cause	# Injuries	#Fatalities	#Vessels
Alcohol Use	10	6	15
Careless/Reckless Operation	6	0	10
Cold Water Immersion	0	1	1
Congested Waters	1	0	2
Dam/Lock	5	3	4
Departed Vessel Voluntarily	0	2	2
Did Not Contribute	6	0	16
Equipment Failure	0	0	2
Excessive Speed	4	0	3
Force Of Wake	0	0	1
Hazardous Waters	1	1	1
Machinery Failure	1	3	1
No Proper Lookout	1	0	3
Off-Throttle Steering	0	0	2
Operator Inattention	3	0	10
Operator Inexperience	3	0	4
Overloading	0	0	1
Passenger/Skier Behavior	5	3	8
Restricted Vision	4	0	3
Rules Of Road Infraction	0	0	2
Sharp Turn	2	0	2
Standing/Sitting In Inappropriate Position	1	0	1
Unknown	0	0	2
Weather	1	1	2
Total	**54**	**20**	**98**

TYPE OF ACCIDENT

Type Of Accident	# Injuries	# Fatalities	#Vessels
Capsizing	6	5	6
Collision With Another Vessel	10	3	34
Collision With Fixed Object	4	2	7
Collision With Floating Object	1	0	2
Falls In Boat	4	0	4
Falls Overboard	0	3	3
Fire Or Explosion (Other Than Fuel)	0	0	2
Flooding/Swamping	1	3	6
Grounding	6	0	3
Occupant Impacts Vessel	3	0	3
Person Departed Vessel	0	4	4
Person Ejected From A Vessel	2	0	2
Skier Mishap	3	0	3
Struck By Boat	8	0	6
Struck By Motor Or Propeller	3	0	3
Struck Submerged Object	3	0	8
Unknown	0	0	2
Total	**54**	**20**	**98**

TYPE OF VESSEL

Type Of Vessel	#Injuries	#Fatalities	#Vessels
Aux. Sail	0	1	1
Cabinmotorboat	3	3	6
Canoe	0	3	3
Commercial Passenger	0	0	1
Fire Engine	0	0	1
Houseboat	0	0	1
Kayak	3	1	3
Open Motorboat	31	9	56
Pontoon	9	2	13
PWC	7	0	10
Raft	1	0	1
Rowboat	0	1	1
Tug Barge	0	0	1
Total	**54**	**20**	**98**

VESSEL OPERATION AT TIME OF ACCIDENT

Vessel Operation	#Injuries	#Fatalities	#Vessels
At Anchor	1	1	3
Being Towed, Changing Speed	0	0	1
Changing Direction	3	0	4
Changing Speed	0	0	1
Changing Speed, Changing Direction	3	0	6
Changing Speed, Cruising	2	0	3
Changing Speed, Cruising, Changing Direction	2	0	2
Changing Speed, Cruising, Drifting	0	0	1
Changing Speed, Docking/Undocking, Changing Direction	0	0	1
Cruising	21	7	40
Cruising, Changing Direction	3	0	4
Docking/Undocking	0	0	1
Drifting	11	6	11
Drifting, Launching, Rowing/Paddling	1	1	1
Other-Crossing Boat Wake, Cruising, Changing Direction	1	0	1
Other-Grounded At Beach	0	0	2
Other-Sitting In Boat Lift, Tied To Dock / Mooring	0	0	1
Other-Tandem Skiiers In Tow	1	0	1
Other-Towing	0	0	1
Other-Towing Tubers, Changing Direction	4	0	1
Other-Traversing Lock	0	0	1
Rowing/Paddling	1	4	5
Sailing	0	1	1
Tied To Dock / Mooring	0	0	5
Total	**54**	**20**	**98**

VESSEL LENGTH IN FEETS

Vessel Length in Feet	#Injuries	#Fatalities	#Vessels
Unknown	2	0	2
7	1	0	1
9	3	0	4
10	1	0	3
11	1	0	1
12	0	1	1
14	2	3	6
15	5	1	5
16	2	1	4
17	4	2	2
18	2	0	6
19	5	3	11
20	5	1	15
21	3	1	7
22	7	1	6
23	2	1	4
24	7	1	6
25	1	0	3
27	0	1	1
28	0	0	1
33	1	3	2
40	0	0	1
45	0	0	1
46	0	0	1
57	0	0	1
66	0	0	1
89	0	0	1
90	0	0	1
Total	**54**	**20**	**98**

