

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Boating Report

Federal Fiscal Year October 1, 2015 – September 30, 2016
Office of Law Enforcement

2016



FOREWORD

Boating Report 2016 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 2016 (FFY16) (10/01/2015 – 09/30/2016), excluding the registered boats, which is based on calendar year 2016. 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 2016 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 bottom of the cover page. For an electronic copy, visit the Illinois Department of Natural Resources Web Site at <http://www.dnr.illinois.gov/safety/Pages/IncidentReportSummaries.aspx>

Law Enforcement Creed

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

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

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

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

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

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

“THIS WE PLEDGE TO THE CITIZENS OF ILLINOIS.”

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The Illinois Boating Digest has been posted on the IDNR website at <http://www.dnr.illinois.gov/boating/Documents/BoatDigest.pdf>. The Boating Digest will no longer be available in pamphlet form. It has been converted into a PDF document for easier viewing and printing from the website.

INTRODUCTION

SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2016 (FFY16) (10/01/2015 – 09/30/2016), excluding the registered boats, which is based on calendar year 2016. 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 2016 (FFY16) (10/01/2015 – 09/30/2016), excluding the registered boats, which is based on calendar year 2016

- Illinois saw a slight decrease in reportable accidents investigated from the previous year. There were 73 accidents, resulting in 36 injuries and 11 fatalities. Accidents, injuries and fatalities remained below the 5 year average.
- The Illinois Department of Natural Resources recorded 42,160 personal service hours worked on the Recreational Boating Safety Program. This was a 1% decrease from the total hours worked on the program in FFY 2015. The Office of Law Enforcement's estimated on the water hours showed a 1% increase in hours worked on-the-water from 16,209 to 16,355.
- Boating enforcement activity by the Illinois Conservation Police saw an increase in the total number of citations and written warnings issued FFY 2016 from the previous year. Citations increased from 1,415 to 1,721 (18%) and written warnings increased from 4,518 to 5,258 (14%). Operating under the influence arrest decreased from 155 to 147 (6%). 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 252,094 last year to 248,948 this year. The total number of water usage stamps sold increased from 48,001 to 58,067.
- 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.
- 11 people died in 11 Illinois boating accidents.
- 7 fatalities occurred during the week and 4 on the weekend
- 8 fatalities with clear conditions and 9 with calm waters.
- The winds were light to moderate (11) with good visibility (9)
- In the majority of fatalities, the operators had no formal boat safety education (10).
- 3 out of 11 fatalities involved alcohol/drug impairment
- Once again, the factor that would have saved lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 11 fatalities, 8 may have survived if they had worn their PFDs.
- The State of Illinois does not require a Coast Guard-approved PFD to be worn. However, persons under the age of 13, and operators/passengers on personal watercraft or specialty prop-craft, are required to wear a Coast Guard-approved PFD.
- The most proactive action a boater can do to ensure his/her safety on the water is wearing a Coast Guard-approved PFD of the appropriate size and in serviceable condition.

BOAT ACCIDENTS & ENFORCEMENT AT A GLANCE

1964 - Present

Year	Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats	Total Number of Water Usage Stamps Sold	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	0	22	0	0	0	0
1991	179	125	31	224	362,000	0	23	0	0	0	0
1992	147	124	28	200	365,000	0	20	0	0	0	0
1993	134	94	32	163	371,000	0	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	Total Number of Water Usage Stamps Sold	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	0	15	67	0	0	0
1995	178	88	16	228	386,500	0	13	111	0	0	0
1996	155	90	27	214	390,000	0	23	93	0	0	0
1997	145	81	14	223	397,000	0	10	123	0	0	14,328
1998	176	107	19	249	395,500	0	12	75	0	0	16,048
1999	159	75	13	238	394,108	0	10	95	0	0	13,822
2000	155	76	14	231	370,568	0	11	100	0	0	11,869
2001	112	75	8	171	368,047	0	7	180	2,263	0	13,185
2002	135	92	23	188	364,075	0	13	199	1,630	0	13,369
2003	84	63	13	122	360,252	0	7	125	NA	0	10,827
2004	78	45	18	103	356,305	0	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	0	12	185	1,403	NA	15,046
2006	79	66	18	119	343,591	0	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	0	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	0	10	185	1,603	3,695	39,998
2009	102	71	25	137	329,032	0	15	179	1,960	5,576	21,403
2010	105	76	16	145	323,191	0	13	155	1,853	5,438	13,363
2011	103	70	21	136	319,559	0	15	121	1,520	4,581	27,346
2012	101	69	19	135	312,664	0	15	123	1,230	3,972	50,664
2013	65	50	14	90	271,116	0	12	115	1,235	4,525	40,734
2014	77	54	20	98	252,094	34,759	16	159	1,504	5,127	38,275
2015	74	49	14	96	233,062	48,001	14	155	1,415	4,518	42,379
2016	73	36	11	103	248,948	58,067	10	147	1,721	5,258	42,160
Total	5,939	3,654	1,325	7,952	9,263,534	140,827	800	3,249	24,179	50,883	484,872

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					Boat-Ed & BoaterExam.com Internet Courses			
<u>Year</u>	<u>Total Classes</u>	<u># of Students Certified</u>	<u># of Students Failed</u>	<u>Total Students</u>	<u>Year</u>	<u>Exams Issued</u>	<u>Certified</u>	<u>Failed</u>
1993	142	2,708	67	2,775	2005*	890	732	158
1994	122	2,416	110	2,526	2006	1,693	1,405	288
1995	125	2,863	81	2,944	2007	1,687	1,358	313
1996	140	3,439	119	3,558	2008	1,699	1,362	313
1997	133	3,147	91	3,238	2009	2,208	2,037	171
1998	134	3,299	90	3,389	2010	2,410	2,410	0
1999	137	3,920	85	4,005	2011	2,261	2,261	0
2000	147	4,196	80	4,276	2012	2,016	2,016	0
2001	144	3,315	65	3,380	2013	2,731	2,731	0
2002	152	3,765	64	3,829	2014	2,566	2,566	0
2003	145	3,772	68	3,840	2015	2,971	2,971	0
2004	111	2,699	61	2,760	2016	3,275	3,275	0
2005*	95	2,390	38	2,428	Total	26,407	25,124	1,243
2006	74	1,449	68	1,517				10
2007	70	1,215	20	1,235				
2008	47	857	13	870				
2009	49	874	14	888				
2010	40	902	20	922				
2011	40	693	19	712				
2012	41	712	0	712				
2013	35	548	2	550				
2014	33	539	15	524				
2015	30	460	10	470				
2016	34	561	0	561				
Total	2,220	50,739	1,200	51,909				

* In May 2005 Boat-Ed course started
* In June 2010 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. 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

2016

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

Hull Material	Under 16 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Wood	20	384	4	0	4	412
Fiberglass	3,910	6,418	321	4	34	10,687
Metal	138	32,457	68	0	4	32,667
Inflatable	16	1,113	5	0	1	1,135
Other	117	1,959	30	0	5	2,111
Total	4,201	42,331	428	4	48	47,012
Hull Material	16 to 26 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Wood	225	582	57	0	5	869
Fiberglass	12,580	26,144	25,067	50	382	64,223
Metal	664	86,081	801	0	12	87,558
Inflatable	10	50	7	0	0	67
Other	56	390	66	0	3	515
Total	13,535	113,247	25,998	50	402	153,232
Hull Material	26 to 40 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Wood	23	12	14	5	2	56
Fiberglass	2,762	389	4,667	986	101	8,905
Metal	115	1,233	167	3	0	1,518
Inflatable	0	1	2	0	0	3
Other	6	4	12	2	1	25
Total	2,906	1,639	4,862	996	104	10,507
Hull Material	40 to 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Wood	10	0	0	2	0	12
Fiberglass	779	13	124	135	2	1,053
Metal	66	48	83	3	0	200
Inflatable	0	1	0	0	0	1
Other	2	1	0	0	0	3
Total	857	63	207	140	2	1,269
Hull Material	Over 65 Feet					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern Drive	Inboard	Outboard	
Wood	1	0	0	0	0	1
Fiberglass	13	1	1	0	0	15
Metal	14	1	25	0	0	40
Inflatable	0	0	0	0	0	0
Other	0	0	0	1	0	1
Total	28	2	26	1	0	57

