



# TRADEWINDS

*The source of information on the Miami Marine Community*

VOLUME 2003 No. 7

September 2003

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## **YACHT SALES AND THE LAW SEMINAR**

- WHEN?** October 1, Seminar is 9:00 am to 4:30 with a reception following.
- WHERE?** Sheraton Ft. Lauderdale Airport Hotel located on 1825 Griffin Rd, in Dania (right off of I-95)
- TOPICS?** Includes tax considerations, “Who is a Passenger”, yacht broker certification, how to determine whether the duty was ever paid, issues involving contractors and employees and other matters.
- SPONSORSHIP?** C. A. Hansen Insurance Brokers and the law firm of Alley, Maass, Rogers and Lindsay, P.A.
- HOSTS?** Marine Council and the Florida Yacht Brokers Association

**TO MAKE A RESERVATION, PLEASE CALL THE  
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***www.marinecouncil.com***

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# PRESIDENT'S COLUMN

by *Mike Karcher*



I think boaters are often more ready for disaster than their landlocked cousins. Sailors are always watching the weather. Power boaters recognize that technology is just not all it is cracked up to be. Both watch the Weather Channel days before a storm approaches land in case they have to seek safe harbor for their boats and have their tools ready to fix "something".

I thought about this while tropical storm Erica was churning its way toward Texas and the lights were still out in New York. These two events, one natural, one man-made, are typical (although much, much larger) of the calamities which boaters must confront and deal with on an all too regular basis. Bad weather and mechanical failure are both part of the reality of boating.

The day before the tropical wave, which was later named Erica, swept across South Florida, I went down to the docks in Coconut Grove to check the lines and take the Bimini top down before the winds would do it for me. The docks were populated with boat owners, still in dress shirts and ties, who were secretly happy to get out of their offices early. They were out tending to their boats beforehand, rather than waiting until the storm hit town.

Every boater has run aground or had some engine problem at one point. So it is no surprise to the average boater that things can "go wrong" at one time or another. As such, boaters are predisposed to carry toolboxes, first aid kits, flashlights, life jackets, flares, etcetera, in case something goes wrong. I don't think it is because we are more pessimistic; it is just that our education, or experience (the best education) has taught us to be prepared for possible problems.

People on shore should be similarly prepared. No one should be in a crisis situation just because their power and water go out for a few days. I am always somewhat amused by the long lines at Home Depot or the grocery store to buy water and batteries after the power has gone out. These are items which should be stacked in the cupboard and picked up on a casual Saturday morning as opposed to desperately standing in line like last minute shoppers on Christmas Eve. Temporary lack of power or water, in and of itself, should not be a catastrophe.

Whether you have South Florida tropical storms, California earthquakes, Northeastern power failures, or Midwest ice storms, at one time or another the power is going to go out or something is going to go wrong. The secret is not to let it overwhelm you when it happens.

As with most things, education and prior preparation can be the key to success. Marine Council seminars, such as Hurricane Preparedness, Skywarn, or the upcoming Salvage Seminar are designed with just that in mind. Learning of the potential problems, what steps to take before and what materials one would need on hand, can go a long way to reducing a potential crisis to a merely inconvenient situation.

On August 28, 2003, the Marine Council and the MIAAF are holding a seminar on towing and salvage. (If you are a member, you have already gotten the flyer in the mail by now.) I think this is a perfect example as towing or salvage situations are usually a result of mechanical failure, or some natural force which has overtaken a boat. Knowing what to do beforehand, what insurance to have, which tools to take with you and what are your economic and legal options prior to entering into a salvage agreement can go a long way to protecting the boater from a bad situation, whether it is a natural or man-made event.

Part of the nature of boating is dealing with the elements. We all know that the sea can be unforgiving and we need to be prepared for any eventuality. Seeing the lights go out across the northeast reminds us to do a quick inventory of our hurricane supplies. Those of us in the boating community, who have experienced problems before, can generally look at such a situation and say that if it happened to us, it would only, we hope, be an inconvenience and not a crisis.

