ILLINOIS RECREATIONAL BOATING REPORT 2024

Office of Law Enforcement, Conservation Police

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FOREWORD

Illinois Recreational Boating Report 2024 contains statistics on recreational boating incidents, enforcement, safety, and recreational boat registration activities. Statistical information contained in this report is based on the Federal Fiscal Year 2024(FFY24) (10/01/2023 – 09/30/2024), excluding the registered recreational boats, which are based on the calendar year 2024. This publication is a result of the coordinated effort of the Illinois Department of Natural Resources (IDNR) and those jurisdictions that investigate recreational boating incidents and enforce boating laws in Illinois.

The Illinois Recreational Boating Report 2024 may be copied freely for boating safety purposes. For questions and suggestions regarding the content and availability of current or back issues, please use the address or telephone number provided at the top of the page. For an electronic copy, visit the Illinois Department of Natural Resources Website at Incident Report Summaries (illinois.gov)

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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SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2024 (FFY24) (10/01/2023– 09/30/2024), excluding the registered recreational boats, which are based on the calendar year 2024. This report contains statistics on recreational boating incidents, registered recreational boats, boating enforcement, and information on boating safety activities. Data used to compile the recreational boating incident statistics comes from two sources: (1) Recreational Boating Incident Reports of IDNR investigations of recreational boating incidents on waters within the State, and (2) reports forwarded to the IDNR by other jurisdictions within the State. Without investigations, information would not be collected from incident reports from 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.

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 incident. 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 Incident?

Illinois State Police District Public Safety Answering Points dispatches Illinois Conservation Police Officers (CPOs). If you have a serious boating violation or boat incident to report, dial "911" immediately. Otherwise, contact your local Illinois State Police Public Safety Answering Point for assistance contacting a Conservation Police Officer. A listing of Illinois State Police District Public Safety Answering Points and the counties for which they serve can be found at Illinois State Police Telecommunication Centers.

REPORTING GUIDELINES FOR BOAT INCIDENTS

Federal Regulations (33 CFR 174.121) require incident 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 incident 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 incident. Failure to comply when the incident or collision resulted in a person's death or personal injury 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 incident 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 discharge. If the collision or incident involves 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 incident 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 incident 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, the report must be made to the Department, on forms provided by the Department, within five days. All boating incidents resulting in loss of life must be reported to the Department, on the prescribed forms, within 48 hours by the operator.

Boat incident 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 airboat, auxiliary sailboat, 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. Thus, any incident 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 incident 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 operator's Illinois driver's license by the Illinois Secretary of State.

“Reportable” Boating Incidents

A *vessel* is considered involved in a “boating incident” 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 incident 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.
- Waterskiing or other mishaps 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 a stray current related to a vessel
- Casualties while swimming from a vessel that is not anchored, moored, or docked.
- Casualties where natural causes that contributed to 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., a leaping sturgeon causes casualties to a person) and interaction with nature (i.e., a mountainside falls onto a vessel, causing casualties).
- Casualties when a person falls off an anchored vessel.

"Non-Reportable" Boating Incidents

Not every occurrence involving a vessel is considered within the scope of the 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 incidents:

- 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 an 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 a properly 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 when a person dies, is injured, or is missing due to a fire onshore 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, 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 a lack of maintenance on the vessel.
- Property damage occurs to a docked or moored vessel due to theft or vandalism.
- Property damage occurs when a person dies or is injured, 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 incidents that only involve unmodified inner tubes.
- Casualties or damage occur when the only vessel(s) involved are being used solely for governmental, commercial, or criminal activity.
- Casualties or damage occur when the only vessel(s) involved are not numbered and are being used exclusively for racing.
- Casualties or damage that occur when the only vessel(s) involved are foreign vessels and thus not subject to U.S. federal reporting requirements.

The History of Illinois' Recreational Boating Incidents & Enforcement

Year	Total Number of Incidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of 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	0	0	0	0
1965	116	48	52	161	0	0	0	0	0	0
1966	127	112	49	184	0	13	0	0	0	0
1967	113	73	44	146	0	0	0	0	0	0
1968	122	80	56	162	0	54	0	0	0	0
1969	101	54	42	136	0	37	0	0	0	0
1970	98	58	38	133	0	31	0	0	0	0
1971	88	73	29	119	0	29	0	0	0	0
1972	94	43	39	129	0	37	0	0	0	0
1973	130	58	64	175	0	59	0	0	0	0
1974	115	62	56	152	0	52	0	0	0	0
1975	126	87	43	178	0	34	0	0	0	0
1976*	124	30	20	174	0	0	0	0	0	0
1977*	111	18	27	159	0	0	0	0	0	0
1978*	113	54	36	118	0	0	0	0	0	0
1979*	0	0	0	0	0	0	0	0	0	0
1980*	95	72	30	95	0	0	0	0	0	0
1981*	97	0	0	97	0	0	0	0	0	0
1982	109	71	28	139	0	0	0	0	0	0
1983	97	51	17	139	0	0	0	0	0	0
1984	118	62	39	138	0	0	0	0	0	0
1985	105	47	30	123	0	25	0	0	0	0
1986	94	58	11	114	0	11	0	0	0	0
1987	70	63	13	82	0	12	0	0	0	0

The History of Illinois' Recreational Boating Incidents & Enforcement

Year	Total Number of Incidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of 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)
1988	103	89	16	120	0	11	0	0	0	0
1989	97	70	14	129	0	9	0	0	0	0
1990	146	107	26	187	350,000	22	0	0	0	0
1991	179	125	31	224	362,000	23	0	0	0	0
1992	147	124	28	200	365,000	20	0	0	0	0
1993	134	94	32	163	371,000	29	57	0	0	0
1994	157	131	17	211	381,864	15	67	0	0	0
1995	178	88	16	228	386,500	13	111	0	0	0
1996	155	90	27	214	390,000	23	93	0	0	0
1997	145	81	14	223	397,000	10	123	0	0	14,328
1998	176	107	19	249	395,500	12	75	0	0	16,048
1999	159	75	13	238	394,108	10	95	0	0	13,822
2000	155	76	14	231	370,568	11	100	0	0	11,869
2001	112	75	8	171	368,047	7	180	2,263	0	13,185
2002	135	92	23	188	364,075	13	199	1,630	0	13,369
2003	84	63	13	122	360,252	7	125	0	0	10,827
2004	78	45	18	103	356,305	15	127	1,509	1,647	13,858
2005	115	100	16	152	342,745	12	185	1,403	0	15,046
2006	79	66	18	119	343,591	13	229	1,882	3,307	15,866
2007	107	57	13	146	339,288	11	144	1,451	3,239	30,332
2008	120	78	13	174	336,025	10	185	1,603	3,695	39,998
2009	102	71	25	137	329,032	15	179	1,960	5,576	21,403
2010	105	76	16	145	323,191	13	155	1,853	5,438	13,363
2011	103	70	21	136	319,559	15	121	1,520	4,581	27,346

The History of Illinois' Recreational Boating Incidents & Enforcement

Year	Total Number of Incidents	Total Number of Injuries	Total Number of Fatalities	Total Number of Vessels	Total Number of 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)
2012	101	69	19	135	312,664	15	123	1,230	3,972	50,664
2013	65	50	14	90	271,116	12	115	1,235	4,525	40,734
2014	77	54	20	98	252,094	16	159	1,504	5,127	38,275
2015	74	49	14	96	233,062	14	155	1,415	4,518	42,379
2016	73	36	11	103	248,948	10	147	1,721	5,258	42,160
2017	80	48	12	123	248,696	12	145	1,355	4,886	45,725
2018	68	34	18	91	245,621	17	132	1,045	3,753	33,844
2019	72	42	14	95	229,370	14	103	735	2,623	39,421
2020	81	36	21	113	216,175	18	102	863	3,208	24,067
2021	93	28	16	147	188,086	14	65	734	2,697	28,886
2022	52	40	6	78	187,429	5	72	591	2,808	29,794
2023	70	37	12	110	183,689	9	72	714	3,253	29,518
2024	63	32	15	87	176,560	12	84	736	3,411	31,664

RECREATIONAL BOATING STATISTICAL SUMMARY

Illinois officers investigated 63 reportable boat incidents, a 12.5% decrease from FFY23. Thirty-two injuries were reported in FFY 2024, an 18.5% decrease from the previous year.

