

# **MWR MARINA U.S. NAVAL STATION GUANTANAMO BAY, CUBA**



## **SMALL BOAT OPERATER STUDY GUIDE**

**WRITTEN TESTS ARE GIVEN**  
**MONDAY – SUNDAY FROM 0900 TO 1600 AT THE MARINA**  
**DRIVING LESSONS ARE GIVEN**

**AT 0900**

**DRIVING TESTS ARE GIVEN**

**AT 1300 OR 1500**

***BOAT LESSONS/TESTS ARE SCHEDULED UPON  
COMPLETION OF WRITTEN TEST***

**PHONE #2345**

**PLEASE RETURN THIS STUDY GUIDE TO THE  
MWR MARINA FOR RE-USE**

**THE FOLLOWING TEXT IS FOR YOU, THE PATRON TO PREPARE FOR THE  
GUANTANAMO BAY SMALL BOAT OPERATOR'S LICENCE**

**GENERAL INFORMATION**

All boaters should become familiar with and comply with the International Rules of the Road.

Vessels that need to use specific channels (i.e. the Naval Station Ferry or Foreign Vessels) have less ability to maneuver thus, they have the right of way. Sailboats and personally powered crafts (i.e. kayaks, Paddleboats) also have limited maneuvering ability and speed, thus they have right of way over motorized vessels unless they are in a channel. Sailboats and Kayaks should limit their time in the channel to avoid interfering with powerboats by quickly and directly crossing the channel. Jet skis, sail boats and personally powered crafts are not permitted in the Saint Nicolas Channel.

Be courteous to sailboats, non-motorize crafts and docked or tied up vessels: limit your wake when passing.

When approaching vessels are in a "head on" situation, each vessel should turn to starboard (skipper's right when facing the bow). According to the rules of the road, all boaters must navigate through the starboard side of any channel. Anchoring in the international channel is prohibited.

In a crossing situation between vessels, the boat on the right has the right of way.

One horn blast means:	I am altering course to starboard
Two horn blast means:	I am altering course to port
Three horn blast means:	I am operating stern
Five or more horn blast means:	DANGER.....Stay Clear!
One prolong blast means:	Entering blind corner
Two long, followed by one short blast means:	Overtaking on the Starboard side
Two long, followed by two short blast means:	Overtaking on the Port side

A white stern light, red port light and green starboard light must be displayed when under way at night. A 360° (all around) white light must be displayed when vessel is anchored at night. Navigational lights must be energized 30 minutes prior to sunset and de-energized 30 minutes after sunrise.

When a boat operator is in distress he/she may signal for help by; waving arms at passing boats, flares, horn blasts, whistling, yelling, and by contacting Port Services on VHF radio (Channel 73) or on emergency channels 12 or 16. When a passing boat operator sights a vessel in distress, the operator **MUST** answer or render assistance to the distress boater.

The boat operator is solely responsible for the safe operation of the vessel and is ultimately responsible for the safety and actions of his crew and passengers. The boat operator is also responsible for ensuring that all applicable safety equipment is onboard.

**Required safety equipment:**

- ✓ Adequate anchor with minimum of 110 feet of line.
- ✓ A personal flotation device (PFD) for each person on board.
- ✓ Paddle or oar.
- ✓ Fire extinguisher.
- ✓ First aid kit.
- ✓ Flares or other signaling devices.
- ✓ Manual bilge pump or bucket.
- ✓ VHF radio.

**All BOAT RENTERS MUST HAVE THEIR RADIO ON CHANNEL 73 AT ALL TIMES!!!**

## **LOCAL BAY RULES**

**COMNAVBASEGTMOINST 1710.10H** is the outdoor Recreation and Wildlife Instruction. This instruction establishes regulations governing the use of outdoor recreational facilities on board U.S. Naval Base. It exists to ensure the safety of all base residents and visitors, and to preserve indigenous plants and wildlife. This instruction applies to all residents and visitors on board the Naval Base. All skippers are required to be familiar with the 1710.10H. Noncompliance may result in an administrative action including suspension of privileges and debarment and criminal prosecution for those subject to the Uniform Code of Military Justice (UCMJ).

- The U.S. Naval Station, Security Department, Harbor Patrol is responsible for enforcing all International, Local and 171.10H instructions and is the sole agency responsible for issuance of citations for violation of this instruction.