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

Hull Material	Total Mechanically Propelled					
	Power			Auxiliary Sail		Total
	Inboard	Outboard	Stern drive	Inboard	Outboard	
Wood	279	978	75	7	11	1,350
Fiberglass	20,044	32,965	30,180	1,175	519	84,883
Metal	997	11,920	1,144	6	16	14,083
Inflatable	26	1,165	14	0	1	1,206
Other	181	2,354	108	3	9	2,655
Total	21,527	49,382	31,521	1,191	556	104,177
Hull Material	Other Boats					
	Not Mechanically Propelled			Personal Watercraft	Other Boats	Total
	Rowboats	Sailboats	Canoes/ Kayaks			
Wood	79	102	34	20	28	263
Fiberglass	2,057	2,781	554	20,396	1,775	27,563
Metal	5,656	22	76	74	1,270	7,808
Inflatable	108	8	24	27	180	347
Other	855	207	1,668	358	1,129	4,217
Total	8,755	3,120	2,356	20,875	4,382	40,198
	14,231					

Total Number of Registered Boats

248,948

Total Number of Water Usage Stamps Sold

58,067

BOATING ENFORCEMENT

Top Boating Violations

Top Citations	
Type of Boating Violations	Citations
Wearable PFD (Type I, II, Or III Required)	455
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	163
Under The Influence Of Alcohol	162
Operation Of Unnumbered Watercraft	145
Operating With BAC Over .08	121
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	84
Operation In No Wake Area	82
No Water Usage Stamp (Non-Powered Watercraft)	67
Fire Extinguisher	64
Failure To Display Valid Registration Decal	59
Operating W/Out Proper Lights Between Sunset/Sunrise	36
Passenger Location	26
Competent Observer, Vessel Capacity – 3 Persons	24
Type IV PFD On Board (16 Feet And Over)	21
Failure To Transfer Certificate Of Number	19
Careless Operation	19
Total Number of Citations Issued	1721

Top Written Warnings	
Type of Boating Violations	Written Warnings
Battery Covers	945
Wearable PFD (Type I, II, Or III Required)	609
Operation Of Unnumbered Watercraft	554
Fire Extinguisher	553
Operation Of Motorboat Without Horn Or Whistle	459
Type IV PFD On Board (16 Feet And Over)	394
No Water Usage Stamp (Non-Powered Watercraft)	249
Operation In No Wake Area	201
Lanyard Cut-Off Switch	195
Restricted Area, No Wake W/In 150 Feet Of Public Ramp	162
Failure To Display, Improper Display Of Registration Number	146
Displaying Orange Flag While Towing Person	130
Passenger Location	128
Visual Distress Signals	96
Operating W/Out Proper Lights Between Sunset/Sunrise	94
Total Number of Written Warnings Issued	5258

Boat Citations

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	2	Resistance To Officers
625 45 2-4B	1	Failure To Obey Direction Of Police Officer
625 45 3-1	145	Operation Of Unnumbered Watercraft
625 45 3-1.5	67	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	14	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	19	Failure To Transfer Certificate Of Number
625 45 3-7	0	Loss Of Certificate Of Number/Registration Decal
625 45 3-9	59	Failure To Display Valid Registration Decal
625 45 3-11	1	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	1	Failure To Attach HIN To Watercraft
625 45 3A-12	0	Failure To Transfer Title
625 45 3A-14	0	Failure To Transfer Title-Dealer
625 45 3A-15	0	Failure To Make Application Of Title
625 45 3A-17	0	Failure To Transfer Title-Individual
625 45 3A-20A	4	Operating W/O Certificate Of Title
625 45 3A-20B	0	Sell/Transfer W/O Certificate
625 45 3A-20C	0	Failure to Surrender Title
625 45 3A-21F	1	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	1	Abandoning A Watercraft
625 45 4-1A	455	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	15	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	21	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	0	Type V PFD Approved For Activity Used
625 45 4-1E	1	No PFD on boat for Peron being Towed
625 45 4-1F1	3	PFDs Accessible
625 45 4-1F2	3	PFDs Serviceable Condition
625 45 4-1F3	4	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	163	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	7	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	64	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-9	0	Sealing Of Marine Heads
625 45 4-10	9	Battery Covers
625 45 4-11	14	Lanyard Cut-Off Switch
625 45 4-12	5	Visual Distress Signals
625 45 5-1	19	Careless Operation
625 45 5-2A	6	Reckless Operation/Aggravated Reckless Operation
625 45 5-2B	1	Reckless Operation with Great Bodily Harm
625 45 5-3	2	Interference With Navigation
625 45 5-4A	15	Overloading Motorboat
625 45 5-4B	2	Capacity Plate

Chapter / Act / Section	# Issued	Violation
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	84	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	82	Operation In No Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	2	Crossing
625 45 5-13C	0	Overtaking
625 45 5-13D	0	Right Of Way Violation
625 45 5-14	10	Towing of Persons
625 45 5-14A	24	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	1	Half Hour Before to Half Hour after Towing Water Skier
625 45 5-14E	7	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	121	Operating With BAC Over .08
625 45 5-16A 1 b	162	Under The Influence Of Alcohol
625 45 5-16 A 1 c	3	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	2	Owner Permitting OUI Operation
625 45 5-18	14	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	13	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	26	Passenger Location
625 45 5-22B	1	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 6-1A	2	Failure to Render Assistance in Accident
625 45 6-1 A 1	2	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	1	Livery-Failure Of Owner To Provide Safety Equip
625 45 7-9	0	Registration/Per Article III
TOTAL VIOLATIONS	1721	

Boat Written Warnings

Chapter / Act / Section	# Issued	Violation
625 45 2-4A	2	Resistance To Officers
625 45 2-4B	2	Failure To Obey Direction Of Police Officer
625 45 3-1	554	Operation Of Unnumbered Watercraft
625 45 3-1.5	249	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	146	Failure To Display, Improper Display Of Registration Number
625 45 3-4	2	Failure To Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	57	Failure To Transfer Certificate Of Number
625 45 3-7	3	Loss Of Certificate Of Number/Registration Decal
625 45 3-7.5	1	Failure To Replace Lost/Destroyed Water Usage Stamp
625 45 3-9	58	Failure To Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate Of Number Or Water Usage Stamp
625 45 3-13	0	Failure To Attach HIN To Watercraft
625 45 3A-12	2	Failure To Transfer Title
625 45 3A-14	0	Failure To Transfer Title-Dealer
625 45 3A-15	0	Failure To Make Application Of Title
625 45 3A-17	0	Failure To Transfer Title-Individual
625 45 3A-20A	3	Operating W/O Certificate Of Title
625 45 3A-20B	0	Sell/Transfer W/O Certificate
625 45 3A-20C	1	Failure to Surrender Title
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3A-21G	0	Destroy, Remove, Cover, Alter Or Deface HIN
625 45 3C-1A	0	Abandoning A Watercraft
625 45 4-1A	609	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	4	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	394	Type IV PFD On Board (16 Feet And Over)
625 45 4-1D	1	Type V PFD Approved For Activity Used
625 45 4-1E	0	Water skier, aquaplanes, etc
625 45 4-1F1	12	PFDs Accessible
625 45 4-1F2	3	PFDs Serviceable Condition
625 45 4-1F3	2	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked With USCG Number
625 45 4-1I	41	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	94	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	459	Operation Of Motorboat Without Horn Or Whistle
625 45 4-5	553	Fire Extinguisher
625 45 4-6	1	Carburetor Arrestor
625 45 4-7	3	Ventilators
625 45 4-10	945	Battery Covers
625 45 4-11	195	Lanyard Cut-Off Switch
625 45 4-12	96	Visual Distress Signals
625 45 5-1	9	Careless Operation
625 45 5-2	0	Reckless Operation/Aggravated Reckless Operation
625 45 5-2A	4	Reckless Operation of Watercraft
625 45 5-3	0	Interference With Navigation

