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Boat repossessions prove lucrative for company, buyers

BY BETH FEINSTEIN-BARTL
Waterfront News Writer

Business has been very good for Matt Amata. In fact, it's booming.

As the economy further weakens, his Fort Lauderdale-based boat repossession company is seizing and reselling a record number of boats. He estimates his caseload has increased about 30 percent annually between 2005 and 2007, and those figures are expected to further rise this year.

It's a sign of the times. With home foreclosures and fuel prices climbing, it has become a perfect storm, said Amata, vice president of National Liquidators.

"We're the busiest we've ever been."

And what comes in, goes back out. Resales are strong, with many foreign buyers taking advantage of the existing currency exchange rates, Amata said.

The re-sold vessels are repossessed from marinas, private docks and storage yards. Anywhere there's water or a trailer. To keep up with demand, the company has had to expand its work force, adding on everyone from dockhands to accountants. In 2004, there were 35 employees. They now have 71 employees.

Crews across the country pick up an average of 140 boats per month, from personal watercraft to commercial ships. In South Florida including the Florida Keys, they bring in from 20 to 50 boats.

"It's certainly become a hot bed of activity," Amata said of the area spanning from Key West to Palm Beach County. "We're picking up dozens of boats in that region monthly. Mostly recreational."

Repossessions in South Florida, like the rest of the nation,



Photo/Courtesy National Liquidators Business is booming at Fort Lauderdale-based National Liquidators where the number of boats coming in has increased by 30 percent since 2005. The resale rate of these vessels is strong, says company officials.

are closely tied to home foreclosures.

"We've found a lot of people purchased boats using their home equity," Amata said. "When the equity vanishes, it's either give up their boat or their house. Most people give up their boat."

Others who have managed to stave off lenders are finding it difficult to make payments on their loans and purchase fuel to run vessels. In some cases, the struggle proves to be too much.

Of the boats repossessed by National Liquidators, almost half are sold and sent to ports outside the U.S. Interest among foreign buyers is huge. Overseas sales previously accounted for 15 to 25 percent. Today, it's 40 percent, Amata said.

"The United Saudi Emirates has been a hot market that hasn't been hot for us in the past," he said. "A lot of luxury yachts and speed boats are going to the Middle East. There's

SEE REPOSSESSIONS P. 13

City looks to developers to gentrify industrial Miami River

Marine businesses, developers clash over vision

BY MARTHA BRANNIGAN
The Miami Herald

MIAMI (AP) — Luis Garcia lives in Neo Vertika, one of the glitzy new condo towers transforming the banks of the Miami River — a funky corridor of tugboat operators, boat-repair shops and shipping terminals. But his heart is with the river itself.

Striding past stacks of wooden lobster traps at the dock of his 40-year-old family business, Garcia's Seafood Grille & Fish Market, Garcia gestures at the warehouse built by his father. "This place is not sexy — I understand that," he says. "But where else do you see a restaurant that has its own fishing fleet?"

Born and raised on the Miami River, Garcia, 38, is all in favor of bringing in a mix of new residential and commercial life. But he — like many of his peers who operate marine businesses — worries that the city of Miami's move to rewrite its blueprint for the river to permit more residential development will squeeze out longtime marine operations and the heartbeat and jobs that go with them.

Garcia's employs about 40 people at the fishing docks, run by Luis' brother, and 50, including his mother, at the waterfront restaurant a few blocks west. It's definitely a family affair. Recently, just below the dock, Garcia's uncle and cousin toiled over a cantankerous diesel engine in the belly of a fishing boat.

"There has got to be a delicate balance," Garcia said. "You're never going to see a guy singing in a gondola on the Miami River. That's not what we do. We're more of an industrial, working river. We should embrace that."

In May, the Miami City Commission, urged on by Commissioner Angel Gonzalez, voted to gut long standing legal protections for the scarce and dwindling inventory of marine-industrial land along the river. "That river is dead," Gonzalez said, in a slap at marine businesses.

The city commission voted 3-1 to change its comprehensive plan, encouraging residential and mixed-use development along with continued marine uses along the narrow waterway, which stretches 5.5 miles northwest from Biscayne Bay to Miami International Airport. The commission scrapped the title "Port of Miami River" from the plan's title, calling it simply the "Miami River."

In June, the South Florida Regional Planning Council, a panel of 19 local leaders, unanimously recommended against the city's planned changes for the river — which may look like a few technical wording changes but could result in big differences in future land development.

The council's advice will be weighed by the Florida Department of Community Affairs in Tallahassee when the agency decides this summer whether to permit the city's changes.

"It's deplorable. They want to turn the whole river into condos to make a long story short," said Eric Buermann, a



AP Photo/Miami Herald, PATRICK FARRELL Deckhand/Engineer Glenn Haave aboard the P&L Towing and Transportation tugboat *Joseph A* signals to get a line from the cargo ship *Betty K VII* before towing it into Miami River.

SEE MIAMI RIVER P. 12



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Scientists link climate forecasts to predict illness

BY RANDOLPH E. SCHMID
AP Science Writer

WASHINGTON (AP) — A cyclone wrecks coastal Myanmar, spawning outbreaks of malaria, cholera and dengue fever. Flooding inundates the state of Iowa, raising an array of public health concerns.

As these disasters draw attention to weather hazards, which many fear could be exacerbated by climate change, scientists are working to be able to better predict health dangers as they forecast the weather.

“Everything is connected in our earth system,” Conrad C. Lautenbacher, head of the National Oceanic and Atmospheric Administration, said at a panel on “Changing Climate: Changing Health Patterns.”

The key is bringing all types of data together — health, weather, human behavior, disasters and others — “it’s science without borders,” Lautenbacher said.

He said 73 countries and more than 50 international organizations are currently participating in the Global Earth Observation System of Systems and more are expected to join.

It is a major effort to observe what’s going on on the

Earth, he said. When it comes to health and disasters “we can’t afford to be wrong a lot of the time. We have got to get ahead of it.”

Dr. Georges Benjamin, executive director of the American Public Health Association, noted that “we have these very modern technologies that are very good at sensing atmosphere and earth surfaces, and you can put them in computers and model some of these weather events ... and we’re pretty good at it right now.

“But imagine for a moment, that not only that we measure that stuff, that we then actively and aggressively do something about it to mitigate the effects to people, to the environment, to planets, to plants.”

Take a disease like cholera, Lautenbacher said, noting that research has shown that outbreaks in India vary with the temperature of the Bay of Bengal. Satellites can measure that temperature.

In addition, climate researchers are now doing forecasts of the Pacific Ocean phenomenon known as El Nino, which affects temperatures in the bay, so that might also be used to forecast cholera.

Barbara Hatcher, secretary-general of the World Federation of Public Health Associations, likened the research to the work of Dr. John Snow, the 19th century English physician who first tracked down a source of cholera in London, using a map of victims’ homes and where they got their water.

News

Lautenbacher noted that changes in vegetation and moisture can help forecast outbreaks of malaria, showing a vegetation map of Africa based on satellite data.

But it is not just weather data that must be worked into the system, he added. Researchers must also use information on population changes, transportation, migration, epidemiology and social and behavioral factors.

Robert W. Corell of the Heinz Center for Science, Economics and the Environment, said he had been asked to investigate an outbreak of anaphylactic shock in Alaska.

He traced it to stings from a type of bee that hibernates in wet soil, which had never lived there before but had moved north as the climate became milder and wetter.

In another case, he said, diarrhea-causing giardia has appeared in parts or northern Norway, where moderating climate has allowed beavers — which can spread the germ — to move into territory once exclusive to reindeer.

