

**MARINE ADVISORY BOARD  
THURSDAY, OCTOBER 7, 2004  
CITY COMMISSION CONFERENCE ROOM – EIGHTH FLOOR  
CITY HALL  
100 NORTH ANDREWS AVENUE  
FORT LAUDERDALE, FLORIDA**

**BOARD MEMBERS PRESENT**

**ATTENDANCE  
Cumulative From 5/1/03**

John Baker	P-1	A-0
Ryan Campbell	P-4	A-0
Richard Duncan	P-2	A-2
Barry Flanigan, Chair	P-4	A-0
Joseph Hessmann	P-4	A-0
Roger McKee	P-3	A-1
Norbert McLaughlin, Vice-Chair	P-3	A-1
David McNulty	P-3	A-0
Robert Sadowski	P-3	A-1
Rick Schulze	P-4	A-0
John Terrell	P-4	A-0
Stephen Tilbrook	P-1	A-1
Dr. Geraldine Udell	P-3	A-1
Peter Zachary	P-3	A-1
Eugene Zorovich	P-2	A-2

**Board Members Absent**

Stephen Tilbrook  
Richard Duncan

**Staff Present**

Jamie Hart, Supervisor of Marine Facilities  
Bruce Larkin, Director of Business Enterprises  
Chuck Adams, Redevelopment Services and Marine Facilities Manager  
Mike Horn, Dockmaster/Intracoastal Facilities  
Officer Joe Genna, Fort Lauderdale Marine Police Unit

**Guests**

Joanne Becker	Elizabeth Hargis	Lucy Reed
Allen Ruff	Ron Mastriana	Glen Tupler
Jim Lathe	Ken Bracewell	Matt Destry

**CALL TO ORDER**

Chair Barry Flanigan called the meeting to order at approximately 7:00 p.m., roll call was taken, and a quorum was present.

Chair Barry Flanigan stated that he had received an invitation to the Marine Summit for David McNulty at his office.

### **APPROVAL OF MINUTES – July 1, 2004 Meeting**

**Motion** made by Rick Schulze and seconded by Joseph Hessmann to approve the minutes of the July 1, 2004 meeting. Board unanimously approved.

### **Waterway Crime & Boating Safety Report**

Officer Genna reported that due to all the hurricanes the majority of their time last month had been spent on two flotillas which moved vessels back and forth on the Intracoastal. He reported also that there had been 24-hour coverage during the storm which had been monitored in conjunction with the Sheriff's Office and the Coast Guard.

Officer Genna stated that there had only been one boating accident which involved a hit and run at the north end of the City near Shooter's. An arrest had been made, and the accident involved a vessel going northbound which hit a vessel carrying 7 people. He reported there were no larcenies, but there had been 3 burglaries. One of the burglaries had been off Las Olas Isles involving a bicycle left unchained on a vessel, and two other burglaries involved electronics.

Officer Genna also stated that the accident near Shooters had involved a person who was intoxicated and had been speeding going towards Pompano.

Norbert McLaughlin asked if officers appeared on a burglary scene in vehicles were such reports forwarded to the Marine Patrol. Officer Genna explained that they handled anything that happened water side. He stated if the burglary occurred landside, then they did not receive the report. He stated they did the follow up and received the initial report, but the actual investigation was handled by the Detective or Arson Bureaus. He further explained that they had connections within the Marine Industry and in pawn shops and boatyards where they received the follow-up.

### **INTRODUCTION OF CITY STAFF**

Chair Barry Flanigan proceeded to introduce City staff which were present at tonight's meeting and pertained to the Marine Industry as follows: Jamie Hart, Chuck Adams, Mike Horn, and Bruce Larkin.

Bruce Larkin stated that he had worked for the City in various capacities over the last 30 years. He added that for the last 20 years, he had run a department called Administrative Services which involved information technology, human resources, procurement, parking and fleet services. He stated that as part of the City's reorganization, he was going to head a new department to be known as Business Enterprises. He announced that Marine Facilities was placed into the Business Enterprise Department, along with other lines of business the City discovered themselves in, such as Ft. Lauderdale Executive Airport, War Memorial Auditorium, Fort Lauderdale Aquatics Complex, Cemeteries System, and the Ft. Lauderdale Stadium.