Chapter / Act / Section	# Issued	Violation
625 45 5-4A	38	Overloading Motorboat
625 45 5-4B	8	Capacity Plate
625 45 5-5	0	Incapacity Of Operator
625 45 5-6	0	Overpowering
625 45 5-7	162	Restricted Area, No Wake W/In 150 Feet Of Public Ramp
625 45 5-12	201	Operation In No Wake Area
625 45 5-13A	0	Passing
625 45 5-13B	0	Crossing
625 45 5-13C	0	Overtaking
625 45 5-14A	30	Competent Observer, Vessel Capacity-3 Persons
625 45 5-14B	3	Hours For Skiing
625 45 5-14E	130	Displaying Orange Flag While Towing Person
625 45 5-16A	1	Operating Under the Influence
625 45 5-16A 1	0	Operating Under The Influence Alcohol/Drugs
625 45 5-16A 1 a	1	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	18	Youthful Operators
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	8	Operation Of PWC Between The Hours Of Sunset/Sunrise
625 45 5-21	128	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	0	Failure To Render Aid After Accident/Provide Information
625 45 6-1 A 1	0	Failure To Report Accident Within 1 Hour
625 45 7-1	4	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	18	Registration/Per Article III

TOTAL VIOLATIONS 5258

Boat Registration Inspections

Year	Type of Boat Inspections	Region I	Region II	Region III	Region IV	Region V	Total
2009	Boat Registration Inspections	172	177	82	101	45	577
	Junk Boat Reports	4	1	0	0	0	5
	Total	176	178	82	101	45	582
2010	Boat Registration Inspections	155	320	67	110	42	694
	Junk Boat Reports	2	0	0	0	0	2
	Total	157	320	67	110	42	696
2011	Boat Registration Inspections	159	258	63	95	49	624
	Junk Boat Reports	2	0	1	0	0	3
	Total	161	258	64	95	49	627
2012	Boat Registration Inspections	133	176	101	89	67	566
	Junk Boat Reports	0	0	0	0	0	0
	Total	133	176	101	89	67	566
2013	Boat Registration Inspections	56	88	34	35	15	228
	Junk Boat Reports	0	0	0	0	0	0
	Total	56	88	34	35	15	228
2014	Boat Registration Inspections	56	95	36	50	27	264
	Junk Boat Reports	0	1	0	0	0	1
	Total	56	96	36	50	27	265
2015	Boat Registration Inspections	51	170	10	56	19	306
	Junk Boat Reports	0	1	0	0	0	1
	Total	51	171	10	56	19	307
2016	Boat Registration Inspections	41	78	10	45	15	189
	Junk Boat Reports	0	0	0	0	0	0
	Total	41	78	10	45	15	189
Boat Registration Inspections		823	1362	403	581	279	3448
Total	Junk Boat Reports	8	3	1	0	0	12
Total		831	1365	404	581	279	3460

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

Year	Boat Inspections	Vessels Assisted	# of Persons Assisted	Citations	Written Warnings	Recreational Boat Safety Hours
2008	12,505	395	746	1,603	3,695	39,998
2009	17,672	330	889	1,960	5,576	21,403
2010	16,080	335	1,400	1,853	5,438	13,363
2011	21,929	987	6,068	1,520	4,581	27,346
2012	20,015	543	1,688	1,230	3,972	50,664
2013	17,512	418	714	1,235	4,525	40,734
2014	15,070	302	549	1,504	5,127	38,275
2015	15,280	375	550	1,415	4,518	42,379
2016	16,937	386	506	1,721	5,258	42,160
Total	153,000	4,071	13,110	14,041	42,690	316,322

Operating Under the Influence (OUI) Arrests

Year	Region I	Region II	Region III	Region IV	Region V	Lake Michigan	Other Agency	Total	CPO Total
1993	18	10	11	10	3	5	69	126	57
1994	20	7	2	21	5	12	22	89	67
1995	48	11	5	27	7	13	11	122	111
1996	29	28	4	22	6	4	37	130	93
1997	41	41	5	20	7	9	35	158	123
1998	36	13	11	7	7	1	37	112	75
1999	49	6	9	18	11	3	63	159	96
2000	33	10	16	21	18	3	73	174	101
2001	73	27	15	28	34	4	60	241	181
2002	84	27	25	23	36	5	75	275	200
2003	55	13	6	19	25	7	63	188	125
2004	39	31	19	21	17	0	62	189	127
2005	49	34	17	54	31	0	93	278	185
2006	58	76	23	41	31	0	73	302	229
2007	36	34	23	30	21	0	46	190	144
2008	48	32	29	22	23	0	31	185	154
2009	58	42	18	30	31	0	36	215	179
2010	40	38	30	24	23	0	49	204	155
2011	30	17	31	22	21	0	55	176	121
2012	25	26	22	22	28	0	86	209	123
2013	29	21	21	7	37	0	67	182	115
2014	34	47	25	27	26	0	56	215	159
2015	39	45	35	18	18	0	11	166	155
2016	29	54	16	20	28	0	28	175	147
Total	1000	690	418	554	494	66	1238	4460	3222

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

Boating Accidents and Alcohol Use

	OUI Arrests	Accidents			Injuries			Fatalities			Vessels		
Year	Total Number of OUI Arrests	Primary Cause Alcohol Use	Total Number of Accidents	Percentage Involving Alcohol Use	Primary Cause Alcohol Use	Total Number of Injuries	Percentage Involving Alcohol use	Primary Cause Alcohol Use	Total Number of Fatalities	Percentage involving Alcohol Use	Primary Cause Alcohol Use	Total Number of Vessels	Percentage Involving Alcohol Use
1993	126	0	0	0	0	0	0	0	0	0	25	265	9.43%
1994	89	0	0	0	0	0	0	0	0	0	12	290	4.14%
1995	122	0	0	0	0	0	0	0	0	0	15	303	4.95%
1996	130	0	0	0	0	0	0	0	0	0	17	151	11.26%
1997	158	0	0	0	0	0	0	0	0	0	0	0	0
1998	112	0	0	0	0	0	0	0	0	0	23	239	9.62%
1999	159	0	0	0	0	0	0	0	0	0	0	0	0
2000	174	5	153	3.27%	7	76	9.21%	1	14	7.14%	7	231	3.03%
2001	241	8	112	7.14%	10	75	13.33%	2	23	8.70%	11	171	6.43%
2002	275	6	135	4.44%	5	92	5.43%	3	8	37.50%	8	188	4.26%
2003	188	8	84	9.52%	9	63	14.29%	5	13	38.46%	12	122	9.84%
2004	189	5	78	6.41%	2	45	4.44%	5	18	27.78%	7	103	6.80%
2005	278	8	115	6.96%	8	100	8.00%	2	16	12.50%	12	152	7.89%
2006	302	9	79	11.39%	11	66	16.67%	5	18	27.78%	13	119	10.92%
2007	190	7	107	6.54%	3	57	5.26%	1	13	7.69%	7	146	4.79%
2008	185	5	120	4.17%	1	78	1.28%	1	13	7.69%	4	174	2.30%
2009	215	11	102	10.78%	9	71	12.68%	2	25	8.00%	12	137	8.76%
2010	204	0	105	0.00%	10	76	13.16%	6	16	37.50%	16	145	11.03%
2011	176	0	103	0.00%	13	70	18.57%	8	21	38.10%	17	136	12.50%
2012	209	0	101	0.00%	0	69	0.00%	10	19	52.63%	0	135	0.00%
2013	182	7	65	10.77%	3	50	6.00%	3	14	21.43%	8	90	8.89%
2014	215	14	77	18.18%	10	54	18.52%	6	20	30.00%	15	98	15.31%
2015	166	9	74	12.16%	1	49	2.04%	6	14	42.86%	10	96	10.42%
2016	175	11	73	13.70%	3	36	8.33%	3	11	9.09%	11	103	9.71%
Total	4460	113	1683	6.71%	105	1127	9.32%	69	276	25.00%	262	3594	7.29%