Dr. Bryan McNally of the Emory University School of Medicine, suggested requiring hospitals, as part of being accredited, to set up plans to work with local weath-

SEE YACHT P. 13

ALUMINUM

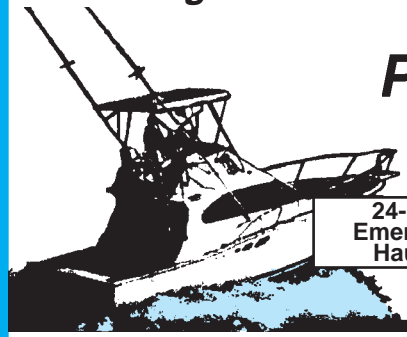
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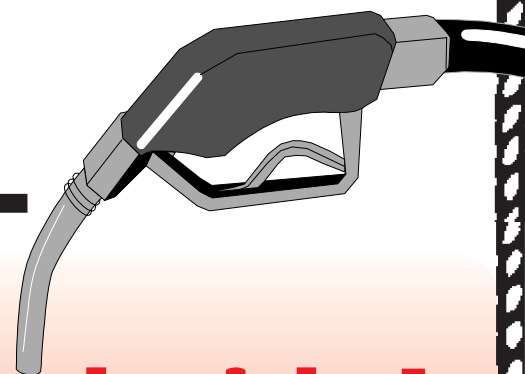
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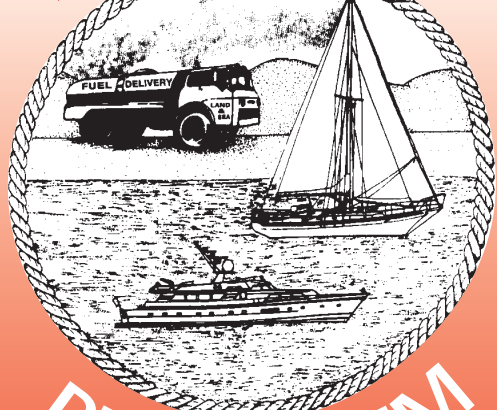
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High fuel costs hurting charter, commercial fishing

BY BRIAN SKOLOFF
Associated Press Writer

ISLAMORADA (AP) — Down here in the so-called "Sportfishing Capital of the World," there's a saying among anglers: Even during a depression, a man has money for beer and fishing.

Rising fuel costs and general economic malaise, however, are putting that mantra to the test in the Florida Keys and elsewhere where charter boat fishing brings in millions of dollars. Across the country, boat captains are feeling the pinch in recreational and commercial fishing.

As of May 17 the average cost for a gallon of diesel was near \$4.80, according to AAA. That's up from an average of about \$2.90 a gallon a year ago.

That means boat captains are having to raise prices or add hefty fuel surcharges to fees that before this season were already around \$800 to \$1,500 for a full day.

Some in the charter fishing industry estimate that business is off anywhere from 20 to 90 percent because customers just can't afford the added costs.

"Some guys are just sitting on the docks waiting for business and it ain't happening," said Steve Leopold, president of the Islamorada Charter Boat Association. "There's people who come down and don't even ask the price of my charters. Then there's people who ... say, 'Wow, can you cut me a break?' I say, 'If you bring your own fuel.'"

On a recent sunny afternoon at Whale Harbor Marina in the Florida Keys, Chris Adams, 41, had just returned from a half-day charter trip.

"We probably would have spent the whole day out but it would have been \$400 more," Adams said. His half-day trip this year cost \$800, about what a full day on the water cost last year.

There's less money to spend on vacation, Adams said, when you also factor in how much more it cost him to just fill his own gas tank for the drive. Adams has driven down from Connecticut for the past three years, a round trip he said would cost him about \$600 more this year than it did last year.

Pensacola Charter Boat Association President Paul Redman said even the cost of bait has gone up because of higher fuel costs.

Redman said he charged customers \$1,200 for a recent six-hour trip on the water but \$500 for fuel, \$100 for bait and



AP Photo/WILFREDO LEE
Boats are shown tied up to the dock at the A&B Marina in Key West. Across the country, boat captains are feeling the pinch in recreational and commercial fishing.

tackle, and \$100 for his deckhand meant his profit was a mere \$300. Five years ago, it would have topped \$800.

"It's just about not worth doing it anymore," Redman said.

The charter fishing fleet generated more than \$1.1 billion in revenues nationwide, including some related sales, in 2000, the latest figures available, according to the National Marine Fisheries Service.

Commercial and charter fishing industry representatives

from around the country planned to meet with members of Congress in mid June in Washington, seeking some kind of financial relief to help offset losses.

Some regions are suffering from a one-two punch of higher fuel prices and the closure or shortening of seasons for popular fish species, said Bob Zales, president of the National Association of Charter Boat Operators.

In the Florida Panhandle along the Gulf of Mexico, anglers come from across the country to fish for red snapper. But combined federal and state limits have reduced the catch allowed per charter boat and shortened the season.

Zales said he estimates that up to half the entire Gulf charter fishing fleet from Texas to Florida could be out of business by December.

On the West Coast, where the federal government has closed all sport and commercial salmon fishing off California and most of Oregon due to a population collapse, the result has been "absolutely devastating," said Capt. William Smith, who runs the 40-foot Riptide out of Half Moon Bay, Calif., just south of San Francisco.

Coupled with rising fuel costs, "I'm stupid to even stay in the business," Smith said. "But even if I was to try to sell my boat, nobody's buying."

"Profits?" he quipped. "I'm in the hole."

Smith has diversified his business, adding trips to scatter cremation ashes and for whale watching, and has even had to pick up work as a handyman.

The nation's commercial fishing fleet is also taking a hit as many fisherman can't bring in enough added catch to keep profits ahead of fuel costs, said Sean McKeon, president of the North Carolina Fisheries Association.

The commercial fishing industry's catch was worth about \$40 billion in 2006.

McKeon said that while Americans may not see less fish in their grocery stores, they could begin seeing more imports, not to mention jobs lost in the industry and the resulting economic impacts to communities.

Adding to the problem is that many boats in the commercial and charter sectors have been on the water for decades and are not fuel-efficient. A typical twin-engine charter fishing boat uses about 10 gallons of diesel per hour.

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Fishing charter operator gets probation, forfeits boat



BY ARNOLD MARKOWITZ
Waterfront News Fishing Columnist

Stan Saffan, the face of charter boat fishing's dark side, painted the flagpole at Haulover Park Marina. Give him some good-guy points. He donated and planted trees there, too. More points for that. He's rescued injured pelicans and brought them to a seabird infirmary. Hooray.

Arnold Markowitz If you operate beyond the fringes of ethics and honesty, you too ought to be earning points like those and these:

Sometimes Saffan took underprivileged kids fishing. Once he played Santa Claus. He's a slender fellow with an aquiline nose, physically wrong for the role of a jolly old elf but a good sport when the favor was requested by a Miami-Dade County commissioner.

That was Sally Heyman, one of 46 spectators crowding the federal courtroom in Fort Lauderdale where Saffan, owner of two Haulover-based charter boats named *Therapy IV*, was sentenced to five years on probation for violating a law against landing and keeping undersized sailfish.

What, you didn't know that's a felony? Saffan knew it. Government prosecutors accused him, his two captains and two mates of doing it over and over again. They all admitted it and made deals to plead guilty.

They also admitted to other charges that were dropped in trade for their guilty pleas: Trying to hide the short fish from Florida Fish and Wildlife investigators. Pressuring easily-gulled tourists with no offshore fishing experience into signing contracts for expensive trophy mounts by Gray Taxidermy, while lying that the taxidermist needed those same sailfish for parts to be included in the mounts. Wire fraud, for charging deposits to the victims' credit cards.

In fact, large operators like Gray don't use any real fish parts in making a sailfish trophy. It's all artificial, popped from a mold.

All they need for an accurate trophy is the length and girth of the fish, plus photos. Two men with wet hands can hold a wet sailfish still enough for a third to measure it while

Fishing

another (dry-handed) snaps pictures.

Then back over the side the fish goes, unharmed if the job's been done carefully. On *Therapy IV*, those fish were gaffed and ice-boxed for sucker bait to make customers feel the fish had died for them. After that, how could they turn down a trophy mount?

In separate sentence hearings Ralph Pegram and Adam Augusto, the mates who broke laws with Saffan, each got a year and a day in prison plus two years probation. Brian Schick and Sean Lang, captains of the two *Therapy IV* vessels, got no jail time and three years probation.

If it seems like rank has unfair privileges, we'd better add that the mates had prior criminal records for drug violations. That kind of history swims back to bite a guy who gets into other trouble later on.

Could be that it's unfair anyhow, with the boss Saffan's sentence to probation following right behind the grunt Augusto's sentence to prison on the same morning.

They sat together in court on May 21. Augusto's case was heard first.

Court-appointed lawyer Randee Golder said she thought his year-and-a-day sentence was fair. Later, after Saffan's no-prison sentence, I asked if she still thought so.

"I am used to the unfairness of the federal judicial system," Golder wrote back in an e-mail. "The unfairness goes

far beyond this case. Most people are not exposed to it to understand just how unfair the system is, but those of us who work within the system on a regular basis have been frustrated by it for many years."

She said Ralph Pegram's prior criminal record was similar to Augusto's and worse for the fact he was arrested while out on bail, but he won favor for giving evidence against Saffan. Augusto didn't do that.

"Unfortunately, the federal system significantly rewards disloyalty and snitching - and I do mean significantly," Golder said. "I have some clients who have received sentences after cooperation that are one-fourth of what they would have gotten after trial..."