See you at the next meeting. Bring your flashlight.

# Skywarn Training Class – Success!

Florida Sea Grant and the Marine Council held the second annual Marine Skywarn Training Class on August 13 at the University of Miami Rosenstiel School of Marine Science on Virginia Key. The program was a great success. The featured guest speaker was Jim Lushine, Warning Coordination Meteorologist, from the National Weather Service (NWS) Miami Weather Forecast Office. This program would not have been possible without sponsors from USI/Kolisch Insurances and AON Risk Services and also donated door prizes from VESSEL ASSIST and West Marine Coconut Grove.



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*“I enjoyed the specific information about weather events and what to do”.*

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Jim’s two-hour presentation on marine forecast predictions and the understanding of the National Weather Service’s Skywarn Program enlightened thirty program attendees. Jim provided a great wealth of useful information and resources on hazardous weather awareness, hurricane preparedness, and rip currents. In addition, he provided helpful websites to visit for up to date marine weather forecasts. Click onto [www.miamiweather.info](http://www.miamiweather.info), or the Spanish website at [www.eltiempoenmiami.info](http://www.eltiempoenmiami.info). You can also find the site in Spanish on a button on the [www.miamiweather.info](http://www.miamiweather.info) website. The television and WFO radios can also be valuable for finding the latest weather forecasts.

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*“ I have a better feel for understanding the weather.”*

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The National Weather Service (NWS) has some news regarding the installation of a new NOAA Weather Radio, WNG-663, which will be located in Princeton, Florida. Starting on August 22, it will transmit on a frequency of 162.425 megahertz from the Miami Weather Forecast Office. This is good news for the people in south Miami-Dade County including Biscayne and Everglades National Parks, and those in the area of the Turkey Point Power Plant. Boaters in the Upper Keys will also benefit from the new transmitter site.

The Skywarn Training Class allowed participants to become familiar with the latest marine forecast terminology and trained individuals to report severe weather including spotting water spouts, tornadic or non-tornadic activity, lightning danger, cloud formations, and other dangerous weather occurrences. Skywarn volunteers become the NWS’s and local Emergency Management’s eyes and ears, helping to provide better weather watch and warning services. The following are some examples of severe weather to report to the National Weather Service. The Skywarn number to call for reporting is 305-229-4528 or 305-229-4522. Skywarn reports can be relayed at your home, work, on the road, or in a boat.

- Hail of 3/4-inch diameter (dime size) or larger.
- Wind gusts in excess of 58 mph (50 knots). Indicate whether winds were measured or estimated by the observer.
- A tornado, waterspout or funnel cloud.
- Flash flooding, especially if water is flowing over a road or highway or damage to property is occurring or imminent.

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*“The most beneficial parts of the program were the tornado information and funnel cloud formations.”*

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From the program evaluation survey, 54% of program participants had gained knowledge on weather related information and 38% stated they would change something as a result of attending this program. Jim Lushine stated he would most likely provide an advance Skywarn Training Class during the winter season for those that are interested in learning advanced weather forecasts reporting.

## **RESPONSIBLE CAPTAIN – IT’S THE LAW**

1. Captains do not boat when under the influence – BUI
2. Captains are responsible for damage caused by their wakes.
3. Children under 6 years old on a boat 26’ or less must wear a life jacket when the boat is underway.
4. Bow riding is prohibited by state law.
5. Boats running at night require red, green and white lights.
6. Boats on the water at night must display appropriate lights characteristic for the activity, i.e. underway, diving, fishing at anchors, etc. Before you launch, make sure the boat is equipped with required Coast Guard approved safety equipment, such as – but not limited to – PFDs, fire extinguishers, whistles, horns or bells, operating lights, and flares that are not expired

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### **TowBOAT/US**

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# BOATER SAFETY

## WEBSITES AND BOOKS OF INTEREST

Lightning Strikes by Jeff Renner (Chief Meteorologist for KING-TV in Seattle)

www.hurricane.com You can sign up to receive Tropical storm/hurricane e-mail advisories here. They have current radar images but use the Gulf of Mexico one as their Florida Forecast is hosted by the St. Petersburg Times and conveniently cuts off Miami on their Florida map! You can find hourly weather forecasts at www.weather.com. NOAA has

www.miamiweather.info (or in Spanish, www.eltiempoenmiami.info.) The following is an excellent and informative site and you may want to bookmark the following for detailed Miami weather: <http://www.crh.noaa.gov/forecasts/LZ074.php?warncounty=FLC086&city=Miami> where you can also find marine forecasts for Fowey Rocks, Sand Key, etc.



