ILLINOIS RECREATIONAL BOATING REPORT 2025



Office of Law Enforcement, Conservation Police
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
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FOREWORD

Illinois Recreational Boating Report 2025 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 2025(FFY25) (10/01/2024 – 09/30/2025), excluding the registered recreational boats, which are based on the calendar year 2025. 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.

Illinois Recreational Boating Report 2025 may be copied freely for boating safety. For questions and suggestions regarding the content and availability of the current or back issues, use the address or telephone number 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.**"*

TABLE OF CONTENTS

Scope	4
Suspension Provisions	4
How Do I Report A Boating Violation or Boat Incident?	4
Reporting Guidelines for Boat Incidents	5
“Reportable” Boating Incidents	6
“Non-Reportable” Boating Incidents	7
The History of Illinois’ Recreational Boating Incidents & Enforcement	8-10
Recreational Boating Safety Statistical Summary	11
BOATING SAFETY EDUCATION	**12-13**
General Information	12
Traditional Course / Internet Course / Total Number of People Issued Boat	13
REGISTERED RECREATIONAL BOATS – Calendar Year 2025	**14**
General Information	14
Report of Certificates of Number Issued to Boats	14
BOATING ENFORCEMENT – Federal Fiscal Year 2025	**15-25**
Top Boating Violations – Citations / Written Warnings	15
Complete List of Boating Citations	16-19
Complete List of Boating Written Warnings	20-23
Boating Patrol Log Report	24
Boating Incidents and Alcohol Use	25
BOATING INCIDENT REPORT – Federal Fiscal Year 2025	**26-47**
Total Number of Incidents / Injuries / Fatalities / Vessels / Registered Boats	26
Number of Incidents/ Injuries / Fatalities per 100,000 Registered Boats	26
TIME-RELATED INCIDENT STATISTICS	**26-27**
Incidents by Month	26
Incidents by Day of Week	26
Incidents by Time of Day	27
WATER & WEATHER CONDITIONS INCIDENT STATISTICS	**27-28**
Incidents by Water Conditions	27
Incidents by Weather Conditions	27
Incidents by Wind Conditions	28
Incidents by Visibility	28
CAUSE & TYPE INCIDENT STATISTICS	**29-30**
Incident Types (Primary Type)	29
Incident Causes/Contributing Factors (Primary Cause/Factor)	30

COUNTY & BODY OF WATER INCIDENT STATISTICS	**31-35**
Incidents by County	31
County Broken Down by Body of Water	32-33
Incidents by Body of Water	34
VESSEL INCIDENT STATISTICS	**35-37**
Incidents by Type of Vessel	35
Incidents by Vessel Length in Feet	35
Incidents by Vessel Operation at Time of Incident	36
Incidents by Vessel Activity at Time of Incident	37
OPERATOR INCIDENT STATISTICS	**38-39**
Operator Boating Safety Education	38
Operator's Overall Boating Experience (in Hours)	38
Incidents by Operator Gender	39
Incidents by Operator Age	39
FATAL BOATING INCIDENTS REPORT – Federal Fiscal Year 2025	**40-45**
Fatalities -- Cause of Death	40
Fatalities -- Life Jacket Use	40
Fatalities -- Cause of Death and Life Jacket Use	40
Fatalities -- Vessel Type	41
Fatalities -- Vessel Type and Life Jacket Use	41
Fatal Boat Incident Narratives	42-45
GLOSSARY	**46-49**

SCOPE

Statistical information contained in this report is based on the Federal Fiscal Year 2025 (FFY25) (10/01/2024– 09/30/2025), excluding the registered recreational boats, which are based on the calendar year 2025. 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?

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

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, must be made to the Department, on forms provided, within five days. All boating incidents resulting in loss of life must be reported to the Department by the operator within 48 hours, using the forms provided.

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 it, shall result in the Illinois Secretary of State suspending the motorboat operator's Illinois driver's license.

“Reportable” Boating Incidents

A *vessel* is considered to be 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.
- Water skiing 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 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 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 retrieval, and the vessel is not on the water and is not 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
2025	81	37	12	125	173,489	11	72	792	4,256	35,874

RECREATIONAL BOATING STATISTICAL SUMMARY

Illinois officers investigated 81 reportable boat accidents, a 24% increase from FFY24. 37 injuries were reported in FFY 2025, a 24% increase from the previous year.

A total of 12 fatalities were reported in FFY 2025, a 20% decrease over the previous period, resulting in roughly 7 deaths per 100,000 registered recreational vessels.

Boating incident reports indicate that most incidents occur in 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 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. Additionally:

- 12 people died in 12 Illinois boating incidents
- 4 fatalities occurred during the week, and 8 on the weekend
- 9 fatalities with clear conditions and 7 with calm waters
- The winds were light to moderate (8) with good visibility (10)
- In most fatalities, the operators had no formal boat safety education (9)
- 7 out of 12 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 12 fatalities, 9 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 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 736 to 793 (9.3%), and written warnings increased from 3,411 to 4,308 (20%). Operating under the influence arrests increased from 84 to 110 (24%). Personal floatation devices and operating under the influence remained the top boating violations cited by officers.

The total number of registered boats has declined from 176,560 last year to 173,489 this year.