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

BOATING ACCIDENT REPORT – Federal Fiscal Year 2016

Statistical information contained in this report is based on the Federal Fiscal Year 2016 (FFY16) (10/01/2015 – 09/30/2016), excluding the registered boats, which is based on calendar year 2016

Total Number of Accidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of Registered Boats
73	36	11	103	248,948
Number of Accidents per 100,000 Registered Boats	Number of Injuries per 100,000 Registered Boats		Number of Fatalities per 100,000 Registered Boats	
29.3	14.5		4.4	

<u>CAUSE OF DEATH</u>		<u>VICTIM ACTIVITY</u>		<u>USE OF PFD</u>	
Drowning	9	Attempting Rescue	1	Not Worn	10
Trauma	2	Fishing	3	Worn	1
Total	11	Recreational Cruising	5	Total	11
		Swimming	1		
		Unknown	1		
		Total	11		

<u>PRIMARY TYPE OF INJURY</u>		<u>INJURY CAUSE</u>	
Back Injury	3	Exposure To Elements	5
Broken Bones	9	Impact With Boat	11
Carbon Monoxide Poisoning	1	Impact With Fixed / Floating Object	5
Contusion	6	Impact With Water	5
Head Injury	2	Struck By Boat	7
Hypothermia	3	Struck By Propeller	2
Internal Injuries	2	Unknown	1
Laceration	8	Total	36
Sprain/Strain	2		
Total	36		

DAY OF THE WEEK

<u>Day of Week</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Sunday	30	17	3	39
Monday	5	2	0	8
Tuesday	2	1	1	2
Wednesday	6	2	1	7
Thursday	3	0	0	4
Friday	12	4	5	16
Saturday	15	10	1	27
Total	73	36	11	103

DATE OF ACCIDENT & MONTHLY TOTALS

(10/01/2015 – 09/30/2016)

<u>Date/Month</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
October				
10/24/2015	1	0	1	1
Subtotal	1	0	1	1
November				
11/7/2015	1	1	0	1
Subtotal	1	1	0	1
December				
Subtotal	0	0	0	0
January				
1/4/2016	1	1	0	1
Subtotal	1	1	0	1
February				
2/28/2016	1	0	0	1
Subtotal	1	0	0	1
March				
3/11/2016	1	0	1	1
3/12/2016	1	0	0	1
3/19/2016	1	1	0	1
3/29/2016	1	1	0	1
3/30/2016	1	0	0	1
Subtotal	5	2	1	5
April				
4/3/2016	1	1	0	1
4/16/2016	1	0	0	2
4/17/2016	1	0	0	1
4/24/2016	1	0	0	1
Subtotal	4	1	0	5

TIME RELATED ACCIDENT STATISTICS

<u>Date/Month</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
May				
5/6/2016	1	0	0	2
5/20/2016	1	0	0	1
5/22/2016	4	2	1	6
5/26/2016	1	0	0	2
5/29/2016	1	0	1	1
Subtotal	8	2	2	11
June				
6/3/2016	1	1	0	1
6/5/2016	2	0	0	2
6/11/2016	1	0	0	2
6/12/2016	1	0	1	1
6/19/2016	2	0	0	3
6/20/2016	1	0	0	1
6/24/2016	3	2	3	4
6/25/2016	2	1	0	4
6/27/2016	1	1	0	1
6/29/2016	1	0	0	2
Subtotal	15	5	4	21
July				
7/1/2016	2	0	0	3
7/3/2016	1	1	0	2
7/4/2016	2	0	0	5
7/6/2016	1	0	0	1
7/8/2016	1	0	1	1
7/9/2016	2	3	0	3
7/10/2016	2	1	0	5
7/15/2016	1	1	0	1
7/16/2016	2	1	0	3
7/17/2016	1	0	0	1
7/21/2016	1	0	0	1
7/24/2016	2	4	0	2
7/27/2016	2	0	1	2
7/31/2016	2	2	0	2
Subtotal	22	13	2	32
August				
8/5/2016	1	0	0	2
8/7/2016	2	4	0	4
8/11/2016	1	0	0	1
8/13/2016	1	1	0	1
8/20/2016	1	0	0	6
8/21/2016	3	2	0	3
8/23/2016	1	0	1	1
8/31/2016	1	2	0	1
Subtotal	11	9	1	19
September				
9/3/2016	1	2	0	2
9/4/2016	3	0	0	3
Subtotal	4	2	0	5
Total	73	36	11	103

TIME RELATED ACCIDENT STATISTICS

TIME OF DAY

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
12:01 a.m. - 6:00 a.m.				
12:25AM	1	0	0	3
Subtotal	1	0	0	3
6:01 a.m. - 12:00 noon				
8:00AM	1	0	0	1
8:35AM	1	0	0	1
9:00AM	2	0	0	2
9:30AM	1	0	0	1
10:24AM	1	1	0	1
10:55AM	1	1	0	1
11:22AM	1	0	0	1
11:24AM	1	0	1	1
11:30AM	1	0	0	1
12:00PM	2	2	0	3
Subtotal	12	4	1	13
12:01 p.m. - 6:00 p.m.				
12:01PM	1	1	0	1
12:30PM	1	0	0	2
12:50PM	1	0	0	1
1:00PM	2	1	1	2
1:15PM	1	0	1	1
1:30PM	1	1	1	1
1:35PM	3	0	0	3
1:45PM	1	0	0	1
1:50PM	1	1	0	1
2:15PM	2	1	1	2
2:44PM	1	1	0	1
2:50PM	2	0	1	3
3:00PM	1	0	0	2
3:30PM	3	1	0	3
3:45PM	1	1	0	1
3:52PM	1	1	0	1
3:55PM	1	0	0	3
4:00PM	2	1	0	2
4:18PM	1	3	0	2
4:26PM	1	1	0	2
4:30PM	1	1	0	1
5:10PM	1	0	0	1
5:30PM	2	1	0	4
5:40PM	1	0	0	2
5:45PM	1	0	0	2
6:00PM	4	3	0	7
Subtotal	38	19	5	52

TIME, WATER & WEATHER CONDITIONS ACCIDENT STATISTICS

<u>Time</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
6:01 p.m. - 12:00 a.m.				
6:25PM	1	0	0	2
6:30PM	1	0	0	2
6:45PM	1	0	0	2
6:52PM	1	0	1	1
7:18PM	1	1	0	1
7:20PM	1	0	0	1
7:28PM	1	3	0	2
7:30PM	1	2	0	1
8:00PM	2	0	1	2
8:15PM	1	3	0	1
8:19PM	1	1	0	2
8:33PM	1	1	1	2
8:36PM	1	0	0	2
8:45PM	1	0	1	1
8:50PM	1	0	0	1
9:14PM	1	0	0	1
10:00PM	3	0	1	3
10:30PM	1	0	0	6
11:43PM	1	2	0	2
Subtotal	22	13	5	35
Total	73	36	11	103

