



TRADEWINDS

The source of information on the Miami Marine Community

VOLUME 2003 No. 9

November 2003

FOCUS

Cell Phones Dangerous?

Shake-A-Leg Miami is Ready!



Is that Grove Harbour?

Announcing the USCG Mohawk



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Erdman Video System
<http://www.video-monitoring.com/riverarts/bridge.htm>
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CRISIS ON THE MIAMI RIVER: MARINE INTERESTS VS. DEVELOPERS

Our program this month focuses on the various threats to the local marine industry that is centered on the Miami River. Never before have our marine interests been at such risk; never before has a united and proactive front of the marine community been more important.

Don't miss this critically important program! We need to increase awareness of the problem and quickly develop a strategy to protect our interests on the River!

When: November 20th at 7:30am
Where: Coconut Grove Sailing Club
2990 S. Bayshore Drive
Cost: \$8
RSVP: (305) 569-1672.

Remember that you do not need to be a Marine Council member to attend.

www.marinecouncil.com

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PRESIDENT'S COLUMN

by Mike Karcher

On November 20, our Marine Council Membership Breakfast is going to cover the crisis on the Miami River with the marine interest versus the developers. Come and join us at Coconut Grove Sailing Club at 7:30am. You will get coffee and something good to eat and I guarantee that the conversation will get your blood stirring! Remember that you do not need to be a Marine Council member to attend. Just call (305) 569-1672 to RSVP.

To follow up on this hot topic, this month I will turn over my column to a Miami River Commission Board Member and former Marine Council President, Phil Everingham. Phil is very close to this issue and I feel that he can explain it better than anyone.



GUEST EDITOR – PHIL EVERINGHAM

For decades the Miami River was the centerpiece of Miami's boatyards, marine suppliers and trades, marinas, shippers, terminals and many related businesses.

- In the '70s, the River's image took a huge hit for the badly polluted condition of its waters.
- In the '80s, the River became known as one of the primary venues for drug trafficking, highlighted by Miami Vice and the infamous Miami River Cops shootout.
- By the '90s, the Miami River was, in many peoples' minds, the epicenter of perhaps the

most undesirable location in all Miami – dirty, poor, neglected, crime-ridden, and symbolized by rusting freighters piled high with bicycles, most of all supposedly stolen.

- Things started to change around the mid-'90s. First the threat of a Miami River Authority galvanized the working river made up largely by commercial marine interests. The Authority became the Miami River Coordinating Commission created by the State legislature and stakeholders including local government, quickly identified the River's problems and solutions, and spelled them out in their final report, "A Call To Action." One key recommendation was the creation of the Miami River Commission. The Miami River Commission quickly made its top priority the dredging of the River followed by the River Greenway and development of a master plan for the Miami River Corridor.

Perhaps the most important accomplishment of the Miami River Coordinating Commission and the Miami River Commission was to firmly establish the Miami River's presence in the eyes of both the community and the local government. People quickly realized what a tremendous resource the River could be, and how underutilized that resource had been for so long.

Within a year or two, River property values started to rise, local government began pushing the concept of increased residences near downtown, and developers started to appear. By the turn of the century, long undeveloped parcels on and near the River were being snapped up by developers, and new mixed-use projects were springing up all around the River. Property values continued to soar, and the face of the River began to change.

Local government saw the potential for tremendous new property tax revenues and long-time river businesses and residents felt increasing economic pressures. Developers bought the old Miami Shipyard and there are contracts to purchase (pending approval of the project) the Brickell Shipyard and Hurricane Cove. The threat to Miami's marine industry has become all too real.

Our General Membership Breakfast program this month focuses on the various threats to the local marine industry that is centered on the Miami River. Never before have our marine interests been at such risk; never before has a united and proactive front of the marine community been more important. If you care about the Miami River, please attend this meeting.

BOATER SAFETY

HURRICANE HINTS (the season ain't over 'til it's over)

Boat Owners Association of The United States (BoatU.S.) has a few last minute tips for boaters to prepare for a hurricane. You might want to put it in your Hurricane File.

The real threat of a hurricane is storm surge, not wind, says BoatU.S. Technical Services Director Bob Adriance. "Wind driven storm surges of ten feet or more are possible with a storm the size of Isabel. In areas like the upper Chesapeake, which may or may not experience hurricane force winds, there could still be a significant surge," says Adriance. Try to Haul Out: A study by MIT after Hurricane Gloria found that boats are safest on land. Even if a boat is blown off its jack stands. The damage is likely to be less severe than if it were skewered by a piling or bashed against a dock for several hours. Small open boats are especially vulnerable and should be placed on trailers and taken inland.

Staying in the water: Most marinas aren't equipped to pull all of their boats. Many boats in the Mid-Atlantic States are at fixed docks and most will likely still be in the water when a hurricane comes ashore. A study by the BoatU.S. Hurricane Catastrophe Response Team found that as many as half the boats at docks that were damaged in Hurricane Fran could have been saved by using better docklines . . . lines that were longer, larger, arranged better, and/or better protected against chafing. For the BoatU.S. complete story: <http://www.boatus.com/news/releases/2003/september/isabel.asp>



CELL PHONES CAN BE A BLAST!

By an anonymous contributor

Cell Phones can really be a blast while fueling your boat. While filling gasoline into your boat and car, you have seen the gasoline vapors and smelled the fumes. These fumes can ignite.

This is why the proper procedures while fueling are:

- No smoking
- Remove everyone from the vessel
- Shutoff all engines and turn on blowers and open hatches before starting engines.
- Now you can add to the procedures with "Shut off that damned cell phone".

Shell Oil Company has recently issued a warning after cell phones were found to ignite fumes during fueling operations. When cell phones ring, they release enough energy to cause a spark for ignition. Three incidents were reported:

- The phone was put down near the nozzle during fueling causing a fire.
- An individual suffered burns to their face when they answered a call.
- An individual suffered burns to the thigh and groin when the phone rang in his pocket.

It is common practice while gassing open fisherman type boats to stand next to the deck fill cap. If the tank is low on gas, it is common for the vapor to expand so fast in the tank that it burps and blows gas all over the person's chest, groin and legs. So far we have not had a cell phone ring, otherwise it would be "Goodness Gracious Great Balls of Fire".

So, if you see anyone using a cell phone on a fuel dock, inform him or her of the danger. Besides we don't have that many fuel docks left. It does remind me of an old poem that went:

"The boy stood on the burning dock,
His feet were full of blisters,
The fire came up and burned off his pants,
So now he can wear his sister's"



KEEP IT CLEAN!

The September issue of Rhode Island Boating newspaper recently had an interesting article by Wayne Spivak of the United States Coast Guard Auxiliary. Wayne wrote about the dangers

of a dirty boat. He said that:

1. You, your crew or guest can be injured or fall overboard by tripping over something lying on the deck or cockpit.
2. Gear that is not stowed away properly can cause instability and uneven weight distribution.
3. Foreign articles in the bilge can cause the pump to fail.
4. Sloppy maintenance of electrical and fuel systems can be dangerous.
5. A messy galley can attract vermin, insects, flying debris and lead to food poisoning.

He cautions us to always remember what our mother told us... "Cleanliness is next to Godliness"... especially on a boat.

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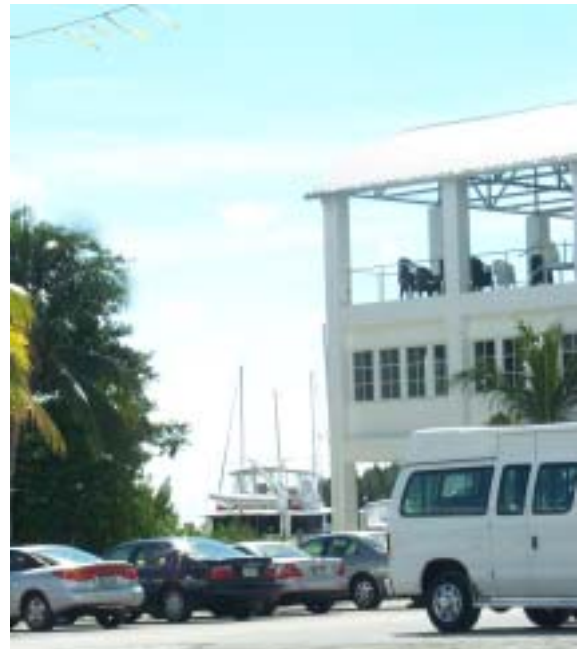
SHAKE-A-LEG MIAMI'S DREAM COMES TRUE

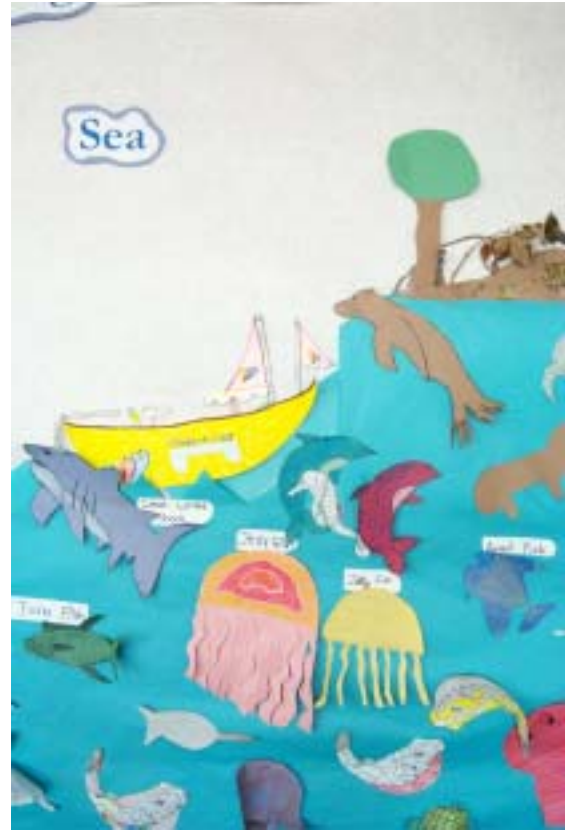
One of the most positive sights on the water in Coconut Grove, Shake-A-Leg Miami, is always full of activity, excitement and promise. It doesn't matter whether you are in the Computer Lab, on the dock, learning about Biscayne Bay or, on the 3rd floor overlooking the best view in town. Shake-A-Leg Miami is the place to be. Working in partnerships with the City of Miami, the center was completed at a cost of \$2.2 million and funded through a combination of federal and county grants and private contributions. Although the official opening will not take place until February, the new and improved Shake-A-Leg Miami facility is already functioning. You cannot slow these folks down. It is sort of like following Harry Horgan, the founder of Shake-A-Leg Miami, around. He moves faster on his two wheels than most of us can run, and his intelligence, charm and energy have brought this dream into a reality. "I wanted to reach the people in our community who are disadvantaged or disabled so that they can enjoy what many of us who sail and go boating have grown up with," says Harry. The new facility is designed to do exactly that.

The three-story building has an open first floor with storage, cubbies for the day campers and a big area with chairs for group sessions. A nice big elevator takes you to the second floor that has a 40-computer lab learning center with a large classroom with tables for crafts and computer desks that can be raised or lowered to accommodate wheelchairs. The walls are festively decorated with colorful hand-made sea life and sailboat drawings created by the children who are already benefiting by this exposure to Miami's greatest treasure, Biscayne Bay. Shake-A-Leg Miami's offices are also on this floor. The third floor has another classroom/computer lab and a huge multipurpose open-air deck, which can be used for anything from crafts to fundraising receptions.

This new facility allows Shake-A-Leg Miami to position itself in a new partnership with the City of Miami Parks Department as "the Miami Watersports Park and Marine Academy." Not only will they target community boaters (adults and families who want to take advantage of Biscayne Bay but who do not own a boat), but there are several new programs that are already in place.

Shake-A-Leg is a Miami success story. Its motto is "collaborating to serve youth in need." With more than 200 volunteers, they have been able to put up to 8000 people a year on the water. One participant says that Shake-A-Leg Miami makes him feel part of a team and free from his wheelchair. High school students and corporations use Shake-A-Leg as their community service activity. Having these volunteers around not only provides valuable aid, but also helps Shake-A-Leg Miami establish a healthy and positive environment for the children.





One of the new Shake-A-Leg Miami programs, the Marine Academy, is funded by a grant from the US Department of Health and Human Services. This is a mentoring program that partners kids with disabilities with able-bodied children. They get the opportunity to learn about each other's abilities and strengths while they learn to sail and participate in the technology center.

Another program is called ASPIRE (After School Program in Recreation and Education) which works with 40 fifth-grade elementary students from two schools, Hartner and Douglas. The kids attend an 8 week long summer camp and then continue at Shake-A-Leg Miami every other Saturday during the school year. Shake-A-Leg Miami also reaches out to those two schools with family festivals. This program has access to Shake-A-Leg Miami's computer labs and is funded through a grant from the US Department of Education's 21st Century Community Learning Centers Program. On November 6th, Shake-A-Leg Miami will attend the National Youth Summit and present their ASPIRE program for possible national replication.

Other schools are taking advantage of Shake-A-Leg Miami also. Coral Gables High School's Exceptional Student Education (ESE) students come two days a week for environmental education and learn-to-sail programs. Other high school ESE departments visit Shake-A-Leg Miami on their field trips.

The future looks promising for Shake-A-Leg. Next summer, 16 disabled Japanese kids will come to Miami to attend the Marine Academy. Shake-A-Leg Miami is working with Hobie Cat to modify their Mirage kayak with arm cranks so that the disabled can go kayaking. This project is an example of the programs Shake-A-Leg Miami hopes to provide through a vocational program for teaching young adults boat building, design, maintenance and repair in their former facility next door, the old Coast Guard Hangar. Harry Horgan is pleased. Although it has taken more than thirteen years, he does not want to stop now. He invites everyone who cares about Miami's marine interests to visit Shake-A-Leg Miami. "I hope that all of South Florida will want to join Shake-A-Leg Miami and share a commitment to support activities that will reach those underserved, disadvantaged, physically challenged and at risk children." He enjoys telling the story of one summer camper who was invited to go with her Mom to the Mall instead of attending summer camp. Much to the surprise of the Mom, the girl declined saying, "I just can't miss Shake-A-Leg Miami!"

For more information, to become a member, donate money, or volunteer, call Shake-A-Leg Miami at 305-8588-5550 or visit their website at www.shakealegmiami.org.



NEWS FROM THE DOCKS

MIAMI RIVER COMMISSION - After serving as Managing Director for the MRC since its creation in 1998, David Miller has retired, effective October 31, 2003. On October 6, 2003, the Miami River Commission unanimously appointed Brett Bibeau as the Managing Director. Brett had served as Assistant Director of the MRC since 2000. Congratulations, Brett!

MIAMI-DADE COUNTY - The County has drafted a Marine Industrial Zoning Overlay District on the Miami River in unincorporated Miami-Dade County, from NW 27 Ave west to the salinity dam

GROVE HARBOUR HAS BROKEN GROUND - They have begun restoring the Pan Am seaplane hangers, the dry storage will be completed in Summer 2004 offering 260 slips designed for larger vessels (28' to 46') and the entire project is estimated to be completed in one year. Some of the amenities include High Flow Shell Diesel and Gasoline Pumps, Fresh Market (an upscale gourmet grocery store), Marine Hardware, Bait, Tackle and Supply Shop, Yacht and Sailboat Charter Offices, Sport fishing, Dive Charter and Yacht Brokerage Sales Offices. More information is available on their website at www.groveharbourmarina.com



BISCAYNE NATIONAL PARK - With over 2300 boaters participating in this year's Columbus Day Weekend, the National Park Service is pleased with the results of their high profile presence, interagency cooperation and support of the Columbus Day Regatta sailors. Not only was it a safer weekend compared to last year's event, but there was only one major incident requiring medical aid. Although one hundred and thirty groundings were reported, an estimated 400

grounding accidents were prevented by stationing park staff around the perimeter of the shallowest areas, redirecting boaters away from these most sensitive resource areas in the bay. On Monday, the National Park Service staff conducted a clean up of the anchorage area. The Regatta sailors and Race Committee were especially pleased that the non-related Columbus Day Weekend parties did not tarnish the Regatta's reputation.

MIAMI INTERNATIONAL BOAT SHOW - Coming soon to our town on February 12 - 17, more than 2,300 of the world's leading marine industry manufacturers will display the newest powerboats, engines and accessories on more than 2.5 million square feet of exhibition space. Show visitors will find the latest in sailboats and related accessories at Strictly-Sail Miami, the sail-only portion of the Miami International Boat Show, which will be located at Miamarina at Bayside. For more information, check out www.discoverboating.com/miami/home.asp

MIAMI-DADE HISTORICAL MARITIME MUSEUM - Frans Boetes reports that they have purchased the USCG Mohawk. Although she needs a little work, she will become the first ship in their floating museum. The USCG *Mohawk* (WPG-78) was launched in 1934 in Wilmington, Delaware as a patrol and icebreaking vessel. She was transferred to the U.S. Navy in November, 1941, to serve North Atlantic escort duty. During the Battle of the Atlantic, *Mohawk* escorted convoys, performed life-saving duties and attacked German U-Boats. Highlights of her career include rescuing over 300 men from the torpedoed USAT *Chatham* and the SS *Barberry*. She launched 14 attacks on German U-Boat contacts between 1942 and 1945. According to Southern Boating, "the Mohawk will feel welcome in South Florida as the sixth in the line of US ships named Mohawk, the USCG Mohawk, is currently based in Key West". For more information, call (305) 799-1143 or visit www.miamishipmuseum.com



BISCAYNE NATIONAL PARK/DANTE FASCELL VISITOR CENTER - Lost and Found Fish Art Exhibit Opens at Biscayne National Park. Dust pans, discarded coolers, and burned-out light bulbs are just a few of the things that Captain Honk (a.k.a. Tom Bintz) has used to create his whimsically realistic fish sculptures, over 60 of which are on display through April 25, 2004 at Biscayne National Park's Dante Fascell Visitor Center Gallery. The gallery is located at 9700 SW 328 Street, 9 miles east of Homestead, and is open daily from 9 to 5.

SHIPS CALENDAR

- Oct. 30 – Nov. 3** Ft. Lauderdale International Boat Show
Nov. 3 Miami River Commission at 12 noon, United Way Bldg. at 3250 SE 3rd Avenue
Agenda items include 12th Ave and 5th St. Bridge replacement presentations and MRC Stormwater Subcommittee presentation.
- Nov. 5- 7** Public Water Access – **Threats & Critical Issues**
Held at South Seas Resort on Captiva Island hosted by Southwest Florida Marine Industries Association. For more information, visit www.water-access.com
- Nov. 6** **Coast Guard Foundation's Tribute to the 7th Coast Guard District**
Annual dinner co-hosted by the Coast Guard Foundation and the International Council of Cruise Lines. The event will be held at the Intercontinental Hotel in downtown Miami. For reservations, please contact 305 789-7703.
- Nov. 6** **Maritime Law Society** at the University of Miami Law School, 6:30pm-8:30pm, The Gator Den at the US Coast Guard Base. RSVP to Heather at 305-206-0042.
- Nov.10** **City of Miami Waterfront Advisory Board**, 6:30pm at Miami City Hall
- Nov. 20** **Marine Council General Membership Breakfast Meeting**, 7:30am-9am at Coconut Grove Sailing Club
- 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.)

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.)

LACK of DOCK SPACE

By Capt. C.O. Jones

Some Marina Managers were discussing the large number of inquiries for space and affordable dockage. All the affordable dockage was filled and even the most expensive dockage was in short supply.

Similar situations happened back in the late seventies and the early nineties. In 1977, the marine community studied how to correct the shortage. The population of Dade County was approximately 900,000 with 35,000 registered boat owners or one boat per 25 people. (This was before we registered boats under 10 hp.) This prompted the expansion or construction of all municipal and private facilities.

By 1990, dock space demand was already greater than the new available construction. In 1992, Hurricane Andrew eliminated a large number of boats and dock spaces. By the time all the marinas were repaired and back on line, the demand for spaces filled all the available dockage. When the population reached 2,000,000, we had approximately 50,000-registered boat owners or one boat per 40 people. Even though the ratio is down, the demand for dock space is up.

The powers that be seem to have forgotten why we all came here. They ignore the fact that that the marine community is one of the largest (over two billion dollar) industries in South Florida. They talk Super Bowl while the Miami Boat Show is the largest revenue producer of Miami-Dade County, larger than any other event all year round. Governmental and environmental actions have restricted boating and limited marina and dock construction in Biscayne Bay. Some facilities have become less convenient due to the overly cautious manatee slow speed-zones. Newly created federal, state and local permitting processes have slowed construction and increased the costs.

It is easy to see the future. Although permits are being granted for sailboat dockage facilities, the only other indications of "progress" are plans for managed mooring facilities at Dinner Key, Marine Stadium, Watson Island and Pelican Harbor. We believe that once mooring facilities have been fully developed, it will be illegal to anchor over any State bottomland. Will this regimented brave new world exclude anchoring alone surrounded by the peaceful beauty of nature? Probably not, as long as you are gone by morning. Please note that the environmental agencies have not stopped condo construction in those peaceful nature spots. Will these moorings be enough to replace the lack of docks?

Most of all the restrictions were intended to control powerboats and, in particular, personnel watercrafts, but the sailboats have been oppressively and unnecessarily restricted as well. The newcomers and the kids coming up through the sailing/boating courses will not have the same opportunities we had to enjoy boating in South Florida. When dock space becomes scarce the price will make boating unaffordable for the common working person. When I see this affecting my fellow boaters, I get disgusted and just want to get on my boat and go cruising, but there probably won't be any space when I get back. If you have any solutions, please contact me at bobhica@att.net.



guardian of the marine community

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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.