A total of 15 fatalities were reported in FFY 2024, a 15% increase over the previous period, resulting in roughly 8.5 deaths per 100,000 registered recreational vessels.

Boating incident reports indicate most incidents occur between June, July, and August, and 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 incidents involve operators between the ages of twenty and forty with over one hundred hours of boating experience, but little or no classroom boating safety instruction. They also involve open motorboats cruising in a careless/reckless manner, which can culminate in a collision with another boat. Additionally:

- 15 people died in 13 Illinois boating incidents
- 6 fatalities occurred during the week, and 9 on the weekend
- 14 fatalities with clear conditions and 6 with calm waters
- The winds were light to moderate (8) with good visibility (14)
- In most fatalities, the operators had no formal boat safety education (11)
- 4 out of 15 fatalities involved alcohol/drug impairment

Once again, a factor that would most likely have saved lives this past season would have been for people to wear their Personal Floatation Devices (PFD). Of 15 fatalities, 11 would most likely have survived had they 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 take to ensure their safety on the water is to wear a Coast Guard-approved PFD of the appropriate size and in serviceable condition.**

Boating enforcement activity by the Illinois Conservation Police saw an increase in the total number of citations and written warnings issued during FFY24 from the previous year. Citations increased from 714 to 736 (3%), and written warnings increased from 3,253 to 3,411 (5%). Operating under the influence arrests increased from 72 to 84 (14%). Personal floatation devices and operating under the influence remained the top boating violations cited by officers.

The total number of registered boats continues to decline from 183,689 last year to 176,560 this year.

The Illinois Department of Natural Resources Office of Law Enforcement recorded 31,664 personal service hours worked on the Recreational Boating Safety Program, which accounted for 8.21% of total work hours. This was a 7% increase from the total hours worked on the program in FFY 2023. The Office of Law Enforcement's estimated on-water hours of 16,019 showed a 34% increase in hours worked on the water over the preceding period.

BOATING SAFETY EDUCATION

General Information

No person under ten years of age may operate a motorboat. **Persons at least ten years of age but less than twelve years of age may only operate a boat under a parent's or guardian's direct control.**

Who Must Take the Course?

No person born on or after January 1, 1998, unless exempted by subsection (i), shall operate a motorboat with over ten horsepower unless that person has a valid Boating Safety Certificate issued by the Department of Natural Resources or an entity or organization recognized and approved by the Department.

Persons at least 12 years of age and less than 18 years of age may only operate a motorboat if: They have in possession a valid Boating Education Certificate of Competency issued by the Illinois Department of Natural Resources, Safety Education Division, or they are accompanied on the motorboat and under the direct control of a parent or guardian or a person at least 18 years of age designated by a parent or guardian.

Throughout the year, many people operate motor-driven watercraft on Illinois waters, and many operate for the first time. So, we encourage novice and experienced individuals to take the course. Each of us is responsible for keeping this lifetime leisure activity free from tragedy and personal loss to ourselves and our fellow boaters. The Illinois Boating Education Course is offered with these objectives in mind.

The Illinois Boating Education Course consists of at least eight hours of instruction. These courses cover the basics of boating safety, equipment and requirements, navigation, motorboat, registration and titling, emergency measures, and the Illinois boating laws.

The program is primarily designed to train young people over the age of 12. The educational material is based on a sixth-grade reading level. Students under the age of 11 may not participate in the exam to receive certification.

Students who are 11 years old will receive their certificate upon their 12th birthday.

Persons 12 and over completing the minimum eight hours of instruction and successfully completing the final examination will receive a State of Illinois Certificate of Competency.

Two Ways to Take the Course

Instructor-led. The traditional class method is through an 8-hour instructor-led class structure. Classes may be taught in one day or over a couple of different days, usually on the weekend. The class will end with an exam to pass. Interested individuals may call 1-800-832-2599 or check the List of Education Courses by County.

Online Self-Study Course-Students may study the course material at their own pace, completing

chapter reviews along the way. At the end of the course material, the student will be required to pass an exam. Student certification will be mailed by the course provider.

Two Providers for Online Boating Safety Course and Certification:

www.Boat-Ed.com

www.BoaterExam.com

BOATING SAFETY EDUCATION			
Year	**Traditional Classroom Course**	**Internet Courses**	**Total Number of People Issued Boat Safety Cards**
2005*	2,390	732	**3,122**
2006	1,449	1,405	**2,854**
2007	1,215	1,358	**2,573**
2008	857	1,362	**2,219**
2009	874	2,037	**2,911**
2010*	902	2,410	**3,312**
2011	693	2,261	**2,954**
2012	712	2,016	**2,728**
2013	548	2,731	**3,279**
2014	539	2,566	**3,105**
2015	460	2,971	**3,431**
2016	561	3,275	**3,836**
2017	375	3,073	**3,448**
2018	469	3,475	**3,944**
2019	404	3,546	**3,950**
2020	0	6,007	**6,007**
2021	89	6,893	**6,982**
2022	254	4,812	**5,066**
2023	267	6,163	**6,430**
2024	609	6,270	**6,879**

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

*** In June 2010, BoaterExam.com started**

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, 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 a number with the Department of Natural Resources on forms approved by it. For more information on registering a boat, click the link below.