OPERATOR EDUCATION

Operator Education	#Injuries	#Fatalities	#Vessels
State Course	7	1	12
U.S.C.G. Auxiliary	1	3	2
None	42	13	62
Unknown	4	3	22
Total	**54**	**20**	**98**

OPERATOR EXPERIENCE

Operator Experience	#Injuries	#Fatalities	#Vessels
Under 10 hours	11	2	13
10 - 100 hours	12	11	22
Over 100 hours	29	6	54
Unknown	2	1	9
Total	**54**	**20**	**98**

OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
Unknown	0	1	7
7	1	0	1
14	1	0	1
15	1	0	1
16	2	1	3
17	0	0	1
18	1	0	2
19	3	0	3
20	1	0	1
21	0	1	2
22	6	1	5
24	1	0	2
25	0	1	1
26	1	1	1
28	2	0	2
29	1	0	2
30	1	3	2
31	0	0	2
33	1	0	2
34	2	0	3
35	3	1	4
37	1	0	2
38	0	0	2
39	4	4	3
40	1	0	5
42	4	1	2
43	0	0	1
44	0	1	3
45	1	0	1
46	2	1	3
48	0	0	1
49	0	0	1
50	1	0	2
51	1	0	1
52	4	0	1
53	2	0	2
54	0	0	2
56	1	0	2
58	0	0	1
59	2	1	3
61	0	0	1
62	0	0	2
63	0	0	1
66	0	2	3
67	0	0	1
69	0	0	1
71	0	0	1
72	2	0	2
Total	**54**	**20**	**98**

ACCIDENT STATISTICS BY BODY OF WATER

Body_Of_Water	#Accidents	#Injuries	#Fatalities	#Vessels
Apple Canyon Lake	2	1	0	4
Argyle Lake	1	0	1	1
Bangs Lake	1	0	0	2
Braidwood Lake	1	0	0	1
Calumet Sag Channel	1	0	3	2
Carlyle Lake	1	1	0	1
Chicago River	2	0	0	4
Clinton Lake	5	1	1	5
Des Plaines River	1	0	0	1
Diamond Lake	1	2	0	2
Du Quoin City Lake	1	0	1	1
Fox Lake	1	1	0	2
Fox River	4	3	1	5
Green View Lake	1	1	0	2
Illinois River	10	10	3	13
Kankakee River	3	3	1	5
Kaskaskia River	2	2	0	2
Lake Carroll	1	1	0	2
Lake Decatur	3	5	0	3
Lake Holiday	1	4	0	2
Lake Lou Yaeger	2	2	0	2
Lake Michigan	6	3	4	6
Lake Shelbyville	3	1	0	3
Lincoln Lake	1	1	0	1
Mazon River	1	1	0	1
Mill Creek Lake	1	0	0	1
Mississippi River	6	4	1	8
Petite Lake	2	2	0	2
Pistakee Lake	2	0	1	2
Rend Lake	1	0	0	2
Rock River	3	2	1	3
Sangamon River	1	1	0	1
Spoon River	1	0	1	1
Third Lake	1	0	1	1
Vermilion River	1	1	0	1
Wesseln Lake	1	0	0	1
West Frankfort New City Lake	1	1	0	2
Total	**77**	**54**	**20**	**98**

BODY OF WATER BROKEN DOWN BY COUNTY

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Apple Canyon Lake					
	Jo Daviess County	2	1	0	4
	Subtotal	**2**	**1**	**0**	**4**
Argyle Lake					
	McDonough County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Bangs Lake					
	Lake County	1	0	0	2
	Subtotal	**1**	**0**	**0**	**2**
Braidwood Lake					
	Will County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Calumet Sag Channel					
	Cook County	1	0	3	2
	Subtotal	**1**	**0**	**3**	**2**
Carlyle Lake					
	Clinton County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Chicago River					
	Cook County	2	0	0	4
	Subtotal	**2**	**0**	**0**	**4**
Clinton Lake					
	Dewitt County	5	1	1	5
	Subtotal	**5**	**1**	**1**	**5**
Des Plaines River					
	Will County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Diamond Lake					
	Lake County	1	2	0	2
	Subtotal	**1**	**2**	**0**	**2**
Du Quoin City Lake					
	Perry County	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Fox Lake					
	Lake County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Fox River					
	Kane County	2	1	1	3
	McHenry County	2	2	0	2
	Subtotal	**4**	**3**	**1**	**5**
Green View Lake					
	Lawrence County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Illinois River					
	Grundy County	3	3	1	4
	Jersey County	1	1	0	1
	LaSalle County	4	6	1	5
	Mason County	2	0	1	3

