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VOLUME 6, ISSUE 1 • SPRING 2005

Coastlines

A Publication of the Marine Industries Association of Palm Beach County, Inc.

'KEELHAULING' TAKES ON A NEW MEANING IN PALM BEACH



NEW!

PASSPORT TO BOATING PRODUCTS AND SERVICES IN THE PALM BEACHES

kicks off at the Palm Beach Boat Show!
Boaters can win \$500 in boating-related
products and services.

Palm Beach Boat Show
March 17 - 20, 2005

Along Flagler Drive and in the Convention
Center, downtown West Palm Beach

In the Beginning...

by Amy Tolderlund

Despite two devastating hurricanes in September, the 2004 Holiday Boat Parade of the Palm Beaches and Boca Raton Holiday Boat Parade were both resounding successes, with tens of thousands of spectators lining the Intracoastal Waterway at both ends of the County to view spectacularly decorated vessels as they traveled along the parade routes.

The Holiday Boat Parade of the Palm Beaches commenced at Peanut Island and traveled north, up the Intracoastal Waterway to Jonathan's Landing Marina at the south end of the Town of Jupiter. Thirty-five beautifully decorated vessels celebrated this year's unofficial theme of "Survivors of the Storm." Grand Marshall Max Mayfield from the National Hurricane Center in Miami presided over the event from Palm Beach Water Taxi's "Renate" which also hosted a group of underprivileged children from our area. Several vessels sported hurricane-related themes and our thoughts were with those who couldn't be with us this year because of losing their boats in the hurricanes. A traveling fireworks display lit the way up the 10-mile parade route.

The 5th Annual "On the Water – Toys for Tots" drive was a resounding success with more than 4,700 toys collected by our volunteer toy fleet from MarineMax, Palm

Beach Water Taxi, Sea Tow Palm Beach and Towboat U.S. Donations by the bagful were picked up at private docks, public viewing areas and from spectator boats along the parade route, with one of our pickup boats arriving back at the North Palm Beach Marina with 10 bicycles on board! Marines



rode on several of the toy boats and it was heartwarming to see the salutes from spectators on shore who had served our country in years past. Trucks and personnel from the United States Marine Corps were on hand at the marina to help unload the toys from our boats and transport them to the Reserve Center where they were distributed to needy children in our area.

...of the fall boating season, there were hurricanes. It was messy.

Boaters hung in there, and by the time the holidays rolled around, we were ready to get into the spirit of the season!

Vessels and spirits really did shine during Palm Beach and Boca "post hurricane" Boat Parades

The 2004 Boca Raton Boca Parade exceeded all expectations with almost 50 boats from 15' to 120' participating in an event that in 2002 only had 14 vessels. In 2003, the Marine Industries Association of Palm Beach County entered into a partnership with the City of Boca Raton to "save the parade" and, in one year, breathed new life into a dying event with 45 boats participating. The parade continued its growth this year and Sea Tow Palm Beach took the toy drive to south county where approximately 1,500 toys were collected by towboat captains and their families who volunteered their time to spend the evening on the water making dockside pickups as the parade traveled 6 1/2 miles from the Delray/Boca border to the Hillsboro Blvd. Bridge. Additionally, an anonymous donor contributed \$5,000! Marines again accompanied the parade and had their personnel and trucks waiting at public viewing areas for the toy-laden boats to arrive.

2004 will be remembered not only as a banner year for hurricanes, but also as the year that the marine community and the residents of Palm Beach County showed that Frances and Jeanne couldn't slow us down! We lit two December nights with our holiday decorations and with the true spirit of the season, with donations of almost 7,000 toys for our neediest residents. 🌟



VOLUME 6, ISSUE 1 BOAT SHOW ISSUE 2005

Coastlines is published by the Marine Industries Association of Palm Beach County, in an effort to provide area boaters with information that will enhance their pleasure boating experience, while educating them about issues affecting their chosen recreation.

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From the helm

Before the holiday season fades from memory in favor of the upcoming Palm Beach Boat Show, imagine a parade which stretches for nearly a quarter mile down a major artery from West Palm Beach to Jupiter and intersects each of the cities, towns and villages in between. Now imagine the logistics involved in such a venture. "Impossible," you think, if for no other reason than the politics concerned over which town will get the most credit for providing the viewing public with such a wondrous and exciting sight.

Impossible?! Think again!

The Marine Industries Association of Palm Beach County, Inc. does it every year with their Holiday Boat Parade and provides the north end community of Palm Beach County with a huge dose of public service – compliments of the association, its volunteer members, and the boating public. It brings the community together as nothing else does these days, and spreads the cheer across geographical boundaries as well as across the great divide of the various generations which call this area of the world "home."

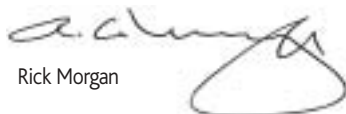
Gatherings are commonplace all along the parade route, the purpose of which is as varied as the individuals who make them up. Giving is just as common, and the Toys for Tots program benefits handsomely.

From the apex of bridges, to parks, golf courses, homes and high-rises, the spectators cheer as one as the sparkly vessels are announced by a thunder clap of fireworks.

It is at that moment that we should be most proud of our love for the water and for being boaters – for it is we who have overcome the image of being drunken sailors dining on manatee steaks. Instead, we have provided the catalyst to celebrate as a community of one, even though it lasts only one night a year.

