

**Alcohol and Drug Testing for the  
Maritime Industry**  
**46 CFR 4.05-12**  
46 CFR 4.05-12

For each marine casualty required to be reported, and verified to be a Serious Marine Incident, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty and report the results on a CG-2692B.

**SERIOUS MARINE INCIDENT**

Any marine casualty or accident as defined on the front of this brochure or 46 CFR 4.03-1, which is required to be reported by 46 CFR 4.05-1 resulting in the following:

- One or more deaths;
- An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed aboard a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
- Damage to property, as defined in 46 CFR 4.05-1(a)(7) in excess of \$100,000;
- Actual or constructive total loss of any vessel subject to inspection under 46 USC 3301;
- Actual or constructive total loss of any self propelled vessel, not subject to inspection under 46 USC 3301, - 100 gross tons or more;
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined by 33 USC 1321, whether or not resulting from a marine casualty;
- A discharge of a reportable quantity (RQ) of a hazardous substance into navigable waters of the U.S. or a release of a RQ of a hazardous substance into the environment, whether or not resulting from a marine casualty

**ALCOHOL AND DRUG TESTING**

- Drug testing is mandatory within 32 hours following a Serious Marine Incident.
- Alcohol testing is mandatory within 2 hours following a Serious Marine Incident.

**Coast Guard on the web**

United States Coast Guard  
[www.uscg.mil](http://www.uscg.mil)

National Response Center  
[www.nrc.uscg.mil](http://www.nrc.uscg.mil)

Local Coast Guard Sector  
<http://www.homeport.uscg>  
(view - Sector Directory)

*All Reportable Marine Casualty forms can be obtained from your local Coast Guard Sector .*

*Reports of past Reportable Marine Casualties can be viewed at:*

<http://marineinvestigations.us>

**Report Marine Casualties to**

Your Sector Command Center #  
or

**Channel 16 VHF/FM** (24 hrs)

**Sector Charleston**  
**843-724-7616**

**MSU Savannah**  
**912-443-3681**

**Sector Jacksonville**  
**904-564-7511**

**Sector St Petersburg**  
**727-824-7506**

**Sector Miami**  
**305-535-8701**

**Sector Key West**  
**305-292-8779**

**Sector San Juan**  
**787-289-2041**



**United States  
Coast Guard**

Department of Homeland Security

**Safety Awareness for  
Parasail Owners and  
Operators**



The intent of this brochure is to increase the awareness of owners and operators on the importance of: (1) prudent vessel operations while engaged in parasailing; (2) ensuring passenger safety is your top priority; and (3) being vigilant when it comes to vessel and parasailing equipment maintenance. Also discussed are findings from Coast Guard investigations of parasailing casualties and our expectations for the industry in an effort to reduce/ prevent future marine casualties. We also want to emphasize that owners and operators are responsible for: (1) reporting marine casualties to the Coast Guard; and (2) understanding that you will be held accountable for the safety of your passengers.

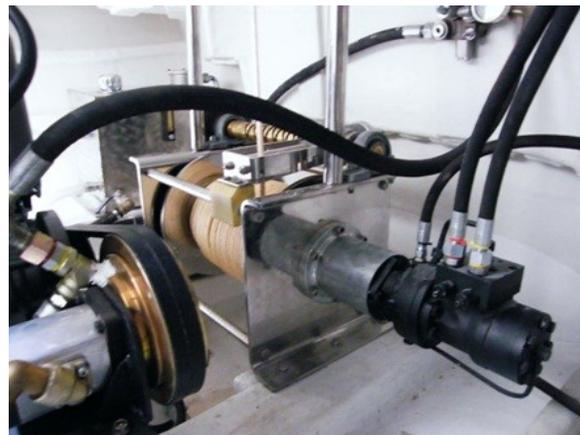
## Coast Guard Concerns and Casualty Analysis



- Casualties involving parasailing can result in serious injuries. Owners/operators paramount concern must be passenger safety.
- Inclement weather is the primary factor in the vast majority of parasailing casualties.
- Operators are pushing weather limits to complete one more trip, or one more parasail ride before the arrival of inclement weather.
- Operators are operating in a weather window that is too close to approaching severe weather or storm fronts.
- Winch and towline failures are the 2<sup>nd</sup> most common failures resulting in injury or death.
- Inducing knots into the towline significantly reduces towline strength and must be taken into consideration in determining the safe working load. Line manufacturers should be consulted.
- Winches can be overloaded by the effects of weather and vessel speed, thereby preventing retrieval and contributing to towline failure.

## Coast Guard Expectations for Owners and Operators

- Operators need to be vigilant in following industry and manufacturer standards & recommendations for parasailing equipment and operations.
- Operators need to stay fully abreast of current & forecasted weather in the area & during times of parasail operations.
- Operators are responsible for ensuring the weather and operating location are conducive for safe vessel and parasailing operations.
- Passenger safety briefs need to be conducted prior to each parasailing operation. Such passenger safety briefs should include instruction on emergency procedures to be taken by passengers while they are parasailing (including quick release procedures if applicable).
- Vessel crews need to be proficient in emergency procedures for retrieval/recovery of passengers that occur while aloft and or results in water entry due to: (1) loss of propulsion or forward vessel movement, (2) tow winch failures, (3) high wind conditions, and (4) parting of the towline.



## What is a Marine Casualty?



- Unintended grounding, or bridge allision;
- Intended grounding, or bridge allision causing a hazard to navigation, the environment, or safety of a vessel;
- Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route;
- Loss of Life;
- Injuries requiring professional medical treatment (treatment beyond first aid), and, for persons engaged or employed aboard, renders them unfit to perform routine duties;
- Occurrence causing property damage in excess of \$25,000;
- An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65.