



United States Coast Guard

**MISLE Incident Investigation Report
For
SKY VIKING/Parasail Near-miss Situation/Ponce Int**

On 16Mar2010 09:00:00 EDT



MISLE Activity Number: 3704555
MISLE Case Number: 494912

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16732/ IIA# 3704555
17 June 2022

**NEAR MISS OCCURRING ON THE PARASAIL VESSEL SKY VIKING ON THE
HALIFAX RIVER IN THE ATLANTIC INTRACOASTAL WATERWAY
ON MARCH 16, 2010**

ACTION BY THE COMMANDANT

The record and the report of the investigation convened for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved subject to the following comments. This marine casualty investigation is closed.

ACTION ON RECOMMENDATION

Recommendation 1: The Commandant, U. S. Coast Guard, should, in coordination with the Professional Association of Parasail Operators and the parasail industry, develop and implement additional inspection requirements for all parasailing vessels that hold a Coast Guard Certificate of Inspection. These additional items should include standardized operational conditions (wind, sea state, etc.) and all parasail associated equipment including but not limited to the winch, towline, harness, and parachute as well as equipment maintenance records for these items.

Action: I concur with the intent of this recommendation. The Coast Guard currently lacks regulatory authority to compel compliance with regard to parasailing operations, equipment, or parasail specific endorsements for merchant mariner licensing. However, since 2009, the Coast Guard has shepherded the development of consensus standards with Industry stakeholders including the Water Sports Industry Association (WSIA).

In January 2012, the Coast Guard requested that stakeholders and WSIA develop voluntary standards for the parasailing industry using the American Society for Testing and Materials (ASTM) consensus standards process. A subcommittee was formally established in the fall of 2012, and the first ASTM standards were published in April 2013.

The ASTM "Standard Practices for Parasailing" continue to be reviewed and have undergone multiple revisions over the past nine years, the most recent version being F3099-19. The parasail industry has taken extensive action towards improving operational safety. Key elements of the standard are: Weather Monitoring and Limits,

Equipment, Towline Care, Operations, Crew Requirements, Emergency Procedures, and Patron Responsibility. The Coast Guard continues to monitor the industry's implementation of the ASTM standards and evaluate their effectiveness. This is completed through Coast Guard presence at annual parasailing conferences and engagement with the Water Sports Industry Association (WSIA) and by periodically providing casualty data to measure ASTM standard effectiveness.

Additionally, since 2009, the Coast Guard has issued multiple Safety Alerts and Marine Safety Information Bulletins (MSIBs) to the public, which are specific to the parasailing industry and include the following:


- 2009: 06-09 Safety Alert 'Parasailing Incidents'
- 2011: 05-11 Safety Alert 'Parasailing: Know your Ropes'
- 2012: The Commandant sent message (R 191851Z Jan 12) regarding commercial parasailing vessel safety and included the "Commercial Parasailing Vessel Safety Guidance," which prescribes how outreach to parasail operators should be conducted by Coast Guard units.
- 2013: 07-13 Safety Alert 'Parasailing Operations – Know Your Ropes (2)'
- 2014: 05-14 Safety Alert 'Overheating of Parasailing Vessel Hydraulic System'
- 2015: MSIB 003-15 'Parasailing - Flight Safety and Rules'
- 2015: 07-15 Safety Alert 'Prevent Parasail Accidents: Follow ASTM Standards and Follow Manufacturer Instructions!'
- 2018: 12-18 Safety Alert 'Hazards of Parasail and Watersport Passenger Transfers'
- 2019: MSIB 002-19 'Parasailing - Navigation Rules and Flight Safety'

Since this incident occurred, parasailing fatalities and injuries have declined. The Coast Guard will continue to monitor parasail safety and encourage the combined efforts of stakeholders to improve safety.

Through safety initiatives in public education and outreach, established ASTM standards, and continued partnership with WSIA and ASTM representatives, it is clear that the intent of these recommendations has been addressed as is evidenced through the downward trends in casualties. The closure of this case will allow the Coast Guard to share it and any third party safety recommendations with our parasailing industry partners to further strengthen safety measures within the parasailing industry.