Good for us! Let's keep that spirit going.

I'll see you on the water.



Rick Morgan



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The manifest

COVER STORIES

- 5 'Keelhauling' takes on a new meaning in Palm Beach
- 9 Boaters can win \$500 in boating-related products and services at the Palm Beach Boat Show, March 17 - 20 in downtown West Palm Beach

IN BOATERS' BEST INTEREST

- 13 Recreational boating fatalities on the decline
- 14 Marine industry striving to match qualified jobseekers with area jobs
- 16 Voting boaters made it happen
- IFC In the Beginning: Holiday Boat Parades light up the night skies

FEATURES

- 8 Gunboats on the water
- 12 Loggerhead Club and Marina construction underway in Riviera Beach
- IBC Industry Profile: David Roach, Executive Director of Florida Inland Navigation District

COVER PHOTO: *Palm Beach County ERM*

ABOUT

the boaters who bring you Coastlines



Leslie McKerns is the owner of McKerns Development in Boca Raton, and is a publicist exclusively for the development industry, including

developers of coastline projects, waterfront, multi-family and marina communities throughout Florida, New England and the Caribbean. Feature stories on behalf of her clients run in state and local publications, luxury living magazines and specialized trade and financial press.



Alison Pruitt is the Executive Director of the Marine Industries Association of Palm Beach County, the association proudly responsible for putting

Coastlines in the hands of registered boaters. She, her husband and two children enjoy spending time on Palm Beach waterways on their 24' Sea Ray, Intra-Gull (so named because she spends an equal amount of time on the ICW and the Midwest's most beautiful body of water, Michigan's Gull Lake – and because she is an integral part of the family), their canoe, and their hand-built wooden rowing shell.



Amy Tolderlund is the treasurer on the board of directors for the Marine Industries Association of Palm Beach County. It is

her helpful voice boaters hear if they radio SeaTow of Palm Beach. Amy is the long-time chairperson of the Holiday Boat Parade of the Palm Beaches. When not working to improve the quality of boating life in our area, she is relaxing with camera in hand on her kayak.



Margie Yansura is the owner of Wordsmith Communications, a public relations consulting business which has provided public relations

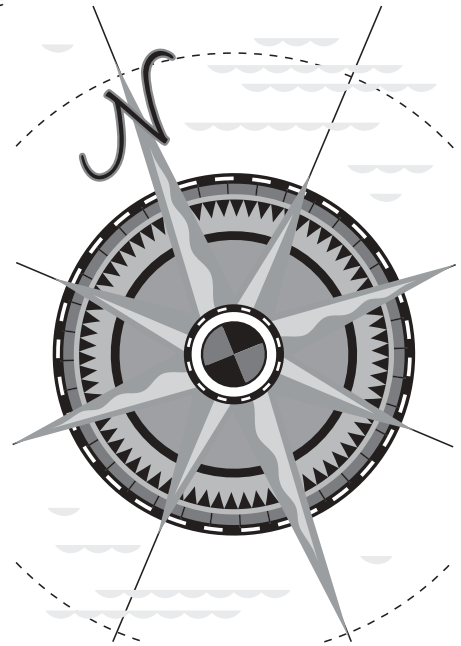
services to businesses, government and non-profit organizations for the past 15 years, including the Marine Industries Association of Palm Beach County. She is a former newspaper reporter and the mother of three teenagers. She is passionate about public education and spends her free time raising funds for arts magnet schools in Palm Beach County. She and her husband live in a restored 1925 home in Flamingo Park in West Palm Beach.



Sue Kovach is a freelance writer. When she's not busy writing, she loves to SCUBA dive and fish. Her favorite dive spot locally is the Delray

Ledges, where she loves to tease the lobsters with a fork and a cup of drawn butter.

Coastlines magazine welcomes boating- and marine industry-related articles from freelance writers. Please e-mail them to mia@marinepbc.org.



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LOU DANIELLO, JR
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KEELHAULING: a giant “OUCH”, then and now

Photo Credits: Palm Beach County ERM

by Sue Kovach

Keelhauling was a form of punishment used at sea in days gone by. For committing a minor offense, a sailor was tied to a rope looped around the ship, tossed overboard, and dragged under the keel before being brought up the other side. This sounds bad enough, but the barnacle-encrusted keel did a real scrape job on the poor sailor's skin, so he usually wasn't prone to misbehaving after he'd been keelhauled. Dutch seafarers and pirates were particularly fond of this penal method.

There has been a lot of keelhauling going on in Palm Beach County lately, but it's definitely not the same thing. In this case, the County's Department of Environmental Resources Management (ERM) is hauling sailboats – and boats without keels, too –

up from the drink where they lie wrecked after the two September hurricanes that hit our area.

According to Ben Harkanson, an environmental analyst in ERM's Maritime Resources section and project overseer, the Palm Beach County Sheriff's Office located and tagged 101 vessels between the Boynton Inlet and Lake Okeechobee. ERM began recovering the boats in early November.

"ERM was chosen to run this project because of our experience with the county's derelict vessel removal program," Harkanson said. "Typically we remove six to ten derelict vessels per year, so we were the obvious choice to take on this abandonment project."

Derelict, abandoned or lost? A law enforcement agency must make that determination, and the job fell to the Sheriff's Office Marine Unit. Wrecked vessels are posted with bright orange stickers notifying the owners and any other interested parties that the vessels are illegally beached on public property and need to be removed within five days.