WATER CONDITIONS

<u>Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Calm (Waves Less Than 6")	51	26	9	74
Choppy (Waves 6"- 2')	18	10	2	25
Rough (Waves 2'- 6')	3	0	0	3
Strong / Swift Current	1	0	0	1
Total	73	36	11	103

WEATHER CONDITIONS

<u>Weather</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Clear	61	33	8	90
Cloudy	10	3	2	11
Fog	0	0	0	0
Hazy	1	0	1	1
Rain	0	0	0	0
Thunderstorm	1	0	0	1
Total	73	36	11	103

WIND CONDITIONS

<u>Wind</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Light (0-12 MPH)	53	32	8	79
Moderate (13-24 MPH)	16	3	3	20
Strong (25-54 MPH)	4	1	0	4
Stormy (Over 55 MPH)	0	0	0	0
Total	73	36	11	103

VISIBILITY

<u>Visibility</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Fair	5	0	2	7
Good	67	36	9	94
Poor	1	0	0	2
Total	73	36	11	103

PRIMARY CAUSE OF ACCIDENT

<u>Primary Cause</u>	<u># Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Alcohol Use	3	2	11
Careless/Reckless Operation	4	1	14
Cold Water Immersion	3	1	4
Congested Waters	0	0	2
Dam/Lock	1	1	1
Departed Vessel Voluntarily	0	1	1
Did Not Contribute	11	0	25
Equipment Failure	1	1	3
Excessive Speed	2	0	3
Hazardous Waters	0	0	1
Hull Failure	0	0	1
Ignition of Spilled Fuel or Vapors	0	0	1
Machinery Failure	1	1	4
No Proper Lookout	0	0	3
Operator Inattention	1	0	5
Operator Inexperience	5	0	5
Other-High Water	0	0	3
Other-Low Hanging Utility Wire	0	0	1
Other-Metal Debris and Falling Water	0	0	1
Passenger/Skier Behavior	4	0	5
Restricted Vision	0	0	1
Rules Of Road Infraction	0	0	2
Sudden Medical Condition	0	1	1
Swimming Ability	0	1	1
Unknown	0	1	2
Weather	0	0	2
Total	36	11	103

TYPE OF ACCIDENT

<u>Type Of Accident</u>	<u># Injuries</u>	<u># Fatalities</u>	<u>#Vessels</u>
Capsizing	1	1	2
Carbon Monoxide Exposure	1	0	1
Collision With Another Vessel	16	1	51
Collision With Fixed Object	6	1	7
Collision With Floating Object	0	0	1
Falls Overboard	1	1	3
Fire Or Explosion (Fuel)	0	0	1
Fire Or Explosion (Other Than Fuel)	0	0	1
Flooding/Swamping	1	0	6
Grounding	1	0	3
Person Departed Vessel	1	3	3
Person Ejected From A Vessel	2	1	3
Sinking	0	0	1
Skier Mishap	2	0	3
Struck By Boat	1	0	1
Struck By Motor Or Propeller	2	0	2
Struck Submerged Object	1	0	9
Unknown	0	3	5
Total	36	11	103

TYPE OF VESSEL

<u>Type Of Vessel</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Air Boat	3	0	1
Aux. Sail	0	0	6
Cabin Motorboat	0	3	9
Canoe	1	1	2
Houseboat	1	0	3
Kayak	1	0	1
Open Motorboat	19	5	52
Pontoon	2	2	12
PWC	8	0	13
Rowboat	1	0	1
Sail (only)	0	0	2
Unknown	0	0	1
Total	36	11	103

VESSEL OPERATION AT TIME OF ACCIDENT

<u>Vessel Operation</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
At Anchor	1	1	5
At Anchor, Drifting	1	1	1
Being Towed	1	0	1
Changing Direction	0	0	1
Changing Speed, Changing Direction	6	0	6
Changing Speed, Cruising	1	0	2
Changing Speed, Cruising, Changing Direction	0	0	1
Changing Speed, Docking/Undocking, Changing Direction	0	0	1
Cruising	6	5	32
Cruising, Changing Direction	5	0	5
Cruising, Docking/Undocking	1	0	1
Cruising, Docking/Undocking, Changing Direction	0	0	1
Docking/Undocking	0	0	3
Docking/Undocking, Changing Direction	1	0	2
Docking/Undocking, Launching	0	0	1
Docking/Undocking, Tied to Dock/Mooring	0	0	1
Drifting	7	1	11
Launching	0	0	1
Other-Assisting downed tuber	1	0	1
Other-Attempting to Plane	1	0	1
Other-Rescue Operations	0	0	1
Other-Trolling Motor, Cruising	0	1	1
Rowing/Paddling	2	0	2
Sailing	0	0	2
Tied To Dock / Mooring	1	0	1
Wake or Surf Jumping, Changing Direction	1	0	1
Unknown	0	2	17
Total	36	11	103

VESSEL LENGTH IN FEET

<u>Vessel Length in Feet</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Unknown	1	0	4
9	5	1	7
10	3	0	5
11	1	0	1
13	1	0	1
14	1	1	2
15	0	1	1
16	5	1	5
17	1	0	8
18	10	1	12
19	1	0	7
20	1	1	11
21	2	1	4
22	0	1	4
23	0	0	2
24	2	0	6
25	0	0	1
26	0	1	4
27	0	0	2
29	0	0	1
30	1	0	1
31	0	0	1
32	1	0	2
33	0	1	1
34	0	0	2
36	0	0	1
37	0	1	1
38	0	0	2
40	0	0	1
41	0	0	1
42	0	0	1
45	0	0	1
Total	36	11	103

OPERATOR EDUCATION

<u>Operator Education</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
State Course	9	1	14
U.S.C.G. Auxiliary	0	0	3
US Power Squadron	1	0	1
None	18	6	47
Unknown	8	4	38
Total	36	11	103

OPERATOR EXPERIENCE

<u>Operator Experience</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Under 10 hours	5	0	11
10 - 100 hours	10	2	25
Over 100 hours	17	5	40
Unknown	4	4	27
Total	36	11	103

OPERATOR AGE

Operator Age	#Injuries	Fatalities	#Vessels
Unknown	2	1	21
11	1	0	1
16	0	0	1
18	1	0	1
19	1	0	1
20	1	0	1
22	0	0	1
24	0	0	1
25	1	0	2
26	1	0	2
27	1	0	1
28	0	1	4
30	0	0	1
31	1	2	6
32	1	0	2
33	6	0	4
36	1	0	2
37	0	0	1
38	0	0	1
39	0	0	2
40	2	0	3
42	1	0	1
43	0	0	1
44	4	0	3
46	1	0	2
47	1	0	2
48	0	0	1
49	0	0	1
50	0	0	3
51	2	1	2
52	0	1	3
54	2	0	3
55	0	1	2
56	1	2	4
57	0	0	1
58	1	0	1
60	0	0	1
61	0	0	1
62	0	0	1
63	0	0	2
64	0	0	1
65	1	0	1
66	0	0	1
67	0	1	1
70	0	1	2
71	2	0	2
73	0	0	1
Total	36	11	103

ACCIDENT STATISTICS BY BODY OF WATER

<u>Body Of Water</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Apple Canyon Lake	1	1	0	1
Carlyle Lake	3	0	0	4
Clinton Lake	1	0	0	1
Crab Orchard Lake	1	1	0	1
Des Plaines River	1	0	0	1
East Lake	1	0	1	1
Fox Lake	1	0	0	2
Fox River	10	6	1	17
Grass Lake	1	1	0	2
Horseshoe Lake	1	0	0	1
Illinois River	8	2	1	11
Kankakee River	4	7	0	7
Kaskaskia River	1	0	0	1
Kinkaid Lake	2	0	0	3
Lake Barrington	1	1	0	1
Lake Carroll	2	0	0	4
Lake Egypt	1	0	1	1
Lake Michigan	9	3	1	16
Lake Shelbyville	2	1	0	2
LaSalle Lake	2	0	0	2
Mauvaise Terre Creek	1	3	0	1
Mississippi River	5	1	3	5
Nippersink Lake	1	0	0	1
Otter Creek	1	1	0	1
Petite Lake	1	2	0	2
Powerton Lake	1	1	0	1
Private Lake	1	0	1	1
Rend Lake	2	1	0	2
Rock River	3	1	1	5
Round Lake	1	1	0	1
Third Lake	1	1	0	2
Vermilion River	1	0	1	1
Wolf Lake	1	1	0	1
Total	73	36	11	103