How to Register or Renew Your Boat in Illinois

THE 2024 CALENDAR YEAR REPORT OF CERTIFICATES OF NUMBER ISSUED TO RECREATIONAL BOATS ONLY*						
Motorized Vessel Types	<16	16 to <26	26 to <40	40 to 65	>65	**All Lengths**
Airboat	22	55	3	0	0	**80**
Auxiliary Sail	31	307	902	119	0	**1,359**
Cabin Motorboat	17	2,495	3,414	556	11	**6,493**
Houseboat	14	69	93	179	23	**378**
Inflatable boat	513	50	3	0	0	**566**
Open Motorboat	24,173	87,515	2,189	56	6	**113,939**
Personal Watercraft	17,643	2,137				**19,780**
Pontoon Boat	688	22,848	1,098	12	0	**24,646**
Other	3,144	3,653	196	52	20	**7,065**
Non-Motorized Vessel Types	<16	16 to <26	26 to <40	40 to 65	>65	**All Lengths**
Inflatable boat	14	1	0	0	0	**15**
Paddlecraft	264	66	0	0	0	**330**
Rowboat	484	47	1	0	0	**532**
Sail Only	503	612	160	20	0	**1,295**
Other	59	21	2	0	0	**82**
Total Recreational Registration						
Motorized Vessel						**174,306**
Non-Motorized Vessel						**2,254**
Total						**176,560**

BOATING ENFORCEMENT

Top Boating Violations

Boating Citations	
Type of Boating Violations	**Citations**
Personal Flotation Devices	**107**
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	92
Under the Influence of Alcohol	84
Wearable PFD (Type I, II, Or III Required)	80
Operation of Unnumbered Watercraft	62
Operating with a BAC Over .08	42
Operation in No-Wake Area	38
Failure to Transfer Certificate of Number	27
Operating W/Out Proper Lights Between Sunset/Sunrise	20
Failure to Display, Improper Display of Registration Number	19
Operation of PWC between the Hours of Sunset/Sunrise	19
Failure to Display Valid Registration Decal	18
Fire Extinguisher	17
Lanyard Cut-off Switch	14
Passenger Location	14
Restricted Area, No Wake W/In 150 ft of Public Ramp	11
Careless Operation	11
Total Number of Citations Issued	**736**

Boating Written Warnings	
Type of Boating Violations	**Written Warnings**
Fire Extinguisher	606
Personal Floatation Devices	572
Battery Covers	523
Operation of Unnumbered Watercraft	463
Lanyard Cut-Off Switch	282
Operation of Motorboat Without Horn or Whistle	228
Operation in No-Wake Area	112
Failure to Display, Improper Display of Registration Number	88
Operating W/Out Proper Lights Between Sunset/Sunrise	83
Displaying Orange Flag While Towing Person	63
Type IV PFD On Board (16 Feet and Over)	61
Passenger Location	58
Virtual Distress Signals	45
Displaying Orange Flag While Towing Person	44
Total Number of Written Warnings Issued	**3,411**

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 2-4A	1	Resistance to Officers
6the 25 45 2-4B	1	Failure to Obey the Direction of a Police Officer
625 45 3-1	62	Operation of Unnumbered Watercraft
625 45 3-1.5	0	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	19	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	27	Failure to Transfer Certificate of Number
625 45 3-7	0	Loss of Certificate of Number/Registration Decal
625 45 3-9	18	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	3	Failure to Transfer Title
625 45 3A-14	0	Failure to Transfer Title-Dealer
625 45 3A-15	0	Failure to Make Application of Title
625 45 3A-17	0	Failure to Transfer Title-Individual
625 45 3A-20A	0	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-21A	0	Alter, Forge, or Counterfeit Manufacturer's or Importer's Certificate
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	2	Abandoning A Watercraft
625 45 4-1	107	Personal Flotation Devices
625 45 4-1A	80	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	6	Personal Watercraft – PFD Must Be Worn

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 4-1C	8	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	0	No PFD on Boat for Peron being Towed
625 45 4-1F1	2	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable Condition
625 45 4-1F3	1	PFDs Appropriate Size
625 45 4-1F4	0	PFDs Legibly Marked with USCG Number
625 45 4-1I	92	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	20	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	17	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-9	0	Sealing of Marine Heads
625 45 4-10	4	Battery Covers
625 45 4-11	14	Lanyard Cut-Off Switch
625 45 4-12	0	Visual Distress Signals
625 45 5-1	11	Careless Operation
625 45 5-2A	3	Reckless Operation/Aggravated Reckless Operation
625 45 5-2B	0	Reckless Operation with Great Bodily Harm
625 45 5-3	0	Interference with Navigation
625 45 5-4A	1	Overloading Motorboat
625 45 5-4B	0	Capacity Plate

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 5-5	0	Incapacity of Operator
625 45 5-6	0	Overpowering
625 45 5-7	11	Restricted Area, No Wake W/In 150 Feet of Public Ramp
625 45 5-12	38	Operation in No-Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	0	Crossing
625 45 5-13C	0	Overtaking
625 45 5-13D	0	Right of Way Violation
625 45 5-14	1	Towing of Persons
625 45 5-14A	6	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	1	Half an Hour Before to Half an Hour after Towing Water Skier
625 45 5-14E	3	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under the Influence Alcohol/Drugs
625 45 5-16A 1 a	42	Operating with a BAC Over .08
625 45 5-16A 1 b	84	Under the Influence of Alcohol
625 45 5-16 A 1 c	1	Under the Influence of Drugs
625 45 5-16 A 1 d	1	Under the Combined Influence of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount of Drug in a Person's Blood or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	5	Youthful Operators
625 45 5-18G 1	1	Failure to show a safety certificate
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver’s Flag
625 45 5-20	19	Operation of PWC Between the Hours of Sunset/Sunrise
625 45 5-21	14	Passenger Location

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 5-22B	0	Failure to Yield to Emergency Watercraft Upon Approach
625 45 5-22C	0	Failure to Yield to Emergency Watercraft When Stationary
625 45 6-1	0	Failure to Render Aid After Incident/Provide Information
625 45 6-1A	0	Failure to Render Assistance in an Incident
625 45 6-1 A 1	0	Failure to Report Incident 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 Equipment
625 45 7-9	0	Registration/Per Article III
625 45 7-10	0	Unlawful Rental Of PWC
625 45 11A-1	2	Catch-All For Violations Of Boat Code & Authority For Ad Rules.
TOTAL VIOLATIONS	**736**	

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 2-4A	1	Resistance to Officers
625 45 2-4B	0	Failure to Obey the Direction of the Police Officer
625 45 3-1	463	Operation of Unnumbered Watercraft
625 45 3-1.5	13	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	88	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	25	Failure to Transfer Certificate of Number
625 45 3-7	0	Loss of Certificate of Number/Registration Decal
625 45 3-7.5	0	Failure to Replace Lost/Destroyed Water Usage Stamp
625 45 3-9	38	Failure to Display Valid Registration Decal
625 45 3-11	0	Falsify/Alter Certificate of Number or Water Usage Stamp
625 45 3-13	1	Failure to Attach HIN To Watercraft
625 45 3A-12	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-19	0	Failure to surrender the title to the Department for Junk or salvaged watercraft
625 45 3A-20A	0	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-21A	0	Alter, Forge, or Counterfeit Manufacturer’s or Importer’s Certificate
625 45 3A-21D	0	Use False Name or Address, Conceal Facts in Application for Title
625 45 3A-21F	0	Possess, Buy, Receive, Sell Boat W/Out HIN

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 3A-21G	0	Destroy, Remove, Cover, Alter, or Deface HIN
625 45 3A-21H	0	Possess, Buy, Sell, Exchange the title to watercraft that is junk or salvage
625 45 3C-1A	0	Abandoning A Watercraft
625 45 4-1	572	Personal Floatation Devices
625 45 4-1A	4	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	2	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	61	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	2	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable Condition
625 45 4-1F3	1	PFDs Appropriate Size
625 45 4-1F4	1	PFDs Legibly Marked with USCG Number
625 45 4-1I	28	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	83	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3	1	Mufflers
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	228	Operation of Motorboat Without Horn or Whistle
625 45 4-5	606	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-7	0	Ventilators
625 45 4-8	0	Sirens and flashing lights-Unlawful use

