



TRADEWINDS

The source of information on the Miami Marine Community

VOLUME 2003 No. 10

December 2003/January 2004

FOCUS

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Will this become another condo?

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'TIS THE SEASON FOR A MARINE IN- DUSTRY HOLIDAY PARTY



**... network with the pros
and boaters**

Date: December 10
Time: 6pm to 9pm
Location: The beautiful new facilities at Shake-A-Leg Miami Watersports Park and Marine Academy at 2600 S. Bayshore Drive in Coconut Grove
Co-hosts: Marine Council
MIASF (Marine Industries Association of South Florida)
Miami River Marine Group
Admission: Free hors d'oeuvres and cash bar for members and one guest
\$10 for nonmembers and additional guests.

Please bring one of the following items from Shake-A-Leg Miami's Wish List and help light up the holidays at Shake-A-Leg: PFDs, VHF Radio, Solar Panels to charge boat batteries, rigging and dock lines, sails, any safety equipment, boat cleaning supplies, boat repair supplies, tools for shop, engines, donated boats, lumber for boat building, weather station, signs for property, nautical flags, raffle items for fundraising events, computer, offices supplies and equipment, in-kind assistance with marketing, public relations, development a marine trade school, or fundraising or contributions to Shake-A-Leg Miami's scholarship fund.

To RSVP: visit www.miasf.org or call (305) 569-1672

www.marinecouncil.com

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PRESIDENT'S COLUMN

by Mike Karcher

I love going to a boatyard in the morning. The parking lots are filled with trucks that have the names of their owner's business on their doors. The docks are full of workers and boat bums, captains and owners. There are "do it yourself"ers, and licensed mechanics. Suppliers are running in and out and salesmen are pushing everything from bottom paint to wire rigging. Hammers are hammering, spray guns are spraying and new life is being breathed into old boats.

These boatyards are the heart and soul of the marine industry. So, after seeing all this, just how can some of our local politicians look at a boatyard or a marina on the river and think "Wow, what a great place to build a condominium"?

How can they for a moment not see the need for these boatyard and service marinas? Boatyards provide, in the words of that overworked political phrase, "jobs, jobs, jobs." Each yacht is a little economic engine unto itself employing a whole raft of different businesses. The bigger the yacht, the longer the line of service providers that are employed to keep it in service. It is great to look out a window of a glass tower and see all the boats sailing by downtown or a sit at a club in Coconut Grove and look out at the docks, but one sometimes forgets that those boats have to be fixed or serviced somewhere. They have to be taken out of the water and have their bottoms painted, engine serviced, and be refitted once in a while. That can only be accomplished in a boatyard, and there is only one place to put a boatyard, and that is on the water.

I think it is a matter of perception. We, the boating public and the marine industry, have to change the general public's (and our politicians') view of the marine industry. We need to begin a campaign of information. Boaters need to make it known that areas of the waterfront need to be reserved for marine businesses. Recreational boaters, as well as commercial freighters need waterfront access. It is not just merely a matter of convenience; it is a matter of necessity.

2004 is an election year. We need to get the word out and organize various boating groups to come together to protect the recreational and commercial marine industry. I think that should be one of our goals for the new year.

All in all, 2003 was a pretty good year for the Marine Council. We started some new things (like the Miami Marine Expo and Flea Market), and brought back some old ones, (like the breakfast meetings). We had some of our biggest crowds ever at the Yacht Brokers Seminar and at the Surveyors Seminar, and I think a good time was had by all. The Board has a lot of plans for 2004, and I'm looking forward to a good year. I hope to see all of our members at the end of the year Holiday Party at Shake-a-Leg. (Please bring a gift for their wish list).

I want to express my thanks to the Board, to Connie for producing Tradewinds, and to Nancy and her staff for all of their efforts. 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 a prosperous new year.