BODY OF WATER BROKEN DOWN BY COUNTY

<u>Waterway</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Apple Canyon Lake	JoDaviess County	1	1	0	1
	Subtotal	1	1	0	1
Carlyle Lake	Clinton County	3	0	0	4
	Subtotal	3	0	0	4
Clinton Lake	DeWitt County	1	0	0	1
	Subtotal	1	0	0	1
Crab Orchard Lake	Williamson County	1	1	0	1
	Subtotal	1	1	0	1
Des Plaines River	Will County	1	0	0	1
	Subtotal	1	0	0	1
East Lake	Edgar County	1	0	1	1
	Subtotal	1	0	1	1
Fox Lake	Lake County	1	0	0	2
	Subtotal	1	0	0	2
Fox River	Kane County	1	1	0	2
	McHenry County	9	5	1	15
	Subtotal	10	6	1	17
Grass Lake	Lake County	1	1	0	2
	Subtotal	1	1	0	2
Horseshoe Lake	Madison County	1	0	0	1
	Subtotal	1	0	0	1
Illinois River	Grundy County	1	0	0	1
	Jersey County	1	0	0	3
	LaSalle County	2	2	1	2
	Mason County	1	0	0	2
	Morgan County	3	0	0	3
	Subtotal	8	2	1	11
Kankakee River	Kankakee County	1	3	0	2
	Will County	3	4	0	5
	Subtotal	4	7	0	7
Kaskaskia River	St. Clair	1	0	0	1
	Subtotal	1	0	0	1
Kinkaid Lake	Jackson County	2	0	0	3
	Subtotal	2	0	0	3

Body of Water Broken Down By County

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Lake Barrington	Lake County	1	1	0	1
	Subtotal	1	1	0	1
Lake Carroll	Carroll County	2	0	0	4
	Subtotal	2	0	0	4
Lake Egypt	Johnson County	1	0	1	1
	Subtotal	1	0	1	1
Lake Michigan	Cook County	8	3	1	15
	Lake County	1	0	0	1
	Subtotal	9	3	1	16
Lake Shelbyville	Moultrie County	2	1	0	2
	Subtotal	2	1	0	2
LaSalle Lake	LaSalle County	2	0	0	2
	Subtotal	2	0	0	2
Mauvaise Terre Creek	Scott County	1	3	0	1
	Subtotal	1	3	0	1
Mississippi River	Hancock County	2	1	2	2
	Madison County	2	0	0	2
	Rock Island County	1	0	1	1
	Subtotal	5	1	3	5
Nippersink Lake	Lake County	1	0	0	1
	Subtotal	1	0	0	1
Otter Creek	Jersey County	1	1	0	1
	Subtotal	1	1	0	1
Petite Lake	Lake County	1	2	0	2
	Subtotal	1	2	0	2
Powerton Lake	Tazewell County	1	1	0	1
	Subtotal	1	1	0	1
Private Lake	Peoria County	1	0	1	1
	Subtotal	1	0	1	1
Rend Lake	Franklin County	1	1	0	1
	Jefferson County	1	0	0	1
	Subtotal	2	1	0	2
Rock River	Ogle County	1	1	1	2
	Winnebago County	2	0	0	3
	Subtotal	3	1	1	5

Body of Water Broken Down By County cont.

Waterway		#Accidents	#Injuries	#Fatalities	#Vessels
Round Lake	Lake County	1	1	0	1
	Subtotal	1	1	0	1
Third Lake	Lake County	1	1	0	2
	Subtotal	1	1	0	2
Vermillion River	Livingston County	1	0	1	1
	Subtotal	1	0	1	1
Wolf Lake	Cook County	1	1	0	1
	Subtotal	1	1	0	1
Total		73	36	11	103

ACCIDENT STATISTICS BY COUNTY

<u>County</u>	<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Carroll	2	0	0	4
Clinton	3	0	0	4
Cook	9	4	1	16
De Witt	1	0	0	1
Edgar	1	0	1	1
Franklin	1	1	0	1
Grundy	1	0	0	1
Hancock	2	1	2	2
Jackson	2	0	0	3
Jefferson	1	0	0	1
Jersey	2	1	0	4
Jo Daviess	1	1	0	1
Johnson	1	0	1	1
Kane	1	1	0	2
Kankakee	1	3	0	2
La Salle	4	2	1	4
Lake	8	6	0	12
Livingston	1	0	1	1
Madison	3	0	0	3
Mason	1	0	0	2
McHenry	9	5	1	15
Morgan	3	0	0	3
Moultrie	2	1	0	2
Ogle	1	1	1	2
Peoria	1	0	1	1
Rock Island	1	0	1	1
Scott	1	3	0	1
St. Clair	1	0	0	1
Tazewell	1	1	0	1
Will	4	4	0	6
Williamson	1	1	0	1
Winnebago	2	0	0	3
Total	73	36	11	103

COUNTIES BROKEN DOWN BY BODY OF WATER

<u>County</u>		<u>#Accidents</u>	<u>#Injuries</u>	<u>#Fatalities</u>	<u>#Vessels</u>
Carroll County	Lake Carroll	2	0	0	4
	Subtotal	2	0	0	4
Clinton County	Carlyle Lake	3	0	0	4
	Subtotal	3	0	0	4
Cook County	Lake Michigan	8	3	1	15
	Wolf Lake	1	1	0	1
	Subtotal	9	4	1	16
Dewitt County	Clinton Lake	1	0	0	1
	Subtotal	1	0	0	1
Edgar County	East Lake	1	0	1	1
	Subtotal	1	0	1	1
Franklin County	Rend Lake	1	1	0	1
	Subtotal	1	1	0	1
Grundy County	Illinois River	1	0	0	1
	Subtotal	1	0	0	1
Hancock County	Mississippi River	2	1	2	2
	Subtotal	2	1	2	2
Jackson County	Kinkaid Lake	2	0	0	3
	Subtotal	2	0	0	3
Jefferson County	Rend Lake	1	0	0	1
	Subtotal	1	0	0	1
Jersey County	Illinois River	1	0	0	3
	Otter Creek	1	1	0	1
	Subtotal	2	1	0	4
JoDaviess County	Apple Canyon Lake	1	1	0	1
	Subtotal	1	1	0	1
Johnson County	Lake Egypt	1	0	1	1
	Subtotal	1	0	1	1

Counties Broken Down By Body of Water cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Kane County					
	Fox River	1	1	0	2
	Subtotal	1	1	0	2
Kankakee County					
	Kankakee River	1	3	0	2
	Subtotal	1	3	0	2
Lake County					
	Fox Lake	1	0	0	2
	Grass Lake	1	1	0	2
	Lake Barrington	1	1	0	1
	Lake Michigan	1	0	0	1
	Nippersink Lake	1	0	0	1
	Petite Lake	1	2	0	2
	Round Lake	1	1	0	1
	Third Lake	1	1	0	2
	Subtotal	8	6	0	12
LaSalle County					
	Illinois River	2	2	1	2
	LaSalle Lake	2	0	0	2
	Subtotal	4	2	1	4
Livingston County					
	Vermillion River	1	0	1	1
	Subtotal	1	0	1	1
Madison County					
	Horseshoe Lake	1	0	0	1
	Mississippi River	2	0	0	2
	Subtotal	3	0	0	3
Mason County					
	Illinois River	1	0	0	2
	Subtotal	1	0	0	2
McHenry County					
	Fox River	9	5	1	15
	Subtotal	9	5	1	15
Morgan County					
	Illinois River	3	0	0	3
	Subtotal	3	0	0	3
Moultrie County					
	Lake Shelbyville	2	1	0	2
	Subtotal	2	1	0	2
Ogle County					
	Rock River	1	1	1	2
	Subtotal	1	1	1	2