The Illinois Department of Natural Resources Office of Law Enforcement recorded 35,874 personal service hours on the Recreational Boating Safety Program, accounting for 10.7% of total work hours. This was a 12% increase from the total hours worked on the program in FFY 2024. The Office of Law Enforcement's estimated on-water hours of 17,937 showed a 12% 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. **Aged ten years or less may only operate under a parent 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, including many who are operating for the first time. So, we encourage individuals, both novice and experienced, to take the course. Each of us has the responsibility to keep 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 a minimum of 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 aged 12 or older. The educational material is at a sixth-grade reading level. Students under 11 may not participate in the exam to receive certification.

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

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

Two Ways to Take the Course

Instructor-led Classes-The traditional class method is through an 8-hour instructor-led class structure. Classes may be taught in a single day or over a couple of 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. The course provider will mail the student certification.

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**
2025	524	7,426	**7,986**

*** 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 outlined in the certificate of number is displayed on each side of the bow of such watercraft.

The owner of each watercraft required to be numbered 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 2025 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	18	38	3	0	0	**59**
Auxiliary Sail	26	261	801	124	2	**1,214**
Cabin Motorboat	18	2,309	3,346	574	14	**6,261**
Houseboat	14	66	93	175	20	**368**
Inflatable boat	476	44	4	0	0	**524**
Open Motorboat	24,862	91,669	2,389	75	10	**119,005**
Personal Watercraft	17,543	0				**17,543**
Pontoon Boat	633	23,060	1,081	9	0	**24,783**
Other	1,235	163	11	5	2	**1,416**
Non-Motorized Vessel Types	<16	16 to <26	26 to <40	40 to 65	>65	**All Lengths**
Inflatable boat	9	0	0	0	0	**9**
Paddlecraft	291	63	0	0	0	**354**
Rowboat	542	51	2	0	0	**595**
Sail Only	479	582	166	19	0	**1,246**
Other	37	6	0	0	0	**43**
Total Recreational Registration						
Motorized Vessel						**171,173**
Non-Motorized Vessel						**2,247**
Commercial Vessel						**69**
Total						**173,489**

BOATING ENFORCEMENT

Top Boating Violations

Boating Citations

Type of Boating Violations	Citations
PFD Age Requirement. Less Than 13 Years Old Must Wear PFD	113
Operation of Unnumbered Watercraft	75
Personal Flotation Devices	73
Under the Influence of Alcohol	71
Wearable PFD (Type I, II, Or III Required)	57
Operation of PWC between the Hours of Sunset/Sunrise	48
Operating with a BAC Over .08	38
Operation in No Wake Area	34
Abandoning A Watercraft	28
Fire Extinguisher	24
Failure to Transfer Certificate of Number	23
Operating W/Out Proper Lights Between Sunset/Sunrise	21
Lanyard Cut-off Switch	21
Failure to Display Valid Registration Decal	19
Passenger Location	16
Failure to show a Safety Certificate	15
Careless Operation	15
Total Number of Citations Issued	**792**

Boating Written Warnings

Type of Boating Violations	Written Warnings
Fire Extinguisher	838
Battery Covers	662
Personal Floatation Devices	605
Operation of Unnumbered Watercraft	561
Lanyard Cut-Off Switch	341
Operation of Motorboat Without Horn or Whistle	265
Operation in No Wake Area	129
Type IV PFD On Board (16 Feet and Over)	116
Failure to Display, Improper Display of Registration Number	82
Displaying Orange Flag While Towing Person	62
Failure to Display Valid Registration Decal	53
Passenger Location	52
Youthful Operators	46
Failure to Transfer Certificate of Number	30
Total Number of Written Warnings Issued	**4,256**

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 2-4A	1	Resistance to Officers
625 45 2-4B	0	Failure to Obey the Direction of a Police Officer
625 45 3-1	75	Operation of Unnumbered Watercraft
625 45 3-1.5	0	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	11	Failure to Display, Improper Display of Registration Number
625 45 3-4	0	Failure to Notify Dept Of Destruction/Sale/Transfer
625 45 3-5	23	Failure to Transfer Certificate of Number
625 45 3-7	0	Loss of Certificate of Number/Registration Decal
625 45 3-9	19	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	1	Possess, Buy, Receive, Sell Boat W/Out HIN
625 45 3C-1A	28	Abandoning A Watercraft
625 45 4-1	73	Personal Flotation Devices
625 45 4-1A	57	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	2	Personal Watercraft – PFD Must Be Worn

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 4-1C	13	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	1	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	113	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	21	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	6	Operation of Motorboat Without Horn or Whistle
625 45 4-5	24	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-9	0	Sealing of Marine Heads
625 45 4-10	3	Battery Covers
625 45 4-11	21	Lanyard Cut-Off Switch
625 45 4-12	6	Visual Distress Signals
625 45 5-1	15	Careless Operation
625 45 5-2A	2	Reckless Operation/Aggravated Reckless Operation
625 45 5-2B	0	Reckless Operation with Great Bodily Harm
625 45 5-3	1	Interference with Navigation
625 45 5-4A	5	Overloading Motorboat
625 45 5-4B	1	Capacity Plate
625 45 5-5	0	Incapacity of Operator

