Sherman Cove Marina
NAS Pensacola

SCM SKIPPERS CARD
Safety Manual

We hope you find the information contained in this study guide to be informative and useful. This guide is only for MWR Sherman Cove Marina Boater Safety Exam. Our exam is intended to allow our Military Men and Women, DoW Civilians, and any guest thereof, to enjoy our beautiful and unique Emerald Coast waterways.

The State of Florida Law states
"*Anyone born on or after January 1, 1988 who operates a vessel powered by 10 horsepower or more must pass an approved boater safety course and have in his/her possession photographic identification and a boating safety education identification card issued by the Florida Fish and Wildlife Conservation Commission.*"

This test is not issued nor honored by the State of Florida Marine Patrol Officers or by the United States Coast Guard. You, the rental vessel operator are held personally responsible for any and all State and Federal Boating Regulations.

If you receive a violation notice (warning or ticket), Sherman Cove Marina staff and MWR NAS Pensacola are NOT held liable. The responsibility lies solely with you, the authorized operator.

Sherman Cove Marina
part of the Morale, Welfare, and Recreation Dept
aboard Naval Air Station, Pensacola Florida

Table of Contents

Section		Page
1. Overview		
1.1.	Purpose	3
1.2.	Contents	3
1.3.	References	3
2. Responsibility		
2.1.	Enforcement	4
2.2.	Boat Operator	4
2.3.	Passengers	5
2.4.	Responsibilities Between Vessels	6
2.5.	Operating Near Large Vessels	6
2.6.	Accidents	7
3. Boats and Required Equipment		
3.1.	Stability	8
3.2.	Equipment	8
3.3.	Communication	9
3.4.	Boats	9
4. Policies and Procedures		
4.1.	General Rules and Regulations	12
4.2.	General Safety Guidelines	12
4.3.	Waterway Marking System	13
4.4.	Boundary Areas	14
4.5.	Restrictions due to safety hazards	14
4.6.	Weather Conditions	15
4.7.	Aquatic Safety	16
4.8.	Flora and Fauna	17
4.9.	Alcohol/Drug Safety	18
5. Conclusion		
5.1.	How to obtain your SCM Skippers Card	26

List of acronyms used throughout this manual

NAS	Naval Air Station – Pensacola
MWR	Moral, Welfare, and Recreation
SCM	Sherman Cove Marina
USCG	United States Coast Guard
FWC	Florida Fish and Wildlife Conservation Commission aka - Florida Marine Patrol

SCM Small Boat Operator Safety Manual
Section 1

Overview

1.1 Purpose

SCM is committed to providing a safe and enjoyable recreation environment. This comprehensive booklet sets forth safety requirements to be observed by all boat operators utilizing this facility. This book draws heavily on guidance contained in the references cited below.

Prior to operating a rental vessel from SCM, patrons will be given a "Small Boat Operator Qualification Exam" based on the requirements contained in this booklet. Course fee is $20.00 and customers are required to pay in advance when the written exam is taken. After successfully passing the written exam, customers are then required to sign up for the two hour practical section. If you successfully complete the practical section, you will be issued a "SCM Skippers Card" and authorized to rent our vessels.

The purpose of this manual is to establish good boating practices, to ensure that all boating is conducted in a safe and efficient manner; and to familiarize participants with the basic procedures that affect their own safety and the safety of their fellow user.

All small boat operators are required to observe the provisions of this guide. All passengers are encouraged to review this guide to ensure all patrons have a safe and enjoyable boating experience.

1.2 Contents

Small boat operations involve certain risks that must be addressed prior to beginning any boating trip. Knowing what equipment is required to be on the boat, the rules of the road, understanding the weather and its effects on marine environment, and even the variations in operating one type of boat compared to another are all obstacles that must be overcome in order to minimize the risks to those on board.

Just as car drivers must follow certain regulations on roads, there are basic safety rules that must be followed on the water to make boating safer and more enjoyable for everyone. This booklet was written for the safe boat handling of watercraft rented from SCM. It does not cover every situation. YOU, the operator, must apply common sense and safe boating procedures AT ALL TIMES.

1.3 References

(A) United States Coast Guard (USCG) - Federal Requirements for recreational boats.
(B) Florida Fish and Wildlife Conservation Commission, Florida Marine Patrol (FWC)- Florida Boating Safety Guide
(C) U.S. Naval Safety Center - Small Boat Qualification Guide
(D) United States Coast Guard Station Pensacola - Advice and Assistance

SCM Small Boat Operator Safety Manual
Section 2

Responsibility

2.1 Enforcement

The USCG has enforcement authority on Federal water (general coastal waters, rivers, and lakes.) In addition, each state has enforcement officers responsible for all state waters. SCM water encompasses saltwater controlled by FWC, plus the USCG. We also have marina personnel designated as vessel safety enforcement for the rental fleet. They may restrict your operation of MWR vessels or accessories when situations are deemed unsafe.

A vessel underway, when hailed by a CG vessel, is required to "heave to", or maneuver in such a manner that permits a boarding officer to come aboard. Other Federal, State, and Local law enforcement officials may board and examine your vessel.

In their jurisdiction, enforcement officers have authority to stop and board vessels to check for compliance with the federal or state law. SCM staff reserve the right to restrict use of rental vessels, postpone reservations, and/or cancel reservations without notice to customer; though an attempt to contact the reservation holder should be made by SCM staff.

The Navigation Rules are internationally accepted standard by which all mariners are to comply when operating any vessels upon the water. Basically, the rules require that every operator conduct their vessel in a prudent manner, at a safe speed, constantly maintaining a proper lookout by all means available to them.

Law enforcement vessels engaged in enforcement activities may display a flashing blue light. When you see such lights, slacken speed, yield right of way, or if necessary stop your vessel.