Counties Broken Down By Body of Water cont

County		#Accidents	#Injuries	#Fatalities	#Vessels
Peoria County					
	Private Lake	1	0	1	1
	Subtotal	1	0	1	1
Rock Island County					
	Mississippi River	1	0	1	1
	Subtotal	1	0	1	1
Scott County					
	Mauvaise Terre Creek	1	3	0	1
	Subtotal	1	3	0	1
St. Claire County					
	Kaskaskia River	1	0	0	1
	Subtotal	1	0	0	1
Tazewell County					
	Powerton Lake	1	1	0	1
	Subtotal	1	1	0	1
Will County					
	Des Plaines River	1	0	0	1
	Kankakee River	3	4	0	5
	Subtotal	4	4	0	6
Williamson County					
	Crab Orchard Lake	1	1	0	1
	Subtotal	1	1	0	1
Winnebago County					
	Rock River	2	0	0	3
	Subtotal	2	0	0	3
Total		73	36	11	103

Fatal Boat Accidents Statistical Summary – Federal Fiscal Year 2016

Accident/ Page #	Date/Time	Day of Week	Water Body	County	# Injured	# Vessels	Cause of Death	Age	Victim Activity	Weather/ Visibility	Water Conditions	Wind
1 / pg44	10/24/2015 8:00 PM	Saturday	Mississippi River	Rock Island	0	1	Drowning	48	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
2 / pg44	3/11/2016 1:15 PM	Friday	Private Lake	Peoria	0	1	Drowning/ Medical	70	Fishing	Cloudy/ Good	Calm (Waves Less Than 6")	Moderate (13-24 Mph)
3 / pg44	5/22/2016 1:00 PM	Sunday	East Lake	Edgar	0	1	Drowning	56	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
4 / pg45	5/29/2016 2:15 PM	Sunday	Lake Michigan	Cook	0	1	Drowning	28	Attempting Rescue	Clear/ Good	Choppy (Waves 6"- 2')	Moderate (13-24 Mph)
5 / pg45	6/12/2016 11:24 AM	Sunday	Vermilion River	Livingston	0	1	Drowning	31	Fishing	Clear/ Good	Calm (Waves Less Than 6")	Moderate (13-24 Mph)
6 / pg45	6/24/2016 1:30 PM	Friday	Mississippi River	Hancock	1	1	Drowning	31	Fishing	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
7 / pg46	6/24/2016 8:33 PM	Friday	Rock River	Ogle	1	2	Trauma	31	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
8 / pg46	6/24/2016 8:45 PM	Friday	Lake Egypt	Johnson	0	1	Drowning	50	Swimming	Hazy/ Fair	Calm (Waves Less Than 6")	Light (0-12 Mph)
9 / pg46	7/8/2016 2:50 PM	Friday	Fox River	McHenry	0	1	Trauma/ Medical	67	Recreational Cruising	Clear/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)
10 / pg46	7/27/2016 10:00 PM	Wednesday	Mississippi River	Hancock	0	1	Drowning	56	Unknown	Clear/ Fair	Choppy (Waves 6"- 2')	Light (0-12 Mph)
11 / pg47	8/23/2016 6:52 PM	Tuesday	Illinois River	La Salle	0	1	Drowning/ Trauma	59	Recreational Cruising	Cloudy/ Good	Calm (Waves Less Than 6")	Light (0-12 Mph)

Accident/ Page #	Type of Accident Primary	Vessel Type	Vessel Length	Cause of Accident Primary	Operator Age	Operator Education	Operator Experience	Vessel Operations
1 / pg44	Unknown	Cabin Motorboat	37	Alcohol Use	51	None	10 To 100 Hours	Cruising
2 / pg44	Capsizing	Open Motorboat	9	Machinery Failure	70	None	10 To 100 Hours	Drifting
3 / pg44	Falls Overboard	Open Motorboat	14	Equipment Failure	56	None	10 To 100 Hours	Trolling Motor
4 / pg45	Person Departed Vessel	Cabin Motorboat	33	Cold Water Immersion	28	None	10 To 100 Hours	Cruising
5 / pg45	Unknown	Canoe	15	Unknown	31	Unknown	Unknown	Unknown
6 / pg45	Person Departed Vessel	Open Motorboat	16	Dam/Lock	31	State Course	100 To 500 Hours	At Anchor
7 / pg46	Collision With Another Vessel	Pontoon	22	Alcohol Use	52	None	100 To 500 Hours	Cruising
8 / pg46	Person Departed Vessel	Pontoon	20	Swimming Ability	No Operator			At Anchor
9 / pg46	Collision With Fixed Object	Open Motorboat	18	Sudden Medical Condition	67	Not Specified	100 To 500 Hours	Cruising
10 / pg46	Unknown	Cabin Motorboat	26	Alcohol Use	56	None	100 To 500 Hours	Unknown
11 / pg47	Person Ejected From A Vessel	Open Motorboat	21	Careless/Reckless Operation	55	Not Specified	100 To 500 Hours	Cruising

Fatal Boat Accident Narratives – Federal Fiscal Year 2016

1. On October 24, 2015 at approximately 11:00 pm, Conservation Police were notified of a boat accident on the Mississippi River (Pool 16). The occupants of the watercraft stated, that as they were traveling upstream from the I-280 Bridge, they realized that the victim was missing (from the boat). Though there were no witnesses, it is believed that the victim fell from the watercraft. The victim was last seen on the boat between river mile #476 and #477. The occupants realized the victim was missing between river mile #478.5 and #480. The victim's body was recovered on November 4, 2015 (downstream from the last known location). An autopsy was conducted on the victim that indicated drowning as the cause of death. All toxicology tests conducted on the victim indicated that he had an elevated ethanol level.

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

2. On March 11, 2016, at approximately 12:45 pm, the victim and his son launched a 9 foot American Fiber-Lite 2 man fishing boat onto a private lake located near Mapleton, IL. The electric trolling motor mounted on the aft of the vessel failed to operate due to the fishing line of both subjects becoming tangled in the propeller of the trolling motor. The passenger was seated in a chair in the bow of the vessel before he stood up and stepped to the aft of the vessel on the port side in an attempt to untangle the line from the motor. This shift of weight caused the vessel to capsize and eject both subjects into the water. The victim was not able to stay above water after being ejected from the vessel and became non-responsive. The passenger pulled the victim to shore to conduct CPR but was not able to resuscitate the victim. The cause of death was drowning. A contributing factor in his death was ischemic heart disease due to coronary artery atherosclerosis No PFDs were worn or on the vessel at the time of the accident.

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

3. On May 22, 2016 at approximately 1:00 pm, the victim and two subjects were fishing on Twin Lakes (East Lake). They were fishing from a 14 foot watercraft. They pulled anchors and the victim attempted to pull start his outboard motor without success. The victim decided to use the trolling motor to return to the boat ramp. The victim was swiveled in his seat facing the transom of the watercraft. The victim attempted to swivel his seat forward by swinging his right leg over the outboard motor. The victim's leg did not make it over the motor; he leaned back in his seat which was not secured to the watercraft. One subject attempted to grab the victim by the life jacket but the life jacket was not secured due to it being several sizes too small for him. The life jacket came off the victim and he fell backward (head first) into the water. The victim was laying face down in the water, they had to turn the boat around and return to where he had fallen out of the watercraft. The victim had been face down in the water for thirty (30) to Sixty (60) seconds before being turned on his back and held against their boat. The victim was unresponsive but breathing. Two subjects who were fishing near The victim and pulled him into their boat. CPR was started and an ambulance transported the victim to the Paris Hospital. The victim was pronounced dead at 2:14 pm. The cause of death was drowning.

