

MARINE ADVISORY BOARD

October 6, 2005 – 7:00 P.M.

CITY HALL

CITY COMMISSION CONFERENCE ROOM – EIGHTH FLOOR

100 North Andrews Avenue

Fort Lauderdale, Florida

<u>Board Members</u>	Present	Cumulative from 5/01/05	
	Absent	(P)	(A)
Randolph Adams	P	P-4	A-1
John Baker	P	P-4	A-1
Joan Brochu	A	P-3	A-2
Ryan Campbell	P	P-4	A-1
Richard Duncan	P	P-5	A-0
Joseph Hessmann	P	P-5	A-0
Heather Keith	P	P-3	A-0
Roger McKee	P	P-4	A-1
Norbert McLaughlin	P	P-5	A-0
Robert Sadowski	A	P-3	A-2
Rick Schulze	A	P-2	A-3
John Terrill, Chairman	P	P-5	A-0
Stephen Tilbrook	P	P-4	A-1
Dr. Geraldine Udell, Vice Chair	P	P-3	A-2
Eugene Zorovich	P	P-4	A-1

Staff

Jamie Hart, Supervisor of Marine Facilities

Bruce Larkin, Director of Business Enterprises

Marlene Kimble, Downtown Facilities Dockmaster

Division Chief Dennis Sheehan

Battalion Chief John Molinda

Visitors

David Granstaff

Rose Ann Lovell

Rose Lovell

Harold Lovell

Frank Herhold

Cpt. David Ranstadt

Edward Lovell

Paul McGee

Frank Herhold

Walter Morgan, Esquire

Ray Lovell

John Rule

George Counts

Dane Hancock

I. Call to Order/Roll Call

The October 6, 2005 meeting of the Marine Advisory Board was called for order at 7:06 P.M. by **Chairman Terrill**. A quorum was achieved with eleven board members present.

II. Approval of Minutes – September 6, 2005

The minutes of the September 6, 2005 meeting were reviewed. Chairman Terrill noted that Ms. Brochu was recorded as absent when she was, in fact, in attendance. The record shall so reflect that Mr. Brochu was present.

A motion was made by **Mr. Campbell** and seconded by **Mr. McLaughlin** to accept the minutes with one amendment. A vote was taken and the motion carried unanimously.

III. Waterway Crime and Boating Safety, Sgt. Pallen

Sergeant Pallen was not available for tonight's meeting due to the fact that he and his wife became parents. The report for this month will be given at next month's meeting. Mr. Hart reported that the only problem he was aware of was a patron at the city marina trying to skip rent for the sailboat "Traveler". The boat was confiscated and the owner, apparently experiencing other legal problems, is currently incarcerated.

IV. City Marine Fire Training Efforts **. Division Chief Dennis Sheehan** **and Battalion Chief John Molinda**

Chairman Terrill noted that he had met with Chief Latin and several assistant chiefs last week to discuss marine fire fighting. He introduced Division Chief Dennis Sheehan and Battalion Chief John Molinda.

Chief Sheehan announced that there had been shipboard firefighting training scheduled for the month of August; however, due to funding and budgetary issues, limited resources, and the recent hurricane activity, the training has been delayed.

Chief Molinda advised the Board that a new firefighter receives a short training session, in addition to what the State of Florida requires, of vessels and boat related fire hazards. Once the rookie is assigned a house, they receive further in-house training in their territory. The department has a fire boat in service. Chief Molinda advised that he is working with Sgt. Pallen to improve response time by integrating the two departments and using a standardized plan.

Mr. Zorovich asked what the coverage area consisted of. Chief Sheehan answered everything within the boundaries of the city of Fort Lauderdale. The boats are located at Station 49. **Mr. Zorovich** noted that he lives north of this area. He inquired if there was a working relationship with Pompano. Chief Sheehan replied that Pompano does not have a fire boat.

Mr. Campbell noted he saw the BSO fire vessel on the west side of Pier 66 recently. He inquired if BSO collaborated as far as training. Chief Sheehan noted that training has occurred in the past with Broward County, but it is not an ongoing activity. He noted that there is a mutual aid agreement between areas countywide.