"The guidelines so severely punish someone for going to trial that innocent people are pleading to avoid the consequences. For example, Adam would have faced a 3-year sentence if he went to trial and lost."

Most courtroom spectators were there to stick up for Saffan. With all seats filled, more waited in the corridor.

In addition to relatives, friends and the commissioner, Heyman, the Saffan rooting section included four Florida fish and wildlife officers - three active, one former - a Hialeah police lieutenant and a former Miami-Dade County judge, all ready to say nice things about him if called upon. They were not needed for that.

Up front on Judge William Zloch's bench stood a stack of 85 letters from those people and others, praising Saffan and describing his good deeds, all asking the judge not to

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BY MARK ERCOLIN
Waterfront News Columnist

It's been almost three years since Hurricane Wilma blew into South Florida. As of this writing, I remain relieved — like many of you — that another event has not yet visited our area, especially since many Floridians are still pulling out from the financial and physical mess that Wilma and Katrina inflicted in 2005.

Historically, hurricanes were on the Florida weatherscape long before Ponce de Leon declared Florida part of the Spanish Empire, or before Popeye coined the interjection "Well, blow me down!"

So it's safe to say that hurricanes and tropical storms will remain an issue for Florida and boaters for many years to come, regardless of the global warming debate. And since we're once again in hurricane season, it's timely for boaters to review a few legalities before a storm approaches.

First, let's look at the requirements for evacuating a vessel when a tropical storm or hurricane warning are posted.

In the past, quite a few boatyards and marinas ordered vessels to leave their facilities when a warning was issued to avoid property damage or incur liability. But safe hurricane harbors were often already reserved, leaving few places for smaller vessels to go.

Policy changed in the mid 1990s with the adoption by the Florida State Legislature of statute 327.59, which states in part:

"...marinas may not adopt, maintain, or enforce policies pertaining to evacuation of vessels which require vessels to be removed from marinas following the issuance of a hurricane watch or warning ..."

That said, the statute goes on to allow marinas and boatyards to exculpate themselves from damages caused by remaining



boats and to charge the vessel accordingly for resulting damage. Moreover, the statute also generally allows facilities to move remaining vessels and take whatever action they deem necessary to protect private property and the environment, and then charge the vessel for these efforts too.

This means that when the big storms come, most boat owners should be prepared to pay out of their own pockets for damage their vessel might incur or otherwise be responsible for, including damage to other boats and property, and any pollution costs and fines that might result.

Further, boat owners should be prepared to pay for work performed by a facility just before, during and, to a certain extent, just after the storm, to help mitigate damage to that vessel or other properties, even if these efforts are not totally successful.

The need for having sound insurance coverage before a hurricane arrives cannot be over emphasized. Hopefully, I don't have to tell you that no one will write an insurance policy after a storm warning is issued — it's just not going to happen! So, don't delay.

"But wait!" you might say, "Why do I have to worry about a marine facility during a storm? Am I not allowed to moor my vessel at the nearest safe location in an emergency?"

The answer to this question is "yes" but with limitations. It is called Easement by Necessity and usually comes into play when a vessel on a normal voyage is forced to moor or beach due to unforeseen emergency conditions. In other words, you cannot take your boat out in anticipation of using such an easement and expect to be welcomed.

Case law holds that your boat will

SEE ADMIRALTY LAW NEXT PAGE

Dead Reckoning

Queasiness doesn't quell dream

BY BOB E. SHERMAN
Waterfront News Columnist

In 1957 I traveled the Intracoastal from Manasquan, N.J. to Charleston on my uncle's Higgins Cabin Cruiser. Fifty years later I'm still thinking about making the trip again.

My friend, Capt. Mel, has invited me to make all or part of the trip on his 43-foot Albin when he returns each year to Oyster Bay, N.Y. I can't afford six weeks and also it's embarrassing to be overtaken by a blow boat.

But I did accept an offer to crew on the *Nauti Lady*, a 70-foot Neptunus traveling to Sag Harbor, New York. Alan, the owner, had stocked the boat with plenty of Bud. I packed lots of t-shirts, jockey shorts and a bottle of Motion Ease.

We departed Williams Island at day-break in late May when we spotted a shark just north of Haulover dragging its prey, which may have been a fisherman. Being on a schedule, we couldn't stop.

As we headed out Baker's Haulover, the sun was rising and the seas were calm. Life was good. Also onboard was the owner's captain, a retired U.S. Coast Guard master chief. My main responsibility: stay out of the way.

Our first stop was Cape Marina at Port Canaveral. We were only making 12 knots to conserve fuel — if you can call burning 50 gallons per hour conserving fuel. Capt. Mack wound up calling the Coast Guard after he spilled a small amount of fuel while transferring it from a storage tank to the main tank. By the time they arrived, the fuel had dissipated.

No reports were made as the evidence was gone and the Coast Guard had more important things to do, such as escorting a submarine into port. We passed by the sub as we headed out to sea.

A 10-hour run brought us to the Conch



House Marina in St. Augustine where we had dinner. I thought that fuel was high until we got the bill and found that a small bottle of Pellegrino cost \$5. The only bargain here was a 16-ounce draft of Yuengling for \$2.83.

Day 3 found the seas calm again on our run to Hilton Head, S.C. Finally I was given a job watching over the side as Capt. Mack worked on the fuel transfer to make sure there was no spill.

When we arrived at Harbor Town Marina, the fuel dock and marina office was closed. This was fine since we weren't going to top off at \$5.61 a gallon. Alan and I went to dinner at the Crazy Crab and Capt. Mack stayed behind to wash down the boat. I ate my usual chicken dish, as I'm among the rare few Florida boaters who don't eat fish.

We returned to the boat for some bad news from Capt. Mack. He had transferred fuel again and an unknown amount had spilled. He reported it to the USCG. We all went to sleep thinking that it was a just a small amount again. But our neighbors thought otherwise and called the marina's "spill" number. At 0200 I awoke to the sounds of talking. I fell back to sleep, never suspecting what I would find in the morning.

The voices I heard earlier were that of the Harbor Town spill team and the USCG. They had worked through the night with booms and absorbent diapers. I joined in, along with several of our marina neighbors, to help with the cleanup. Everyone, except me, thought the charge of \$5,500 was reasonable.

Day 5, we fueled at Hilton Head Harbor Marina before heading out Port Royal Inlet. With Paris Island to port, the seas were 6 to 8 feet. It was time for a dab

SEE DEAD RECKONING NEXT PAGE

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Rough seas, hot chiliburger, takes its toll on trip

DEAD RECKONING FROM PREVIOUS PAGE

of Motion Ease behind the ears. Once we had cleared the shoals, the seas settled down to 4 to 6 feet.

Still not feeling well, I took a few sniffs of Quease Ease. I was feeling a little better as we rolled into Charleston where we stayed the night at the Harborage at Ashley Marina. We took the free shuttle bus downtown for dinner at Garibaldi's where I learned that after feeling queasy all day, a few beers with some veal Parmesan is not the best solution.

Day 6, we departed early and set course for Southport, N.C. We passed over Frying Pan Shoals as we headed for Wrightsville Beach, our destination for the night. We entered Masonboro Inlet and tied up at the Wrightsville Beach Marina. Still feeling queasy, I thought that a Yuengling and a "Knife and Fork Chili Burger" at the Bluewater Grill would settle my stomach. I was wrong again.

Day 7 started with talk of an all night run to make up for

lost time. As I could still taste that chili burger, I wasn't enthusiastic. Two hours outside of Beaufort, N.C., it came time to make some decisions.

If we continued outside, there were limited options for an inlet to put in for the night. After considering all the information at hand including the fact that I looked like Capt. Mack's late uncle at his funeral, it was decided to drop me off in Beaufort. The crew would continue inside through the Pamlico Sound, and then back outside at the Oregon Inlet.

So the *Nauti Lady* pulled up alongside the floating docks of the Morehead City Marina and I jumped out.

My trip to Long Island had ended early. But, not my dream to travel the Intracoastal from Florida to New York.

Bob E. Sherman is a boater based in Hallandale Beach. He is author of the book "Am I the Only One That Signals?" He can be e-mailed at: signals@bobsherman.com.

Independence the best protection in a hurricane

ADMIRALTY LAW FROM PREVIOUS PAGE

generally be strictly liable for any damage inflicted by its "trespass" while utilizing an easement. This means that "any port in a storm" could become an expensive proposition.

In the past I have also been asked if neighborhood boat owners are legally required to raft-up, the practice of boats tying off to each other for mutual protection. When properly done, this has proven to be an effective technique in minimizing damage. That being said, there is no legal requirement for any vessel to raft-up with others during a hurricane, even if it's a tradition in certain neighborhoods or communities.