- MWR asks that boat operators **Do Not** consume any alcohol immediately before or during the operation of a boat. As on land, the legal age for alcohol consumption and the legal blood alcohol content level still applies. Be smart, passengers use moderation and good judgement in alcohol consumption before or during boating. You will be held responsible for your actions.
- When boating party is planning to stay at Hospital Cay overnight, Port Control, and Naval Station security must be notified. Any patrons utilizing Hospital Cay must understand that the “leave no trace” rules apply. There is no cleaning service available. Everything brought to the island must be removed. Leave no trash behind; ensure that all fires and charcoal have been completely extinguished.
- Continuing to operate a boat after loss of all harbor privileges is prohibited.
- Boaters **CAN** tie up to battleship moorings, but **CANNOT** tie up to any navigational aids. At any time a military vessel may ask you to move, in which case you must immediately give right of way.
- No vessels are permitted within 300 yards of Phillips Dive Pier  
Or any other public beach except Hicacal Beach and Fort Conde Beach.
- The Manatee Conservation and marine replenishment Zone spans from St. Nicolas Channel to Caracoles Point. It extends 150 yards from shore and is a no wake zone, take caution while transiting this area.
- There is no distance restriction for Hicacel or Fort Conde Beach. However it is prohibited to “beach” MWR vessels at these locations or at any other beach. Leaving the boat to go ashore on Hicacel is permitted and is executed by anchoring a safe distance from shore and then wading in. At least one person should be left on board. If all passengers desire to go ashore a second anchor must be cast.
- Stay 50 yards clear of any vessel displaying a dive flag or dive flag buoy.
- Base ferries, Utility boats, Naval vessels, Merchant ships and any other foreign ships transiting the bay are regarded as navigating in a restricted channel and have the right of way. Stay 300 yards clear of these vessels.
- MWR Marina, Port Control and Harbor Patrol can be reached by VHF radio channel 73.
- MWR Boats are **NOT** allowed past Northern or Southern Boundaries (Tackle Box).

- Only personally operated boats that are qualified are permitted in the Tackle Box. ( For more info about tackle box see last two pages )
- Vessel operators are responsible for checking with Port Control for any changes to bay conditions before and during excursions on the bay.
- Vessel operators shall decrease boat speed sufficiently so as not to create a wake within areas marked with a No Wake sign or with 50 yards of any shoreline or anchored vessel.
- MWR vessels are not allowed to moor at windward or leeward ferry landings. However dropping off passengers at these locations is permitted.

**Guantanamo River:**

The Guantanamo River is open to all vessels except vessels under sail. Boaters shall not go past the Guantanamo River Bridge. At **No** time shall anyone leave the boat to go ashore, dive or swim. The river is a “**No Wake Zone**” and is secured to boaters from sunset to sunrise and when live fire exercises are in progress.

**Float Plans:**

All vessels **MUST FIRST FILE A FLOAT PLAN WITH PORT CONTROL BEFORE LEAVEING PORT BY CALLING #4188.**

**The following information will be requested:**

- ✓ Vessel number and Vessel type
- ✓ Name of owner and operator
- ✓ Berthing or slip location
- ✓ Telephone number
- ✓ Number of passengers
- ✓ General location
- ✓ Approximate time of return to port
- ✓ Upon returning to the Marina or dock contact port control to close float plan

### **Scuba Diving and Snorkeling:**

A dive flag buoy is required when diving from a boat near Hicacal Beach or beyond 300 yards from Phillips Dive pier or a public beach.

**No Matter The Reason, or How Short The Duration No One Is Permitted to SCUBA Dive or Snorkel Alone!**

### **MWR SPECIFIC RULES FOR RENTAL VESSELS**

The Skipper is solely responsible for the safe operation of the vessel and is ultimately responsible for the safety and actions of his crew and passengers. Accordingly, the Skipper shall observe and ensure compliance with the guidebook – 1710.10H and the International Rules of the Road for Boating.

**THE INDUSTRIAL AREA (Naval vessel Protection Zone) IS OFF-LIMITS TO ALL PLEASURE CRAFT, ESPECIALLY MWR RENTAL BOATS. INDUSTRIAL AREA IS BETWEEN FISHERMAN’S POINT (FERRY LANDING) AND RADIO POINT.**

Vessel operators are solely responsible for the condition of MWR equipment during the rental period. The operator will be held responsible for any loss of Marina equipment or damage incurred during the rental period. Upon completion of this period the cleaning of the vessel is the responsibility of the vessel operator. Damaged or lost equipment will be charged at the current resale price.