Mr. Duncan inquired as to how many boats the city owned. Chief Molinda answered that the city owns two boats, but one is classified as a reserve boat. **Mr. Duncan** noted that on August 6th there were two fire department boats responding to a fire at Bradford Marina, proceeding at full throttle, causing major wake problems along the way. He noted that the Jungle Queen was calling on the radio to affirm which side of the vessel the fire boats would be passing, but no response was given. Chief Molinda noted that the call was from the city of Davie and mutual aid was given from Broward County and the city of Fort Lauderdale.

Mr. Duncan inquired if there was a speed limit for these types of vessels. **Ms. Keith** noted that that was a Catch 22: if you don't respond quickly enough, there is the potential for loss of life or property; if you respond in a fast manner, there may be complaints from boat owners whose vessels get bumped around. She advised that this decision is best left up to the responding officers.

Mr. Hessmann added that this has been a problem for years, but nine out of ten times the land fire department can reach the area long before the fire boats get up the river. He also advised that there is a program, one of the

best in the country, with an expert that travels throughout the United States training in the area of marine fire fighting. Her name is Mrs. Scott Allen, and she is a major in the Port Everglades Fire Department.

Chairman Terrill added that it was his understanding that a marine fire fighting training program will be devised before the end of the year. Chief Sheehan answered that he is hopeful that program will come to fruition. Chief Molinda advised that he is working with Sgt. Pallen on putting together a training program that will encompass risk and liability factors, navigation issues, vessel operation, and boat maintenance. He advised that when it comes to funding for this type of program, it is not given top priority. He added that 70% of their calls are medically related.

Mr. McKee inquired as to the number of personnel assigned to the boat. Chief Sheehan answered that no one person is specifically assigned to the boat. There are five people at Station 49, three on the engine and two on the rescue vehicle, all TRP certified. If the boat needs to be deployed, some of those personnel will respond, much the same as a Hazmat exercise. Chief Sheehan added that the full-time funding for the fire boat was lost in 1985 and has never been reinstated. **Chairman Terrill** added that if a need can be demonstrated and quantified, the Marine Advisory Board would help with support and funding issues.

Mr. Adams inquired as to the number of boat fires in the last twelve months. Neither chief could answer the question. Mr. Adams noted that that kind of statistic is needed before assistance can be given by this Board.

Mr. Adams inquired about the policy of hot pursuit. Chief Molinda answered that further training and research is needed in this area. Because BSO is a separate entity, the fire department is not apprised of their policies. This is one of the items, termed Code 3 that will be discussed with Sgt. Pallen. The fire fighters' rules and regulations will most likely differ because the two entities operate in two completely different environments.

Ms. Keith inquired if this Board could receive monthly marine fire reports along with the waterway crime and boating safety report.

Mr. McLaughlin inquired why there was no response to the channel 16, emergency radio, message sent by the Jungle Queen. Chief Molinda has not knowledge of what occurred and why a response was not forthcoming. He noted that when an incident is occurring a number of people are onboard and engaged in different levels of preparedness. With movement of the boat and sirens being deployed, it is possible the radio was not being monitored at the time the message was relayed, which is a problem that needs to be addressed as it is a valid concern. The driver is typically responsible for this task.

Ms. Keith noted that a civilian can ride along with the sheriff's department, the marine patrol, or the fire department. She highly suggests everyone take advantage of that opportunity. The experience will help you to understand better why decisions are made the way they are under ell

Chairman Terrill added that he feels it is appropriate to respond by boat to a marine fire. We have the resources and they should be used. He noted that there are currently no standing orders as far as where the limitations are. The fire department should recognize the potential harm that their boat can do regarding wakes. Chief Latin will follow-up at our next meeting concerning this and the other issues that have been raised. When it comes to fire fighting training nationwide there is a fire fighting standard called NFPA 1405 that most stations have adopted. Currently we have 147 Broward County fire fighters that have taken the 40-hours of NFPA 1405 training this year. In the next two weeks there will be an additional 25 persons trained. All the firefighters with the Coast Guard take this training. **Chairman Terrill** would like to see in-house training for this program. It is **Chairman Terrill's** understanding that currently there is no master plan for a marine disaster. It would be appropriate to have such a plan for our area.

Mr. Campbell inquired as to the plans for the Fort Lauderdale International Boat Show. Chief Sheehan answered that a standard plan for the Boat Show, as well as the Air and Sea Show, has been implemented.