Keep in mind that not only does the rafting have to be done correctly, but generally each boat will still have to deal with their damage individually at the end of the event anyway.

So, basically, here's the lesson: as an individual boat

owner you should prepare as much for your boat's safety as you possibly can before a hurricane hits, without relying on the efforts or the good will of others.

Once you rely on others, your chances for mitigating damage to your boat may prove less and your costs might go up.

As Popeye might put it, "Well, blow me down!"

Mark Ercolin is a maritime attorney based in Fort Lauderdale. The information offered in this column is summary in nature and should not be applied to specific cases or situations.

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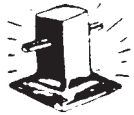


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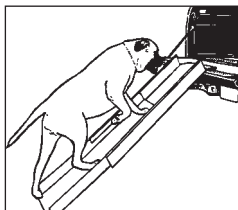
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DEEP-SEA FISHING FROM P. 5

Heyman, the Saffan rooting section included four Florida fish and wildlife officers — three active, one former — a Hialeah police lieutenant and a former Miami-Dade County judge, all ready to say nice things about him if called upon. They were not needed for that.

Up front on Judge William Zloch's bench stood a stack of 85 letters from those people and others, praising Saffan and describing his good deeds, all asking the judge not to lock him up.

Richard Sharpstein, a Miami lawyer who joined the defense just for the sentencing, is good at doing that all by himself. He told the judge his client was remorseful and apologetic. He reminded the judge that Saffan's plea agreement required him to forfeit one of his boats and pay a penalty (about \$50,000) equal to 125 percent of the other boat's value.

"They're old, they're relics, like eyeglasses, but these boats are like children to him that he's nurtured," the lawyer said. "Giving those up is torture to him."

The judge had read the letters about what a splendid, charitable fellow Saffan is. He interrupted Sharpstein's leniency plea with a question that sounded like a soft pitch to an eager slugger:

"With Mr. Saffan's background, how could he stand before the court in this case?"

Sharpstein jumped on it. "This is a man who grew up working on the docks, swabbing the decks so to speak, and worked his way up," the lawyer replied, somewhat indirectly. "He donates trees and cleans up and raises the flag at the marina."

As for the letter writers, the crowd in the courtroom and the others standing in the hallway, "They're astounded and amazed that he's here," Sharpstein went on. "Some undersized fish were caught...it's a monetary issue and I think

he regrets that."

This was his best line:

"This is a man that should be admired. This is a man that should be somehow revered, and he is, by many people."

Nobody argued that Saffan didn't do the crime — just that he shouldn't have to do the time.

He had pleaded guilty to two charges of harvesting undersized sailfish, of which smaller specimens are protected by the federal Lacey Act.

Unless authorized by a special permit, meant for scientific study purposes, it's forbidden to keep any billfish shorter than 63 inches between the lower jaw and the fork of the tail.

The maximum penalty is five years in prison. Federal sentencing guidelines, as applied to Saffan's case, called for a year-and-a-half to two years.

Saffan also forfeits one of his *Therapy IV* boats and has to pay a \$50,000 penalty based on the appraised value of the other boat. He has to pay a \$35,000 fine and agreed to post a restitution fund, up to \$75,000 to repay the tourists he and his men fooled.

That's fairly stiff, but he still gets to run around loose.

All five men pleaded guilty to keeping undersized sailfish. In theory, each man could have been gaffed with a 20-year maximum sentence for fraud, 20 for the obstructions of justice and five years for conspiracy if those charges had stuck and they were convicted.

Prosecutors usually give breaks like that to crooks who plead guilty, admitting their offenses. It saves the court time and the expense of a trial. There are extra breaks for cooperation by crooks who finger their co-crooks.

This is practical, often sensible and even defensible, if not always easy to take when bad guys are slammed while worse

guys celebrate freedom.

Thomas Watts-FitzGerald, lead prosecutor in the *Therapy IV* case, thought the judge should have given Saffan some prison time.

In written motions at earlier stages of the case, the prosecutor urged the court to impose sentences that would serve as deterrents to swindling in the charter fishing business. In other words, prison terms.

"Realistically, probation simply makes wrongdoing appear as a risk cost and not truly a deterrent to others," he wrote.

From the day they were arrested, he

said, Saffan and his men had alibis for their actions by claiming predatory charter operators are prevalent from Jacksonville to Key West — maybe not truly as bad as all that, but the government did have complaints and evidence that there are other charter predators.

Saffan, in his statement to the court, seemed almost surprised that the customers he cheated squawked about it:

"If I made a mistake, if I embarrassed anybody, I apologize," he said. "I tried to do right in my heart."

Up close

Docks in tourist-intensive areas, like Haulover Park Marina where the *Therapy IV* boats are based, are convenient locations for unethical operators to snare walkup customer-victims as naïve as they are inexperienced.

Still, don't pass up the fun of offshore fishing because of what could or might happen. Instead, make up your mind what you want and don't want, and be sure it's all understood before leaving the dock.

Begin by visiting in late afternoon when boats come in from a day's fishing. Ask departing customers whether they're satisfied. Pick out a likely boat — yes, you're going on instinct right now — and ask about what's biting, costs and fishing methods. (Deep jigging for snapper over reefs? Blue water trolling for sailfish? Weedline hunting for dolphin?)

Firmly establish fees and how the catch will be divided. It's common for the crew to keep and sell most of the fish that meet minimum size requirements. If you and your companions want to take a few to a restaurant that will cook them for you, settle that now.

If the crew mentions trophy mounts and you don't want one, make that clear. If they try to persuade you or seem to lose interest in you as a customer, walk away.

Be on your guard — after all, you're considering spending a half or full day at sea with those people — but don't be paranoid. There are plenty of honest crews. They'll work hard to put you on fish and show you a good time. If it's a good day, tip the mates generously.


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Kayaker intrigued by Florida's unique ecosystem

Who's who among South Florida's boaters? Meet the people working and enjoying the boating lifestyle in a monthly feature that asks readers to share just what it is that makes boating in South Florida personal.

If you would like to tell your story, please e-mail editor@waterfront-news.com. Use the words "Boater's profile" in the subject line and include your name and phone number where you can be reached during the day.

You can also fax 954-524-9464 or write to Boater's Profile, The Waterfront News, 1515 SW First Ave., Fort Lauderdale, FL, 33315.

Meet Rolando Willimann, 24, a paddle sport outfitter from Hollywood who has been kayaking about two years.

Where is your kayak kept?

At home on the wall.

Describe your first experiences on the water. Did anyone inspire you?

The first time I saw the upper Loxahatchee, I was stunned. To think I had passed over that river on I-95 several hundred times in my life, oblivious to the unique and beautiful ecosystem beneath me.

I became obsessed with exploring this state and the seemingly endless supply of waterways you can find here. I paddled often with a friend and co-worker of mine, Flex. His zest for the sport definitely affected me positively and he also sold me my first sea kayak.

Where do you like to take your kayak?

Anywhere there is enough water to float it. On my days off, you can usually find me anywhere from Sanibel to Stuart, including the upper and middle keys. I've always been partial to the west coast though — the Ten Thousand Islands region is a personal favorite as the fishing is phenomenal.

Everglades National Park falls into the 10K islands region but also encompasses Whitewater Bay, Cape Sable, Florida Bay and the Dry Tortugas, which hold some of



Rolando Willimann, 24, a paddle sport outfitter from Hollywood has been kayaking about two years.

Florida's last pristine wilderness. If you have never seen Cape Sable, the southwestern tip of our state, I highly recommend you make time for a few days out there as there are few places like it.

How far have you traveled on it?

I have no idea how many miles I've logged in a kayak — day trips are usually five to 20 miles. The longest I've been out was for six days and we traveled 80 miles or so. We would have traveled much further but bad weather shortened our trip.

Who goes with you?

I fish and paddle with a good friend, Rick, from high school almost every week, and also co-workers like Flex, and people I have met fishing or kayaking the last couple of years. I have actually met a few people through the kayak fishing forums that have become great fishing partners and friends as well. The social aspect of this sport is just another thing to like about it.

How much time do you spend kayaking?

Once a week I trek to the other coast and I paddle at night, locally, at least once a week, maybe twice if I'm lucky. Half my vacation time goes to expeditions. The wilderness water-

Boater's Profile

way in Everglades National Park was the last one and now I'm starting to piece together a trip down the full length of the Suwannee River for next year. We should be able to do it in eight days from the Georgia border to the Gulf of Mexico.