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

4. On May 29, 2016 at approximately 2:15 pm, the victim was operating a boat on Lake Michigan near Diversy Harbor. One subject brought a life vest to another person who could not swim. When handing the vest to person, the wind caught the vest and tossed it overboard. The subject jumped overboard to retrieve the life vest. The vessel was under power and the subject drifted away from the vessel. The victim observed the subject in the water and shifted the engines to neutral. The victim then entered the water to assist in rescuing the subject. The victim reached the subject at which time the subject instructed the victim to go back and retrieve the boat to come and rescue him. The victim then attempted to return to the vessel. The victim was unable to return to the vessel due to wind and current. Passengers attempted multiple times to throw a line to the victim but the wind made it difficult to achieve any distance with the throw. The water and wind conditions continued to pull the victim further away from the vessel until the passengers lost sight of the victim under the water. The subject was rescued by a passing boater, and taken to North Avenue beach for medical evaluation and transportation to the hospital. On June 13, 2016 at approximately 10:40 am, the victim's body was recovered. The cause of death was drowning.

Contributing Factors: Cold Water Immersion
Departed Vessel Voluntarily
Operator Inexperience
Failure to Wear Personal Floatation Device (PFD)

5. On June 12, 2016 at approximately 11:24 am, the Livingston County Sherriff's Department received a 911 call in-reference to an unoccupied canoe, floating on the Vermilion River, roughly 1/2 mile north of the Manville Bridge. Livingston County Officer responded and met with a subject at the Manville Bridge access. He escorted the Officer, via watercraft, upriver to an unoccupied 15 foot canoe, with a small outboard motor affixed. The canoe contained fishing gear, along with boating equipment, and showed signs of recent use (hook baited with fresh bait). A second subject reported seeing a white male, fishing from the canoe, earlier in the morning at around 7:30 am, upriver from where the canoe was later found unoccupied. At approximately 5:37 pm, a body was located in the Vermilion River, approximately 86 yards downriver from the victim's canoe, by sonar. The Hudson Dive Team removed the body from the river. The victim's cause of death was drowning.

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

6. On June, 24 2016 at approximately 1:30 pm, a subject and the victim went over the spillway at the Keokuk Lock and Dam on the Mississippi River (Pool 20). They were fishing 150 yards to the North of the Spillway. The anchors they were using failed, causing the boat to drift towards the spillway. They were unable to start the motor and the boat drifted into the spillway. The victim jumped overboard and the subject grabbed onto a seat pedestal. The boat went over the dam. The subject was later recovered by the Keokuk Fire Department. The boat drifted downstream to Alexandria, Missouri, where it was pulled onto the shore by local residents. The victim was recovered on June 28, 2016. The cause of death was drowning.

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

7. On June 24, 2016 at approximately 8:33 pm, Conservation Police were notified of a boat accident on the Rock River near Oregon, Illinois. The operator of vessel 2 was operating south at no wake speed and observed the operator of vessel 1 rapidly approaching. The operator of vessel 2 signaled to vessel 1 and turned to the starboard side. Vessel 1 turned to the port side and struck vessel 2. Vessel 2 had 3 passengers. The victim was sitting in front of the engine on a bench seat in vessel 2 and was struck by vessel 1 and ejected into the water. The victim died as a result of the crash. The operator of vessel 1 advised he was involved in a crash and did not have specific recollection. The operator of vessel 1 was arrested for operating under the influence of alcohol.

Contributing Factors: Alcohol Use
Careless/Reckless Operation
Improper Lookout

8. On June 24, 2016 at approximately 9:20 pm, the victim jumped in the water at the Egyptian Hills Marina cove for a swim on Lake Egypt. The victim's wife noticed that after he was in the water, he motioned for a lifejacket. She said she threw one to him, he grabbed it, but then leaned back, let go of the life jacket and was not seen again. Conservation Police utilizing side scan sonar identified a target on the lake bottom where the victim was last noticed. A recovery diver from the Carterville Fire Department arrived and located the victim.

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

9. On July 8, 2016 at approximately 2:50 pm, the victim was observed traveling 30-40 mph on the Fox River. Witnesses stated the boat continued on its straight line course without making any adjustments for the modest left hand curve of the river. As the victim continued without any adjustments, the boat struck the pier. The boat struck the cement and steel pier with such force to impale the bow of the boat on a steel support post. The victim was ejected from the boat over the front windshield and into the water. The witnesses called 911 and ran to render aid. The victim was in a prone position and face down in the water. The witnesses were able to turn the victim face up and get him to shore where CPR was started and applied a tourniquet to a gaping wound on the victim's left arm. Fire EMS transported the victim to the hospital where he was pronounced dead. The victim had advanced heart disease which could have triggered a heart attack. He suffered a basal skull fracture, two fractured ribs and a severe laceration that could have led to a traumatic cause of death. The toxicology screen was negative for drugs and alcohol. There was no Personal Floatation Devices on board.

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

10. On July 27, 2016 at approximately 9:30 pm, the victim headed down the Mississippi River toward the Keokuk Yacht Club. This was the last time the victim or the boat was seen. The victim was onboard with a dog. The victim's cell phone was pinged at 10:00 pm in the area of the Keokuk Dam (Lock and Dam 19). The victim traveled through the Keokuk Dam sometime after 9:30 pm, when the victim was last seen. On July 29, 2016 pieces of the victim's boat were located on Pools 20 and 21 of the Mississippi River. The victim's body was found at 4:55 pm in Illinois west of Buzzard Island and north of Hunt Island. All toxicology tests conducted on the victim indicated that he had an elevated ethanol level. The cause of death was drowning.

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

11. On August 23, 2016 at approximately 6:52 pm, the victim and her husband (the operator) were boating on the Illinois River. They were traveling at a high rate of speed. Witnesses from a nearby barge estimated the speeds to be approximately 100 MPH. As the vessel passed in front of another barge and then traveled between the two barges, it struck the wake from the Second barge and became airborne. The vessel landed, then became airborne again except for the prop. When the vessel landed a second time, the vessel turn hard right and violently tossed the occupants left. The vessel then turned hard left and the occupants were thrown to the right. At this time, the victim was ejected from the vessel and flew approximately 70-80 feet (according to witness statements) through the air. At approximately 7:00 pm, both barges launched skiffs and began searching for the victim. She was found approximately 10 minutes later and began performing CPR. They performed CPR until EMS arrived, but were unable to get a pulse. EMS was able to regain a pulse sometime during her transport to the Morris Hospital. She was later transported to St. Joseph's Hospital in Joliet. On August 24, 2016 at approximately 12:15 am, she was pronounced dead. The victim's cause of death was drowning with multiple injuries.

Contributing Factors: Careless/Reckless Operation
Excessive Speed
Force of Wake

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 Commercial/Governmental/Recreational Vessel - Any striking together of two or more vessels, regardless of operation at the time of the accident, is a collision.

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

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.

Fall in Vessel - 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.

Force of Wave/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.

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.

Inadequate On-board Navigation Lights - Insufficient and/or improper lights shown by a boat that indicate course, position, and occupation, such as fishing or towing.

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.

Missing or Inadequate Navigation Aids - The absence of or ineffective presence of navigation aids.

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.

People on Gunwale, Bow or 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.

Person Struck by Vessel - A person is struck by a boat.

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

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.

Standup Paddleboard - A vessel, typically 7' – 15' in length with enough width and flotation to stay afloat without momentum while boarded, that is propelled by a standing operator with the use of a single or double-bladed paddle.

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