All vessels, SCM rentals or privately owned, are required to stay clear from any US Naval vessel by 100 yards. If you need to pass within 100 yards of a US Naval Vessel for safe passage, you are required to contact either the US Naval vessel or the US Coast Guard. You are required to operate at minimum speed outside 100 yards but within 500 yards from any US Naval vessel. Recreational boaters (like you) have a role in keeping our waterways safe and secure. Violators of the restrictions listed above can expect a quick and severe response. Avoid all security zones and restricted areas. Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local law enforcement agency or the US Coast Guard.

2.2 Boat Operator

In all boat operations, one individual shall be designated as the boat operator. The designated boat operator is responsible for all aspects of boating operations. Notify SCM staff immediately if any damage occurs. If operators of an MWR boat are found to have negligently damaged MWR property, they can and will be held liable for reimbursement for the damage. Disciplinary action may be taken.

Some examples of actions that may constitute negligent or grossly negligent operations are but not limited to:

- Operating a boat in a swimming area
- Operating a boat while under the influence (alcohol or drugs)
- Excessive speed in the vicinity of other boats or in dangerous waters
- Bow-Riding, also riding on a seat back, gunwale, transom, or sundeck
- Operating the boat or accessories in an unsafe manner

The operator of a vessel must always watch for other vessels, swimmers, shallow areas, and obstructions in the water. While underway, if the water color becomes lighter, this indicates that the water is getting shallow. Because it is hard to tell how shallow the water is, the best procedure to follow is slow down, raise the motor, and steer clear of the area. By doing this you have a better chance or avoiding damages.

If your engine requires assistance and you are not already beached on shore, set the anchor outside of a channel, call the marina for assistance, and keep a sharp lookout for traffic. DO NOT try to repair the engine yourself, doing so could cause further damage to the vessel or you could injure yourself.

The responsibilities of the boat operator include, but are not limited to:

1. The safe navigation of the vessel to and from your destination.
2. The safe operation of all equipment and the handling of the vessel including:
    - Stopping distances
    - Turning radius
    - Most efficient cruise speeds
3. Insuring that all required operational and safety equipment is on board before getting underway and properly stowed upon return.
4. Enforcing safe behavior of all persons on board to avoid taking risks (negligent operation) that could endanger life, limb, or property.

5. Keep an eye out for changing weather conditions and be prepared to act if the water and weather conditions become hazardous.
6. Although towing, skiing, or diving from the rental vessel is strictly prohibited; never leave your engine running when picking-up/loading persons from the water.
7. Never jump or dive from the boat.
8. Stop to render assistance to others. The Good Samaritan rule in the Federal Boat Safety Act of 1971 will protect you from the liability if you act reasonable and prudently. If the distressed vessel requires towing, you are not equipped or trained to tow with our rental vessels. Please stay with the distressed vessel and contact the Marina office for further assistance / guidance.
9. Exercise courtesy and common sense. This will make your trip safer and more enjoyable.
10. Use the following rule to prevent running out of fuel:
    - 1/3 Going out
    - 1/3 Coming back
    - 1/3 In Reserve

2.3 Passengers

Passengers are required to comply with the mandates of this manual as it pertains to them. The boat operator is in charge at all times. During rough seas it is highly recommended that all patrons of the vessel wear CG approved PFDs. Passengers should acquaint themselves with all safety equipment on the vessel and ask for instructions on any equipment they do not know how to use. At no time, even at the request of the boat operator should these safety guidelines be deviated from, unless a specific situation has occurred where following a guideline could cause personal injury, this however, is a decision to be made by the boat operator. If the passenger does not feel the weather and/or vessel condition is safe, it is their responsibility to inform the boat operator and not participate in the cruise. The passenger should inform SCM staff of any unsafe conditions they encountered.

2.4 Responsibilities between vessels

Most practical situations upon the water involve more than two vessels operating under less than ideal conditions. In such multiple vessel encounters, all mariners should exercise good seamanship, and operate at a safe speed. If ever in doubt as to the intentions of another vessel, immediately sound a danger signal, slacken speed, and/or stop the vessel until the danger or collision passes.

Don’t be stubborn, even if you are entitled to the right of way. Exercise prudent seamanship on all close quarters situations. Again,

if at any time you are in doubt as to the intentions of another vessel, immediately sound a danger signal (using the whistle provided or shouting) and take necessary actions to avoid a collision. Remember, there are a lot of operators on the water who don't know the first thing about boating, not to mention the rules of the road.

As the operator of the rental vessel, you are responsible for any and all damages and repairs thereof. Even if someone else strikes your rental vessel, you must be responsible enough to notify the proper authorities and to get the other person's information. Failure to do so will result in you having to pay for the damages.

Always look behind you before making turns. Some boats follow too closely…. Boats have no breaks. The only means of avoiding accidents is turning or cutting your speed.

Who has the right-of-way?

A power-driven vessel underway shall keep out of the way of:

- A vessel not under command (unable to maneuver)
- A vessel restricted to her ability to maneuver.
- A vessel engaged in fishing (does not include trolling)
- A sailing vessel

2.5 Operating Near Large Vessels

A small boat operator in Florida's harbors and rivers, you should be aware of the maneuvering characteristics and limitation of large vessels, especially congested waters.

As stated before:

> *All vessels, SCM rentals or privately owned, are required to stay clear from any US Naval vessel by 100 yards. If you need to pass within 100 yards of a US Naval Vessel for safe passage, you are required to contact either the US Naval vessel or the US Coast Guard. You are required to operate at minimum speed outside 100 yards but within 500 yards from any US Naval vessel. Recreational boaters have a role in keeping our waterways safe and secure. Violators of the restrictions listed already can expect a quick and sever response. Avoid all security zones and restricted areas. Keep a sharp eye out for anything that looks peculiar or out of the ordinary. Report all activities that seem suspicious to the local law enforcement agency or the US Coast Guard.*

As a general rule, it is best to avoid hampering the progress of any large vessels which can only operate in the navigable channels whereas your boat may safely navigate in very little water. If you feel the need to stay within the designated channel due to your draft, observe

good seamanship and keep as far to right side of the channel as safe and practical for your vessel to operate.

