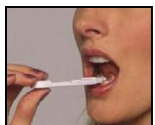


## Who is Required to conduct Alcohol and Drug Testing and When?

Coast Guard regulations currently require marine employers to take all practical steps after a Serious Marine Incident to have each individual engaged or employed on board a vessel in commercial service, who is directly involved in the incident, chemically tested for evidence of drug and alcohol use.



46 CFR 4.06 requires that most commercial vessels have alcohol testing devices on board, and authorizes the use of saliva as an acceptable specimen for alcohol testing.

Certain operations where the vessels could conceivably get the tests completed within two hours will not need to carry the alcohol testing devices; however, all other vessels should carry them to ensure they will not be subject to civil penalty of \$5,000 per violation, with each day of a continuing violation constituting separate violations.

Conforming products for Evidential Breath Measurement Devices can be obtained by contacting Coast Guard Sector Investigation office.

## Time Limit Requirements



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

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

If alcohol testing cannot be conducted within 2 hours due to safety concerns directly related to the casualty, testing is to be conducted as soon as the safety concerns have been adequately addressed to permit such testing, but no later than 8 hours after the incident.

The responsibility to ensure that the alcohol testing occurs remains on the marine employer.

## Report All Oil and Chemical Spills

The National Response Center is the sole federal point of contact for reporting oil and chemical spills.

**1-800-424-8802**

Suspicious Activity: Any incident, activity, or behavior that you deem to be activity of a suspicious nature should be reported to the National Response Center by calling **1-877-24-WATCH** or **1-800-424-8802**

## 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.*

## Report Marine Casualties

Your Sector Command Center #  
(24 hrs) or (24 hrs)  
**Channel 16 VHF/FM**

Phone:  
Fax:

Commander  
USCG Sector  
Prevention Department - Investigations Office



**United States  
Coast Guard**

Department of Homeland Security

## Recommendations for Parasail Operators



The intent of these recommendations is to help evaluate parasail operations and thereby reduce the possibility of marine casualty incidents involving injury/death to passengers and property damage. If a casualty does occur, the reporting criteria is included.

- 1) Maintain and Inspect your equipment! (Winches, towlines, towline roller, yoke, chute etc). Follow the manufacturer's maintenance instructions and/or manuals. Inspect equipment for wear everyday of parasail ops. Keep maintenance records;
- 2) Know the weather!!! Use at least two means to verify forecasts prior to operation (i.e. National Weather Service; VHF Channel 16);
- 3) Know your equipment's limitations! Do not exceed the manufacturer's rated limits!
- 4) Train your crew for emergencies! Ensure all personnel have trained for 1) Preparing passengers for normal parasail ops, 2) retrieving a person in the water, 3) response to loss of propulsion with passengers aloft, 4) loss of winch power with passengers aloft, 5) towline parting with passengers aloft, 6) recovery of aloft passengers during high wind conditions;



## Recommendations for Parasail Operators

Continued

- 5) Log all drills, and ensure all crew have been approved for operation under the company's training program;
- 6) Have pre-established "Go, No-Go" conditions, and only commence operations when all "Go" conditions are met. Recommended "No Go" conditions: 1) lightning storms within 7 miles of the parasail area, 2) sustained winds exceed capacity of chute, 3) seas in excess of 3 feet, 4) rain or heavy fog;
- 7) Parasail only in company designated location. Communicate with other operations and any local officials to make sure the area is clear for operations;
- 8) Maintain a safe operating distance from any surf zone, shoreline or object;
- 9) Brief all passengers on the use of all safety equipment (including quick release) and possible emergency procedures.

## What is a Marine Casualty?

- 1) Unintended grounding, or bridge allision;
- 2) Intended grounding, or bridge allision causing a hazard to navigation, the environment, safety of a vessel, or creates #3 through # 8 below;
- 3) Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- 4) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route;
- 5) Loss of Life;
- 6) Injuries requiring professional medical treatment (treatment beyond first aid), and, for persons engaged or employed aboard, renders them unfit to perform routine duties;
- 7) Occurrence causing property damage in excess of \$25,000;
- 8) An occurrence involving significant harm to the environment as defined in 46 CFR 4.03-65 (a report pursuant to 33 CFR 153.203, 40 CFR 117.21, or 40 CFR 302.6.



## Do I need Alcohol and Drug testing?

### 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

The term Serious Marine Incident includes the following events involving a vessel in commercial service:

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:

- 1) One or more deaths;
- 2) 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;
- 3) Damage to property, as defined in 46 CFR 4.05-1(a)(7) in excess of \$100,000;
- 4) Actual or constructive total loss of any vessel Subject to inspection under 46 USC 3301;
- 5) Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 USC 3301, - 100 gross tons or more;
- 6) 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;
- 7) 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