Mr. Larkin stated that he was very familiar with the Marine Facilities and was looking forward to being more directly involved with this Board and the staff. He remarked that he toured the facilities today, and was very impressed with the quality of the City's facilities. He stated there were some challenges due to the ongoing construction which were infringing on the facilities.

**Application for Dock Waiver – Steven Chess, 773 Middle River Drive**

Chair Barry Flanigan stated that since this Board did not have a quorum last month, this matter was recommended for approval, but a vote needed to be taken to make everything official.

Jamie Hart stated that the Board had wanted assurance that Mr. Chess had taken care of all code violations at the site, and that had been done. He advised that the only items left were the construction permit and electrical permit for the boatlift, which could not be obtained by the applicants until they received the waiver of limitations. He recommended that at this time, the Board recommend the approval of the application so the application could be forwarded to the City Commission.

**Motion** made by Ryan Campbell and seconded by Roger McKee to recommend that the City Commission approve the application for a dock waiver for Steven Chess. Motion approved by a voice vote of 13 to 0.

**Application for Waiver of Limitations – Joseph Bartram, 1520 S.W. 15<sup>th</sup> Avenue**

Jamie Hart stated that the attorney representing Mr. Bartram was present this evening to answer any of the Board's questions.

Jamie Hart stated that this was an application for an after-the-fact approval for an existing T-shaped marginal pier, and two sets of cluster mooring pilings located on the south fork of the New River to extend beyond the maximum distance limitations set forth in the ULDR.

Jamie Hart stated that the applicant was Joseph Bartram, Jr. of 1520 S.W. 15<sup>th</sup> Avenue, Fort Lauderdale, Florida. He continued stating that the property was located within the Shady Banks RS-8 Residential Low Density Zoning District with a cement and dock facility as an accessory use for the property. The side yard setback was 5' on either side of the property. He further stated that the proposal was to obtain a distance waiver for an existing T-shaped pier and two sets of cluster mooring pilings that would extend the maximum distance of 29' (plus or minus) from the property line. He explained that the construction was originally permitted by the City in July, 2001.

Jamie Hart continued stating that there were measurements taken at 4 different locations, and they were all at 29'. The permitted distance without the waiver for the pilings were based on 10%, and the north end would be 16' and the south end would be 16.28'. He stated the amount of distance requiring a waiver would be 4' for the first set of

pilings, 13' at the north end of the dock, 12.2' at the south end of the dock, and 4' for the south set of cluster pilings. He explained there were 3 cluster pilings per set which were typically done for extra protection.

Jamie Hart further stated that the ULDR Section 47-19.3.B limited the maximum distance of a dock to 10% of the width of the waterway or 20', whichever is less. He stated that Section 47-19.3.C permitted mooring pilings to be installed within 30% of the width of the waterway or 25', whichever was less. He stated that the survey showed that the width of the waterway varied at different points within the property limits along the bulkhead line or natural property line as summarized in the table provided to the Board explaining the distances. He explained that the New River meandered, and the bulkhead line was not straight. He stated that the ULDR authorized the City Commission to grant a waiver when extraordinary circumstances existed. He explained that he had the distances measured in quarters starting from the setback at 5'. He stated that regarding navigation, the east end of the dock or the 30% maximum docking limitation, it was approximately 19' plus or minus at the northern end of the dock, and 21' plus or minutes at the southern end. He called the Board's attention to the survey that was supplied explaining how a boat could dock at the pier without exceeding the 30% limitation.

Jamie Hart stated that to the center of the property from the setback, it would be approximately 76' on the north side, and 89' to the center from the south side. He proceeded to show photographs of the configuration of the waterway. He stated that the waterway expanded to the south of the property. He also showed similar dockings in the vicinity. He stated that the proposal would not have any significant impact to navigation or boating safety at this site. He further stated that the construction detail for the T-shaped pier was 4.5' wide, 78.7' long, and an access of 24' long x 7' wide from the property. He proceeded to show the decking plan. He stated that the survey confirmed limitations for the depth of the water from the bulkhead to the interior side of the pier at a distance of 24'. He stated the area varied from -.04 feet to about -6.0' MLW.