Another thing to remember is large vessels, even at slow speed; may throw a large wake. Large, deeply laden vessels can also take up to a half-mile or more to come to a complete stop or execute an emergency maneuver to avoid running you down. Large vessels have extreme momentum behind them. When meeting them upon the water, a little common sense and courtesy goes a long way.

Always exercise particular caution when encountering these large and maneuverable vessels. Never hamper the progress of these vessels and always take ample and sufficient action to avoid a close quarters situation.

The waters in the general operating area for MWR boats have barges under tow, sail boats, shrimp and fishing boats, and party boats of all sizes. It is extremely important for the boat operator to pay strict attention to their surroundings. When in doubt, give way to other vessels.

Never run between a towboat and her tow. The towline may only be submerged a few feet.

2.6 Accidents

Most boating fatalities are the result of a capsizing or fall overboard. Most non-fatal boating accidents are the result in a collision with another boat or an object in the water such as rocks, pilings, or debris. A little knowledge, common sense and courtesy could prevent most accidents.

Most boating fatalities occur in small open boats on small inland bodies of water in mid to late afternoons on weekends during the summer months. The weather is normally good, calm winds, calm water, and good visibility. Approximately 90% of the fatalities are the result of drowning, and nearly 80% of those who die in boating accidents did not use a PFD. Most accidents, capsizing, falls overboard, and collisions are a sudden unexpected occurrence. You have little, if any, warning ahead of time to prepare for it. Your PFD could save your life, but it will be of little use if you do not wear it.

SCM Small Boat Operator Safety Manual
Section 3

Boats and Required Equipment

3.1 Stability

The passenger capacity is different for every vessel. It is the responsibility of the boat operator to stay within these limits and to have all weight distributed so the boat will be trimmed properly. An improperly trimmed vessel will list (drag) in some way, thus reducing the stability of the vessel and creating stress on the engine. This issue also wastes fuel. When getting underway, be careful to load your vessel properly. You should enter a small boat by stepping into the center of the boat. Distribute the load evenly fore and aft, and side-to-side. Never allow people to ride on the bow outside the gates, seat backs, or gunwales. Riding in such positions makes a fall overboard more likely. Standing up in a small boat reduces its stability. Do not overload the boat, it will reduce stability and make capsizing or falling overboard more likely. Because of this foreseen problem, SCM reserves the right to reduce the set passenger capacity per vessel for safety.

3.2 Equipment

The operator shall be familiar with the operation of the equipment and shall inspect all emergency equipment prior to departure.

Personal Floatation Device (PFD)
Most adults need an extra seven to twelve ponds of buoyancy to keep their heads above water. A PFD can provide that "extra lift" to keep you afloat until help comes. Your weight is not the only factor in how much "extra lift" you need. A person's body fat, lung size, clothing, and the water conditions also play an important role.

When selecting a PFD, read the label to make sure it is for a person your size and weight. All of Sherman Cove Marina's PFDs are USCG approved. All PFDs are offered for free with any vessel rental. The weight classes for PFDs offered are Adult (over 90 lbs), Youth (50-90 lbs), Child (30-50 lbs), and Infant (0-30 lbs). USCG requires one wearable PFD for each person onboard a vessel, regardless of your swimming abilities.

When you are checking out, the Receptionist will ask for the number of guests and how many of each weight class. This insures you are issued the correctly sized PFDs according to USCG regulations. You are more than welcome to bring your own PFDs, however if they do not display the USCG approved label, we will issue you one of ours.

Any child, 12 years of age or younger, is REQUIRED to wear their PFD at ALL times while on the rental vessel, regardless if the vessel is in motion or anchored.

If the vessel is beached, it is the parents' decision to require the PFD to be worn or not.

Please keep in mind for anyone over the age of 12… your PFDs do no good if you cannot reach them in the event of an emergency. Do not store them under a seat, under a cooler, use them a kneeling pad, or use them as bumpers. PFDs lose their buoyancy when crushed.

Fire extinguisher

After PFDs, the next most important item of equipment is a fire extinguisher. Although boat fires are not a leading cause of fatalities or injuries, they do cause most of the property damage involved in boating. The Fire extinguisher is in reach of the Operator.

Remember: PASS
P - Pull pin
A - Aim at base of fire
S - Squeeze handle
S - Sweep side to side

Anchor

All vessels are equipped with an anchor, anchor line, and anchor chain of sufficient weight and strength to provide safe anchorage. Do not anchor in navigational channels or tie your boat to channel buoys or markers unless under emergency conditions. BEFORE you drop your anchor over the bow of the vessel, insure the line is secured to the vessel. Only pay out enough line to secure your vessel in the desired location. Do not drop the anchor and all of the line overboard. Doing so does not secure your vessel in a stationary point, instead it allows for too much swing and can dislodge your anchor.

Portable Throwing Device

A Type IV Throwable Device is intended for use anywhere and must be within arm's reach of the Operator. It is designed to be thrown to the distressed victim in the water. The victim should then be told to grasp the device and hold on until rescued. This device is not designed or intended to be worn.

3.3 Communication

SCM requires all rental vessels to have a cell phone onboard the vessel. The cell phone is required to remain within hearing distance of the operator at all times. When you check out, the Receptionist will ask for the primary contact number and an alternate contact number for your vessel. Keeping your cell phone within reach is

essential so you can call if there is a medical emergency or an engine malfunction.

Boat operator MUST muster call in to the marina EVERY HOUR ON THE HOUR to give your location and vessel status.

