



TRADEWINDS

The source of information on the Miami Marine Community

VOLUME 2002 No. 3

July/August 2002

FOCUS

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WHAT DOES A SQUARE RED FLAG WITH A BLACK SQUARE IN THE CENTER REPRESENT WIND SPEEDS IN EXCESS OF?

1. 30 MPH?
2. 54 MPH?
3. 72 MPH?
4. 100 MPH?

(Answer on page 7)



ARE YOU SUFFERING FROM HURRICANE AMNESIA???

This is the 10th year anniversary of Hurricane Andrew. Read TradeWinds to find out what the experts at our recent Hurricane Seminar said about this. And thanks again to the sponsors of that event, USI/Kolisch Insurance and Bunnell Foundation, Inc.

HURRICANE CHANNEL

During the month of June, Marine Council members worked with Channel 4 in their “Neighbors for Neighbors” program. Each Friday, a Marine Council member along with individuals from other groups such as Catholic Charities, Miami-Dade County Emergency Management, and Metro-Dade Fire Department, manned a phone bank to give hurricane information and advice to callers. During their afternoon news broadcasts, telephone numbers would be given out and information was provided from these individuals. Channel 4 had put together a large hurricane “manual” to assist giving advice with all of the necessary phone numbers, and locations of shelters and other valuable information.

Information was also given to let people who wanted to learn more about the CERT (Community Emergency Response Team) training. Should you be interested in receiving training to become part of one of these community teams, the Office of Emergency Management in Dade County can be reached at 305/468-5900, in Broward County 954/831-3900.

Marine Council members who took part in this organization this year included Michael Brescher, Doug Black, Michael Karcher and Cory Offut. All in all it was a worthwhile event and an opportunity for Marine Council members to give back to the community and help give out information, advice and warnings for this hurricane season.

DR. GRAY’S HURRICANE FORECAST FOR 2002

12 main storms
7 hurricanes including 3 major storms
(The season lasts through November 30)

www.marinecouncil.com

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PRESIDENT'S COLUMN

by Mike Karcher

At an early morning planning meeting last week, I was asked "Just what is your vision for the Marine Council?" which I admit is a pretty good question for that hour of the morning. So here goes:

I see the Marine Council as a marine advocacy group, an educational forum and a networking organization where, hopefully, we can have a little fun in the process.

We are all, by and large, in the marine business. We like the water. Miami-Dade County has a large boating and shipping population and despite the recent exodus of much of the yachting business to Broward County, there is a very large, unrecognized boating population here in Dade County, which is overlooked by many in public office and other industries. Whenever a politician goes on a Miami River tour, it is like they have just discovered fire. They had never really noticed the river below them when they drove over the 836 Expressway. We must continue to support favorable politicians and educate our local officials as to the strength of the marine community.

The Marine Council puts on educational events and, frankly, we do a pretty good job of it. We have a diverse membership and draw upon it for our seminars and meetings. Events such as the seminars for surveyors, yacht brokers, marina operators, our lunch with DERM officials, and hurricane planning lectures are some of our signature events. We need to continue to grow these programs.

Most of our members are in waterfront related businesses. We should network more and seek out our members and continue to do that "biz to biz stuff". We have boatyards, insurance agencies, yacht brokers, fishing suppliers, marinas operators, engineers, surveyors and even a few lawyers, all who are interested in seeing the waterfront business grow. We need to help each other.

There are a lot of boaters in this town. We continue to provide education for them, as well as act as a conduit to link them up to various marine businesses. We need not only to act as a voice for the boating community, but also to teach them as well just what is out there and how to use the water safely.

I think we do these things rather well. But as with any "product" we need to work on our marketing of our events so we can continue to grow this organization.

Whatever can be said about the marine business, it is not boring. We have a good group of people and I have always enjoyed our events. Most of us find it more interesting than land-based jobs and we should have some fun, because whether it is cargo or cruise ships, yachts or dinghies, it is all still just messing around with boats.

So that is my vision of the Marine Council. As the new President of this organization I want to welcome the recently elected Directors. I invite all of our members to take part in our upcoming events. If you have any ideas, please let me or any of our Board members know your thoughts. Call, write, e-mail or corner us at the next event. We want to hear from you. If you are not a member and were just lucky to get a copy of this newsletter, you may want to join. If it is important to you to keep up with what is happening on the waterfront, Marine Council membership may be quite helpful.

Finally, let me take a moment to express my sincere thanks to our past president, Phil Everingham, who has spent countless hours working on behalf of the Council. His efforts have meant a great deal to this organization. He assures me that he is not done and will continue to work to oversee developments along the Miami River, as well as having a few other projects up his sleeve. We remain on course. He has handed the wheel over to me and I envision smooth sailing ahead. I look forward to working with all of you over the next year.

ANNUAL ELECTION

The elections for the 2002/2003 officers and Board of Directors concluded on June 25, 2002 at the Hurricane Preparedness Seminar. The officers for the upcoming year are:

President:	Michael R. Karcher
Vice Presidents:	Sam Crispin, Clark P. Turner and Carl B. Straw
Secretary/Treasurer:	John Louis
Immediate Past President:	Philip B. Everingham

The new Directors elected to the Board include: Richard Bischoff, Cory Offut, Jorge Padron, Ed Swakon, Joe Kolisch. James Reitzammer and James Wellington were also appointed to fill vacancies on the Board of Directors.

Congratulations to our Officers and Directors. We wish you the best of luck in the upcoming year.



THE OLD MAN OF THE SEA, MIKE LAMPHEAR, RETIRES

By Jim Wellington

Retiring after 32 years working for Florida Fish and Wildlife Conservation Commission (formerly the Florida Marine Patrol), Mike Lamphear is known as the man with the answers. His most recent title was Deputy District Commander of the district encompassing Broward and Miami-Dade Counties with over 107,000 registered boats. He not only is a 3rd generation Miamian and a Cane, but we are lucky that he moved from being a schoolteacher to state law enforcement. Mike has an impressive resume which includes training assignments in emergency medical procedures, firearms and police combat survival. He even once served as the district's aircraft operations supervisor. The Marine Council is glad that he finally found his way to the water. Mike is a member of the Dade County Association of Chiefs of Police, State Law Enforcement Chief' Association and honor graduate of the US Coast Guard's National Boating Safety School at Yorktown, Virginia.

Anyone has ever seen Mike notices several things. First, he has a friendly smile. Second, he actually talks like he knows what he is talking about (because he does). Third, he has enough stuff hanging from his belt (several cell phones, radios, beepers along with a pistol) to make him walk with a swagger while leery of leaning over too far because he might tip over. Anyway, "Marine Patrol Mike" will be retiring from the FFWCC at the end of September leaving behind lots of friends and many colorful stories. He recalls that at age 26 that he would find himself at least three times a week sitting on the back of an alligator and tying the gator's legs together.

Mike's office reflects his career. While he worked to save boaters lives, he also cared for the manatee. Known as the "Manatee Sanctuary," his office has a collection of about 362 manatee figures ranging from a tie tack to a 2 1/2 foot manatee chain saw carved out of cypress. The manatees always knew they were safe when Mike was around. His files are full of thank yous from the many hurricane seminars he has participated in over the years. These are just some of the reasons that Mike is referred to as our Old Man of the Sea. I have been around Miami for a long time but I cannot think of a man of higher integrity. Mike will always be a role model to children. He preferred to educate rather than give tickets. The only creatures who will celebrate his absence on patrol are the alligators. Enjoy your retirement, Mike, and come boating with us!



THE INSURANCE MAN

By Joe Kolisch

No matter what preparations you make, a direct hit is disastrous. Look at your insurance coverage in advance. Does it cover your bimini top? Does the amount of coverage agree with the latest surveyed value of your boat? The time to resolve this is now. Its important to know the following:

1. Review and know your current expiration and coverage now.
2. New business and extended coverage will be suspended when a storm approaches the USA.
3. Many underwriters have higher named windstorm deductibles (in some cases up to 10%). It is best to protect your property.
4. After the storm call your company or agent, and go ahead and do any extra expense to minimize further loss and damage.
5. Don't move your boat at the last minute. Don't jeopardize yourself and risk personal injury.

6. It is best to have your storm plans done now. Who will take of the boat when you are out of town. Make sure to tie extra lines, have additional fenders and to tie boat down securely. If you plan to move your boat, make sure you have gone there before.
7. In recent years, other than Andrew, most losses could have been prevented by putting on extra lines and fenders, removing canvas, lowering antennas and out riggers, by removing sails and lowering the roller furling.
8. The goal should to be to go out boating the weekend after the storm. A boat can move to protected areas. In many cases, there are extra expenses (some underwriters provide \$500 to haul the insured boat out of the water prior to a storm).
9. The insurance market is very tight now. Do not claim smaller losses. I recommend that you do not put a claim in under 5 or 10 % of the value of the boat since you will get a rate increase or possible non-renewal.

I wish you all the best on your storm plan.



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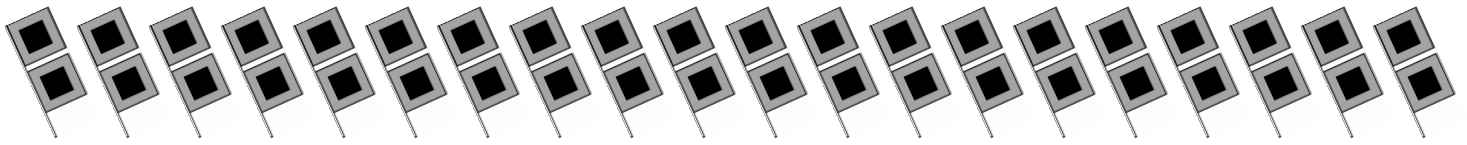


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HURRICANE SEMINAR

The Marine Council hosted its annual Hurricane Preparedness for Marine Interests Seminar on June 25, 2002 at the University of Miami Rosenstiel School on Key Biscayne. A reception was held beforehand and various speakers gave information, opinions, and advice on how to prepare for the upcoming hurricane season.

Marella Crane of Florida Sea Grant presented a slide show and information on lessons learned from past storms. Barry Dragon, the Chief of Bridge Operations for the U. S. Coast Guard, gave information as to just what the plans and procedures are for bridge openings and closings in the event of hurricanes. Lieutenant Mickey Brelsford of the Miami-Dade Police Department's Marine Unit gave straightforward advice as to Miami-Dade's plans and procedures. Michael Karcher gave advice from the legal perspective of hurricane claims and steps you ought to take to make any insurance claim go smoothly. Have your documentation, title, surveys, photos, equipment list, insurance papers, etc. ready before the storm so that in case of a loss you can present it to an insurance adjuster in a neat and orderly fashion to make your claim proceed quickly. Finally, Captain Michael Lamphear of the Florida Fish and Wildlife Commission gave his four-point plan for protecting your boat.

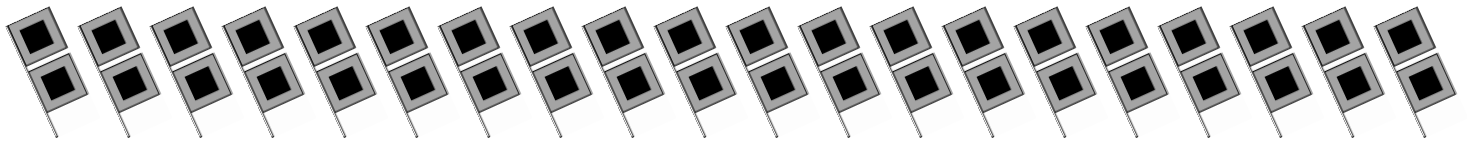
1. Develop a plan for your vessel.
2. Practice your plan to find out how long it will take and just what needs to be done.
3. In the event of an oncoming storm, put your plan into practice early. Move and secure your boat before the rush sets in.
4. Kiss your boat goodbye. Do not stay on the boat after you have tied it up, take care of your home and family because, after all, it is just a boat.

As always, questions came fast and furious from the crowd sparking a sometimes a lively debate and everyone had a good time and learned something as well. While we all hope there are no local storms this year, nevertheless, events like these remind us to make our preparations before the warnings go up. Thanks to the Bunnell Foundation and USI/Kolisch Insurance for sponsoring the event.

AND THE WINNER WAS . . .

The winner of the Oregon Scientific Emergency Band Radio at the Marine Council's Hurricane Seminar was Jesus Leon of the Fisher Island Marina.





The Good News

The docks that were rebuilt after Hurricane Andrew have metal grates instead of wood and taller pilings. Marinas are encouraged to balance the placement of boats at the dock.

The Great Myth

“If I find it, it is mine.” The difference between looting and salvage that salvage is rendering assistance to the owner so that the owner gets something back and the salvage operator gets some money for it. If you come upon an abandoned boat, you cannot help yourself. That would be called looting.

Do Not Ever...

Stay on your boat during a hurricane.

Tips From A Marine Contractor

By Dick Bunnell

Although Hurricane Andrew made an indelible mark on South Florida, we should remember that it was a fairly quick and dry storm. One of a longer duration or a hurricane following weeks of rain would do a lot more damage. Dinner Key Marina would have collapsed totally if the hurricane had progressed more slowly or even stopped moving. The only thing we can predict about hurricanes is that they are unpredictable.

As a marina contractor, I got a first look at some of Andrew's destruction. One of the amazing things I recall is that Monty's docks had exploded like dynamite. The floating docks we had built for Shake-A-Leg (right next door to Monty's) managed to survive the storm.

Under Construction

Cross your fingers that a hurricane does not arrive on July 24, 26 or 30. The 2nd Avenue Bridge construction will close down the bridge area on those days. Also, from the middle of September 2002 to April 2003, concrete work will be performed on the bridge 6 days a week and 12 hours a day. After October 2002, the Army Corps of Engineers will be dredging the Miami River. There are 12 bridges on the Miami River and one of them is 100 years old. All of these may complicate taking your boat up the River in advance of a hurricane.

HURRICANE PREPAREDNESS FOR MARINE INTERESTS INSURANCE AND CLAIMS

By Michael R. Karcher

Most hurricane preparations involve plywood, extra dock lines and freshwater jugs. However, hurricane preparations also mean having the proper paperwork. Your preparations should include making sure that you have proper insurance so, should your boat take the brunt of the storm, you will be able to go through the claims process as quickly as possible.

BEFORE THE STORM

1. Review your insurance policy. The time to examine your insurance policy is before, not after the storm. Review to see just what is covered under a storm. See if there are any exclusions. Determine if the amount of coverage is sufficient for gear or equipment that is on the boat.
2. Keep all records with you. Keep a copy of the vessel's title, document, registration number, and description with you off the boat. Have copy of your insurance policy as well as an inventory list of equipment, the lease agreement with the marina, bills of sale, and receipts if possible for any equipment on the boat. Have a recent copy of the survey. Take photographs or video of the vessel, showing the gear on the vessel and its current condition.
3. Review your dockage agreement. Look over the lease or contract with the marina or storage rental facility so that you know your responsibilities and liabilities with your boat and the marina facility.
4. Have telephone numbers of appropriate authorities. Write down the numbers for the U. S. Coast Guard, National Weather Service, insurance agent, dock master, reliable salvage companies, etcetera, so you can contact them as necessary.
5. Develop a Plan. Before the hurricane season, make arrangements to either secure your vessel at the marina or remove your vessel to a previously determined hurricane refuge. Have a checklist in advance of the things you need to secure the vessel, as well as the necessary equipment, dock lines, fenders, etcetera.
6. Practice your plan. Some time prior to hurricane season, do a trial run to check accessibility, depth of water, bridges, obstructions, and etcetera to determine how long it will take you to secure your boat for a hurricane.
7. Put your plan into effect early. Move your boat early. Be the first one to leave the docks and get to your spot. Secure everything before the winds begin to blow.
8. Kiss your boat goodbye. In the words of Captain Mike Lamphear, it is just a boat. Go and take care of your home and family.

AFTER THE STORM

1. When weather conditions have sufficiently improved and it is safe to travel, check your vessel to see what, if any, damage and immediate repairs will be necessary.
2. Theft or vandalism. Check to see if there has been any theft or vandalism prior or immediately after the storm. If there has been a theft, a report should be made to the local law enforcement authorities in order to obtain an incident report. (If possible, obtain an incident report to substantiate any insurance claim.)
3. Photograph and Survey. Photograph any damages to the vessel, as well as survey the “loss” to determine what damages to the vessel.
4. Sue and Labor. If damage has occurred to the vessel, take whatever immediate action necessary to save the vessel and/or equipment to prevent further loss. Marine insurance policies generally have a section referred to as “Sue and Labor” in which the insurance companies require the vessels to take those actions that a prudent person would take to save and preserve his own property.

continued on page 6

5. Contact the Insurance Company. As soon as possible, contact the insurance agent or insurance company to advise them of the damages and any steps you will be taking to preserve the vessel. If you are taking steps under the Sue and Labor clause, try and contact the insurance company beforehand in order to notify them of your steps that you are taking to preserve your vessel and "their insured property".
6. Contact Repair Yards to Get Estimates for Repairs. You do not have to wait for an adjuster/surveyor to get estimates and you can use your own estimates to compare with theirs. Should they be out of town adjusters, you may be in a much better position to recommend yards based on your local knowledge.
7. Copies of Records. Have a copy of your vessel's registration, title, recent survey, inventory, pictures, ready for the adjuster/surveyor. Have a list of the damages, which you have observed, as well as lost or damaged equipment ready for the adjuster or surveyor from the insurance company. (If a hurricane has swept through the area, you will not be the only boat they are adjusting, and the one with the paperwork all in order may get to the head of the line.)
8. Surveyors. Should the vessel suffer excessive damage you may wish to hire your own marine surveyor to examine the vessel and survey the damage so as to compare it with the insurance company's adjuster's or surveyor's findings.
9. Repairs. If the vessel owner agrees to the estimates and companies to do the repairs, the insurance company will authorize repair work and issue checks to both the repair firm and the boat owner/mortgagee listed as payees on the check.
10. Disputes. Should there be a dispute, it can either be settled by arbitration or a legal claim against the insurance company. The better your surveys and estimates, the better chance you have of prevailing on your claim.
11. Total Loss. In the event of a total loss, the insurance company will issue a check to the boat owner and the mortgage company usually in an amount equal to the agreed value of the vessel, generally set forth in the insurance policy itself.

In summary, insurance companies will be "happier" should all of the paperwork, claims, surveys, estimates, etcetera, be in order. The easier you make it for the insurance company and their adjuster, the faster the work will be done, payments will be made, and you will be back on the water.

Hurricane Amnesia

It is estimated that 20% of South Floridians have not been through a hurricane before and have a serious "lack of knowledge" about the preparations necessary for "smart hurricane survival." In addition, many of us are suffering from hurricane amnesia. Although ten years have passed since Hurricane Andrew, we all tend to forget the bad stories and only remember the more colorful ones.

In the Spring of 1992, 45,000 registered boaters were surveyed about their hurricane plans. Over 9,000 of those surveyed had boats berthed in the waters of Biscayne Bay or the Miami River. The survey results were somewhat positive. Over 60% had a plan for what to do with their boats and 50% stated they would move their boats 48 hours prior to the arrival of gale force winds. Unfortunately, the reality did not match the survey results. When Hurricane Andrew arrived later that summer, only 4% moved their boats (40% of the boats in the water moved). At least 918 boats were destroyed, sunk or damaged with 389 in the Dinner Key area alone. The docks became hazardous debris. There were fatalities . . . two men who opted to stay on their boat to ride out the storm did not make it home.

Now, in the summer of 2002, we have over 54,000 registered boats in South Florida. Let us hope that we remember the damage caused by Hurricane Andrew. Plan ahead and be prepared. Do not suffer from Hurricane Amnesia.

IT'S THE MIKE AND MICKEY SHOW



Quotes from Capt. Mike Lamphear of the Florida Fish and Wildlife Conservation Commission

"When I am talking at a Hurricane Seminar with Mickey Brelsford, Mickey and I would always tell the truth. When the storms are coming, our boats are out of the water. Once the storm is over, all of us have to get our boats out as soon as possible. If we need the boats, we know that they are OK and undamaged."

"If you want to make God laugh, tell him your plans for the future."

"Do not forget what we learned from Andrew."

"Mickey and I deal with the people who don't make it through the storm. Take your plan and put it into effect early. Take care of your family members, they are irreplaceable."

"If you think we are crying wolf, yes we are. Don't let him in..."

"When in doubt, move it out."

"Do not tie up your boat in front of someone's house on the Miami River or a waterway without written permission. That is called Civil Trespassing."

Quotes from Lt. Mickey Brelsford of the Miami-Dade Police Department

"The correct information is to move your boat 72 hours prior to arrival of gale force winds. If I waited until the storm was 8 hours away and one of our police boats was damaged, someone else would be doing my job the next day."

"Last year, we tied down all of our boats 3 times without a hurricane watch. I like to do it in advance. Then I can say that I take the pressure off and put it in a trashcan. The point is to take care of your boat early and then you do not have to worry about it."

"It may not take a direct hit by a hurricane to cause damage. A tidal surge caused by a close miss can do the same thing. As an example, Matheson Hammock has flooded twice without a hurricane "

"I want to underscore the risks of staying on your vessel during a hurricane. If you think you are going to live on your boat during the storm, come to see me now and I will give you a tag to go on your toe."

SHIPS CALENDAR

July 24 & 25	Lobster Season
August 13	City of Miami Waterfront Advisory Board 6:30pm at Miami City Hall
August 17	National Save the Sea Turtle Foundation Coastal Cleanup Fundraising Bash at Double Tree Oceanfront on Ft. Lauderdale Beach, \$100 a ticket used to support the Broward County Ocean conservancy 16 th Annual Coastal Cleanup on Sep 21, call 877 Turtle3 and visit www.savetheseaturtle.org
September 10	City of Miami Waterfront Advisory Board 6:30pm at Miami City Hall

NEWS FROM THE WHARF

Amelia Earhart Park Launches Summer Sailing Classes

There is a new Jr. Sailing Program at Amelia Earhart Park's North Lake, 401 East 65 St., Hialeah. This two-week introductory course is open to children ages 9-14 and is taught by U.S. Sailing Association Certified Instructors. If you missed it this summer, remember it for next year. For details, call Amelia Earhart Park at 305-769-2693.

City Of Miami

City of Miami Commissioners preliminarily approved rezoning from marine-related to residential. The property is located at 2415 NW 16th Street Road. The plans call for a 174-unit condo.

The Watson Island Fuel Docks have been given a few more weeks of life. They will stay open until the end of August

Miami-Dade County

Using the Enhanced Enforcement Initiatives Funds, derived from a grant of \$100,000 from Miami-Dade County, the Metro-Dade Police Marine Patrol Unit is able to provide extra policing during the peak times for boating in South Florida. This includes Memorial Day, the 4th of July, Lobster Season, Labor Day and the Columbus Day Regatta. In addition to the holiday response, EEI funds are used to respond to specific marine related enforcement complaints in unincorporated Miami-Dade County provides for extra staffing on busy boating weekends, and responses to other marine enforcement concerns.

New Post 9/11 Code Change

No person, unless authorized by lease, operational directive or otherwise, shall use, operate, drive or ride a boat or other water vehicle within 100 feet of any Seaport bulkhead line, within 200 feet of any Seaport berthing area occupied by a vessel, within 500 feet of the bow and 100 feet of the port side, starboard side and stern of a commercial cruise ship, tanker, barge, ferry or freighter that is underway and making way upon the channels of the Port of Miami or in any manner that constitutes a hazard to safe navigation. ...” The fine is \$500 or imprisonment in the county jail or both.

SEA CHANGE *(New jobs and promotions)*

Mike Brescher has established his own company as Mike Brescher & Associates. They are a marine surveyor and consultant firm. Mike can be reached by phone at (305) 754-8361 or E-mail to mike-brescher@att.net

Consolidated Yacht Corporation

Nice article in the August issue of Soundings on Jim Gardiner and his new boatyard (formerly Allied Marine). He reports that it was bustling this past winter building Egrets (20 and 23 foot flat boats and a 29 foot center console offshore fisherman). In addition, he is building a prototype 65-foot catamaran. Consolidated also repairs boats and paints them.

MIASF

In order to support their focus on safe and environmentally responsible boating, the MIA SF (Marine Industries Association of South Florida) encourages all boaters to help promote their Manatee Awareness Campaign. They have a nice brochure called South Florida Boater's Guide to Manatee Protection. Please contact them at (954) 524-2733 if you are interested in helping them distribute it.

Update Of Dinner Key Anchorage Plan

By Phil Everingham

Earlier this month, the Marine Council, in conjunction with the City of Miami and the City's Waterfront Advisory Board sponsored a program to present the recommendations of the Technical Advisory Team's Report on the Dinner Key Anchorage and Mooring Field.

The purpose of the meeting was to inform the general public and the local boating community about the proposed plans for the long established but never managed anchorage at Dinner Key and to seek input on those plans. The Anchorage, a subject of conflict and controversy for over 25 years, is of critical importance not only as a potentially great marine resource but also as the necessary first step (as declared by the City Manager) in the redevelopment of the Dinner Key waterfront.

A large crowd heard from and interacted with Technical Advisory Team Chair Don Kearn (FDEP) and Team Members Carl Smith (West Marine), Stuart Sorg (Waterfront Advisory Board), and Dave Bricker (Dinner Key Anchorage Association and myself.

A full report on the key points of the Plan will be presented in the next issue of TradeWinds.

ANSWER TO HURRICANE FLAG QUIZ

It represents wind exceeding 54 mph. No wonder our U of Miami Hurricane football team is so feared! They use the flag as their symbol.



guardian of the marine community

269 Giralda Avenue • Suite 302 • Coral Gables, FL 33134

APPLICATION

MARINE COUNCIL MEMBERSHIP APPLICATION

Name _____

Company _____

Address _____

City/Zip _____ Type of Business _____

Phone/Fax/E-mail _____

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.