V. Update of Homeland Security/Maritime Security Enforcements

Chairman Terrill advised that Homeland Security was visiting various groups in the area with respect to the requirements for vessels coming in and out of the country. The rules for clearing Customs and Immigration have been in place for awhile but are not necessarily evenly enforced. There is some confusion as to what is required. Homeland Security is trying to update everyone in preparation for a more aggressive future enforcement regimen. This item will be addressed more thoroughly at next month's meeting.

VI. Application for Waiver of Distance Limitations – 834 N.E. 20th Ave and:

VII Application for Waiver of Distance Limitations – 840 N.E. 20th Ave. Walter Morgan, Esquire

Mr. Hart advised that Item VI and Item VII were the same owners and the applications are similar. The addresses are 834 and 840 Northeast 20th Avenue in Fort Lauderdale. The property is located within the Gateway Residential Office Apartment Zoning District. The side yard setback for docking limitations in this district is 10' from the property line of each side yard. The application is for the removal of a 6' wide by 60' long marginal pier and two existing piers extending 24.4' and 23.7' into the Middle River. The existing marginal pier and the two finger piers will be replaced with a similar size marginal pier and two finger piers extending 35' east of the property line into the Middle River.

The City's Unified Land and Development Regulations, Section 47-19.3B, limits the maximum distance of a dock to 10% of the width of the waterway or 20', whichever is less. The City Commission is authorized by Section 47-19.3D of the ULDR to waive that distance limitation based on its finding of extraordinary circumstance. Under current conditions the depth of the water places limitations on access for a large vessel docking at mean low water adjacent to the existing seawall. Dredging is not a preferred alternative from an environmental perspective, as well as a possible FP&L cable line in the vicinity. The applicant is exempt from applying for a submerged land lease from the DEP.

A Board recommendation for approval by the City Commission should include at least the following conditions:

1. The applicant is required to 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 accord with Section 47-19.3D of the ULDR on specific cluster pilings identified in Table 2 in the attachments.

Mr. Tilbrook complimented Mr. Hart on the thorough nature of this record. He inquired as to the record of prior waivers. Mr. Hart noted that he has a complete file in his office. **Mr. Tilbrook** noted that the waivers are not typically recorded against the titles.

Ms. Keith inquired as to the existing pilings for both properties, noting that they exceed the permitted distance. She asked how long the pilings have been out there and why a waiver wasn't obtained originally. Attorney Morgan answered that the pilings were built as a favor to the owner when the property was purchased, without the owner's knowledge that the permits were not in order. When the property owner learned of the problem, he hired an attorney to straighten the legalities out. Mr. Keith inquired if the

new pilings would extend any further than the existing ones. Attorney Morgan answered that they would not.

Mr. Duncan inquired if there was a setback requirement for the docks, as the pilings appear to be right on the property line and the dock extends the entire length of the property. Attorney Morgan answered that there is not a setback requirement for these docks. Mr. Hart concurred that the docks can be built in the setback; however, the boat cannot be docked in the setback.

Mr. Tilbrook disclosed that he met with Mr. Morgan, and toured the site. He would like to see an as-built survey as well, as that was not attached as an exhibit. Attorney Morgan added that Mr. Tilbrook saw the as-built survey at that meeting.

Chairman Terrill opened the floor to the public.

Captain David Ranstadt, a 20-year captain, addressed the Board. Captain Ranstadt attested to the unusual current that occurs at this area of the waterway, adding that it's tricky backing into the slip as it stands. Pilings assist the owner in getting his boat in safely and avoiding any damage to vessels to the north and south of the slip.

Paul McGee, a resident who resides directly across the river from the applicant, is concerned about the change. He inquired if the owners would be docking a boat any larger than the one currently there. Attorney Morgan added that the law permits a boat up to an 80' boat in there and still be within the 30% rule. Mr. Hart added that the owner can only use 40' of property frontage because of the dimensions of the property. Mr. McGee added that when the boat is docked horizontally, the anchors may cause a problem in that busy waterway.

Mr. Tilbrook reiterated that the maximum length the boat can go into the waterway is 30% of the width of the waterway. He inquired where one might find that information in the Code. Mr. Hart answered that that could be found in Chapter 8, 891D of the City Code. That would allow 81' from the property line in this case. **Mr. Tilbrook** inquired of Mr. McGee if he or the neighbors had concerns about view issues. Mr. McGee said there was no such issue at this time.

Mr. Hessmann advised that the surveyor used on this project, Jerald McLaughlin, has a good reputation and has been in the area over 50 years.

Mr. Campbell made a motion to approve Items #6 and #7. Mr. Hessmann seconded the motion.

