



United States Coast Guard

**MISLE Incident Investigation Report  
For  
WIND WARRIOR/Parted Parasail Towline/Injury**

On 20May2011 20:00:00 EDT



MISLE Activity Number: 4018269  
MISLE Case Number: 548518

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commandant  
United States Coast Guard

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16732/IIA#4018269  
17 June 2022

**INJURY ONBOARD THE PASSENGER VESSEL WIND WARRIOR WHILE  
CONDUCTING PARASAIL OPERATIONS IN MAMALA BAY, HONOLULU, HAWAII  
ON MAY 21, 2011**

**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 RECOMMENDATIONS**

**Safety Recommendation 1:** It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, establish distinct license, training, qualification, and experience requirements that apply to operators and crew of commercial parasail vessels.

**Safety Recommendation 2:** It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to conduct a written assessment of all the risks it foresees could arise in conducting parasailing, and to prepare a written contingency plan approved by the local OCMI for eliminating, minimizing or responding to the risks.

**Safety Recommendation 3:** It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to conduct sufficient training, drills and exercises to ensure that crewmembers are proficient in parasailing emergency techniques and procedures. Training, drills and exercises shall be logged or otherwise documented for review by the Coast Guard upon request. Drills and exercises must test the proficiency of company and vessel personnel in assigned emergency response duties.

**Safety Recommendation 4:** It is recommended that the Commandant of the Coast Guard require parasail vessels to have emergency instructions onboard and readily available to the master and crew to include at least the following parasailing contingencies: unintended landing on water; winch malfunction; towline failure; and propulsion machinery failure with a passenger in flight.

**Safety Recommendation 5:** It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, develop parasail towline selection, inspection and retirement (removal from service) guidelines. These guidelines should require records to be kept that indicate the size, fiber, construction, length, manufacturer, minimum breaking strength, safe working load, date placed in service, and inspection interval for each towline. Inspections should be logged and should check for damage, wear and include caliper measurements of the towline diameter to determine if the towline has deteriorated. The master of the parasailing vessel should be responsible for keeping these records and reporting the same to management. For each towline, the records should be kept for the duration of its service life and should be made available for review by the Coast Guard upon request. When developing the guidelines, the Coast Guard should further evaluate: the need to conduct additional operational tests to determine a towline's required minimum breaking strength; the need to require the breaking strength of each towline to be certified by the manufacturer by subjecting a portion of the rope to destructive testing prior to its installation; and the need to specify the use of more efficient connections (e.g., eye splices, thimbles, etc.) between the towline and the yoke.

**Safety Recommendation 6:** It is recommended that the Commandant of the Coast Guard require the operator of a commercial parasail vessel to record for each flight: the parasail canopy used and its operational limitations; the estimated weight of the passenger(s); the prevailing wind and sea state; the duration of the flight; and the details of any parasailing incident that occurred during the flight. The master of the parasailing vessel should be responsible for keeping these records and reporting the same to management. For each towline, the records should be kept for the duration of its service life and should be made available for review by the Coast Guard upon request.

**Safety Recommendation 7:** It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, develop operational readiness, maintenance, and inspection requirements for winches used to deploy and recover passengers while parasailing. When developing the inspection requirements, the Coast Guard should develop minimum power ratings and further evaluate the need for redundant or emergency winch systems that could be used should the primary winch fail.

**Safety Recommendation 8:** It is recommended that the Commandant of the Coast Guard require the inspection of the parasail gear and equipment, as necessary to determine that the gear and equipment are in good working order and fit for the service intended, before the issuance of a Certificate of Inspection to any vessel that engages in commercial parasailing.

**Safety Recommendation 9:** It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, define the necessary route and operational limits for safe parasailing, and direct cognizant Officers in Charge, Marine Inspection, to record these route and operational limits on the Certificate of Inspection of commercial parasail vessels.

**Safety Recommendation 10:** It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to provide a comprehensive passenger safety briefing prior to departure to include a discussion of the inherent risks of parasailing, the route and operational limits imposed to mitigate these risks, and the proper procedures to be followed during the course a parasailing emergencies to include: unintended landing on water; winch malfunction; towline failure; and propulsion machinery failure with a passenger in flight.

**Safety Recommendation 11:** It is recommended that the Commandant of the Coast Guard require commercial parasail operators to monitor marine broadcasts prior to conducting and while engaged in parasailing, and to obtain and monitor wind speed and direction in order to evaluate the advisability of launching passenger(s) in flight, or continuing with a flight when conditions progressively deteriorate.

**Safety Recommendation 12:** It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, review, modify, and ultimately adopt and incorporate by reference in 46 C.F.R. Subchapter T, the Professional Association of Parasail Operators Operating Standards and Guidelines, or a similarly produced and recognized industry standard. Where industry has not established suitable safety requirements addressing the causes of this casualty, the Coast Guard should provide the leadership and catalyze their development. These actions will allow the Coast Guard to capitalize on standards that are already familiar to the parasailing industry and will raise the level of safety provided to the level expected by the American public. Further, it will minimize the burdens on the parasailing industry associated with variations in safety standards imposed by various jurisdictions.

**Safety Recommendation 13:** It is recommended that the Commandant of the Coast Guard seek legislative authority to inspect parasail vessels that carry at least one passenger for hire and enact implementing regulations. This action when taken in concert with this report's other recommended actions will result in a regulatory regime that provides a set of minimum safety standards for commercial parasailing on U.S. navigable waters, and will result in lives saved.

**Safety Recommendation 14:** It is recommended that the Commandant of the Coast Guard provide written guidance to marine inspectors to be used during the inspection and certification of commercial parasail vessels. This guidance should be taught at the Marine Inspection and Investigation School at Training Center Yorktown and be made available to the public and parasailing industry.

**Safety Recommendation 15:** It is recommended that the Commandant of the Coast Guard provide written guidance to marine investigators to be used during the investigation of parasailing marine casualties. This guidance should be taught at the Marine Inspection and Investigation School at Training Center Yorktown and be made available to the public and parasailing industry.

**Safety Recommendation 16:** It is recommended that the Commandant of the Coast Guard provide notice to the parasailing industry that failures of parasailing equipment to include the winch, towline, harness, and parasail, are considered to be occurrences that materially and adversely affect a vessel's fitness for service, and are considered reportable marine casualties under 46 USC §6101 and its implementing regulations of 46 C.F.R. §§ 4.05-1(a)(4) and 185.202(a)(4).

**Safety Recommendation 17:** It is recommended that the Commandant of the Coast Guard implement the Voluntary Commercial Parasailing Vessel Safety Examination program instituted by Coast Guard Sector St. Petersburg throughout the Coast Guard until this report's other recommended actions can be fully enacted. This interim measure will enhance, improve, and increase Coast Guard interactions with the parasailing vessel industry and promote the voluntary compliance with industry best practices.

**Recommendations 1-17:** I concur with the intent of these recommendations. 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.

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'

A hazardous condition is any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. In July 2015, the U.S. Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 1-15, "TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), PART 4 MARINE CASUALTY REPORTING PROCEDURES GUIDE WITH ASSOCIATED STANDARD INTERPRETATIONS." NVIC 1-15 clarifies that parasailing accidents not reaching reportable marine casualty thresholds in 46 CFR § 4.05-1 would still constitute a hazardous condition as defined in 33 CFR 160.202 and meet the subsequent reporting requirement of hazardous conditions as defined in 33 CFR §160.216.



In 2015, U.S. Coast Guard Training Center Yorktown added a parasail casualty scenario to the Investigating Officer Course curriculum. This scenario offers Coast Guard Investigators the opportunity to consider the unique investigation considerations associated with parasail operations.

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 May 21, 2011, U.S. Coast Guard Sector Honolulu received a report that a parasail towline parted due to high winds on the inspected small passenger vessel WIND WARRIOR, O.N. 1076952, owned and operated by Hawaiian Parasail, Inc. Three family members, a mother, father, and daughter, were in the parasail when the towline parted and were taken to The Queen's Medical Center for evaluation/treatment. The father and daughter were treated for bruises/abrasions at the emergency room and released. The mother was admitted to the hospital for additional evaluation/treatment. Diagnostics were conducted and were found to be negative for neck/spine injuries and she was released approx. 36 hours after she was initially admitted. The Captain and Deckhand from the vessel WIND WARRIOR were tested for alcohol and drugs as required by Serious Marine Incident chemical testing regulations.

#### Personnel Casualty Summary

Total Missing = 0  
Total Dead = 0  
Total Injured = 3  
Total At Risk, Not Injured = 0  
Total People At Risk = 3

#### 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>
MAMALA BAY	21°17.5 N	157°51.4 W
Kewalo Basin Harbor	21°17.1 N	157°51.0 W
Queens Medical Center	21°17.0 N	157°51.0 W

### III. INVOLVED PERSONNEL

### IV. INVOLVED TEAM

### V. INVOLVED SUBJECTS

#### Involved Vessels

Name:	WIND WARRIOR
Flag:	UNITED STATES
Primary VIN:	1076952
Call Sign:	WCY8879
Damage Status:	Undamaged



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Role: Involved in a Marine Casualty  
Classification, Type, Subtype: Passenger Ship, Parasailing Vessel, General (More Than 6)  
Gross Tonnage: 15  
Net Tonnage: 12  
Dead Wt. Tonnage:  
Length: 31.0  
Home/Hailing Port:  
Keel Laid Date: 24Jun1998  
Delivery Date: 24Jun1998  
Place of Construction: LAKE HAVASU CITY, Arizona, UNITED STATES  
Builder Name:  
Propulsion Type: Diesel Reduction  
Ahead HP: 315  
Master: [REDACTED]  
Classification Society:  
Owner: HAWAIIAN PARASAIL INC, Mark S Neumann  
Operator:  
Inspection Subchapter: T  
Most Recent Vessel Inspection Activity: 3902677, 02Dec2010 01:26:00 EST

**Involved Persons**

[REDACTED]  
Status: Injured  
Role: Subject of Investigation  
Gender: Female  
Age:  
SSN:  
Birth Date:  
Email Address: [REDACTED]  
Phone Number:  
Address (Home/Primary Residence): [REDACTED]  
UNITED STATES

Comments:  
[REDACTED]  
Status: Injured  
Role: Subject of Investigation  
Gender: Male  
Age:  
SSN:  
Birth Date:  
Email Address:  
Phone Number:  
Address (Mailing): [REDACTED]  
Comments:

[REDACTED]  
Status: Injured  
Role: Subject of Investigation  
Gender: Female  
Age:  
SSN:  
Birth Date:  
Email Address:  
Phone Number:  
Address (Home/Primary Residence): [REDACTED]  
Comments:  
[REDACTED]

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Status: Not at Risk  
Role: Medical Review Officer  
Gender: Male  
Age:  
SSN:  
Birth Date:  
Email Address:  
Phone Number (Daytime Phone):  
Address (Mailing):  
Comments:

[REDACTED]  
Status: Not at Risk  
Role: Subject of Investigation  
Gender: Male  
Age: [REDACTED]  
SSN:  
Birth Date: [REDACTED]  
Email Address:  
Phone Number:  
Address (Home/Primary Residence):  
Comments:

[REDACTED]  
Status: Not at Risk  
Role: Other  
Gender:  
Age: [REDACTED]  
SSN: [REDACTED]  
Birth Date: [REDACTED]  
Email Address:  
Phone Number:  
Address (Work):  
Comments:

[REDACTED]  
Status: Not at Risk  
Role: Witness  
Gender:  
Age: [REDACTED]  
SSN: [REDACTED]  
Birth Date: [REDACTED]  
Email Address:  
Phone Number:  
Address (Home/Primary Residence):  
Comments:

[REDACTED]  
Status: Not at Risk  
Role: Subject of Investigation  
Gender: Male  
Age: [REDACTED]  
SSN: [REDACTED]  
Birth Date: [REDACTED]  
Email Address:  
Phone Number:  
Address (Home/Primary Residence):  
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:

[REDACTED]; Subject of Investigation

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██████████, ██████████; Subject of Investigation

**Involved Organizations**

HAWAIIAN PARASAIL INC

Role: Other

Email Address:

Phone Number:

Address (Primary Place of Business): 1085 ALA MOANA BLVD STE 101  
HONOLULU, HI 96814 US

Comments:

Involved Facilities: None

**Involved Waterways**

NORTH PACIFIC OCEAN

Role: Location  
Description: MAMALA BAY

NORTH PACIFIC OCEAN

Role: Location  
Description: MAMALA BAY

Involved Other Subjects: None

**VI. EVIDENCE**

Control Number: 4018269-001-MISLE

Description: MISLE Notification #471748 for report of incident received by Telephone call to Coast Guard.

Evidence Type: Standard

Collection Information

Date/Time: 21May2011 14:35:00 EDT

Location: Sector Honolulu

Collected By: ██████████; SEC Hono, Sector Honolulu

Attachments

MISLE Incident Investigation Report

Control Number: 4018269-002-JWL

Description: CG-2692 Submitted by Capt [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 21May2011 06:44:00 EDT  
Location: Hawaiian Parasail  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

CG-2692 Captain; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-003-JWL

Description: CG-2692 Submitted by Deckhand [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 21May2011 06:47:00 EDT  
Location: Hawaiian Parasail  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

CG-2692 Deckhand; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-004-JWL

Description: CG-2692B  
Evidence Type: Standard

Collection Information

Date/Time: 31May2011 06:49:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

CG-2692B; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-005-JWL

Description: Alcohol Test Results [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 26May2011 06:50:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Alcohol Test Results [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 4018269-006-JWL

Description: Drug Test Results [REDACTED]

Evidence Type: Standard

Collection Information

Date/Time: 26May2011 06:51:00 EDT

Location: Sector Honolulu

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Drug Test Results [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-007-JWL

Description: Alcohol Test Results [REDACTED]

Evidence Type: Standard

Collection Information

Date/Time: 26May2011 06:53:00 EDT

Location: Sector Honolulu

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Alcohol Test Results [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-008-JWL

Description: Drug Test Results [REDACTED]

Evidence Type: Standard

Collection Information

Date/Time: 26May2011 06:54:00 EDT

Location: Sector Honolulu

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Drug Test Results [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-009-JWL

Description: Weather Information for 5/21/2011

Evidence Type: Standard

Collection Information

Date/Time: 21May2011 06:56:00 EDT

Location: Sector Honolulu

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Weather Information; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 4018269-010-JWL

Description: Passenger List for 5/21/2011 First run of the Morning at 0800.

Evidence Type: Standard

Collection Information

Date/Time: 21May2011 06:57:00 EDT

Location: Location Not Specified

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Passenger List; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-011-JWL

Description: Photos of [REDACTED] Family during Parasail Flight. 11 Photos Attached. All Photos are of the [REDACTED] Family in the Parasail Rig.

Evidence Type: Standard

Collection Information

Date/Time: 23May2011 07:03:00 EDT

Location: Sector Hono

Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

DSC\_0100; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0097; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0094; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0093; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0092; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0091; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0090; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0089; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0088; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0087; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

DSC\_0086; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 4018269-012-JWL  
Description: DAPI Inspection Form  
Evidence Type: Standard

Collection Information

Date/Time: 26May2011 07:38:00 EDT  
Location: Sector Honolulu  
Collected By: LT [REDACTED]; SEC Hono, SEC Hono

Attachments

DAPI Inspection Form; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-013-JWL  
Description: WIND WARRIOR Daily Vessel Machinery Check List for 5/21/2011, Date of Accident.  
Evidence Type: Standard

Collection Information

Date/Time: 21May2011 07:39:00 EDT  
Location: Hawaiian Parasail  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Daily Vessel Machinery Checklist 21MAY2011; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-014-JWL  
Description: WIND WARRIOR Daily Vessel Machinery Check List for 4/20/2011, last date towline was changed out.

Evidence Type: Standard

Collection Information

Date/Time: 21May2011 07:41:00 EDT  
Location: Hawaiian Parasail  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Daily Vessel Machinery Checklist 20APR2011; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-015-JWL  
Description: Evidence log for receipt of Towline and 1 Youth PFD  
Evidence Type: Standard

Collection Information

Date/Time: 21May2011 07:44:00 EDT  
Location: Sector Honolulu  
Collected By: MSSE [REDACTED]; SEC Hono, SEC Hono

Attachments

WIND WARRIOR Evidence Log; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 4018269-016-JWL

Description: Photos of parasail equipment examined on May 26, 2011 at Kewalo Harbor. 8 photos attached.

Evidence Type: Standard

Collection Information

Date/Time: 26May2011 06:05:00 EDT  
Location: Kewalo Harbor  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

- IMGP0057; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0051; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0050; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0049; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0047; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0041; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0019; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No
- IMGP0018; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-017-JWL

Description: Statement [REDACTED]

Evidence Type: Standard

Collection Information

Date/Time: 31May2011 03:40:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

- Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No



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Control Number: 4018269-018-JWL

Description: Statement [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 31May2011 03:42:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-019-JWL

Description: [REDACTED] 96 Hour Work Rest History  
Evidence Type: Standard

Collection Information

Date/Time: 31May2011 03:46:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

96 Hour Work Rest [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-020-JWL

Description: [REDACTED] 96 Hour Work Rest History  
Evidence Type: Standard

Collection Information

Date/Time: 31May2011 03:49:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

96 Hour Work Rest [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-021-JWL

Description: Hawaiian Parasail State of Hawaii Department of Natural Resources Parasail Permit  
Evidence Type: Standard

Collection Information

Date/Time: 31May2011 03:52:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

DLNR Permit; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

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Control Number: 4018269-022-JWL

Description: Copy of Hawaiian Parasail Inc. Insurance Policy  
Evidence Type: Standard

Collection Information

Date/Time: 01Jun2011 05:56:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Hawaiian Parasail Insurance Policy; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-023-JWL

Description: Summary of Interview with Hawaiian Parassail Inc. Owner, [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 14Jun2011 03:38:00 EDT  
Location: Sectro Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Investigator Summary of Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-024-JWL

Description: Summary of Interview with Injured Passenger, Mrs. [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 14Jun2011 09:39:00 EDT  
Location: The Queens Medical Center  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Investigator Summary of Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-025-JWL

Description: Summary of Interview with the Captain of the WIND WARRIOR, [REDACTED].  
Evidence Type: Standard

Collection Information

Date/Time: 14Jun2011 07:09:00 EDT  
Location: Sectro Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Investigator Summary of Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

MISLE Incident Investigation Report

Control Number: 4018269-026-JWL

Description: Summary of Interview with Passenger, Mr. [REDACTED]  
Evidence Type: Standard

Collection Information

Date/Time: 14Jun2011 09:46:00 EDT  
Location: The Queen's Medical Center  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Investigator Summary of Statement [REDACTED]; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-027-JWL

Description: USCG/NTSB - Request for NTSB Laboratory Assistance  
Evidence Type: Standard

Collection Information

Date/Time: 14Jun2011 05:27:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

NTSBLabAssistanceRequest\_IncidentSummary; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

Control Number: 4018269-028-JWL

Description: Towline information from the manufacturer  
Evidence Type: Standard

Collection Information

Date/Time: 15Jun2011 06:37:00 EDT  
Location: Sector Honolulu  
Collected By: MSSD [REDACTED]; SEC Hono, SEC Hono

Attachments

Towline Information; Legacy - Unknown;  
10Sep2015 17:17:57 EDT; No

**VII. TIMELINE**

21May2011 04:00:00 EDT to 21May2011 05:00:00 EDT (Known): Small Passenger Vessel WIND WARRIOR underway from Kewalo Harbor for a Parasailing Trip with 11 passengers for hire and 2 crewmembers.

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

Primary Location: No  
Description: Kewalo Basin Harbor

Latitude: 21°17.1 N Longitude: 157°51.0 W

Subject(s) and Details

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
WIND WARRIOR	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management  
Subsystem: Vessel Activity  
Component: Underway  
Cite:  
Involves CG Approved Equipment: No  
Security Violation: No  
Deficiency: No

21May2011 04:29:00 EDT to 21May2011 04:29:01 EDT (Estimated): Captain [REDACTED] chose to fly passengers in borderline winds and did not note an incoming squall while he had passengers aloft which resulted in the line parting and the passenger falling to the ocean and then being dragged. This negligence behavior caused injuries to the passengers and could have easily resulted in the death.

Timeline Type: Action  
Timeline Subtype: Deck Operations - Passenger Safety  
Location: Known

Primary Location: Yes  
Description: MAMALA BAY

Latitude: 21°17.5 N Longitude: 157°51.4 W

Subject(s) and Details

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

21May2011 04:30:00 EDT to 21May2011 04:35:00 EDT (Known): Parasail towline parted with 3 people in the parasail. 3 persons transported to The Queens Medical Center. 2 persons treated and released. 1 person admitted for further evaluation.

Injury/Death Narrative(s):

[REDACTED]: [REDACTED] along with her husband [REDACTED] and her daughter [REDACTED] were dragged backwards through the water for approx. 5 minutes after the line parted on the parasail they were flying. [REDACTED] was bruised and had pain in her neck and back. She was taken to Queens Medical Center for treatment. CAT Scan was inconclusive. An MRI taken after the CAT scan did not reveal any damage to the neck or spine. Mrs. [REDACTED] was given pain medication and was discharged from Queen's Medical Center on the evening of May 23/2011. She was in the hospital approx. 36 Hours.

Timeline Type: Event  
Timeline Subtype: Personnel Casualty - Injury  
Location: Known

Primary Location: Yes  
Description: MAMALA BAY

Latitude: 21°17.5 N Longitude: 157°51.4 W

Subject(s) and Details

MISLE Incident Investigation Report

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Collision with Fixed Object

Severity: Minor

<u>Injury Type</u>	<u>Body Region</u>
Abrasion	Lower Leg

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Collision with Fixed Object

Severity: Minor

<u>Injury Type</u>	<u>Body Region</u>
Abrasion	Lower Leg

Casualty Involved Diving: No

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Injured	Subject of Investigation

Nature Of Event Causing Injuries: Contact Injury- Collision with Fixed Object

Severity: Minor

<u>Injury Type</u>	<u>Body Region</u>
Abrasion	Lower Leg

Casualty Involved Diving: No

21May2011 05:40:00 EDT to 21May2011 05:45:00 EDT (Known): Post Casualty Alcohol Tests. These tests were administered using a non-DOT approved alcohol screening device, "First Check Breath Alcohol Test".

Timeline Type: Action  
Timeline Subtype: Drug/Alcohol Testing - Alcohol Testing  
Location: Known

Primary Location: No  
Description: Kewalo Basin Harbor

Latitude: 21°17.1 N Longitude: 157°51.0 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Thomas McCarthy	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

MISLE Incident Investigation Report

Direction To Provide Sample(s)

Date/Time Directed: 20May2011 20:00 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: General Manager

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Non-DOT approved "First Check Breath Alcohol Test"

Date/Time Results Obtained: 21May2011 05:40 EDT


Sample Test Results: Alcohol Not Detected

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Marine Employer

Description Of Sample Analysis: unknown

Irregularities In The Analysis Of The Sample: No

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

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 21May2011 05:40 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: 

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Non-DOT approved "First Check Breath Alcohol Test"

Date/Time Results Obtained: 21May2011 05:40 EDT

Sample Test Results: Alcohol Not Detected

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Marine Employer

Description Of Sample Analysis: unknown

Irregularities In The Analysis Of The Sample: No

MISLE Incident Investigation Report

21May2011 09:30:00 EDT to 21May2011 10:00:00 EDT (Known): Post Casualty Drug and Alcohol tests. DOT approved alcohol tests were administered in conjunction with the drug tests.

Timeline Type: Action  
Timeline Subtype: Drug/Alcohol Testing - DOT Drug Testing  
Location: Known

Primary Location: No  
Description: Queens Medical Center

Latitude: 21°17.0 N Longitude: 157°51.0 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Subject of Investigation

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 21May2011 05:40 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: ██████████

Mariner Directed To Get A DOT Drug Test: Yes

Chemical Test Sample Provided: Yes

Reason Chemical Test Sample Not Provided:

Sample

Drug Test Sample Taken Using DOT Protocols: Yes

Sample Type: Urine

Date/Time Sample Was Taken: 21May2011 09:47 EDT

Sampling Location: DLS

Collection Agent: ██████████

Collection Agent's Organization: DLS

Donor Certify Sample: Yes

Irregularities Noted: No

Drug Analysis

Analyzing Laboratory: QUEST DIAGNOSTICS INCORPORATED, Atlanta, GA, 30340

Specimen Analyzed Using DOT Protocols: Yes

Specimen Transferred And Chain Of Custody Complete: Yes

MISLE Incident Investigation Report

Primary Specimen Test Result

Result: Metabolites Not Present (negative)

Positive For:

Specimen Dilute: Yes

Reason(s) Rejected For Testing:

Remarks:

Review Conducted By

Medical Review Officer: [REDACTED]

Coroner:

Determination/Verification: Negative

Specimen Dilute (MRO): No

Split Specimen Analyzed: No

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

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 21May2011 05:40 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: [REDACTED]

Mariner Directed To Get A DOT Drug Test: Yes

Chemical Test Sample Provided: Yes

Reason Chemical Test Sample Not Provided:

Sample

Drug Test Sample Taken Using DOT Protocols: Yes

Sample Type: Urine

Date/Time Sample Was Taken: 21May2011 10:10 EDT

Sampling Location: DLS

Collection Agent: [REDACTED]



MISLE Incident Investigation Report

Collection Agent's Organization: DLS

Donor Certify Sample: Yes

Irregularities Noted: No

Drug Analysis

Analyzing Laboratory: QUEST DIAGNOSTICS INCORPORATED, Atlanta, GA, 30340

Specimen Analyzed Using DOT Protocols: Yes

Specimen Transferred And Chain Of Custody Complete: Yes

Primary Specimen Test Result

Result: Metabolites Not Present (negative)

Positive For:

Specimen Dilute: Yes

Reason(s) Rejected For  
Testing:

Remarks:

Review Conducted By

Medical Review Officer: [REDACTED]

Coroner:

Determination/Verification: Negative

Specimen Dilute (MRO): No

Split Specimen Analyzed: No

21May2011 09:30:00 EDT to 21May2011 10:00:00 EDT (Known): Post Casualty Drug and Alcohol tests.  
DOT approved alcohol tests were administered in conjunction with the drug tests.

Timeline Type: Action  
Timeline Subtype: Drug/Alcohol Testing - Alcohol Testing  
Location: Known

MISLE Incident Investigation Report

Primary Location: No  
Description: Queens Medical Center

Latitude: 21°17.0 N Longitude: 157°51.0 W

Subject(s) and Details

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

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 21May2011 05:40 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: [REDACTED]

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Alco Screen IV

Date/Time Results Obtained: 21May2011 09:34 EDT

Sample Test Results: Alcohol Not Detected

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: DLS

Description Of Sample Analysis: unknown

Irregularities In The Analysis Of The Sample: No

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

Reason Directed To Provide Sample(s): Post-casualty

Direction To Provide Sample(s)

Date/Time Directed: 21May2011 05:40 EDT

Means Of Direction: Marine Employer

Organization Directing Chemical Test Sample: Marine Employer

Description: [REDACTED]

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Alco Sensor IV

Date/Time Results Obtained: 21May2011 09:58 EDT

MISLE Incident Investigation Report

Sample Test Results: Alcohol Not Detected  
Blood Alcohol Content (BAC):  
Laboratory/Individual Conducting Test: DLS  
Description Of Sample Analysis: unknown  
Irregularities In The Analysis Of The Sample: No

21May2011 10:00:00 EDT to 21May2011 10:00:00 EDT (Known): 96 Hour Work Rest History. See attached documents for details.

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

Primary Location: No  
Description: Kewalo Basin Harbor

Latitude: 21°17.1 N Longitude: 157°51.0 W

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: Physiological Condition  
Component: Fatigue - Stress effects  
Cite:  
Involves CG Approved Equipment: No  
Security Violation: No  
Deficiency: No

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

System: Personnel  
Subsystem: Physiological Condition  
Component: Fatigue - Stress effects  
Cite:  
Involves CG Approved Equipment: No  
Security Violation: No  
Deficiency: No

**VIII. CORRESPONDENCE**

Investigator Narrative Summary of Investigation

Source: USCG  
Date: 6/15/2011 10:20:00 AM  
Attachments:

Summary of Investigation; Legacy - Unknown;  
[REDACTED]; 14Jun2011 20:00:00 EDT; No

MISLE Incident Investigation Report

Draft Marine Safety Information Bulletin

Source: USCG

Date: 6/15/2011 10:57:00 AM

Attachments:

Draft MSIB 11-014 Parasailing incidents; Legacy - Unknown;  
[REDACTED]; 14Jun2011 20:00:00 EDT; No

Draft Enclosure Sector Honolulu Parasail Safety Recommendation; Legacy - Unknown;  
[REDACTED]; 14Jun2011 20:00:00 EDT; No

COMDT Final Action Memo

Source: USCG

Date: 6/29/2022 7:17:51 PM

Attachments:

4018269\_WIND\_WARRIOR\_FFAM\_SIGNED17Jun2022; Other;  
[REDACTED]; 29Jun2022 15:35:53 EDT; No

**IX. CONCLUSIONS – PART 1. CAUSE**

**Initiating Event:**

**Failures of Defense Against Subsequent Events in the Incident**

**X. CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS**

The following referrals for enforcement action have been made as a result of this investigation and represent those instances where the Coast Guard has gathered evidence that indicates one or more alleged violations or offenses may have occurred. Any determinations as to whether or not one or more actual violations or offenses have occurred are documented in the appropriate Coast Guard enforcement activities.

**Referral #1:**

WIND WARRIOR/Injury/Violation of Law

Party: [REDACTED]

Enforcement Type: Warning

Status: Closed - Agency Action Complete

**Alleged Violations**

Cite: 46CFR5.29

Date/Time: 21May2011 04:29 EDT

Event/Action/Condition: Deck Operations - Passenger Safety

Location: MAMALA BAY

Subject(s): [REDACTED]

Evidence

MISLE Incident Investigation Report

4018269-002-JWL; CG-2692 Submitted by Capt [REDACTED]; 21May2011 06:44:00 EDT

4018269-003-JWL; CG-2692 Submitted by Deckhand [REDACTED]; 21May2011 06:47:00 EDT

4018269-018-JWL; Statement [REDACTED]; 31May2011 03:42:00 EDT

4018269-015-JWL; Evidence log for receipt of Towline and 1 Youth PFD; 21May2011 07:44:00 EDT

4018269-012-JWL; DAPI Inspection Form; 26May2011 07:38:00 EDT

4018269-007-JWL; Alcohol Test Results [REDACTED]; 26May2011 06:53:00 EDT

4018269-011-JWL; Photos of [REDACTED] Family during Parasail Flight. 11 Photos Attached. All Photos are of the [REDACTED] Family in the Parasail Rig.; 23May2011 07:03:00 EDT

4018269-010-JWL; Passenger List for 5/21/2011 First run of the Morning at 0800.; 21May2011 06:57:00 EDT

4018269-008-JWL; Drug Test Results [REDACTED]; 26May2011 06:54:00 EDT

4018269-021-JWL; Hawaiian Parasail State of Hawaii Department of Natural Resources Parasail Permit; 31May2011 03:52:00 EDT

4018269-004-JWL; CG-2692B; 31May2011 06:49:00 EDT

4018269-019-JWL; [REDACTED] 96 Hour Work Rest History; 31May2011 03:46:00 EDT

4018269-013-JWL; WIND WARRIOR Daily Vessel Machinery Check List for 5/21/2011, Date of Accident.; 21May2011 07:39:00 EDT

4018269-005-JWL; Alcohol Test Results [REDACTED]; 26May2011 06:50:00 EDT

4018269-001-MISLE; MISLE Notification #471748 for report of incident received by Telephone call to Coast Guard.; 21May2011 14:35:00 EDT

4018269-020-JWL; [REDACTED] 96 Hour Work Rest History; 31May2011 03:49:00 EDT

4018269-006-JWL; Drug Test Results [REDACTED]; 26May2011 06:51:00 EDT

4018269-017-JWL; Statement [REDACTED]; 31May2011 03:40:00 EDT

4018269-016-JWL; Photos of parasail equipment examined on May 26, 2011 at Kewalo Harbor. 8 photos attached.; 26May2011 06:05:00 EDT

4018269-014-JWL; WIND WARRIOR Daily Vessel Machinery Check List for 4/20/2011, last date topline was changed out.; 21May2011 07:41:00 EDT

4018269-009-JWL; Weather Information for 5/21/2011; 21May2011 06:56:00 EDT

## XI. SAFETY RECOMMENDATIONS

### Safety Recommendation # 1 : Establish Distinct License, Training, Qualification, and Experience

It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, establish distinct license, training, qualification, and experience requirements that apply to operators and crew of commercial parasail vessels.

Date Created: 02Jun2011 EDT

Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:21:32 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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.

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'

A hazardous condition is any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. In July 2015, the U.S. Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 1-15, "TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), PART 4 MARINE CASUALTY REPORTING PROCEDURES GUIDE WITH ASSOCIATED STANDARD INTERPRETATIONS." NVIC 1-15 clarifies that parasailing accidents not reaching reportable marine casualty thresholds in 46 CFR § 4.05-1 would still constitute a hazardous condition as defined in 33 CFR 160.202 and meet the subsequent reporting requirement of hazardous conditions as defined in 33 CFR §160.216.

In 2015, U.S. Coast Guard Training Center Yorktown added a parasail casualty scenario to the Investigating Officer Course curriculum. This scenario offers Coast Guard Investigators the opportunity to consider the unique investigation considerations associated with parasail

operations.

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/Ow--Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5-PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

### **Safety Recommendation # 2 : Written Assessment and Contingency Plan for Parasail Operators**

It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to conduct a written assessment of all the risks it foresees could arise in conducting parasailing, and to prepare a written contingency plan approved by the local OCMI for eliminating, minimizing or responding to the risks.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:23:23 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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.

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'

A hazardous condition is any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. In July 2015, the U.S. Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 1-15, "TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), PART 4 MARINE CASUALTY REPORTING PROCEDURES GUIDE WITH ASSOCIATED STANDARD INTERPRETATIONS." NVIC 1-15 clarifies that parasailing accidents not reaching reportable marine casualty thresholds in 46 CFR § 4.05-1 would still constitute a hazardous condition as defined in 33 CFR 160.202 and meet the subsequent reporting requirement of hazardous conditions as defined in 33 CFR §160.216.

In 2015, U.S. Coast Guard Training Center Yorktown added a parasail casualty scenario to the Investigating Officer Course curriculum. This scenario offers Coast Guard Investigators the opportunity to consider the unique investigation considerations associated with parasail operations.

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/Ow--Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

### **Safety Recommendation # 3 : Training, Drills and Exercises**

It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to conduct sufficient training, drills and exercises to ensure that crewmembers are proficient in parasailing emergency techniques and procedures. Training, drills and exercises shall be logged or otherwise documented for review by the Coast Guard upon request. Drills and exercises must test the proficiency of company and vessel personnel in assigned emergency response duties.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:23:53 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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



## MISLE Incident Investigation Report

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In 2015, U.S. Coast Guard Training Center Yorktown added a parasail casualty scenario to the Investigating Officer Course curriculum. This scenario offers Coast Guard Investigators the opportunity to consider the unique investigation considerations associated with parasail operations.

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.

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#### Safety Recommendation # 4 : Emergency Instructions

It is recommended that the Commandant of the Coast Guard require parasail vessels to have emergency instructions onboard and readily available to the master and crew to include at least the following parasailing contingencies: unintended landing on water; winch malfunction; towline failure; and propulsion machinery failure with a passenger in flight.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:24:20 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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.

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#### **Safety Recommendation # 5 : Guidelines For Towline Selection, Inspection, and Removal From Service**

It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, develop parasail towline selection, inspection and retirement (removal from service) guidelines. These guidelines should require records to be kept that indicate the size, fiber, construction, length, manufacturer, minimum breaking strength, safe working load, date placed in service, and inspection interval for each towline. Inspections should be logged and should check for damage, wear and include caliper measurements of the towline diameter to determine if the towline has deteriorated. The master of the parasailing vessel should be responsible for keeping these records and reporting the same to management. For each towline, the records should be kept for the duration of its service life and should be made available for review by the Coast Guard upon request. When developing the guidelines, the Coast Guard should further evaluate: the need to conduct additional operational tests to determine a towline's required minimum breaking strength; the need to require the breaking strength of each towline to be certified by the manufacturer by subjecting a portion of the rope to destructive testing prior to its installation; and the need to specify the use of more efficient connections (e.g., eye splices, thimbles, etc.) between the towline and the yoke.

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Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:25:15 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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#### **Safety Recommendation # 6 : Logs and Records**

It is recommended that the Commandant of the Coast Guard require the operator of a commercial parasail vessel to record for each flight: the parasail canopy used and its operational limitations; the estimated weight of the passenger(s); the prevailing wind and sea state; the duration of the flight; and the details of any parasailing incident that occurred during the flight. The master of the parasailing vessel should be responsible for keeping these records and reporting the same to management. For each towline, the records should be kept for the duration of its service life and should be made available for review by the Coast Guard upon request.

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Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:25:54 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. The Coast Guard

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### **Safety Recommendation # 7 : Operational Readiness, Maintenance, and Inspection Requirements for Winches**

It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, develop operational readiness, maintenance, and inspection requirements for winches used to deploy and recover passengers while parasailing. When developing the inspection requirements, the Coast Guard should develop minimum power ratings and further evaluate the need for redundant or emergency winch systems that could be used should the primary winch fail.

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Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:27:50 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

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### **Safety Recommendation # 8 : Inspection of Parasail Gear and Equipment**

It is recommended that the Commandant of the Coast Guard require the inspection of the parasail gear and equipment, as necessary to determine that the gear and equipment are in good working order and fit for the service intended, before the issuance of a Certificate of Inspection to any vessel that engages in commercial parasailing.

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Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:28:21 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

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### **Safety Recommendation # 9 : Define Routes and Operational Limits for Parasailing**

It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, define the necessary route and operational limits for safe parasailing, and direct cognizant Officers in Charge, Marine Inspection, to record these route and operational limits on the Certificate of Inspection of commercial parasail vessels.

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Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:29:03 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

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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/Ow--Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

## Safety Recommendation # 10 : Comprehensive Passenger Safety Briefing

It is recommended that the Commandant of the Coast Guard require owners and operators of commercial parasail vessels to provide a comprehensive passenger safety briefing prior to departure to include a discussion of the inherent risks of parasailing, the route and operational limits imposed to mitigate these risks, and the proper procedures to be followed during the course a parasailing emergencies to include: unintended landing on water; winch malfunction; towline failure; and propulsion machinery failure with a passenger in flight.

Date Created: 02Jun2011 EDT

Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:29:41 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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.

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:

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- 2013: 07-13 Safety Alert 'Parasailing Operations-Know Your Ropes (2)'
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### **Safety Recommendation # 11 : Monitor Marine Broadcasts**

It is recommended that the Commandant of the Coast Guard require commercial parasail operators to monitor marine broadcasts prior to conducting and while engaged in parasailing, and to obtain and monitor wind speed and direction in order to evaluate the advisability of launching passenger(s) in flight, or continuing with a flight when conditions progressively deteriorate.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:30:12 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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### **Safety Recommendation # 12 : Incorporate By Reference PAPO OSAG**

It is recommended that the Commandant of the Coast Guard, in consultation with national parasailing organizations and/or the parasailing industry, review, modify, and ultimately adopt and incorporate by reference in 46 C.F.R. Subchapter T, the Professional Association of Parasail Operators Operating Standards and Guidelines, or a similarly produced and recognized industry standard. Where industry has not established suitable safety requirements addressing the causes of this casualty, the Coast Guard should provide the leadership and catalyze their development. These actions will allow the Coast Guard to capitalize on standards that are already familiar to the parasailing industry and will raise the level of safety provided to the level expected by the American public. Further, it will minimize the burdens on the parasailing industry associated with variations in safety standards imposed by various jurisdictions.

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Date Last Modified: 29Jun2022 15:30:42 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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### **Safety Recommendation # 13 : Coast Guard To Seek Legislative Authority To Inspect Parasail Vessels**

It is recommended that the Commandant of the Coast Guard seek legislative authority to inspect parasail vessels that carry at least one passenger for hire and enact implementing regulations. This action when taken in concert with this report's other recommended actions will result in a regulatory regime that provides a set of minimum safety standards for commercial parasailing on U.S. navigable waters, and will result in lives saved.

Date Created: 02Jun2011 EDT

Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:31:08 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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#### **Safety Recommendation # 14 : Coast Guard To Provide Written Guidance To Marine Inspectors**

It is recommended that the Commandant of the Coast Guard provide written guidance to marine inspectors to be used during the inspection and certification of commercial parasail vessels. This guidance should be taught at the Marine Inspection and Investigation School at Training Center Yorktown and be made available to the public and parasailing industry.

Date Created: 02Jun2011 EDT

Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:31:37 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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#### **Safety Recommendation # 15 : Coast Guard To Provide Written Guidance To Marine Investigators**

It is recommended that the Commandant of the Coast Guard provide written guidance to marine investigators to be used during the investigation of parasailing marine casualties. This guidance should be taught at the Marine Inspection and Investigation School at Training Center Yorktown and be made available to the public and parasailing industry.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:32:04 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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).

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**Safety Recommendation # 16 : New Reporting Requirements For Parasailing Industry**

## MISLE Incident Investigation Report

It is recommended that the Commandant of the Coast Guard provide notice to the parasailing industry that failures of parasailing equipment to include the winch, towline, harness, and parasail, are considered to be occurrences that materially and adversely affect a vessel's fitness for service, and are considered reportable marine casualties under 46 USC §6101 and its implementing regulations of 46 C.F.R. §§ 4.05-1(a)(4) and 185.202(a)(4).

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Current Owner Unit: COMDT INV

Date Last Modified: 29Jun2022 15:32:31 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

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- 2018: 12-18 Safety Alert 'Hazards of Parasail and Watersport Passenger Transfers' - ••
- 2019: MSIB 002-19 'Parasailing ?? Navigation.Rules and Flight Safety'

A hazardous condition is any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. In July 2015, the U.S. Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 1-15, "TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), PART 4 MARINE CASUALTY REPORTING PROCEDURES GUIDE WITH ASSOCIATED STANDARD INTERPRETATIONS." NVIC 1-15 clarifies that parasailing accidents not reaching reportable marine casualty thresholds in 46 CFR § 4.05-1 would still constitute a hazardous condition as defined in 33 CFR 160.202 and meet the subsequent reporting requirement of hazardous conditions as defined in 33 CFR §160.216.

In 2015, U.S. Coast Guard Training Center Yorktown added a parasail casualty scenario to the Investigating Officer Course curriculum. This scenario offers Coast Guard Investigators the opportunity to consider the unique investigation considerations associated with parasail operations.

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/Ow--Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

**Safety Recommendation # 17 : Implement The Voluntary Commercial Parasailing Vessel Safety Examination Program**

It is recommended that the Commandant of the Coast Guard implement the Voluntary Commercial Parasailing Vessel Safety Examination program instituted by Coast Guard Sector St. Petersburg throughout the Coast Guard until this report's other recommended actions can be fully enacted. This interim measure will enhance, improve, and increase Coast Guard interactions with the parasailing vessel industry and promote the voluntary compliance with industry best practices.

Date Created: 02Jun2011 EDT  
Current Owner Unit: COMDT INV  
Date Last Modified: 29Jun2022 15:32:55 EDT  
Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of these recommendations. 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.

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'

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- 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'

A hazardous condition is any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. In July 2015, the U.S. Coast Guard issued Navigation and Vessel Inspection Circular (NVIC) 1-15, "TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), PART 4 MARINE CASUALTY REPORTING PROCEDURES GUIDE WITH ASSOCIATED STANDARD INTERPRETATIONS." NVIC 1-15 clarifies that parasailing accidents not reaching reportable marine casualty thresholds in 46 CFR § 4.05-1 would still constitute a hazardous condition as defined in 33 CFR 160.202 and meet the subsequent reporting requirement of hazardous conditions as defined in 33 CFR §160.216.

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

### **Safety Recommendation # 18 : Coast Guard to Conduct Annual Background Checks of Coast Guard Credentialed Mariners.**

It is recommended that the Commandant of the Coast Guard require the National Maritime Center to develop and institute a system to conduct background checks on credentialed mariners on at least an annual basis. Currently, background checks are only conducted on credentialed mariners during the application process, renewal process, or when the mariner's conduct is under investigation by a Coast Guard Investigator Officer.

Date Created: 08Jun2011 EDT  
Current Owner Unit: SEC Hono  
Date Last Modified: 10Sep2015 14:44:37 EDT  
Priority: Normal

Final Agency Action:  
Final Agency Comment:

### **Safety Alerts:**