### **No Wake Zones:**

The Marina/Sailing Center, St. Nicolas Channel, GTMO River, Mahomilla Bay and the Manatee Conservation/replenishment area are No Wake Zones. Only travel at idle speed through these areas or any other areas marked with “No Wake Zone”. Due to shallow reefs, the Marina may only be entered or exited west of the small mangrove island, between the red and green buoys and the two orange markers north of Sailing Center.

### **Heavy Weather:**

In the event of heavy weather in which boats are recalled, the Marina manager will determine on a case-by-case basis if a prorated refund is due to the customer. MWR Vessels are grounded during Thunderstorm Condition 1 and threatening hurricane conditions.

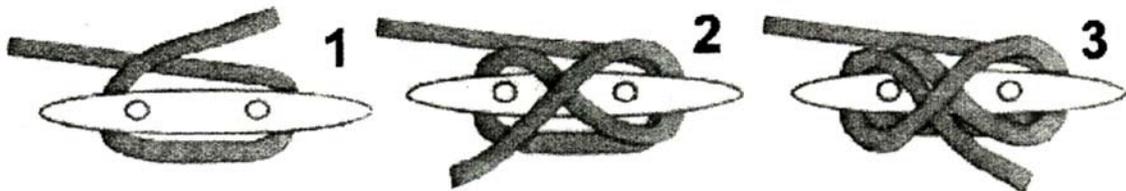
- If during the rental period, an anchor becomes stuck, the vessel operator is authorized to cut the line only after a float has been attached to the line. Once

you return to the Marina, report your loss to the cashier and provide specific location data so retrieval can be attempted. If not recovered patrons will be charge for the property.

- MWR boat renters should return their vessel on schedule. If you wish to stay out longer, check in with the Marina staff (channel 73) to see if an extension is possible, if so, inform port control of the extension. Be considerate of other customers; please be timely on returning vessels.
- MWR patrons are not allowed to bring their own fuel for use on MWR boats. This policy exists to ensure your personal safety and ensure that only top quality uncontaminated fuel is used on MWR boats.
- All vessel operators should use common sense when operating on Guantanamo Bay. The wearing of Personal Floatation Device's (PFD's) is strongly encouraged, especially between dusk and dawn. Adults are advised that minor children wear life jackets at all times.
- Boat slips at M327 "Dock of the Bay", Post Office/Fleet Landing, Boat Shed 761, Pier 33, and Sailing Center are for boat slip rental customers ONLY. Do not park in these slips at any time. Contact the Marina Manager for more information, to rent a slip or to be added to the waiting list.