NEW MEMBERS

Vincent Vento - Marine Support Organization
ATC International Holdings, INC

Linda Clemons - Council Member
Coconut Grove Bank

Daniel Butler - Council Member
Holland and Knight

Carlos Carbonell - Marine Support Organization
Biscayne Bay Yacht Club

**NEW NEW NEW - THE MARINE COUNCIL HAS A
NEW PHONE NUMBER. IT IS (305) 569-1672**

BOATER SAFETY

EVEN LIGHTNING IS ATTRACTED TO MULTI-HULLS



"Everybody talks about the weather but does not do anything about it". (Except move down south) Many boaters do not realize that Florida, especially the west coast, is one of heaviest lightning strike areas in the U.S.

At the Ibx Show in October an insurance representative for Boat US, Bob Adriance, showed a recent probability study to determine the type vessels that would be most likely to be hit by lightning. The top types were:

Hull Type	Probability
Multi-Hull	1.205%
Aux Sail	0.540%
Trawler	0.242%
Cruiser	0.095%
Sail	0.081%
Bass	0.027%
Runabout	0.013%
PWC	0.009%
Pontoon	0.005%

Surprisingly the multihull sailboats had the probability of being hit by lightning almost two and a half times more than a monohull sailboat. No one at the seminar could explain the difference.

Statistics like this cause insurance companies to review policies and rates. If you have any ideas or information on why multi-hulls have such a major difference, contact us at bobhica@att.net and we will pass on your ideas.

"There are lies, damned lies and statistics."—Mark Twain

Question: WHAT IS THE DIFFERENCE BETWEEN LIFE JACKETS AND PFDs?

Answer: THEY ARE THE SAME. PFD STANDS FOR PERSONAL FLOTATION DEVICE

The Right Life Jacket

From the *National Safe Boating Council*

Life jackets are personal flotation devices (PFDs) and come in a variety of shapes, colors, sizes and materials. Some are made to be more rugged and last longer while others are made to protect you from cold water. No matter which life jacket you choose, be sure to get the one that is right for you.

- Select a PFD based on your planned activities, and the water conditions you expect to encounter. Remember, spending a little time now; can save your life later.
- United States Coast Guard (USCG) approval means that the PFD has passed rigorous testing. So, always look for the USCG approval number on any life jacket you buy.

- Be sure to read the manufacturer's label and the "Think Safe" pamphlet that is attached to the device. Valuable information is contained within these resources. A special note regarding inflatables:

- Inflatable PFDs are available in adult sizes only, are comfortable for continuous wear in hot weather and provide high flotation when inflated. They are good for adult swimmers involved in general boating activities.

- Because inflatable PFDs will not float without first being inflated, they are not considered appropriate for use by non-swimmers or weak swimmers, unless worn inflated. They are not for use by children younger than 16 years of age or by persons weighing less than 80 pounds.

- Inflatable PFDs use a replaceable CO2 gas cylinder as the primary means for inflating the PFD. They can also be inflated by blowing into an oral inflation tube.

- Inflatable PFDs must not be worn under restrictive clothing because automatic or accidental manual inflation could restrict breathing and cause injury or death. Inflatable PFDs are not suitable for use in whitewater, with personal watercraft or while water-skiing and the like.



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OUR MIAMI RIVER

by Phil Everingham

"From the time of the first Indian settlements, the community that became Miami formed on the banks of the Miami River. Over time, the river became the lifeblood of Miami's trade. Today, the river remains an economically critical artery of commerce, running 5.5 miles from Miami International Airport to Biscayne Bay. This truly working river has evolved into an exotic, vital urban waterscape without parallel in America. It flows past boatyards, marinas, public parks, tugboats, shipping terminals, pleasure craft, houseboats, mangroves, historic homes, shippers, restaurants and loading docks through the heart of downtown Miami into the Bay."



CRISIS ON THE MIAMI RIVER

The Marine Council's November Breakfast Meeting at Coconut Grove Sailing Club had a very interesting topic and a great turnout. The meeting focused on the various threats to the local marine industry that is centered on the Miami River. The guest speakers were Fran Bohnsack of the Miami River Marine Group; Bob Parks, Chairman of the Miami River Commission; Brett Bibeau, the Managing Director of the Miami River Commission; Adiba Ash, a commercial realtor from Esslinger-Wooten-Maxwell and Phil Everingham from the Marine Council.

