



TRADEWINDS

The source of information on the Miami Marine Community

VOLUME 2002 No. 8

December 2002

FOCUS

Stiltsville –
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“No one who chances upon the phenomenon of Stiltsville for the first time will ever forget the sight of homes that hover above the waters, miles from any shore, like structures from a dream.”

Les Standiford

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the Year - Mike Brescher Page 4

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PICTURING GRACE: FLORIDA AT FIRST LIGHT

Photographic Exhibition Opens at Biscayne National Park - A collection of inspired images by renowned landscape photographer Joel McEachern will be on exhibit in Biscayne National Park's Dante Fascell Visitor Center from December 10 through February 24, 2003.

The exhibit is free and open daily (except for December 25) from 8:30 a.m. to 5:00 p.m. The Dante Fascell Visitor Center is located at 9700 SW 328 Street, nine miles east of Homestead, Florida.



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PRESIDENT'S COLUMN

By Michael Karcher



Ah, Winter is here. It is the season when snowbirds come down, both the feathered kind who sit in the rigging and decorate our boats, and the tourists who fill our hotels, drive slowly on our highways and bring their yachts down for the season. It is the time of year when I love turning on the Weather Channel just to see our little spot of orange on an otherwise blue map. It's the time to call your friends and clients up north and ask them, "How's the weather today?" just to hear their moans and groans about the cold while you sit there with your feet propped up listening to the air conditioning as you look out the windows at the blue sky and the palm trees.

It is also the time to get organized and think about plans for the New Year. (The snickering you hear in the background is that of my secretary who has heard all this before). Nevertheless, it is the time to make plans for next year.

The Marine Council's plans for 2003 programs are already taking shape. We will continue the boater education series. The diesel engine and marine electronics seminars were a lot of fun, and everyone learned a great deal at each of them. We will have more events such as Sailboat Rigging, Emergencies At Sea and Outboard Repairs. On April 30th we will have the biannual (every other year) Surveyor's Seminar. In June, we are doing something very special. We are planning to hold the first ever Miami Marine Expo and Flea Market at the Coconut Grove Exposition Center ... more details to come but put it on your calendar now. In July, we will hold our always-popular Hurricane Preparedness Seminar, and October brings the 8th Annual Yacht Brokers Seminar. Mixed in between and around these events will be peppered our quarterly luncheon meetings and other events. So all in all 2003 looks like a busy year. If you are not currently a member of the Marine Council and want to get first chance at these popular seminars, you might want to join in 2003.

This is the time to get organized and to start planning for the New Year. Should you wish to help plan and participate in any of these events, now is the time to get involved. In January, we will start setting up our long-range goals for the year. Sure things change and schedules are hard to keep, but this year, in a pre New Years resolution, I am trying to get organized now, or at least try to do so sooner rather than later.

2002 has been a good year for the Marine Council. I want to thank the officers and board members (past and present) as well as Nancy Morgan our Executive Director and her staff (Marcia, Ellen, Amanda, and Arleen) for all of their work. Finally, let me wish all of you the best for the holidays and I hope each and every one of you have a happy, healthy and prosperous New Year.

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Happy
Nautical
New Year

If you want to build a ship, don't drum up the men to gather wood, divide the work, and give orders. Instead, teach them to yearn for the vast and endless sea.

— Antoine-Marie-Roger De Saint-Exupery

ELECTRONIC NAVIGATION SEMINAR

(Enough to make a grown man drool!)

This sold out event was held at Grove Isle Marina on Nov. 20. The presentation by Bobby Krell of Langer-Krell Marine Electronics was excellent. Although three women were in the audience (equally entertained and informed by the way), you could see the male attendees taking out their Christmas lists and adding items for themselves. Bobby laid out a table of the latest in high-tech marine electronic gear and then explained it all to the crowd. He had plotters, radar, fish finders and GPS with the latest in readable color screens and combination systems. Bobby explained that if you have room for a computer on board your boat, the computer-based system is more complete and uses government Rastar charts instead of vector cartography. The Rastar charts are the most accurate around.

Depth finders – did you know that there is one that actually looks forward? It uses sonar and looks ahead 6 times the depth. This is great if you are stopped with murky water or in the dark and haven't a clue as to what direction has the best chance of not running aground. It does not work however if you are underway as the reaction time is not fast enough to save you from hitting a rock or sand bar.

One of Bobby's helpful hints was when shopping for these new gizmos, always test with polarized glasses. If you buy one that is too polarized, the combination is a black screen when you are wearing your shades also.

Bobby showed the group VHF Radios with remote microphones. Not only can you view the channels, you can hold them up to your ear and hear better. They complement the other radios and act as an intercom too. One of the newest items was DSC – Digital Selective Calling comes with an all-new interface with GPS. In a few years, if you are in an emergency, you can push the distress button on Channel 70 and a digital mayday will tell the Coast Guard who and where you are. It is limited to 25-35 miles.

You need EPERB if you are doing more than coastal boating as EPERB works with satellites. They even have EPERBs with GPS built in which is great for that initial contact. EPERBs come with manual deployment (boat has to sink) or automatic (you can deploy yourself in case of fire or other emergency. The key is the location of the EPERB, which compromises deployment with access.

Satellite phones are super and the prices are down. They are very affordable when safety is an issue.

The latest new gizmo is barely on the market and will "go big time" once a second manufacturer gets their Palm Pilot version out in the marketplace. Whoops, you now have a big hint. This is a sleeve for a PDA that has a GPS built-in. You can buy software to make it a handheld GPS. This has huge potential.

You can also get a small chart plotter with super accurate GPS built in which is perfect for small boats or tower placement.

Another trend is small cameras. You can keep an eye on your engine room or the kids in the salon. It can even be mounted as a transducer so you can see the fish and divers underneath your boat. The screens are split so you can have your radar/camera and mapping systems at the same time.

In addition to GPS, aerial photographs are now available. They make features like sandbars jump out at you when they are just numbers on a chart.

These tidbits are just a few of the hints that Bobby gave the audience at this popular seminar. If you did not attend this time, keep your eyes peeled for the next one. And, if you need new electronics or just want to update your old stuff, be sure and visit Langer-Krell. They are super knowledgeable people.

Thanks again to the sponsors: **Langer-Krell Marine Electronics and Grove Isle Marina.**



BISCAYNE NATIONAL PARK SEEKS INPUT ON STILTSVILLE PLAN

Biscayne National Park Superintendent Linda Canzanelli announced that two public meetings held on December 16th and 17th gathered public input on the alternatives developed for the seven buildings in the northern end of the park collectively known as Stiltsville. The meetings allowed the public the opportunity to discuss and comment on the four proposed management alternatives. If you missed the meetings the alternatives are:

The preferred alternative is Alternative A, Non-Profit Development and Management to Provide for Public Use. In this alternative one or more groups or individuals would create a non-profit (IRS 501 (C) (3)) organization that would enter into an agreement with the National Park Service to develop, manage, maintain and authorize the use of the Stiltsville structures to provide broad public access and a diversity of use.

In Alternative B, National Park Service (NPS) Development and Management to Provide for Public Use, the NPS would renovate, manage, operate and maintain the Stiltsville structures to provide broad public access and a diversity of use.

In Alternative C, Competitive Leasing to Provide for Public and Private Use, the NPS would use its current authority to issue competitive leases for the seven structures. Efforts would be made during the leasing process to try and make sure that there is some public use of the structures but public use would not be guaranteed in this alternative.

"We are required by the National Environmental Policy Act to look at the option of removing the structures," Canzanelli said. "This option is described under Alternative D, No Action. In this Alternative we would not take any action to change our current policy, as identified in the 1983 General Management Plan, and the structures would be removed."

The official comment period on the four alternatives for the General Management Plan Amendment for Stiltsville is expected to begin on December 12 when a Notice of Availability is posted in the Federal Register. The comment period will last for 60 days. A copy of the document can be read at Biscayne National Park Headquarters and Visitor Center, 9700 SW 328th Street, Homestead, Florida, or at the park's web site at www.nps.gov/bisc. Send them your comments.

END OF THE YEAR AWARDS

On December 3, 2002, the Marine Council's end of the year Christmas party was held at the Coral Reef Yacht Club. As always, it was a chance to celebrate the holidays and ring in the New Year. It was also an opportunity to recognize and thank those members who have been of special assistance to the Marine Council.

The *Member Of The Year* for 2002 was **Michael Brescher**. Michael has served on the Board of Directors and various committees and has always been of great help to the Marine Council. As an expert on marinas, consultant and surveyor Mike certainly knows his way around the Miami-Dade County waterfront and has been a great help to all of us. Congratulations to Mike Brescher for this award.



Marine Council President Michael Karcher with Michael Brescher

The next award was given not to a member, but to a long-term friend of the Marine Council and the marine community. The *Lifetime Achievement Award For Service To The Marine Community* was given to **Captain Michael Lamphear** of the Florida Fish and Wildlife Commission (formerly the Florida Marine Patrol). After countless years of service, Mike has retired from the Marine Patrol this fall. He has always been there on the water for us dealing with boat accidents, stranded whales, Columbus Day, jet skis and rock stars and other incidents on the water. He has also been there to help the Marine Council as a speaker at our various functions. The waters of South Florida may not be the same without him, but they are certainly safer for his efforts.



Marine Council President Michael Karcher with Captain Michael Lamphear



Marine Council President Michael Karcher with Phil Everingham

Finally, we have a new award that was presented to **Philip Everingham**. It is the *Commodore Ralph Monroe Award For Outstanding Service To The Marine Community*. Phil has tirelessly worked not only for the Marine Council, but also for the waterfront community in general, serving on committees and advocating our position as to the Miami River and Biscayne Bay. This award was named after Commodore Ralph Monroe and after some research we learned that Phil has a lot in common with the Commodore. Commodore Monroe was an active boater, Phil is an active boater. Monroe set his first camp up on the Miami River. Phil works on the Miami River. Monroe made his living designing and fixing boats. Phil makes his living at Merril Stevens fixing boats. Monroe was Commodore of Biscayne Bay Yacht Club for 22 years. Phil was the president of the Marine Council for a long time. Finally, Monroe led the fight against developers on the Bay and tried to preserve the Bay for boaters. Phil is continuing to lead the fight to preserve the Miami River and the Bay for boaters and other marine interests. All of us at the Marine Council and the South Florida waterfront community are grateful for his efforts.

MARINA DOCKAGE AND DRY RACK STORAGE RATES SURVEY RESULTS:

This survey was divided into Municipal Marinas, Miami River Marinas, Privately Owned Marinas and Dry Rack Storage Facilities that are south of the Julia Tuttle Bridge and North of the Julia Tuttle Bridge. The rates represent the overall average for each group. The marina rates are presented as prices per foot per day. The dry rack rates will be presented on a price per foot per month basis. The rates do not include any clubs or facilities which are reserved for members only. This survey was taken in December 2002. Thank you to all marinas that participated in the survey.

MARINAS	TRANSIENT		ANNUAL CONTRACTS	
	DAILY	MONTHLY	NON-LIVE	LIVE-ABOARD
Municipal Marinas	.84	.40	.28	.35
Miami River Marinas	n / a	n / a	.23	.30
Private South Marinas	2.05	1.20	.51	.55
Private North Marinas	.97	.48	.35	.36
Moorings	.37	.25	.12	n / a
DRY RACK STORAGE FACILITIES	OUTSIDE	COVERED	POD	
South Dry Rack Storage	11.66	13.96	11.59	
North Dry Rack Storage	8.95	11.85	9.50	

MARINE COUNCIL MEMBERS TOAST THE HOLIDAYS IN A NAUTICAL WAY



NEWS FROM THE DOCKS

We hear that the Miami-Dade Historical Maritime Museum is already purchasing their first vessel. It is the US Coast Guard Mohawk, a World War II patrol boat and icebreaker. They are negotiating with the City of Miami for possible temporary docking location in Bicentennial Park.

Another nautical museum? The Historical Museum of Southern Florida, located in downtown Miami, is planning to open a 4,000 square foot pavilion by 2006 at the eastern tip of Watson Island. This will be part of the mega-yacht marina, two high-end hotels, shops and restaurants.

Florida Keys' Coral Reefs are the first in the USA to receive international protection. They are now one of only five sensitive sea areas in the world. *(This means that ships greater than 164 feet/50 meters in length transiting the zone will have to avoid certain areas altogether and abide by three no-anchoring areas within the zone.)*

Good news! The tenants (more than 100) who thought they were being evicted from the Crandon Park Marina dry storage area will be allowed to stay. The Miami-Dade Park and Recreation Department supported an amendment to the Crandon Park Master Plan to maintain the 130-space dry storage area. The Miami-Dade Commission and the Matheson family gave their approval.

GROUNDING VESSEL REMOVED FROM BISCAYNE NATIONAL PARK'S CORAL REEF

The Evening Star, a 49-foot cabin cruiser went aground on Anniversary Reef within Biscayne National Park on December 4, 2002. Approximately 600 gallons of diesel fuel was removed from the vessel in an effort to minimize the chance of a fuel spill.

"This grounding demonstrates how important it is to use proper navigational skills and to constantly be aware of your location when on the water. We are fortunate that no personal injuries resulted from this accident," says Park Ranger Dave Pharo. "We will continue to investigate the accident to determine if any violations of Federal Law have occurred."



With over 200 documented vessel groundings annually, this type of accident poses one of the most serious threats to the marine habitats in Biscayne National Park. Park biologists have begun to assess the resource damage and injuries that have occurred to the reef. Further assessment is anticipated. Details of possible fines are not yet determined.



SEASONAL MANATEE SPEED ZONES TAKE EFFECT

Florida's waters are cooling down, and manatees are beginning to move to warmer waters in the south and at springs and power plants. Boaters should be aware that many Florida waterways have seasonal speed zones that change this time of year with manatee migration.

Manatees prefer water temperatures above 68 degrees and if exposed to colder temperatures for prolonged periods can become sick or die. Manatees tend to travel to the same warm-water areas each winter. Boaters in manatee congregation areas or known manatee travel routes should proceed slowly, according to the Florida Fish and Wildlife Conservation Commission (FWC).

"Scan the water near or in front of your boat for any swirls that look like a huge footprint, a repetitive line of half moon swirls, a mud trail or any breaking of the surface by a snout or a tail," manatee biologist Kipp Frohlich said. "If you see a manatee, give it plenty of room. The manatee may not be alone. It may have a calf or be traveling with other manatees that are close by."

Anyone who sees an injured, dead, orphaned or tagged manatee, or one that is being harassed, should call the FWC Division of Law Enforcement on VHF Channel 16 or by mobile phone at *FWC. The Resource Protection Hotline number is 1-888-404-FWCC. "If you can locate the injured or orphaned animal again, stay nearby and report its location and direction of travel," Frohlich said. "The more information you can provide, the better chance there is that an injured or orphaned manatee can be rescued, rehabilitated and returned to the population to reproduce again."

To help ensure manatees have a safer migration this year, the FWC suggests boaters also stay in marked channels, wear polarized sunglasses to improve vision, abide by posted boat speed zones and pole, paddle or use trolling motors when over shallow seagrass beds.

MARITIME ETHICS SEMINAR

On December 5, 2002, the Marine Council held a seminar for admiralty lawyers entitled "Maritime Ethics." Hard to believe, but lawyers really do need continuing legal education credits in the area of ethics. This being the case, we put on a seminar directed to maritime lawyers. A group of 21 lawyers and Erica Korpele from Atlantis Marine Towing (who wanted to find out just what lawyers think!) gathered around the Dean's conference table at the Rosenstiel School to hear and debate with our speakers. Steve Moon, David Famulari, Stephanie Wylie and Jonathan Skipp spoke on various topics and ethical dilemmas. It turned into a thoughtful and at times entertaining roundtable discussion. A reception was held afterwards. All in all, not only was a good time had by all, but it was an important educational event. We will do it again in the future.

Underwood, Karcher & Karcher and the **Marine Council** hosted this event.

What's Really Happening on the Miami River?

A Presentation at the Downtown Bay Forum

Many good things are happening on the Miami River, and some not so good, at least according to a panel presented at the Downtown Bay Forum last month. Panelists Dick Bunnell, David Miller and Fran Bohnsack shared some insights as to what's going on behind the scenes of the river's transformation.

First, a review of the familiar issues. Dick Bunnell, longtime Marine Council Member and Chair of the Miami River Commission's Dredging Committee, brought luncheon attendees up-to-date on the river's dredging. According to Bunnell, the river community has pursued this project for at least a decade in order to improve the navigational channel. Despite some slippage in the schedule, it looks like we're about to actually "dig dirt," say around July of 2003. Given that the average dredging project takes about 27 years to come to fruition, we may actually be ahead of schedule!

So far, \$21,145,000 has been appropriated by Congress, \$6,675,000 by the State, and \$5 million is pledged to be shared by the City of Miami, Miami-Dade County and the Florida Inland Navigational District – for a total of \$32,820,000 in committed funding. Most professional dredgers believe the actual cost of the project – sometimes estimated at \$100,000,000 – is likely to come in from the bid process at a much lower price than these early estimates. The reason for the change is reflective of the Army Corps' efforts to work with private enterprise in encouraging innovative solutions to the problem of sediment disposal. The best part of the project from a river resident's point of view is that there will be no piling up of dredged sediment, and the end product will be an environmentally improved river with better navigational qualities. This is indeed something to look forward to.

David Miller, Managing Director of the Miami River Commission, talked about the plan for the river (called the Urban Infill Plan) that seeks to protect and balance the interests of the river stakeholders – the downtown development and entertainment interests, the mixed use neighborhoods, and the marine industrial elements that characterize the working waterfront. Working with the City and the County to develop the plan, the MRC brings it before the City for approval this month (December 12th). If approved, it will be a hallmark of success for the river which has been the subject of many good plans left forgotten on City shelves.

But passage of the plan may not be guaranteed, chimed in Fran Bohnsack, Executive Director of the Miami River Marine Group. The city seems to have plans for the river independent of those they created collaboratively with the Miami River Commission. As evidence she cited City staff's refusal to agree to the plan's hearing in front of the Commission until all implementation steps that focused on the marine industry were either altered or removed. The City also insisted that another economic study of the river be done – a comparative study of the marine industry vs. housing – to determine the "highest and best use" for the river. These requirements cast an obvious pall over the marine interests that are dependent on the working river and send ominous signals for the river's future development.

Bohnsack went on to say that the river's marine economy has held on through the current economic slowdown experienced by the entire nation. Results of the 2000 MRC study on the river's marine industry were confirmed and exceeded by data for the year 2001 from the *Journal of Commerce PIERS Report*. The year 2000's cargo values came in at an impressive \$4 billion; the figure for 2001 (a relative slower year due to conditions of the world's economy) came in closer to \$6 billion. Bohnsack suggested that this should be enough to prove the economic viability of the fourth largest port in the state. The maritime cargo industry continues to be hugely competitive, but the river's ability to service shallow draft ports throughout the Caribbean remains its stronghold of success. Additionally, Miami River terminals continue to enjoy a favorable environment for taxes and labor, which keep operations costs to a minimum. Paradoxically though, the marine community's very success at making improvements for the Miami River has also placed the industry in jeopardy. For example, as South Florida builds out to the western boundary and waterfront disappears, there is a renewed interest in filling in the downtown urban areas using the river corridor for business and residences. Since the river will soon be clean and waterfront property is still available, more and more developers want to come here. Some propose uses that are non-water dependent and that encroach on the marine industrial areas. The assault of zoning changes and the march of condos into marine industrial areas artificially spikes property values, making them no longer affordable for working waterfront uses. The result is that the river loses its essential character and diversity as a working river.

Pressure from development and the push for gentrification is not uncommon to waterfronts, and how well the two are balanced depends to some extent on the protective planning of upland uses and a commitment to leave marine industrial zoning in place for the working waterfront. "This is an educational struggle that continually takes place as elected officials change and priorities in the community shift," says Bohnsack. As interest in the river heats up, the pressures of unplanned development grow greater. This means that folks who depend on the marine industry, both here and in the Caribbean, have a big educational job to undertake with the public and our elected officials. After overcoming the barriers to getting the river dredged, this is our greatest challenge yet.





guardian of the marine community

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DON'T GET CAUGHT IN THE DOLDRUMS. JOIN THE MARINE COUNCIL, KEEP UP WITH THE NEWS AND ADVERTISE IN TRADEWINDS!

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Marine Interests _____

Enclosed check amount _____

Signature _____

Membership levels are **Boater/Advocate \$100, Individual Business Owner \$150, Small Business Owner \$250, Corporate \$500**. For more information, please call (305) 856-0206 and ask for Nancy Morgan. With a variety of Marine Council Membership levels available to you, there is one that best suits your individual circumstances. Please complete this application and forward it to us today at 269 Giralda Avenue, Suite 302, Coral Gables, Florida 33134. We look forward to your participation in numerous opportunities for networking, educational programs, seminars and receiving up-to-date information about the marine industry, boating in general, as well as political and governmental issues. We welcome your membership, will appreciate your support and look forward to your active involvement.