

# **Voluntary Commercial Parasailing Vessel Safety Examination Booklet**

**U. S. Coast Guard**



**Safety through Prevention and Partnership**

Locally produced form (Printed in St. Petersburg, FL, May 2004)

## U.S. COAST GUARD SECTOR ST. PETERSBURG VOLUNTARY COMMERCIAL PARASAILING VESSEL SAFETY EXAMINATION

Vessel Name:		Number:		
Call Sign:		Other Identifier:		
Hull Color:	Trim Color:		Superstructure Color:	
Vessel Length:	Gross Tonnage:		Maximum POB:	
Year Built:		Horsepower:		
Decal Information: <input type="checkbox"/> Initial Issue <input type="checkbox"/> Renewal <input type="checkbox"/> Re-exam (10-14 months from issue) If renewal date, date last decal issued: _____				
Owner:		Contact Person:		
Owner Address:		Contact Address:		
Owner Phone:		Contact Phone:		
<b>How did requestor hear about program?</b>				
<p>A voluntary safety examination has been completed on this vessel. However, a Voluntary Commercial Parasailing Vessel Safety Decal cannot be issued because of the following deficiencies (Note: Deficiencies are listed by item number with an explanation, and/or any particularly hazardous conditions are identified.)</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				
<i>More space available on continuation sheet.</i>				
When these deficiencies are corrected, please call _____ to schedule a re-examination.				
Examiner's Name:		Examiner's Unit:		
Date of This Examination:		Location:		
<b>CONGRATULATIONS!</b> Your vessel has been examined and is in compliance with all recommended parasailing industry safety standards. Voluntary Commercial Parasailing Vessel Safety Decal Number _____ has been issued. The decal is valid for 2 years, if at the end of the first year a re-examination finds no deficiencies. Remove the decal if the vessel is sold. Please retain this form in your company's records.				
Issuing Examiner's Signature:			Date Issued:	
Vessel Representative's Signature:				
<i>Official Use Only</i>				
<b>HOURS</b>	Exam:	Exam Travel:	Outreach:	Outreach Travel:
	_____	_____	_____	_____

## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

<b>Vessel Name:</b>		<b>Number:</b>	
Item #	Standard	Compliance	
<i>Examination of Documents</i>			
<b>1</b>	<b>Valid USCG Vessel Examination</b> The company has a valid decal or certificate for the vessel.		
1.a	Valid MSO Tampa Un-inspected Passenger Vessel Safety Decal (or)	( ) Yes ( ) No ( ) NA	
1.b	Valid USCG Certificate of Inspection	( ) Yes ( ) No ( ) NA	
<b>2</b>	<b>Parasail Equipment Maintenance Instructions, Manuals, and Logbooks</b> The company has parasail equipment maintenance instructions and/or manuals and maintains a parasail equipment maintenance logbook.		
2.a	The crew can present to the examiner maintenance instructions and/or manuals for the listed equipment. The crew can describe where these documents are stored. The documents are nearby (i.e., on the vessel or near the vessel mooring).	1. Winch 2. Towline 3. Towline roller system 4. Yoke 5. Chute	( ) Yes ( ) No ( ) Yes ( ) No ( ) Yes ( ) No ( ) NA ( ) Yes ( ) No ( ) Yes ( ) No
2.b	Maintenance log entries document that a company-designated competent person has annually inspected and maintained the following equipment. (When doubt exists about the condition of the parasail equipment, guidance from the manufacturer is sought.)		
	Equipment	Noted discrepancies	
	1. Winch		( ) Yes ( ) No
	2. Towline		( ) Yes ( ) No
	3. Towline roller system		( ) Yes ( ) No
	4. Yoke		( ) Yes ( ) No
	5. Chute		( ) Yes ( ) No
2.c	For the time frame specified below, maintenance log entries document that the following equipment has been inspected for wear at the beginning of every day that parasailing business was conducted.		
	Time frame: <u>For initial examination</u> – last 2 calendar months <u>For all other examinations</u> – last 12 calendar months		
	Equipment	Noted discrepancies	
	1. Winch		( ) Yes ( ) No
	2. Towline		( ) Yes ( ) No
	3. Towline roller system		( ) Yes ( ) No
	4. Yoke		( ) Yes ( ) No
	5. Chute		( ) Yes ( ) No

## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

Vessel Name:		Number:																		
Item #	Standard	Compliance																		
<i>Examination of Documents (continued)</i>																				
2.d	<p>For the time frame specified below, maintenance log entries document the dates that the following were inspected and, as appropriate, placed in service, replaced, or repaired. Inspection criteria are per manufacturer's instructions or PAPO OSAG. Inspection findings are noted.</p> <p>Time frame: <u>For initial examination</u> – last 2 calendar months  <u>For all other examinations</u> – last 12 calendar months</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Equipment</th> <th style="text-align: left;">Noted discrepancies</th> <th></th> </tr> </thead> <tbody> <tr> <td>1. Winch</td> <td></td> <td style="text-align: center;">( ) Yes ( ) No ( ) NA</td> </tr> <tr> <td>2. Towline</td> <td>Refer to items 2.d.2.i through 2.d.2.iv</td> <td></td> </tr> <tr> <td>3. Towline roller system</td> <td></td> <td style="text-align: center;">( ) Yes ( ) No ( ) NA</td> </tr> <tr> <td>4. Yoke</td> <td></td> <td style="text-align: center;">( ) Yes ( ) No ( ) NA</td> </tr> <tr> <td>5. Chute</td> <td></td> <td style="text-align: center;">( ) Yes ( ) No ( ) NA</td> </tr> </tbody> </table>	Equipment	Noted discrepancies		1. Winch		( ) Yes ( ) No ( ) NA	2. Towline	Refer to items 2.d.2.i through 2.d.2.iv		3. Towline roller system		( ) Yes ( ) No ( ) NA	4. Yoke		( ) Yes ( ) No ( ) NA	5. Chute		( ) Yes ( ) No ( ) NA	
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2.d.2	The following documentation of towline service history is required.																			
2.d.2.i	Maintenance log entries document when the towline was placed in service.	( ) Yes ( ) No																		
2.d.2.ii	Maintenance log entries indicate that the last towline removed from service was in service for less than 366 days.	( ) Yes ( ) No																		
2.d.2.iii	Maintenance log entries and other supporting documentation indicate that the currently spooled towline has been in service less than 366 days.	( ) Yes ( ) No																		
2.d.2.iv	Maintenance log entries indicate that for the last 366 days, the bitter end of the towline that attaches to the parasail yoke was trimmed weekly by at least 12 inches.	( ) Yes ( ) No																		
<b>3</b>	<b><i>Daily Weather Log</i></b> The company maintains a daily weather log on board each vessel.																			
3.a	<p>For the time frame specified below when parasailing business was conducted, weather log entries document both the morning and afternoon weather. The entries describe current weather (wind speed and direction) and forecasted weather and advisories (e.g., storm warnings, small boat advisories).</p> <p>Time frame: <u>For initial examination</u> – last 2 calendar months  <u>For all other examinations</u> – last 12 calendar months</p>	( ) Yes ( ) No																		
<b>4</b>	<b><i>Personnel Training and Qualification Records</i></b> The company documents personnel training and qualifications.																			
4.a	The company has a training program that includes, as a minimum:																			
4.a.1	Recovery of a person in the water (person overboard)	( ) Yes ( ) No																		
4.a.2	Response to loss of propulsion with parasail riders aloft	( ) Yes ( ) No																		
4.a.3	Response to loss of winch power with parasail riders aloft	( ) Yes ( ) No																		
4.a.4	Response to towline parting with parasail riders aloft	( ) Yes ( ) No																		
4.a.5	Recovery of aloft parasail riders during high wind conditions	( ) Yes ( ) No																		
4.a.6	Safe launch, tow, and recovery of parasail riders under normal conditions	( ) Yes ( ) No																		
4.a.7	Safe operation of the vessel under normal conditions with and without parasail riders aloft	( ) Yes ( ) No																		

## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

Vessel Name:		Number:
Item #	Standard	Compliance
<i>Examination of Documents (continued)</i>		
4.b	The company has a written qualification program for the vessel's USCG-licensed captain. The qualification program includes, as a minimum:	
4.b.1	Safely operating the vessel during launch, tow, and recovery of parasail riders and at other times	( ) Yes ( ) No
4.b.2	Safely operating vessel parasail equipment during launch, tow, and recovery of parasail riders	( ) Yes ( ) No
4.b.3	Correctly executing emergency procedures (items 4.a.1 through 4.a.5)	( ) Yes ( ) No
4.b.4	A required number of training rides to gain experience in: (i) Safely operating the vessel during parasailing operations (ii) Conducting safe parasailing operations (i.e., launch, tow, and recovery) (iii) Conducting emergency procedures (items 4.a.1 through 4.a.5)	( ) Yes ( ) No
4.c	The company has a written qualification program for the vessel's deckhands. The qualification program includes, as a minimum:	
4.c.1	Safely operating vessel parasail equipment during launch, tow, and recovery of parasail riders	( ) Yes ( ) No
4.c.2	Correctly executing emergency procedures (items 4.a.1 through 4.a.5)	( ) Yes ( ) No
4.c.3	Ability to assist the vessel captain in an emergency by: (i) Correctly using the VHF radio to call for help (ii) Safely maneuvering the vessel to a specified location or within close proximity of people in the water	( ) Yes ( ) No
4.c.4	A required number of training rides to gain experience in: (i) Conducting safe parasailing operations (i.e., launch, tow, and recovery) (ii) Conducting emergency procedures (items 4.a.1 through 4.a.5)	( ) Yes ( ) No
4.d	For the time frame specified below, training log entries document the date, training topic, instructor, and participants.  Time frame: <u>For initial examination</u> – last 2 calendar months <u>For all other examinations</u> – last 12 calendar months	( ) Yes ( ) No
4.e	For the time frame specified below, training log entries show that all company training topics were covered within a 4-month period and that training was performed at least once every 2 months.  Time frame: <u>For initial examination</u> – last 2 calendar months (Note: The company has a training schedule or can otherwise show how it intends to meet the above standard. Also training log entries show that at least half of the required training topics have been covered.) <u>For all other examinations</u> – last 12 calendar months	( ) Yes ( ) No
4.f	The training log lists the personnel certified by the company to be qualified to perform positions on the vessel. The list includes (1) the name of the individual qualified, (2) the title of the position for which qualified, (3) the date qualified, (4) the name of the person qualifying the individual, and (5) the date the qualification expires. The following positions are listed:	( ) Yes ( ) No
	1. Vessel captains	( ) Yes ( ) No
	2. Vessel deckhands	( ) Yes ( ) No
	3. Company-designated competent persons for maintenance and inspection	( ) Yes ( ) No

## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

Vessel Name:	Number:											
Item #	Standard	Compliance										
<i>Examination of Documents (continued)</i>												
4.g	The training log or an equivalent document provides proof of qualification program completion for each individual who is listed as being currently qualified. Proof of qualification includes (1) successfully completing all required training in normal and emergency procedures and (2) successfully completing all required training rides.											
	1. Vessel captains	( ) Yes ( ) No										
	2. Vessel deckhands	( ) Yes ( ) No										
<b>5</b>	<b><i>Operating Policy</i></b> The company has a written policy to help enforce safe parasail operation. The written policy shall document the following:											
5.a	<u>Winch Control</u> . The crew is required to maintain positive winch control during line payout and retrieval.	( ) Yes ( ) No										
5.b	<u>Weather-based Operating Limits</u> . Prevailing and forecasted weather conditions limit parasailing operations. The vessel captain is required to:											
5.b.1	Use all available means to determine prevailing and forecasted weather conditions and record this information before conducting business. Conditions are required to be recorded twice daily in the weather log, once at the beginning of business in the morning and again in the afternoon.	( ) Yes ( ) No										
5.b.2	Follow equipment manufacturer's recommendations when selecting canopies for weight and wind speeds	( ) Yes ( ) No										
5.b.3	Terminate or not conduct parasailing operations in any of the following conditions:											
5.b.3.i	Sustained wind is in excess of 20 mph or seas are in excess of 4 feet	( ) Yes ( ) No										
5.b.3.ii	Rain or heavy fog that produces reduced visibility of less than 0.5 miles	( ) Yes ( ) No										
5.b.3.iii	Known lightning storm within 7 miles of the parasailing area	( ) Yes ( ) No										
5.b.3.iv	When parasail riders are aloft and wind gusts exceed the sustained wind by more that 5 mph, if the vessel is not capable of making forward way with forward winch engagement and passengers in tow	( ) Yes ( ) No										
5.b.3.v	When it is likely that the aloft parasail riders would not descend at a desirable rate when forward way of the vessel has stopped (i.e., the parasail might remain aloft from a stationary position or might want to sail higher if not tethered)	( ) Yes ( ) No										
5.c	<u>Proximity to Shoreline and Structures</u> . At all times the vessel captain is required to:											
5.c.1	Conduct parasailing operations in a company-designated location	( ) Yes ( ) No										
5.c.2	Maintain a safe operating distance from any surf-zone, shoreline, or object. This includes all of the following:	( ) Yes ( ) No										
5.c.2.i	Not allowing the canopy to pass within three times the length of the towline from shore or any structure	( ) Yes ( ) No										
5.c.2.ii	When the wind has an onshore component, the canopy's minimum distance from the shore is a function of wind speed as follows:	( ) Yes ( ) No										
<table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Wind Speed (mph)</th> <th style="text-align: center;">Minimum Distance Offshore (feet)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0-5</td> <td style="text-align: center;">600</td> </tr> <tr> <td style="text-align: center;">5-10</td> <td style="text-align: center;">1,000</td> </tr> <tr> <td style="text-align: center;">11-15</td> <td style="text-align: center;">Three times the towline length</td> </tr> <tr> <td style="text-align: center;">16-20</td> <td style="text-align: center;">Four times the towline length</td> </tr> </tbody> </table>		Wind Speed (mph)	Minimum Distance Offshore (feet)	0-5	600	5-10	1,000	11-15	Three times the towline length	16-20	Four times the towline length	
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## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

Vessel Name:		Number:
Item #	Standard	Compliance
<i>Examination of Documents (continued)</i>		
5.d	<u>Flight Altitude Limitations.</u> The company sets flight altitude limits and limits the length of the towline carried aboard the vessel as follows:	
5.d.1	Parasailing operations are limited to a maximum altitude of 500 feet above ground/water level or not to exceed a towline angle of 41 degrees, unless more restrictive limits are imposed by the FAA or local ordinances. The more restrictive limits take precedence.	( ) Yes ( ) No
5.d.2	No more than 800 feet of towline is allowed on the parasail winch.	( ) Yes ( ) No
<i>Examination of Equipment</i>		
<b>6</b>	<b><i>Winch System</i></b>	
6.a	Winch system has a hydraulic brake.	( ) Yes ( ) No
6.b	Towline roller system provides at least one fairlead.	( ) Yes ( ) No
6.c	Towline roller system is equipped with a towline leveling device.	( ) Yes ( ) No
6.d	Towline roller system functions as designed.	( ) Yes ( ) No
<b>7</b>	<b><i>Towline</i></b>	
7.a	Towline is rated for a tensile strength that exceeds 4,800 pounds.	( ) Yes ( ) No
7.b	Length of towline on winch spool is equal to or less than 800 feet.	( ) Yes ( ) No
7.c	Towline is connected to the winch spool by a knot.	( ) Yes ( ) No
7.d	Measured from the point at which the towline is secured to the winch, the towline is distinctively marked at a distance of 50 feet and again at 100 feet such that the markings alert the winch operator. The markings do not degrade the integrity of the towline.	( ) Yes ( ) No
7.e	Towline has no frays, flat spots, or other evidence of wear that would structurally weaken the towline.	( ) Yes ( ) No
7.f	Towline shows evidence of being routinely trimmed as documented by the maintenance log.	( ) Yes ( ) No
<b>8</b>	<b><i>Parasail Equipment Stowage</i></b>	
8.a	When not in use, the parasail equipment is stowed in a manner and location that will not affect the reliability of the equipment and conforms with the manufacturer's specifications/guidance. 1. Stowing parasail equipment in the bilge compartment is normally prohibited, unless the equipment is placed in a solid protective container. 2. The preferred stowage for this equipment is in a deck box or building.	( ) Yes ( ) No
<b>9</b>	<b><i>Protective Railings and Padding</i></b>	
9.a	The vessel is fitted with adequate railing and padding to safeguard passengers from contact hazards.	( ) Yes ( ) No
<b>10</b>	<b><i>VHF Radio</i></b>	
10.a	The vessel has at least one reliable VHF radio that can monitor the National Weather Service forecasts and send/receive and monitor Channel 16.	( ) Yes ( ) No
<b>11</b>	<b><i>Anchor</i></b>	
11.a	The vessel has an anchor that is ready for immediate deployment and suitable for the conditions/size of the vessel.	( ) Yes ( ) No

## RECOMMENDED PARASAILING VESSEL SAFETY STANDARDS

Vessel Name:		Number:
Item #	Standard	Compliance
<i>Examination of Equipment (continued)</i>		
<b>12</b>	<b><i>Day Shapes: Restricted in the Ability to Maneuver</i></b>	
12.a	<p>The vessel is equipped with day shapes appropriate for a vessel that is “Restricted in Ability to Maneuver,” Navigation. Rule 27: three shapes in a vertical line where they can best be seen.</p> <p style="text-align: center;"><i>The highest and lowest of these shapes shall be balls and the middle one a diamond. Per Annex I, the diameter of each shape shall be no less than 0.6 meters, and spaced at a vertical distance of at least 1.5 meters. However, a vessel of less than 20 meters in length, shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.</i></p> <p>Note: These day shapes may only be used if the vessel captain determines that the vessel is indeed Restricted in its Ability to Maneuver as defined in the Navigation. Rules: Rule 3(g).</p>	<b>Information Purposes Only</b>

# VOLUNTARY COMMERCIAL PARASAILING VESSEL SAFETY EXAMINATION BOOKLET GUIDELINES

## U.S. Coast Guard, MSO Tampa

This booklet is to be used to record MSO Tampa voluntary examinations of commercial parasailing vessels for issuance of a MSO Tampa Commercial Parasail Vessel “Seal of Safety” Decal. It provides a summary list of recommended parasailing industry safety standards to examiners and owners/operators of commercial parasailing vessels.

The attached standards are not intended to supersede local or state statutes. At all times, a commercial parasailing vessel must adhere to all local city, county, or state statutes. MSO Tampa reserves the right to change any of the standards at any time. If changes are made, parasail operators who hold a valid Commercial Parasail Vessel “Seal of Safety” Decal will be notified.

Examiners should retain the original of the first page for their records and for any necessary follow up(s). The copy and checklist pages should be left with the vessel.

**REVOKING OF DECAL:** The Coast Guard reserves the right to revoke any issued decal at any time when it has been proven that a holder of that decal acted or operated in noncompliance with the program elements as set forth in the attached safety exam check-off sheets. Furthermore, the vessel and/or company that holds an issued decal is subject to random exams by the Coast Guard at any time to verify compliance.

## PRIVACY ACT STATEMENT

**PRIVACY ACT STATEMENT:** Required by Public law 93-579

**PRINCIPAL PURPOSES:** To document voluntary commercial parasailing vessel safety examiner’s report, enhance parasailing vessel safety, and promote public awareness and education. Information may be retained on file indefinitely.

**ROUTINE USE:** This information is to be used for uniform U.S. Coast Guard reporting and administration of voluntary commercial parasailing vessel safety examination data. It will be used to record the number of vessels and level of compliance with recommended parasailing industry safety standards.

**MANDATORY OR VOLUNTARY DISCLOSURE:** Providing any information during the course of a voluntary commercial parasailing vessel safety examination is voluntary. Failure to provide information necessary to ensure compliance with recommended parasailing industry safety standards may prevent issuance of the safety decal.

Providing a vessel document/registration number by the operator of a vessel is mandatory. Failure to provide a vessel documentation/registration number may prevent issuance of the safety decal.

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For more information on MSO Tampa’s Voluntary Commercial Parasailing Vessel Safety Program and other commercial parasailing vessel safety information, please visit MSO Tampa’s commercial parasailing vessel safety Web page at [www.uscg.mil/d7/units/mso-tampa/parasail.html](http://www.uscg.mil/d7/units/mso-tampa/parasail.html).