Chairman Terrill asked for further comments or discussion. **Mr. Tilbrook** inquired as to who received notice of this application? Mr. Hart answered that the neighborhood associations, as well as everyone within 300 feet of the applicant, receives a notice for the waiver, adding that he is not required to do that. **Mr. Tilbrook** has a concern that Mr. McGee did not receive his notice until Tuesday. He inquired as to how far in advance of the meeting were the notices sent. Mr. Hart answered that they were sent out a week in advance. **Mr. Tilbrook's** opinion is that that is not sufficient notice, and suggests the notice be sent out earlier to give recipients time to research the items being presented. **Mr. Tilbrook** noted that Dr. Udell, as the neighborhood president, did not recall receiving a notice. Mr. Hart noted that presidents are not typically noticed on the waivers. **Mr. Tilbrook** recommends that staff notify the presidents of the associations surrounding the applicant. He also wanted the applicant to reiterate on the record exactly what the extraordinary circumstances are in this case. Attorney Morgan answered that it is extraordinary that there is such a wide waterway so that they can exceed the 25' and go out as far as 71' and still be within what the law permits. Most importantly the current, twice a day, is very strong making it difficult to navigate in and out safely.

It is **Dr. Udell's** opinion that the neighbors were not sufficiently notified of this pending waiver, noting that only one person in her neighborhood was noticed about this application. If notices were sent out to residences within 300 feet, and the seawall on the neighborhood is 282 feet away that severely limited notification. In addition, **Dr. Udell** noted that a boat has to be located inside 10 feet of the property line, and it doesn't appear from the renderings shown that a boat docked here will be that distance. Her concern is if the owners plan to dock a larger boat here. Attorney Morgan answered that the plan is to purchase one that is longer than the one currently docked. **Dr. Udell** noted that a longer boat typically has a wider beam. Attorney Morgan answered that they would be limited to an 18' beam because of the dimensions of the property.

Mr. McKee disagreed with Mr. Tilbrook in that neighborhood associations within 300 feet should be notified. In his opinion it is not a neighborhood association situation, and only residences within 300 feet need to be apprised.

Mr. Duncan called the question. Chairman Terrill announced that the Board will now decide whether to continue discussion or end it and address

the motion that is on the table. A vote was taken and passed unanimously to proceed with the motion.

A vote was taken on the motion to approve the waiver for Items #6 and #7. The motion passed with a vote of 11 to 1, with Dr. Udell opposing.

VIII. Grant Application Submittal/New River Floating Dock Project . Jamie Hart – 2005/2006 BBIP

Mr. Hart advised that some years ago this Board had urged staff to move forward with a small, floating dockage program. Mr. Larkin assisted in finding five locations along the New River, and in the implementation of the plan. A committee has been formed to select a consultant, which Mr. Hart feels is the quickest way to deal with the permitting issues. The committee should finish the selection process in the next week or two. This project may take up to two years to complete because of the Army Corp requirements, which are difficult, and due to the fact that this county does not have its Boat Siting Plan in place. Next month Mr. Hart will make a presentation to the Marine Advisory Committee of Broward County for a matching grant for up to a maximum of \$450,000 for this \$900,000 project. The only incomplete part of that grant application is a resolution, which is needed by the City Commission. The primary criteria are for small boating projects, as a majority of the funding comes from boats less than 26 feet.

Mr. Hart presented the Board with estimates for the construction costs of this project.

Mr. Adams, who is on the Broward County Marine Advisory Committee, advised that the committee is going to ask the City for the resolution to assist this project. **Mr. Adams** also advised that there are repairs needed at the Marshall Point facility on the New River in the form of new pilings, cleats, and fenders.

Mr. McLaughlin advised that his company built Marshall Point and he noted that every concrete pile that is exposed has a fender pile in front of it. They are spaced 10-12' apart. It is his opinion that on the river there should be a wooden pile in front of every concrete pile to protect the city's investment.

Mr. Adams questioned why parking meters were being installed. Mr. Hart answered that some funds will be needed for maintenance purposes.

