



United States Coast Guard

MISLE Incident Investigation Report For UPPER CLASS - Injury

On 01Jul2016 13:30:00 EDT



MISLE Activity Number: 5983290
MISLE Case Number: 1033332

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16732/IIA #5983290
17 June 2022

**INJURY OCCURRING ON THE SMALL PASSENGER VESSEL UPPER CLASS
WHILE CONDUCTING PARASAIL OPERATIONS OFF THE COAST OF
PENSACOLA, FLORIDA ON JULY 01, 2016**

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

Recommendation 1: The latent unsafe condition present throughout the parasail community is where the stern of the vessel meets the aft landing platform of the vessel. The corner known as combing creates a rigid 90 degree angle. There is no requirement to have any padding or protective covering on that edge. In the event the parasailor is brought in too low or if the wind dissipates as the passenger is being winched in, creates the potential to cause serious leg and/or bodily injuries if they come into contact with the combing. It is recommended that the American Society for testing and materials (ASTM) and its' member agencies consider implementing a requirement that the combing be protected with padding.

Action: I concur with the intent of this recommendation. 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 this casualty in 2016, the Coast Guard has issued multiple Safety Alerts and Marine Safety Information Bulletins (MSIBs) to the public, which are specific to the parasailing industry. Of particular note, in 2018, 12-18 Safety Alert 'Hazards of Parasail and Watersport Passenger Transfers' was published and addresses the Coast Guard's recommendation to waterport vessel owners and operators to develop written guidance for all aspects of the underway transfer of passengers during transfers.

The closure of this case will allow the Coast Guard to share it and this third party safety recommendation 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 01 July 2016 at approximately 1230 the UPPER CLASS (O.N.1209741) was conducting parasail operations off the coast of Pensacola, Florida. The Captain and Deckhand advised the patrons of general safety, lifejackets, man overboard and fire procedures. There was no mention of launch or recovery instructions. Two sets of patrons had taken their turns and the third couple was going up in the parasail chute. The two prior runs were uneventful with no injuries or incidents. The wind in the area during that day was calm and out of the NNW at 3.5mph at 12:15.

The third set of patrons took their ride; on the way down the Captain of the UPPER CLASS "dipped" the couple. "Dipping" the passenger's requires them to be pulled no further away than 150 from the vessel then the patron's lower body is immersed in the water for a few seconds then ascend back over the water. Once the "dip" was done they continued to pull the couple in. The couple was approximately 10' from the boat when the winds suddenly stopped and the couple dropped almost parallel with the stern of the vessel. The deck hand continued to reel in the parachute in and the Captain was telling the couple to lift their legs up.

The winch pulled them into the vessel but the female passenger wasn't able to get her legs lifted up in time and sustained lacerations to both shins. The Male was bruised down his left leg and pelvis but didn't require medical treatment beyond first aid. The injured female was transported to the shore for additional medical treatment. Once on the shore she was transported to urgent care and was treated with stitches for her injuries.

As a result of its investigation, the Coast Guard has determined that the initiating event for this casualty was injuries sustained during the recovery of the passengers and parachute. The causal factors that contributed to this casualty include: (1) Pre-existing medical condition of one of the injured passenger's and the inability to lift her legs in time, (2) the lack of wind keeping the parachute inflated and (3) the vessel's hard combing on the stern.

Personnel Casualty Summary

Total Missing = 0

Total Dead = 0

Total Injured = 1

Total At Risk, Not Injured = 1

Total People At Risk = 2

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>
Gulf of Mexico	30°19.6 N	087°03.4 W

III. INVOLVED PERSONNEL

Name: [REDACTED]

Team Lead: Yes

Point Of Contact: Yes

Role: Investigating Officer - Field Investigation

Status: Assigned

Department Id: 007371

Type/Rank: Warrant - Warrant Officer (W3)

Agency Type/Agency: Federal - DHS/Federal - DHS

Source Id/Source [REDACTED]/Direct Access Personnel

Comments:

IV. INVOLVED TEAM

V. INVOLVED SUBJECTS

Involved Vessels

Name:	UPPER CLASS
Flag:	UNITED STATES
Primary VIN:	1209741
Call Sign:	WDH4891
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Passenger Ship, Parasailing Vessel, General (More Than 6)
Gross Tonnage:	13
Net Tonnage:	10
Dead Wt. Tonnage:	
Length:	31.0
Home/Hailing Port:	ORANGE BEACH
Keel Laid Date:	
Delivery Date:	27Mar2008
Place of Construction:	CLERMONT, New Jersey, UNITED STATES
Builder Name:	
Propulsion Type:	Diesel Outdrive
Ahead HP:	330
Master:	[REDACTED]
Classification Society:	
Owner:	Chute em up, [REDACTED]
Operator:	
Inspection Subchapter:	T
Most Recent Vessel Inspection Activity:	5840511, 24Mar2016 10:55:13 EDT
Current Certificate of Inspection:	Issued On: 05Feb2015 by Sector Mobile