## LIGHTNING

According to Florida Fish and Wildlife Conservation Commission, there are several lifesaving suggestions in case you are caught out on the water during a thunderstorm.

First of all, most boats are grounded so that if they are hit by lightning, the charge goes into the water. Despite that, boaters should always stay below the highest point of the vessel. That means that if the boat does not have a cabin, the boaters should crouch, not stretch out flat, and stay as low as they can. Do not touch the water. If you are inshore, take cover under a bridge, most of which are grounded. Do not touch objects that can conduct an electrical charge, such as the handset of a VHF radio, graphite fishing rod or a T-top. Turn off your electronics and take down your antennas. Stop fishing!

Remember that successive strikes can take place 3 to 5 miles apart. The best suggestion of all is to head in when a storm is coming. If you read the Skywarn article in this issue or if you attended the Marine Council's Skywarn seminar in August, you will be better prepared to stay out of danger.

## REFILL YOUR BOAT AT A GAS STATION?

To help you safely refuel at gas stations, the Boat Owners Association of the United States (BoatUS) has these trailer boat gas station tips:

- Know fuel tank capacity: To prevent overfilling, trailer boaters should know their vessel's precise fuel capacity. This basic information is critical to a safe fill-up.

- Never use your boat's gas gauge while filling up: If you are not sure of your tank's capacity, never turn on the vessel's ignition switch to view your boat's gas gauge. Sparking can sometimes occur.



- Don't walk away: While filling up, you may be tempted to save time and get ice, bait and snacks at the gas station's mini-mart. Don't. Leaving a refueling vessel unattended removes the biggest layer of safety – you.
- After half-full, slow down: Slowing the flow of gas after reaching your tank's half-full mark will reduce the chances of blowback.
- Where is my gas tank vent? Is the vent forward or near the transom?

Understand how your filler tube, tank and vent are installed. If your boat is not level on its trailer you may find fuel inadvertently exiting the vent, or unable to fill tanks completely.

- Fill evenly: If you have two or more tanks, distribute fuel equally. Loading up one tank more than another could put your boat-and-trailer-combo dangerously out of balance.
- Never top off: Fuel that is pumped from cool, below ground holding tanks into your boat's tank – warmed by hot asphalt below and bright sun above – will expand. Not only is this a safety hazard, but you could pollute.
- Always check the hubs: Every gas station fill-up gives you an easy opportunity perform a trailer hub check by placing your hand on the hub and inspecting for excessive warmth. Most hub failures could have been prevented with periodic inspections. And while you are there, check the tires, too.

## HURRICANE TIME



### HURRICANES OF 2003

So far we have had Ana, Bill, Claudette, Danny and Erika. **The rest of the names are Fabian, Grace, Henri, Isabel, Juan, Kate,**

**Larry, Mindy, Nicholas, Odette, Peter, Rose, Sam, Teresa, Victor, and Wanda.**

### HURRICANE PREPAREDNESS HINTS FOR YOUR BOAT

- Always have all the necessary gear on board for properly tying down the vessel. Do not waste time rushing around searching for gear when the storm is approaching.
- Keep in mind that you may not be able to pull your boat out of the water. Your only alternative will be to properly tie your boat down. Practice these procedures before Hurricane season.
- Work out a plan in advance with your marina operator so there are no questions or any confusion when the time comes to tie up or pull the boat out of the water.
- Take photos of your boat and write a written description of your vessel and keep both in a safe place with your insurance policy.

Last but not least, if the storm is coming your way, be sure to remove any non-essential items.