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
625 45 5-6	0	Overpowering
625 45 5-7	6	Restricted Area, No Wake W/In 150 Feet of Public Ramp
625 45 5-12	34	Operation in No Wake Area
625 45 5-13A	1	Passing
625 45 5-13B	1	Crossing
625 45 5-13C	1	Overtaking
625 45 5-13D	1	Right-of-Way Violation
625 45 5-14	2	Towing of Persons
625 45 5-14A	6	Competent Observer, Vessel Capacity – 3 Persons
625 45 5-14B	0	Half an hour before to half an hour after Towing Water Skier
625 45 5-14E	2	Displaying Orange Flag While Towing Person
625 45 5-16A 1	0	Operating Under the Influence of Alcohol/Drugs
625 45 5-16A 1 a	38	Operating with a BAC Over .08
625 45 5-16A 1 b	71	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	0	Under the Combined Influence of Alcohol/Drugs
625 45 5-16A 1 e	0	Any Amount of a drug in a person's blood or urine
625 45 5-16 E	0	Owner Permitting OUI Operation
625 45 5-18	6	Youthful Operators
625 45 5-18G 1	15	Failure to show a safety certificate
625 45 5-19	0	Skin Diving 150ft Shoreline/Diver’s Flag
625 45 5-20	48	Operation of PWC Between the Hours of Sunset/Sunrise
625 45 5-21	16	Passenger Location
625 45 5-22B	0	Failure to Yield to Emergency Watercraft Upon Approach

Boating Violations - Citations

Chapter / Act / Section	Number of Citations	Violation
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	2	Failure to Render Assistance in an Incident
625 45 6-1 A 1	3	Failure to Report Incident Within 1 Hour
625 45 7-1	8	License Required-Passenger for Hire/Boat Rental
625 45 7-7	2	License/Tag/Weight Fail to Display/Rental Boat
625 45 7-8	1	Livery-Failure of Owner to Provide Safety Equipment
625 45 7-9	1	Registration/Per Article III
625 45 7-10	0	Unlawful Rental Of PWC
625 45 11A-1	1	Catch-All For Violations Of Boat Code & Authority For Ad Rules.
TOTAL VIOLATIONS	**792**	

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 2-4A	0	Resistance to Officers
625 45 2-4B	0	Failure to Obey the Direction of the Police Officer
625 45 3-1	561	Operation of Unnumbered Watercraft
625 45 3-1.5	5	No Water Usage Stamp (Non-Powered Watercraft)
625 45 3-3	82	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	30	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	53	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	1	Operating W/O Certificate of Title
625 45 3A-20B	1	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	605	Personal Floatation Devices
625 45 4-1A	10	Wearable PFD (Type I, II, Or III Required)
625 45 4-1B	0	Personal Watercraft – PFD Must Be Worn
625 45 4-1C	116	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	Water skier, aquaplanes, etc.
625 45 4-1F1	1	PFDs Accessible
625 45 4-1F2	0	PFDs Serviceable Condition
625 45 4-1F3	0	PFDs Appropriate Size
625 45 4-1F4	1	PFDs Legibly Marked with USCG Number
625 45 4-1I	20	PFD Age Requirement. Less Than 13 Years Old Must Wear PFD
625 45 4-2	127	Operating W/Out Proper Lights Between Sunset/Sunrise
625 45 4-3	0	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	265	Operation of Motorboat Without Horn or Whistle
625 45 4-5	838	Fire Extinguisher
625 45 4-6	0	Carburetor Arrestor
625 45 4-7	3	Ventilators
625 45 4-8	0	Sirens and flashing lights-Unlawful use
625 45 4-9	1	Sealing of Marine Heads

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
625 45 4-10	662	Battery Covers
625 45 4-11	341	Lanyard Cut-Off Switch
625 45 4-12	72	Visual Distress Signals
625 45 5-1	6	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	2	Interference with Navigation
625 45 5-4A	10	Overloading Motorboat
625 45 5-4B	0	Capacity Plate
625 45 5-5	1	Incapacity of Operator
625 45 5-6	1	Overpowering
625 45 5-7	77	Restricted Area, No Wake W/In 150 Feet of Public Ramp
625 45 5-12	129	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	14	Waterskiing
625 45 5-14A	11	Competent Observer, Vessel Capacity-3 Persons
625 45 5-14B	0	Hours for Skiing
625 45 5-14E	62	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 of Alcohol/Drugs
625 45 5-16A 1 a	0	Operating with a BAC Over .08

Boating Violations - Written Warnings

Chapter / Act / Section	Number of Written Warnings	Violation
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	46	Youthful Operators
625 45 5-18G 1	4	Youthful Operators - Violation – Petty Offense
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	52	Passenger Location
625 45 5-22B	1	Failure to Yield to Emergency Watercraft Upon Approach
625 45 5-22C	1	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	4	Failure to Report Incident Within 1 Hour
625 45 7-1	13	License Required-Passenger for Hire/Boat Rental
625 45 7-7	4	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	4	A catch-all for violations of boat code & authority for ad rules.
TOTAL VIOLATIONS	**4,256**	

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
2025	7,668	236	307	196	792	4,256	35,874

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 verify the information and investigate the transfer of titles. The officer will then complete an inspection, either approving or denying the vessel's title or registration.