Involved Persons

Status:	At Risk, Not Injured
Role:	Witness
Gender:	Male

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Age:
SSN:
Birth Date:
Email Address:
Phone Number (Home):
Address (Home/Primary Residence):

[REDACTED]
[REDACTED]

UNITED STATES

Comments:

With the person injured in the parasail

[REDACTED]
Status:

Injured

Role:

Subject of Investigation

Gender:

Female

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Home):

Address (Home/Primary Residence):

[REDACTED]
[REDACTED]

UNITED STATES

Comments:

[REDACTED]
Status:

Not at Risk

Role:

Other

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number:

Address (Home/Primary Residence):

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

UNITED STATES

Comments:

[REDACTED]
Status:

Not at Risk

Role:

Witness

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Home):

Address (Home/Primary Residence):

[REDACTED]
[REDACTED]

UNITED STATES

Comments:

[REDACTED]
Status:

Not at Risk

Role:

Subject of Investigation

Gender:

Male

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Home):

[REDACTED]

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Address (Home/Primary Residence):

[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status:

Not at Risk

Role:

Medical Review Officer

Gender:

Male

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Daytime Phone):

Address (Primary Place of Business):

[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status:

Not at Risk

Role:

Subject of Investigation

Gender:

Age:

SSN:

Birth Date:

Email Address:

Phone Number:

Address (Home/Primary Residence):

[REDACTED]
UNITED STATES

Comments:

[REDACTED]

Status:

Not at Risk

Role:

Witness

Gender:

Female

Age:

SSN:

Birth Date:

Email Address:

Phone Number (Home):

Address (Home/Primary Residence):

[REDACTED]
UNITED STATES

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
[REDACTED]; Subject of Investigation
[REDACTED]; Subject of Investigation

Involved Organizations

Chute em up

Role:

Other

Email Address:

Phone Number:

Address:

Comments:

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Involved Facilities: None

Involved Waterways

GULF OF MEXICO

Role:

Description:

Location

Gulf of Mexico

Involved Other Subjects: None

VI. EVIDENCE

Control Number: 5983290 - MISLE - 0

Description: MISLE Notification #751703 for a report of an incident received by Telephone call to Coast Guard

Evidence Type: Misle Notification

Collection Information

Date/Time: 25Aug2016 16:15:22 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

Control Number: 5983290-001-EJK

Description: CG-2692

Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:00 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

cg-2692 back; CG-2692-Rpt of Marine, Comm Dive, or OCS Casualty;
30Aug2016 10:59:01 EDT; No

cg-2692; CG-2692-Rpt of Marine, Comm Dive, or OCS Casualty;
30Aug2016 10:58:39 EDT; No

MISLE Incident Investigation Report

Control Number: 5983290-002-EJK

Description: CG-2692B Chemical testing

Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:48 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

cg-2692B chemical testing; CG-2692B-Rpt of Mandatory Chem Test Following SMI;
30Aug2016 10:51:40 EDT; No

Control Number: 5983290-003-EJK

Description: CG-2692C personnel casualty

Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:00 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

cg-2692C personnel casualty addendum; Other;
30Aug2016 10:51:20 EDT; No

Control Number: 5983290-004-EJK

Description: CG-2692D involved persons and witnesses addendum

Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:00 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

cg-2692D involved persons and witnesses addendum; Other;
30Aug2016 10:50:56 EDT; No

Control Number: 5983290-005-EJK

Description: Incident report from the company

Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:00 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

Company's incident report back; Other;
30Aug2016 10:49:28 EDT; No

MISLE Incident Investigation Report

Company's incident report; Other;
30Aug2016 10:48:56 EDT; No

Control Number: 5983290-006-EJK

Description: Customer liability release form
Evidence Type: Standard

Collection Information

Date/Time: 11Jul2016 15:53:00 EDT
Location: Sector Mobile
Collected By: [REDACTED]; U. S. Coast Guard

Attachments

participant release back; Other;
Participant release back page; 26Sep2016 13:30:13 EDT; No

participant release front page; Other;
Customer liability release; 26Sep2016 11:45:44 EDT; No