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 4-10	523	Battery Covers
625 45 4-11	282	Lanyard Cut-Off Switch
625 45 4-12	45	Visual Distress Signals
625 45 5-1	7	Careless Operation
625 45 5-2	1	Reckless Operation/Aggravated Reckless Operation
625 45 5-2A	0	Reckless Operation of Watercraft
625 45 5-2B	0	Reckless Operation with Great Bodily Harm
625 45 5-3	0	Interference with Navigation
625 45 5-4A	23	Overloading Motorboat
625 45 5-4B	1	Capacity Plate
625 45 5-5	0	Incapacity of Operator
625 45 5-6	0	Overpowering
625 45 5-7	33	Restricted Area, No Wake W/In 150 Feet of Public Ramp
625 45 5-12	112	Operation in No-Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	0	Crossing
625 45 5-13C	0	Overtaking
625 45 5-13D	0	Sailboats and Rowboats
625 45 5-14	13	Waterskiing
625 45 5-14A	7	Competent Observer, Vessel Capacity-3 Persons
625 45 5-14B	0	Hours for Skiing
625 45 5-14E	44	Displaying Orange Flag While Towing Person
625 45 5-16A	0	Operating Under the Influence
625 45 5-16A 1	0	Operating Under the Influence Alcohol/Drugs

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 5-16A 1 a	0	Operating with a 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 the Combined Influence of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount of Drug in a Person's Blood or Urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	23	Youthful Operators
625 45 5-18G 1	1	Youthful Operators - Violation – Petty Offense
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver's Flag
625 45 5-20	10	Operation of PWC Between the Hours of Sunset/Sunrise
625 45 5-21	58	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 Incident/Provide Information
625 45 6-1 A 1	0	Failure to Report Incident Within 1 Hour
625 45 7-1	3	License Required-Passenger for Hire/Boat Rental
625 45 7-7	1	License/Tag/Weight Fail to Display/Rental Boat
625 45 7-8	0	Livery-Failure of Owner to Provide Safety Equipment
625 45 7-9	1	Registration/Per Article III
625 45 7-10	0	Unlawful renting of PWC
625 45 11A-1	0	A catch-all for violations of boat code & authority for ad rules.
TOTAL VIOLATIONS	**3,411**	

Boating Patrol Log Report

Year	Boat Inspections	Vessels Assisted	Persons Assisted	Boat Registration Inspections	Citations	Written Warnings	Recreational Boat Safety Hours
2012	20,015	543	1,688	566	1,230	3,972	50,664
2013	17,512	418	714	228	1,235	4,525	40,734
2014	15,070	302	549	264	1,504	5,127	38,275
2015	15,280	375	550	306	1,415	4,518	42,379
2016	16,937	386	506	189	1,721	5,258	42,160
2017	15,710	372	529	171	1,355	4,886	45,725
2018	11,921	220	351	146	1,045	3,753	33,844
2019	8,624	201	297	136	735	2,623	39,421
2020	11,700	233	355	125	863	3,208	24,067
2021	12,133	275	287	215	734	2,697	28,886
2022	9,161	247	347	225	591	2,808	29,794
2023	10,197	252	271	201	717	3.288	29,518
2024	11,530	280	311	251	736	3,411	31,664

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 the 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.

BOATING INCIDENTS AND ALCOHOL USE

	OUI Arrests	Injuries			Fatalities		
Year	Total Number of OUI Arrests	Primary Cause Alcohol/Drug Use	Total Number of Injuries	Percentage Involving Alcohol/Drug Use	Primary Cause Alcohol/Drug Use	Total Number of Fatalities	Percentage involving Alcohol/Drug Use
2005	278	8	100	8.00%	2	16	12.50%
2006	302	11	66	16.67%	5	18	27.78%
2007	190	3	57	5.26%	1	13	7.69%
2008	185	1	78	1.28%	1	13	7.69%
2009	215	9	71	12.68%	2	25	8.00%
2010	204	10	76	13.16%	6	16	37.50%
2011	176	13	70	18.57%	8	21	38.10%
2012	209	0	69	0.00%	10	19	52.63%
2013	182	3	50	6.00%	3	14	21.43%
2014	215	10	54	18.52%	6	20	30.00%
2015	166	1	49	2.04%	6	14	42.86%
2016	175	3	36	8.33%	3	11	27.27%
2017	263	2	48	4.17%	3	12	25.00%
2018	132	1	34	2.94%	4	18	22.22%
2019	104	5	42	11.90%	7	14	50.00%
2020	117	3	36	12.00%	7	21	33.33%
2021	76	1	28	3.57%	4	16	25.00%
2022	81	5	40	12.50%	0	6	0.00%
2023	72	11	37	29.73%	3	12	25.00%
2024	84	7	32	21.88%	4	15	26.67%

Recreational Boat Incident Report

Total Number of Vessels	**87**	Total Number of Registered Boats	**176,560**
Total Number of Incidents	**63**	Number of Incidents per 100,000 Registered Boats	**35.7**
Total Number of Injuries	**32**	Number of Injuries per 100,000 Registered Boats	**18.1**
Total Number of Fatalities	**15**	Number of Fatalities per 100,000 Registered Boats	**8.5**

Incidents by Month

	All Incidents	Injury Incidents		Fatal Incidents	
Month	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
March	3	0	0	2	2
April	1	0	0	1	1
May	8	2	2	1	1
June	15	5	5	5	6
July	15	5	10	2	2
August	9	3	3	1	2
September	10	7	11	0	0
October	2	1	1	1	1
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Day of Week

	All Incidents	Injury Incidents		Fatal Incidents	
Day of Week	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Sunday	18	4	5	5	6
Monday	5	1	1	1	1
Tuesday	5	3	4	2	3
Wednesday	1	1	2	0	0
Thursday	5	1	2	0	0
Friday	10	4	6	2	2
Saturday	19	9	12	3	3
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Time of Day

	All Incidents	Injury Incidents		Fatal Incidents	
Time of Day	Total Incidents	Number of Incidents	Total Persons Injured	Number of Incidents	Total Fatalities
12:01 a.m.-6:00 a.m.	5	0	0	2	2
6:01 a.m.-12:00 p.m.	10	2	3	2	2
12:01 p.m.-6:00 p.m.	34	14	19	7	9
6:01 p.m.-12:00 a.m.	14	7	10	2	2
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Water Conditions

	All Incidents	Injury Incidents		Fatal Incidents	
Water Conditions	Total Incidents	Number of Incidents	Total Persons Injured	Number of Incidents	Total Fatalities
Calm (Waves <6”)	40	14	18	6	6
Choppy (Waves 6”-2’)	18	7	12	5	6
Rough (Waves 2’-6’)	5	2	2	2	3
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Weather Conditions

	All Incidents	Injury Incidents		Fatal Incidents	
Weather Conditions	Total Incidents	Number of Incidents	Total Persons Injured	Number of Incidents	Total Fatalities
Clear	52	19	29	12	14
Cloudy	4	2	2	1	1
Fog	3	1	1	0	0
Hazy	1	0	0	0	0
Rain	3	1	1	0	0
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Wind Conditions