Subtotal	**10**	**10**	**3**	**13**

Body of Water Broken Down By County

Waterway		**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Kankakee River					
	Kankakee County	1	1	0	2
	Will County	2	2	1	3
	Subtotal	**3**	**3**	**1**	**5**
Kaskaskia River					
	Randolph County	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Lake Carroll					
	Carroll County	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Lake Decatur					
	Macon County	3	5	0	3
	Subtotal	**3**	**5**	**0**	**3**
Lake Holiday					
	LaSalle County	1	4	0	2
	Subtotal	**1**	**4**	**0**	**2**
Lake Lou Yaeger					
	Montgomery County	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Lake Michigan					
	Cook County	6	3	4	6
	Subtotal	**6**	**3**	**4**	**6**
Lake Shelbyville					
	Moultrie County	1	0	0	1
	Shelby County	2	1	0	2
	Subtotal	**3**	**1**	**0**	**3**
Lincoln Lake					
	Grundy County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mazon River					
	Grundy County	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Mill Creek Lake					
	Clark County	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Mississippi River					
	Calhoun County	1	0	0	1
	Carroll County	1	0	0	1
	Jo Daviess County	1	0	0	1
	Rock Island County	1	4	1	1
	Whiteside County	2	0	0	4
	Subtotal	**6**	**4**	**1**	**8**
Petite Lake					
	Lake County	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Pistakee Lake					
	Lake County	1	0	0	1
	McHenry County	1	0	1	1
	Subtotal	**2**	**0**	**1**	**2**
Rend Lake					
	Franklin County	1	0	0	2

Subtotal	**1**	**0**	**0**	**2**

Body of Water Broken Down By County cont.

Waterway	**#Accidents**	**#Injuries**	**#Fatalities**	**#Vessels**
Rock River				
Ogle County	2	2	0	2
Winnebago County	1	0	1	1
Subtotal	**3**	**2**	**1**	**3**
Sangamon River				
Cass County	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Spoon River				
Fulton County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Third Lake				
Lake County	1	0	1	1
Subtotal	**1**	**0**	**1**	**1**
Vermillion River				
LaSalle County	1	1	0	1
Subtotal	**1**	**1**	**0**	**1**
Wesseln Lake				
Perry County	1	0	0	1
Subtotal	**1**	**0**	**0**	**1**
West Frankfort New City Lake				
Franklin County	1	1	0	2
Subtotal	**1**	**1**	**0**	**2**
Total	**77**	**54**	**20**	**98**

ACCIDENT STATISTICS BY COUNTY

County	#Accidents	#Injuries	#Fatalities	#Vessels
Calhoun	1	0	0	1
Carroll	2	1	0	3
Cass	1	1	0	1
Clark	1	0	0	1
Clinton	1	1	0	1
Cook	9	3	7	12
De Witt	5	1	1	5
Franklin	2	1	0	4
Fulton	1	0	1	1
Grundy	5	5	1	6
Jersey	1	1	0	1
Jo Daviess	3	1	0	5
Kane	2	1	1	3
Kankakee	1	1	0	2
La Salle	6	11	1	8
Lake	7	5	1	10
Lawrence	1	1	0	2
Macon	3	5	0	3
Mason	2	0	1	3
McDonough	1	0	1	1
McHenry	3	2	1	3
Montgomery	2	2	0	2
Moultrie	1	0	0	1
Ogle	2	2	0	2
Perry	2	0	1	2
Randolph	2	2	0	2
Rock Island	1	4	1	1
Shelby	2	1	0	2
Whiteside	2	0	0	4
Will	4	2	1	5
Winnebago	1	0	1	1
Total	**77**	**54**	**20**	**98**

COUNTIES BROKEN DOWN BY BODY OF WATER

County		#Accidents	#Injuries	#Fatalities	#Vessels
Calhoun County					
	Mississippi River	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Carroll County					
	Mississippi River	1	0	0	1
	Lake Carroll	1	1	0	2
	Subtotal	**2**	**1**	**0**	**3**
Cass County					
	Sangamon River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Clark County					
	Mill Creek Lake	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Clinton County					
	Carlyle Lake	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**
Cook County					
	Calumet Sag Channel	1	0	3	2
	Chicago River	2	0	0	4
	Lake Michigan	6	3	4	6
	Subtotal	**9**	**3**	**7**	**12**
Dewitt County					
	Clinton Lake	5	1	1	5
	Subtotal	**5**	**1**	**1**	**5**
Franklin County					
	West Frankfort New City Lake	1	1	0	2
	Rend Lake	1	0	0	2
	Subtotal	**2**	**1**	**0**	**4**
Fulton County					
	Spoon River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Grundy County					
	Illinois River	3	3	1	4
	Lincoln Lake	1	1	0	1
	Mazon River	1	1	0	1
	Subtotal	**5**	**5**	**1**	**6**
Jersey County					
	Illinois River	1	1	0	1
	Subtotal	**1**	**1**	**0**	**1**