"Some people picked up their boats, so we pulled out 76 of the 101 originally tagged," Harkanson said. "In most of those cases, the boats were simply gone when we got there to recover them, and we weren't contacted beforehand. There were some cases where we had to interact more with the boats' owners."



Photo Credits: Palm Beach County ERM



Photo Credits: Palm Beach County ERM

the boats, they are held for 90 days from the date of the final removal, to give owners a chance to reclaim their property. After that time, the boats will be auctioned.

ERM recovered mostly sailboats, average length between 25 and 30 feet. The bulk were concentrated around Phil Foster Park and Peanut Island – 46 were in just that small area.

“They ranged from a 16’ Sunfish sailboat and a couple of 8’ Jet Skis to a 64’ steel sailboat,” said Harkanson. “At this point, everything we’d tagged in the first round is removed, but we found additional boats during the removal process. Even at high tide, they were about a foot below the surface. There

In one case, a man from Great Britain who was living in the islands sailed here for heart surgery. Unfortunately, he got a hurricane in the bargain. His boat ended up wrecked just south of the Sailfish Club in Palm Beach, said Harkanson. He wanted to recover his boat, but really couldn’t afford the cost privately.

“He left the boat for us to pull, but he was there to pay us for the cost of removal when we were done. We charge less, due to the bulk rates we receive from the contractor.”

The County worked with Vance construction, along with Sea Tow of the Palm Beaches and TowBoatUS. Once authorities take possession of



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dollars for the project, but Harkanson believes there may yet be FEMA money available to help with the costs. The final tab won't be known until all removals are finished and the auctions are conducted on boats that haven't been claimed and are good enough to be salvaged. That auction is expected to be held sometime in April. 🌀

were 25 more scheduled to be tagged.”

The County received bills at the end of November for work totaling \$282,000, covering removal of most of the 76 first-round boats. Bills for another \$30,000 to \$40,000 were expected for December's work. The County had set aside a half-million



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GUNBOATS ON THE WATER - An unfamiliar sight (but get used to it)

BOATERS ASKED TO BE ALERT AND REPORT SUSPICIOUS ACTIVITY

by Sue Kovach

We're simply not used to seeing gunboats cruise the Port of Palm Beach, but it could become a common sight soon. A grant from Homeland Security's Office of Domestic Preparedness (ODP) has provided funds that allowed the Palm Beach County Sheriff's Office (PBSO) to purchase its first armed patrol boat to help ensure security in the Port of Palm Beach.

A second armed boat will also patrol local waters for the Florida Fish and Wildlife Commission (FWC), the state's primary marine enforcement agency, which administered the ODP grant statewide.

Recent news stories have noted that security at our nation's ports is lacking. Acquiring this new boat is a step toward remedying that situation locally, said Major Dan Smith, commander of special operations for the PBSO.

"This grant has given our agency the ability to move ahead to better protect our communities, families and port," he said. "Tools like this boat are a great help to us. We hope it helps boaters feel more secure that local authorities are more observant of the port and surrounding areas."

The boat, an H-920 Zodiac, cost \$163,735.

It's a 30' metal hull inflatable that the PBSO plans to put to use in other ways in addition to port security.

"It will be multi-functional," Smith said. "It can double as a regular patrol boat. But it can work well as a rescue boat, too, because it sits low, making it easy to pull people out of the water and into the boat. It can carry from 12 to 15 people, depending on how we configure it."

PBSO is planning to mount two machine guns on the boat. However, said Smith, money for the guns won't come from the ODP grant because at present, the grant guidelines don't allow the money to be used for guns. It's undetermined at this time where the funding will come from.

Current PBSO personnel will crew the boat and no new hires are planned, Smith said. Depending on the particular mission, as few as two deputies could man the boat.

FWC is introducing an armed 29' Donzi Strike to the area's waters. FWC administered the grant used to buy a total of 18 boats statewide – seven for local governments and 11 for FWC – as part of the state's funding for domestic security issues from the ODP.

"Two years ago the process began to get some vessels to address port security," said Lt. Colonel Don Holway, Deputy Director of Law Enforcement for FWC. "When funding was available, we held a two-day test, inviting law enforcement agencies and vendors to participate. We tested several vendors' boats, and each agency was allowed to determine which vessel would suit their purposes. PBSO chose Zodiac, while FWC decided on Donzis and Boston Whalers."

The regional domestic security task force has also formed waterborne security teams made up of personnel from many law enforcement agencies. These teams will address marine safety and waterborne security issues, Holway said.

"The idea is to have everyone training the same types of tactics, on the same types of equipment. If an event were to happen, we can respond as one, rather than several different agencies doing things differently. Our motto is: One State, One Mission. We're all working together."

That includes civilian boaters, Holway said, through a new program called Operation On Guard, being run in conjunction with the Coast Guard, Florida Department of Law
(continued on page 9)



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Boating in the Palm Beaches Gets Even Better!

MIAPBC makes it easier for boaters to find quality products and services with the new "Passport to Boating Products and Services in the Palm Beaches."

by Alison Pruitt

Boaters visiting the Palm Beach Boat Show can win \$500 in boating products or services of their choice!



The Palm Beach Boat Show, March 17 - 20, 2005, will kick-off an all-new campaign designed to make it easier for boaters to find the quality products and services they need to support their water-enjoying lifestyle.

At any one of several exhibits, boaters will be encouraged to pick up a hot-off-the-press "Passport to Boating Products and Services in the Palm Beaches." Inside, boaters will find the names, addresses and phone numbers of companies in the Palm Beaches pledged to serving the needs of area boaters. The centerfold of the passport is designed to let boat show visitors collect "visa stamps" from these companies, as they walk through the show and visit the companies' exhibits.

Boaters' last stop should be at the exhibit for the Marine Industries Association of Palm Beach County and its Marine Industries Education Foundation, where stamped visas can be entered into a drawing for \$500 of boating products or services of their choice.

Boaters will be able to keep their

Passport to Boating Products and Services in the Palm Beaches, to use as future reference. It's sized just right to store in even the smallest of boat compartments.

"It's win-win-win," said MIAPBC president Lou Daniello, owner of Barnacle Busters. "Boaters win by visiting the best companies to do business with. Our members win because we are directing traffic to their Boat Show exhibits, and putting our membership directories right in boaters' hands. MIAPBC wins because it brings boaters to our exhibit, where we can tell them more about boating in the Palm Beaches, and more about our member companies."

For more information about the new Passport to Boating Products and Services in the Palm Beaches, call 832-8444.

GUNBOATS

(continued from page 8)

Enforcement (FDLE), the Department of Environmental Protection (DEP), the Department of Justice and local sheriffs and city police departments. It's a marine crime watch program that will operate in much the same fashion as the well-known Crime Watch on land. FWC will soon be placing signs in marinas with a phone

number for boaters to call to report anything suspicious they might observe.

To report any type of suspicious activity on the water, call 877-24-WATCH (92824).

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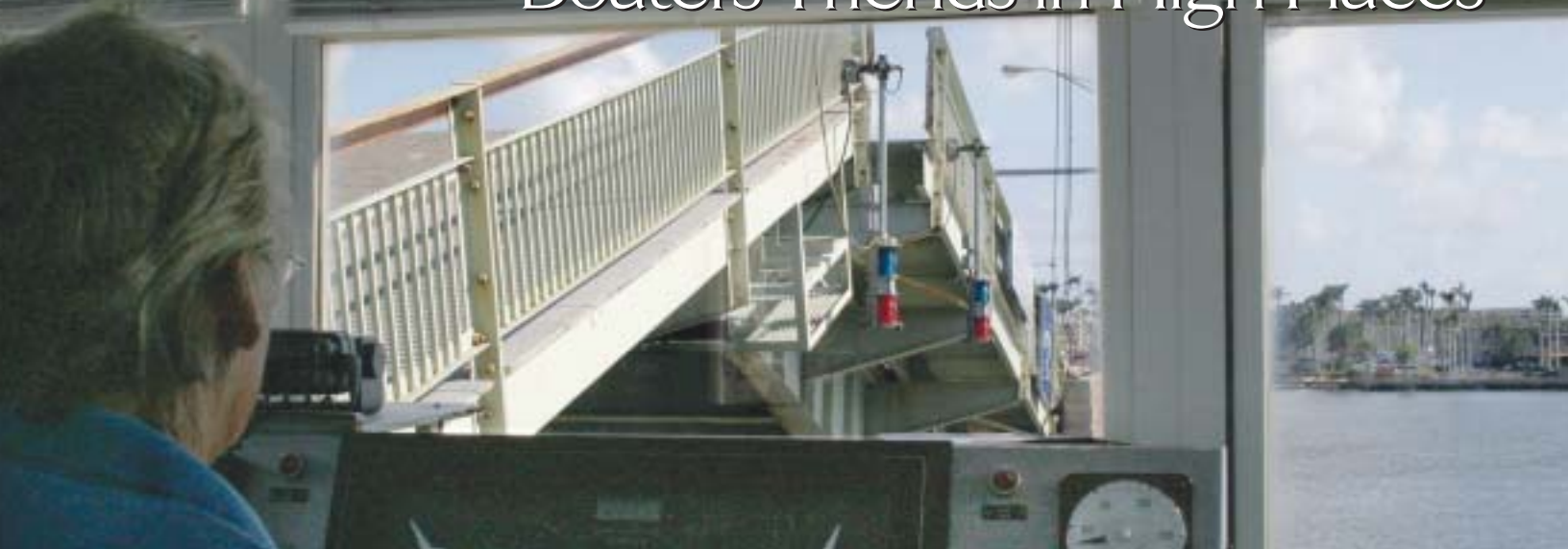


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Bridge Tenders: Boaters' Friends in High Places



Gaile Powell waves to the people in the boats as they float past her bridge house on the Flagler Bridge. They wave back, and talk to her on the radio.

"Thanks a lot for the opening! Much appreciate it."

"You're very welcome, Captain. You all have a nice day."

If they look up, the boaters can see bridge tender Powell smile at them as they sail away. What they don't know is that Powell has worked as a tender in Palm Beach County longer than anyone – 14 years and going strong. Three generations of her family work the bridges: Daughter Lynn is a tender on Southern Boulevard, and granddaughter Michelle Benson also tends the Flagler Bridge on her grandmother's days off. Little wonder that when Benson had her last baby, she was teased incessantly to name the girl "Bridgette."

If you stop to think about it, what do boaters really know about who's up there when they call for a bridge opening and pass through?

Bridge tenders come from a variety of backgrounds, men and women, from college age to retirees. They work in three eight-hour

shifts on a schedule of four days on and four days off. Starting pay is \$9.50/hour, with yearly cost-of-living increases. Some take the job for a few years while attending college, or on the way to something else. Others, like Gaile Powell, are career bridge tenders who love the job and can't see doing anything else.

"I enjoy working with the boaters, and I like the water," said Powell. "I grew up around a drawbridge and my father owned charter fishing boats. I've worked several different jobs in the past, but I like this one the best."

Powell, her daughter and granddaughter work for Florida Drawbridge Company of Delray Beach, a private company that contracts with the Florida Department of Transportation for bridge operations, maintenance and repair on all DOT-owned bridges, including 12 in this county. The other seven county bridges are manned by county employees.

"We put a lot into training and group spirit. My tenders are proud of their jobs," said Laura Porter, owner and operations manager of Florida Drawbridge. "They know their jobs are

important and that people depend on them."

Indeed, a tender's main concern is safety, for everyone and every thing, said Powell.

"People sometimes say it's a piece of cake job, but it's not. You have a lot of responsibility for the safety of people, boats, cars, pedestrians, fishermen, and the multi-million dollar bridge and machinery."

What draws people to tending drawbridges? It can be an isolated job, but tenders find ways to make it less solitary between openings.

Powell enjoys chatting with the fisherman on the bridge. Others while away time by decorating their bridge houses with colorful paint, wallpaper borders and nautical accessories – anything to





make the small space more comfortable and inviting.

For some, the solitude makes the job appealing. Time alone to read or contemplate can be hard to come by in today's busy world, but bridge tenders have built-in "down time."

"This job is a blessing to me. In any other job, I couldn't put so much time into studying, and I'd be more stressed out," said Keri McCulty of Boynton Beach, a second shift tender at Boynton's Ocean Avenue bridge.

Being on the water and watching nature is

calming, said McCulty, a 19-year-old student at Palm Beach Community College in Lake Worth. She sees manatees, sea turtles, egrets, and spotted eagle rays during her shifts.

"There's a hawk that comes by every day at the same time and sits near the bridge house, and we watch each other. Besides being able to study, the best part for me is the animals."

Tenders say that for the most part, boaters and motorists are quite courteous, though sometimes they're a bit less so. Tenders say the scheduled openings have put some

boaters a bit more on edge. But nothing is cast in stone.

"If you've got a problem with your boat, we'll break the schedule for you and let you through," Powell said.

Above all, tenders want everyone to know that scheduled openings or not, bridge tenders are just doing their jobs the best they can.

Said McCulty, "I make it as prompt and as friendly as possible. We only ask for friendliness in return." 🌸



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Construction Underway on \$180 Million Landmark Marina Project in Riviera Beach

by Leslie McKerns

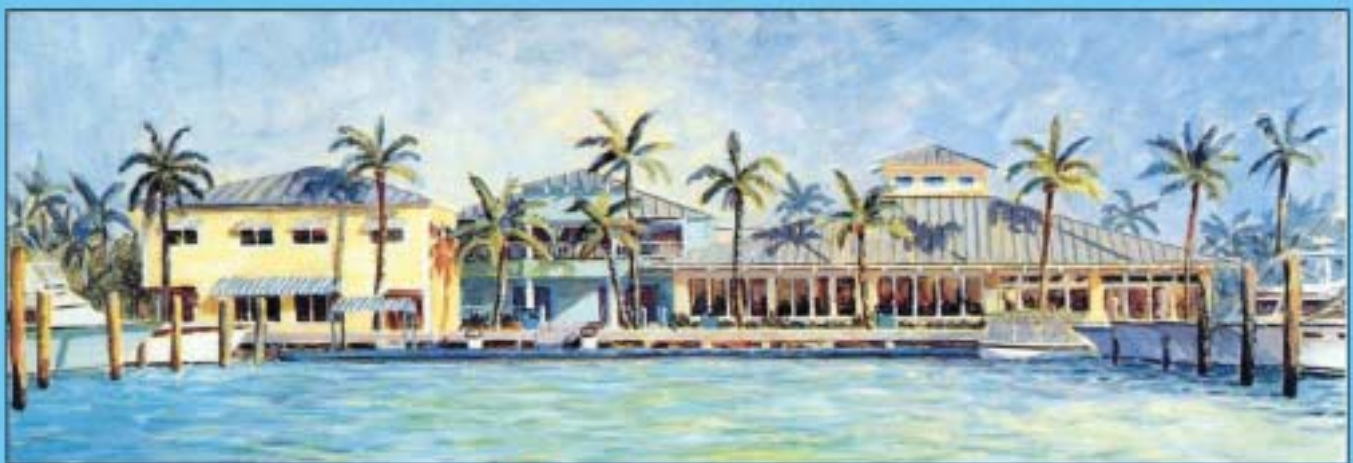
As the first project to come out of the ground for Riviera Beach CRA, Loggerhead Club and Marina in Riviera Beach™, brings public access to the boating and fishing paradise of the Intracoastal Waterway and the northern section of the Lake Worth Lagoon.

Construction is well underway on Loggerhead Club and Marina in Riviera Beach, the second full-service marina facility to be unfurled under the Loggerhead Club and Marina™ flag. Formerly known as Inlet Harbor Marina, Loggerhead Club and Marina, Riviera Beach™, is located on Blue Heron Boulevard on the direct Intracoastal waterfront overlooking Singer Island, just West of

Phil Foster Park. The marina, on track to open in the fall of 2005, is anchor to the \$180 million dollar project also featuring a marina, restaurant and 351 - unit, twin-tower luxury residential project designed by BCArchitects in Miami.

"The importance of this marina project takes on new significance in light of the \$50 million

dollars newly authorized by Palm Beach County voters to preserve and enhance public waterfront access for boaters," said Raymond Graziotto, President and COO of Seven Kings Holdings, Inc. "Loggerhead Club and Marina, Riviera Beach, significantly increases public access to the Intracoastal and provides for the safe harbor and storage of larger boats, (continued on page 17)



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Recreational Boating Fatalities on the Decline

The great news: Recreational boating fatalities were down six percent from the previous year, continuing a 12-year downward trend. The 13 million registered boats in 2003 represent two million more registered boats on America's waterways than 12 years ago.

The other news: The statistics also show the leading contributing factors in boating accidents are operator inattention, carelessness/reckless operation, operator inexperience, and excessive speed. Eighty percent of those who died were onboard boats whose operators had not received boating safety instruction.

U.S. Coast Guard statistics indicate 86 percent of all boaters who drowned in 2003 were not wearing life jackets. In addition, alcohol involvement was a contributing



factor in approximately one third of all reported recreational boating fatalities.

More than 95 percent of boat owners report having enough life jackets onboard for all

their passengers, however 66 percent of them do not wear their lifejackets every time they go out, according to a Coast Guard study conducted in 2001 and 2002 involving more than 25,000 recreational boaters.

"Boaters need to be responsible for the safety of themselves, their passengers and other boaters," stressed Rear Adm. J.W. Underwood, U.S. Coast Guard director for operations policy. "This means not only having life jackets on board but requiring your passengers to wear them all the time. You never know when an accident will happen that will prevent you from reaching for and putting on that lifejacket."

Statistics are posted on the Coast Guard's Office of Boating Safety website at <http://www.uscgboating.org> and include statistics broken down by state. 🌊

Without peace on the water, you can't have peace on earth.

For over twenty years, we at the Marine Technology Academy of South Florida have put our focus on promoting and protecting the growth of the marine industry while working to bring to you the best of marine education.

This is why we are one of the first organizations to state business as one of the reasons for an employer's success. But we went into the field to create an ongoing educational forum for the community regarding safe boating practices. The safety message has the right of access to South Florida's waterways as long as they behave responsibly.

In the marine-based future business, that right may differ seriously from your population, and from laws that have already been imposed. With your help, we can create a more peaceful future for South Florida's waterways in the years to come. To find out how you can do your part, visit our web site at www.mtaad.org or call us at 954.524.2711 or 1-800-BOAT-001.

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The Marine Technology Academy wants you!

The Marine Technology Academy at Palm Beach Lakes High School is an exciting opportunity for high school students in Palm Beach County who would like to consider pursuing a career in the marine industry. The curriculum is set up for four years of maritime education and consists of five Marine Technology courses along with other courses to accompany the program's objectives.

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City of Riviera Beach

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I want to go to a place.

Where worries fade in the ripples of a wake.

And time is merely a suggestion.

And no one asks "Are we there yet?"

I want to go where the shortest distance between two points
has never been the point.

Where water, horizon and dreams all meet.

Where I can get to know my kid again.

The one inside me.

I want to go where the end of the day lies at the end of a dock line.

And life isn't just lived. It's celebrated.

There's a place called happiness.

Not far from here.

I want to go there.

I want to go boating.



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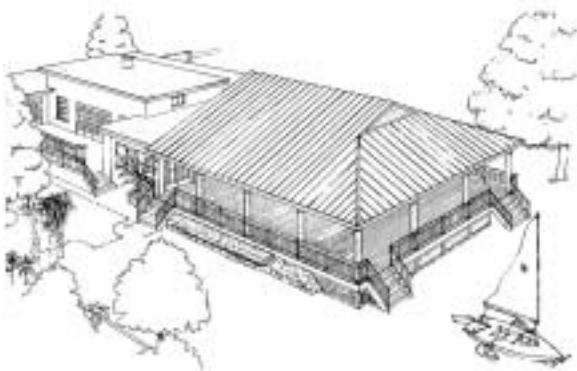
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For the months January, February and March the crew of Sea Tow Palm Beach will be collecting phone cards to be sent to Coast Guard personnel stationed far from their homes so that they can keep in touch with their families and loved ones. Our original phone card collection in 2003 raised 20,000 minutes of phone time which was distributed by the US Coast Guard to their troops. It's time to do it again!

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Frenchman's Marina Celebrates Grand Re-Opening Now Newly Branded as Loggerhead Club and Marina

Frenchman's Marina, now Loggerhead Club and Marina, on Donald Ross Road in Palm Beach Gardens occupies a well-protected harbor just off the west side of the Intracoastal Waterway. Owner Seven Kings Holdings, Inc. recently celebrated the grand reopening of Frenchman's Marina under the Loggerhead Club and Marina flag.

The launch of the all-new full-service, state-of-the-art marina included the announcement of a partnership with the newly named Loggerhead Marinelife Center located in Juno Beach, the leading marine rehabilitation center for sea life, particularly endangered sea turtles.

"While many South Florida marinas are in the process of recovering from extreme

hurricane and storm-related damage, we are proud to report that Frenchman's provided excellent sheltered harbor during all four hurricanes, and weathered the events beautifully. Now under our Loggerhead Club and Marina brand, the newly named marina is offering premier amenity boat slips in a calm harbor, picture-perfect setting," said Raymond Graziotto, co-owner. The marina features 130 yacht slips from 30' to 120' that accommodate vessels up to 120' in length, a fully stocked ships store, luxurious dockside arrangements with 30-, 50- and 100-amp service, fueling facilities, cable TV and phone line, laundry, restrooms & shower facilities, picnic areas and barbeque grills, mail delivery and fax service, restaurants and shopping nearby and new, state-of-the art power pedestals.

Changes to the marina under the brand include a fully integrated new look with crisp uniforms, attractive custom signage, sheltered awnings and picnic grounds and docks featuring the finest Brazilian Hardwood IPE decking as a finished surface.

"The Loggerhead Club and Marina luxury marina and club property designation will mean a significantly enhanced line of amenities designed to complement the boating experience," said Graziotto. "The marina industry used to be exclusively product-driven, with craft sales and slip leases as the only concern. Our breakthrough in the industry is now experiential – we have shifted the market to the enhancement of the total boating experience. A turn-key way of life is provided under our brand, including readying

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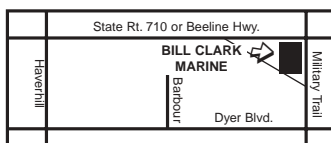
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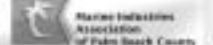
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and fueling, trip and destination planning. The convenience is there from the time you decide to take the boat out to the minute it is returned, and everything in between, including sheltered harbor and dockside accommodations."

"Another Loggerhead Club and Marina goal is to expand and enhance a well-established environmental reputation, as well as the intrinsic worth of this property," Graziotto added. "All of South Florida marina properties

belong to Florida's future generations, and we are taking these important steps to reinvent the marina to meet today's environmental and clean water and boating standards and provide for a new generation of leisure and boating enthusiasts."

"We are equally excited to be able to announce our partnership with the former Marinelife Center of Juno Beach, now a Loggerhead Club and Marina facility through our participation in the naming rights

program and the funding of the all new and exciting marine wildlife research and rescue facility," commented JC Solomon II, also of Seven Kings Holdings. "It was a natural fit for our club and marina group given their reputation as one of the premier marine wildlife environmental groups and leading edge research and rescue facilities in the world." 🌿

Construction Underway

(continued from page 12)

increasingly important to the \$10.2 billion boating industry in Florida," he added.

Seconds away from Phil Foster Park, the project is near newly sculpted Peanut Island and the Lake Worth Inlet. Loggerhead Club and Marina, Riviera Beach™, is of importance as one of the first completely new marina and boat storage facilities to be underway for the public since the impact of the four hurricanes hitting Florida in 2004. The marina has plans for inside dry storage for 300 boats

up to 45', requiring construction of the largest marine fork lift that has ever been built.

Loggerhead: more than a name

Seven Kings Holdings, Inc. recently donated major capital funding for the all-new 13,000 square foot Loggerhead Marinelife Center™ in Juno Beach. Formerly known as the Marinelife Center of Juno Beach, Loggerhead Marinelife Center is dedicated to the protection rescue and rehabilitation of marine life, including endangered sea turtles.

Seven Kings Holdings, Inc. is commissioning a life-size, accurately detailed bronze Loggerhead turtle artwork, to be located at each of their Loggerhead Club and Marina projects. Educational kiosks at each location will instruct, inform and allow visitors to donate to the marine life rescue and



preservation cause. The marina development company actively seeks the State's Clean Marina designation for each of their marinas, ensuring environmentally sound boating and fueling practices.



Boating in the Palm Beaches is getting even better!

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Voting boaters made it happen at the polls in November! Now let's keep an eye on the results of our efforts.

by Leslie McKerns

In November 2004, Palm Beach County voters overwhelmingly supported the issuance of \$50 million in bonds by Palm Beach County for the purpose of waterfront access and preservation. The Marine Industries Association of Palm Beach County supported this initiative and played an active role in the bond issue campaign

Now that the bond issue has passed, the county is drawing up a "wish list" of properties and projects that can be funded with the bond money to provide greater waterfront access for area boaters.

Palm Beach County Parks and Recreation has identified six county boat ramp and marina projects that would increase saltwater boating access. These multi-million proposed projects include:

- **Dubois Park Marina** – Construction of day use docks, finger piers and stabilization of shoreline along the Jupiter Inlet.
- **Burt Reynolds Park Staging Docks** – Design and construction of staging docks at the east and west side boat ramps to increase efficiency and use of ramps.
- **Waterway Park Boat Ramps and Parking** – Design and construction of a new park at the southwest corner of the Indiantown Road Bridge over the ICW. Includes two boat ramp lanes, day use and staging docks, up to 65 car trailer spaces, restrooms, picnic shelters, playground and support infrastructure.
- **Bert Winters Park Boat Ramp Extension** – Design and construction of additional boat ramp lanes, staging docks and up to 60 car trailer spaces.



- **Phil Foster Mooring Field and Support Facilities** – Installation of up to 68 vessel mooring anchors and development of landside support facilities.
- **New Lantana Area Boat Ramp Park** – Land acquisition and development of a new boat ramp park with at least two additional boat ramp lanes, 75 car trailer spaces, restrooms and support infrastructure near the Boynton Inlet.

In addition, Palm Beach County Parks and Recreation has identified six municipal saltwater and freshwater boat ramp and marina projects under consideration. These projects were proposed by the county and are a matter of discussion with the affected municipalities.

- **Currie Park Expansion in West Palm Beach** – Construction of staging docks and up to 80 additional car trailer spaces.
- **Lake Park/Riviera Beach Area Boat Ramps** – Land acquisition and development of additional ramp lanes, staging docks and up to 100 additional car trailer spaces at the Lake Park Marina.
- **Jaycees Park in Boynton Beach** – Development of this park located on the ICW as a boating destination. Day use docking and landside recreational facilities would be included.
- **New Delray Beach Boat Ramp** – Two boat ramp lanes, staging docks and up to 45 car trailer spaces to support development of this park located south of Knowles Park on the ICW.
- **Belle Glade Marina** – Rebuilding needed due to 2004 hurricanes.
- **Pahokee Marina** – Rebuilding needed due to 2004 hurricanes.

Additional application of the bond money to purchase development rights or outright acquisition of privately owned property to protect public access and working waterfront uses are being analyzed. According to published reports, County Commissioner Warren Newell and other county officials are meeting with a number of marina owners to discuss their properties and available options. A list of these projects should be ready within six months, according to Newell, who was instrumental in drafting and supporting the bond issue.

Public hearings on the use of the bond funds will be held prior to any final action by the Palm Beach County Commission. 🌀

david roach

"Lions and tigers and bears, oh my!" How could this line from the "Wizard of Oz" even possibly apply to the dignified Executive Director of the Florida Inland Navigation District, David Roach? As a young man, David was in the exotic animal business and was the co-owner of an exotic animal farm and breeding business in Oklahoma. He owned more than 10,000 animals, including birds, monkeys, snakes and yes, lions, tigers and bears!

"It was an interesting business and I was a young man, but the upkeep on that many animals got to be a lot after a while," he said. "They'd get sick or they'd get loose and we'd have to go catch them and we had a lot of headaches."

So he and his partner moved to Florida to become middlemen in the exotic animal import business. Later he started dealing in the sale of dead animals, as he likes to put it, selling coral and sea shells. "It was a lot less hassle," he remembers.

Raised in a family that moved from Kansas to Texas and finally to Oklahoma, since his father was in the oil business, David earned his degree in zoology from Oklahoma State University. So when the bottom fell out of that business in the early 80s, David turned to his formal training as a zoologist to find a job.

Navigation District (FIND) and became Executive Director in 1997.

FIND is the state sponsor of the Intracoastal Waterway (ICW) from the Florida – Georgia border to the Florida Keys, plus a 15 mile stretch of the Okeechobee Waterway from the ICW to St. Lucie lock. Property owners in all 12 coastal counties pay a total of \$20 million annually in taxes (typically about \$3.85 annually, each) which FIND uses to assist in the maintenance and operation of the ICW and on projects to improve public access to the waterway. "We leverage our funds to generate about \$60 million a year for waterway improvements," he said.

"We provide about \$7 million in assistance grants to the state and local governments each year," he explained. "Most often it is in the form of matching grants where our funds are used to leverage other funds for projects such as boat ramps, fishing piers, waterfront parks, and marinas." Over the years, FIND has provided \$94 million in assistance to develop 742 waterway improvements projects with a total value of \$300 million. In Palm Beach County, FIND has provided \$15 million to develop 111 projects valued at \$53 million. Recent FIND grants in Palm Beach County include: planning funds for the new West Palm Beach waterfront improvement project; reconstruction of the Lake Park Marina; additional boat trailer parking at Burt Reynolds Park; reconstruction of the Phil Foster Boat Ramp; construction of the Riverwalk in Jupiter; as well as the Peanut Island Park Project.

Recently elected to the board of the Marine Industries Association of Palm Beach County, David said waterway access is a serious issue facing counties up and down the coastline. "Waterfront access is a critically important problem and one that's very difficult to resolve," he said. "Broward County, the biggest boating county in the State, has been working on it for several years and they haven't stopped the momentum."

Keeping working waterfronts available is especially important, he said, "because as there are fewer and fewer places to gas our boats from the water or buy equipment and supplies, the hassle factor kicks in and people get out of boating." He also noted "it is becoming increasingly difficult for our marine contractors to access waterfront sites to stage equipment and materials for waterway projects."

David is also concerned about the need for better management of our waterways. "Waterways used to be the last frontier where you could go to get away from it all and everyone had the attitude of live and let live," he said. "But now the sheer number of people on the water and the competing uses create the need for better long term planning and management. Right now we manage according to the crisis at hand, but we need to find ways to manage these competing uses for the future."

With his children, ages 26 and 28, now grown and out of the nest, David and his wife Cheryl live in Jupiter – just across the road from the Intracoastal Waterway he is charged with managing. 🌿



"My dad paid good money for that degree so I thought it was about time to use it," he explained. First landing a job as an environmental specialist with Collier County, he later moved to Florida's east coast and worked for the Florida Department of environmental Regulation and then for the state Submerged Lands Management Office. In 1988 he was hired as the Executive Assistant to the director of the Florida Inland