	All Incidents	Injury Incidents		Fatal Incidents	
Wind Conditions	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Light (0-12MPH)	39	15	22	7	7
Moderate (13-24 MPH)	15	6	8	1	1
Strong (25-54 MPH)	8	2	2	5	7
Stormy (Over 55 MPH)	1	0	0	0	0
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Visibility

	All Incidents	Injury Incidents		Fatal Incidents	
Visibility	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Fair	3	1	1	0	0
Good	54	20	28	12	14
Poor	6	2	3	1	1
Totals	**63**	**23**	**32**	**13**	**15**

Incident Types (Primary Type)

	All Incidents	Injury Incidents		Fatal Incidents	
Incident Types	**Number of Vessels Involved**	**Number of Vessels Involved**	**Total Persons Injured**	**Number of Vessels Involved**	**Total Fatalities**
Capsizing	6	4	6	3	3
Collision With Fixed Object	19	8	10	0	0
Collision With Floating Object	3	0	0	0	0
Collision With Submerged Object	4	1	1	0	0
Collision With Vessel	24	3	4	4	3
Fire/Explosion (Non-Fuel)	2	0	0	0	0
Flooding/Swamping	1	0	0	0	0
Grounding	1	1	2	0	0
Occupant Impacts Vessel	1	1	1	0	0
Other (Specify)	3	0	0	0	0
Person Departs Vessel Voluntarily	1	0	0	1	1
Person Ejected From A Vessel	4	3	3	1	1
Person Falls Overboard	4	0	0	4	4
Person Struck By Vessel	1	1	1	0	0
Sinking	4	1	1	1	2
Unknown	9	2	3	1	1
Totals	**87**	**25**	**32**	**15**	**15**

Incident Causes/Contributing Factors (Primary Cause/Factor)

	All Incidents	Injury Incidents		Fatal Incidents	
Incident Causes / Contributing Factors	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Alcohol Use	9	3	7	4	4
Careless/Reckless Operation	5	4	4	0	0
Cold Water Immersion	1	0	0	1	1
Congested Waters	1	0	0	0	0
Dam/Lock	1	0	0	1	1

	All Incidents	Injury Incidents		Fatal Incidents	
Incident Causes / Contributing Factors	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Equipment Failure	2	0	0	1	1
Excessive Speed	4	0	0	0	0
Failure To Vent	1	1	2	0	0
Force Of Wake	3	2	2	0	0
Hazardous Waters	2	1	1	0	0
Hull Failure	1	0	0	0	0
Improper Anchoring	1	0	0	0	0
Improper Type/Size Of Vessel For The Condition	1	1	1	1	1
Machinery Failure	2	1	1	1	2
Off-Throttle Steering	1	0	0	0	0
Operator Inattention	14	4	5	1	2
Operator Inexperience	4	3	4	0	0
Restricted Vision	3	1	1	0	0
Unknown	4	1	3	2	2
Weather	3	1	1	1	1
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by County

County	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities	Damage (dollars)
Brown	1	0	0	1	1	$0.00
Calhoun	1	1	1	0	0	$2,000.00
Cook	18	5	8	3	3	$1,054,038.00
Effingham	1	1	1	0	0	$2,000.00
Henry	1	0	0	1	1	$0.00
Jersey	1	0	0	0	0	$47,000.00
Jo Daviess	1	0	0	0	0	$4,495.00
Kane	1	1	1	0	0	$0.00
Kankakee	1	0	0	1	1	$0.00
La Salle	4	2	3	1	2	$35,000.00
Lake	9	3	4	2	3	$47,700.00
Macon	1	1	1	0	0	$0.00
Mason	1	0	0	0	0	$5,000.00
McHenry	4	3	4	1	1	$2,001.00
Moultrie	1	1	1	0	0	$1,500.00
Pike	1	0	0	1	1	$0.00
Putnam	1	0	0	0	0	$5,000.00
Randolph	1	0	0	0	0	$4,000.00
Rock Island	3	1	1	0	0	$135,000.00
Sangamon	2	1	1	0	0	$10,000.00
Shelby	3	2	4	1	1	$20,000.00
Stephenson	1	1	2	0	0	$3,500.00
Union	1	0	0	0	0	$8,500.00
Whiteside	1	0	0	0	0	$2,500.00
Will	2	0	0	0	0	$151,097.00
Winnebago	1	0	0	1	1	$0.00
Totals	**63**	**23**	**32**	**13**	**15**	**$1,540,331.00**

County Broken Down by Body of Water

County Broken Down by Body of Water	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities
Brown					
Illinois River	1	0	0	1	1
Subtotal	1	0	0	1	1
Calhoun					
Illinois River	1	1	1	0	0
Subtotal	1	1	1	0	0
Cook					
Chicago River	4	0	0	0	0
Lake Michigan	14	5	8	3	3
Subtotal	18	5	8	3	3
Effingham					
Lake Sara	1	1	1	0	0
Subtotal	1	1	1	0	0
Henry					
Private Pond	1	0	0	1	1
Subtotal	1	0	0	1	1
Jersey					
Illinois River	1	0	0	0	0
Subtotal	1	0	0	0	0
Jo Daviess					
Apple Canyon Lake	1	0	0	0	0
Subtotal	1	0	0	0	0
Kane					
Fox River	1	1	1	0	0
Subtotal	1	1	1	0	0
Kankakee	1	0	0	1	1
Kankakee River	1	0	0	1	1
Subtotal	1	0	0	1	1
Lake					
Fourth Lake	1	0	0	1	1
Grass Lake	1	0	0	0	0
Lake Marie	1	0	0	1	2
Lake Michigan	2	1	2	0	0
Petite Lake	1	1	1	0	0
Pistakee Lake	1	1	1	0	0
Round Lake	1	0	0	0	0
Spring Lake	1	0	0	0	0
Subtotal	9	3	4	2	3
La Salle					
Illinois River	3	2	3	0	0
La Salle Lake	1	0	0	1	2
Subtotal	4	2	3	1	2

County Broken Down by Body of Water	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities
Macon					
Sangamon River	1	1	1	0	0
Subtotal	1	1	1	0	0
Mason					
Illinois River	1	0	0	0	0
Subtotal	1	0	0	0	0
McHenry					
Fox River	3	3	4	0	0
Silver Lake	1	0	0	1	1
Subtotal	4	3	4	1	1
Moultrie					
Lake Shelbyville	1	1	1	0	0
Subtotal	1	1	1	0	0
Pike					
Illinois River	1	0	0	1	1
Subtotal	1	0	0	1	1
Putnam					
Illinois River	1	0	0	0	0
Subtotal	1	0	0	0	0
Randolph					
Mississippi River	1	0	0	0	0
Subtotal	1	0	0	0	0
Rock Island					
Mississippi River	3	1	1	0	0
Subtotal	3	1	1	0	0
Sangamon					
Lake Springfield	2	1	1	0	0
Subtotal	2	1	1	0	0
Shelby					
Lake Shelbyville	3	2	4	1	1
Subtotal	3	2	4	1	1
Stephenson					
Pecatonica River	1	1	2	0	0
Subtotal	1	1	2	0	0
Union					
Big Muddy River	1	0	0	0	0
Subtotal	1	0	0	0	0
Whiteside					
Rock River	1	0	0	0	0
Subtotal	1	0	0	0	0
Will					
Braidwood Lake	1	0	0	0	0
Des Plaines River	1	0	0	0	0
Subtotal	2	0	0	0	0