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%
2025	72	1	37	2.70%	7	12	58.34%

Recreational Boat Incident Report			
Total Number of Vessels	**125**	Total Number of Registered Boats	**173,489**
Total Number of Incidents	**81**	Number of Incidents per 100,000 Registered Boats	**46.7**
Total Number of Injuries	**37**	Number of Injuries per 100,000 Registered Boats	**21.3**
Total Number of Fatalities	**12**	Number of Fatalities per 100,000 Registered Boats	**6.9**

Incidents by Month

	All Incidents	Injury Incidents		Fatal Incidents	
Month	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
March	1	1	2	0	0
April	3	1	2	0	0
May	5	0	0	1	1
June	20	7	7	5	5
July	16	4	5	1	1
August	19	9	12	1	1
September	9	5	7	1	1
October	8	1	2	3	3
Totals	**81**	**28**	**37**	**12**	**12**

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	20	8	10	4	4p
Monday	8	5	9	0	0
Tuesday	6	1	1	2	2
Wednesday	7	2	3	0	0
Thursday	2	1	1	1	1
Friday	8	3	3	1	1
Saturday	30	8	10	4	4
Totals	**81**	**28**	**37**	**12**	**12**

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**
12:01AM-6:00AM	2	2	2	0	0
6:01AM-12:00PM	13	6	11	0	0
12:01PM-6:00PM	51	17	19	10	10
6:01PM-12:00AM	15	3	5	2	2
Totals	**81**	**28**	**37**	**12**	**12**

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”)	46	16	22	7	7
Choppy (Waves 6”-2’)	20	8	10	1	1
Rough (Waves 2’-6’)	11	2	3	2	2
Very Rough (Waves >6’)	4	2	2	2	2
Totals	**81**	**28**	**37**	**12**	**12**

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	68	27	36	9	9
Cloudy	13	1	1	3	3
Totals	**81**	**28**	**37**	**12**	**12**

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)	40	14	20	5	5
Moderate (13-24 MPH)	26	8	10	3	3
Strong (25-54 MPH)	14	6	7	4	4
Stormy (Over 55 MPH)	1	0	0	0	0
Totals	**81**	**28**	**37**	**12**	**12**

Incidents by Visibility

	All Incidents	Injury Incidents		Fatal Incidents	
Visibility	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Fair	10	4	5	1	1
Good	68	24	32	10	10
Poor	3	0	0	1	1
Totals	**81**	**28**	**37**	**12**	**12**

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	2	2	3	1	0
Collision With Fixed Object	18	5	7	1	1
Collision With Floating Object	4	1	1	1	1
Collision With Submerged Object	3	1	2	0	0
Collision With Vessel	64	10	14	1	0
Fire/Explosion (fuel)	1	0	0	0	0
Fire/Explosion (Non-Fuel)	2	0	0	0	0
Flooding	1	0	0	0	0
Flooding/Swamping	4	1	2	1	1
Occupant Impacts Vessel	3	3	3	0	0
Person Departs Vessel Voluntarily	3	0	0	2	2
Person Ejected From A Vessel	4	1	1	1	1
Person Falls Overboard	6	2	2	4	4
Person Impacts Vessel	1	1	1	0	0
Person Struck By Vessel	1	1	1	0	0
Sinking	2	0	0	0	0
Unknown	6	0	0	3	2
Totals	**125**	**28**	**37**	**15**	**12**

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	10	1	1	7	7
Careless/Reckless Operation	13	8	10	1	1
Congested Waters	1	0	0	0	0
Equipment Failure	1	0	0	0	0
Force Of Wake	3	3	3	0	0
Improper Anchoring	1	0	0	0	0
Improper Loading	1	1	2	0	0

	All Incidents	Injury Incidents		Fatal Incidents	
Incident Causes / Contributing Factors	**Total Incidents**	**Number of Incidents**	**Total Persons Injured**	**Number of Incidents**	**Total Fatalities**
Machinery Failure	5	0	0	0	0
Operator Inattention	27	11	17	1	1
Operator Inexperience	7	3	3	0	0
Restricted Vision	1	0	0	0	0
Rules of the Road Infraction	2	0	0	0	0
Sudden Medical Condition	1	0	0	1	1
Unknown	2	0	0	1	1
Weather	6	1	1	1	1
Totals	**81**	**28**	**37**	**12**	**12**

Incidents by County

County	Total Accidents	Number of Injury Accidents	Total Persons Injured	Number of Fatal Accidents	Total Fatalities	Damage (dollars)
Calhoun	1	0	0	0	0	$65,000.00
Carroll	2	1	2	1	1	$3,500.00
Cook	31	12	15	4	4	$735,981.00
Edgar	1	0	0	1	1	$0.00
Fayette	1	0	0	0	0	$2,500.00
Franklin	1	1	2	0	0	$15,000.00
Grundy	1	0	0	1	1	$1,000.00
Jackson	1	0	0	0	0	$2,000.00
Jo Daviess	2	0	0	0	0	$4,000.00
Kane	2	0	0	1	1	$13,710.00
Knox	2	1	1	0	0	$3,500.00
La Salle	4	1	1	0	0	$15,650.00
Lake	11	4	7	1	1	$59,250.00
Marshall	1	1	2	0	0	$1,000.00
McHenry	4	1	1	1	1	$14,628.00
Morgan	1	0	0	0	0	$2,000.00
Moultrie	2	1	1	0	0	$3,500.00
Randolph	2	1	1	0	0	$5,000.00
Richland	1	0	0	1	1	$0.00
Rock Island	1	0	0	0	0	$10,600.00
Sangamon	1	0	0	0	0	$4,145.00
Tazewell	2	2	2	0	0	$11,000.00
Will	2	1	1	0	0	$6,000.00
Williamson	2	1	1	1	1	$9,000.00
Winnebago	2	0	0	0	0	$12,500.00
Totals	**81**	**28**	**37**	**12**	**12**	**$1,000,464.00**

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
Calhoun					
Mississippi River	1	0	0	0	0
Subtotal	1	0	0	0	0
Carroll					
Mississippi River	2	1	2	1	1
Subtotal	2	1	2	1	1
Cook					
Chicago River	3	0	0	0	0
Lake Michigan	28	12	15	4	4
Subtotal	31	12	15	4	4
Edgar					
Twin Lakes	1	0	0	1	1
Subtotal	1	0	0	1	1
Fayette					
Carlyle Lake	1	0	0	0	0
Subtotal	1	0	0	0	0
Franklin					
Rend Lake	1	1	2	0	0
Subtotal	1	1	2	0	0
Grundy					
Illinois River	1	0	0	1	1
Subtotal	1	0	0	1	1
Jackson					
Kinkaid Lake	1	0	0	0	0
Subtotal	1	0	0	0	0
Jo Daviess					
Apple Canyon Lake	2	0	0	0	0
Subtotal	2	0	0	0	0
Kane					
Fox River	2	0	0	1	1
Subtotal	2	0	0	1	1
Knox					
Lake McMaster	1	1	1	0	0
Spoon Lake	1	0	0	0	0
Subtotal	2	1	1	0	0
Lake					
Bluff Lake	1	0	0	0	0
Channel Lake	2	1	1	0	0
Fox Lake	1	0	0	0	0
Gages Lake	1	1	3	0	0
Grass Lake	1	1	2	0	0
Lake Michigan	1	0	0	1	1
Nippersink Lake	1	1	1	0	0
Petite Lake	1	0	0	0	0
Pistakee Lake	2	0	0	0	0
Subtotal	11	4	7	1	1

County Broken Down by Body of Water	Total Incidents	Number of Injury Incidents	Total Persons Injured	Number of Fatal Incidents	Total Fatalities
La Salle					
Illinois River	3	1	1	0	0
Lake Holiday	1	0	0	0	0
Subtotal	4	1	1	0	0
Marshall					
Illinois River	1	1	2	0	0
Subtotal	1	1	2	0	0
McHenry					
Fox River	4	1	1	1	1
Subtotal	4	1	1	1	1
Morgan					
Lake Jacksonville	1	0	0	0	0
Subtotal	1	0	0	0	0
Moultrie					
Lake Shelbyville	2	1	1	0	0
Subtotal	2	1	1	0	0
Randolph					
Kaskaskia River	2	1	1	0	0
Subtotal	2	1	1	0	0
Richland					
East Fork Lake	1	0	0	1	1
Subtotal	1	0	0	1	1
Rock Island					
Mississippi River	1	0	0	0	0
Subtotal	1	0	0	0	0
Sangamon					
Lake Springfield	1	0	0	0	0
Subtotal	1	0	0	0	0
Tazewell					
Illinois River	2	2	2	0	0
Subtotal	2	2	2	0	0
Will					
Des Plaines River	2	1	1	0	0
Subtotal	2	1	1	0	0
Williamson					
Crab Orchard	1	0	0	1	1
Lake of Egypt	1	1	1	0	0
Subtotal	2	1	1	1	1
Winnebago					
Lake Summerset	1	0	0	0	0
Rock River	1	0	0	0	0
Subtotal	2	0	0	0	0
Totals	**81**	**28**	**37**	**12**	**12**

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	2	0	0	0	0
Bluff Lake	1	0	0	0	0
Carlyle Lake	1	0	0	0	0
Channel Lake	2	1	1	0	0
Chicago River	3	0	0	0	0
Crab Orchard Lake	1	0	0	1	1
Des Plaines River	2	1	1	0	0
East Fork Lake	1	0	0	1	1
Fox Lake	1	0	0	0	0
Fox River	6	1	1	2	2
Gages Lake	1	1	3	0	0
Grass Lake	1	1	2	0	0
Illinois River	7	4	5	1	1
Kaskaskia River	2	1	1	0	0
Kinkaid Lake	1	0	0	0	0
Lake Holiday	1	0	0	0	0
Lake Jacksonville	1	0	0	0	0
Lake McMaster	1	1	1	0	0
Lake Michigan	29	12	15	5	5
Lake of Egypt	1	1	1	0	0
Lake Shelbyville	2	1	1	0	0
Lake Springfield	1	0	0	0	0
Lake Summerset	1	0	0	0	0
Mississippi River	4	1	2	1	1
Nippersink Lake	1	1	1	0	0
Petite Lake	1	0	0	0	0
Pistakee Lake	2	0	0	0	0
Rend Lake	1	1	2	0	0
Rock River	1	0	0	0	0
Spoon Lake	1	0	0	0	0
Twin Lakes	1	0	0	1	1
Totals	**81**	**28**	**37**	**12**	**12**

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	3	2.4%	0	0.0%	0	0.0%
Cabin Motorboat	28	22.4%	5	19.2%	2	13.3%
Houseboat	1	0.8%	0	0.0%	0	0.0%
Kayak	2	1.6%	0	0.0%	1	6.7%
Open Motorboat	34	27.2%	9	34.6%	4	26.7%
Other	2	1.6%	0	0.0%	1	6.7%
Personal Watercraft	32	25.6%	10	38.5%	4	26.7%
Pontoon Boat	18	14.4%	1	3.8%	2	13.3%
Sail Only	3	2.4%	1	3.8%	1	6.7%
Unknown	2	1.6%	0	0.0%	0	0.0%
Totals	**125**	**100%**	**26**	**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	7	5.6%	1	3.8%	0	0.0%
Less Than 16 Feet	35	28.0%	10	38.5%	7	46.7%
16 Feet To < 26 Feet	45	36.0%	6	23.1%	5	33.3%
26 Feet To < 40 Feet	28	22.4%	7	26.9%	1	6.7%
40 Feet To 65 Feet	9	7.2%	2	7.7%	1	6.7%
> 65 Feet	1	0.8%	0	0.0%	1	6.7%
Totals	**125**	**100%**	**26**	**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	2	1.6%	0	0.0%	0	0.0%
At Anchor, Drifting	1	0.8%	0	0.0%	0	0.0%
Being Towed	2	1.6%	0	0.0%	0	0.0%
Changing Direction	5	4.0%	0	0.0%	1	6.7%
Changing Speed	4	3.2%	0	0.0%	0	0.0%
Changing Speed, Changing Direction	1	0.8%	1	3.8%	0	0.0%
Changing Speed, Cruising	2	1.6%	1	3.8%	0	0.0%
Changing Speed, Cruising, Changing Direction	1	0.8%	1	3.8%	0	0.0%
Changing Speed, Docking/Undocking, Changing Direction	1	0.8%	0	0.0%	0	0.0%
Changing Speed, Drifting, Rowing/Paddling	1	0.8%	0	0.0%	0	0.0%
Cruising	58	46.4%	17	65.4%	8	53.3%
Cruising, Changing Direction	7	5.6%	1	3.8%	0	0.0%
Cruising, Docking/Undocking, Changing Direction	1	0.8%	1	3.8%	0	0.0%
Cruising Drifting	4	3.2%	0	0.0%	0	0.0%
Docking/Undocking	4	32.%	1	3.8%	0	0.0%
Docking/Undocking, Changing Direction	2	1.6%	2	7.7%	0	0.0%
Docking/Undocking, Drifting	1	0.8%	0	0.0%	1	6.7%
Drifting	6	4.8%	0	0.0%	3	20.0%
Launching	1	0.8%	0	0.0%	0	0.0%
Other-Trolling	1	0.8%	0	0.0%	1	6.7%
Other-Unknown	3	2.4%	0	0.0%	1	6.7%
Sailing	1	0.8%	1	3.8%	0	0.0%
Tied To Dock / Mooring	14	11.2%	0	0.0%	0	0.0%
Towing Another Vessel	1	0.8%	0	0.0%	0	0.0%
Towing Another Vessel, Drifting	1	0.8%	0	0.0%	0	0.0%
Totals	**125**	**100%**	**26**	**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	1.6%	0	0.0%	1	6.7%
Diving/Swimming	1	0.8%	0	0.0%	0	0.0%
Fishing	7	5.6%	0	0.0%	3	20.0%
General Recreational Boating	97	77.6%	25	96.2%	11	73.3%
No Activity Selected	15	12.0%	0	0.0%	0	0.0%
Skiing/Tubing	3	2.4%	1	3.8%	0	0.0%
Totals	125	**100%**	**26**	**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	67	59.8%	15	57.7%	8	66.7%
Not Specified	6	5.4%	1	3.8%	1	8.3%
State Course	22	19.6%	7	26.9%	2	16.7%
U.S. Power Squadron	1	0.9%	1	3.8%	0	0.0%
USCG Auxiliary	6	5.4%	0	0.0%	1	8.3%
Totals	**111**	**100%**	**25**	**100%**	**12**	**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	8	7.1%	1	3.8%	0	0.0%
Less Than 10 Hours	18	16.1%	7	26.9%	2	16.7%
10 To 100 Hours	34	30.4%	5	19.2%	4	33.3%
100 To 500 Hours	52	46.4%	13	50.0%	6	50.0%
Totals	**112**	**100%**	**26**	**100%**	**12**	**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	9	8.0%	2	7.7%	1	8.3%
Male	95	84.8%	22	84.6%	11	91.7%
Unknown	8	7.1%	2	7.7%	0	0.0%
Totals	**112**	**100%**	**26**	**100%**	**12**	**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	9	8.0%	4	15.4%	0	0.0%
21 To 30 Years	19	17.0%	7	26.9%	1	8.3%
31 To 40 Years	16	14.3%	0	0.0%	1	8.3%
41 To 50 Years	26	23.2%	8	30.8%	3	25.0%
51 To 60 Years	18	16.1%	3	11.5%	4	33.3%
61 To 70 Years	10	5.4%	1	3.8%	1	8.3%
71 To 80 Years	6	7.1%	1	3.8%	1	8.3%
Unknown	8	7.1%	2	7.7%	0	0.0%
Totals	**112**	**100%**	**26**	**100%**	**12**	**100%**

Fatalities--Cause of Death

Boating Fatalities		
Cause of Death	**Number of Fatalities**	**Percent of Fatalities**
Drowning	11	91.7%
Trauma	1	8.3%
Totals	**12**	**100%**

Fatalities -- Life Jacket Use

Status	**Number of Fatalities**	**Percent of Fatalities**
Life Jacket Worn	3	25.0%
Life Jacket Not Worn	9	75.0%
Totals	**12**	**100%**

Fatalities -- Cause of Death and Life Jacket Use

	Life Jacket Use Status		
Cause of Death	**Worn**	**Not Worn**	**Unknown**
Drowning	2	9	0
Trauma	1	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	16.7%
Kayak	1	8.3%
Open Motorboat	3	25.0%
Personal Watercraft	3	25.0%
Pontoon Boat	2	16.7%
Sail Only	1	8.3%
Totals	**12**	**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	1	0
Open Motorboat	0	3	0
Personal Watercraft	3	0	0
Pontoon Boat	0	2	0
Sail Only	0	1	0
Totals	**3**	**9**	**0**

Fatal Boat Incident Narratives

1) On 10/06/2024, the victim and fourteen people were exiting Monroe Harbor and headed towards the Play Pen in Lake Michigan. 9 people were sitting at the bow of the vessel. The victim jumped into the water off the starboard side. The operator was notified and saw him in the water. He turned the vessel to the port to head back towards the victim. The life ring was deployed 2 separate times, with no success. The operator called the Coast Guard about a man overboard. The victim was recovered on October 11, 2024, at 10:33 AM. The cause of death was drowning. Ethanol was positive in his system, 85 mg/DL taken from 10 ml of cavity fluid.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	Passenger/Skier Behavior	Standing/Sitting in an Inappropriate Position
Failure to Wear a Personal Flotation Device (PFD)		

2) On 10/13/2024 at 10:38 AM, the victim launched his boat from the Lake Forest boat ramp on Lake Michigan. At 2:22 PM, the victim's wife contacted the Lake Forest Police Department and advised that her husband did not return to the boat ramp. A USCG search was conducted, and an overturned vessel was discovered approximately 5 miles from shore in approximately 4'-8' waves. A drone search was conducted, and the drone was destroyed; contact with the vessel was lost. No individuals were observed on or around the vessel. The vessel was never recovered. The victim's body was recovered on the shoreline in Pentwater, Michigan, on 11/08/2024. The victim's cause of death was determined to be drowning with possible hypothermia.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Weather	Cold Water Immersion	
Failure to Wear a Personal Flotation Device (PFD)		

3) On 10/20/2024 at approximately 2:00 PM, a vessel was travelling Northbound on the Fox River approaching the Route 176 Bridge. The vessel impacted the concrete bridge piling on the Southeast side of the bridge, and the operator of the vessel was ejected into the water. The victim's PFD was not zippered or buckled at the time of the crash. When a rescue attempt was made by the McHenry County Marine Unit, the victim's PFD came off as they attempted to pull the victim from the water, and the victim went underwater. The victim was located in the water and pronounced dead on the scene. The cause of death was blunt force trauma to the head with internal injuries. The victim had alcohol and drugs in his system.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	Drug Use	Careless/Reckless Operation

4) On 05/31/2025 at approximately 5:36 PM, the victim and the operator were boating on the Mississippi River in Pool 13, 4 miles North of Savanna. The operator had the boat in full throttle, and the victim was sitting on the bow seat. The operator could see the first green navigational buoy and the third buoy. He was unable to see the second green navigational buoy due to restricted vision because of the victim's location in the bow seat. The vessel struck the second green navigational buoy at the starboard bow side of the vessel. The operator and the victim were both ejected from the vessel. They landed in the water. Because the operator was not wearing an engine cut-off lanyard, the vessel continued and began circling. The operator began swimming to shore, and the victim continued treading water. The operator explained that the victim was unable to swim to shore due to his swimming abilities. On 06/03/2025, the victim's body was recovered by Illinois Department of Natural Resources Officers. An autopsy was not done, and the victim's cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Careless/Reckless Operation	**Restricted Vision**	**Swimming Ability**
Failure to Wear a Personal Flotation Device (PFD)		

5) On 6/07/2025 at approximately 12:25 PM, the victim had a seizure and fell from a boat near the sailboat launch at East Fork Lake. The victim's wife stated the victim had caught a catfish and was reeling it in. The victim kneeled on the boat's deck to pull it out of the water. He had a seizure and fell into the water. The wife stated the victim has a history of seizures and takes medication. The wife jumped in the water immediately and grabbed the victim. Neither the victim nor she had a life jacket on, and she was struggling to keep herself and the victim afloat. The wife grabbed hold of the boat and was able to call her friends on the north end of the lake. They arrived shortly after and tried to assist in getting the victim back into the boat to no avail. Richland County Water Patrol Officer arrived on scene shortly thereafter and attempted to get the victim out of the water, but was unable to. On 6/9/25, the victim was taken off life support and passed away. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Sudden Medical Condition		
Failure to Wear a Personal Flotation Device (PFD)		

6) On 06/10/2025, at approximately 1:20 PM, the victim was found floating underneath his boating dock by his granddaughter and wife. The granddaughter and the victim's wife managed to pull the victim's head out of the water until EMS and County units arrived. The witnesses stated that the victim was messing around in his boat while they were doing yard work. They looked out of their house to see the boat floating in the middle of the water. They ran to the dock to find him floating in the water, unresponsive. The victim died as a result of drowning due to blunt force injury of the head sustained in a ground-level fall on a boat dock, during which he fell into the water.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Unknown		
Failure to Wear a Personal Flotation Device (PFD)		

7) On 6/13/2025, the victim was discovered east of the boat ramp near the shore at Crab Orchard Lake. The victim was floating in approximately 3ft of water. The victim's boat was located southeast of the victim near another cove. The victim's boat had approximately 6" of water inside it. The victim had fishing gear on the boat, along with a cooler containing 6 crappie he had caught. The victim fell overboard from the boat. The victim had a BAC of .071. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	Machinery Failure	Weather
Failure to Wear a Personal Flotation Device (PFD)		

8) On 06/21/2025, the victim and 5 others were on a pontoon boat on Lake Michigan near 63rd Street. A short time after leaving the dock and exiting Jackson Harbor, the waves were very choppy. The gas tank became disconnected and fell into the water; two passengers attempted to reach it while on the boat, but could not. The operator removed his life jacket and jumped into the water to retrieve the gas tank, but it drifted farther away as the victim swam toward it. As the victim was trying to swim back to the boat with the gas tank, he appeared to be in distress. He let go of the gas tank, went under the water, and did not resurface. A passenger entered the water in an attempt to help the victim but was unsuccessful and had to swim to the break wall, where he pulled himself out. Other passengers attempted to throw life jackets and ropes to assist, but those objects drifted back towards the boat. On 06/28/2025, the victim was recovered near 63rd Street Beach. The victim had a BAC of .031. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	Swimming Ability	Weather
Failure to Wear a Personal Flotation Device (PFD)		

9) On 6/21/25 at approximately 5:00 PM, the operator drove the vessel through a gap in the break wall on Lake Michigan. Once through the gap, the vessel encountered very rough water. The victim was sitting on the port side bow of the boat, holding onto the railing that surrounds the front of the boat. As the vessel rocked back and forth from the increasingly rough waters, the victim slipped under the railing and into the water. The operator threw a type IV PFD to the victim as she struggled to stay afloat, but she could not grab it. Other passengers of the vessel began to throw life jackets to the victim, but she could not reach any of them. Two passengers put on life jackets and jumped into the water to try to save the victim. The two passengers attempting to save the victim reached her but could not pull her then unresponsive body to the vessel, and began struggling to stay afloat. The victim had a BAC of 0.028 along with drugs in her system. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	Swimming Ability	Weather
Failure to Wear a Personal Flotation Device (PFD)		

10) On 7/29/2025 at approximately 8:36 PM, the victim was fishing on the Fox River approximately 1/2 mile north of Boy Scout Island. A vessel was traveling upbound on the Fox River when the wake from the vessel caused the victim's kayak to capsize and roll. The victim was dumped out of the kayak and into the Fox River. The victim was observed by a friend who was fishing on the west side of the Fox River from a separate kayak. The victim's friend observed the victim struggling to swim for an unknown amount of time. On 7/31/2025 at approximately 5:56 AM, the victim was discovered deceased in the water 1/4 mile south of Boy Scout Island on the Fox River. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Lack Of / Improper Boat Lights	**Swimming Ability**	**Force Of Wake**
Failure to Wear a Personal Flotation Device (PFD)		

11) On 8/21/2025 at approximately 5:00 PM, a jet ski accident occurred on Lake Michigan near the Play Pen. The son and the victim had gone out on the lake to celebrate the victim's birthday. Everything was going fine until the son looked back at the victim and realized he had fallen off his jet ski. The son then jumped off his jet ski to help the victim. The waves then pushed them onto the break wall. They were never able to get onto the break wall or to safety because the waves kept pushing them into the rocks. The son was able to hold on to a piece of rebar and stabilize himself, but was unable to hang on to the victim. The victim was taken by the waves more violently and hit his head on the rocks, causing a significant head wound. The victim had a BAC of. 067. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	**Operator Inexperience**	**Weather**

12) On 9/14/2025 at approximately 6:21 PM, the victim and a passenger were boating on the Illinois River. Their jet ski came upstream and slowed/stopped in mid-channel as a barge approached, moving downstream approximately 200 yards. The victim and passenger fell off the starboard side of the jet ski, overturning it in mid-channel. The victim and passenger attempted to right the jet ski as the barge slowly approached. The victim refused to let go of the overturned jet ski. The victim was afraid as she was unable to swim. Witnesses were able to pull the passenger of the jet ski out of the way seconds before the barge ran over the jet ski and the victim. The victim was under the barge for approximately 5 minutes. The victim was on life support for 4 weeks before succumbing to her injuries. She had a BAC of. 09. The cause of death was drowning.

Cause_Primary	Cause_Secondary	Cause_Tertiary
Alcohol Use	**Rules of the Road Infraction**	**Swimming Ability**

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, water heaters, etc.), another boat’s exhaust, or the exhaust of the vessel on which persons were either aboard or in 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 accommodate the number of boats on it safely.

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 their 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 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 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 - The propeller, propulsion unit, or steering machinery strikes a person.

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 (3) becoming entangled or struck by the tow line. Also includes mishaps involving inner tubes and other devices that 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 to 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.