This report, along with similar parasailing cases, will be posted and available to the public on the DCO website here:

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.


J. D. NEUBAUER
Captain, U.S. Coast Guard
Acting Director of Inspections and Compliance

I. INCIDENT INVESTIGATION – GENERAL INFORMATION

On March 16 at approximately 1300 hours, while conducting parasailing operations, the inspected small passenger vessel SKY VIKING's parasail line parted resulted in three passengers falling into the water. The vessel was able to rescue the parasailers from the water with no injuries. The three persons who went into the water were no longer at the scene when investigators arrived. Daytona Beach Parasail, the owner of the M/V SKY VIKING had no contact information for the passengers who went into the water, as such investigators were not able to contact them initially for interviews and for weight verification purposes. One passenger was eventually contacted and provided a statement. The parted line was sent to the NTSB for testing.

Personnel Casualty Summary

Total Missing = 0
Total Dead = 0
Total Injured = 0
Total At Risk, Not Injured = 0
Total People At Risk = 0

Vessel(s) Status Summary

Actual Total Loss = 0
Total Constructive Loss Salvaged = 0
Total Constructive Loss Unsalvaged = 0
Damaged = 0
Undamaged = 1

Property Damage Summary

Vessel(s) = \$ 0
Cargo = \$ 0
Facility(s) = \$ 0
Other = \$ 0

* Includes estimates

II. LOCATIONS

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
Atlantic Intracoastal Waterway - Halifax River	29°04.5 N	080°55.8 W

III. INVOLVED PERSONNEL

Name: [REDACTED]
Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status:
Department Id: 009105
Type/Rank: Civilian - GS-12
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: [REDACTED]/Direct Access Personnel
Comments:

IV. INVOLVED TEAM

V. INVOLVED SUBJECTS

Involved Vessels

Name:	SKY VIKING
Flag:	NEW ZEALAND
Primary VIN:	1097237
Call Sign:	WDD2355
Damage Status:	Undamaged
Role:	Involved in a Marine Investigation (non-casualty)
Classification, Type, Subtype:	Passenger Ship, General, General (More Than 6, Gross Tonnage < 100)
Gross Tonnage:	13
Net Tonnage:	10
Dead Wt. Tonnage:	
Length:	31.0
Home/Hailing Port:	
Keel Laid Date:	
Delivery Date:	17Mar2000
Place of Construction:	HAVASU, Arizona, UNITED STATES
Builder Name:	COMMERCIAL WATER SPORTS INC
Propulsion Type:	Diesel Reduction
Ahead HP:	315
Master:	[REDACTED]
Classification Society:	
Owner:	
Operator:	
Inspection Subchapter:	T
Most Recent Vessel Inspection Activity:	3676917, 18Feb2010 06:10:00 EST

Involved Persons

[REDACTED]	
Status:	Not at Risk
Role:	Other
Gender:	
Age:	
SSN:	
Birth Date:	
Email Address:	
Phone Number:	
Address:	
Comments:	
[REDACTED]	
Status:	At Risk, Not Injured
Role:	Subject of Investigation
Gender:	Female
Age:	
SSN:	
Birth Date:	
Email Address:	
Phone Number:	
Address (Primary):	[REDACTED]
Comments:	
[REDACTED]	
Status:	At Risk, Not Injured
Role:	Subject of Investigation
Gender:	Female

MISLE Incident Investigation Report

Age:
SSN:
Birth Date:
Email Address:
Phone Number:
Address (Primary): [REDACTED]
Comments:
[REDACTED]

Status: At Risk, Not Injured
Role: Subject of Investigation
Gender: Male

Age:
SSN:
Birth Date:
Email Address:
Phone Number:
Address (Primary): [REDACTED]
Comments:
[REDACTED]

Status: Not at Risk
Role: Subject of Investigation

Age: [REDACTED]
SSN: [REDACTED]
Birth Date: [REDACTED]
Email Address:
Phone Number:
Address (Primary): [REDACTED]
Comments:

Drug and Alcohol Testing. The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:

Involved Organizations

U.S. COAST GUARD
Role: Other
Email Address:
Phone Number:
Address (Primary Place of Business): 2100 Second St SW Washington, DC 20593 US
Comments:

Involved Facilities: None

Involved Waterways

Atlantic Intracoastal Waterway - Halifax River
Role: Location
Description: Atlantic Intracoastal Waterway - Halifax River

Involved Other Subjects: None

VI. EVIDENCE

MISLE Incident Investigation Report

Control Number: 3704555 #1 MAM
Description: CG-2692
Evidence Type: Standard

Collection Information

Date/Time: 17Mar2010 07:47:00 EDT
Location: Ponce De Leon Inlet, FL
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

CG-2692; Legacy - Unknown;
Report of Marine Accident , Injury, or Death; 10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #10 MAM
Description: Pre-Operational Checklist for 24 June 2009 showing they when they installed the line
Evidence Type: Standard

Collection Information

Date/Time: 11May2010 13:29:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Pre-Operational Check list dated 24Jun09 date installed line on the vessel; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #11 MAM
Description: Yale Cordage Website showing line strength
Evidence Type: Standard

Collection Information

Date/Time: 19Mar2010 05:57:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Yale Cordage Website showing line strength; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #12 MAM
Description: Masters License Details
Evidence Type: Standard

Collection Information

Date/Time: 04Jun2010 07:16:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Masters License Details; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 3704555 #13 MAM

Description: Certificate of Inspection for SKY VIKING
Evidence Type: Standard

Collection Information

Date/Time: 04Jun2010 07:21:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

SKY VIKING COI; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #14 MAM

Description: Sector Jacksonville Inspection Report for Annual Inspection on the SKY VIKING
Evidence Type: Standard

Collection Information

Date/Time: 04Jun2010 10:21:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED] SEC Jacksonvl, SEC Jacksonvl

Attachments

Sector Jacksonville Inspection Report for 18Feb10; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #15 MAM

Description: Coast Guard Headquarters Analysis of Parasailing Casualties data as of September 1, 2009

Evidence Type: Standard

Collection Information

Date/Time: 12May2010 06:14:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

CG Parasailing Casualty Analysis dtd 01Sep09; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #2 MAM

Description: Florida Fish and Wildlife Incident Summary Report
Evidence Type: Standard

Collection Information

Date/Time: 19Mar2010 07:12:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

FWC Incident Report; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 3704555 #3 MAM

Description: Release of Liability Forms signed by victims
Evidence Type: Standard

Collection Information

Date/Time: 07Apr2010 07:26:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Release of Liability Forms for Ouellette Family; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #4 MAM

Description: NOAA Nation Weather Service Report from New Smyrna Beach Municipal Airport
Evidence Type: Standard

Collection Information

Date/Time: 19Mar2010 07:32:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED] SEC Jacksonvl, SEC Jacksonvl

Attachments

NWS Weather Report for New Smyrna Beach; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #5 MAM

Description: M/V Sky Viking Pre-Operational Check list for March 16, 2010
Evidence Type: Standard

Collection Information

Date/Time: 17Mar2010 09:27:00 EDT
Location: Ponce Inlet, FI
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Pre-Operational Checklist for 16March2010; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #6 MAM

Description: Chute Label from Manufacturer
Evidence Type: Standard

Collection Information

Date/Time: 12May2010 10:25:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Chute Label; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 3704555 #7 MAM

Description: Photo evidence of line showing where it parted.
Evidence Type: Standard

Collection Information

Date/Time: 13May2010 08:00:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Photo showing where line parted; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #8 MAM

Description: Details of Master's experience parasailing
Evidence Type: Standard

Collection Information

Date/Time: 03Jun2010 10:25:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Details of Masters experience parasailing; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555 #9 MAM

Description: Statement from [REDACTED]
Evidence Type: Standard

Collection Information

Date/Time: 04Jun2010 04:39:00 EDT
Location: Sec Jacksonvl
Collected By: LT [REDACTED]; SEC Jacksonvl, SEC Jacksonvl

Attachments

Christine Ouellette Statement; Legacy - Unknown;
10Sep2015 17:17:57 EDT; No

Control Number: 3704555-MISLE-001

Description: MISLE Notification #408128 for report of incident received by Telephone call to Coast Guard.