County Broken Down by Body of Water	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities
Winnebago					
Pierce Lake	1	0	0	1	1
Subtotal	1	0	0	1	1
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Body of Water

Body of Water	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities
Apple Canyon Lake	1	0	0	0	0
Big Muddy River	1	0	0	0	0
Braidwood Lake	1	0	0	0	0
Chicago River	4	0	0	0	0
Des Plaines River	1	0	0	0	0
Fourth Lake	1	0	0	1	1
Fox River	4	4	5	0	0
Grass Lake	1	0	0	0	0
Illinois River	9	3	4	2	2
Kankakee River	1	0	0	1	1
Lake Marie	1	0	0	1	2
Lake Michigan	16	6	10	3	3
Lake Sara	1	1	1	0	0
Lake Shelbyville	4	3	5	1	1
Lake Springfield	2	1	1	0	0
La Salle Lake	1	0	0	1	2
Mississippi River	4	1	1	0	0
Pecatonica River	1	1	2	0	0
Petite Lake	1	1	1	0	0
Pierce Lake	1	0	0	1	1
Pistakee Lake	1	1	1	0	0
Private Pond	1	0	0	1	1
Rock River	1	0	0	0	0
Round Lake	1	0	0	0	0
Sangamon River	1	1	1	0	0
Silver Lake	1	0	0	1	1
Spring Lake	1	0	0	0	0
Totals	**63**	**23**	**32**	**13**	**15**

Incidents by Vessel Type

	All Incidents		Injury Incidents		Fatal Incidents	
Type of Vessel Involved	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**
Auxiliary Sail	4	4.6%	0	0.0%	0	0.0%
Cabin Motorboat	25	28.7%	3	12.0%	2	13.3%
Jet Boat	1	1.1%	1	4.0%	0	0.0%
Kayak	4	4.6%	1	4.0%	3	20.0%
Open Motorboat	26	29.9%	9	36.0%	6	40.0%
Other	2	2.3%	0	0.0%	1	6.7%
Personal Watercraft	14	16.1%	8	32.0%	1	6.7%
Pontoon Boat	9	10.3%	2	8.0%	0	0.0%
Rowboat	1	1.1%	0	0.0%	1	6.7%
Sail Only	1	1.1%	1	4.0%	1	6.7%
Totals	**87**	**100%**	**25**	**100%**	**15**	**100%**

Incidents by Vessel Length

	All Incidents		Injury Incidents		Fatal Incidents	
Vessel Length	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**
Unknown	5	5.7%	0	0.0%	1	6.7%
Less Than 16 Feet	19	21.8%	9	36.0%	5	33.3%
16 Feet To < 26 Feet	37	42.5%	11	44.0%	6	40.0%
26 Feet To < 40 Feet	16	18.4%	3	12.0%	1	6.7%
40 Feet To 65 Feet	7	8.0%	0	0.0%	1	6.7%
> 65 Feet	3	3.4%	2	8.0%	1	6.7%
Totals	**87**	**100%**	**25**	**100%**	**15**	**100%**

Vessel Operation at Time of Incident

	All Incidents		Injury Incidents		Fatal Incidents	
Vessel Operation	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**
At Anchor	4	4.6%	0	0.0%	1	6.7%
At Anchor, Drifting	1	1.1%	0	0.0%	0	0.0%
Being Towed, Changing Speed, Changing Direction	1	1.1%	0	0.0%	0	0.0%
Changing Direction	4	4.6%	4	16.0%	0	0.0%
Changing Speed	2	2.3%	1	4.0%	0	0.0%
Changing Speed, Changing Direction	2	2.3%	1	4.0%	0	0.0%
Changing Speed, Cruising	1	1.1%	1	4.0%	0	0.0%
Changing Speed, Cruising, Changing Direction	4	4.6%	2	8.0%	2	13.3%
Cruising	31	35.6%	9	36.0%	4	26.7%
Cruising, Changing Direction	3	3.4%	2	8.0%	0	0.0%
Docking/Undocking	6	6.9%	0	0.0%	0	0.0%
Drifting	7	8.0%	2	8.0%	2	13.3%
Other-Exiting Lock	1	1.1%	0	0.0%	1	6.7%
Other-Pulling Up To Bank, Drifting	1	1.1%	0	0.0%	0	0.0%
Other-Unknown	2	2.3%	0	0.0%	2	13.3%
Other-In Neutral, Drifting	1	1.1%	0	0.0%	1	6.7%
Rowing/Paddling	2	2.3%	1	4.0%	1	6.7%
Sailing	1	1.1%	1	4.0%	1	6.7%
Tied To Dock / Mooring	12	13.8%	0	0.0%	0	0.0%
Towing Another Vessel	1	1.1%	1	4.0%	0	0.0%
Totals	**87**	**100%**	**25**	**100%**	**15**	**100%**

Vessel Activity at Time of Incident

	All Incidents		Injury Incidents		Fatal Incidents	
Vessel Activity	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**	**Number of Vessels**	**Percent of Vessels**
Commercial Activity	2	2.3%	1	4.0%	2	13.3%
Fishing	13	14.9%	4	16.0%	4	26.7%
General Recreational Boating	57	65.5%	19	76.0%	8	53.3%
Hunting	1	1.1%	0	0.0%	1	6.7%
No Activity Selected	5	5.7%	0	0.0%	0	0.0%
None	7	8.0%	0	0.0%	0	0.0%
Starting Engine	2	2.3%	1	4.0%	0	0.0%
Totals	**87**	**100%**	**25**	**100%**	**15**	**100%**

Operator Boating Safety Education

	All Incidents		Injury Incidents		Fatal Incidents	
Type of Education	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**
None	50	69.4%	18	72.0%	11	84.6%
Not Specified	3	4.2%	1	4.0%	0	0.0%
State Course	13	18.1%	4	16.0%	2	15.4%
USCG Auxiliary	1	1.4%	0	0.0%	0	0.0%
Totals	**67**	**100%**	**23**	**100%**	**13**	**100%**

Operator's Overall Boating Experience (in Hours)

	All Incidents		Injury Incidents		Fatal Incidents	
Hours of Experience	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**
Unknown	3	4.2%	1	4.0%	0	0.0%
Less Than 10 Hours	11	15.3%	4	16.0%	3	23.1%
10 To 100 Hours	28	38.9%	12	48.0%	3	23.1%
100 To 500 Hours	30	41.7%	8	32.0%	7	53.8%
Totals	**72**	**100%**	**25**	**100%**	**13**	**100%**

Operator Gender

	All Incidents		Injury Incidents		Fatal Incidents	
Gender	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**
Female	7	9.7%	6	24.0%	2	15.4%
Male	64	88.9%	19	76.0%	11	84.6%
Unknown	1	1.4%	0	0.0%	0	0.0%
Totals	**72**	**100%**	**25**	**100%**	**13**	**100%**