Phil started out the discussion by declaring that the marine industry is at great risk. He introduced the guest speakers and explained their areas of expertise.

Fran Bohnsack of the Miami River Marine Group (MRMG) stated that "The Miami River marine industry has endured escalating attacks against the working waterfront, not so much because of developers (although developers are the manifestation of the problem) but because the City of Miami has decided to do whatever is in its power to eliminate the river's marine industry."



Mike Karcher

She says, "The City has buried the Miami River Commission's Urban Infill Plan, a plan which was developed with much cooperation and compromise between the river stakeholders (i.e. neighborhoods, developers, marine businesses) as well as the City and Miami-Dade County. In doing so, they denied the economic value of the river as a port." Some of her examples include unchecked zoning changes from marine industrial to residential, encouraging a scale of buildings far in excess of the surrounding structures of the river, selective enforcement by the City's Net Team (her specific example was of the City accusing a shipping terminal of zoning violations because containers were in the yard and when losing this case, appealing it to the State of Florida) and the City trying to create a Noise Ordinance (hearing before the City Commission on November 25) which could be used to shut down selected river operations such as the shipping terminals. "We have to make noise", said Bohnsack, "the marine industry needs to have a place of safety on the Miami River. We are not against the City of Miami.



Dick Bunnell

We would just like the City to recognize the value of the marine industry."

Bob Parks explained that the role of the Miami River Commission (MRC) is to bring groups with competing interests together. He spoke of some of the recent successes of the MRC including the upcoming dredging of the River and the Urban Infill Plan. Bob said that this Plan "gives the City and County guidance on what the River should be. Of the 64 recommended action items, 20 have been implemented and we are still working on the others." Bob states "The MRC is not a stalking horse for the marine community, the government or a zoning board. We are a consensus builder. Miami is caught between Biscayne Bay and the Everglades. The result is that everything has to grow vertically. People have suddenly realized that the Miami River is waterfront property." Bob explained that it is a tough balancing act between the proposed development on the River and the Urban Infill Plan. There is enormous economic pressure on government and property taxes are going through the ceiling. Parks mentioned that the Plan calls for a Marine Industrial Zone west of 27th Avenue.



Phil Everingham

Capt. John Scott Smith of Bojean Boat Yard spoke up to reiterate the tax increases on small marinas and boat yards on the River that make it very difficult to make a profit.

Brett Bibeau gave us an update on the bridge situation on the River. FDOT proposes that the proposed navigational clearance for the new NW 12 Ave bascule bridge be expanded to 150-foot horizontally from bulkhead to bulkhead, and 22 1/2 feet vertically at the lowest elevation. The bridge will be expanded to accommodate six-traffic lanes and will include a median separating opposite directions of traffic. The Miami River Commission has written the State



Brett Bibau

of Florida Department of Transportation (FDOT) recommending that instead of a new bascule bridge, the 12th Avenue bascule bridge be replaced by a tunnel and that the Riverwalk be shifted to the shoreline instead of behind the bascule bridge. The other issues

relating to NW 12 Ave bridge are opposition to taking "Long's Motorcycle" businesses for a stormwater retainage pond, and poor access to the Travel Lodge on NW 11 ST.

In regard to the NW 5th St. bridge, FDOT stated it has been difficult to reach consensus on the height and width of the proposed new bridge. An attempt has been made to balance navigation, environmental impacts, and rights of way. They propose that the new NW 5th St. Bridge be realigned, and rotated 12 degrees from the current angle. The five traffic lanes will be made wider and will include a traffic separator as in the 2nd Avenue Bridge. One side of the proposed bridge would include a 10-foot sidewalk to accommodate the Miami River Green Greenway, and the other side of the bridge would have a standard 6-foot sidewalk. The proposed bridge would have a 125-foot clearance from pier to pier, and when the bridge opens there would be a 75-foot vertical clearance. The US Coast Guard (USCG) disagrees. They regulate bridges over the Miami River, and want no part of the bridge built in the 150-foot wide Federal Navigable Channel,

similar to the new 2nd Ave Bridge. They recommend that FDOT should not continue in designing the proposed bridge, which plans for piers to be built in the Federal Navigable Channel. Furthermore, the USCG stated that their position on this proposal has been



Fran Bohnsack

consistent for the last 32 months, and noted the existing 5th ST Bridge is the most dangerous obstruction to navigation along the entire Miami River, and has been struck by vessels 10 times over the past ten years. FDOT responded that providing the 150-foot vertical clearance would result in an estimated additional \$8 million in right-of-way acquisition costs. Although the designated Federal Navigable Channel is 150-feet wide at this loca-

tion, apparently the US Army Corp of Engineers have agreed with the requested waiver to 125-foot from pier to pier which conflicts with the USCG point of view.

Adiba Ash, a commercial realtor from EWM explained that the increased value of real estate is not just for condos. She said that "the lack of docks and marinas in the County have driven up the dock rental rates making the marinas on the river even more expensive. She further indicated that she has weekly inquiries from investors who wish to buy and maintain existing marinas and/or develop new marine industrial facilities.



Adiba Ash

Others spoke of the necessity of political pressure that ultimately needs to come from the marine community. The size and diversity of this community makes it a "natural" to develop agendas and/or

candidates to champion marine interest based on their tremendous value from both economic and quality of life perspectives to the greater Miami community. Fran Bohnsack mentioned that the Miami River Marine Group had recently had a reception for Miguel Diaz De La Portilla so that they could meet him and make sure that he understands the importance of the Miami River.

The Miami River is in many ways the heart of Miami's marine industry, and one of the two largest concentrations of boats in the area. The crisis of the River – most importantly, the view of local government of its future – will define in many ways the foreseeable future of the marine industry in Miami.



Bob Parks

Marine interests have a history or rallying in times of crisis. Now, perhaps more than ever before, both the industry and boaters need all of its members to stand up and be counted.

Whether or not the Miami River will remain a working river will say much about the role of boating in Miami-Dade County.

BREAKING NEWS – CITY APPROVES REVISED NOISE ORDINANCE ON FIRST READING – ORDERS COMMITTEE TO RESOLVE INDUSTRY CONCERNS

The Miami City Commission on Nov. 25 approved a revised noise ordinance that would restrict noise levels in the City of Miami between 11pm and 6am Monday through Friday and from midnight to 6am on weekends and holidays.

As many concerns of the marine industry and others remain unresolved, the Commission also ordered the City Manager and City Attorney to form a committee with industry representatives and residents to work out solutions over the next 90 days before a second reading of the ordinance. More details will be provided in the next issue of Tradewinds. A large turnout of the marine industry was present.

NEWS FROM THE DOCKS

Biscayne National Park Presents General Management Plan (GMP). Draft Alternatives at December open house workshops at each of the following locations:

- Key Largo - December 2, 3 - 7:30 pm, Westin Beach Resort, 97000 Overseas Highway
- Miami - December 3, 3:00 - 7:30 pm, Crowne Plaza Hotel, 950 NW Le Jeune Road
- Homestead - December 4, 3:00 - 7:30 pm, Homestead Family YMCA, 1034 NE 8th Street

The park's GMP will provide overall guidance on park management over the next 15-20 years creating different management zones. Examples of zones include visitor services, nature observation, and non-combustion engine use. A downloadable newsletter, which details the alternatives using full-color maps, is available by clicking the General Management Plan link on the park's website at www.nps.gov/bisc/. Mailed copies are available by calling 305-230-7275, extension 0. Comments will also be accepted via email at biscayne_gmp_planning@nps.gov, or by mail at National Park Service, Denver Service Center - Margaret DeLaura, PO Box 25287, Denver, CO 80225-9901. All comments must be received by February 6, 2004.

Miami River Marine Group organized resistance to the City of Miami's proposed Miami River Noise Ordinance with events on Nov. 24 and 25. Final hearing was on November 25.

HO, HO, HO! NEED SOME NAUTICAL SHOPPING IDEAS?

By *Connie Bischoff*

Do not despair. Tradewinds has some ideas for you. First of all, there is a new store in Coconut Grove that has about everything for those nautical folks on your shopping list (including yourself!) It is called The Nautical Store (clever!) and is located at 2690 SW 28th Lane (right off of US1 and 27th Avenue and next to Shell Lumber.) Their phone number is 305-854-7781.



The Nautical Store is open from 10am - 6pm from Monday to Saturday but may also be open on Sundays during the season.

Other sources of nautical delights are found online. For example, www.nauticalsupplyshop.com has many items including half hulls on canvas. If your holiday wish list includes videos, check out www.bennettmarine.com. They have instructional videos on everything.

Another great website is not really nautical but it is very funny. It is www.despair.com. Their posters, for example, are called Demotivators and they claim to increase your success by lowering expectations. There is one beautiful poster of a sailboat in the ocean. It is titled FEAR. Underneath the picture it says "Until you have the courage to lose sight of the shore, you will not know the terror of being forever lost at sea." There must be someone on your list who deserves this gift!

Marine Council - Reservations are needed for events to insure adequate food and beverage service. If reservations are not cancelled 24 hours prior to the event, the event charge will be billed. As a not-for-profit association, the Marine Council is not in a position to absorb these losses.

MIASF - Results of megayacht study by Thomas Murray and Associates: Overall economic impact of megayachts on South Florida \$576.3 million and 5,968 jobs. Direct business impact is \$293.1 million including \$181.6 million at boatyards, \$90 million in brokerage commissions and \$21.5 million from charter commissions. One of every two megayachts listed for sale worldwide is represented by local brokers. South Florida charter firms represent nearly half of the megayachts available for charter worldwide. Frank Herhold, the Executive Director of MIAF was quoted in the Miami Herald as saying, "If we're going to retain this market as well as attract new visitors, we need to look for a way to attract new facilities."

Port of Miami - Miami River Marine Group's Fran Bohnsack was appointed last year by Commissioner Katy Sorenson to be a Board Member of the Port of Miami's Crane Operating Company, and currently serves as Corporate Secretary. She will spend the first part of December on a diplomatic mission to an international conference to be held in Shanghai, China which is also where the Port's gantry cranes are made. She also will be visiting Singapore, the world's largest port. In both places, she will be meeting with dignitaries to carry out a diplomatic mission between ports.



Fran Bohnsack on the top of a newly refurbished gantry crane

US Coast Guard - Less than two months remain before security plans must be submitted to the US Coast Guard by all ports and marinas that can receive vessels from international waters. The new federal requirements includes secured perimeters with lights, access controls and contingency plans for different maritime security level levels. The deadline for everything to be in place is July 1, 2004.

Port of Miami - For the 4th year in a row, the Dante B. Fascell Port of Miami-Dade has posted record numbers. With an 8.7 percent increase in cruise passenger traffic, they remain the undisputed Cruise Capital of the World. Cargo tonnage also rose and the TEU (20-foot equivalent units) figure surpassed the one million mark placing the Port of Miami as the #1 Container Port in Florida.

SHIPS CALENDAR

- Dec. 1 Miami River Commission at 12 noon, United Way Bldg. at 3250 SE 3rd Avenue
Dec. 2 Biscayne National Park General Management Plan Workshops 3:00 - 7:30 p.m.
Key Largo, Westin Beach Resort, 97000 Overseas Highway
Dec. 3 Biscayne National Park General Management Plan Workshops 3:00 - 7:30 p.m.
Miami Airport Crowne Plaza Hotel, 950 NW Le Jeune Road
Dec. 4 Biscayne National Park General Management Plan Workshops 3:00-7:30pm
Homestead Family YMCA, 1034 NE 8th Street
Dec. 9 City of Miami Waterfront Advisory Board, 6:30pm at Miami City Hall
Dec. 10 Annual Holiday Part with MIA SF and Miami River Marine Group held at
Shake-A-Leg Miami (details available by calling the Marine Council at 305 569-1672.)
Jan. 4 Biscayne National Park, Family Fun Fest/Experience Your America 1pm – 4pm.
Sample what a few of Biscayne’s sister parks have to offer with rock climbing, 30-million year old fossils,
and more, 9700 SW 328 Street, Homestead, Florida 33033
Jan. 6 Miami River Commission at 12 noon, United Way Bldg. at 3250 SE 3rd Avenue
Jan. 14 City of Miami Waterfront Advisory Board, 6:30pm at Miami City Hall

MARINE COUNCIL LETTERS TO THE EDITOR

(Letters to the Editor are welcome as long as they represent a widely held opinion or are from a government official. Letters must be 500 words or less and will be edited for grammar. Writers must include an e-mail or mailing address for responses. Please send the letters via e-mail to wingsmiami@aol.com or mail them to Wings Consulting Group, 1234 S. Dixie Highway, PMB 156, Miami, FL 33146. The opinions in the Letters To The Editor do not necessarily reflect those of the Marine Council, its Officers and Directors or the Editor of Tradewinds.)

Uncle Sam Wants You

By Capt.C.O.Jones

You have probably seen the yellow “On Guard” signs in the marinas. They are a Homeland Security request to look for suspicious persons and report to a National Response Center (305) 535-8701. When you read the description of who to report, be prepared to keep a pocket full of quarters and find a mirror, they describe the average boater and probably yourself.

Listed are “Suspicious Persons” conducting unusual activities; photographing/ sketching; loitering for extended periods; renting watercraft; delivering merchandise; making inquiries about facilities, schedules or operations and diving around boats. These

are normal activities in marinas, which means everyone in Miami you don’t know - and some you do - will look suspicious. If you have experience around the waterfront with an enforcement agency or marine security, you learn to watch the least suspicious person. If you report on the least suspicious person, you can save a lot of quarters.

Homeland Security has designated marinas and boatyards as potential security risk areas. The waterfront has (always had) a “live and let live” attitude, which sometimes leads to problems, other times just to have fun. There are major changes coming. For example a transient cruiser told me of an incident that surprised him. He wanted to cruise to another harbor about twenty miles up the coast. When he arrived a team of four young men dressed in Kevlar, with helmets and rifles intercepted him in a government inflatable and said in broken English that he could not enter the harbor, it was closed until a military ship docked in about two hours. They proceeded to ask for information about the boat, people on board, where and when they left from and where they were going. He could not believe he was trying to enter Port Everglades. This is not uncommon and is happening at all major ports. If the cruiser had listened to the VHF he would have known of the closure. The Coast Guard puts out notices on the VHF and the boaters have to start tuning in and if you are not sure, call the Coast Guard at (305) 536-4472.

Obviously the Homeland Security does not know the good guys from the bad. They have enlisted our local Enforcement Agencies to help. At the same time those Agencies are experiencing budget cuts. It is reported that the United States will spend over 400 million dollars on Port Security, Customs and Immigration. Currently South Florida has the highest illegal immigration and drug trafficking. Since Homeland Security began, South Florida has the highest boat and equipment theft in the world. That’s a change; it used to be just in the U.S. This is why Uncle Sam needs YOU to be alert and report sightings to your local police 911, the National Response Center (305) 535-8701 or Florida Fish And Wildlife (Florida Marine Patrol) at (800) DIAL-FMP. They are busy protecting Cruising Ships (to Sea Buoy #1) and Homeland Security, but will respond to your call when you need security at home.

When things seem bad I want to get on my boat and go cruising but I’m afraid I will be too much of a security risk and not permitted back home. If you are not sure of a problem call anyway or if you have intelligence questions or suggestions contact us at bobhica@att.net.

BREAKING NEWS!!!

The Volvo Ocean Race Site behind AA Arena (Parcel B) clears hurdle to become a public park. On Nov. 25, the Miami City Commission approved a complicated agreement that restores public control of the waterfront property behind the American Airlines Arena. The plan eliminated any chance for the Miami Heat to build condos on the 4.5 acre site. “We want Parcel B to become part of a waterfront park, and we are going to work as hard as we can to make sure it is incorporated in the overall plan,” said Nancy Liebman, President of the Urban Environment League.



guardian of the marine community

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

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 **Individual (\$100)**, **Marine Support Organization (\$150)**, **Small Business (\$250)**, **Industry Sponsor (\$500)**. For more information, please call (305) 569-1672 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.