Jamie Hart stated that a letter had been sent from Broward County supporting the extension of the pier versus dredging due to the negative impacts to natural resources. He remarked that the letter stated that this pier was longer than what they preferred, but they approved it so as not to have to dredge. He explained that this would not conflict with vessels docking on the western shoreline because there was typically enough water to the east and in the center. He further stated that large vessel docking would necessitate the need for cluster mooring pilings for protection of vessels during turbular events.

Jamie Hart explained that residents had been notified within 300' of the property and a Public Records Request had been filed on October 5, 2004 with the City Attorney's Office with a copy of staff's review and analysis of the application.

Jamie Hart stated that staff's recommendations were as follows:

1. The applicant shall comply with all applicable building and zoning regulations, as well as any other Federal and State laws and requirements.
2. The applicant shall install reflector tape in accordance with Section 47-19.3.D of the Unified Land and Development Regulations as follows:

- a. To the outer wood pilaster abutments on the north and south corners of the T-Pier as shown in the corrected survey dated July 8, 2004, as supplemented; and
- b. To the outermost mooring piling of the north and south set of cluster pilings as shown in the corrected survey dated July 8, 2004, as supplemented.

Norbert McLaughlin asked how far beyond the dock would the cluster pilings be located. Jamie Hart replied they were the same distance as the dock.

Ron Mastriana, attorney for the applicant, stated that they had provided the following information to the City and the Board as follows:

1. Application Summary
2. Warranty Deed
3. Survey
4. As-Builts
5. Aerials
6. Photographs
7. Broward County DPEP
8. Support Letters

Mr. Mastriana advised that the project had been reviewed and did not create any navigational or safety issues. He added that they had received a letter from the City of Fort Lauderdale stating that this property was a finalist in the City's Community Appearance Award.

Jamie Hart added that the applicant had received a permit from the State which did not require a Submerged Land Lease because the dock was less than 1,000 square feet in over-all size.

Mr. Mastriana continued stating that this dock had Broward County approval, DPEP approval, Corps of Engineers approval, and the City had granted a building permit and inspection approval. About 2 years later, the City went back and stated that there was a dispute regarding the property line. He proceeded to explain the issue on the map. He stated that the plat showed a red line which was where the applicant's property went to. He explained that had been indicated by the applicant when he submitted the application. He stated that about 100 such facilities existed throughout the area. He stated that a complaint had been raised by a neighbor regarding the approval of the dock. He further stated that the City explained they were disputing the property line, and they felt it should have been taken to the wet face of the seawall rather than the property line, and therefore, rather than go through the dispute with the City, it was suggested that a waiver be requested.

Mr. Mastriana further stated that they felt this issue "had legs to it," but they believed the waiver was the proper route to take. He continued stating that this was a safety issue, but there was 174' in one area and 153' in another area, and they were permitted to go 30% of the canal. Therefore, there was still 61' and 67' clear passage in the canal which was adequate room for vessels to transverse back and forth. He stated that from the

captains which went back and forth, they had learned that there was a natural flow to the water, and silt built up in the canal which kept it low regardless of dredging or not. Therefore, the natural flow pushed vessels to various parts of the canal.

Mr. Mastriana continued stating that they felt an extraordinary circumstance existed in this case. He remarked that this project had been permitted, and the applicant had been involved in the marine industry for a long time and a long-time resident of the City, and had gone to the City for a permit. The permit was granted, the project inspected and approved, but 2 years later the City had raised this issue. Therefore, they attempted to resolve the issue.

Eugene Zorovich stated that they were talking about the built-up and stated that someone going through often might understand that, but someone who did not would not stay on the right side and would go through the middle of the channel. Therefore, he stated that they lived in a City with many waterways and the canals were being shrunk to the point that one could not do something.

Mr. Mastriana explained that they were able to stack boats, and therefore, the dock did not cause any additional concern.

John Terrell stated that this Board was to provide counsel regarding navigation, and he had read the letters submitted regarding this matter, and the authors of the letters stated there were no safety or navigational concerns in the vicinity of the subject dock. He further stated that he wanted to bring to the Board's attention a letter from Bradford Marine which was the largest shipyard on the River and accommodated yachts up to 180' in length, with a maximum draft of 4'. He stated that the President, Paul Engel, stated that he had to ensure that yachts navigating the New River could arrive at his facility for annual maintenance without problems or issues. He stated that he had spoken with Mr. Engel yesterday who had confirmed that all the captains who came to his facility did not have a problem regarding the subject dock as currently constructed. He stated that he personally maneuvered a boat past that dock, and as a licensed captain, he would concur with the other professionals who submitted the letters that there was no safety or navigational issue in this case. He stated that the applicant had done everything to ensure that proper procedures had been followed. He urged the Board to grant the requested waiver.

Chair Barry Flanigan asked if anyone present at tonight's meeting was opposed to the waiver request.

Allen Ruff, attorney, stated that he represented Elizabeth Hargis who lived at 1320 Mandarin Isle, which was immediately across the River from the applicant. He complimented Mr. Mastriana on the excellent presentation that was given tonight.

Mr. Ruff stated that in a letter to Mr. Mastriana, Jamie Hart had set forth a number of items required as part of the package for the waiver. He stated that a bottom profile was requested and asked if it had been submitted. Jamie Hart explained that it was included on the survey and included the depth information. Mr. Ruff continued stating that the request stated "the bottom profile and depth survey" relative to low water which incorporated a cross-sectional view of the contour of the bottom land in relation to the

proposed piers and outermost mooring pilings, and the bottom profile analysis must be conducted by the appropriate licensed professional for this type of work. Jamie Hart explained further that he had been satisfied with the survey because they had done the bottom profile going out into the waterway which allowed the depth information to show into and beyond the channel. Mr. Ruff asked if at a later date, Jamie Hart could explain the information to him in greater detail. Jamie Hart confirmed.

Mr. Ruff further stated that his client feared for her personal safety and for the safety of her property. He explained that soon after the construction of the dock, along with the docking of several large boats, she was experiencing heavy traffic on her side of the River. He stated that she began speaking with the City and was persistent about the matter. He proceeded to submit to the Board a letter from the City Attorney's Office which stated: "I have reviewed the underlying file relative to the above-referenced matter, including the survey and plat." He stated that since the survey was in error, the applicant should either remove the dock or go through the subject process. He stated that the Board's jurisdiction was for them to look at waterway safety and traffic control on the waterways, operations of excursion boats, and regulation of boat docking in the New River, and other public waters. He explained that the City Commission had a different standard and he would attend their meeting on November 18, 2004. He stated that the Commission had to find that extraordinary circumstances existed in this matter. He further stated that staff's report indicated that there was 81% greater intrusion of the north side of the dock than allowed, and 73% greater intrusion of the south side of the dock. He stated those were large numbers when requesting a variance or waiver and they were not insignificant deviations.

Mr. Ruff further stated that this dock was the result of a faulty survey, and all of the approvals had been based on such survey. He felt it was negligent in terms of indicating the location of the property line. He stated that Mrs. Hargis rejected this application as the basis for the approval and continual significant intrusion into the New River. He further stated that the Board was to require certain conditions regarding the approval of this request, and other conditions could also be required. He added that he wanted to offer 3 conditions for the Board's consideration as follows:

1. Eliminate docking on the face dock.
2. To limit any vessel on the face dock owned by the applicant.
3. To permit a lesser vessel with a smaller beam than 19.6'.

Mr. Ruff stated that if the dock was in the correct place as required by the City, there would be less intrusion into the River.