Operator Age

	All Incidents		Injury Incidents		Fatal Incidents	
Operator Age	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**	**Number of Operators**	**Percent of Operators**
11 To 20 Years	6	8.3%	2	8.0%	3	23.1%
21 To 30 Years	13	18.1%	5	20.0%	1	7.7%
31 To 40 Years	11	15.3%	3	12.0%	2	15.4%
41 To 50 Years	15	20.8%	7	28.0%	1	7.7%
51 To 60 Years	12	16.7%	4	16.0%	4	30.8%
61 To 70 Years	5	6.9%	0	0.0%	0	0.0%
71 To 80 Years	6	8.3%	2	8.0%	2	15.4%
Unknown	4	5.6%	2	8.0%	0	0.0%
Totals	**72**	**100%**	**25**	**100%**	**13**	**100%**

Fatalities--Cause of Death

Boating Fatalities		
Cause of Death	**Number of Fatalities**	**Percent of Fatalities**
Drowning	12	80.0%
Medical	1	6.7%
Trauma	2	13.3%
Totals	**15**	**100%**

Fatalities -- Life Jacket Use

Status	**Number of Fatalities**	**Percent of Fatalities**
Life Jacket Worn	4	26.7%
Life Jacket Not Worn	11	73.3%
Totals	**15**	**100%**

Fatalities -- Cause of Death and Life Jacket Use

	Life Jacket Use Status		
Cause of Death	**Worn**	**Not Worn**	**Unknown**
Drowning	2	10	0
Medical	0	1	0
Trauma	2	0	0
Totals	**4**	**11**	**0**

Fatalities -- Cause of Death and Vessel Type

Boating Fatalities		
Vessel Type	**Number of Fatalities**	**Percent of Fatalities**
Cabin Motorboat	2	13.3%
Kayak	3	20.0%
Open Motorboat	6	40.0%
Personal Watercraft	2	13.3%
Rowboat	1	6.7%
Sail Only	1	6.7%
Totals	**15**	**100%**

Fatalities -- Vessel Type and Life Jacket Use

	Life Jacket Use Status		
Vessel Type	**Worn**	**Not Worn**	**Unknown**
Cabin Motorboat	0	2	0
Kayak	0	3	0
Open Motorboat	1	5	0
Personal Watercraft	2	0	0
Rowboat	0	1	0
Sail Only	1	0	0
Totals	**4**	**11**	**0**

Fatal Boat Incident Summaries

1) On 10/30/2023 at approximately 11:00 a.m., a waterfowl hunter went missing on Fourth Lake in Lake Villa, Lake County, Illinois. The victim was waterfowl hunting by himself when, at approximately 1:43 p.m., the hunter's friend called 911, stating the victim's watercraft was located unoccupied approximately 250 yards east of the hunter's blind. At that time, the hunter was unable to be located. The Lake Villa Fire Department and Lake County Sheriff's Office were first on the scene. The Lake Villa Fire Department reported that the boat was found still running, at idle, with the hunting rifle cased and the gas can turned over on the opposite side of the watercraft. After a lengthy search, the missing hunter was unable to be located. The victim's hunting friend and his hunting companions took it upon themselves to investigate the Whiskey Point Waterfowl Blind sometime after the initial search ended. Upon reaching the blind, the friend quickly located the hunter's body clinging to a Waterfowl Blind. The manner of death was ruled accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Unknown	Cold Water Immersion	
Failure to Wear a Personal Flotation Device (PFD)			

2) On 03/03/24 at approximately 12:00 a.m., the victim and his friend went out on Silver Lake, Cary, Illinois, in two kayaks. While out in the Kayaks, sometime around 12:30 a.m., both kayaks flipped over and both subjects fell into the water. The friend stated he saw the victim "bobbing and then went under". The friend was able to swim back to shore safely. According to the owner of the kayaks, both kayaks had PFDs behind the seats. Neither of the kayak operators was wearing a PFD at the time of the incident. Multiple departments responded to search the lake for the missing kayaker. At approximately 4:00 a.m., the Wauconda Fire Department Sonar Team located the victim and recovered his body from the water. The manner of death was ruled accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Alcohol Use	Swimming Ability	Cold Water Immersion
Failure to Wear a Personal Flotation Device (PFD)			

3) On 03/29/24 at approximately 2:31 p.m., A 90-year-old man, the victim, was fishing with his son on a private pond from a 16-foot Jon boat. The victim was seated in the bow of the boat on a plastic seat mounted to the aluminum decking by a wooden frame with screws. The seat broke free from the aluminum boat, and the victim fell into the water. He was not wearing a PFD, and there were no PFDs located in the boat. The victim's son immediately tried to help his father out of the water, but he was unresponsive. The son pulled his father to the shoreline and called 911.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Equipment Failure	Sudden Medical Condition	Cold Water Immersion
Failure to Wear a Personal Flotation Device (PFD)			

4) On 04/28/24, at approximately 12:55 p.m., the victim was operating a 16-foot Jon boat on Lake Shelbyville near the 9th St boat ramp. At that time, the victim came out of a protected cove headed south. As the victim exited that cove, he encountered rough waters from the extremely windy conditions. The Jon boat hit a large wave, and the front of the boat rose into the air. The victim was ejected from the boat and fell overboard near the rear port side. The victim was not wearing a life jacket. The victim did not have a lanyard tied to the ignition cut-off switch, and the boat continued circling in the water. At the time of the incident, the victim was boating with friends and his wife. The friends and wife were in a separate boat that was traveling behind the victim and observed the events transpire. The friends, wife, and an uninvolved boater attempted to rescue the victim, but the victim went under the water and never resurfaced. The victim's body was located and recovered from the lake sometime later. The manner of death was ruled accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Weather	Improper Loading	
Failure to Wear a Personal Flotation Device (PFD)			

5) On 05/12/24, between the hours of 4:30 p.m. (the last time the victim was seen alive) and 5:30 p.m. (the last call the victim made), the victim, along with his 2 dogs, was searching for a piece of missing fishing equipment on the Illinois River near Pearl. On 05/13/24, at approximately 9:00 a.m., the victim's vessel was first seen floating down the Illinois River near Cabin 84 in the Glades. (mile marker 12). On 05/14/24, the victim's vessel was recovered. On 05/16/24, at approximately 12:00 p.m., the victim's body was recovered approximately one mile north of Pere Marquette boat launch. The manner of death was accidental. The toxicology report showed the victim had a BAC of 0.208 and a Delta-9 THC blood level >50 ng/ml.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Alcohol Use	Drug Use	
Failure to Wear a Personal Flotation Device (PFD)			

6) On 06/15/2024 at approximately 4:23 p.m., the Chicago Police Department (CPD) received a call regarding a Marine Distress call at 1000 N. Lake Shore Drive in the "Playpen". Upon the CPD beat car's arrival, the CPD officer observed CPD Marine Units 3 and 5 next to the "playpen" wall. The victim's niece, who advised her uncle, the victim, was standing on the side of the boat without his life jacket on, trying to talk to people on other boats. The victim's niece stated that her uncle often uses hand gestures when he speaks and lost his grip on the boat, which caused the victim to fall overboard and into the water. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Alcohol Use	Drug Use	
Failure to Wear a Personal Flotation Device (PFD)			