What draws you to kayaking?

My first word was "water" as a child and I've always been drawn to it, so kayaking was a natural transition for me. I have been fishing, surfing, snorkeling and playing in water for most of my life, so putting a paddle in my hand allowed me to do all of these things in much more remote locations, some not even accessible by motorboat.

I have always been in love with the Everglades and once again kayaking has allowed me to truly explore its nooks and crannies before it's gone. The other big draw is fishing; you will rarely see me in my kayak without a few rods sticking out.

Your most memorable experience on the water?

Hard to pick a specific moment, what does stick with me is the night sky over Florida Bay: whether it is a full moon or a starlight night, it never fails to inspire awe and respect for these great open spaces.

Scariest moment?

A close tie between being caught in 6 to 8-foot seas off Northwest Cape Sable and paddling through shallows in the fog off of Clubhouse beach early one morning, spooking sharks left and right. Usually sharks are not a concern but when you nearly run over them in shallow water a few times in a short span of time, it can be a little unnerving.

What do you least like about kayaking in South Florida?

Summertime trips usually means getting out of bed on your day off at 3 to 4 a.m. to beat the heat and be off the water by 10 a.m. But I can't really complain; you can kayak all year down here in the Deep South.

What do you like most?

Fishing. We live in the sportfishing capital of the world and I will never take that for granted. I can take my kayak offshore when it is calm enough and fish for kingfish, snapper, mahi-mahi, grouper, sharks and even sailfish. Or I can go inshore for tarpon, snook, jacks, pompano, permit, bonefish, sea trout, and redfish — the list goes on and on.


Kayak fishing in Florida is a great way to go out and relax, enjoy the outdoors, exercise and hopefully bring something tasty home for dinner.

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Marine interests aim to preserve river's working class roots

MIAMI RIVER FROM P. 1

Miami attorney who is chairman of the Miami River Commission, a river watchdog and public-policy clearinghouse. "Everybody knows the river serves multiple purposes and has different aspects, but I guess the developers want it all."

The riverfront, much of it trash-strewn and decaying, began to attract developers' attention during the bygone real-estate boom, especially the stretch that lies within Miami city limits — Biscayne Bay to 27th Avenue.

Although long standing land-use and zoning rules rope off much of the middle river for marine-industrial uses, city officials typically accommodated developers by creating a Swiss cheese of exceptions.

Since 2000, nearly half of the marine-industrial land in the city has been gobbled up through rezoning, according to Fran Bohnsack, executive director of the Miami River Marine Group, a private association of marine businesses. The river has sprouted 4,208 new condo units since 2000, and 5,215 more units are under construction and 6,500 others planned, according to the Miami River Commission.

Worried about literally losing ground, the Miami River Marine Group joined forces with a neighborhood association and a river tugboat operator to battle the city's pro-developer stance in court.

Last year, the marine interests won three big cases in a row against the city, blocking three riverfront condo projects. The Third District Court of Appeal scolded the city of Miami for making "piecemeal, haphazard changes" and ignoring its own rules for protecting marine-industrial property from encroachment.

"If the city's vision for the Miami River has changed, then that change should be clearly reflected in its comprehensive plan to provide industries and landowners along the Miami River with fair notice," the court wrote.

So, in May, city commissioners did just that. "They are so beholden to the developers, they are willing to do anything," Bohnsack said.

Mayor Manny Diaz, a big booster of development, scoffs at the suggestion that the city is trying to push marine

businesses out. City leaders, he says, simply want the "flexibility" to bring life to blighted areas along the river.

"If we could get 10 more Merrill-Stevens to come in, we'd be doing cartwheels," Diaz said. "The fact is most marine businesses have been abandoned. We should be able to approve residential, retail and marinas."

The model that Diaz cites, Merrill-Stevens Dry Dock, is bustling with work on yachts, including a current job on actor Johnny Depp's 156-foot Vajoliroja. The facility, near 12th Street, plans to spend more than \$55 million to expand and modernize to handle 250-foot megayachts. Plans include a marine vocational school.

"What we don't want is to have underutilized and not-utilized land on the river on the hope that some day, maybe, some marine business will come in," Diaz said. "Abandoned properties bring homelessness and drugs and prostitution. I don't think that's what we want to encourage on some hope that in 20 years some marine business may come in. It isn't anybody trying to kick anybody out."

Commissioner Gonzalez — who was instrumental in pushing for the changes to the city's comprehensive plan, which would affect the Allapattah neighborhood he represents — didn't return several phone calls and e-mails seeking comment. His assistant, Frank Castaneda, echoes the mayor's sentiments.

"What [Gonzalez] wants to do is to ensure that riverfront

property does not sit fallow waiting for some river business," Castaneda said.

Miami City Commissioner Marc Sarnoff — a maritime attorney and the sole city commissioner to vote against stripping marine businesses of protections — worries about the loss of good-paying marine jobs.

A laissez-faire attitude toward marine industrial land will likely lead to its disappearance once the current real-estate downturn passes, Sarnoff said, because "it's so much easier to sell your land to a developer and cash out."

One big problem for marine businesses: Property taxes at marine properties often soar when residential developments move in nearby. Another problem is the loss of critical mass: Having a cluster of small marine businesses in a neighborhood helps strengthen the whole, the marine businesses say.

The city's attitude toward the marine industry already "has discouraged businesses from continuing on the Miami River," said Munir Mourra, president of River Terminal Services, a private port at Northwest 22nd Avenue that serves the Dominican Republic, Haiti and the Bahamas. The river port, Mourra said, provides a vital lifeline to the Caribbean.

For Miami-Dade County, the river generates about 6,100 jobs, \$682 million per year in economic output and \$339 million in earnings, according to a 2005 study done by Hazen and Sawyer, an environmental engineering firm, for the South Florida Water Management District.

Shrimp industry profits dropping as much as 50 percent

FUEL FROM P. 4

A pair of newer, more fuel-efficient engines can cost more than \$100,000.

In the commercial industry, trawlers, like shrimp boats that drag nets, typically burn the most fuel. Capt. Louis Stephenson, who operates an 85-foot shrimp boat out of Galveston, Texas, said the average trawler burns up to 25 gallons of diesel an hour.

Stephenson recently reduced his fuel consumption by modifying his trawling device to produce less drag. He said he now burns about 16 gallons an hour.

The cost to upgrade commercial boats with more fuel-efficient engines far exceeds what the industry could make given the glut of imported shrimp and higher diesel prices, Stephenson said.

Charles Adams, a marine economics specialist with the University of Florida, said that since early this year, profits in the shrimp industry have dropped as much as 50 percent.

"It's gotten to the point now where many of the boats simply can't afford to fuel up," he said.

Associated Press writer Kevin Maurer in Carolina Beach, N.C., contributed to this report.

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Recreational boaters hit harder than large yacht owners

REPOSSESSIONS FROM P. 1

a big appetite there.”

Europeans are seeking single engine, fuel-efficient diesel boats, or boats that can be converted to diesel. The company is also fielding more inquiries and sales from Croatian dealers.

Overseas buyers are getting a good deal.

“They’re buying at basically a 50 percent discount because of the currency exchange rate,” Amata said. “For instance, if you come to the U.S. with a 100,000 euros, you get \$150,000 in U.S. buying power.”

Exports overseas also account for about 50 percent of the current sales by dealers and brokers in South Florida. Most

foreign buyers are looking for new and pre-owned late model yachts 40 feet and up, said Bruce Schattenburg, managing director of the Sacks Group Yachting Professionals in Fort Lauderdale and vice president of the Florida Yacht Brokers Association.

Schattenburg said repossessions haven’t hit large yacht owners as hard as the smaller recreational boater. “I’ve seen very few yachts 60-foot and over repossessed.”

Repossessions of yachts 130 feet plus is virtually non-existent. “The people who own these boats have significant capital resources to keep and maintain them,” he said.

As a result, buyers are having a difficult time finding pre-owned mega-yachts, and those on the market are getting premium prices, he said.



Photo/Courtesy National Liquidators
In South Florida including the Florida Keys, National Liquidators is repossessing 20 to 50 boats per month.

Weather forecasts could help halt spread of disease

YACHT FROM P. 3

er and warning forecasters.

Traditionally hospitals have sought to ride out storms, but that did not work out well when hurricane Katrina inundated New Orleans.

Having a relationship with a warning forecaster would allow a hospital to prepare for arrival of floods, hurricanes, tornadoes or whatever the local hazard is, he explained.

They could work out plans in advance if they

needed to evacuate, and hospitals nearby would have plans to take in the patients as well as to deal with the newly injured.