Evidence Type: Standard

Collection Information

Date/Time: 16Mar2010 09:00:00 EDT
Location: Sector Jacksonville
Collected By: [REDACTED]; SEC Jacksonvl, Sector Jacksonville

Attachments

VII. TIMELINE

MISLE Incident Investigation Report

13Jan2009 20:00:00 EST to 15Mar2010 20:00:00 EDT (Estimated): The SKY VIKING was issued a COI on January 14, 2009.

Timeline Type: Action
Timeline Subtype: Safety and Emergency Operations - General Safety
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Other

24Jun2009 04:00:00 EDT to 24Jun2009 04:00:00 EDT (Estimated): The owner installed a new spool of 3/8 inch double braided line purchased from Yale Cordage. The line manufacturer's website states that the line has a breaking strength of 5,600 lbs.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Deck/Cargo

Subsystem: Cargo Heating

Component: General

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

18Feb2010 04:00:00 EST to 18Feb2010 04:00:00 EST (Estimated): Sector Jacksonville conducted an annual inspection of the SKY VIKING. All deficiencies found were corrected on the spot. No CG-835's were issued, none cleared, and none remained outstanding.

Timeline Type: Action
Timeline Subtype: Safety and Emergency Operations - General Safety
Location: Unknown

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Other

15Mar2010 21:00:00 EDT to 15Mar2010 21:00:00 EDT (Estimated): The captain has operated parasail vessel with Daytona Beach Parasail since 2008. He has a combined 12 years of experience conducting parasail operations.

Timeline Type: Condition
Timeline Subtype: Person - Person Condition
Location: Known

Primary Location: Yes

Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N

Longitude: 080°55.8 W

MISLE Incident Investigation Report

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

System: Personnel
Subsystem: Physical Condition
Component: Strength
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

15Mar2010 21:00:00 EDT to 15Mar2010 21:00:00 EDT (Estimated): The manufacturers label for the chute being used for parasailing lists that the chute is a size 39, that it is for wind speeds of 0-12 mph, and a minimum weight capacity of 150 lbs. and a maximum weight capacity of 560 lbs.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Operations/Management
Subsystem: Lifesaving
Component: Op Readiness/Maintenance/Inspection
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

16Mar2010 06:30:00 EDT to 16Mar2010 06:30:00 EDT (Estimated): The SKY VIKING is underway in Ponce Inlet with eleven persons onboard. This includes 8 passengers and three crewmembers. The vessel sent up the first group of parasailers which were comprised of two men. They remained aloft for approximately 15 minutes and were brought back into the boat. The second group of two also went aloft for about 15 minutes and were brought back in. Both of these groups of two parasailed without incident.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Accommodation/Occupational Safety

Subsystem: Washroom/Toilet

Component: Toilet

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

16Mar2010 06:47:00 EDT to 16Mar2010 06:47:00 EDT (Known): NOAA weather report shows weather in the vicinity of Ponce Inlet to be as follows: North winds at 7 knots and visibility 10 miles.

Timeline Type: Condition

Timeline Subtype: Environment - Weather Conditions

Location: Known

Primary Location: Yes

Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N

Longitude: 080°55.8 W

Subject(s) and Details

16Mar2010 08:47:00 EDT to 16Mar2010 08:47:00 EDT (Known): NOAA weather service report from New Smyrna Beach Municipal Airport, for March 16, 2010 at 1247 shows NE winds 12 mph, with gusts of 18 mph. This was up from 1047 report that detailed N winds of 7 mph.

Timeline Type: Condition

Timeline Subtype: Environment - Weather Conditions

Location: Known

Primary Location: Yes

Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N

Longitude: 080°55.8 W

Subject(s) and Details

16Mar2010 09:00:00 EDT to 16Mar2010 09:00:00 EDT (Estimated): The third group of passengers went aloft and in the parasail. They sailed for about 10 minutes and began being winched back in. The passengers gave the boat the signal that they wanted to be dipped into the water. They were dipped thigh high. They were then raised back into the air and then winched back to the boat. As soon as their feet touched the back deck of the boat the line parted.