3.4 Boats

SCM provides a variety of vessels for you to rent and enjoy with your guests. Some of our vessels have a few more requirements or limitations than others. This section is to inform you of the differences so you will know some of the safety guidelines set forth for each vessel… and to help you make your decision of which vessel to reserve to better fit you and your guests. All vessels rented from SCM must have two persons aboard at all times while the vessel is underway. The second person must be 10 years of age or older. This is mandatory regardless of your personal boating experience.

All vessels have a Capacity plate which list the max bodies allowed and/or max weight allowed. Please keep the max weight limit in mind when planning to have a large party and coolers, beach bags, chairs, tents, etc. We suggest you make a couple of trips to ensure you do not endanger your guests by improperly loading your rental vessel.

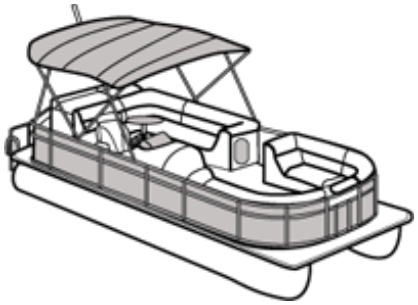
All vessels come with USCG approved and required safety equipment. There is no extra charge of these items while renting a vessel, but there is a replacement cost if any of the equipment is lost or damaged.

USCG required safety gear (free with vessel rental):

A. Personal Floatation Device (PFD)
B. Fire Extinguisher
C. Anchor
D. Throwing Device
E. Sound Producing Device (Whistle and/or Horn)
F. Signal Flag

****Notice****
The following images are not of the actual vessels available for rent. These images are to give you an idea of the type of vessels offered for rent at Sherman Cove Marina.

PONTOONS



NON-FISHING PONTOONS

Also known as a "Deck Boat" or a "Party Barge". This vessel offers a flat surface fully enclosed by a 2.5' tall gunwale (railing). As pictured above, there is surrounding seating attached to the gunwales which offer under-seat storage bins (they are not water tight). The vessels have a collapsible half Bimini to offer coverage to the rear half of the vessel or full sun exposure. Perfect for taking a few friends or the whole family out for a picnic on the water. Absolutely NO fishing gear is permitted on the non-fishing pontoons.

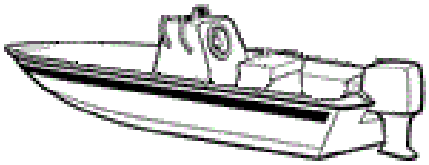
Length	Max Crew	Max Weight Load	Engine Size	Areas
22'	10	1,450 LBS	50 hps	Area A, B, C

FISHING PONTOONS

Our fishing pontoons are our 2005 models which have been redesigned with three rows of seating vs. the wrap around seating of the non-fishing pontoon. These three rows offer five swing back bench seats which allow for passengers to sit facing forward or backwards. The base of each bench seat doubles as a cooler. These seats are also equipped with four rod holders in the backrest of each seat. Each of these vessels have a collapsible half Bimini to offer coverage to the rear half of the vessel or full sun exposure. Perfect for taking a few friends or the whole family out fishing. Unfortunately, this vessel does offer any fishing electronics.

Length	Max Crew	Max Weight Load	Engine Size	Operational
25'	11	1,705 LBS	50 hps	Area A, B, C

V-HULLS



BOSTON WHALER

Very similar to a flat water fishing bass boat. This vessel has a center console you can walk around. There is no Bimini or T-Top to offer coverage from the elements. A Captain's seat sits the operator behind the center console and a bench seat in front with space for one crew member with a possible third crew member riding on the bow lockers. This vessel is perfect for you and a couple of friends or family members to enjoy a calm day fishing or just joy riding.

Length	Max Crew	Max Weight Load	Engine Size	Areas
17'	3	785 LBS	50 hps	Area A, B ONLY



CAPE HORN / EDGE WATER

Prior to renting the Cape Horn, 10 hours MUST be logged at Sherman Cove Marina on a Pontoon or a Whaler. This regulation is in place due to the knowledge and experience required to properly handle the increased horsepower of the engine.

These center console V-Hulls are designed for fishing. The large open deck space is perfect, providing walk around style fishing. Seating for the captain and one guest is located behind the console with a bench seat for one to two more guests in front of the console. These vessels offer four "rocket launcher" style rod holders located in the T-Top, four gunwale rod holders (two starboard stern, two port stern), and a Live Bait tank. Dry storage is located at the captain's knees and above in the T-Top. Additional storage is located in the bow lockers, however these are not water tight. Due to the larger engine, they will burn more fuel than the Whaler or Pontoons.

Length	Max Crew	Max Weight Load	Engine Size	Areas
17' CH	4	1,200 LBS	115 hps	Area A, B, C
21' EW	6	1,485 LBS	150 hps	Area A, B, C

SCM Small Boat Operator Safety Manual
Section 4

Policy and Procedures

4.1 General Rules and Regulations

Other rules and regulations set forth by and enforced by Sherman Cove Marina Staff are as follows:

1. No pets are allowed on SCM rental vessels. This is because 90% of the beach-front you and your guest can beach at and enjoy, do not allow pets.
2. When leaving Sherman Cove Marina…
   - Adhere to the NO WAKE zone as the entire cove is a NO WAKE ZONE
   - Stay inside the channel until you have entered the Intercostal Waterway.
   - Do not make any immediate right or left turns until you are outside of the Military Exclusion Zone buoy markers.
   - Apply the same rules when you return.
3. Our engines are "water-cooled", therefore when starting the motor, you should….
   - Ensure the motor is in the water
   - Ensure the emergency kill switch is in place
   - Put the throttle in Neutral
   - Turn the Key clockwise until the engine starts
   - Insure the water impeller is not clogged by observing the water streaming out
4. Late fees occur if the vessel is not at the fuel dock and rental paid in full by "Time Due Back".
   - Time due back is always one hour prior to closing.
5. The marina staff has the right to restrict/refuse the sale of alcohol to ALL patrons of the facility.
   - Operators of the rental fleet are **NOT** permitted to drink alcohol at any time.
   - Your rental party will be restricted 3-4 12oz beers per legal age person on the vessel.
   - **NO HARD LIQUOR PERMITTED**
6. No glass is permitted – most of the beaches you will beach at do not permit glass.
7. You must call the Marina every hour on the hour with your location.
   - This is for your safety, the safety of your guests, and the safety of our property.
   - This will allow us to update you on any weather condition changes so you can better plan your trip.