Predicting the arrival of flooding should be more than just protecting property — it could include warnings about the spread of disease such as schistosomiasis, also known as snail fever, said Joshua P. Rosenthal of the National Institutes of Health. Such warnings should also include the spread of things like fuel and toxic pollutants, he said.

“In the \$10 million and over range, the market is the strongest we’ve ever seen for new and pre-owned, mainly because of big foreign money,” Schattenburg said.

For American buyers, it’s different. Their expectations are somewhat unrealistic. They are looking for deep discounts that are not there, he said.

Americans are still buying, just not at the same rate as their foreign counterparts.

“They want to make that fantastic purchase of 50 to 60 percent off,” Schattenburg said. “Realistically, it’s only around 20 to 30 percent.”

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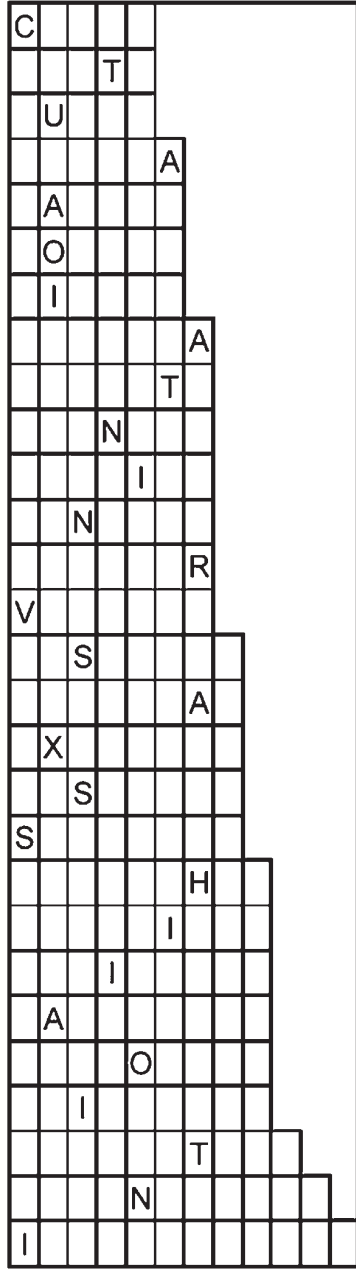
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388927	#CA-7 GPS Power Cable (fits iFinder H20)*	5	5	\$35.00	\$15⁹⁹
388938	#CA-5 GPS Power Cable (fits iFinder GO & G02)*	6	6	\$35.00	\$15⁹⁹
388973	#320C Compact Color Sonar	1	1	\$400.00	\$199⁹⁹

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388391	#550 GPS Color Chart Plotter (Eternal antenna)	4	4	\$699.99	\$399⁹⁹
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114045	50A/250V	50'	Yellow	\$1105.00	\$649⁹⁹
114042	50A/125V	50'	Yellow	\$1072.00	\$629⁹⁹
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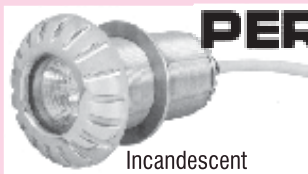


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Aft

Off the beaten path: Trail blazed by Jesus opens to tourists

Waypoints

Hike in the Galilee goes beyond Israel's usual sightseeing stops

BY LAURIE COPANS
Associated Press Writer

MOUNT OF BEATITUDES, Israel (AP) — A dirt path begins across the road from a bus-congested holy site on Israel's Sea of Galilee, winding up a hill covered with wild oat and thistle.

Thousands of pilgrims each year visit the stone church at Tabgha and other sanctuaries marking Jesus' miracles. But few venture beyond the crowds to the landscape Jesus walked in the Galilee. Those who do find silence and solace on the rocky hills and in the shade of the olive trees that cover the plains.

Now a private Israeli project has set down a 40-mile hiking path through the region where Jesus ministered. The Jesus Trail hopes to bring thousands of tourists to follow in his footsteps to hear the songbirds, smell the wild dill and reflect along the way.

Since the trail is not yet marked, travelers can hire a tour guide, download GPS coordinates from Jesustrail.com or pick up trail maps at tourist sites. The path is meant to be hiked in four days. Pilgrims can sleep near the start of the trail in Nazareth, the town Jesus lived in as a boy, and travel each day to the start of a section. Or they can stay at the occasional guesthouse offered by kibbutzim and Arab communities or carry tents with them.

The path is an alternative to bus tours that stop only at the known holy sites.

"I think the trail more than anything brings out the human nature of Jesus when the Bible talks about him becoming flesh and living among the people," said David Landis, an American who has helped lay out the trail. "I meet the people and I travel the land and I see the flowers and the wildlife, the real things ... that really come alive for me in the story."



File photo

A boat sits in the Sea of Galilee at the northern shore near Capernaum, the site of the fishing village that was center of Jesus' life and ministry. The Golan Heights are visible in the background.

My hike in April with Landis and the Israeli brain behind the endeavor, entrepreneur Maoz Inon, began before sunup in Nazareth at the Fauzi Azar Inn, a hostel in a 200-year-old Arab mansion that Inon manages in Nazareth's Old City.

I awoke to the sound of the call to prayer from several mosques combined with the lively screeching of swifts as they darted over the brightening sky. Bells soon began to ring at the Church of the Annunciation, calling believers to Sunday worship at the sanctuary where tradition says God told Mary she would give birth to his son.

We alternated between foot and Inon's car since we had to fit the entire trip into one day.

Starting by car, our first stop was the Arab village of Kana, about nine miles into the trail. At the 19th-century Wedding Church commemorating Jesus' miracle here of changing water into wine at a wedding, we met a swarm of tourists from Georgia, Alabama and Ohio.

Standing in the church's cobblestone yard, group leader

David Hughes, a pastor, pointed out that the stone structure, like any trail purporting to follow ancient travels, cannot be proven as a place that Jesus actually visited. But even without definitive historic sites, Hughes said he could see why pilgrims would find it meaningful to hike in an area like the Galilee, and soak up the landscape.

"You get the more reflective, meditative, you know, looking-in type aspect of your relationship with Jesus by taking that walk," said Hughes, of Rutledge, Ga. "The more intimate you become with the land, the more the land becomes intimate to you, the smells, the feel, the hills."

Israeli tour guide Yuval Sharon has led Christian groups along a route that differs slightly from the Jesus Trail. But Sharon says that for visitors to the Galilee "it's most important that they walk like Jesus did and don't travel in a car, even if it's not exactly the same path that Jesus followed."

Inon says the eventual goal is to mark the trail, in coordination with Israeli authorities. Israel's Tourism Ministry says it is developing its own trail but has not yet set it down. The ministry did not rule out cooperation with Inon, saying it promotes various Christian trails. Another effort by Harvard University's Global Negotiation Project, the Abraham Path, aims to mark trails following in the prophet's footsteps, a total of 750 miles from Turkey to his tomb in the West Bank city of Hebron.

From Kana we drove to the base of the Horns of Hittin, twin hills where it is believed the Muslim armies under Saladin conquered the Crusaders in a battle in 1187. Under an already-scorching sun at midmorning (bring lots of sunscreen and water!) we climbed a rocky path to the top where we sat on lichen-covered boulders under olive trees.

The natural beauty of the place is breathtaking, irrespective of your religious background. A delicate breeze cooled us off as we gazed at the quilt of square plots of peach orchards and vineyards surrounding the Sea of Galilee about 900 feet below.

From here we walked down through fields of wheat bob-

SEE ISRAEL P. 22

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Galley

AP — This recipe calls for fillets of mahi-mahi, but it can be just as easily adapted for halibut, swordfish steaks, shrimp, salmon steaks or fillets, chicken breasts or kabobs, beef brisket, pork tenderloin, pork chops, baby back ribs or spare ribs. Grill times and styles vary according to the type of meat.

Grilled Mahi-Mahi with Cocoa-Chili Rub

Start to finish: 20 minutes

Servings: 4

- 1 tablespoon light or dark brown sugar
- 1 tablespoon ancho chili powder
- 2 tablespoons plus 2 teaspoons cocoa powder
- 1 tablespoon garlic powder
- 1 - 1/2 teaspoons onion powder
- 1/4 teaspoon cinnamon
- Grated zest of half an orange (about 1-1/2 teaspoons)
- 1 - 1/2 teaspoons coarse salt
- 1 - 1/2 teaspoons black peppercorns
- 4 mahi-mahi filets (about 6 ounces each and 1 inch thick)
- Canola oil

Prepare a grill for direct grilling and preheat to high.

In a spice mill or blender, combine the brown sugar, chili powder, cocoa, garlic powder, onion powder, cinnamon, orange zest, salt and pepper. Grind to form a coarse powder.

Lightly brush both sides of the mahi-mahi with the oil. Sprinkle on the rub and lightly press the blend into the fish. Grill over direct high heat until the fish is opaque throughout, 8 to 10 minutes, flipping once halfway through.

(Recipe from Jim Tarantino, author of "Marinades, Rubs, Brines, Cures & Glazes," Ten Speed Press, 2006).

Fresh Tuscan Rosemary Wet Rub

AP — Fresh Mediterranean herbs, such as rosemary, parsley, oregano, sage and garlic, lend themselves nicely to pureed wet rubs. Wet rubs are best the day they are made.

Spread this Italian-inspired wet rub on pork chops or steaks using a spatula. Or spread it under the skin of a chicken. It also is nice smeared on meat just toward the end of grilling.

Fresh Tuscan Rosemary Wet Rub

Start to finish: 15 minutes

Makes about 1-1/2 cups

- 1/4 cup fresh rosemary leaves
- 1/4 cup fresh parsley leaves
- 2 tablespoons fresh oregano leaves
- 4 fresh sage leaves



File Photo

Cocoa-Chili Rub can be used on a variety of foods including meat, fish, chicken and pork. Pictured above is mahi-mahi.

- 2 cloves minced garlic
- 2 tablespoons kosher or coarse sea salt
- 2 tablespoons freshly cracked black pepper
- 1/2 cup extra-virgin olive oil

Use a knife to finely chop the herbs and garlic together. Transfer to a bowl, then stir in the salt, pepper and oil. Alternately, combine all ingredients but the oil in a food processor. With the processor running, drizzle in the oil.

(Recipe adapted from Steven Raichlen's "Barbecue! Bible: Sauce, Rubs, and Marinades," Workman, 2000.)

Italian Sausage Kebabs

AP — To give these Italian sausage skewers even more zing, mix the olive oil with the zest of one lemon and a teaspoon of cumin before brushing it onto the meat and vegetables. For a sweet variation, whisk together equal parts ketchup and mustard with a splash of water or cider vinegar, then baste the kebabs several minutes before they are finished cooking.

Start to finish: 35 minutes
Servings: 4

- 1 green bell pepper
- 1 yellow bell pepper
- 8 hot or sweet Italian sausage links, quartered crosswise
- 1 sweet onion, quartered lengthwise and halved crosswise
- 1 large head garlic, separated into cloves and peeled
- 3 tablespoons extra-virgin olive oil
- Salt and freshly ground black pepper, to taste

Preheat a grill or grill pan to medium-high. If using bamboo skewers, soak them in water for 10 minutes.

Remove and discard the seeds from both bell peppers, then quarter each lengthwise. Cut each quarter in half crosswise, creating eight chunks from each pepper.

Thread the Italian sausage, peppers, onion and garlic cloves onto 8 skewers. Brush the kebabs with 3 tablespoons olive oil. Season with salt and pepper.

Grill the kebabs, turning occasionally, until slightly charred, 12 to 15 minutes.

(Recipe adapted from the June/July 2008 issue of Every Day with Rachael Ray magazine).

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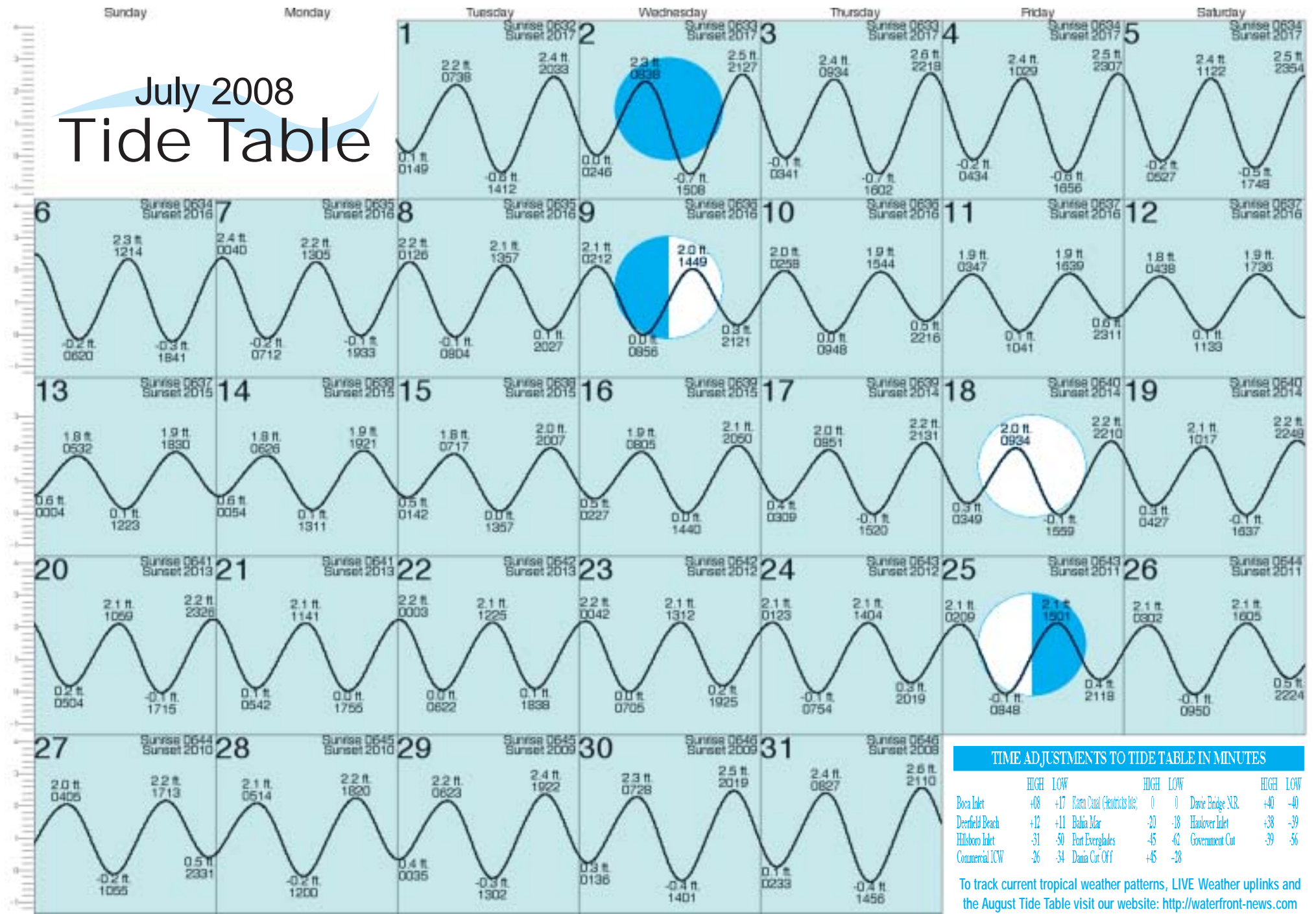
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Hillsboro Inlet	-31	-50	Fort Everglades	-45	-62
Commercial ICW	-26	-34	Dania Cut Off	+45	-28
			Davee Bridge N.R.		+40
			Haulover Inlet		+38
			Government Cut		-39
					-36

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Event Calendar

CALENDAR FROM P. 20

openings and art exhibits. Meets at Comfort Zone Studio & Spa, 2028 Harrison St., Suite 1, Hollywood. 954-923-2030.

20, Sunday

Glass Bottom Boat Tour/Island Excursion: 10 a.m. to 1 p.m. at Biscayne National Park; meets at the Dante Fascell Visitor Center, 9700 SW 328 St., Homestead. Cost: \$24.45 adults. 305-230-7275; www.nps.gov/bisc/.

21, Monday

Pompano Beach Offshore Anglers: meets 7:30 p.m. at Gallup's Restaurant, at Pompano Beach Municipal Golf Course, 1103 N. Federal Highway, Pompano Beach. 954-317-3532; http://fishing.meetup.com/97/calendar/7297240/

Full Moon Kayak Tour: 6:30-9 p.m., for ages 14 to adult, at Holland Park, 801 Johnson St., located at Northlake Drive, Hollywood. Advance registration required. Cost: \$35. 954-967-4644 or 954-328-5231.

22, Tuesday

Beginning Bridge Lessons: 6:30-8:45 p.m. Tuesdays at the Fort Lauderdale Bridge Club, 700 NE Sixth Terrace, Fort Lauderdale. Cost: \$10. 954-565-3127.

Ongoing Events: at the IGFA Fishing Hall of Fame & Museum, 300 Gulf Stream Way, Dania Beach. 954-922-4212; www.igfa.org.

23, Wednesday

Lighthouse Point Saltwater Sportsman Association: 7 p.m. meeting and dinner at Lighthouse Point Racquet & Marina, 2701 NE 42nd St., Lighthouse Point. Cost: \$40. E-mail: oceanbound@att.net.

"Cocktail Party for Ladies:" 6:30 p.m. at West Marine, 2300 S. Federal Highway, Fort Lauderdale, celebrating Women on the Water Week. 954-527-5540.

West Palm Beach Fishing Club: 7 p.m. meeting the fourth Wednesday of the month at 201 Fifth St., West Palm Beach. 561-832-6780.

Venture Sailing Club of South Florida: 7:30 p.m. meeting the last Wednesday of the month at Miami Yacht Club, 1001 Macarthur Causeway, Miami. 305-860-8250, 954-340-4791; www.geocities.com/thetropics/resort/6678.

24, Thursday

Biscayne Bay Sailing Club Social Meeting: 6:30 p.m. at the Tiki Bar in the Sonesta Hotel, eighth floor, 2889 McFarland Road, Coconut Grove. Meets the fourth Thursday of the month, no boating experience or ownership necessary. 305-682-9030; www.thesailingclub.com.

Full Moon Kayak Tour: 7-9 p.m. at Holland Park, located at Johnson Street and Northlake Drive, Hollywood. Cost: \$35, ages 14 and up. 954-967-4644; 954-328-5231.

Ladders, ropes make treacherous part of route passable

ISRAEL FROM P. 17

bing in the wind to a limestone mosque, a holy site for the Druse, an offshoot of Islam. We traveled by car to a thicket of Queen Anne's Lace flowers and thistles near the Arbel cliffs.

Here a path leads to the ruins of the 4th-century Arbel synagogue. A family vacationing nearby had stopped to see the place; their poodle paid no mind to the lizards skittering over the ancient stones.

"We are not religious people, but we feel something, something historical at this site," said Olga Dashevsky.

"I feel that the view is the same as it was 1,000 years ago," said her daughter, Victoria Dashevsky.

The trail leads down to the edge of the Arbel cliffs overlooking the Sea of Galilee and offers a view of many sites in Jesus' story, including Capernaum, the site of the fishing village that was center of Jesus' life and ministry.

Soon Landis, a 25-year-old graduate of Eastern Mennonite University in Virginia, was scaling the face of the cliffs, leading the way through caves and down the trail. Ladders and ropes make this most treacherous — albeit beautiful — part of the route passable for novice hikers.

We drove along the edge of the Sea of Galilee and then up to the Mount of Beatitudes where Christians believe Jesus made his Sermon on the Mount to followers on the shores below. A couple of travelers sat in the shade of eucalyptus trees outside the church that marks the site. Nearby a trail leads down to the lake, which provides almost half of Israel's

Sunset Celebration: 5 p.m. Thursdays at Sailfish Marina and Resort, 98 Lake Drive, Palm Beach Shores. 561-844-1724.

Sailing Singles of South Florida: 6:30 p.m. meeting Thursdays at Grumpy Gators Sea Grill & Bar, 1901 Cordova Road, Fort Lauderdale. Call 954-462-4575; www.sailingsingles.org.

25, Friday

Starlight Musical Concert Series: 7-10 p.m. performance of the Fabulons at Holiday Park, 1300 E. Sunrise Blvd., Fort Lauderdale. Free. 954-828-5363.

Classic Cruise Night: 6-10 p.m., fourth Friday of the month, featuring pre-1978 classic car show, on Hollywood Beach Broadwalk, Hollywood. Cars must register to enter. Free to public. 954-926-3377.

26, Saturday

One-Day Safe Boating Course: starts 8:30 a.m., taught by the U.S. Coast Guard Auxiliary at Outdoor World's Bass Pro Shop, 200 Gulf Stream Way, Dania Beach. Cost: \$30 per person. 561-218-3614

Intracoastal History Tour: 11 a.m. to 1 p.m. at Deerfield Island Park, 1720 Deerfield Island Park, Deerfield Beach. Cost: \$6 per person. 954-360-1320.

"Last Saturday of the Month:" 12-5 p.m. at the Hollywood Beach Broadwalk at Oceans Eleven. Includes music, arts and crafts and food. 954-822-1703. www.vangomedia.com.

27, Sunday

Bank of America Fiesta: 11 a.m. to 6 p.m. Latin jazz brunch along the Las Las Riverfront on Southwest First Avenue, Fort Lauderdale on the fourth Sunday of the month. No cost. 954-527-0627.

28, Monday

Knights of Pythias: 7 p.m. meeting of this fraternal, non-sectarian group at Golden Glades Inn, 16500 NW Second Ave., North Miami. 954-680-3412.

Fort Lauderdale Bridge Club: noon bridge game Mondays at the Fort Lauderdale Bridge Club, Holiday Park, 700 NE Sixth Terrace, Fort Lauderdale. 954-761-1577.

29, Tuesday

Fort Lauderdale Bridge Club: 6:30-8:45 p.m. for advanced beginners and intermediate players on Tuesdays at the Fort Lauderdale Bridge Club, Holiday Park, 700 NE Sixth Terrace, Fort Lauderdale. 954-565-3127.

30, Wednesday

Yoga Class: 5-6 p.m. Mondays and Thursdays at Secret Woods Nature Center, 2701 W. State Road 84, Dania Beach. Cost: \$9 per class or 10 classes for \$80. 954-791-1030.

31, Thursday

Ongoing Events: at the IGFA Fishing Hall of Fame & Museum, 300 Gulf Stream Way, Dania Beach. 954-922-4212; www.igfa.org.

drinking water.

Turning down the mount, we passed near banana and pear trees and soon met three Austrians hiking up from the Tabgha holy site where it is believed Jesus performed the miracle of fish and bread to feed the multitudes.

Out of breath and red-faced, Frank Pfeferle, one of the Austrians, said he believed that Jesus could have traveled the same path he was walking.

"I think not too much has changed in the 2,000 years here," said Pfeferle, "and that's why it's so interesting here."

Up close

Hiking Israel's Jesus Trail: www.jesustrail.com. Tour guides: David Landis at 011-972-52-628-4585; Maoz Inon at 011-972-54-432-2352.

Other trails, tour guides and operators: www.abrahampath.org; Yuval Sharon, 011-972-54-483-7650; Sar-El Tours: www.sareltours.com; GPS Rentals: www.north.co.il, http://www.yehuda-tal.com.

Economy accommodations: Fauzi Azar Inn: www.fauziazarinn.com; Israel Hostels: info@hostels-israel.com; Israel Youth Hostels Association, http://iyha.org.il; Society for Protection of Nature in Israel, www.aspni.org. (For luxury accommodations, try the Scots Hotel, www.scotshotels.co.il.).

Additional resources: Visit www.inisrael.com or www.goisrael.com.



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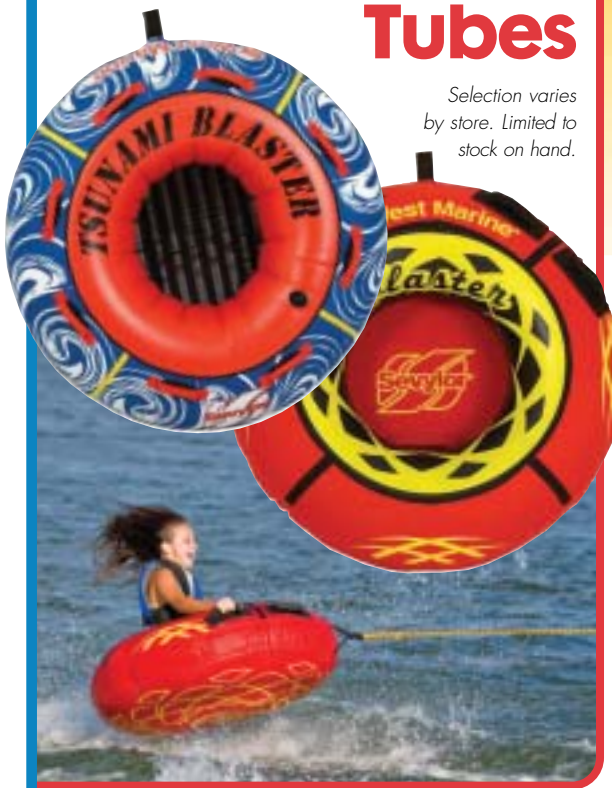
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