7) On 06/16/2024 at approximately 2:00 p.m., the victim and a friend were at the Dempster Sailing Beach in Evanston, IL, when they took the friend's 12-foot sailboat on Lake Michigan. The sailboat capsized due to strong winds near Winnetka. Both the victim and the friend made several attempts to flip the sailboat back over with negative results. After some time, they decided to leave the sailboat and attempt to swim back to shore. The friend was only able to see the buildings and not the shoreline. On 06/17/2024 at approximately 2:30 a.m., the friend made it back to shore in Winnetka. Emergency Personnel began to search for the victim, with the United States Coast Guard locating the victim at 6:45 a.m., approximately .09 miles offshore from Highland Park. The victim was wearing a life jacket when she was located. USCG began life-saving measures while transporting the victim to Montrose Harbor, Chicago. The victim was pronounced deceased at 7:10 a.m. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Weather	Improper Type/Size of Vessel For The Condition	Cold Water Immersion

8) On 06/18/24, at approximately 11:45 a.m., the victim and a friend were kayaking on the Illinois River and were drifting on the water awaiting permission from La Grange Lock and Dam to pass through on their kayaks. The victim positioned his kayak in front of a barge to get some shade. The water current flowing towards the lock increased, which allowed water to flow under the barge, creating a vacuum effect and sucking the victim underneath the barge. Once the water flow stopped, only part of the kayak protruded out of the water from under the barge. The victim did not surface from the water. The victim was not wearing a life jacket. On 06/20/24, at approximately 11:35 a.m., the victim's body was recovered approximately 1 mile north of Meredosia, IL, in the Illinois River. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Dam/Lock	Operation too close to another vessel	
Failure to Wear a Personal Flotation Device (PFD)			

9) On 06/18/2024 at approximately 5:15 p.m., a boat was leaving the no-wake area of Channelside Maria on the northwest side of Lake Marie, Lake County, Illinois, when the boat was struck on the port side by a Personal Watercraft (PWC) traveling at a high rate of speed. The PWC was operated by a juvenile with one juvenile passenger. The two juvenile victims were ejected from the PWC after impact. Both victims were recovered and brought to the Sandbar Restaurant/ Boat Docks for medical attention. Both victims were pronounced deceased later at the hospital. The manner of death was accidental. The cause of death was blunt force trauma for both victims.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
2	**Operator Inattention**	**Operator Inexperience**	**Rules of Road Infraction**

10) On 6/22/24 at approximately 2:24 p.m., the victim and two friends were boating on the Kankakee River approximately 1/2 mile above the Kankakee dam when the victim decided to swim to shore. A short time later, the victim went underwater. A friend jumped in the water and attempted to help/locate the victim. Multiple fire agencies from MABAS responded to the scene to assist with the recovery. A MABAS dive team deployed to the area of the sonar image and was able to recover the victim. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	**Alcohol Use**	**Passenger/Skier Behavior**	**Departed Vessel Voluntarily**
Failure to Wear a Personal Flotation Device (PFD)			

11) On July 26, 2024, at approximately 7:40 p.m. A charter boat capsized near 31st Street Harbor, Chicago, Illinois. The charter boat was carrying 16 people. Three individuals on the charter boat were injured when it capsized, but were able to escape the vessel through a broken window. One of the passengers on the charter drowned during the incident.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	**Unknown**		
Failure to Wear a Personal Flotation Device (PFD)			

12) On 07/27/24 at approximately 4:30 a.m., the victim was kayaking on Pierce Lake. The victim's friends discovered the overturned kayak on the bank near the pier. The victim's friends stated that the victim had been consuming alcohol prior to kayaking. It was also discovered that the victim had little to no experience with kayaking and wasn't wearing a PFD. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
1	Alcohol Use	Operator Inexperience	Swimming Ability
Failure to Wear a Personal Flotation Device (PFD)			

13) On 8/18/24, at approximately 12:06 p.m., Conservation Police received notice of a distressed boater at LaSalle Lake. The operator stated the engine stopped working, and they were stuck in the middle of the lake. A second call came in from another boater on the lake reporting a capsized boat. A juvenile passenger who was present on the capsized boat was located on a levy by two individuals nearby. The juvenile was wearing a personal floatation device. The juvenile stated that her grandfather and great-grandfather had been on the boat with her, but were not wearing life jackets. The juvenile stated that the boat started to fill with water and then flipped over. A search for the two missing persons was conducted. An underwater ROV (Remote Operated Vehicle) was used to search for the missing boaters. The ROV operator located the missing boaters at approximately 7:12 p.m. A dive team recovered the two individuals, and the coroner pronounced them deceased. The manner of death was accidental.

TOTAL_DECEASED	CAUSE_PRIMARY	CAUSE_SECONDARY	CAUSE_TERTIARY
2	Machinery Failure	Weather	Swimming Ability
Failure to Wear a Personal Flotation Device (PFD)			

Glossary

Airboat - A vessel that is typically flat-bottomed and propelled by an aircraft-type propeller powered by an engine. Mufflers

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 vessel with sail as its primary method of propulsion and mechanical propulsion as its secondary method.

Cabin Motorboat - A vessel propelled by propulsion machinery and providing enclosed spaces inside its structure.

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.

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

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.

Departed Vessel - An accident where a person voluntarily disembarks a vessel by his/her own will (i.e., by diving off, jumping in), as opposed to a case where the person is forcefully ejected by a change in the vessel speed and/or direction.

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 Vessel - Any operator or passenger who slips, trips, or falls on board or within the vessel. Mufflers

Falls Overboard - Any operator or passenger who falls off of the vessel.

Fiberglass 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 the 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 that is usually non-planing and designed primarily for multi-purpose accommodation spaces with low freeboard and little or no foredeck or cockpit.

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 lookout 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.

Inboard– An engine mounted inside the confines of a vessel, which powers a drive shaft that turns a water jet impeller or that runs through the bottom of the hull and is attached to a propeller at the other end.

Inflatable - A vessel that uses air-filled flexible fabric for buoyancy.

Kayak - A small boat with a cockpit that is propelled by a double-bladed paddle by a sitting paddler.

Inadequate Onboard Navigation 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).

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

Motorboat - Any vessel equipped with propulsion machinery.

Navigation Rules Violation - Violation of the statutory and regulatory rules governing the navigation of vessels.

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 - A vessel equipped with propulsion machinery and having an open load-carrying area that does not have a continuous deck to protect it from the entry of water.

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 with a propeller or water jet integrally attached, which is usually mounted at the stern of a vessel.

Overloading - Excessive loading of the vessel causing instability, limited maneuverability, dangerously reduced freeboard, etc.

Paddlecraft - A vessel powered only by its occupants, using a single or double-bladed paddle as a lever without the aid of a fulcrum provided by oarlocks, thole pins, crutches, or similar arrangements.

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 - A vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel's hull.

Pod drive- An engine mounted in front of the transom of a vessel and attached through the bottom of the hull to a steerable propulsion unit.

Pontoon Boat - A vessel with a broad, flat deck that is affixed on top of closed cylinders, which are used for buoyancy, the basic design of which is usually implemented with two rows of floats as a catamaran or with three rows of floats as a trimaran.

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 - An open vessel manually propelled by oars.

Sail (only) - A vessel propelled only by sails.

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.

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 engine, powering a propeller through a series of shafts and gears, mounted in front of the transom of a vessel and attached through the transom to a drive unit that is similar to the lower unit of an outboard; and may also be known as an inboard-outdrive or an inboard-outboard.

Sudden Medical Condition - An incident where a person on a vessel experiences an unexpected medical condition.

Towing - Engaged in towing any vessel or object, other than a person.

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.