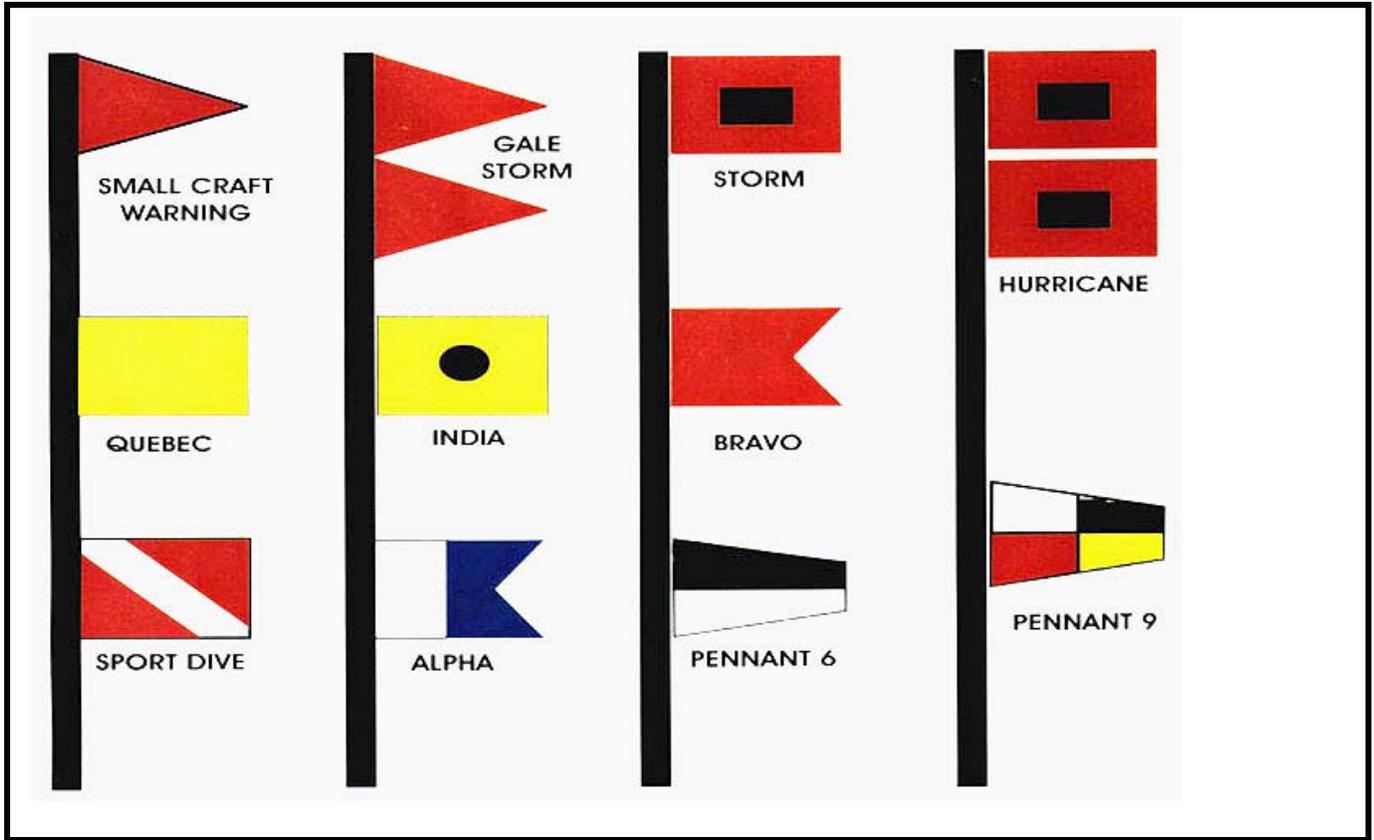
### **Proper Cleating**

1. Start with a turn around the cleat so that line passes under each horn
2. Cross over the cleat as to make a "Figure 8"
3. Finish with a half-inch over one horn so the "bitter end" of the rope is secured under the "standing end" of the rope. Be sure that the half-inch is laced (lying beside the other strand neatly)