# ***In 14 Hundred And 92, Columbus Sailed The Ocean Blue. But In The Year 2 Thousand And 3, The Columbus Day Regatta Is Still Fun To See.***



On October 9, 1954, the first Columbus Day Regatta started with 24 boats. In 1978, a record 550 boats competed in what has become one of Biscayne Bay's highlight events of the year. In 1992, the Columbus Day Regatta, getting ready to honor the 500th anniversary of that small boat cruise in 1492, (from Europe to the New World) was rudely interrupted by the arrival of Hurricane Andrew. Racing began again in 1993, and it is again a popular event. Last year, Florida's oldest sporting event afloat had over 180 sailboats racing in 15 classes. The finish line for the first day is north of Elliott Key.

Although this sailing event is a lot of fun for many people, there are many power boaters who go down to Elliott Key to party over the three-day weekend. Unfortunately, some of them break the rules. The Columbus Day Regatta and its participants have never been a problem to the National Park Service and work closely with them every year on Park safety. During the past six Columbus Day Holiday Weekends, 103 boaters, were arrested for BUI (Boating Under the Influence) in Biscayne National Park. During the 2002 Columbus Day Weekend, there were three fatalities in Biscayne Bay. In all of these fatalities, alcohol was a factor.

The National Park Service suggests that before getting underway, each boat should appoint a Sober Skipper. And this year, Biscayne National Park is making it even easier to be safe while you are enjoying yourself. They have produced a four-page newsletter with a map and lots of key information about the regatta and the associated spectators. Some of the valuable information is printed below. Copies of this brochure are available at all marinas and boat supply stores throughout the county. You can download your own by going to Biscayne National Park's website at [www.nps.gov/bisc/ColumbusDay.htm](http://www.nps.gov/bisc/ColumbusDay.htm).

## ***BISCAYNE NATIONAL PARK - New this year for the Columbus Day Weekend:***

- Enhanced agency cooperation
- Patrol by law enforcement agencies of the Black Point to the anchorage area, area north of the Featherbeds to Rickenbacker Causeway.
- Positioning of law enforcement large cutters (50' and 110') on the ICW at the north end of the Featherbeds and the East Featherbeds Cut to slow people down.
- Idle speed through the ICW at the Featherbeds and the East Featherbeds cut.
- Enhanced BUI / drug enforcement at the anchorage area with increased number of intoxilyzers at Elliott Key to process BUIs.
- Enhanced communications with Command Post at Convoy Point and a communications bus.
- Planning of dry run in September to run mock scenarios and test communications.
- LE will be working the perimeter of the anchorage at dusk and after dark doing boating safety checks and looking for BUIs.

## ***SWIMMER'S BARGE***

Biscayne National Park will have a Swimmer Barge in the NW section of the anchorage. Swimmers can get out of the water and rest. Boat captains can also pick up lost swimmers (those who cannot recognize their boats from sea level) at the barge. To look for lost swimmers, boat captains can call (305) 230-1144 x 3012.

**IN CASE OF EMERGENCY, CONTACT NATIONAL PARK SERVICE DISPATCH AT 305 247-7272 OR 1-800-788-0511 OR THE US COAST GUARD ON MARINE CHANNEL 16.**

## ***GROUNDINGS***

Running aground can happen to anyone at anytime. Know what to do if it happens to you.

1. Use an up-to-date navigational chart – NOAA #11451. Keep a visual lookout even if you have GPS.
2. Wear polarized sunglasses to help distinguish water color and depth of the water.
3. If you see a marker you are unfamiliar with... STOP! Markers serve as aids to navigation only if you know what they mean. Especially watch out for the special white and orange buoys. These mark the areas around the fragile Featherbeds\*.
4. Don't power off if you have run aground (you may destroy your props let alone damage coral and be subject to major fines). Wait for high tide and float off, or call for towboat assistance.

\*Seagrass nursery meadows are important habitat for marine life and the commercial and recreational anglers who use these waters.

## ***ELLIOTT KEY SHORELINE WATER-WALK***

Take advantage of the National Park Service's guided tours on Sunday, October 12. Meet a Park Ranger under the contact station at 9:45am (walk ends at 11am) or 1pm (walk ends at 2:15pm). Walks are limited to 25 participants so get there early. Children 16 and under must wear a PFD and be accompanied by a parent.

For more information about the regatta, visit [www.columbusdayregatta.net](http://www.columbusdayregatta.net). For a downloadable version of Biscayne National Park's brochure about the Elliott Key party site, visit, <http://www.nps.gov/bisc/ColumbusDay.htm>.



## **NEW SOUTH MIAMI-DADE NOAA WEATHER RADIO**

A new NOAA Weather Radio transmitter will begin broadcasting on Friday, August 22. The new transmitter, WNG-663, sponsored by Florida Power and Light Company, will be located in Princeton, Florida and will transmit on a frequency of 162.425 megahertz from the Miami Weather Forecast Office. This is great news for boaters in south Miami-Dade County including Biscayne and Everglades National Parks, and those in the area of Turkey Point Power Plant and the upper Keys.

NOAA Weather Radio is the quickest way to receive weather warnings, watches, and statements directly from the National Weather Service including those for hurricanes, tornadoes, floods, waterspouts and rip currents. Weather radio receivers come in many sizes, with a variety of functions and costs. The National Weather Service recommends a radio that can automatically sound an alarm and turn itself on if a severe weather warning is broadcast. You may purchase a radio at most electronics stores.



### **FOR THOSE TECHIES OUT THERE**

Did you know that you can get wireless weather info on your cell phone or PDA? Although there is a big disclaimer (see below), this is another way to keep up with the latest info. WFO Miami text products (Zone forecasts and Coastal Waters forecasts) in both English and Spanish are now available through some Wireless Application Protocol (WAP) enabled cell phones and Portable Digital Assistants (PDA). To view the Wireless WFO Miami home page, you will need a cell phone or PDA equipped with a WAP browser and an account with a wireless ISP. Contact a cell phone or wireless PDA service provider for more information. The URL for the Wireless WFO Miami home page is

### **HELP THE COAST GUARD IN HOMELAND SECURITY**

The US Coast Guard marine Safety Office says that boaters can aid the Coasties in their homeland security mission by keeping a sharp eye out for anything that looks peculiar on or out of the ordinary.

Boaters can report all activities that seem suspicious to local authorities, the Coast Guard, marina security authorities or call the National Response Center's Terrorist Hotline at (900) 424-8802.

<http://www.srh.noaa.gov/mfl/wireless/index.wml>

DISCLAIMER: Wireless web services provided herein in no way constitute an endorsement of any particular service provider, nor of any particular vendor of PDA devices or similar equipment which may be used to access these services. This is an experimental service. The Wireless WFO Miami website is a work in progress. The current generation of software does not display tabular data properly. Text data should display well. Also, we cannot guarantee pages will display in all kind of hand held devices. We sincerely appreciate your patience.

## **DO YOU WANT TO ADVERTISE IN TRADEWINDS?**

You can be in next month's Marine Rolodex section with a business card ad for only \$50 (\$35 if you are a Marine Council member.) To participate, mail your business card and a check payable to Marine Council to Wings Consulting Group, 1234 S. Dixie Highway, PMB 56, Miami, FL 33156 by September 15.

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E-mail: [portofmiami@miamidade.gov](mailto:portofmiami@miamidade.gov)

# SHIPS CALENDAR

- August 28 Simple Tow or Salvage, Know The Difference – a Boater Workshop co-sponsored by the Marine Council and the MIA SF (Marine Industries Association of South Florida) takes place at 6pm at IGFA in Dania Beach. For more info, call 305 856-0206.
- September 1 Miami River Commission at noon, United Way Bldg. at 3250 SE 3<sup>rd</sup> Avenue
- September 9 City of Miami Waterfront Advisory Board, 6:30pm at Miami City Hall
- October 1 Yacht Sales and the Law Seminar
- 

## NEWS FROM THE DOCKS

### **FAREWELL AND THANKS TO MARTIN TRITT AND THE WATSON ISLAND FUEL DOCK**

The City of Miami had the Watson Island Fuel Dock closed after the July 4<sup>th</sup> weekend. They said that they were going to bulldoze the buildings to make way for the visitor or aviation center. This is a total loss for everyone. The boaters lost the fuel dock and marine store. Now there is no fuel or live bait available after 6:00PM in the central Miami waterfront area. The City lost the revenue from the facility. The Marine Council lost an old member. Marty lost everything; his business that he ran for 35 years, his livelihood, the employees and his son. On July 2, a couple days before they had to close, Marty's son Barry was found dead. He was 42. Barry had worked on the fuel dock his whole life. The day Marty was supposed to be closing the fuel dock, he was burying his son. The Marine Council sends condolences to Marty and his family.

### **STILTSVILLE TRUST IS FORMED**

Stiltsville's seven remaining cottages on Biscayne Bay have been transferred from private use to public ownership. The Stiltsville Trust, a 15-member group will raise money and determine how the public can use the homes for the first time in almost 30 years. Gail Baldwin, one of former leaseholders, chairs the trust. Six other former leaseholders also sit on the board.

Baldwin said the trust will have several meetings over the next three months, before passing on a memorandum of understanding to the park service over the property's use. The park service has little, if any, money available for the upkeep of the properties. No timetable has been set for public use. "Nothing has been formalized yet," said Baldwin. "But the process will be about fixing up the houses, and making them available to the public."

The occupants' 25-year leases, granted by the state, expired on July 1, 1999. Since then the group has fought attempts to raze the homes, and have been given four extensions, winning several rounds of public and political support, particularly from U.S. Rep. Ileana Ros-Lehtinen.

### **JONES BOAT YARD PURCHASED**

Jose and Victor Bared have purchased Jones Boat Yard, formerly Jones Dry Dock, in a multimillion dollar purchasing arrangement. The Bareds' continuing investment will add new technologies to the facility, which has been in operation since 1917, to enhance the yard's service reputation. With a full time staff well versed in all the marine trades from carpentry to paint to welding and faring, Jones Boat Yard currently employs 57 full time employees and rarely needs to outsource work

### **DON'T BE A BUG BANDIT**

That is the new term for Lobster poachers. They go out ahead of season, rob traps, illegally create lobster habitats, bring back undersized lobsters (lobsters are allowed to be taken only if their carapaces — or shells, not including the eyes — are greater than three inches long) or grab hundreds of tails without a license.

The Bug Bandits had better watch out for Florida Fish and Wildlife Conservation Commission. With a work force augmented by officers from across the state, marine vehicles ranging from WaveRunners to speedboats and surveillance planes, lobster hot spots will be closely watched. There will also be three dogs waiting at the docks that are trained to trail spiny contraband. Over a four-day period that included the Fourth of July holiday weekend, 72 citations were issued from Key Largo to Key West for fishing or lobstering violations. Illegal lobsterers may have their vessels and dive gear seized and could face jail time and stiff fines if convicted. The penalties generally increase with the quantity of the contraband.

### **MARINE COUNCIL PARTNER NEWS**

The Boat Owners Association of The United States (BoatUS) is urging all Bahamas bound cruisers to join an E-mail campaign to protest the country's sharp increase in its cruising permit fees. As of July 1, 2003, recreational vessels 35-feet and larger will now pay \$300 per entry, a 200% increase over the previous \$100 fee. Vessels less than 35-feet - which previously paid \$100 - will now have to pay \$150. The fee was originally scheduled to increase on January 1, 2004, but the Bahamian government abruptly moved the date forward six months. All emails should be directed to the Bahamian Comptroller of Customs, Mr. John Rolle at [cofrolle@batelnet.bs](mailto:cofrolle@batelnet.bs). BoatU.S. is asking boaters to send a copy to [GovtAffairs@BoatUS.com](mailto:GovtAffairs@BoatUS.com)



guardian of the marine community

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

## **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) 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.