Elizabeth Hargis, property owner, stated that she wanted to compliment the individuals who supported the request, but she felt it had to go beyond such approvals and that the safety issues had to be addressed. She stated that she lived directly across from the applicant, and noticed many hazards. She stated that her son had owned the property and he was now deceased, and therefore, she was responsible for the property and its heirs. She stated further that she did not understand why the applicant wanted the dock unless he wanted to operate a business. She reiterated that this was a residential area and it was controlled by the existence of the dock. She stated that because of the dock, the vessels went closer to the east side of the River. She further stated that it was a

“mad house” in the area and she had no privacy due to all the boats going through the area. She felt they ignored all rules and regulations and everyone did what they wanted. She remarked that the River existed since there was human life in the area, and all of a sudden it was deeper on the east side. She stated that she did not feel this application should be approved.

Glen Tupler, 1325 Mandarin Isle, stated that he did not know about this meeting until his friend had told him about it. He stated that he was opposed to this application and agreed with Mrs. Hargis in this matter. He remarked that there was a lot of traffic in the area and he believed this request would cause a traffic hazard. He stated that the survey for this dock had not been done by the City, and based on the information submitted, the City had approved the dock. He stated that everyone lived here due to the marine environment and appreciated the waterways. He added that resources were shrinking and docks kept encroaching into the waterways. He stated that large boats had been docked in the area until Mrs. Hargis began complaining, but if this dock was approved those vessels would return to the area. He added there was a lot of commercial traffic on the River. He felt the restrictions set by the City existed for a reason. He stated this dock was the only one he had ever seen with such pilings. He felt this was a strange setup that would affect traffic in the area, and he believed it also affected him as a property owner.

Matt Destry, Tangelo Isle (no address stated) who indicated he was not within the 300' notification limit stated that it was not acceptable having the large boats parked in the canal and posed safety hazards. He stated that he did not know about this meeting until his friend had told him about it. He stated that he was opposed to this application and agreed with Mrs. Hargis in this matter. He remarked that there was a lot of traffic in the area and he believed this request would cause a traffic hazard. He stated that the survey for this dock had not been done by the City, and based on the information submitted, the City had approved the dock. He stated that everyone lived here due to the marine environment and appreciated the waterways. He added that resources were shrinking and docks kept encroaching into the waterways. He stated that large boats had been docked in the area until Mrs. Hargis began complaining, but if this dock was approved those vessels would return to the area. He added there was a lot of commercial traffic on the River. He felt the restrictions set by the City existed for a reason. He stated this dock was the only one he had ever seen with such pilings. He felt this was a strange setup that would affect traffic in the area, and he believed it also affected him as a property owner.

Jim Lathe, Bradford Marine Towing, stated they towed large yachts up and down the River and had been working on it since 1968 or 1969. He stated they always favored the East side of the River due to the mud bank in the area. He stated they were on that side if the dock existed or not, and explained that the area was used for passing. He stated that side was not a problem for them.

Ken Bracewell, Yacht Captain, stated that he was on the vessel which had been moored at this dock. He further stated that he did not leave the area due to noise or traffic, but due to his type of business. He explained that his boat was 56' with a beam of 15', and on the south side of this dock they had attempted to go on the inside, but it was too tight at low tide and there was an incredible mud bank. He added that if the dock was not



there, they would still not be able to moor their boat in the area. He stated that when using this dock, he never felt that he was in any danger at any time. He added that people on the dock had to be responsible for their own boats.

Joe Bartram, applicant, stated that he had been in the marine business for 40 years and explained the individuals using his dock were friends and not clients. He explained that he bought this property because he enjoyed living on the water, and wanted to be located on the New River due to the action and the number of boats in the area. He stated that he did not see why individuals living in the area would complain about boat traffic. He stated that if the dock had to be removed or moved in the 4', he would still retain the 30% for use, and he could dock a larger boat with a larger beam. He stated that he applied for the permit and it was granted, and he did not have any intention of breaking any rules.

Joseph Hessmann stated that if the applicant was to have 4 or more boats over 16' in the water, he would have to provide a fire line. He believed that to be the only issue.

Norbert McLaughlin stated that if the mud bank was not removed, neighbors on the other side would be making the same request, and the granting of this waiver could cause a ripple effect. He stated that as long as the boats were owned by private individuals this would be all right, but reminded the Board that commercial boats were not permitted to dock in the area. Jamie Hart confirmed.