# IT IS YOUR RESPONSIBILITY TO KNOW YOUR FLAGS

## Flags are flown outside of the Marina



Small Craft

Winds up to 33 knots

Gale Storm

Winds up to 34 – 47 knots

Storm

Winds 48 – 63 knots

Hurricane

Winds up 64 knots or more

Quebec

All non-military vessels return to berth

India

Bay closed to all vessels

Bravo

Guantanamo River is closed to all vessels

Sport Dive

Diver in the water – Stay 50 yards away

Alpha

International & Navy Dive Signals

Pennant 6

Live fire boundaries are in effect

Pennant 9

Live ordinance being fired out to sea

# KNOW YOUR MAP

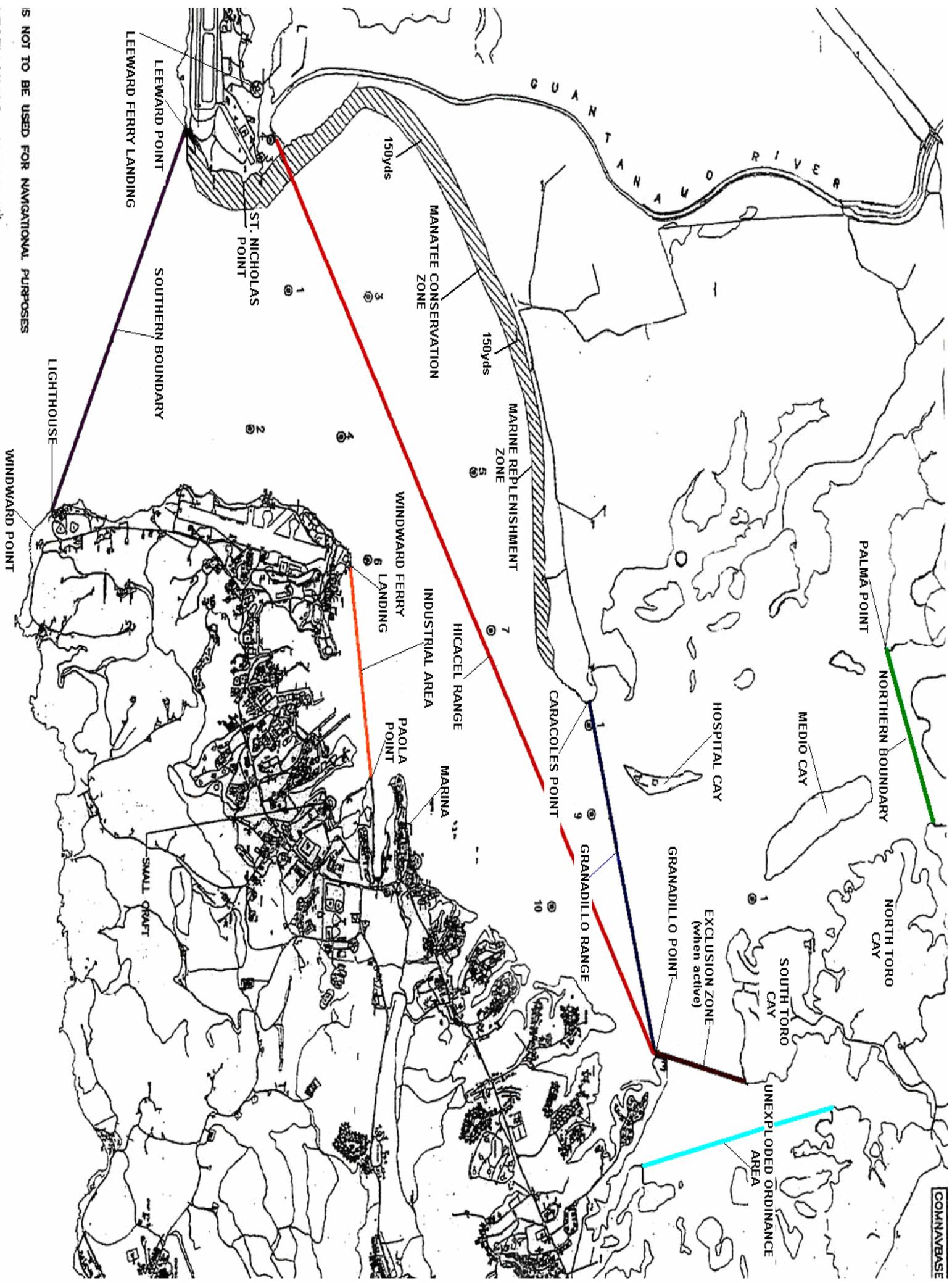
## See included map.

You must know the location of the following Bay areas indicated on the map.

- **Buoys** 1-7, 9 and 10. Buoy 1 off Caracoles Point and Buoy 1 off Medio Cay.
- **Ranges** – Hicacel and Granadillo
- **Points** – Palma, Paola, Granadillo, St. Nicholas, Caracoles, Leeward, Windward.
- **Areas** – Unexploded Ordinance, Industrial
- **Boundaries** --Northern and Southern (Lighthouse).
- **Zones**—Exclusion, Manatee Conservation, Marine Replenishment
- **Cays** --Hospital, Medio, North Toro and South Toro
- **Ferry landings**-- Windward, Leeward