Counties Broken Down By Body of Water cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Jo Daviess County					
	Apple Canyon Lake	2	1	0	4
	Mississippi River	1	0	0	1
	Subtotal	**3**	**1**	**0**	**5**
Kane County					
	Fox River	2	1	1	3
	Subtotal	**2**	**1**	**1**	**3**
Kankakee County					
	Kankakee River	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Lake County					
	Bangs Lake	1	0	0	2
	Diamond Lake	1	2	0	2
	Fox Lake	1	1	0	2
	Petite Lake	2	2	0	2
	Pistakee Lake	1	0	0	1
	Third Lake	1	0	1	1
	Subtotal	**7**	**5**	**1**	**10**
LaSalle County					
	Illinois River	4	6	1	5
	Lake Holiday	1	4	0	2
	Vermillion River	1	1	0	1
	Subtotal	**6**	**11**	**1**	**8**
Lawrence County					
	Green View Lake	1	1	0	2
	Subtotal	**1**	**1**	**0**	**2**
Macon County					
	Lake Decatur	3	5	0	3
	Subtotal	**3**	**5**	**0**	**3**
Mason County					
	Illinois River	2	0	1	3
	Subtotal	**2**	**0**	**1**	**3**
McDonough County					
	Argyle Lake	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
McHenry County					
	Fox River	2	2	0	2
	Pistakee Lake	1	0	1	1
	Subtotal	**3**	**2**	**1**	**3**
Montgomery County					
	Lake Lou Yaeger	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**

Counties Broken Down By Body of Water

County		#Accidents	#Injuries	#Fatalities	#Vessels
Moultrie County					
	Lake Shelbyville	1	0	0	1
	Subtotal	**1**	**0**	**0**	**1**
Ogle County					
	Rock River	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Perry County					
	Du Quoin City Lake	1	0	1	1
	Wesseln Lake	1	0	0	1
	Subtotal	**2**	**0**	**1**	**2**
Randolph County					
	Kaskaskia River	2	2	0	2
	Subtotal	**2**	**2**	**0**	**2**
Rock Island County					
	Mississippi River	1	4	1	1
	Subtotal	**1**	**4**	**1**	**1**
Shelby County					
	Lake Shelbyville	2	1	0	2
	Subtotal	**2**	**1**	**0**	**2**
Whiteside County					
	Mississippi River	2	0	0	4
	Subtotal	**2**	**0**	**0**	**4**
Will County					
	Braidwood Lake	1	0	0	1
	Des Plaines River	1	0	0	1
	Kankakee River	2	2	1	3
	Subtotal	**4**	**2**	**1**	**5**
Winnebago County					
	Rock River	1	0	1	1
	Subtotal	**1**	**0**	**1**	**1**
Total		**77**	**54**	**20**	**98**

2014 Fatal Boat Accident Narratives

1. On February 24, 2014 the victim had a phone conversation with his son, while operating a 12 foot rowboat to access his residence in Spoon River flood waters in Bernadotte Illinois. The victim reportedly was retrieving medication by launching his small boat from Tarters Ferry Road and rowing approximately 100 yards to his residence. A short time later, a neighboring resident heard him calling for help and launched a canoe in an attempt to locate him. A little after 7:00 pm, the victim was observed clinging to surface ice southeast of his residence. When the intended rescuers were approximately 30 feet from the victim, he slipped under the water surface. There was a strong current in the flooded field pushing west to east. At the east end of the open water was surface ice several inches thick. Emergency responders arrived later and conducted a search by probing the area, but were unable to locate the victim or his watercraft. On February 26, Conservation Police located a rowboat under 6 inches of ice utilizing a metal detector. Copperas Creek Fire Department Dive Team recovered the boat. On March 8, at approximately 2:45pm, Conservation Police located the victim. The Fulton County Coroner conducted an autopsy and determined cause of death as drowning. There was also indication of hypothermia.

   Contributing Factors: Cold Water Immersion
   Hazardous Waters
   Failure to Wear Personal Floatation Device (PFD)

2. On March 10, 2014 the victim and a friend were canoeing, approximately 350 yards from the main boat ramp on Du Quoin City Lake. The victim was in the stern seat and the friend was in the bow seat. The friend stated they both had paddles and were both paddling. According to the friend, the victim started to move around in the canoe. The friend told him to quit, but the victim continued, rocking the boat. The friend stated the canoe tipped over and both were thrown into the water. The friend stated they did not have any lifejackets. They tried to swim to shore, but the victim was unable to make it. The coroner report showed that the victim died due to drowning. Some alcohol was found at scene and the friend was in possession of cannabis. Frigid waters and heavy clothing were probably factors.

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

3. On April 19, 2014 at approximately 4:27pm, rescuers responded to the area of the Fox River Dam in reference to a water rescue of two subjects who had gone over the dam in a kayak. Witnesses state they saw the kayak go over the dam, about midway, with two occupants and one was believed to still be trapped in the boil of the dam. One witness advised the kayak was swept sideways due to swift current of the river at the top of the dam. He advised the subjects were unable to row out of the current and saw both subjects being swept over the dam into the turbulent water of the boil. One occupant was unconscious and transported to Delnor Hospital. Geneva Fire, along with St. Charles and Batavia Fire were successful in recovering the victim from the boil of the dam. The victim was unresponsive and determined deceased.

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

4. On May 6, 2014 the victim and 3 subjects went fishing on the Mississippi River above Lock 14. The operator anchored the boat from a cleat near the bow on the starboard side approximately 1/2 to 3/4 mile upstream from the Lock 14 Dam. As the occupants were getting ready to fish, the anchor line broke. The operator attempted to start the motor, but it would not start. The Mississippi River was just below flood stage and the current quickly pushed the group towards the dam. All occupants in the vessel reportedly put on personal floatation devices. The boat reached the dam near the 5th gate from the Illinois side. The operator started the boat a second time but the front end went up in the air and the boat capsized. The victim and 3 subjects were sucked through the dam. The 3 subjects surfaced down river and were transported to local hospitals. The victim never surfaced. Numerous agencies attempted to locate the victim and the vessel with surface searches and side scan sonar. The gates of the lock and dam were closed to collect debris caught in the undertow. The debris collected were boat seats along with a child's PFD and an unserviceable adult PFD. The victim's body surfaced on May 16th. The victim's death was ruled accidental. The cause of death was drowning. The operator was cited for operating a watercraft without adequate PFD's for each person on board. He was issued 2 warnings for PFD violations and one warning for a registration violation.

   Contributing Factors: Dam/Lock
   Machinery Failure
   Failure to Wear Personal Floatation Device (PFD)

5. On May 13, 2014 two subjects capsized the small jon boat they were operating while fishing on Argyle Lake State Park. The victim was found by divers at 12:28am. No PFD's were used. Cause of death was drowning. The other subject was able to swim to shore.

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

6. On May 31, 2014 Vessel 1 was en route to Burnham Harbor in Chicago, IL after a trip to New Buffalo, MI from Burnham Harbor. Halfway through the 45 mile trip, around sunset, the engines failed, the electronics shut down as well. They lifted the engine cover and discovered smoke coming from the engine compartment and water was rushing in. After the water began coming over the transom and seat backs, all four persons on board came to agreement to depart Vessel 1. All persons donned lifejackets. Due to the darkness, the only survivor was separated from the other 3 persons on board, and was not sure if anyone stayed together. The survivor did not see any other vessels after departing Vessel 1 until he was picked up 7 miles off shore by a passing charter boat at approximately 6:15am. The charter boat radioed the Coast Guard and gave his coordinates, approximately 7 miles out from 31st Street Harbor in Chicago. The survivor was then taken back to shore and relayed to Mercy Hospital to be treated for hypothermia. The first victim was found approximately 4 miles off shore by Chicago Fire Department. The first victim was pronounced dead at Mercy Hospital. The Cook County Coroner reported edema in The first victim's lungs with a core body temperature of 29 degrees. On June 28, 2014 a sailboat spotted a body floating. At approximately 6:15pm, the second victim was located. On July 28, 2014 the third victim was located in Whiting, IN. All three deaths were due to hypothermia and drowning.

   Contributing Factors: Machinery Failure

7. On June 3, 2014 at approximately 9:22pm, a search was conducted for a missing canoeist in the Kankakee River, approximately 500 yards downstream of Des Plaines Conservation Area (DPCA) boat launch. The occupants were in a canoe traveling from Bardwell Island to DPCA. They traveled between 30-50 yards from Bardwell Island when suddenly the canoe capsized. All four occupants of the canoe were thrown into the river. Two occupants stayed with the canoe and attempted to turn it upright. The victim started swimming back to a boat dock on Bardwell Island. Prior to the accident, the victim stated he did not know how to swim. A third occupant swam to assist him. The subject grabbed onto the victim's side and attempted to swim him to shore. The victim panicked and placed his weight onto the subject forcing both of them under the water. While under the water, the victim slipped from his grasp. The subject resurfaced and waited for the victim to resurface from under the water. The victim never resurfaced. A rescue boat retrieved the victim's body, utilizing drag bars; approximately 20 yards downstream of where he had went under. On board the canoe, prior to it capsizing, was three Type IV personal flotation devices (PFDs), but no Type I, II or III PFDs were onboard as required by law. The canoe was unregistered. All four occupants had consumed alcohol prior to the accident and had various levels of experience canoeing.

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

8. On June 8, 2014 Officers were dispatched to Pistakee Lake for call of possible drowning. The victim shut off the motor to the boat so they could all go swimming. The victim entered the water to swim, one occupant realized he jumped in with his wallet so he returned to the vessel immediately, and the third occupant was not a good swimmer so he held onto the ladder at the back of the boat as he entered the water. Both occupants said they were talking to one another and the victim was swimming about 90 feet or so from the boat the last time they saw him. The occupant in the water holding onto the ladder was the first to notice the victim going under water and not surfacing. He called to the other occupant to start the boat to go to the area to assist the victim but it was too late. The victim had gone under and disappeared from sight. Other occupants of the vessel were unable to locate him and called for rescue. The victim surfaced approximately forty five minutes after he went missing. The victim was taken on board a rescue boat where he was found to be unresponsive. The occupants of the vessel said the three had been out on the boat on the Fox Chain of Lakes numerous times and that the victim could swim. They stated the victim had consumed several drinks earlier when they were at a bar for lunch. They stated he may have had a problem with alcohol and had received several DUI citations in the past. The autopsy revealed the cause of death as drowning and noted the victim had high levels of alcohol in his blood and urine.

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

9. On June 20, 2014 a boat accident occurred at approximately 10:45pm on the Cal-Sag River just west of the Worth boat launch. There were several missing boaters unaccounted for and believed to be in the water. The collision was with a commercial barge heading eastbound up the river, while the recreational vessel was traveling westbound on the river. While raising the boat, Conservation Police observed two deceased individuals underneath. The boat was raised and the individuals, one female and one male, were removed from the wreckage. On Monday at 10:00am the body of a third male victim was recovered down river

   Contributing Factors: Alcohol Use
   Excessive Speed
   Operator Inattention
   Failure to Wear Personal Floatation Device (PFD)

10. On June 22, 2014 at approximately 3:41pm a boat accident occurred on the Illinois River at Dresden Island Lock and Dam in which one of the four occupants was missing. Multiple Fire/Rescue agencies rescued a male subject from the bow of the vessel which was lodged between the bottom of tainter gate #8 and the concrete base of Dresden Island Lock and Dam. Two occupants were rescued by unknown pleasure boaters immediately downstream of the Dam and one occupant was still missing. The boaters were boating on the river near the mooring cells located approximately 200 yards upstream of the Dam when some tree branch debris became lodged between the boat's lower unit and stern. The operator turned the motor off and raised the propeller freeing the debris. The passengers (each possessing a Type IV PFD) when they were approximately 30-40 yards upstream of the gate jumped from the rear of the boat in attempt to swim to safety. The operator and two passengers sustained no physical injuries. On June 25, 2014 the body of the victim was located by Morris Fire and Rescue south of Grist Island. Autopsy results found cause of death to be drowning.

    Contributing Factors: Dam/Lock
    Hazardous Waters
    Machinery Failure
    Failure to Wear Personal Floatation Device (PFD)

11. On June 22, 2014 at approximately 4:40pm Conservation Police were dispatched to the Illinois River at Snug Harbor on a report of an individual that had entered the water from a vessel and had not resurfaced. The family reported having not seen the individual for approximately 20 minutes. The boat was anchored for approximately 5 minutes when the victim said he was hot and entered the water from the boat. The current began to take the victim downstream, at which time he appeared to be heading toward a green marker buoy and yelled "Hurry up!". The occupants of the boat attempted to remove the anchor unsuccessfully and eventually cut the rope to which the anchor was tied. They operated the boat towards the victims last known location and began to search for him. The other occupants searched for the victim for approximately 20 minutes before calling 911 to report him missing. Violations found during the boat safety inspection included exceeding capacity (10 persons on board / 9 person capacity), insufficient adult wearable PFDs on board (4 adult PFDs for 5 adult occupants), and an unsecured battery with uncovered positive terminal. At approximately 8:15pm, all recovery assets exited the river and the search for the victim was suspended due to inclement weather. On June 24, 2014, the body of the victim was recovered by Ottawa River Rescue near Allen Park in Ottawa.

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

12. On June 29, 2014 at approximately 7:17pm, the victim and two other subjects were drifting downstream on the Illinois River - Bath Chute. They were drifting, with other boats, approximately 200 yards southwest of the Bath boat launch when the victim went overboard. The victim stood up, leaned over the portside gunwhale of the boat, and was washing his hands. The victim's hands were wet which led to his left hand slipping off the gunwhale and falling overboard. The victim grabbed onto the boat as soon as he hit the water. Immediately afterward, the other subjects pulled the victim back into the boat. The victim had difficulty breathing and lost consciousness. CPR was started and EMS was called to the scene. The victim was transported from the scene by the Mason County Ambulance service to Mason District Hospital, Havanna, IL, where he was pronounced dead. The victim had a significant negative health history which included a tracheostomy from a bout with cancer. It is likely his poor physical health, and tracheostomy, contributed to the accident and his death.

    Contributing Factors: Passenger/Skier Behavior

13. On July 5, 2014 at approximately 10:31pm two subjects were involved in a boat accident on the Rock River at Harrison Avenue Bridge, just east of South Main St. Rockford, IL. The canoe was being operated in flooded, strong currents of the Rock River and the men had been fishing just prior to the accident. They were paddling north of the bridge the current pushed them against a concrete bridge pillar. One subject began pushing against the side of the bridge pillar to create space between the canoe and the pillar, the canoe capsized, throwing the subjects in the water. When the canoe capsized, the rock-anchor line held the boat stationary in the current. They held onto the canoe for some length of time. The men believed they couldn't stay with the canoe because they would die from hypothermia. The victim began swimming for shore and a short time later began to call for help. The one subject swam to the victim location at which time the victim reportedly grabbed the subject, submerging the subject. The one subject, believing he would drown if he stayed to help the victim, swam to shore to summon help. The victim's body was recovered on July 08, 2014.

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

14. On July 21, 2014 the victim and friends were boating on Third Lake. The victim departed the vessel to swim and while swimming went underneath the water. The victim never resurfaced.

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

15. On July 26, 2014 at approximately 2:00pm, 8 occupants were on Clinton Lake aboard a pontoon boat rented from the Clinton Lake Marina. The boat was positioned over a large sand bar extending from the shoreline. One subject entered the water to the east of the boat and began swimming. Another subject entered the water from the front deck of the pontoon boat and began pulling the boat closer to shore to set an anchor. The victim jumped from the back deck of the pontoon boat over the top of a person. The occupants never saw him resurface. After several minutes, the occupants began searching for the victim and found him underneath the water. At approximately 3:03pm EMS pronounced the victim as deceased. The victim died from drowning due to a cervical spine fracture. A blood test also showed an alcohol concentration of .151

    Contributing Factors: Diving in Shallow Water
    Failure to Wear Personal Floatation Device (PFD)

16. On August 9, 2014 at approximately 4:30pm, the USGC and Chicago Police Marine Unit responded to a May-Day call from a sailboat. The sailboat was underway on Lake Michigan heading toward Montrose Harbor in a northwest direction. The victim fell overboard on the starboard side of the boat. The victim was in the water for approximately 5-10 minutes until the occupants could no longer see him. The responding agencies searched for the victim but did not locate him. The victim was not wearing a personal flotation device before or upon entering the water. The sailboat was unable to start the engine to get back to the victim due to a line being wrapped around the propeller and strong winds which kept pushing the sailboat towards shore according to the Chicago Police Marine Unit. On August 13, 2014 at approximately 7:03am, Chicago Police Marine Unit headquarters was contacted by a sailing vessel because they had discovered a lifeless body floating in the water. The body was removed from water, ID was removed from wallet and a tattoo matched description from the victim.

    Contributing Factors: Weather
    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

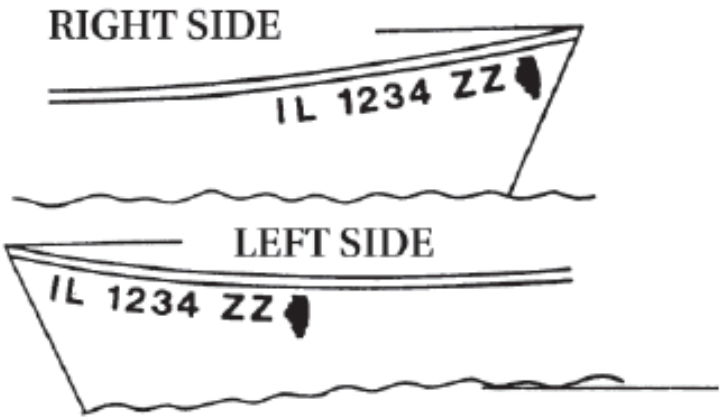
Boats which must be registered and titled: All watercraft operated on the waters within the jurisdiction of this state shall be registered and titled. **Boats exempted from registration and titling:** Watercraft shall not be required to be registered and titled under this Act if it is:

- 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

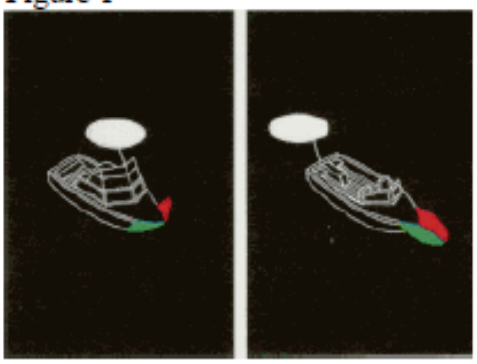
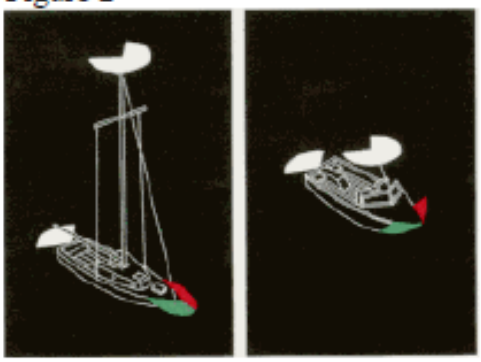


Figure 2



➢ *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

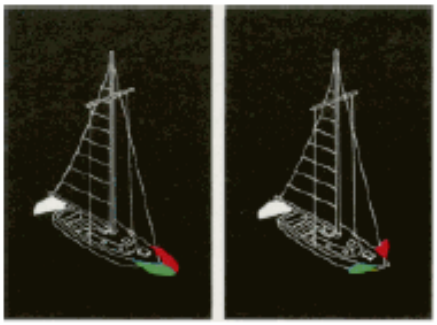


Figure 4

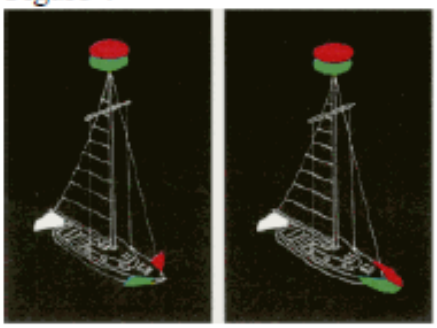


Figure 5

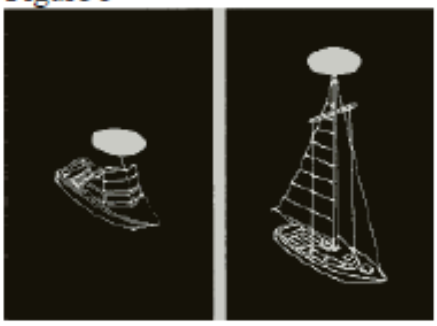
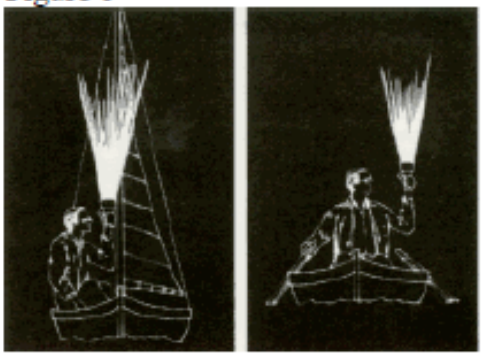


Figure 6



➢ *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.