Norbert McLaughlin asked for some further clarification as to the definition of a commercial vessel.

Chair Barry Flanigan stated that when the Waterway Master Plan was created, the issue was addressed, but there was no solution. He felt this could not be discussed tonight. Jamie Hart stated that this was a "gray area" in terms of the vessel registration. Norbert McLaughlin reiterated that if multiple boats were coming in and out of the dock, they would be using this business as a brokerage firm. Chair Barry Flanigan stated that would become a code enforcement issue. Jamie Hart explained that the owner of the property did not have to have the boat registered in his name to dock the vessel at the site. Norbert McLaughlin reiterated that if the City was not satisfied with the survey which had been done, they could have gotten their own.

David McNulty asked if they would be setting precedence. Chair Barry Flanigan stated that every issue that came before this Board where variances were requested, the ultimate decision remained with the City Commission to act on. He stated that hardship on the water for \$500,000 to \$1Million homes was hard to understand, but such situations existed. At one time, he stated that the Board wanted to eliminate this process and leave it in the hands of the Building Department, but a decision was made in this case, and he could not see getting more involved in these situations.

Dr. Udell stated that she had a permit from the City for a boatlift, and her neighbor complained and it was discovered that she should have not been given the permit. She stated further that when neighbors objected and something was against the Code, then she felt the matter should be rectified to comply with the Code. She advised that she had gone to great expense to correct her problem. She stated that in the past this Board

never approved a waiver when a lot of opposition had been presented from the neighbors. She remarked that she had lived on the water in this City for over 21 years, and it was a problem when individuals were attempting to turn their residential docks into a marina. She felt this Board should not condone such activity, and therefore, should not approve the requested waiver.

Bob Sadowski stated that the docks should not go beyond the maximum distance permitted. He felt they were asking for trouble by approving such a request. He stated that it was a shame the City made a mistake, but the City was not responsible for their errors. He reiterated that it was the responsibility of the property owner to make sure matters were handled correctly. He stated many individuals were opposed to this request, and he would agree with them if he lived in the area.

Roger McKee reiterated that this matter came down to safety issues only and not code problems. Apparently, from all information given, there were no safety issues involved in this matter.

Rick Schulze stated that the Board's current view involved safety and navigation only. He stated they were being asked to judge this matter with their hearts and not their heads, and that should not be done.

Mayor Naugle entered the meeting and was acknowledged by Chair Barry Flanigan.

Chair Barry Flanigan stated that there appeared to be a very thin line between the safety information that was pointed out and the Code issues. He stated it was hard to look at a picture of this site and not see a number of violations. He stated further that he had to look the other way because the Board was traditionally being asked to only review safety and navigational issues. He remarked that years ago there were a lot of violations on the zoning rewrite, and the issues fell back to code enforcement. He added that this was not a "live and let live" situation, but was a "black and white" matter. He reiterated that the Commission had the right to go beyond what this Board addressed.

**Motion** made by Joseph Hessmann and seconded by Roger McKee to recommend that the City Commission approve the application for a Waiver of Limitations for Joseph Bartram at 1520 S.W. 15<sup>th</sup> Avenue.

Eugene Zorovich stated that he believed there was still a safety issue involved. He added that there was a 160' width canal with fenders they would go beyond 19' to 20' of the boat.

Chair Barry Flanigan stated that rarely has a presentation been made as professional as the one given to the Board this evening. He reiterated it was difficult to make a decision.

Norbert McLaughlin stated if they were dealing with the safety issue, then he did not hear any objections regarding those issues. He stated that he was hearing other objections. He felt the City Commission needed to address the Code section regarding this matter. He stated he was in favor of the dock as it existed.

Peter Zachary asked who would determine that no safety issues were involved. Norbert McLaughlin stated that information was based on the data supplied by the various captains who had maneuvered vessels through the area.

John Terrell reiterated that the captains piloted those boats for a living and had to pass Coast Guard exams.