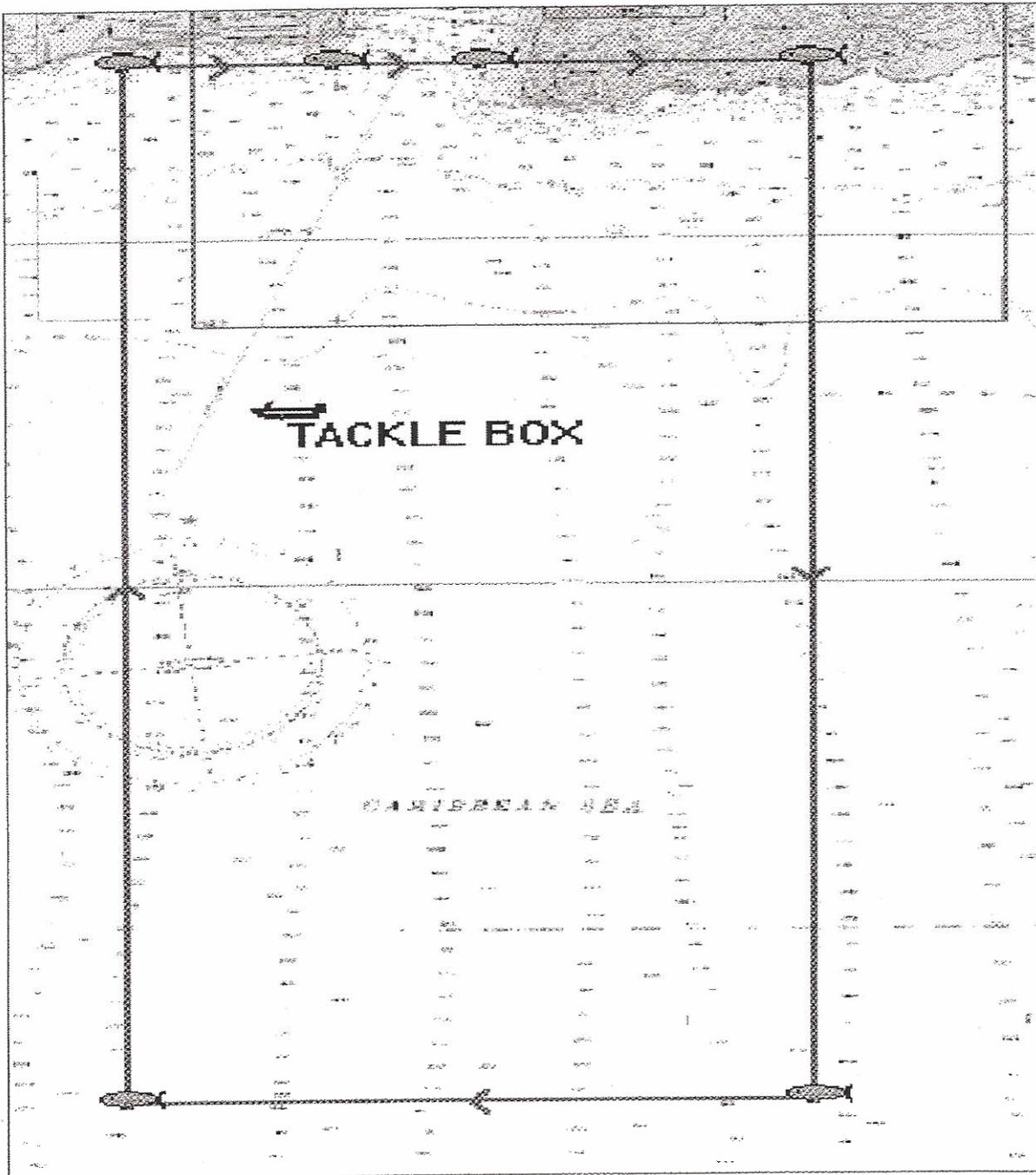
5 NOT TO BE USED FOR NAVIGATIONAL PURPOSES  
SEGTMOINST 1710.10H



### **Tackle Box (Out of Bounds)**

The tackle box is the area beyond the southern boundary. Pontoon boats, jet skis, or other miscellaneous watercraft are not authorized in the Tackle Box. Prior written permission from the Port Control Officer is required to operate a vessel in the Tackle Box. In order to obtain permission one must first pass the Out of Bounds written test given at the marina, and then enclosure 8 from the 1710.10 must be submitted to Port Services. Tackle Box permission must be renewed annually (every 12 months). Once written approval is granted, Tackle Box operations must be conducted in tandem. Two vessels may obtain permission to operate in the Tackle Box during daylight hours (Sunrise to 1800 during Daylight Savings time and Sunrise to 1600 during Standard Time) and during calm weather. Both vessels must carry a VHF radio capable of communicating with Port Control and must remain within hailing distance of each other. When transiting south of the boundary boat captains must change the VHF radio channel to **83**. If and when one vessel departs the designated out of bounds area the other vessel must also return north of the southern boundary, or to port. If a vessel is to join vessels already in the Tackle Box, vessels must proceed to within one mile of the southern boundary to meet the joining vessel. When operating past the southern boundary, it is strongly recommended that vessels have GPS or GPS Chart plotters to ensure violation of the restricted boundaries do not occur. If pursuing large game fish and a violation of boundary is anticipated, the skipper must break off the pursuit. Skippers of each vessel must remain in contact with Port control and assist other boaters or Port Control when required.

AUG 30 2006



TACKLE BOX COORDINATES

TB1	19 54 00.0N,	75 13 15.0W
TB2	19 54 00.0N,	75 07 30.5W
TB3	19 42 00.0N,	75 13 15.0W
TB4	19 42 00.0N,	75 07 30.5W

Enclosure (7)