4.2 General Safety Guidelines

To increase your chances of a fast recovery in the event of an emergency while underway, know how to use your distress signals. The most frequently recognized distress signal for small boats is to raise and lower your outstretched arms repeatedly. Another commonly used distress signal is the use of an orange flag (provided on the rental vessel).

All boats must be able to produce audible navigation signals. Audible signals such as whistles, horns, or bells can prevent collisions in narrow restrictive waterways. They may be given and returned as follows:

A - One short blast - I intend to leave you on my PORT side
B - Two short blasts - I intend to leave you on my STARBOARD side
C - Three short blasts - My engines are in reverse
D - Five short blasts - Danger or I do not understand/agree with your intentions

As a brief overview, UNSAFE – UNLAWFUL – NEGLIGENT operation of SCM rental vessel includes, but is not limited to the following:

Reckless or Careless Operation.

The failure to exercise the care necessary to prevent the endangerment of life, limb, or property of any person. Some examples are:

- Boating in restricted areas without regard for other boaters or persons, posted speeds and wake restrictions, diver-down flags, etc.
- Failing to follow navigation rules.

Alcohol Use.

The boat operator is not permitted to drink alcoholic beverages of any kind, at any time, while the vessel is rented.

Improper Speed.

Operating at speeds greater than posted speeds and that are not reasonable and prudent based on boating traffic, weather conditions, visibility, or other potential hazards. If no limits are posted, you should operate a vessel so that it does not endanger others. Vessel speed always should be maintained so that the vessel can be stopped safely.

Exceeding Maximum Load.

The failure of the operator to ensure that the vessel is loaded safely and not overloaded (check capacity plate information listed above.)

Riding on the Bows, Deck, or Gunwale.

Allowing passengers to ride on the bow, gunwale, transom, seat backs, sun decks, outside a gate, or any other place where there may be a chance of falling off, **IS STRICTLY PROHIBITED**.

Inadequate number of Personal Floatation Devices (PFD).

All vessels must be equipped with USCG approved life jackets called PFDs. One PFD is required per person aboard the vessel. If you are picking up more guests at an alternate location, we need to know so we can issue you the correct number of lifejackets for your entire party.

Late/Overdue Rental.

The failure of the operator to ensure the vessel is returned on time is considered to be LATE/OVERDUE. You are told when to have the vessel back to the Fueling Pier by the Receptionist and it is written on the boundary chart you are issued. Failure to return the vessel by the due time WILL result in a $25.00 fee per 30 minutes you are late. (ie – 1-30 min = $25, 31-60 min = $50)

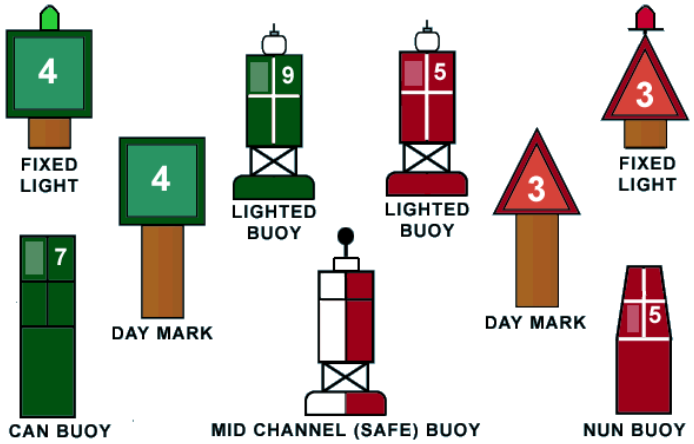
If the operator is found to be negligent:

- First Offence - 30 day suspension of your rental privileges
- Second Offence - 60 day suspension of your rental privileges
- Third Offence – Removal of rental privileges

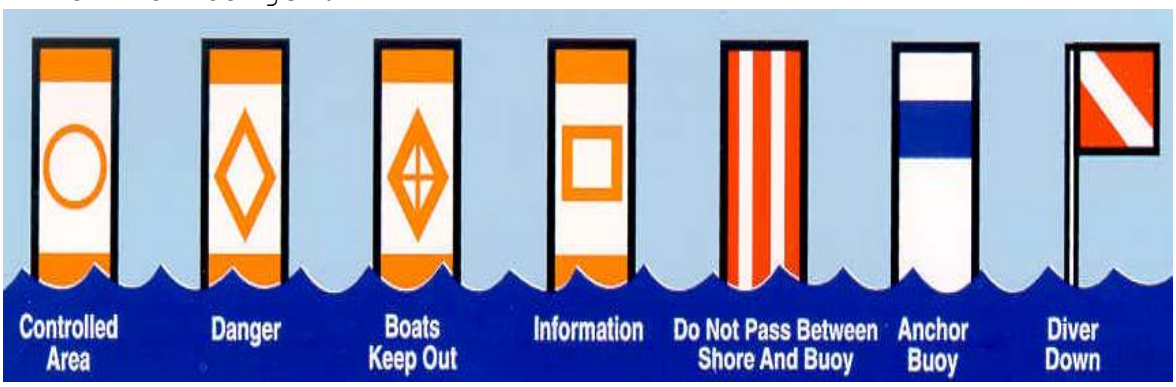
4.3 Waterway Marking System

Many bodies of water used by boaters are located entirely within the boundaries of the state. The uniform state waterway marking system has been devised for inland waters. Two categories of waterway markers are employed.

- One category is a system of "Navigational Aids" which are used to identify safe channels, obstructions, and hazards. On state waters, red and green buoys mark channel limits and are generally used in pairs. A boat should pass between a red buoy and its companion green buoy.



- The other category is a system or regulatory markers, buoys, and signs. The markers show bright geometric shapes and black lettering on a white background. These markers give information such as identify speed zones, restricted areas, and warn of danger.



Seafarers use the phrase "RED RIGHT RETURNING" to remind them of their corrections course between red and green buoys when returning to the harbor. It means the red buoys mark the right side of the channel when returning from the open sea (or going upstream in a river). The opposite also holds true. When leaving port heading down stream towards sea, red buoys are on the left and green buoys on the right. You can tell which side of the channel a buoy is on by its color, shape and number. Red buoys are always EVEN numbered. Green buoys are always ODD numbers.

Sometimes buoys are missing, adrift, or off the charted position or station. Heavy storms, unusual tides, or collisions may cause a buoy to move. Buoys on their correct locations should be passed at a distance. They may be very close to danger.

4.4 Boundary Areas

Leaving the set boundaries is NOT permitted. Doing so, will result in a $25 fee and your rental privileges revoked. As you will see on the chart on the next page, the openness of our boundary area permits you to do a great number of fun activities.

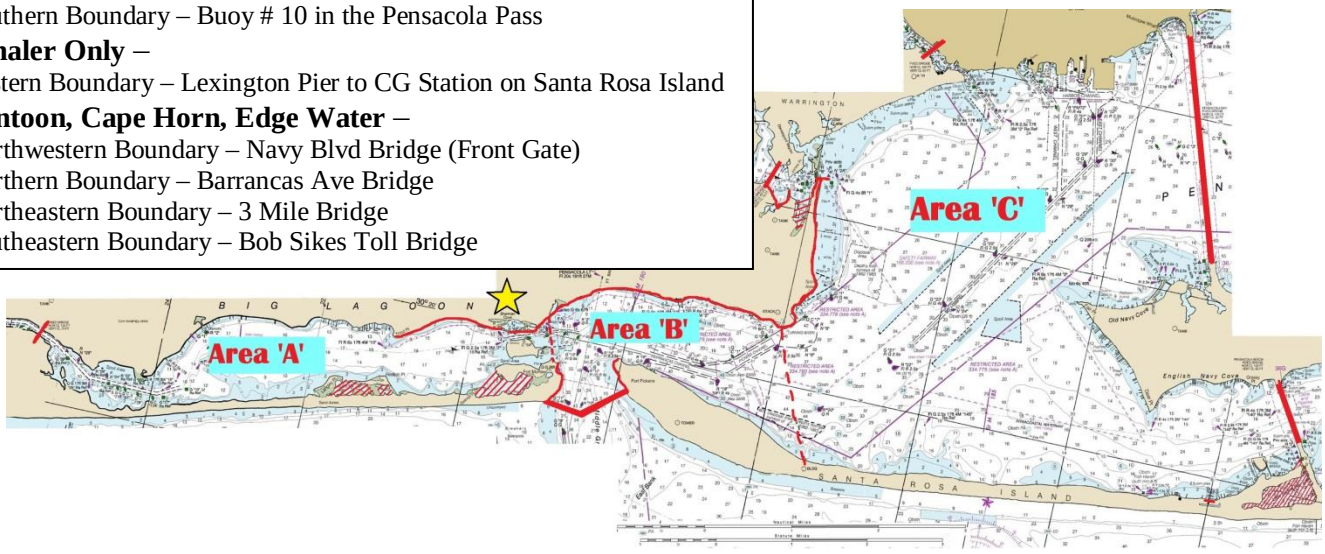
Eating – we offer you to take a ride to the Oyster Bar Restaurant (located at the base of the Perdido Key Bridge) and the Oar House Restaurant (located at the base of the Barrancus Ave Bridge.) If you do not wish to venture to a restaurant – take a picnic basket.

If you are a History Buff, you are more than welcome to visit Fort Pickens or Fort McRee – located on each side of the pass to the Gulf of Mexico.

All Vessels –
Southwestern Boundary – Perdido Key Bridge
Southern Boundary – Buoy # 10 in the Pensacola Pass

Whaler Only –
Eastern Boundary – Lexington Pier to CG Station on Santa Rosa Island

Pontoon, Cape Horn, Edge Water –
Northwestern Boundary – Navy Blvd Bridge (Front Gate)
Northern Boundary – Barrancas Ave Bridge
Northeastern Boundary – 3 Mile Bridge
Southeastern Boundary – Bob Sikes Toll Bridge



4.5 Restrictions Due to Safety Hazards

As stated before - the operator of a vessel must always watch for other boats, swimmers, shallow areas, and obstructions in the water. While underway, if the water color seems to become lighter, this is indicating the water is getting shallow. Because it is hard to tell how shallow the water is, the best procedure to follow is slow down, raise the motor, and steer clear of the area. By doing this you have a better chance of avoiding damages.

Beaching

Whenever the boat is to be brought to shore, the operator should:

- Slow down when approaching shore.
- When in approximately three feet of water, turn off the engine.
- Raise the motor as to not let it hit the bottom.
- Walk the vessel ashore.
- Set the anchor to secure the vessel.

Docking

When you decide to dock the boat, use this procedure in order to avoid injury or damage:

- With the motor at IDLE SPEED, bring the boat parallel to the side of the dock you wish to use.
- Once you are almost into position, put the motor in reverse and give it only enough throttle to reverse the direction away from striking the dock.
- Put the boat in neutral and turn the motor off.
- Ensure the bumpers are at the correct height and on the correct side of the vessel. This saves damage to the vessel and the dock.

4.6 Weather Conditions

A responsible boat operator will always keep abreast of changing weather conditions and will never leave a dock while Small Craft advisories are posted. The National Oceanic and Atmospheric Administration (NOAA) transmits weather forecasts and issues small craft advisories which may be obtained from:

- SCM Staff.
- Local radio stations.
- National Weather Service (US Commerce Department).
- Marinas and Yacht Clubs which fly storm warnings.
- Marina VHF - NOAA broadcasts weather information and any storm warning every four to six minutes.

Destructive weather conditions are of particular concern to the recreational boater. Sudden weather changes are common in the vicinity of Sherman Cove Marina. It is always the boat operator's responsibility to be aware of weather conditions and to seek safety BEFORE threatening weather approaches.

Additionally, SCM staff closely monitors weather conditions and will restrict or secure boating as conditions warrant. Personal safety is the primary concern in decisions to restrict or secure boating activities. In the event of hazardous weather, SCM staff will fly the storm warning flag on the flagpole located at the waterfront between the East and West boat ramps and recall all rental vessels.

If the weather is forecasted prior to your rental time, you may receive a call stating your reservation has either been postponed or cancelled.

If hazardous weather arises after you have already left the marina with your rental vessel, you will receive a phone call with instructions. LEAVE YOUR PHONE WITHIN HEARING DISTANCE. The instructions may be to return to the marina immediately and without delay, or to seek the nearest safe harbor and give us your location. Staff will also try the "Emergency Back-Up" phone number you listed on your rental chit at check out.

The following weather conditions will affect rental boating operations at Sherman Cove Marina:

THUNDERSTORM CONDITION II (T2)

This weather condition is set when there is a thunderstorm with 25 NM of NAS Pensacola which could produce lightning. Vessels are not required to return to facility, however conditions may change and you may receive the call to return.

THUNDERSTORM CONDITION I (T1)

This weather condition is set when there is lightning within 10 NM of NAS Pensacola. At this time vessel recall procedures are implemented and boating is secured.

SMALL CRAFT

This weather condition can be set for a couple different reasons. Either the wind speed is too high, or the sea conditions are too rough. Vessels are required to return to the facility, and reservations will be canceled.

HURRICANE / TROPICAL STORM / GALE CONDITIONS

All boating activities are secured and reservations are canceled.

FOG/LOW VISIBILITY

All boating activities will be secured if there is not 1.5 miles of visibility in our immediate area of operation. Our waterway includes commercial traffic and barges. A barge can take anywhere from ¼ of a mile to a full mile to stop. By that time, they may have already struck your vessel.

NOTE: Even if one of these conditions has not been issued, Sherman Cove Staff have the authority to secure boating activities if conditions deem necessary. Whenever inclement weather arises, the operator should find the safest harbor available and contact SCM. If there is lightening present, your responsibility is to get everyone on land… on the water, you are an excellent conductor of electricity. If assistance is required, call Sherman Cove Marina at 850.452.2212.

4.7 Aquatic Safety

National Safety council statistics show that drowning is the second leading cause of accidental deaths (behind auto accidents) for those aged 1-44. Most of the 6,000-8,000 people who drown never intended to be in the water and were unprepared to be in the water. Sadly, most drownings occur within a few feet of safety.

A non-swimmer is a person who cannot support himself in the water. A drowning victim will not normally call out for help; they are too busy trying to breathe. They may struggle on the surface for a few seconds, and then go under. If you throw the victim a Type IV Throwable Device or a PFD, it must be thrown to or near distressed victim in the water. The victim should then be told to grasp the device and hold on until rescued.

To get a person out of the water, approach slowly and stop the motor when alongside. Try to bring the person in, preferably over the stern (back of the boat). Balance the boat so it does not list to one side

when people crawl aboard. Do not overload the boat. The stern is the portion of any vessel which is normally the lowest to the water level. Also, most vessels have ladders on the stern.

If you plan swimming or diving while you are renting a vessel from Sherman Cove Marina, please keep the following points in mind:

- There is no swimming, skiing, tubing or diving directly from any Sherman Cove Marina rental vessel. You must beach the vessel or be in at least 2'-3' of water before you allow any guests aboard your rental vessel to swim.
- DO NOT anchor in the middle of the waterways (especially the shipping channel) since this is a commercial line for barges
- If you venture into the water, remember you are in an unfamiliar area, use caution. Go in feet first, slowly. Never dive in.

Diving

All motorboat operators should be aware of the two flags used to indicate the presence of divers. The official flag, ALFA, is an internationally recognized indicator for all diving operations. ALFA is a Blue and White Flag, the left half of the flag is white and the right half is blue. Any vessel displaying the ALFA flag is to be considered restricted in its ability to maneuver and should be afforded the right of way. The second flag, probably seen most often, is the red flag with a white diagonal stripe. Boat operators should be afforded the same privileges as vessels displaying the ALFA flag.



Under no circumstances should any vessel approach within 100 feet of any craft or object displaying either flag.

4.8 Flora and Fauna

Flora is corresponding term for plants.
Fauna is all of the animal life of any particular region.

Seagrasses are plants are totally adapted to living underwater. Their canopy of leaves rise into the water and their net of roots penetrate into the sediments below creating a calm, stable, and protected habitat for a wide variety of marine life.

If boating in shallow areas or near seagrass beds, and you see a mud trail in your wake then you have allowed your propeller to churn up

the bottom, cloud the water, and likely cut seagrass roots. This is called a "Prop Scar".

If you see this trail, you should:

- Stop the motor
- Trim your motor out of the water
- Pole or walk your vessel out of the shallow area or seagrass bed.

Creating these scars not only damages the protected areas, but also your rental vessel. You can nick the prop, and then the rotation will be out of sync and can damage the drive shaft. Mud can get packed into the impeller, causing the engine to overheat. If the engine overheats, there is a good chance of severely damaging the motor.

Destruction of seagrass in Aquatic Preserves is a violation of Florida Law and carries a penalty of up to $1000. Avoid damaging seagrass by knowing your vessel's operating draft and navigating in the marked channels.

It is unlawful and illegal for any person to harass or abuse any marine mammal. Manatees, Bottle-Nosed Dolphins, and Sea Turtles are all protected species. If you or one of your guests are caught harassing, hunting, capturing, or killing any marine mammal; the actions can be punishable by a fine of up to $50,000, one-year imprisonment, or both.

Feeding marine mammals is considered a form of harassment because you are disrupting their normal behavior. DO NOT feed or follow marine mammals!

4.9 Alcohol/Drug Safety

USCG studies indicate that as many as 50% of all boating accidents may be alcohol related. To learn how drinking affects boating; we must first understand how alcohol affects people. Although alcohol has been around since the start of time, there are still many myths about alcohol that are not true.

MYTH - Beer is less intoxicating than other alcoholic beverages.

FALSE - One 12oz can of beer, One 6oz glass of wine, or One shot of 80 proof liquor all contain about the same amount of alcohol and have about the same effect.

MYTH - A cold shower, a walk in fresh air, or black coffee will sober you up.

FALSE - Once you have consumed alcohol, nothing will sober you up except time. Your body will metabolize about one ounce of alcohol per hour. If you are legally drunk, it will take about 7 hours to sober up.

Some effects of alcohol on boaters are:

- Balance - Balance is one of the first things you lose when you consume alcohol. The problem is that you may not notice the reduction in ability and a small boat is very unforgiving.
- Coordination - As the amount of alcohol you drink increases, your ability to coordinate your arm and leg movements are reduced. A drunken boater will have great difficulty trying to swim to life saving device, let alone putting it on, despite skill or ability while sober.

Florida's laws against boating while impaired by alcohol or other drugs are as strict as those for driving a vehicle while impaired. Florida law prohibits anyone from Boating Under the Influence (BUI). That is, it is illegal to operate any vessel while intoxicated due to alcohol or any combination of alcohol, a controlled substance, or drugs. Alcohol is a major contributor to boating accidents and fatalities.

Alcohol

- Depresses the central nervous system, affects judgment, and slows physical reaction time.
- Makes it difficult for you to pay attention and perform multiple tasks.
- Can reduce your ability to distinguish colors, especially red and green (vital for recognizing the correct channel markers to follow.)
- Impaired balance, blurred vision, poor coordination, impaired judgment, and slower reaction time - all of which are highly needed to operate and be onboard a boat safely.

Those convicted of operating under the influence of alcohol and/or drugs will:
First conviction - Fined up to $500 and imprisoned for up to 6 months
Second conviction - Fined up to $1,000 and imprisoned for up to 9 months
Third conviction - Fined up to $2,500 and imprisoned for up to 1 year

It is considered a felony, if the boat operator was involved in a boating accident causing property damage, injury, or death while boating under the influence of alcohol and/or drugs. By operating any vessel on Florida waters, you have consented to be tested for the presence of alcohol, drugs, or other intoxication substances if requested. Refusal to submit to testing is punishable by a civil penalty of $500 and it is also a crime if your have ever been fined for a previous refusal.

For this reason, and to insure the integrity of SCM rental property, boat operators are strictly prohibited from drinking any alcoholic beverages while they are the temporary custodian of the rental vessel.

Plain and simple… if you are the operator of one of our rentals, do not drink any form of an alcoholic beverage.

The marina staff has the right to restrict/refuse the sale of alcohol to ALL patrons of the facility.

- Operators of the rental fleet are NOT permitted to drink alcohol at any time.
- Your rental party will be restricted to 3-4 12oz beers per legal age person on the vessel.
- NO HARD LIQUOR PERMITTED
- Marina staff have the authorization to suspend your rental privileges if they find you are trying to circumvent this regulation.
- Our facility is here for you to enjoy time on our waters – not to have public intoxication of you or your guests.

Our goal/mission is to provide you a safe and enjoyable recreational experience as a deterrent to alcohol because basically – the two don't mix.

SCM Small Boat Operator Safety Manual
Section 5

Conclusion

When out on the water, remember you are sharing it with others. Keep a sharp lookout. A little common sense will go a long way in preventing mishaps. The future of renting boats will be dependent upon caution and courtesy of all renters.

How to obtain your SCM SKIPPERS CARD –

$20 one-time fee – Due at time of Written Test

Part One – Written test

- Must be taken in-person at Sherman Cove Marina's Rental/Retail Office. Fee paid at time of Written Test. No reservation or appointment is required.
- Test consists of 17 "fill in the blank" questions.
- Closed book format and nobody is permitted to assist you answering the questions.
- You must score 80% or better (29 out of 36 points, each questions is weighted differently.)
- Once you have successfully completed the written test, you may sign up for an On-Water Practical.

Part Two – On-Water Practical

- Offered at the Marina 0900 every Saturday (excluding Holidays and weather pending).
- Course consists of safe boat operation, navigation, beaching, anchoring, and docking.
- Once the instructor sees you have been successful in the above listed areas, they will have you sign for your card.
- You will then be qualified for the stage one vessels (Pontoons and Boston Whaler.)
- If you are unsuccessful in any of the above listed areas, the instructor will ask to see you on another day (free of charge) so we can help you hone your boating skills.

Replacement cards – are available for free, however you will lose all recorded hours at our facility. You hold the master log of your hours, we only hold the day you obtained your skippers card.

Final Reminder:

If you, as the operator, are found to be negligent in any way:

- First Offence - 30 day suspension of your rental privileges
- Second Offence - 60 day suspension of your rental privileges
- Third Offence – Removal of rental privileges