Roll call showed: YEAS: Ryan Campbell, John Baker, Barry Flanigan, Joseph Hessmann, Roger McKee, Norbert McLaughlin, Rick Schulze, John Terrell, and Peter Zachary. NAYS: David McNulty, Robert Sadowski, Geraldine Udell, and Eugene Zorovich. Motion carried 9-4.

It was stated that testimony should not be given by individuals who lived outside of the 300' area.

#### **Water Taxi, Inc. Office Options/Fleet Headquarters – Informational Update**

Chair Barry Flanigan stated that no information regarding this item had been supplied to the Board. He stated that he was uncomfortable with this situation.

Joseph Hessmann stated that the final plan for the Las Olas Marina and parking lot was going to be presented on November 7, 2004. He stated that he did not know what "informational update" meant because they did not have the right to see anything or do anything about this matter until they saw what was going to happen on the 7<sup>th</sup> of November. He stated this would be condoning the matter. He stated he was not going to listen to an informational update when the development was still scheduled to go into that lot. He further stated if they did not win on the 7<sup>th</sup>, there could be something else in the cards for the site. He suggested this matter be put on the side until a later date.

Chair Barry Flanigan reiterated that some information should have been given ahead of time to the Board.

Chuck Adams stated that Water Taxi had asked to give this presentation to advise the Board what they were doing. They were speaking with the community and were not asking this Board to make any decisions or recommendations on the matter.

Jamie Hart stated it was just a conceptual idea and there were time constraints involved because they were considering two locations. One location was at the north end of Las Olas Circle, and the other location was underneath the 17<sup>th</sup> Street Bridge.

Joseph Hessmann suggested they return with a presentation at the November meeting.

**Motion** made by Ryan Campbell and seconded by Joseph Hessmann to defer this item to the Marine Advisory Board's November meeting when additional information could be supplied. Board unanimously approved.

Jamie Hart stated that a full-blown presentation would then be given regarding a specific location.

John Terrell asked if the materials could be supplied to the Board earlier.

### **OLD/NEW BUSINESS**

- **Billfish Tournament**

Joseph Hessmann stated that the Billfish Tournament had been discussed at the City Commission meeting, and he advised that they were going to defer to the parking standards set in 2002. He reiterated there would be a savings for the organization of about \$5,000 to \$6,000. He thanked the Board for their support regarding this matter.

- **Winterfest Boat Parade**

Ryan Campbell advised that the Winterfest Boat Parade would be held in December, and they were currently accepting boat entries and control boat applications. He stated the Winterfest Office phone number was (954) 767-0686 for any further information.

- **Mega Yacht Appreciation Week**

Chair Barry Flanigan stated that in his absence last month from this meeting, the matter of having a Mega Yacht Appreciation Week had been suggested. He stated that a rough draft had been sent regarding a Proclamation that would be signed by the Mayor. He announced the celebration would be the week of October 25, 2004. He stated that this year they were late getting organized, but hopefully for next year things would proceed better and the City would have a better handle on the matter. He announced that possibly grant money could be provided for the celebration.

- **Tom Neale's Visit**

Chair Barry Flanigan stated that Tom Neale visited this Board periodically and continued to write about the City very favorably. He stated that he received a copy of his article from June and July, along with photographs, and he would pass it around to the Board. He announced that he would be returning to the Board and would stay at one of the City's marinas.

Joseph Hessmann stated that Lucy Reed, Editor of "*Triton Magazine*", and he wanted to thank her for attending the Board's meeting. He stated that she was in attendance to learn more about this Board.

- **Boat Show**

Chair Barry Flanigan announced that the Boat Show was scheduled before this Board's next meeting. He advised they were going to have a booth at the show and needed volunteers for it. The dates for the Boat Show were October 28 to November 1, 2004. He announced that some events began on October 25, 2004.

- **Pollution Solution**

Jamie Hart stated that a request would be made of the Commission for approval of a committee to prepare an RFP and then staff would return to the Marine Advisory Board to request for two volunteers .

- **Reports**

**Broward County Marine Advisory Committee**

No report.

There being no further business to come before this Board, the meeting adjourned at 9:10 p.m.

Respectfully submitted,

Margaret A. D'Alessio  
Recording Secretary