Timeline Type: Event

Timeline Subtype: Material Failure/Malfunction

Location: Known

MISLE Incident Investigation Report

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Construction/Loadline

Subsystem: Hull

Component: Bottom Plating

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

Failure/Malfunction Type: Unintended Shutdown

16Mar2010 09:01:00 EDT to 16Mar2010 09:01:00 EDT (Estimated): The three people are pulled into the water by the open chute once the line parted.

Timeline Type: Event
Timeline Subtype: Personnel Fall into Water
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

16Mar2010 09:02:00 EDT to 16Mar2010 09:02:00 EDT (Estimated): The master maneuvered the vessel to recover three persons from the water

Timeline Type: Action
Timeline Subtype: Safety and Emergency Operations - Person Overboard Procedures
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

MISLE Incident Investigation Report

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Not at Risk	Subject of Investigation

16Mar2010 09:20:00 EDT to 16Mar2010 09:20:00 EDT (Estimated): The propeller of the SKY VIKING is fouled by the parasail tow line and parachute.

Timeline Type: Event
Timeline Subtype: Fouling
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

16Mar2010 09:21:00 EDT to 16Mar2010 09:21:00 EDT (Estimated): As a result of the propeller being fouled with the parasail line in chute, the SKY VIKING loses maneuverability.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Deck/Cargo
Subsystem: Crude Oil Washing Systems
Component: Isolating Valve
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

16Mar2010 09:24:00 EDT to 16Mar2010 09:24:00 EDT (Estimated): The three parasailers were safely brought onboard the SKY VIKING

Timeline Type: Action
Timeline Subtype: Safety and Emergency Operations - Person Overboard Procedures
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

MISLE Incident Investigation Report

Latitude: 29°04.5 N

Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	At Risk, Not Injured	Subject of Investigation

16Mar2010 09:25:00 EDT to 16Mar2010 09:25:00 EDT (Estimated): The SKY VIKING vhf radio was inoperable.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Atlantic Intracoastal Waterway - Halifax River

Latitude: 29°04.5 N Longitude: 080°55.8 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
SKY VIKING	Vessel	Undamaged	Involved in a Marine Investigation (non-casualty)

System: Communications
Subsystem: Audible Communications
Component: Gong
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

VIII. CORRESPONDENCE

USCG Safety Alert 06-09
Source: USCG
Date: 3/22/2010 10:30:00 AM
Attachments:

Safety Alert 06-09; Legacy - Unknown;
[REDACTED] 11May2010 20:00:00 EDT; No

Daytona Beach Parasail Web Page Detailing Height of flights
Source: 3rd Party
Date: 4/14/2010 1:17:00 PM
Attachments:

Daytona Beach Parasail Webpage detailing Flight Heights; Legacy - Unknown;

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[REDACTED]; 11May2010 20:00:00 EDT; No

2005 PAPO Operating Standards and Guidelines

Source: 3rd Party

Date: 6/3/2010 2:53:00 PM

Attachments:

OSAG-rules-regs; Legacy - Unknown;

[REDACTED]; 02Jun2010 20:00:00 EDT; No

PAPO OSAG-16

Source: 3rd Party

Date: 6/3/2010 8:43:00 AM

Attachments:

OSAG-16 update of persons allowed in canopy; Legacy - Unknown;

[REDACTED] 03Jun2010 20:00:00 EDT; No

Maneuverability Details from MISLE Legacy Activity

Source: USCG

Date: 3/16/2010 1:21:00 PM

Attachments:

8808303; Other;

[REDACTED]; 10Sep2015 20:47:10 EDT; Yes

Vessel Activity Details from MISLE Legacy Activity

Source: USCG

Date: 3/16/2010 10:30:00 AM

Attachments:

9863639; Other;

[REDACTED]; 10Sep2015 20:47:10 EDT; Yes

COMDT Final Action Memo

Source: USCG

Date: 6/14/2022 3:59:13 PM

Attachments:

3704555_SKY_VIKING_FFAM_SIGNED_17Jun2022; Other;

[REDACTED]; 27Jun2022 14:04:58 EDT; No

IX. CONCLUSIONS – PART 1. CAUSE

Initiating Event:

Failures of Defense Against Subsequent Events in the Incident

X. CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS

None

XI. SAFETY RECOMMENDATIONS

Safety Recommendation # 1 : Maintenance and Inspection Requirements

The Commandant, U. S. Coast Guard, should, in coordination with the Professional Association of Parasail Operators and the parasail industry, develop and implement additional inspection requirements for all parasailing vessels that hold a Coast Guard Certificate of Inspection. These additional items should include standardized operational conditions (wind, sea state, etc.) and all parasail associated equipment including but not limited to the winch, towline, harness, and parachute as well as equipment maintenance records for these items.

Date Created: 06Jun2010 EDT
Current Owner Unit: COMDT INV
Date Last Modified: 27Jun2022 14:08:06 EDT
Priority: Normal

MISLE Incident Investigation Report

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of this recommendation. The Coast Guard currently lacks regulatory authority to compel compliance with regard to parasailing operations, equipment, or parasail specific endorsements for merchant mariner licensing. However, since 2009, the Coast Guard has shepherded the development of consensus standards with Industry stakeholders including the Water Sports Industry Association (WSIA).

In January 2012, the Coast Guard requested that stakeholders and WSIA develop voluntary standards for the parasailing industry using the American Society for Testing and Materials (ASTM) consensus standards -process. A subcommittee was formally established in the fall of 2012, and the first ASTM standards were published in April 2013.

The ASTM "Standard Practices for Parasailing" continue to be reviewed and have undergone multiple revisions over the past nine years, the most recent version being F3099-19. The parasail industry has taken extensive action towards improving operational safety. Key elements of the standard are: Weather Monitoring and Limits, Equipment, Towline Care, Operations, Crew Requirements, Emergency Procedures, and Patron Responsibility. The Coast Guard continues to monitor the industry's implementation of the ASTM standards and evaluate their effectiveness. This is completed through Coast Guard presence at annual parasailing conferences and engagement with the Water Sports Industry Association (WSIA) and by periodically providing casualty data to measure ASTM standard effectiveness.

Additionally, since 2009, the Coast Guard has issued multiple Safety Alerts and Marine Safety Information Bulletins (MSIBs) to the public, which are specific to the parasailing industry and include the following:

- 2009: 06-09 Safety Alert 'Parasailing Incidents'
- 2011: 05-11 Safety Alert 'Parasailing: Know your Ropes'
- 2012: The Commandant sent message (R 1918512 Jan 12) regarding commercial parasailing vessel safety and included the "Commercial Parasailing Vessel Safety Guidance," which prescribes how outreach to parasail operators should be conducted by Coast Guard units.
- 2013: 07-13 Safety Alert 'Parasailing Operations-Know Your Ropes (2)'
- 2014: 05-14 Safety Alert 'Overheating of Parasailing Vessel Hydraulic System'
- 2015: MSIB 003-15 'Parasailing - Flight Safety and Rules'
- 2015: 07-15 Safety Alert 'Prevent Parasail Accidents: Follow ASTM Standards and Follow Manufacturer Instructions!'
- 2018: 12-18 Safety Alert 'Hazards of Parasail and Watersport Passenger Transfers'
- 2019: MSIB 002-19 'Parasailing - Navigation Rules and Flight Safety'

Since this incident occurred, parasailing fatalities and injuries have declined. The Coast Guard will continue to monitor parasail safety and encourage the combined efforts of stakeholders to improve safety.

Through safety initiatives in public education and outreach, established ASTM standards, and continued partnership with WSIA and ASTM representatives, it is clear that the intent of these recommendations has been addressed as is evidenced through the downward trends in casualties. The closure of this case will allow the Coast Guard to share it and any third party safety recommendations with our parasailing industry partners to further strengthen safety measures within the parasailing industry.

This report, along with similar parasailing cases, will be posted and available to the public on the DCO website here:

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

Safety Alerts: