



# TRADEWINDS

*The source of information on the Miami Marine Community*

VOLUME 2003 No. 12

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## YACHT SURVEYING SEMINAR

On Wednesday, April 30, 2003, the Marine Council will host an all day seminar on "Yacht Surveying". South Florida is the yachting capital of the world and, along with the "pleasurable" uses, there are the necessary business events which arise out of the buying, selling and repairing of these boats. The Marine Council is offering a seminar directed toward those business aspects of surveying, repairing and insurance adjusting for yacht surveyors, repair yards and insurance adjusters.

This seminar will focus on the duties of yacht surveyors. Topics will include working with boatyards and insurance adjusters, and dealing with the insurance company, environmental concerns, and surveyor liability.

The seminar will take place at the University of Miami Rosenstiel School of Marine and Atmospheric Science located on Virginia Key (next to the Miami Seaquarium). It will begin at 9:00 a.m. and last till 4:30 in the afternoon. There is free parking near the entrance of the facility. The seminar fee is \$95. Course materials and refreshment breaks throughout the day will be provided. Lunch can be purchased in the Commons Restaurant near the Auditorium. A reception with hors d'oeuvres and a cash bar will be held immediately following the seminar. The seminar will be of benefit to yacht surveyors, insurance adjusters, boatyard managers, maritime attorneys and boat owners all of whom have to deal with these topics. For surveyors, SAMS and NAMS credits have been applied for, as well as CLE credits for Florida attorneys.

As always, Marine Council seminars will offer a wide range of industry speakers, as well as our lively question and answer periods. For a Seminar Registration Form, contact the Marine Council at (305) 856-0206.

*"Twenty years from now, you will be more disappointed by the things you didn't do than by the ones you did. So throw off the bowlines, sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream."*

**Mark Twain**

[www.marinecouncil.com](http://www.marinecouncil.com)

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# PRESIDENT'S COLUMN

by Mike Karcher

If you have been reading this column for the last six months, you know by now that I'm big on boater education. "Boating" unlike driving a car, requires a certain amount of specialized information which is not always readily available. I think one of the duties of an organization such as ours is to make such information available to the boating public. This is not just for the individual yacht owners but for the maritime professionals as well. Through the years, we have put on various seminars for professional groups such as Florida yacht brokers, marina and boat yard operators and other groups as well. One of my favorites is the Surveyors' Seminar which we have been doing every other year. The next one is April 30, 2003 on Key Biscayne. We hope surveyors and non-surveyors will like to attend.

When someone goes out and hires a surveyor, what they are really doing is asking this maritime professional for written opinion as to the condition, value, damage and general seaworthiness of the vessel. They are on the front lines of the decision as to whether is someone is going to purchase a used vessel or what needs to be repaired on a damaged one. They are individuals holding themselves as experts who will give an opinion, for a fee, based on their background, education and training as to the condition of a particular vessel. The value of the survey, it would stand to reason, is based on the ability of the surveyor and the quality of their background and training.

There are two national organizations of surveyors, the Society of Accredited Marine Surveyors (SAMS) and the National Association of Marine Surveyors (NAMS). These organizations have requirements and may be an indication of the surveyors' abilities. They also require education credits. I know that lawyers are required to continue to get legal education credits throughout their careers and I certainly hope doctors are, and yacht surveyors, who are members of these organizations, do as well. The Marine Council is proud to assist in their education process.

But as a boater, how do you pick a surveyor? Many times, after a period of years, an insurance company may request an updated survey, or if you are purchasing a vessel, it is generally recommended to have the vessel surveyed to know if there are any hidden defects or problems that you might not notice out right. Insurance companies and finance companies most often will want a current survey of the vessel before they insure or finance the boat. In the case of a marine casualty, the insurance company (and possibly you) will want a surveyor to outline the extent of damages.

Before you begin this process, get recommendations. Get the names of several surveyors who will be there for you. Talk to other members of your yacht club, power squadron, fishing buddies or other persons to find surveyors with whom they dealt with and were happy with their work.

Review the surveyor's qualifications. Look at a copy of their resumes as well as lists of background and references. See what organizations they belong to and what educational background they have. (Some surveyors are now listing the Marine Council Seminars as part of their education. I look at this with a certain point of pride. It also shows a seriousness and dedication on their part to the profession).

Like any sort of profession, there are varying degrees of qualifications. This is true for surveyors as well. I like to think that we are doing our part to help the profession.



## NOAA HURRICANE FORECASTS LENGTHENED

The NOAA National Weather Service will begin issuing five-day hurricane forecasts this year, extending the three-day forecasts issued since 1964. NOAA is charged with protecting life and property against tropical cyclones by issuing timely and accurate hurricane forecasts, watches and warnings. The agency is extending the forecasts after a two-year test.

# MIAMI RIVERDAY 2003

By Fran Bohnsack

The river community owes its thanks once again to the Marine Council for its support of the 7<sup>th</sup> Annual Miami Riverday coming up in a few short weeks. It is time to come on out and see what your investment is doing!

This year, Riverday will take place on Saturday, April 5<sup>th</sup> at Jose Marti Park on the south side of the Miami River, 11:00 a.m. to 5:00p.m (SW 4<sup>th</sup> Street & SW 4<sup>th</sup> Avenue). All of the usual components that make this festival special are already in place. These include music and entertainment throughout the day with arts and crafts, fantasy theater, a sidewalk art show, a maritime historical boat display, a marine expo and many interactive environmental displays and organizations. We promise lots of shade as well.

There are plenty of activities for the kids; so let them share in the adventure. Last year the climbing wall was a great hit (although we never did see the race to the top between Bob Parks and Phil Everingham as was promised). Clowns and stilt walkers, face painters, a pirate or two – all dazzle the little ones, and they learn too. Educational exhibits from the Children’s Museum and the Museum of Science are rivaled by the petting zoo of The Little Farm with its baby pigs, goats, and rabbits. The Miccosukee Indians even offer a native costume fashion show for all of our pleasure.

And, of course, the highlight of the day by most informal polls is the free riverboat ride narrated by a host of locally colorful characters. Among them this year we include Marine Council members Dick Bunnell (Contractor to the Stars) and Fran Bohnsack (Miami River Maven); Miami River Commission Manager, David Miller (the Captain who came to stay); the River’s historian, Don Gaby (back by special request); and Tug Boat Meister, Capt. Beau Payne (for a surprising and extra special insight into the magic of the working river). At the Marine Expo, Capt. Cory and Capt. Beau preside over other working boats of the river, including those of the Biscayne Bay Pilots, the U.S. Coast Guard, U.S. Customs and Little Toot.

Combine these elements with a beautiful spring day, lots of good food, cold beer (or maybe even a Bacardi freeze), and you cannot help but be amused. More importantly, you’ll be supporting the idea of bringing people to the Miami River so that they can see first hand the beauty and sustainability of the nation’s most unique working river.

The Miami River Marine Group is planning a special surprise – the debut of *Mikey the Manatee on the Working River*. No folks, Mikey the Manatee is not some poor soul suffering heatstroke in a padded costume designed to look like a marine mammal making personal appearances. Mikey is, instead, a book for beginning readers, which shows Mikey’s day on the Miami River. As Mikey visits terminals and boatyards (several of which you know), he greets friends who work compatibly next to him and look out for him. It’s a book that kids can use to spot on the river what they see in the pictures, and it teaches good river manners. Of course, Mikey comes with a variety of manatee amenities – like Mikey, the stuffed animal, or Mikey, the key chain, or Mikey’s ABC book (we’ve learned a thing or two from Disney!). We’ll also be offering the giant sized “I Slow for Manatees” boater bumper sticker, so come by and pick one up for your boathouse, or trailer, or even your boat.

So have we sold you yet? I hope so. We want to see you because we are proud of South Florida’s marine community and recognize the Marine Council as having a significant leadership part in that community. This is our day, so be there! For more information, check our website - [www.miamirivermarinegroup.com](http://www.miamirivermarinegroup.com).

# PORT OF MIAMI ASSISTS MARINE LIFE PRESERVATION SOCIETY

P&O Ports North America, as part of a coordinated community support initiative by the Port of Miami, contributed \$50,000 to the Marine Life Preservation Society (MLPS). The funds from P&O Ports North America will be utilized for the proposed Manatee Hospital and Education Center, a joint effort by MLPS and the Harbor Branch Oceanographic Institute in Fort Pierce.

“The Port of Miami is sensitive to environmental issues,” said Seaport Director Charles A. Towsley. “We operate in and around the delicate Biscayne Bay. Therefore, we know firsthand the importance of funding marine preservation initiatives. Whenever possible, the Port of Miami will facilitate donations toward programs of this nature.”

In addition to formal public education programs, the hospital and manatee facility will have the capability to perform surgery as well as general care and recovery for injured manatees and other marine life. This contribution is part of P&O Ports’ commitment to the betterment of the environment surrounding the Port of Miami and the South Florida region.



Christopher C. Morton, Vice President, P&O Ports  
Gregory D. Bossart, V.M.D., PH.D., Director, Marine Mammal Research and Conservation, Harbor Branch Oceanographic Institution, Inc  
Charles A. Towsley, P.P.M., Director, Port of Miami  
Stephen D. McCulloch, Director, Dolphin Research Program, Harbor Branch Oceanographic Institution, Inc.



Lazarus, an orphaned baby dolphin rehabilitating at HBOI

# RIVER'S SECRETS MAY BE REVEALED

**The murky Miami finally will be dredged, stirring up relics and mysteries of the city's past**

By Maya Bell

Reprinted with permission from the Orlando Sentinel

March 2, 2003, MIAMI — Claude Pepper is probably cheering from his grave. Thirty years after South Florida's legendary congressman first proposed dredging the polluted Miami River, the job is almost ready for bid. Only a few questions remain — such as what lies beneath the murky waters of this skinny little channel known more for its vices than virtues?

And what will become of the swirling mass of "black mayonnaise" that has been snarling river traffic for years? The U.S. Army Corps of Engineers is planning for excavation of 700,000 cubic yards of the gunk — enough to build a 60-story sludge brownie in the nearby Orange Bowl. For years, the answer to the first question has been a matter of wild speculation, imagination and rumor.

"The body parts are long gone," said Glenn Schuster, an environmental engineer with the corps, "but you'll probably find lots of shoes encased in concrete."

"Maybe 10,000 guns," said Fran Bohnsack, executive director of the Miami River Marine Group. "I'd like to commission a sculptor to make something out of them."

"At least 70 rounds of 75 mm ammo, dumped there after the Bay of Pigs invasion in Cuba," said retired bridge tender Jim Wellington, a river fixture for 27 years. "I've heard that from several Cubans over the years."

The answer to the second question — how to dispose of 70 years' worth of contaminated sediments — will determine who will win what could be a \$63 million contract at a crucial turning point in this gritty, working river's colorful history.

Clogged with so much mud, the channel is narrowing by 2 feet a year, forcing Caribbean-bound freighters to leave port less than full and only at high tide. The buildup also is leaching into Biscayne Bay.

## NAME MEANS 'SWEET WATER'

Once a crystalline stream with rushing rapids, the Miami River of today is an insult to its name, said to come from an Indian word for "sweet water." First deepened to 15 feet in 1933, it hasn't been dredged since for a multitude of reasons. For too long, it was too dirty, polluted by a city that literally used it as its toilet.

Then there was infighting among competing groups. Environmentalists worried that disturbing the sediments would contaminate Biscayne Bay. Marine interests were tired of over regulation. River neighborhoods feared development. Politicians decided not to wade into the mire. Add the massive cost to the other obstacles, and Pepper's decades-old dream of cleaning up the waterway and improving its navigability seemed destined to follow the Miami Democrat to his grave. But a turning point came in 1998, when the state Legislature created the Miami River Commission to act as the waterway's watchdog and unified voice. Soon after, the federal government agreed to foot 80 percent of the dredging cost. Suddenly, the impossible was doable.

As dredging jobs go, the Miami River project is routine, expected to take two years and to cost maybe \$13.5 million. With clam buckets and cranes poised on barges, dredgers likely will scoop up the bottom, separating the sediment from the discards of a throw-away society — the rusty bicycles, shopping carts, car fenders, refrigerators, sofas, batteries, tires, soda bottles and who knows what else lurking below.

"I know there's going to be a TV because I saw someone throw it in," said David Miller, the River Commission's managing director. But still unsettled is a \$50 million question. The sediment is contaminated with copper, lead, cadmium and other heavy metals, most deposited by decades of unchecked storm water runoff from the surrounding 69 square miles of urban sprawl. Though not toxic, the contaminants don't meet the criteria for the relatively cheaper method of ocean disposal.

So the Corps' long-awaited request for proposals, expected soon, will seek innovative methods for drying the muck and hauling it to an approved dumpsite. Based on the tipping fees at the closest landfill, the corps once estimated the cost at \$50 million. Nobody knows what it will actually be because nobody knows how it will be done.

"What we're telling the contractors is, if you have a good idea, tell us about it," said the Corps' Schuster, who describes the river bottom as black mayonnaise. "But it can't be experimental. It's got to have been done in the real world. We're not going to let anyone learn on our nickel."

At just 5 1/2 miles from its mouth in Biscayne Bay to its terminus near Miami International Airport, the Miami is hardly the Mississippi. The channel is so narrow — 150 feet at one point — that a tag team of tugboats has to yank most freighters up river, then drag them back down again.

## TREASURES AND RELICS

As the tugs pass the exotic mix on the banks — condos and historic mansions, mega-yachts and rust buckets, skyscrapers and warehouses, parks and scrap yards, seafood houses and cargo terminals — their props kick up clouds of silt, unearthing treasures that Bob Weihe can't wait to find. A commercial diver who likes to say, "God vacations on the Miami River," Weihe has collected innumerable tidbits from Miami's past. He has found a porcelain ashtray thrown off Henry Ford's yacht, Spanish cannons from Florida's earliest explorers, a World War II rifle made by IBM and milk bottles from the Graham — as in U.S. Sen. Bob Graham — dairy.

"I know it's nothing but a glorified drainage ditch, but I'd rather dive in the Miami River than anywhere else in the world," said Weihe, a farm boy from Nebraska. "When the sun filters in, it's like a sepia-toned movie, all orange and yellow and beautiful."



## **ECONOMIC IMPACT**

Yet, like a lot of the river's denizens, Weihe knows that the river's future lies in its potential, a potential tied to the long-awaited dredging. Even hobbled, the river is a mighty economic engine, providing vital shipping links to nearly all the shallow-draft ports in the Caribbean and Central and South America, except Cuba.

But even without the communist stronghold in the mix, the Miami River vies with Tampa's as the fourth-largest port in Florida, moving \$4 billion worth of goods every year.

And that's just the legal stuff. Always a convenient conveyor of contraband, the Miami has sheltered gunrunners, pirates, bootleggers, deserters, spies and dictators for centuries. Today, it's a favored destination for smugglers who come up river with snowy white powder or other illicit drugs concealed in their vessel's rub rails, engine rooms, wheel houses and who knows where else.

## **CLEANING UP ITS ACT**

In just the past two years, the U.S. Customs Service has confiscated nearly 13,000 pounds of cocaine, 34 pounds of heroin, 9,000 pounds of marijuana and, two weeks ago, 12,000 tablets of Ecstasy, from boats plying the narrow channel.

Few expect the illicit trade to dry up when the river can accommodate more legal traffic, a surety when Cuba opens to trade. As Weihe put it, "That's part of the waterfront — always has been, always will be."

But already, the river is undergoing a renaissance, almost unparalleled since Miami's earliest settlers arrived on its shores. Derelict vessels are gone. The water is cleaner. Crime is down. Land values are soaring. Hundreds of millions of dollars in residential and commercial development are on the drawing board.

And the champagne's on ice, just waiting for the dredging to begin. "Who knows — maybe Jimmy Hoffa will be down there," said U.S. Rep. Ileana Ros-Lehtinen, the Miami Republican who succeeded Pepper after his death in 1989. "The Miami River is going to give up its secrets soon."

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## **Update: Miami Marine Expo & Flea Market**

### **Sponsors and Exhibitors**

Brochures were distributed to potential exhibitors, and sponsor packages to potential sponsors, at both the Miami Boat Show (Feb. 13-18) and the Upper Keys Nautical Flea Market (Feb. 22-23). As a result, the first contracts for exhibitors have been sent out and we expect to receive our first checks for rent of exhibit space by mid-March. Our next step is to send brochures to our in-house lists of potential exhibitors, collected from boat shows and local directories, as well as a mass mailing to a rented list of 3500 marine companies in South Florida. These efforts will be completed by the end of March.

**Meanwhile, any help Marine Council members and support-**

**ers can give with regards to obtaining sponsorships is greatly appreciated. This is a key component to the event's success and always a challenge for any event.**

### **Marketing and Media Partners**

We are very fortunate to have The IAC Group as our marketing partner for this event and Hispanic Broadcasting Corporation (HBC) as our media partner. The IAC Group is a marketing & communications company in Miami specializing in helping companies reach multicultural and multilingual markets. Brought into this project by Phil Everingham, The



[www.miamimarine.info](http://www.miamimarine.info)

June 7-8, 2003  
Coconut Grove Expo Center  
2700 S. Bayshore Drive  
Coconut Grove, Florida  
Saturday, June 7 9 am – 6 pm  
Sunday, June 8 9 am – 4 pm

#### Multiple Attractions:

- Marine Flea Market
- Used Boat & Watercraft Showcase
- Boat Services Expo
- Boater Information Expo

A 2-day event dedicated to supporting & growing Miami-Dade's boating community and economy:

- Improve safety.
- Protect natural resources.
- Promote tourism & economic growth.
- Increase access to insurance, financing and other boater information & boat services.
- Encourage growing Hispanic boat ownership.
- Develop family boating events & activities.

continued from page five

IAC Group's Executive Vice President, Gabriela Alcantara-Diaz, immediately saw the potential of this event to provide a valuable service and stimulus to the local community. She and The IAC Group have invested invaluable time and services to make the Miami Marine Expo & Flea Market a success, including the meetings with HBC which resulted in our media partnership.

HBC is the largest Spanish-language broadcasting company in the U.S., with 55 stations in the top 14 Hispanic markets, including 4 radio stations in Miami which reach 720,000 listeners:



As our media partner, HBC offers a unique promotional opportunity to companies who sign on as sponsors of the Miami Marine Expo & Flea Market:

- Sponsor's name in hundreds of 60-second radio spots
- 2-hour remote to air on one of the above stations including van, music, and promotional announcements prompting audience to visit Sponsor's location to register for prizes, as well as multiple "live" call-ins.

## RADIO CONTEST

DJ encouraging audiences throughout the day to participate in the radio contest to win station premiums and a grand prize (see below) to be raffled off at the event. The DJ also announces winners and encourages listeners to come to the event.

## GRAND PRIZE

—provided by HBC—is a Caribbean weekend getaway, including round-trip airfare, all-inclusive accommodations, Scuba Diving sessions w/ private instructor and more...

- Sponsors also may receive an ad tile on Netmio.com Miami posted on all four (4) HBC Miami radio station web-sites for 4 weeks (May-June). This ad tile will link to a CONTEST PAGE where listeners answer questions about their boating habits and then link to the Sponsor's SPLASH page and actual web-site.

HBC is also greatly assisting our sponsorship sales efforts by marketing sponsorship opportunities to their clients and making joint sales visits with us to targeted potential sponsors in the marine industry. IAC is also marketing Miami Marine Expo & Flea Market® sponsorship opportunities to their clients. They have also developed all of our marketing images and print pieces so far, and will provide a great service for this event via an extensive Public Relations campaign.

## Web-site

Our web-site is up. Please visit [www.miamimarine.info](http://www.miamimarine.info) and send us any suggestions you have. We will be updating the site soon, with the goal of transforming it into a real portal for all info of interest to Miami's marine community, including: Marine weather, Maps of boat ramps & speed zones, Lists of parks, and many other resources. Our goal is not to recreate the really great marine information sites available, but to provide one place where boaters in Miami can go to get quick access to all of these sites, as well as valuable information that The Marine Council has compiled over the years.

## Keep Watching

Keep watching future issues of Tradewinds, as we will continue to update you on our progress. We would very much like to encourage our members to make this event a success. Please send comments, suggestions, ideas for sponsors, volunteers, etc. to [ginger@miamimarine.info](mailto:ginger@miamimarine.info).

## TUNNELS ON THE HORIZON?

A recent study commissioned by the Miami River Commission compares the cost of options for reconstructing the 12<sup>th</sup> and 27<sup>th</sup> Avenue bridges over the Miami River and comes up with some interesting answers. The company, Everglades Economics, has presented a preliminary look of using either bascule bridges (moveable bridges which tilt upward to open) or tunnels.

Not a comprehensive engineering study, it reasons whether a tunnel can be a cost-effective competitive option. The study states: "On strictly an initial cost basis, it is reasonable to assume that the tunnel options will be more expensive than the bridge options. ... Viewing the costs from a total 70-year life-cycle perspective changes the calculations dramatically... as the bridge solutions will likely require major rehabilitation every 20 years, at a cost equal to 40% of the original capital expenditure. Even more significantly, the bridge solutions continue the congestion delays generated by daily openings to accommodate commercial and recreational vessels." Further down in the study, it states that the normal comparison of initial capital expenses rule of thumb which says that tunnel construction is more expensive may not apply when you are talking about the Miami River, a Federal navigable channel which "by Federal law, has to be a high fixed-span bridge or a bascule bridge, either of which is considerably more expensive than a typical low-span bridge." Other factors include the yearly operating and maintenance costs of the ten-bascule bridges crossing the Miami River, and the value of reduced traffic congestion. There are also non-quantifiable factors such as additional riverside land in the form of air rights should tunnels be used.

The preliminary summary of economic analysis shows that tunnels are actually less expensive than bridges over a 70-year period. These are preliminary conclusions because there are several additional steps that should be taken to finalize the analysis before proceeding with one or another of the two options. The steps include site-specific engineering work (better estimate of the capital cost differentials) and more detailed traffic modeling (to firm up the traffic congestion impacts).

*Editor's note: Thanks to the Miami River Commission for keeping us up to date on this topic.*

# SHIPS CALENDAR

April 1	Marine Council Membership Meeting
April 3-6	Dania Marine Flea Market ( <a href="http://www.albehrendt.com/dmfm.htm">www.albehrendt.com/dmfm.htm</a> )
April 5	Miami RiverDay
April 7	Miami River Commission at noon, United Way Bldg at 3250 SW 3 <sup>rd</sup> Ave.
April 8	City of Miami Waterfront Advisory Board, 6:30pm at Miami City Hall
April 30	Marine Surveyors Seminar (9am-4pm) at RSMAS



## MARINE COUNCIL PARTNER NEWS

### **Biscayne National Park.**

Each year from April through August, thousands of sea turtles return to the beaches where they were born to lay eggs and begin a new generation. Typically, very few of the eggs actually survive to adulthood. Biscayne National Park and other protected areas along Florida's coast are among the few remaining places where this ancient struggle plays out. Closing known nesting beaches within the park during nesting season is designed to increase the number of eggs that actually hatch, but public awareness is a key factor in the success of such efforts.

Japanese tradition holds that folding 1000 paper cranes (a symbol of hope and peace) is said to ensure that a wish will be granted to the folder. In honor of Asian-American Heritage Month and the beginning of sea turtle nesting season, Biscayne National Park is putting a new twist on that tradition by inviting people of all ages to fold paper sea turtles as a wish for a successful turtle-nesting season.

Instructions for folding the turtles and mailing them are available by clicking on the "1000 Origami Turtles" link on the park's website at [www.nps.gov/bisc](http://www.nps.gov/bisc).

## NEWS FROM THE DOCKS

### **WELCOME SW 2<sup>ND</sup> AVENUE BRIDGE**

Keep your eyes open for the opening of this \$43.5 million bridge. It may be ready for traffic in April. The finished bridge will boast twice as many lanes and higher clearance for ships.

### **ADIOS DUPONT PLAZA HOTEL**

Plans are underway to tear down the 40-year old Dupont Plaza Hotel and replace it with condominium towers. This new project will bring more high-end condominium units to join its neighbor on the Miami River, One Miami.

### **MARINA FEE RATE INCREASE POSTPONED**

The "healthy" rate increase at marinas owned by the City of Miami (Dinner Key, Miamarina at Bayside and the Marine Stadium Marina on the Rickenbacker Causeway) will be delayed until May 1. In addition, the 30% discount for City residents will be extended to businesses operating out of the marina.

## STRICTLY SAIL MIAMI TURNS IN STRONG RESULTS

Strictly Sail Miami, held February 13-18 at the Miamarina Bayside, experienced strong attendance, with Miami down only 1 percent compared to last year. The show itself grew in terms of exhibit space by 10 percent over last year, said organizers, and once again included the largest selection of multi-hull sailboats in the world including two cats over 60 feet.

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

## **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.