Control Number: 5983290-007-EJK

Description: Witness statements from [REDACTED], [REDACTED], [REDACTED] and [REDACTED]

Evidence Type: Standard

Collection Information

Date/Time: 10Aug2016 09:00:00 EDT
Location: Sector Mobile
Collected By: [REDACTED]; U. S. Coast Guard

Attachments

[REDACTED] statement signed; Witness Statement/Interview Record;
30Aug2016 10:30:40 EDT; No

[REDACTED] statement signed; Witness Statement/Interview Record;
30Aug2016 10:30:22 EDT; No

[REDACTED] statement signed; Witness Statement/Interview Record;
30Aug2016 10:29:56 EDT; No

[REDACTED] statement signed; Witness Statement/Interview Record;
30Aug2016 10:29:28 EDT; No

Control Number: 5983290-008-EJK

Description: Results of the DOT-5 panel chemical test
Evidence Type: Standard

Collection Information

Date/Time: 06Jul2016 11:00:00 EDT
Location: Sector Mobile
Collected By: [REDACTED]; U. S. Coast Guard

Attachments

[REDACTED] drug test results; Other;
30Aug2016 11:03:41 EDT; No

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██████████ drug test results; Other;
30Aug2016 11:03:20 EDT; No

Control Number: 5983290-009-EJK

Description: IO summary interview of the Captain of the UPPER CLASS

Evidence Type: Standard

Collection Information

Date/Time: 30Aug2016 12:22:23 EDT

Location: Sector Mobile

Collected By: ██████████; U. S. Coast Guard

Attachments

IO summary interview with ██████████; Witness Statement/Interview Record;
IO interview summary; 30Aug2016 12:24:22 EDT; No

Control Number: 5983290-010-EJK

Description: Weather conditions from 01 July 2016, Gulf Shores, AL.

Evidence Type: Standard

Collection Information

Date/Time: 30Aug2016 17:14:53 EDT

Location: Sector Mobile

Collected By: ██████████; U. S. Coast Guard

Attachments

Weather 01July16 Gulf Shores AL; Other;
Weather conditions for 01 July 2016; 30Aug2016 17:18:13 EDT; No

Control Number: 5983290-011-EJK

Description: Alcohol test results for the Captain and Deckhand

Evidence Type: Standard

Collection Information

Date/Time: 31Aug2016 13:49:00 EDT

Location: Sector Mobile

Collected By: ██████████; U. S. Coast Guard

Attachments

Alcohol test results for ██████████, ██████████ and ██████████; Other;
Alcohol test results for Captain and Deckhand; 31Aug2016 17:16:44 EDT; No

MISLE Incident Investigation Report

Control Number: 5983290-012-EJK

Description: ASTM standards 2014 version

Evidence Type: Standard

Collection Information

Date/Time: 17Oct2016 15:08:35 EDT

Location: Sector Mobile

Collected By: [REDACTED]; U. S. Coast Guard

Attachments

ASTM; Other;

Current ASTM standards for 2014; 17Oct2016 15:36:54 EDT; No

VII. TIMELINE

01Jul2011 16:00:10 EDT to 01Jul2011 16:00:10 EDT (Estimated): Injured passenger had a prior medical procedure which included a [REDACTED].

Timeline Type: Condition

Timeline Subtype: Person - Person Condition

Location: Known

Primary Location: Yes

Description: Gulf of Mexico

Latitude: 30°19.6 N

Longitude: 087°03.4 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
[REDACTED]	Person	Injured	Subject of Investigation

System: Personnel

Subsystem: Physical Condition

Component: Other physical capability

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

01Jul2016 12:00:00 EDT to 01Jul2016 14:00:00 EDT (Estimated): UPPER CLASS gets underway from Gulf Shores, AL with 12 passengers along with the Captain and deckhand.

Timeline Type: Action

Timeline Subtype: Bridge Operations - Shiphandling

Location: Known

Primary Location: Yes

Description: Gulf of Mexico

Latitude: 30°19.6 N

Longitude: 087°03.4 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

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	At Risk, Not Injured	Witness

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

01Jul2016 12:00:00 EDT to 01Jul2016 13:30:00 EDT (Estimated): Weather at the time of the incident was scattered clouds, temperature was 88 degrees, average visibility was 10 miles, max gusts during that day were 22mph and max wind speed was calm and died down to 0 at 1230.