Mr. Hessmann inquired as to the size of the floating docks. Mr. Hart advised it was 610 lineal feet, at 10-foot wide lengths. **Mr. Hessmann**

inquired as to the cost of the consultant. Mr. Hart answered that \$100,000 was budgeted for the consultant, with \$50,000 coming from the Parks and Recreation Department earmarked for this project. **Mr. Hessmann** feels that the cost of this project is out of line and is too high. In addition, he feels there is not enough information in the packet for the Board to make a decision. For example: we don't have the sizes locked down, we don't know what the consultant will charge, and we don't have a good handle on the fire equipment situation. **Mr. Hessmann** would like to see this item delayed for a month for further study. The project needs five gangways. The cost predicted is \$70,000. There is a \$35,000 dredging cost, whereby not all of these locations will need dredging. There will be a need for 12 safety ladders; the estimated cost on the proposal is too high. The total acreage for these five floating docks is seven acres of land use. **Mr. Hessmann** questions how these five docks are going to be configured.

Mr. McLaughlin inquired if the prices on the presentation include installation. Mr. Hart answered yes. **Mr. McLaughlin** agrees with the cost of dredging, as that estimate cannot be determined until the sites are chosen. In addition, if the fill is contaminated, it will be costly to remove. He noted that although the cost of the ladders themselves is not high, the labor to install them will double the dollar figure. In addition, the report sites that ADA requires a ratio of 1 to 12. Mr. Tilbrook feels the ratio may be higher. The ramp, the length and the slope, which will accommodate handicap and elderly persons, will be a problem at low and high tides.

Mr. Tilbrook inquired about the grant deadline. Mr. Hart noted that the grant has already been submitted and just needs the resolutions. He added that the figures presented are educated estimates for a starting point. **Mr. Tilbrook** added that this project is a long-time coming, and that the monies won't be spent until everything is approved. He complimented Mr. Hart on a job well done on this grant application. He noted that it is the Board's job to support the grant application and he recommended this Board recommend to the City Commission that a resolution be passed.

Mr. Adams agreed with Mr. Tilbrook in that the process has to have a starting point. Nothing will happen until we get the resolution from the City to go forward. It is his opinion we should do that. Prices change, and as they do and as they get confirmed, Mr. Hart can come back before the Board for discussion.

Mr. Keith agrees. She noted that these docks have been talked about for too many years and it's time to get them completed.

Chairman Terrill opened the meeting to the public.

Mr. Rude, Director of Broward River Trails, echoed Ms. Keith's comments and gives his support. This is a project that this organization has requested in nine out of the ten years they have been in existence. He noted that the BBIP is primarily for motorboats. He'd like to see a system that allows canoes and kayaks.

George Counts, a citizen, inquired why the docks have to be floating. **Chairman Terrill** answered that the floating dock program was designed to accommodate small boats. There are hundreds on lineal feet of seawall along the New River that can accommodate the larger vessels. People cannot use the seawall areas to embark or disembark safely at any level of tide. The floating docks rise and fall with the tide and give access to smaller boats.

Dane Hancock, a certified general contractor, has been having discussions with Mr. Hessmann in regard to the RFQ and the specs contained in the presentation. In his opinion the price for top quality floating docks, with utilities, installed is \$60 a square foot. (\$50 a square foot without utilities) The cost of a contractor is \$30 a square foot. It is his opinion that the budget is too high. In addition he questions why an RFQ is being put out for a design, when there is no design element. He compared it to buying a truck, adding that the docks are all pre-engineered. In terms of permitting, it is his experience that the process is not that difficult. In terms of ADA, it is his opinion that a floating dock is not stable enough for a handicap person and the docks will probably be exempt.

Ms. Keith suggested the Board solicit the assistance of Mr. Hancock. **Mr. McLaughlin** agreed, adding that he is not in favor of hiring a consultant. **Mr. Tilbrook** inquired if we could modify our application should the costs be lower. Mr. Hart answered if the project comes in less than anticipated, the grant money will not be utilized. The grant money is not given beforehand; it is reimbursed after the city outlays the funds for the project.

Mr. Tilbrook made a motion to recommend to the City Commission that they issue a resolution in support of this program. **Ms. Keith** seconded the motion.

Chairman Terrill passed out several design variations. When this project is finally designed, **Chairman Terrill** would like several things to be considered. It is his recommendation that the boat length be changed from 10' to 25' or smaller. **Mr. Hessmann** noted that there are many boats at 26' and that 25' is not a footage normally used in the marine industry. Photographs of Bahia Mar show that the main dock that accesses all the finger piers is 9 ½ feet wide with a 6' wide ramp. A photo showed a 70' yacht being accessed by a 5 ½ foot dock. Another photo showed a large yacht being accessed by a 7' wide dock.

Chairman Terrill recollects that in the past this Board issued a motion to hire a consultant to follow this project through. In addition he noted that the actual cost of construction will most likely be higher when the time comes for construction, as this project is 12-18 months away.

Mr. McLaughlin asked Mr. Hancock what his estimation would be for the timeline on this project. Mr. Hancock answered that 18 months would be realistic, but the permitting process should only take 90 days.

Mr. Tilbrook called the question. Chairman Terrill asked for a vote on calling the question. A vote was taken and passed unanimously.

A vote on the motion to urge the City Commission to approve a resolution to apply for funds for the 2005/2006 BBIP in the amount of \$450,000 was taken.

IX. Old/New Business

Ms. Keith inquired as to what happened at the City Commission meeting regarding the Las Olas Marina amendment. Last meeting this Board asked the City Commission to revisit directing staff to amend the lease to allow commercial use of the Las Olas docks. Mr. Hart answered that he has not received any direction to withdraw the application. **Ms. Keith** inquired if staff was still proceeding to go forward to answer the questions from the state, to which Mr. Hart replied that he was.

Mr. McKee inquired if space for any of the water taxi vessels has been found. Mr. Hart answered that alternative space is still being explored, but nothing concrete is in place at this time. Mr. Adams inquired if space could be found where the police park their boats. Mr. Hart said that was not an alternative.

Mr. Hessmann advised that he had attended a meeting at the Hall of Fame three weeks ago wherein the City Manager said that the amendment was not longer an issue as the state has turned us down. The City Manager advised that the City was going to approach other ways to find a place for Mr. Beckhoff's boats, but they were not going in Las Olas Marina. **Ms. Keith** inquired as to why our staff resources are still being expended for this effort and why direction has not been given to staff to stop pursuing the amended lease. **Chairman Terrill** advised that that direction will come ultimately from the City Commission when they decide to do so. Until that order comes down, Mr. Hart and staff have to comply with the directive. **Ms. Keith** would like the minutes to reflect that this Board has made motions requesting, and is still waiting for, the City Commission to give a definitive direction for staff to discontinue working on the amended lease application as it is wasting valuable time and resources.

Mr. McLaughlin requests that the Marine Advisory Board meetings start at 7:00 o'clock as posted.

Mr. Tilbrook inquired as to how the marinas and other related facilities weathered the storm. Mr. Hart answered that Hurricane Katrina caused over \$20,000 worth of damage, mostly electrical, a few fender repairs, and a few piling repairs. The second hurricane didn't cause any damage.

Mr. Campbell announced that the Fort Lauderdale International Boat Show is scheduled to kick off on October 27th. He encouraged everyone to come out and support this event, which is the largest economic event in our city. In addition the Winterfest Boat Parade is December 17th. The theme of the parade this year is Jewel of the Nile, which ties in with the King Tut museum exhibit.

Mr. McKee noted that he felt it took too long to remove the sand that the hurricane had deposited along the beach area. **Mr. Hessmann** advised that this hurricane left the beach in the worst shape he's seen in 30-some-odd years. That amount of sand from that beach was phenomenal and considering the amount of work that had to be done, it is his opinion that for the amount of sand that needed to be cleaned it was the best and fastest job he's seen, and he complimented the city for their good work.

X. Reports

- . RFQ for Engineering Design Consultant for Floating Docks**

Mr. McLaughlin advised that the committee interviewed six candidates and eliminated three of them. Coastal Systems, ATM, and Sea Systems remain. The three that were selected had done similar projects to what we are seeking. The three remaining candidates are giving presentations next week for the final selection process. Mr. Hart advised that the process is on track, give or take a week, and should be presented to the City Commission at the first meeting in November.

. **Broward County Marine Advisory Committee**

Mr. McKee advised that this item has been thoroughly discussed at tonight's meeting. In addition, he announced that Dania is going to start their own dredging on the Dania Cutoff Canal. Permit wise, Mr. Herhold and others are trying to get the Dania Canal and the New River tied in together. **Mr. McLaughlin** inquired if the dredging would also include the loop at Tarpon River. **Mr. McKee** did not think that area was included in the plans.

XI. Adjournment

Chairman Terrill adjourned the meeting at 9:21 P.M.

Respectfully submitted,

Jody E. Lebel

Court Reporter/Public Notary