Timeline Type: Condition
Timeline Subtype: Environment - Weather Conditions
Location: Known

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

01Jul2016 12:01:00 EDT to 01Jul2016 12:10:00 EDT (Estimated): The Captain and Deckhands advised the patrons of general safety, lifejackets, man overboard and fire procedures. There was no mention of launch or recovery instructions.

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

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

MISLE Incident Investigation Report

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

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

01Jul2016 12:01:00 EDT to 01Jul2016 12:01:10 EDT (Estimated): The Captain nor the Deckhand gave pre-flight launch/recovery, flight, dipping or emergency procedures for parasail operations.

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

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
Chute em up	Organization		Other

01Jul2016 13:00:00 EDT to 01Jul2016 13:30:00 EDT (Estimated): Two sets of patrons had taken their turns and the third couple was going up in the parasail chute. The two prior runs were uneventful with no injuries or incidents.

Timeline Type: Action
Timeline Subtype: Passenger Activity - Parasailing/Waterskiing
Location: Known

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 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

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	At Risk, Not Injured	Witness

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

01Jul2016 13:30:00 EDT to 01Jul2016 13:30:00 EDT (Estimated): The third set of patrons took their ride; on the way down the Captain of the UPPER CLASS "dipped" the couple. "Dipping" the passenger's requires them to be pulled no further away than 150 from the vessel. Once the "dip" was done they continued to pull the couple in.

Timeline Type: Action
Timeline Subtype: Passenger Activity - Parasailing/Waterskiing
Location: Known

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 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

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	At Risk, Not Injured	Witness

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

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

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Witness

01Jul2016 13:30:01 EDT to 01Jul2016 13:30:30 EDT (Known): The couple was reeled in approximately 10' from the boat when the winds suddenly stopped and the couple dropped almost parallel with the stern of the vessel. The Deckhand continued to reel the parachute in and the Captain was telling the couple to lift their legs up, in order to clear the stern of the vessel.

Timeline Type: Condition
Timeline Subtype: Environment - Weather Conditions
Location: Known

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

01Jul2016 13:30:02 EDT to 01Jul2016 13:30:03 EDT (Estimated): With the winch pulling them into the vessel, the female wasn't able to get her legs lifted up in time and sustained lacerations to both shins. The Male was bruised down his left leg and pelvis but didn't require additional medical treatment. The injured female was transported to the shore for additional medical treatment.

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

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

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<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: Moderate

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

Casualty Involved Diving: No

19Jul2016 10:00:00 EDT to 19Jul2016 10:00:00 EDT (Estimated): Received CG-2692

Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - CG-2692
Location: Known

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 W

Subject(s) and Details

<u>Name</u>	<u>Type</u>	<u>Status</u>	<u>Role</u>
██████████	Person	Not at Risk	Other

31Aug2016 13:34:09 EDT to 31Aug2016 17:29:00 EDT (Estimated): Captain and Deckhand of the UPPER CLASS submitted to alcohol testing.

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

Primary Location: Yes
Description: Gulf of Mexico

Latitude: 30°19.6 N Longitude: 087°03.4 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: 01Jul2016 13:30 EDT

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Post casulaty

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

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Instrument Used For Analysis: Intoxilizer 400

Date/Time Results Obtained: 01Jul2016 17:29 EDT

Sample Test Results: Alcohol Not Detected

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Gulf south resources

Description Of Sample Analysis: test #118 intox400 device serial # 052158D

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: 01Jul2016 13:30 EDT

Means Of Direction: Verbal

Organization Directing Chemical Test Sample: Marine Employer

Description: Alcohol test

Chemical Test Sample(s) Provided: Yes

Method Of Analysis: Breath Test

Instrument Used For Analysis: Intoxilizer 400

Date/Time Results Obtained: 01Jul2016 17:40 EDT

Sample Test Results: Alcohol Not Detected

Blood Alcohol Content (BAC):

Laboratory/Individual Conducting Test: Gulf South Resources

Description Of Sample Analysis: Test 2005, Intoxilizer 400, device # 071845D

Irregularities In The Analysis Of The Sample: No

VIII. CORRESPONDENCE

COTP Endorsement

Source: USCG

Date: 12/19/2016 1:46:50 PM

Attachments:

5983290; Other;

██████████; 19Dec2016 08:49:26 EST; No

COMDT Final Action Memo

Source: USCG

Date: 6/30/2022 1:43:32 PM

Attachments:

5983290_UPPER_CLASS_FFAM_SIGNED17Jun2022; Other;
[REDACTED]; 30Jun2022 09:44:44 EDT; No

IX. CONCLUSIONS – PART 1. CAUSE

Initiating Event:

Personnel Casualty - Injury (01Jul2016 13:30:02 EDT)

Precondition

Person - Physical Condition - Injured female passanger had pre-exhisting medical issues

Injured female passanger had pre-exhisting medical issues with her back that prevented her from responding in enough time to lift her legs out of the way of the vessels stern.

Condition/Environment - Weather Conditions (01Jul2016 13:30:01 EDT); Gulf of Mexico; The couple was reeled in approximatley 10' from the boat when the winds suddenly stopped and the couple dropped almost parallel with the stern of the vessel. The Deckhand continued to reel the parachute in and the Captain was telling the couple to lift their legs up, in order to clear the stern of the vessel.; Gulf of Mexico

Mismatch - Between Person and Environment - Wind in the area died down as they were recovering parasail passangers.

The wind in the area during that day was calm and out of the NNW at 3.5mph at 12:15 and was reported as calm with no wind at 12:35, that was the approximate time the parasail operator was recovering the third set of riders.

Condition/Environment - Weather Conditions (01Jul2016 12:00:00 EDT); Gulf of Mexico; Weather at the time of the incident was scattered clouds, temperature was 88 degrees, average visibility was 10 miles, max gusts during that day were 22mph and max wind speed was calm and died down to 0 at 1230.; Gulf of Mexico

Condition/Environment - Weather Conditions (01Jul2016 13:30:01 EDT); Gulf of Mexico; The couple was reeled in approximatley 10' from the boat when the winds suddenly stopped and the couple dropped almost parallel with the stern of the vessel. The Deckhand continued to reel the parachute in and the Captain was telling the couple to lift their legs up, in order to clear the stern of the vessel.; Gulf of Mexico

Mismatch - Between Person and Hardware - Vessels stern material

During the recovery of the passengers the lack of wind in the area at the time allowed the couple in the chute to drop rapidly toward the stern of the vessel. The stern of the vessel is made of hard fiberglass and/or steel and not equipped with any padding material. One of the passengers was not able to lift her legs in enough time to clear the stern of the vessel and subsequently suffered substantial injuries to her legs when they contacted the vessels stern.

Condition/Environment - Weather Conditions (01Jul2016 13:30:01 EDT); Gulf of Mexico; The couple was reeled in approximatley 10' from the boat when the winds suddenly stopped and the couple dropped almost parallel with the stern of the vessel. The Deckhand continued to reel the parachute in and the Captain was telling the couple to lift their legs up, in order to clear the stern of the vessel.; Gulf of Mexico

Programs/Guidance/Procedures (Software) – Condition - No requirement for opperating procedures prior to parasail flight.

ASTM does not require the Captain or the Deckhand to explain the launch/recovery, flight, dipping, or emergency procedures to the patrons at any time.

Condition/Organization - Organization Condition (01Jul2016 12:01:00 EDT); Gulf of Mexico; The Captain nor the Deckhand gave pre-flight launch/recovery, flight, dipping or emergency procedures for parasail operations.; Chute em up

Failures of Defense Against Subsequent Events in the Incident

X. CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS

None

XI. SAFETY RECOMMENDATIONS

Safety Recommendation # 1 : Safety padding on parasail vessel stern combing.

The latent unsafe condition present throughout the parasail community is where the stern of the vessel meets the aft landing platform of the vessel. The corner known as combing creates a rigid 90 degree angle. There is no requirement to have any padding or protective covering on that edge. In the event the parasailor is brought in too low or if the wind dissipates as the passenger is being winched in, creates the potential to cause serious leg and/or bodily injuries if they come into contact with the combing. It is recommended that the American Society for testing and materials (ASTM) and its' member agencies consider implementing a requirement that the combing be protected with padding.

Date Created: 10Oct2016 EDT

Current Owner Unit: COMDT INV

Date Last Modified: 30Jun2022 09:46:04 EDT

Priority: Normal

Final Agency Action: Concur - Alternate Acceptable Action

Final Agency Comment: I concur with the intent of this recommendation. 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 this casualty in 2016, the Coast Guard has issued multiple Safety Alerts and Marine Safety Information Bulletins (MSIBs) to the public, which are specific to the parasailing industry. Of particular note, in 2018, 12-18 Safety Alert 'Hazards of Parasail and Watersport Passenger Transfers' was published and addresses the Coast Guard's recommendation to waterport vessel owners and operators to develop written guidance for all aspects of the underway transfer of passengers during transfers.

The closure of this case will allow the Coast Guard to share it and this third party safety recommendation 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

Safety Alerts: