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A P R I L 2 0 0 9 • Y e a r 2 6 I s s u e 1

ON BOARD...

Classifieds	▶	23
Commentary	▶	6
Event Calendar	▶	20
Galley	▶	18
Tide Tables	▶	21

Fishing

Peacocks make a comeback in the spring

5

Health Wave

Triathlon novices can run into risks

17

Plan: Old Griffin becomes marine marketplace

BY BETH FEINSTEIN-BARTL
Waterfront News Writer

DANIA BEACH — Big changes are being proposed to turn a section of the Old Griffin Road corridor into a busy mega marine thoroughfare.

A community redevelopment plan approved by the city commission in March includes a multi-million undertaking that involves raising bridges to open entry for large boats and moving asphalt to create more space for incoming businesses.

Officials are now undergoing the task of finding funding and obtaining the proper permits to get the project going.

"We're trying everything we can to get some dollars," said Jeremy Earle, director of Dania Beach's Community Development Agency. "Hopefully, the economic benefit is so huge that our congressional reps will find the funding."

If funding comes through, work is expected to get underway in 2013. The city is seeking about \$5 million to realign the south side of Old Griffin Road from the C-10 Canal to Federal Highway, carving out three quarters of a mile of waterfront property. Another estimated \$60 million would be spent on four area bridges.

Bridge work is crucial to the plan. Unless there is access for large boats, the marine businesses won't come, said Michele Mellgren, president of Mellgren Planning Group.

The urban planning firm was hired by the city to prepare a community redevelopment plan for a 1,200-acre area that includes land east of Federal Highway and three of the city's oldest neighborhoods — College Gardens, Sun Garden Isles and Dania Beach Heights,



Fleet Week

Photo/Courtesy U.S. Navy
Pictured: the **USS Ashland**, which will be among the ships docked in Port Everglades during Fleet Week running from April 27 to May 2. Ships will be open for scheduled public tours starting at 9 a.m. Participants register online at: www.browardnavydaysinc.org. Sponsored by Navy Days, several awards ceremonies will take place throughout the week to honor sailors from each ship.

Mellgren said.

The redevelopment plan proposes to raise the heights of the U.S. 1 (Federal Highway) Bridge crossing the Dania Cut-Off Canal from 15 to 22 feet and increasing the Old Griffin Road Bridge spanning the C-10 Canal from 10 to 22 feet.

Other recommendations are to raze the FEC Railroad Bridge, running alongside the Federal Highway structure, replacing it with a drawbridge. The Northwest First Street Bridge is also targeted to be torn down and a new bridge will be built further south at Dania Beach Boulevard and Bryan Road.

Once implemented, the plan is slated to have an annual economic impact of \$650 million and create 3,000 to 5,000 new marine industry-related jobs over the next 10 to 15 years, Earle said.

The corridor already offers important amenities such as direct ocean access and proximity to Port Everglades, Interstate-95 and the airport. Redevelopment will make the area very inviting to the marine industry, Mellgren said.

"The south side of Old Griffin has few businesses," she said. "There could be much more."

Impact could extend beyond Dania Beach. The corridor is one of the few remaining zones for continued growth of Broward's marine industry, said Frank Herhold, executive director of the Marine Industries Association of South Florida.

"If this area is to continue to earn the title 'Yachting Capital of the World,' we need to be in a position to not only expand and update an aging marine infrastructure, but also develop brand new facilities," Herhold said.

Art of boat building still alive on Key's Stock Island

BY TIMOTHY O'HARA
Key West Citizen

KEY WEST (AP) — Walter Schurtenberger grew up on a lake in Switzerland, and by the time he was 10, he and his friends were tired of their side and wanted to venture out into deeper waters. So he and his pals fastened old metal drums and wood together to build Schurtenberger's first catamaran, a crude paddle vessel.

Several decades later, Schurtenberger is one of two remaining boat builders on Stock Island, having honed his skills to become one of world's leading race and pleasure sailing catamaran and trimaran builders. His boats have done everything from set records to provide tourists with a comfortable ride and incredible view of the Key West sunsets.

Stock Island's other resident ship builder, Jim Bacle, approached building boats vastly different. Bacle, whose family has owned Stock Island Lobster Co. for 55 years, has supplied this generation's commercial and sport fishermen with the vehicle to make a living and enjoy the open ocean comfortably.

Boat building has long been part of the Keys histo-

ry. The Schooner Western Union, which laid the first telegraph cable between Key West and Havana, was built and still resides here. Master ship builder John Bartlum built Florida's only clipper ship, Stephen R. Mallory, in Key West.

However, the glory years of ship building have long passed, as sponging and wrecking have nearly dried up, and Key West is not the shipping port it once was. Local boat builders also have been squeezed out by bigger corporate boat building companies that mass produce thousands of boats a year.

When Bacle started in 1979, there were eight boat builders on Stock Island, he said. Now, Bacle and Schurtenberger, who build boats from the hull up, are the only two.

In recent years, other Stock Island boat builders, fish houses and marine repair and supply shops have either sold to developers or closed their doors. Bacle, who owns Bacle Boat Co., and Schurtenberger, owner of Multihull Technologies, are still building cutting-edge boats. They



AP Photo/ROB O'NEAL, Key West Citizen
Multihull Technologies owner Walter Schurtenberger began his career as an architect in Switzerland. Today, his company on Stock Island produces high-end sailing vessels that feature wind and solar technology among other earth-friendly features.

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Love your heart? Catch the new Health Wave page 17

Kaye Pearson: Marine marketing visionary, philanthropist

BY BETH FEINSTEIN-BARTL
Waterfront News Writer

Kaye Pearson died in March, leaving a lasting legacy of shining an international spotlight on Fort Lauderdale's marine community.

Pearson is widely credited with the growth of the Fort Lauderdale International Boat Show, from a small display of some 200 vessels along the New River into a globally-recognized show drawing thousands of visitors. He was 68.

"Kaye Pearson was an industry icon," said Frank Herhold, executive director of the Marine Industries Association of South Florida. "There is no question in my mind that South Florida's marine industry would not be what it today. His leadership has resulted in this one particular show becoming an international marine marketplace that's second to none."

Pearson founded Show Management, Inc. and sold the company three years ago. He took the helm of running the marine industries association's boat show in 1976. His decision, moving the event to its current base at the Bahia Mar Beach Resort and Yachting Center, proved to be a pivotal turning point.

The event will mark its 50th anniversary in late October, featuring more than \$2 billion dollars worth of boats, yachts, super yachts, electronics, engines and accessories at the Bahia Mar and five other sites.

"Without his vision and drive, [Fort Lauderdale's]

News

marine industry wouldn't look the same way it is today," said Andrew Doole, senior vice president of Show Management.

Pearson extended his expertise to creating boat shows elsewhere in Florida, including St. Petersburg, Sarasota and a Yacht and Brokerage show in Miami Beach. Under Pearson's leadership, the company also took over producing the existing Palm Beach International Boat Show, Doole said.

Pearson's impact extends beyond the marine community. A world-class angler, he won several competitions and owned a popular blue marlin tourney, the Bertram Hatteras Shootout.



Kaye Pearson passed away at age 68. He is credited with growing the Fort Lauderdale International Boat Show into a major marine event.

A well-known philanthropist too, Pearson was active in numerous charities with his wife, Cheri. The couple's involvement included the Broward County Humane Society, Boys & Girls Clubs of Broward County and the Florida Ocean Science Institute.

Share your memories

In honor of the Waterfront News' 25th year, we're asking readers to share their experiences on South Florida's waterfront. E-mail us at: editor@waterfront-news.com.

If you'd like to read back issues of our newspaper, please visit the University of Florida Waterfront News digital archive on the web at: www.uflib.ufl.edu/ufdc/UFDC.aspx?m=hd2X&i=41347.



Waterfront News looks back

I moved to South Florida in 1952 and began boating just as soon as I could twist my father's arm enough to buy us a small boat! My father worked at Broward Marine for many years. As a teenager, I remember launching the minesweepers off the seawall and towing them out to Port Everglades where the engines were installed. It was a small world back then.

—Rudy Ungerer, Pompano Beach

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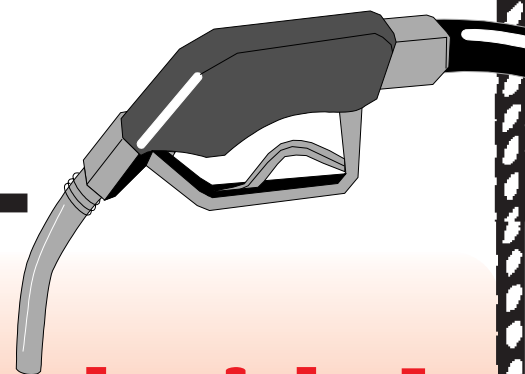
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Plans shape up to preserve areas of scarred Everglades park

BY ARNOLD MARKOWITZ
Waterfront News Columnist

What will the future of boating and fishing be like in Everglades National Park's marine areas? Not like it is now, when a newcomer in a powerboat can blunder across Florida Bay's shallow, injury-sensitive marine nursery habitat, gouge it horribly and never have a clue what harm has been done.

Sure, a ranger might spot the violation and write a ticket, but in the always-understaffed park the odds are against that.

A long-term management plan now a-borning will require that novice to earn a park boating permit by passing a class. Then if that same person tears up the environmental pea patch and gets caught, ignorance will not be an excuse. The fine inflicted may hurt worse than getting stabbed by a catfish fin.

The new management plan is timetabled to take effect in the summer of 2011, giving the Everglades staff at least two years to figure out how to make a permit system work effectively.

Every part of the plan doesn't have to be entirely ready then. It's meant to guide park management for the next 20 to 25 years. Without public education, though, it will be tough to get public compliance.

A unit of the nonprofit National Parks Conservation Association already has begun a preliminary experiment in public education. Three alternative management plans are being presented in April at public meetings (see Up close sidebar) by Everglades Superintendent Dan Kimball and his staff. Public commentary is actively sought and can be submitted online until May 15.

Compared to the present management scheme (Alternative 1), the plans present proposals that run a range from mild (Alternative 2) to extreme (Alternative 4).

"I think that Alternative 4 is way too restrictive," says Cindy Russell, a frequent Florida Bay tarpon angler and a former president of the South Florida Fly Fishing Club. "I like basically Alternative 2 or a very modified 3 with many more details defined, but I think that any plan



PHOTO/CAPT. JOHN KIPP
Fly fisherman Chris Cooper inspects boat propeller scars on shallow Buchanan Bank in Florida Bay, looking west toward the Arsnicker Keys. The curved scar evidently was made by a boat with an inboard engine, the straight one by an outboard towboat that pulled the grounded one off the bank.

The Everglades

should start with simply more education."

Alternative 4 would surround or abut many of Florida Bay's mangrove keys with pole and troll zones, some of them enormous. Alternative 3 does it on a much more modest scale. Alternative 2 doesn't do it. Wherever such zones are established, they won't necessarily be put into effect all at the same time.

Russell reviewed all the plans online and developed a list of questions before attending a preliminary presentation for people whose above-average use of the park and passion for it gets them a "stakeholder" designation. She left that meeting with a warning flag for those who feel confident they know enough after looking at the word descriptions and maps that are ambiguous in spots.

"I caution folks from giving their input online based on the publications alone. There are a lot of points that will be clarified at the public meetings that will allow people to address issues that really are important, rather than subtle perception issues...that take away from the bigger picture."

All the plans include the permit system, a seagrass restoration program for those ruined flats, improved channel markings and other navigational aids, restoration of the hurricane-wrecked facilities at Flamingo, a new visitor center at Everglades City and improved marking of park boundaries.

None of the plans are engraved in stone. The final version most likely will contain some elements of each, with heavy emphasis on protection of those shallow flats and other wildlife habitat.

That will mean the designation of certain near-shore zones of Florida Bay for boating at idle speeds, no wake. Where water depth is 2 feet or less, boat propulsion will be restricted to push poles and electric trolling motors with outboards trimmed all the way up.

Other zones will be reserved for paddle craft — kayaks and canoes. The only no-fishing zone proposed is a crocodile sanctuary.

Some shallow flats, ruined through many decades of careless powerboat travel, will have to be shut down for restoration — including, in extreme cases, the filling-in of deep bottom gouges as well as replanting with grasses identical to those uprooted by engine propellers.

SEE EVERGLADES P. 10

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Survival unpredictable in wake of a series of mistakes



BY ARNOLD MARKOWITZ
Waterfront News Fishing Columnist

In boating safety, the news is usually bad. People make mistakes, disappear, die. Three big, strong, healthy young men wearing life jackets were lost on the last day of February — victims of a power of nature they had either underestimated or ignored.

Pro football players Marqui Cooper and Corey Smith and former University of South Florida player William Bleakley didn't return from the Gulf of Mexico after a strong cold front caught them on Cooper's 21-foot open boat about 35 miles off Clearwater.

It capsized late in the day on Saturday, Feb. 28. On the following Monday, a Coast Guard search crew found the boat floating upside down. An almost comically morbid photo showed us Nick Schuyler, also a former USF player, sitting on the underside of the stern, wearing a yellow coat and orange life vest, clinging to the outboard engine's lower unit as if riding on some big white dark-headed sea creature.

The survivor told investigators the boat capsized at anchor in heavy waves, which grew to 15 feet before subsiding. All the victims retrieved life jackets but exposure in time must have overcome the three who were lost.

Although it feels cruel, it is the duty of anyone who repeats such stories to note the mistakes that victims make — in this case going too far to sea in too small a boat with rough weather on the way, likely having too short an anchor line for the size of the vessel, possibly backing into a following sea.

They were all in their 20s. What if?

On the edge

Sometimes, rarely, the boating safety news tells of good things coming from bad things. Someone like Norberto Martinez, 67, with virtually no chance to survive, is found, rescued, lives and is healed of awful injuries. Heroes are acclaimed.

Fishing

It must be hard for a man with 16 years of boating experience to admit crashing into a channel marker, but Martinez did. He and his friend Santos Duarte were thrown from the 18-foot boat, which missed Duarte. Wearing a life vest, he floated to a marker and hung on.

An unmanned boat with engine running usually turns in circles. If you've fallen from it, it's likely to hit you. It hit Martinez, knocked him out, ran over him — possibly two or three times, inflicting 10 deep propeller cuts.

"His back was cut up like a baked potato and his face was under the water. I thought we were too late," said Jeffrey Bass, a Miami land-use lawyer who was fishing that day with guide Jim Koch. Just after leaving the Ocean Reef Club's marina on northern Key Largo, they noticed the erratic motion of Martinez's boat

At risk of being hit themselves by the other boat, Bass and Koch pulled Martinez aboard theirs and returned to port, calling for help on the way. Martinez was flown by helicopter to Miami.

This happened in 2007. It didn't get much attention then, nor even last October when Bass and Koch were honored with the Carnegie Medal for heroism. About 100 of those are awarded annually by a foundation that looks for actions close to the far edge of duty's call, if not always above and beyond.

The story was retold grippingly last month by Cammy Clark, the Miami Herald's correspondent in the Keys.

Our part is an admonition: consider a kill switch, common on bass boats, for your rig. It attaches with a coiled lanyard between the ignition and your belt. If there's a collision and you're thrown to the deck or into the water, it disconnects, turning off the engine.

In that case, nobody gets a medal. Nobody minds.

Enough of that. This is a fishing column, not a scolding column.

Spring ahead

These are splendid days in saltwater or fresh. The closed seasons are over, the bite is on.

Weekend tournament contestants are catching and releasing sailfish near the edge of the Gulf Stream, swimming distance from Hawk Channel. It's a little crowded, so sneak a weekday off.

The big boys use live bait, dangled from kite rigs. Not your style or budget? Flatline a couple of ballyhoo baits, as fresh as you can buy them, and troll just fast enough to skip them across the surface. No ballyhoo? Chum to attract and catch your own live pilchards.

Tournament folks are required by federal law to use circle hooks. You don't have to do it, but you should because billfish open wide and gulp the bait whole, hook and all.

SEE FISHING P. 12

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A long haul for longshoremen bill

BY MARK ERCOLIN
Waterfront News Law Columnist

As with most pieces of modern American legislation, the current stimulus package contains more items altering U.S. law than was discussed by the usual array of talking heads and pundits. But among the changes is a long-awaited alteration to the Longshore and Harbor Workers' Compensation Act (LHWCA), which has been lobbied for and anticipated for over seven years.

In order to understand the changes, it helps to review the act's history and learn why many people felt changes were needed. When I first wrote about the issue in 2002, many professional marine groups began pushing for reform on the act.

The complicated longshoreman situation began toward the end of the 1800s when states started initiating their own workers compensation schemes. The original idea behind workers comp was to allow a laborer a no-fault remedy for on-the-job injuries, without the need for filing suit to collect for those injuries.

You see, at that time courts were even less sympathetic in granting awards for worker injuries than they are today. Among the many employees who tried to take advantage of these workers comp plans were longshoremen and dockworkers.

As it turned out, the courts decided in the early 20th century that traditional longshoremen were not entitled to take part in these state workers comp programs, since their jobs were maritime in nature and therefore of national concern rather than falling under any specific state. This left longshoremen with the courts (i.e. suing their employer) as their only source for seeking compensation for a work-related injury.

The U.S. Congress tried several times to modify statutes to allow long-

shoremen to use state workers compensation remedies, but the Supreme Court kept sending such attempts back to the legislature because they saw the process as lacking the national uniformity required under maritime law.

Finally in 1927 Congress passed LHWCA, giving workers consistent remedies for their job-related injuries. This time, the Supreme Court said that the legislation met constitutional standards for maritime uniformity.

Coverage under the act began simply enough. It stated that an employee for purposes of the act is: "...any person engaged in maritime employment, including any longshoreman or other person engaged in longshoring operations, and any harbor worker including a ship repairman, shipbuilder, and shipbreaker..."

There was also a long list of people excluded, among whom were "individuals employed to build, repair, or dismantle any recreational vessel under sixty-five feet in length..."

The thinking at the time was that smaller recreational boats were not a major part of national commerce and those employees could be part of a state workers compensation program rather than be slated as longshoremen. An arguably fair thought — as far as it goes.

However, as most people in the vessel industry can confirm, many of the boats now designed for recreational use well exceed 65 feet in length. So what was once considered a helpful and easy way to understand exception became an arbitrary number.

Making the 65-foot length rule troubling was that the insurance coverage offered was designed for the claims of the commercial maritime community and

SEE BILL P. 12



Dead Reckoning

Boating's better than accounting

BY BOB SHERMAN
Waterfront News Columnist

In 1984 the Waterfront News began publishing. This was the same year I began working in the marine industry.

During the next 20 years I was in school, changing majors several times before ending up in public accounting. I set foot aboard a boat only a few times. I did, however, become a factory trained Evinrude mechanic. (So if you're having trouble getting your 1964 Evinrude to start, call me.)

I left public accounting to work for Denison Marine. Denison was started by one of the Denison brothers of Broward Marine fame. Ironically, when Denison closed several years later, Broward Marine moved onto the property on the Dania Cut-Off Canal in Dania Beach. The one thing I learned about Denison and the other two boat companies I worked for is that the work was fun. So if you're now in school studying accounting and your professor tells you that accounting is exciting, he or she is lying.

I took every opportunity to go into the plant and watch the boats being built. The construction of Denison's aluminum yachts began with the hull upside down. It was a big event when the hull was flipped over. Usually the owner was present and all employees watched proudly as the hull was rolled over.

The next big event was a sea trial after the main mechanical equipment was installed. I had the choice of going along or staying in the office and counting petty cash. I chose the former.

Our first yacht, built for a Texan, was launched in 1985 complete with a Texas barbecue. Everyone was there. That's my wife pictured on page 2 of Yachting Magazine's October, 1985 issue. I had the duty of having boat soles put on a pair of cowboy boots that we presented to the

owner as a gift.

After leaving Denison, I headed south to Bertram Yacht where I was a small fry in a big company. But Bertram and its sister company, Trojan, were going strong with annual sales over \$100 million. Then Bush 41 invented the luxury tax and the party was over.

I was out in the plant again as often as possible. Forget health care and 401ks — the best fringe benefit was having a 31-foot Moppie at my disposal. I got as much use out of it as any employee. But first I had to present evidence of completing a U.S. Power Squadron boating course and get checked out by Jerry, the service department manager. Jerry took me to the marina and explained how to flush the head and start the engines. "Shouldn't I run her?" I asked.

"If you want," he replied.

I backed "Moppie" out into the Tamiami Canal, spun her around and backed into the slip — end of training. Over the next few years I had the opportunity to run all the Bertram models. It sure beat reconciling bank accounts.

One of my most memorable trips was on a 50-foot convertible complete with tuna tower. Upon returning to the Bertram Marina on the narrow Tamiami canal, I clipped an Australian pine with the VHF antenna. I was devastated thinking for sure that I would be spending my future Saturdays counting petty cash. But I was forgiven, thanks to the assistant head of engineering running aground in Biscayne Bay on the boat's initial sea trial several months earlier.

What's interesting about the boating industry is that the same players are in it for years. They just move around. When I go to boat shows, I always run into old friends.

SEE BOATING NEXT PAGE



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Years later, still boating with the same first mate

BOATING FROM PREVIOUS PAGE

They're just manning different booths.

Bertram alumni are referred to as SOB's (Sons of Bertram). The SOB's are everywhere. It was an SOB that got me my next job after Bertram filed Chapter 11. Even though I got plenty of free shirts at Bertram, I had to where a coat and tie to work.

So when I arrived at Blackfin Yacht Corp. circa 1991 and owner Carl Herndon stated that a tie has no place in a boat factory, I knew we would get along. Like Denison and Bertram, I spent a lot of time in the plant. At lunchtime, we fed the wild monkeys.

Blackfin was located in no-mans land, across from the Florida Power & Light plant, between Fort Lauderdale, Dania Beach and Hollywood. I had a visit one day from the Hollywood building and zoning department demanding to see my Hollywood business license. After I gave them a geogra-

phy lesson they left, still not convinced.

It was during my time at Blackfin that my wife and I decided to buy a boat, a Blackfin of course. We found a 1987, 32-foot Sportfish at our dealer in Long Island. Prior to finalizing the deal, I spoke with our transporter. He confirmed that after most deliveries to the north, his truck returned empty.

"In other words," I said. "If I had a boat, you could bring it back to Fort Lauderdale for free?"

He agreed. But after I actually bought a boat, he suddenly remembered the taxes and fees he had to pay when he came back with a load. I was committed. I paid the fees and the rest is boating history.

So here we are 25 years later. I'm still boating with the same first mate. It just takes me a little longer to get out of bed each morning.

Bob E. Sherman is a boater residing in Hallandale Beach. He can be e-mailed at bobesherman@signals.com.

A little entrepreneurship is called for to help preserve sensitive habitats

To the Editor:

Regarding motorboat propellers scaring the sensitive shallows of Florida Bay (Waterfront News March issue), it makes one wonder if there might be a better way other than employing draconian restrictions to stopping damage.

Fishermen and guides usually have to travel long distances to reach their favorite fishing spots, which requires a big engine hanging off the back that puts a lot of weight on the transom. At slow speeds, even though the boat only draws inches of water, this weight lowers the propeller down, tearing up fragile underwater habitats.

This presents a great niche market for the manufactur-

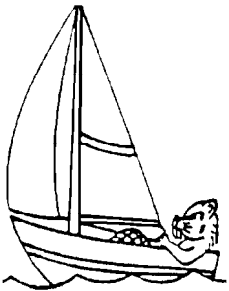
Letters to Editor

ers of the more popular flats boats. Instead of outboard power, create a model using a jet drive unit, which would be lighter and would inflict little or no damage to the shallow fishing flats.

Fishing guides need speed to get to their distant fishing spots. Water jets are speedy, and may even give a bit better fuel economy!

— Michael Santangelo, Fort Lauderdale

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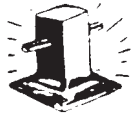


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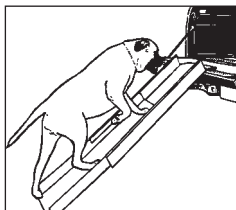
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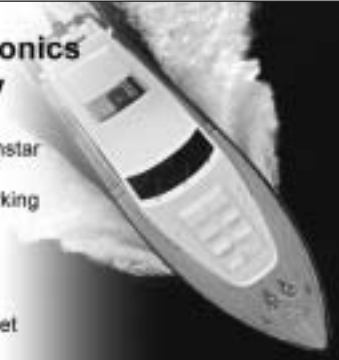


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Public hearings invite park visitors to air their opinions

EVERGLADES FROM P. 4

Here are just two of the problems to be faced in achieving the goals of whichever plan is enacted:

- Other than visitors who enter Everglades at its visitor centers and use the park's own boat ramps, how can the education-permit plan reach thousands of people who come in from other launch sites of the Gulf coast, the Florida Keys, miles of residential canals on both coasts and the Intracoastal Waterway?

- How will flats already ruined or badly damaged be protected effectively until restoration begins, and how many acres at a time should be put off limits while the work is in progress?

In concept, protection of the park's marine sources and improving accessibility are popular notions. Some details won't be so popular.

Take, for example, the Turner River. A paddling trail begins in state water at the Tamiami Trail in Collier County. About a mile downstream, the Turner flows into the national park, ultimately winding up in Chokoloskee Bay.

Today, from the bay, you could throttle up at the Turner's mouth and run upstream on plane for a mile, dropping back only to pass paddlers. North of there it's idle speed, no wake.

One alternative plan would restrict that lower mile to idle speed, no wake. Another would let you go on plane to Hurdles Creek where the Turner intersects with the Wilderness Waterway. And another would give backcountry status — paddling only — to the stretch from Hurdles Creek to the state waters boundary.

Paddlers are likely to like that, but not so powerboaters. The slower they'll have to go, the longer it will take to reach their fishing destinations and the sooner they'll have to quit to return to port by nightfall.

Hate that? One of six new backcountry campsites for overnights will be close to the Turner-Hurdles confluence.

Up close

To review proposals online for Everglades National Park's general management plan, go to www.nps.gov/ever and click on the General Management Plan photo or "more" link.

You can make your views known to the park staff by attending one of the public meetings listed below. All begin at 5:30 pm. with informal discussions followed by a presentation of the plans and finally a period of suggestions, comment and criticism by the public.

Monday, April 13 at Key Largo Holiday Inn, 99701 Overseas Highway. 305-451-2121. Meeting will be webcast on park website at 6 p.m.

Tuesday, April 14 at John D. Campbell Agricultural Center, 18710 SW 288th St., Homestead. 305-248-3311.

Wednesday, April 15 at Edison College, Bldg J, 7007 Lely Cultural Parkway, Naples. 239-732-3707.

Thursday, April 16 at International Gamefish Association (IGFA), 300 Gulfstream Way, Dania. 954-922-4212.

Watch for the appearance of a free online educational course on boating in Florida Bay, being prepared by Eco-Marine, a project of the nonprofit National Parks Conservation Association. It will emphasize compliance with Everglades National Park boating regulations and avoidance of running aground.

See www.ecomariner.org or call Rob Clift, NPCA's senior marine outreach coordinator, at 1-305-853-0950.

Right now on the Wilderness Waterway there are a few short zones marked idle speed, no wake. Because much of that waterway is narrow, there's always potential for conflict between stinkpotters and paddlers.

An idea that looks likely to get lots of support would

establish a generally parallel alternate route where powerboats would have to stay at idle speed and there would be some paddle-only backcountry stretches including Gopher Creek and Wood River.

For a distance of about 15 linear miles westward from Card Sound Road lies a crocodile sanctuary consisting of Little Madeira Bay, Joe Bay and a string of smaller water bodies, all closed to public use. Something probably will change there.

One alternative plan makes Little Madeira a fishing-allowed pole and troll zone, with Joe Bay and the little water bodies east of it designated backcountry for paddle craft only. That adds a campsite to the north side of Joe Bay.

Another plan makes that whole croc sanctuary backcountry only with no fishing. The most restrictive plan would make it a scientific research area, also with no fishing. This comes with a presumption that fish who escape from the crocodiles will breed enough offspring to venture out to Florida Bay, there to be picked off by fishermen.

There's a lot more to like or dislike. Check the plans online, go to one of the public hearings, ask questions and try to decide which is best.

Now there's a scattering of protected wildlife habitat zones on Florida Bay flats. Does the slight increase in those zones offered by Alternative 2 go far enough? Does Alternative 4 go over the top by surrounding most of those with enormous pole and troll zones?

What about the channels, marked and unmarked, that the park would designate as "recommended routes" for shallow draft powerboats on Florida Bay? If it's important for motor boaters to stick to those channels in order to avoid run-agrounds, does it make sense to leave any of them unmarked?

Is it a good idea or a bad one to establish an idle speed/no wake zone, 300 feet wide, along the shoreline from Flamingo west to the far side of Cape Sable? If good, should it cover the entire 15 miles indicated on one plan? Is it a better idea or a worse one to make that stretch a pole and troll zone for fishing?

A bad idea would be to hurry any project except the public education, thinks Russell, the tarpon chaser.

"If they are going to use a permit system, have stronger enforcement of basically existing laws and permit restrictions for some period of time before implementing any other restrictions like pole and troll areas."

Want to sound off about this report? Email witzfish@att.net and please sign your name.



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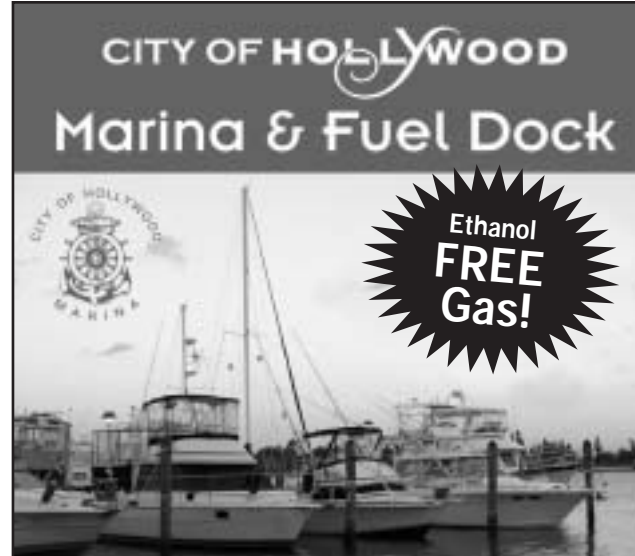
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You can also fax 954-524-9464 or write to Boater's Profile, The Waterfront News, 1515 SW First Ave., Fort Lauderdale, FL, 33315.

Boaters Susan Scollay, 62, and Carolyn Bratt, 65, own a 2004 Selene 36 Ocean Trawler named *Sojourner*.

Where is your boat docked?

At the moment, *Sojourner* is docked at Mariner Cay Marina in Stuart.

How long have you been boating?

We bought the boat in May 2008. Before that we did some chartering and took classes but *Sojourner* is our first boat.

Describe your early experiences on the water.

Our first trip with our boat was down the Mississippi River three days after the river was reopened to pleasure craft after last summer's floods. *Sojourner* cruises at about 8 knots, but she was making 12 to 13 knots with the river current.

We literally surfed down the Mississippi — it was quite an adventure and an incredible challenge for new boaters!! We were very fortunate to have two captains from SEASENSE, a boating school for women based in St. Petersburg, along to help!

Where do you like to take your boat?

We like deep, blue and calm water. Everywhere we've been in central and South Florida has been beautiful, though much of it did not include "deep" water!

How far have you traveled aboard your boat?



(L-R) Friend Patricia Cooper, Susan Scollay and Carolyn Bratt aboard *Sojourner*.

Sojourner has done the latter half of the "Great Circle Route/Loop"... We started this adventure just north of St. Louis, Mo. down the Mississippi and up the Ohio River to the Cumberland River, then down the Cumberland to the Tennessee River, the Tennessee-Tombigbee Waterway, to the Black Warrior and Mobile Rivers into Mobile Bay and the Gulf.

We crossed the Panhandle and at Carrabelle, Fla. we

Boater's Profile

"jumped the Gulf" down to Clearwater. From there, we moved on down to St. Petersburg where we stayed for about three months. Most recently we took her south to Fort Myers, and just last week she crossed to the east coast of Florida via Lake Okeechobee and the associated canals.

Who do you sail or cruise with?

We have not planned cruising trips with others. Along the way we have met other cruisers and have joined up with them temporarily. For example, we joined a little fleet in Fort Walton and traveled with its four boats to Carrabelle.

We also crossed the Gulf to Clearwater with three other boats. Two boats, both named *Sojourner* incidentally, had independently engaged SEASENSE captains to assist with the Gulf crossing, and two other boats came along for the ride.

How much time do you spend on the water?

As much as we can. Right now, that means long weekends, but last summer and fall and starting again in May, we'll be on the boat pretty much all the time.

What draws you to boating?

We both love water and wanted to spend our retirement as close to it as we could. After exploring the purchase and care of property on the Atlantic coast, we looked to other ways to accomplish that. Cruising in a trawler seemed to be a viable alternative. We love the fresh air; the challenge of running the boat, and the fun of planning and doing trips, jaunts and cruises...

Most memorable boating experience:

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SEE BOATERS P. 14



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Compromises in legislation can create other complications

BILL FROM P. 6

was highly expensive, if not impossible, to purchase for those who specialized in work on recreational vessels.

Over the last few decades the problem was further exacerbated as the courts began to rule that a recreational marine facility accommodating vessels larger than 65 feet would fall under the Longshoremen's Act — regardless of whether larger vessels were kept in the facility or not.

These rulings became particularly vexing for the recreational boating community. If an employer fails to provide the proper coverage for a required employee, that employer can not only be sued but may also incur severe penalties, including the payment of all attorneys' fees for their failure to be properly covered.

About nine years ago, these court rulings prompted enough of the recreational marine industry to lobby Congress to modify the act, allowing those who work on the repair, building and dismantling of recreational boats to be placed under state workers comp laws regardless of vessel size. This allows for the advantage of lower insurance rates and avoiding the draconian penalties regarding any failure of longshoremen coverage.

With some compromise, these modifications were finally enacted in the recent emergency legislation put through by Congress.

So the long haul for a more recreational boat-friendly Longshoremen's Act is finally over, right? Well, not completely.

Consider that the legislation had some compromises. Without going into the

With some compromise, these modifications were finally enacted in the recent emergency legislation put through by Congress.

details of the bill's actual wording, here's the most important aspects to consider if you or your company work on recreational vessels at any time:

- It appears that even sole proprietors will be required to carry workers compensation insurance if they're employed on

Peacock making a comeback after winter's cold snaps

FISHING FROM P. 5

Instead of setting a circle hook with brute force, merely reel in the slack and keep the line tight. The hook with its bent-inward point usually comes right back up to the fish's mouth and sticks in the corner of the jaw.

You remove it easily. The fish lives.

Amazing! How does a hook know to do that? I don't know, but it works.

Fish the ocean inlets at night for big snook and tarpon. They gulp too, so stick to circle hooks if you use natural baits. Make sure your boat is well lighted. Watch for other helmsmen less attentive than you are.

My trusty canoe, Pogo, will take me soon to a certain vacant marina where I'm

recreational vessels, regardless of any previously presumed state exemptions.

- Since the definition of a recreational vessel versus a commercial vessel is not fully clarified, a workers compensation policy should also include a rider for "incidental longshoremen" coverage.

- Those building vessels over 65 feet in length must still carry longshoremen's coverage regardless of whether they are recreational or commercial vessels.

A maritime legal scholar whom I respect has also suggested that boatyards should keep separate payrolls between work performed on commercial vessels versus recreational vessels, regardless of size.

It is also unknown whether an employ-

er who fails to keep workers comp coverage will suffer penalties put forward under state workers comp rules or the longshoremen's rules. So coverage should not be ignored.

For further clarification on the legislation and help finding a good underwriter/agent to meet your needs under the new rules, I suggest contacting the Marine Industries Association of South Florida at 954-524-2733.

As you can see, the long haul to longshoremen reform is not quite over yet.

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.

pretty sure I'll catch fish.

On another day we'll do freshwater, well out in the Everglades if I wake up early enough. If I wallow away the morning in bed, it's all right; I've been given the secret of a golf course with streetside water hazards infested by largemouth bass and butterfly peacock.

Before heading home I stopped at that other canal. Exactly where the kid said there were carp, there were carp.

Peacock, our favorites, are active again after sulking through weeks of blustery cold fronts. Pogo's nagging me quietly to take it to some wonderfully productive canals I found in western Broward County.

If I'm there in late afternoon, some kid walking home from high school stops to

chat. He's talkative and inquisitive, yakki-ty yak. I worry that he'll tell his friends where I fish and what lures I use.

Last time, with misgivings, I told the kid there's pretty good fishing southward down the avenue where we stood.

He told me about a canal in the opposite direction, hidden from casual notice by a row of trees.

"There are big carp right along the shore, and there are peacocks too," he said, and went on his way.

Before heading home I stopped at that other canal. Exactly where the kid said there were carp, there were carp. I tossed a plug upstream and across, hooked a peacock, brought it in and let it go.

"What did you get him on?" said that kid from behind me.

I showed him the lure. I think he's about 15, not driving yet. He can't follow me very far now. In a year or so, I'll have to start ducking him.

Comments? Questions? Criticism? Holler at the author by email: witzfish@att.net

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Active volcanoes constantly spilling lava into Pacific

BY AUDREY MCAVOY
Associated Press Writer

HAWAII VOLCANOES NATIONAL PARK, Hawaii (AP) — The largest and southernmost of the Hawaiian islands is shaking, spitting, and stretching as it slowly expands into the ocean.

You'll see and feel reminders of this almost everywhere during your trip to Hawaii Island, which most locals call the Big Island.

On the southern shore, streams of lava pour from lava volcanoes into the ocean where they form new land.

In some neighborhoods, you'll see fields of black, cooled lava that have poured from Kilauea and Mauna Loa volcanoes in recent decades.

Sometimes the ground shakes as gravity pulls on the accumulated piles of lava. But don't let a fear of temblors prevent you from visiting: the vast majority of these earthquakes are far too weak to feel. Big earthquakes measuring magnitude 6 or more tend to only hit the state about once a decade.

Volcanoes have been central to stories told by Hawaiians for centuries.

Legend says the volcano goddess Pele dug fire pits as she traveled from island to island looking for a home with her brothers and sisters.

She finally settled at Kilauea's summit, where she lives at Halemaumau crater. It's said that Pele stomps on the floor of her fire pit when she wants to summon lava, hot rocks, steam and smoke.

You can see for yourself how Pele's lava is building the Big Island if you visit now. Kilauea volcano has been erupting simultaneously in two places for over a year, something that's unprecedented in 200 years of its recorded history.

The first of these eruptions has been spilling lava across the southern part of the Big Island since 1983, swallowing roads, homes and even entire towns.

Fresh flows from this eruption are currently slithering into the ocean near Kalapana, a formerly robust town that was mostly buried in lava in 1990.

Kilauea is also erupting from Halemaumau crater at the summit. That's where a large explosion opened a vent in March 2008, leading to the daily release of hundreds of tons of sulfur dioxide. Kilauea has spit small fragments of lava from Halemaumau but hasn't released any lava flows from here.

You can watch the summit eruption from a lookout point inside Hawaii Volcanoes National Park. It's humbling to see the crater's gas plume rise hundreds, and sometimes even thousands, of feet into the air from a vent larger than a football field.

From the visitor's center inside the park, you can join ranger-guided hikes to see cinder cones and now-solidified lava lakes created by previous eruptions. Some of the walks meander through rainforests. Visitors can even venture into an old lava



AP Photo/DAVID JORDAN
Smoke and ash pour from the main crater of Kilauea volcano near Volcano, Hawaii. Kilauea is the youngest of five volcanoes having erupted underwater 300,000 to 600,000 years ago.

Waypoints

tube — a tunnel through which lava once streamed.

Getting near flowing lava can be dangerous, so it is vital that visitors follow guidelines set by the national park and Hawaii County.

Park ranger Mardie Lane said most visitors comply with the rules and have no problems. But in 1993, a lava-watcher was swept away when the unstable lava bench he stood on collapsed. Nine years ago, two visitors died after inhaling steam near a point where hot lava enters the ocean.

Hawaii County, which operates the ocean entry lava viewing point near Kalapana, outside the park, has designated a safe lava viewing area and cordoned off fragile lava benches.

Don't be disappointed if you are prohibited from standing next to the lava flow. Watching lava slide into the ocean is powerful even from a distance.

At the Hawaii County lava viewing point one recent evening, a few dozen visitors oohed and aahed as they watched a large steam plume rise into the air as scalding hot lava hit the chilly sea near Kalapana.

The plume glowed pink whenever lava slithered into the ocean from an above-ground lava tube prompting viewers to gasp and murmur.

County workers on duty at the viewing site have spent most of their lives next to lava.

Emily Hauanio saw her hometown of Kapaahu submerged in molten rock in the 1980s. She says Pele was cleansing the land so she wasn't upset.

"There was a lot more people coming

island. Official Hawaii tourism site: www.gohawaii.com.

What to bring: Flashlight, sunscreen, water, sweater, parka, hiking boots or sneakers. You'll need some warm clothes as Kilauea summit is 4,000 feet above sea level and temperatures there are much lower than the coast. Check for temperatures by looking up the weather for the town of Volcano, which is just a few miles from the park entrance and the Kilauea summit area.

Further reading

"Hawaii Island Legends: Piko, Pele and Others," by Mary Kawena Pukui and Caroline Curtis. Kamehameha Schools Press.

"Volcanoes of the National Parks in Hawaii," by Gordan A. Macdonald and Douglass H. Hubbard. Hawaii Natural History Association.

in. Our famous swimming holes were getting polluted," said Hauanio, a Hawaiian whose family has lived in the area for generations. "It was time for her to come in and clean up the mess. That's the way I felt. And that's what she did."

Another county guide, Malia Mendes, whose grandmother's home was one of the only Kalapana structures spared by lava, was also accepting.

"It's nature's way. It was meant to be," said Mendes, who is also Hawaiian.

Hawaii's volcanoes are created by an underwater "hotspot" where magma from deep inside the earth has been poking through the earth's crust for at least 80 million years.

Few other places on Earth have a hotspot forming new land. One is the

North Atlantic, where a small island called Surtsey grew off the southern coast of Iceland in the 1960s.

The Hawaiian Islands were formed as the Pacific plate — one of the earth's eight major tectonic plates — has slowly edged northwest over the stationary hotspot.

The Big Island, the newest in this chain, is made up of five adjacent volcanoes, most of them still active.


Kilauea is the youngest of the five, having started erupting underwater 300,000 to 600,000 years ago. Between 50,000 to 100,000 years ago, Kilauea grew tall enough to emerge from the sea.

Most of the volcanoes on the other, older Hawaiian islands are now extinct. The exception is Haleakala on Maui, which last erupted, in the late 1700s.

Up close

Hawaii Volcanoes National Park: www.nps.gov/havo/. The site will give you the latest information about where the lava is flowing into the sea, and what the summit eruption is doing. It also has information on hiking and camping within the park. The park is located on Hawaii's Big Island.

Getting there: Round-trip flights from Honolulu to Hilo, the nearest city, run frequently throughout the day, take about 45 minutes and can be booked for about \$100. There are also some direct flights to Kailua-Kona, a city on the west side of the Big Island, from Los Angeles, San Francisco and a few other mainland cities. The Big Island has limited public transportation so renting a car is your best option for getting around and exploring the



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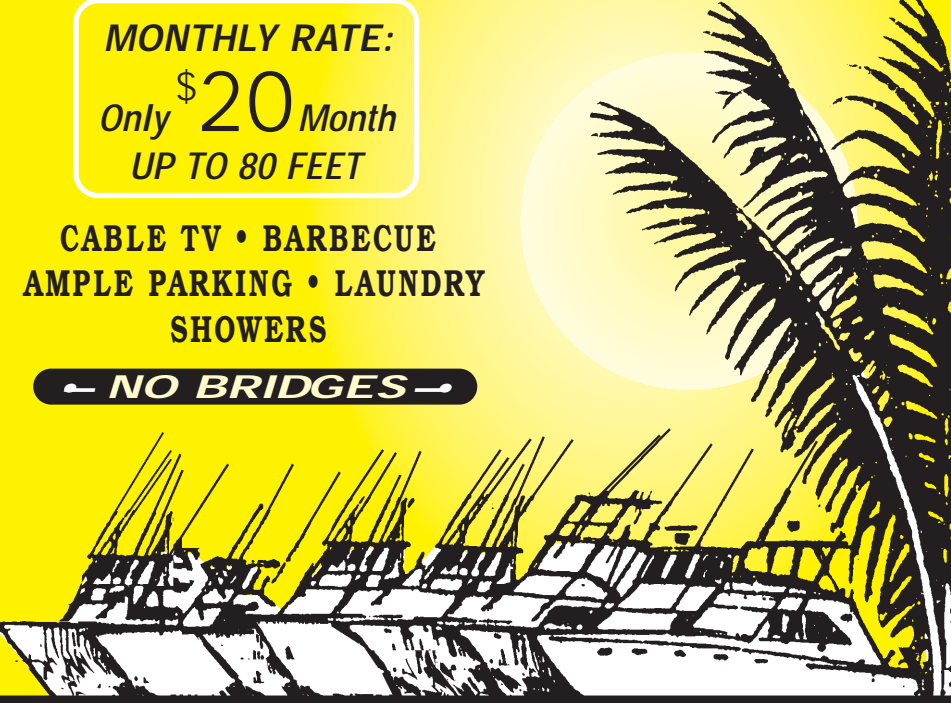
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Key West's core boatbuilders enjoy sense of camaraderie

BOAT BUILDERS FROM P. 1

offer sailors and fishermen a more specialized product, and in some cases, a less expensive one.

Bacle's boats, which he and about eight other workers build from the hull up, cost about \$750,000 to \$900,000. The purchase price for a mass-produced boat is about \$200,000 to \$500,000 more, according to recent list prices of various comparable boats.

"You are actually getting what you want," Bacle said of the boats he designs and builds. "People who come to me want something for themselves, something no one else has. I try to build them exactly what they want. I try to exceed their expectations. No two boats are alike."

Bacle, 51, started tinkering with boats when he was a boy, and by 21, he was building boats at his parent's fish house and marina. His first boat was 53-foot commercial fishing boat called the American Dream. His boats make up a majority of the fleet at the Stock Island Lobster Co.

"They are like my children," he said as he looked across the marina at his body of work. "I am proud of what I have done. I watch them get older, but they are still in good shape ... I have spent a vast majority of my life doing this. It's not very glamorous, but it's rewarding."

There is a sense of camaraderie among the core group of workers that build boats with Bacle. Luis Leal has worked with Bacle most of his adult life and can not see himself doing anything else.

"We just enjoy what we are doing, and we enjoy working together," said Leal, an electrical technician. "We can get here at 5 a.m. and when 5 p.m. rolls around we still are not ready to go home."

Bacle and Leal are passing along their craft to the next generation of boatbuilders. Bacle's two sons, Rhett and J.P., also work at the boatyard. The sons recently were schooled in the latest in sportfishing boat hull design, as Bacle Boat Co. was commissioned to build a custom tournament fishing boat for South Florida fishing icon Ray Rosher.

The 43-foot Miss Britt, with a price tag of \$750,000, took two years to design and build. The custom boat has 72 rod holders, with each rod station having electrical power for electrical deep-drop reels. Special LED lights are mounted inside the deck of the boat for night swordfish trips.

If the boat was not fishing friendly already, they placed a fighting chair/rocket launcher rod holder in the front of the boat. Most fishing vessels have fighting chairs in the back. The deck is completely level, without any steps, so anglers will not trip while fighting fish.

"It was all what he wanted," Jim Bacle said. "I learned a lot from Ray with that boat."

Schurtenberger, 56, also uses the latest in technology to give his customers what they want. Schurtenberger's \$3.5 million trimaran sailing yachts, which take about a year to complete, are fitted with solar- and wind-powered generators allowing the vessels to leave a smaller carbon footprint. The boats also are fitted with technology that allows the crews to turn salt water into fresh water.

"We build green boats," Schurtenberger said. "It's a totally clean cycle. That's very important the way the economy and the world is going. There is more of a call to get away from fossil fuels."

Schurtenberger started off as an architect designing homes and buildings after studying the field in Zurich, Switzerland, but moved over to boat design after sailing around the Mediterranean and immigrating to Canada in 1978. He lived on the St. Lawrence River and became more interested in boat design, as the area is a mecca of shipping and boating.

In recent years, other Stock Island boat builders, fish houses and marine repair and supply shops have either sold to developers or closed their doors.

"With boats you have much more freedom of design," he said. "You can get be as creative as you want."

Schurtenberger started working with trans-Atlantic race and leading yacht designer Nigel Irens. Irens, one of the best known yacht designers, designed the trimaran motor yacht Adventurer, which completed a record-breaking circumnavigation in 1998, and also the record-breaking trimaran used by Ellen MacArthur to break the world

record for solo circumnavigation in 2005. For 10 years, Irens designed the boats and Schurtenberger built them. Together they built the Enza in 1986. The vessel later became the first to circumnavigate the globe in less than 80 days.

Schurtenberger left and took a year sabbatical. He took his boat the Pegasus and sailed through the Caribbean. He sailed into Key West in 1992, where he met local sailing and snorkel catamaran operators Paul McGrail and Sean Rowley, who operate the Sebago fleet in Key West. Schurtenberger designed and built Sebago's catamaran Marquesas at Schurtenberger's first shop at Robbie's Marina on Shrimp Road in Stock Island.

Schurtenberger has since moved his operation to another location on Shrimp Road, where he creates luxury yachts. He averages about one yacht a year, he said. The \$3.5 million yachts are 70 feet long and 36 feet wide and take 40,000 hours.

"The most fun is incorporating their wishes into a boat, taking all the technical challenges and making sure everything works to perfection," Schurtenberger said. "The boats we build are on the cutting-edge of technology...I never built the same boat twice."

Information from: The Key West Citizen, www.keysnews.com

Boaters enjoy Florida's varied seascapes

BOATERS FROM P. 11

the spontaneously appearing whirlpools on the Mississippi River, some of which were strong enough to spin our 50,000-plus pound boat around — or experiencing an absolutely gorgeous Florida sunset while waiting for Towboat US because we had run aground.

What do you least like about boating in Florida?

Boaters, often running big, fast motor yachts, who display a woeful lack of basic common courtesy and who ignore fundamental safety procedures. They give all Florida

boaters a bad name. We also wish more marinas would provide opportunities to recycle. We hate to add to the size of landfills unnecessarily.

What do you like most?

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What would your dream sailing trip be?

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— As told to Jennifer Heit

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233578	24 VDC	\$172.75	\$99⁹⁹
233577	32 VDC	\$172.75	\$99⁹⁹



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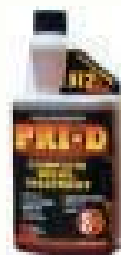
SALE
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PRI-D Diesel Treatment

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Order no.	Size	List
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SALE
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\$99⁹⁹



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Order no.	Model	List	SALE
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234028	OMC Refill	\$10.65	\$5⁹⁹
234029	Mercury Complete Unit	\$38.25	\$24⁹⁹

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Order no.	List	SALE EACH	SALE 3 OR MORE
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Quick Dry Water Blade

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Order no.	Length	List	SALE
386901	14"	\$33.95	\$19⁹⁹



PRI-G Gasoline Treatment

Make gasoline burn more completely. Prevents fuel system deposits 1 oz. will treat 16 gal. of fuel.

Order no.	Size	List	SALE
338715	16 oz.	\$24.95	\$19⁹⁹

SALE
\$19⁹⁹



Orpine Wash & Wax Boat Soap

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Order no.	Size	List	SALE
276003	Quart	\$17.98	\$12⁹⁹
276004	Gallon	\$63.65	\$46⁹⁹

SALE
\$12⁹⁹
\$46⁹⁹



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390831	\$499.99	\$299⁹⁹

EVERYDAY LOW PRICE
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5 Gallon Pails Engine Oil Texaco URSA Super Plus

Order no.	Type	List	SALE
328003	SAE 30	\$104.09	\$69⁹⁹
103704	Extra Duty SAE 40	\$99.99	\$69⁹⁹

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Shell Rotella

Order no.	Type	List	SALE
310939	T-40	\$99.99	\$64⁹⁹
310984	T-30	\$104.99	\$69⁹⁹
311242	15W40 CJ-4	\$114.99	\$74⁹⁹

Mobil DELVAC

Order no.	Type	List	SALE
115089	1300 15W40	\$110.37	\$74⁹⁹
328010	1640 SAE 40	\$104.99	\$69⁹⁹

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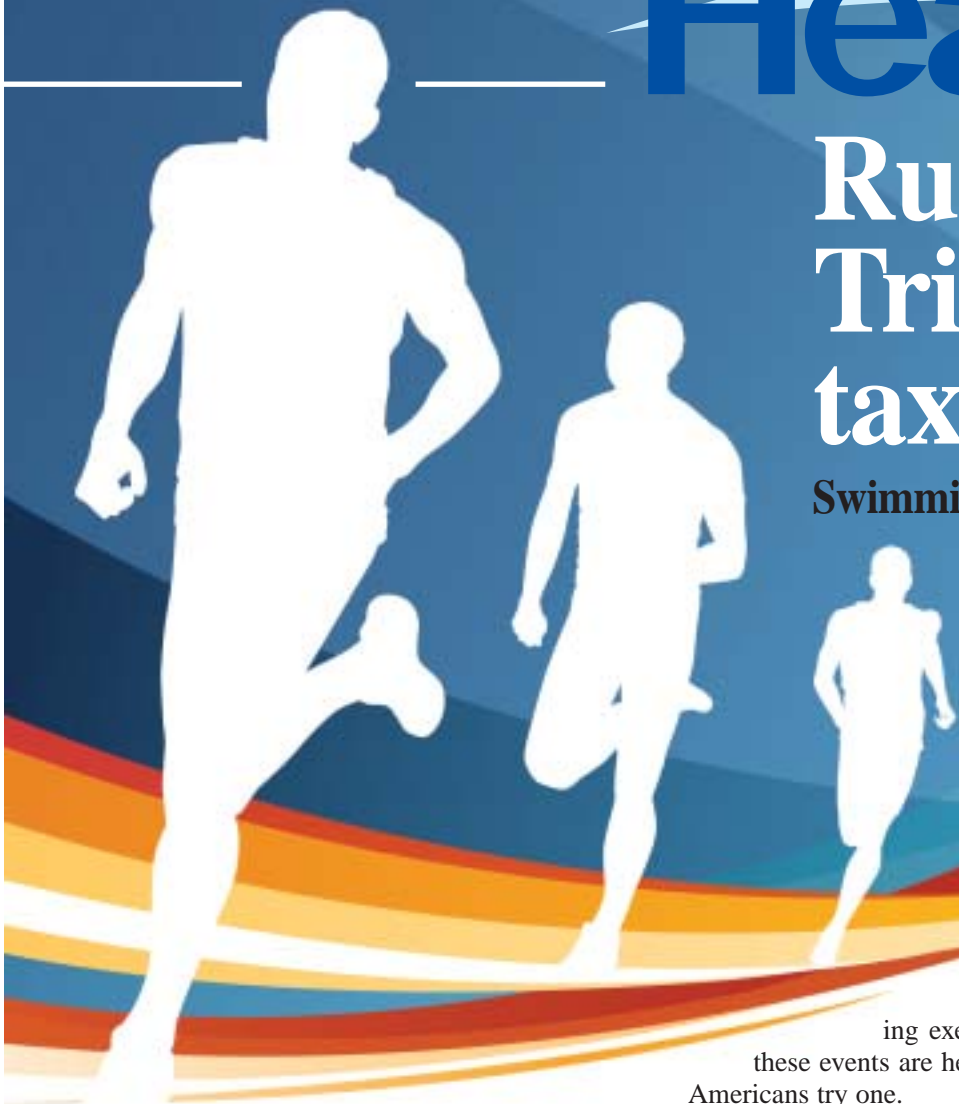
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Health Wave

Running a risk: Triathlons can tax the heart

Swimming segment the most stressful



BY MARILYNN MARCHIONE
Associated Press Writer

ORLANDO (AP) — Warning to weekend warriors: Swim-bike-run triathlons pose at least twice the risk of sudden death as marathons do, the first study of these competitions has found.

The risk is mostly from heart problems during the swimming part. And while that risk is low — about 15 out of a million participants — it's not inconsequential, the study's author says.

Triathlons are soaring in popularity, especially as charity fundraisers. They are drawing many people who

are not used to such demanding exercise. Each year, about 1,000 of these events are held and several hundred thousand Americans try one.

"It's something someone just signs up to do," often without a medical checkup to rule out heart problems, said Dr. Kevin Harris, a cardiologist at the Minneapolis Heart Institute at Abbott Northwestern Hospital. "They might prepare for a triathlon by swimming laps in their pool. That's a lot different than swimming in a lake or a river."

He led the study and presented results in late March at an American College of Cardiology conference in Orlando. The Minneapolis institute's foundation sponsored the work and tracks athlete-related sudden deaths in a national registry.

Marathon-related deaths made headlines in

November 2007 when 28-year-old Ryan Shay died while competing in New York in the men's marathon Olympic trials. Statistics show that for every million participants in these 26.2-mile running races, there will be four to eight deaths.

The rate for triathletes is far higher — 15 out of a million, the new study shows. Almost all occurred during the swim portion, usually the first event.

"Anyone that jumps into freezing cold water knows the stress on the heart," said Dr. Lori Mosca, preventive cardiology chief at New York-Presbyterian Hospital and an American Heart Association spokeswoman. She had no role in the study but has competed in more than 100 triathlons, including the granddaddy — Hawaii's Ironman competition.

Cold water constricts blood vessels, making the heart work harder and aggravating any pre-existing problems. It also can trigger an irregular heartbeat. On top of this temperature shock is the stress of competition.

SEE TRIATHLON P. 22

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Few Floridians sign up for low-cost health care

BY TAMARA LUSH
Associated Press Writer

MIAMI (AP) — These days, one of folks' biggest complaints is that health care costs too much — or that they can't get insurance to begin with.

Gov. Charlie Crist and the state legislature thought they had found a solution to these problems when they created Cover Florida, a low-cost, unsubsidized health insurance for adults. When Cover Florida took effect in January, Crist said it could extend coverage to nearly 4 million of the state's uninsured.

Yet three months into the program, less than 1,500 people have enrolled statewide.

"It's disappointing to me," Crist said during a recent press conference at a medical clinic in Hialeah.

It's certainly easy to qualify for the insurance — you need to be between the ages of 19 and 64, have been laid off from your job or have not had health insurance for six months. Those with pre-existing health conditions will not be denied enrollment to Cover Florida, but plans can exclude payment for treatment of certain pre-existing conditions for one year.

The average monthly premium for the program is \$155. Some policies cover only the basics such as office visits, screenings, emergency room care and prescription drugs. Others will offer hospitalization and catastrophic coverage, but they cost more; children and seniors are not covered because there are other state plans available to them. Premiums vary according to age, gender, geography and options, such as deductibles, that consumers can choose.

Six insurance companies have partnered with the state to offer the insurance.

"We've seen a good deal of interest," said Chip Kenyon, director of expansion markets for Blue Cross

Blue Shield, which is based in Jacksonville. "Our sales are running ahead of pace."

Kenyon said his company has enrolled 1,000 people since January, while a spokesman for United Health care said that company has enrolled 200 or so since March 1. Other, smaller insurance companies around the state have insured several dozen more.

"We went into this not really having an idea what the consumer's response would be," said United's Roger Rollman. "I think we were ready for a larger number. The numbers may well grow over the next 60 days."

Gov. Crist said that many Floridians simply aren't aware of Cover Florida, adding that lawmakers didn't set aside any money to advertise or market the program.

Gov. Crist said that many Floridians simply aren't aware of Cover Florida, adding that lawmakers didn't set aside any money to advertise or market the program.

Mary Saiz, the vice president of marketing for Medica Health Plans — one of the smaller insurers offering the plan in Miami Dade County — said after several Spanish-language news outlets covered Crist's visit to Medica's Hialeah clinic, several hundred people called the insurer the next morning.

"People don't know about this, and it's such a shame," she said. "Every time a show features it, we get calls."

But Greg Mellowe, program director of the

Community Health Action Information Network, says the coverage may still be too expensive for some people.

"Affordability remains the most consistently formidable barrier — more so than ever in the current economy — especially because subsidies to assist low-income people with premiums have never been part of the mix," Mellowe wrote in an e-mail to the Associated Press. "So the plans being offered through Cover Florida are either not affordable or don't provide coverage that is sufficiently meaningful."

David Katzberg of Miami enrolled in Cover Florida through Medica Health Plan in February after discovering the plan's details on the state website. The 57-year-old, who works for a property management company but does not receive insurance through his employer, says that because the government hasn't allocated money to promote the program, it's up to the media to do so.

"In today's day and age where people are going through financial collapse left and right, the media has to take charge," he said.

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Expanding yogurt's role beyond healthy diet staple

Healthy Galley

BY JIM ROMANOFF

For The Associated Press

Yogurt can be so much more than what's for breakfast.

As the base for a marinade, it does wonders for a piece of chicken, fish or meat. And because plain, nonfat yogurt is only mildly acidic, it is especially well suited for marinating delicate foods.

Marinades usually are made with either acidic ingredients (wine, vinegar and citrus juices) or enzymatic ingredients (pineapple and papaya juices). Both are great for adding flavor, but can change the texture of the food, sometimes for the worse.

Yogurt marinades have tenderizing qualities but won't toughen food the way vinegar or wine would, or turn it mushy the way enzymatic ingredients can.

Yogurt and spice marinated chicken with grapefruit relish benefits from this type of soak. The tangy, pungent marinade adds intense flavor to otherwise bland chicken breasts, while leaving them moist and tender.

The marinade does have a bit of lime juice in it, but the acidity is cut by the yogurt and olive oil. And while a 15 minute marination can do the job, the yogurt, garlic and spice mixture is mild enough to go for up to a day.

This yogurt-spice blend works for fish and pork as well, but if you're preparing a delicate fish such as catfish, flounder or tilapia, don't marinate for more than an hour or two. Firmer fish, such as tuna or salmon, can handle up to an 8-hour soak.

The relish for this dish uses jarred grapefruit segments, which often are less expensive and always easier to prepare than whole fruit. Look for jarred citrus in the refrigerated cases in the produce section of the market.

This recipe calls for broiling, but the chicken also can be grilled for about 6 to 7 minutes, turning it midway.

Yogurt and Spice Marinated Chicken with Grapefruit Relish

Start to finish: 40 minutes (15 minutes active)

Servings: 4

1/4 cup nonfat plain yogurt

3 tablespoons lime juice, divided



AP Photo/LARRY CROWE

Yogurt and Spice Marinated Chicken: When used as a marinade, yogurt will tenderize without making food either mushy or hard. The marinade on this Yogurt and Spice Marinated Chicken with Grapefruit Relish will also work nicely on pork or fish.

2 teaspoons olive oil
 2 teaspoons minced garlic
 1-1/2 teaspoons ground cumin
 1 teaspoon paprika
 1 teaspoon salt, divided
 1 pound thinly sliced boneless, skinless chicken breast cutlets
 2 cups jarred grapefruit sections, drained
 1 small red onion, minced (about 3/4 cup)
 2 tablespoons chopped fresh cilantro
 1 tablespoon honey
 1/2 to 1 jalapeno pepper, seeded and finely chopped, to taste
 Ground black pepper, to taste

In a medium bowl, whisk together the yogurt, 2 tablespoons of the lime juice, olive oil, garlic, cumin, paprika and

1/2 teaspoon of salt. Add the chicken cutlets, turning to coat them. Cover with plastic wrap and refrigerate for 15 minutes or up to 8 hours.

Meanwhile, in a small bowl, combine the grapefruit sections, onion, cilantro, honey, jalapeno, black pepper, the remaining tablespoon of lime juice and the remaining 1/2 teaspoon of salt. Set aside.

Heat the broiler. Arrange the chicken on a wire rack set over a baking sheet. Place on the top rack of the oven and cook until the chicken is browned on the outside and no longer pink on the inside, about 4 minutes per side. Serve with grapefruit relish.

Nutrition information per serving (values are rounded to the nearest whole number): 242 calories; 40 calories from fat; 4 g fat (1 g saturated; 0 g trans fats); 66 mg cholesterol; 22 g carbohydrate; 28 g protein; 2 g fiber; 681 mg sodium.

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Event Calendar

A roundup of the month's nautical events

APRIL

1, Wednesday

Broward Urban River Trails: 6 p.m. meeting the first Wednesday of the month at the Island City Park Preserve, 823 NE 28th St., Wilton Manors. 954-462-7766.

South Florida Women Divers: 6 p.m. dinner followed by a 7 p.m. meeting at the Pioneer Park Annex, 249 NE Fifth Ave., Deerfield Beach. 561-638-8487; www.sfwd.net.

South Florida Divers: 7:30 p.m. meeting the first Wednesday of the month. Check website for location; www.sfdi.com.

Multihull Association of South Florida: 8 p.m. meeting at the Miami Yacht Club, 1001 MacArthur Causeway, Miami. 305-377-9877 or 305-371-0703; www.masf-multihulls.com.

Support Group: 7 p.m. meeting for families and friends of people with mental illness the first and third Wednesday at Soref Jewish Community Center, 6501 W. Sunrise Blvd., Plantation. 954-472-8241.

2, Thursday

Under Sea Adventurers Dive Club: 7 p.m. meeting at the Emma Lou Olson Civic Center, 1801 NE Sixth St., Pompano Beach. No cost. 561-999-9820; http://usadiveclub.com.

Miami Sport Fishing Club: 8 p.m. meeting the first and third Thursday of the month at 1711 W. 38th Place, unit 1104, Hialeah. 305-885-1666.

Marine Historical Society: 7:30 p.m. meeting at Fort Lauderdale City Hall, 100 N. Andrews Ave., Fort Lauderdale. Kira Kaufmann of FAU's Public Archaeology Network will speak on "Archaeology And Our Maritime Heritage." Call 954-584-4926.

Sailing Singles of South Florida: 7 p.m. meeting Thursdays at Zo's Off the Hook Sports Grille, 2861 E. Commercial Blvd., Fort Lauderdale. 954-689-6757 or 954-524-1118.

3, Friday

Single Gourmet: weekly dinner gatherings for singles including boating events. 954-723-9608.

4, Saturday

30th Annual Week of the Ocean Sea-son: events run through June 13. 954-462-5573; www.national-week-of-the-ocean.org/aboutus.htm.

Kayak for Beginners: 9-11:30 a.m. for ages 15 and up, at Holland Park, located at Johnson Street and Northlake Drive, Hollywood. Cost: \$35. 954-967-4644 or 954-328-5231.

Guided Moonlight Paddle Tour: 6-8 p.m. at West Lake Park, 751 Sheridan St., Hollywood. Cost: \$20 per person, plus \$1.50 park entrance fee. Reservations and prepayment required. 954-926-2480.

5, Sunday

Palm Sunday

Seven Seas Cruising Association: noon to dark potluck picnic at John U. Lloyd Beach State Recreation Area, 6503 N. Ocean Drive, Dania Beach. 954-771-5660.

6, Monday

America's Boating Course: 6:45 p.m. registration, taught by the U.S. Power Squadron at 5225B W. Broward Blvd., Plantation. Cost: \$45. 954-567-3339.

National Week of the Ocean: a variety of marine events scheduled through April 11. 954-462-5573; www.national-week-of-the-ocean.org.

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.

Knights of Pythias: 7 p.m. meeting the first and third Monday of the month at Golden Glades Inn, 16500 NW Second Ave., North Miami. 954-680-3412.

Social Bridge Games: 12:15-3:30 p.m. Mondays and Thursdays at

Fort Lauderdale Bridge Club, 700 NE Sixth Terrace, Fort Lauderdale. Cost: \$6 nonmembers, \$4 members. 954-565-3127.

7, Tuesday

Boating Skills & Seamanship: 6-10 p.m. taught by the U.S. Coast Guard Auxiliary at 3375 NE 188th St., Aventura. Cost: \$75. 305-945-3769.

Pompano Beach Power Squadron Boating Course, 7 p.m. at 3701 NE 18th Terrace, Pompano Beach. Cost: \$70 for 8-week course. 954-579-8000.

Spring Florida Keys Bonefish Population Census: Volunteers needed, conducted by the University of Miami's Rosenstiel School of Marine and Atmospheric Science and the Bonefish & Tarpon Trust. 305-421-4884; www.rsmas.miami.edu.

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.

8, Wednesday

Seabird Yacht Club: 6:30 p.m. social hour and dinner meeting the second Wednesday of the month at the Royal Fiesta Restaurant, in the Cove Shopping Plaza, 1680 SE Third Court, Deerfield Beach. Monthly cruising calendar to be discussed. www.seabirdyachtclub.com.

Broward Urban River Trails: 5:30 p.m. meeting at Secret Woods Nature Center, 2701 W. State Road 84, Fort Lauderdale. 954-791-1030.

Ladies, Let's Go Fishing: Southeast Florida chapter meets the second Wednesday of the month. 954-923-3072; www.geocities.com/lfgsoutheastflorida.

Broward Shell Club: 7 p.m. meeting at the Emma Lou Olson Civic Center, 1801 NE Sixth St., Pompano Beach. 954-296-5633.

9, Thursday

Passover

Hillsboro Inlet Sailing Club: 7:30 p.m. meeting the second Thursday of the month at Lighthouse Point Yacht and Racquet Club, 2701 NE 42nd St., Lighthouse Point. 954-785-3666.

Fort Lauderdale Boat Club: 8 p.m. meeting the second Thursday of the month at local restaurants. 954-782-4968 or 954-920-9597.

Après Plongee Dive Club: 7:30 p.m. meeting the second Thursday of the month at Lighthouse Dive Center, 2507 N. Ocean Blvd., Pompano Beach. 954-782-1100.

Sailing Singles of South Florida: 7 p.m. meeting Thursdays at Zo's Off the Hook Sports Grille, 2861 E. Commercial Blvd., Fort Lauderdale. 954-689-6757 or 954-524-1118.

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.

10, Friday

Good Friday

Miami Yacht Club: 8 p.m. meeting the second Friday of the month, 1001 MacArthur Causeway, Miami. 305-377-9877.

Hollywood Nights: 8 p.m. to midnight live entertainment the first and third Friday of the month along 20th Avenue and Hollywood Boulevard, downtown Hollywood. No cost. 954-921-3016.

11, Saturday

About Boating Safely: 8 a.m., taught by the U.S. Coast Guard Auxiliary at Emma Lou Olson Civic Center, 1801 NE Sixth St., Pompano Beach. Cost: \$50. 954-421-0502.

Support Group: 2 p.m. meeting for families and friends of people with mental illness on the second and fourth Saturday of the month at Memorial Hospital Outpatient building, 3300 N. 29th Ave., Hollywood. 954-566-2422.

12, Sunday

Easter Sunday

Seven Seas Cruising Association: 8 a.m. breakfast for internation-

al group of cruising sailors, in the back room of the Egg & You Diner, 2621 N. Federal Highway, Fort Lauderdale. Public welcome. 954-771-5660; www.scca.org.

Kayaking on the Middle River: 9 a.m. to 5 p.m. kayak rentals weekends at the Island City Park Preserve, 823 NE 28th St., Wilton Manors. Cost: \$14 to \$52. 954-781-0073; www.atlanticcoastkayak.com.

Model Boat Club: 10 a.m. to 6 p.m., for all ages, at Markham Park, 16001 W. State Road 84, Sunrise. Cost: \$1.50 for park entrance, kids under 5 free. 954-389-2000; http://hambe3.net/index.html.

Dream Car Classic: 10 a.m. to 3 p.m. along Hollywood Boulevard from 19th Avenue west to 21st Avenue, downtown Hollywood. No cost. 954-921-3016.

13, Monday

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.

14, Tuesday

South Florida Fishing Club: 6:30 p.m. dinner at Tony Romas, 18050 Collins Ave., Sunny Isles Beach, followed by a 7:30 p.m. meeting. Reservations required. 305-788-0047.

Broward Boating Club: 8 p.m., meets the second Tuesday of the month at American Legion Post 304, 41 NE First Court, Dania Beach. 954-316-0236.

Gulfstream Sailing Club: 7:30 meeting the second Tuesday of the month at the Downtowner Saloon, Maxwell Room, 408 S. Andrews Ave., Fort Lauderdale. www.gulfstreamsailingclub.org.

Full Moon Kayak Tour: 7:30-10 p.m., for ages 14 to adult, at Holland Park, 801 Johnson St., Hollywood. Cost: \$35. 954-967-4644 or 954-328-5231.

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.

15, Wednesday

Lionfish Reception & Lecture: 5:30 p.m. discussion on the exotic species' environmental repercussions at the Rosenstiel School of Marine and Atmospheric Science, 4600 Rickenbacker Causeway, Miami. No cost. 305-421-4000; www.rsmas.miami.edu.

Noon Tunes: 2 p.m. lunchtime concert series at Stranahan Park, 100 E. Broward Blvd., Fort Lauderdale. 954-828-5363.

16, Thursday

Miami Sport Fishing Club: 8 p.m. meeting the first and third Thursday of the month at 1711 W. 38th Place, unit 1104, Hialeah. 305-885-1666.

Sailing Singles of South Florida: 7 p.m. meeting Thursdays at Zo's Off the Hook Sports Grille, 2861 E. Commercial Blvd., Fort Lauderdale. 954-689-6757 or 954-524-1118.

Marina Mile Association: 8 a.m. meeting the third Thursday of the month at Fort Lauderdale Hampton Inn, 2301 SW 12th Ave., Fort Lauderdale. 954-494-1900.

Eastern Shores Aventura Yacht Club: 7 p.m. meeting the third Thursday of the month at various locations in Miami-Dade and Broward counties. 954-456-3536; www.esayc.com.

Third Thursday: 5-8 p.m. free admission and activities at the Museum of Art, 1 E. Las Olas Circle, Fort Lauderdale. 954-670-2828.

17, Friday

Jacksonville International Boat Show: through Sunday at Metro Park and Marina, Jacksonville. 904-673-0093. 904-759-2758.

Hollywood Nights: 8 p.m. to midnight live entertainment the first and third Friday of the month along 20th Avenue and Hollywood Boulevard, downtown Hollywood. No cost. 954-921-3016.

18, Saturday

One Day Boating Safely: 8 a.m. registration at the Plantation Community Outreach Center, north entrance of the Broward Mall, 8000 W. University Drive, Plantation. Cost: \$50. 954-915-0667.

2009 Kayak-A-Thon: starts at 8:30 a.m. at the Adventure Times Kayak Center, 521 Northlake Blvd., North Palm Beach. The 15-mile

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April 13	Assistance Tow	Ft. Lauderdale
April 13	Able Seaman	Ft. Lauderdale
April 14	FCC - MRDP	Ft. Lauderdale
April 16	Upgrade to Master Mate	Ft. Lauderdale
April 18	OUPV (6-Pack)	Homestead
April 20	Upgrade to Master Mate	Ft. Lauderdale
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April 6	Radar Observer (Recert.)	Ft. Lauderdale



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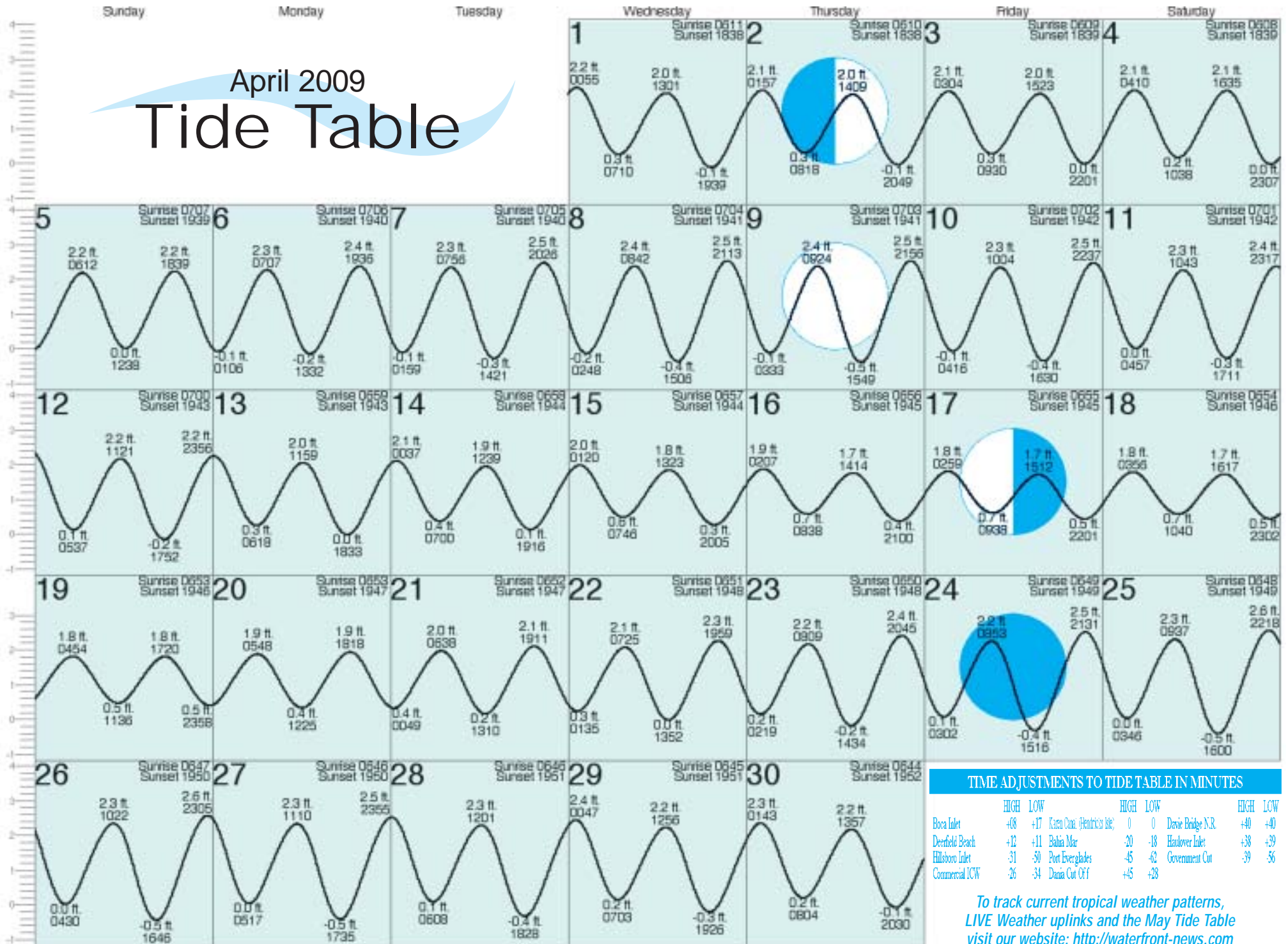
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April 2009 Tide Table



TIME ADJUSTMENTS TO TIDE TABLE IN MINUTES					
	HIGH	LOW	HIGH	LOW	
Boya Inlet	-08	+17	Kissa Cua, Hendrick's Isle	0	0
Deerfield Beach	+12	+11	Bahia Mar	-20	-18
Hillsboro Inlet	-31	-50	Port Everglades	-45	-62
Commercial ICW	-26	-34	Dania Cut Off	-45	+28
			Devie Bridge N.R.		+40
			Headover Inlet		-38
			Government Cut		-39
					-56

To track current tropical weather patterns, LIVE Weather uplinks and the May Tide Table visit our website: <http://waterfront-news.com>

Tide table sources: NOAA @ Andrews Avenue Bridge, New River, Fort Lauderdale, Florida. • Courtesy of Zihua Software (978) 546.8455 • www.zihuasoftware.com

course sails along the Intracoastal. Kayaks provided if needed. Proceeds benefit Shake-A-Leg and Palm Beach County Reef Rescue. 561-588-9896; www.kayakathon.com.

54th Annual Miami to Key Largo Race: starts 8 a.m. just south of the Rickenbacker Causeway, Miami, with 14-foot skiffs to 50-plus-foot keel boats sailing to the entrance of Jewfish Creek in Key Largo. 954-907-6818; www.southflasailing.com.

Ocean Groove: 7-10 p.m. environmental celebration with music at ArtsPark located at Young Circle and U.S. 1 in Hollywood. No cost. 954-921-3401.

Photographic Safari: 10 a.m. to 2 p.m. with photographer Rick Cruz in Loosescrew Swamp Sanctuary, located in the heart of the

Everglades in Ochopee. Cost: \$75 per person. 239-695-2428.

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.

Kayaking on the Middle River: 9 a.m. to 5 p.m. kayak rentals weekends at the Island City Park Preserve, 823 NE 28th St., Wilton Manors. Cost: \$14 to \$52. 954-781-0073; www.atlanticcoastkayak.com.

Walk for Wildlife 2009: 8:30 a.m. registration at Quiet Waters Park, 401 S. Powerline Road, Deerfield Beach. 954-524-7154.

19, Sunday

Seven Seas Cruising Association: 8 a.m. breakfast for international group of cruising sailors, in the back room of the Egg & You Diner,

2621 N. Federal Highway, Fort Lauderdale. Public welcome. 954-771-5660.

20, Monday

Hollywood Garden Club: 7-9 p.m. meeting at Fred Lippman Multi-Purpose Center, Room 11, 2030 Polk St., Hollywood. 954-921-3404.
Knights of Pythias: 7 p.m. meeting, this fraternal, non-sectarian group meets the third Monday of the month at Golden Glades Inn, 16500 NW Second Ave., North Miami. 954-680-3412.

21, Tuesday

Go Fish: 1-2 p.m. book reading, wetlands walks and fighting fish on

SEE CALENDAR P. 22

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Unepoxy Plus	20.50	22.75	24.00	24.50	29.50	31.25	40.75
Micron CSC	25.25	28.25	29.50	30.50	36.50	38.50	50.50
Vivid	26.00	28.75	30.25	31.25	37.50	39.50	51.75
Ultrakote	26.75	29.75	31.25	32.25	38.75	40.75	53.50
Trilux 33	26.75	29.75	31.25	32.25	38.75	40.75	53.50
Trinidad	28.50	31.50	33.25	34.00	41.00	43.25	56.75
Micron Extra w/Biolux	29.50	32.75	34.50	35.50	42.50	45.00	59.00
Ultra w/Biolux	30.75	34.25	36.00	37.00	44.50	47.00	61.50
Micron 66	31.00	34.50	36.25	37.25	44.75	47.25	62.00
Trinidad SR	31.50	35.00	36.75	38.00	45.50	48.00	63.00
Seahawk Cukote	31.75	35.25	37.25	38.25	46.00	48.50	63.50
Awlgrip Awlstar	35.25	39.25	41.25	42.25	51.00	53.75	70.50
Seahawk Cukote w/Biocide Plus	37.50	41.75	43.75	45.00	54.25	57.25	75.00
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Event Calendar

CALENDAR FROM P. 21

simulators, for kids at the IGFA Fishing Hall of Fame & Museum, 300 Gulf Stream Way, Dania Beach. Runs Thursdays, no cost with admission to the museum. 954-922-4212.

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.

22, Wednesday

Antigua Sailing Week: 10 a.m. to 5 p.m. registration at Nelson's Dockyard, Antigua/Leeward Islands. U.S. cost: \$12 per boat's foot. 268-462-8872; www.sailingweek.com.

Pompano Beach Offshore Anglers: meets 7:30 p.m. at Gallupi's Restaurant, located at the Pompano Beach Municipal Golf Course, 1103 N. Federal Highway, Pompano Beach. 954-317-3532.

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.

Venture Sailing Club of South Florida: 7:30 p.m. meeting at the Miami Yacht Club, 1001 MacArthur Causeway, Miami. 305-860-8250, 954-340-4791.

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

23, Thursday

Antigua Sailing Week: 9 a.m. to 5 p.m. registration at Nelson's Dockyard, Antigua/Leeward Islands. U.S. cost: \$12 per boat's foot. 268-462-8872; www.sailingweek.com.

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.

Sailing Singles of South Florida: 7 p.m. meeting Thursdays at Zo's Off the Hook Sports Grille, 2861 E. Commercial Blvd., Fort Lauderdale. 954-689-6757 or 954-524-1118.

24, Friday

Pompano Beach Seafood Festival: 5-10 p.m. today, runs through Sunday on Atlantic Boulevard and State Road A1A, Pompano Beach. Cost: \$10 adults, kids under 10 free. 954-570-7785.

Antigua Sailing Week: 9 a.m. to 5 p.m. registration at Nelson's Dockyard, Antigua/Leeward Islands. U.S. cost: \$12 per boat's foot. 268-462-8872; www.sailingweek.com.

Redbone Sunrise/Sunset Tarpon Tournament: 4-6 p.m. registration at Hawks Cay Resort on Duck Key at MM 61 oceanside. Entry fee: \$3,000 per two-angler team. 305-664-2002.

Latino Health & Wellness Expo Conference Luncheon & Expo: 10 a.m. to 3 p.m. at Doubletree Miami Airport, 711 N.W. 72nd Ave., Miami. Free admission, \$40 lunch conference. www.sflhcc.com/healthwellness.html.

Fishing Action Photography: exhibit runs through July 31 in the Art Gallery at the IGFA Fishing Hall of Fame & Museum, 300 Gulf Stream Way, Dania Beach. 954-922-4212.

Single Gourmet: 7 p.m. dinners and dances for singles Fridays at local restaurants. 954-723-9608.

25, Saturday

Plywood Regatta: starts 8 a.m., two-day boat-building and racing event at Dania Beach City Marina, 101 N. Beach Road, Dania Beach. 954-524-2733.

Antigua Sailing Week: Start of the running of racing and cruising fleets, through April 30. U.S. cost: \$12 per boat's foot. 268-462-8872; www.sailingweek.com.

Intracoastal Boat & Walking Tours: 11 a.m. to 1 p.m. at Deerfield Island Park, 1720 Deerfield Island Park, Deerfield Beach. Cost: \$6 per person. Reservations required. 954-360-1320.

ArtWalk: meets at Comfort Zone Studio & Spa. downtown Hollywood 954-923-2030.

26, Sunday

Plywood Regatta 2009: racing start time to be determined by the tides, at Dania Beach City Marina, 101 N. Beach Road, Dania Beach. 954-524-2733.

Kayaking on the Middle River: 9 a.m. to 5 p.m. rentals at Atlantic Coast Kayak booth at Richardson Historical Park and Nature Preserve, 1937 Wilton Drive, Wilton Manors. Cost: \$14 to \$52. 954-781-0073.

Seven Seas Cruising Association: 8 a.m. breakfast for internation-

al group of cruising sailors, in the back room of the Egg & You Diner, 2621 N. Federal Highway, Fort Lauderdale. Public welcome. 954-771-5660.

Jamming in the Park: 2-4 p.m. acoustic music jam for the public at Secret Woods Nature Center, 2701 W. State Road 84, Dania Beach. Free. 954-791-1030.

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

27, Monday

Fleet Week Port Everglades: arriving ships can be viewed from the 17th Street Causeway and the south end of Fort Lauderdale Beach. Time to be announced. Ships depart May 2. 954-523-3404. www.broward.org/port.

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.

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.

Bridge Games: 12:30-3:30 p.m. daily except Sunday at St. Demetrios Church, 815 NE 15th Ave., Fort Lauderdale. Cost: \$6. 954-565-3127 or 954-304-3191.

28, Tuesday

"Finding Wild Florida:" 3:30 p.m. film exploring Florida is shown daily in Journey's Theater, at the IGFA, 300 Gulf Stream Way, Dania Beach. Museum admission: \$8 adults, \$5 kid ages 3-8 and seniors over age 62. \$954-922-4212.

29, Wednesday

Single Gourmet: weekly dinner gatherings for singles including boating events. 954-723-9608.

30, Thursday

Week of the Ocean School Marine Fair: 10 a.m. to 6 p.m. through May 3 at the IGFA Fishing Hall of Fame & Museum, 300 Gulf Stream Way, Dania Beach. 954-462-5573.

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.

Sailing Singles of South Florida: 7 p.m. meeting Thursdays at Zo's Off the Hook Sports Grille, 2861 E. Commercial Blvd., Fort Lauderdale. 954-689-6757 or 954-524-1118.

Many participants ill-prepared for strenuous triathlon events

TRIATHLON FROM P. 17

"It's quite frightening — there are hundreds of people thrashing around. You have to keep going or you're going to drown," Mosca said.

Swimmers can't easily signal for help or slow down to rest during swimming as they can in the biking or running parts of a triathlon, said Harris, who also has competed in these events. Rescuers may have trouble spotting someone in danger in a crowd of competitors in the lakes, rivers and oceans where these events typically are held, he added.

For the study, researchers used records on 922,810 triathletes competing in 2,846 USA Triathlon-sanctioned events between January 2006 and September 2008.

Of the 14 deaths identified, 13 occurred during swimming; the other was a bike crash. Autopsies on six of the victims showed that four had underlying heart problems. Two others had normal-looking hearts, but they may have suffered a fatal heart rhythm problem, Harris said.

A search of the Minneapolis registry and the Internet found four other triathlon-related deaths from 2006 through 2008 beyond those that occurred in the officially sanctioned events.

Triathlons are soaring in popularity, especially as charity fundraisers. They are drawing many people who are not used to such demanding exercise.

"While not a large risk, this is not an inconsequential number," Harris said.

Fundraising triathlons have enticed many runners to try to expand into areas like swimming, which they may not have learned to do very efficiently, to benefit particu-

lar charities, Mosca said.

"They're really recruiting people to do these events," she said. "It can be a recipe for disaster."

Doctors offer these tips to anyone considering a triathlon:

- Get a checkup to make sure you don't have hidden heart problems.
- Train adequately long before the event, including open-water swims —not just in pools.
- Acclimate yourself to the water temperature shortly before a race, and wear a wetsuit if it's too cold.
- Make sure the race has medical staff and defibrillators on site.

On the Net:

Heart meeting: www.acc.org

American Heart Association: <http://americanheart.org>

Registry: www.suddenddeathathletes.org

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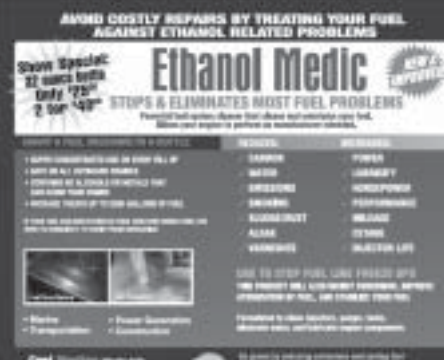
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Marine Industries Association of South Florida
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Dockage continues next column

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Docks- SOUTH BROWARD

Dockage continued

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DANIA CUT-OFF MARINA DISTRICT apts 35-60' \$11-\$16. No brdgs, 50amp 220v water parking, no lvbd. (954)966-6564
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Slips Available 30-120 feet.
Gated Community with Tropical Pool, Tennis, and Fitness Complex. Deluxe Marble Tiled Baths and Showers.
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Docks- PALM BEACH

MOORING FOR SALE. For 25'-50' boat. Save big \$ on dockage! In PB area. Professionally installed with hydraulic machine, not blown in. Call Gary at 954-609-6282.
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Boat Dockage Classifieds
www.DockSearch.com
SEARCH - RENT - BUY - SELL

Docks- FLORIDA KEYS

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City of Ft Myers Yacht Basin
Slips available 30'-120'



Liveaboard Marina 6-Foot Draft
Historic Downtown Fort Myers
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Docks- DRY STORAGE

DRY STORAGE for boats up to 26' no time limit V&G Yachtworks 954-925-6336
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Working Boat Yards

CABLE MARINE- East yard (40-ton lift)..... (954)462-2822
West yard (80-ton)..... (954) 587-4000
1st PERFORMANCE MARINA- 5 minutes to Port Everglades inlet, 954-763-8743
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Dockage continues next page

Working Boat Yards

Dockage continued

MIAMI BASED- Boat Yard & Marina DO-IT-YOURSELF or FULL SERVICE Hurricane Cove, 1884 NW N River DR Miami FL 33125 Call 305-324-8004

GOVAN Marine Co.

Self Service or Full Service

We are your new boat yard, located on New River.

3000 W SR 84 (next to Lauderdale Propeller)

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For Rent- RESIDENTIAL

Rentals continued

3/2 w/dock. Option to buy. Secure•Prvt• canal & lake front. \$3000/mo includes dock Call 804-694-7338.
Rent or share, over 55, furnished room, 1st floor, pool, next to Walmart. 954-931-2984.
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2 Bedroom/2bath, Sleeps 8
Dockage available, Suburban SUV included in rental.
www.gk-rentals.com/SanSal.html
514-947-1638

Real Estate

Lauderdale Isle- Waterfront/New River. Fully renovated 3-bedroom/2 full baths. Including dockage for up to 40' vessel. \$3,500/mo. Call Frank for appointment 954-547-1011
Three Islands, Hallandale 2/2 condo, 24th floor, 1635 sf, s/s appliances, granite countertops, Pergo floors. \$489,000 includes 1994 Sea Ray 400EC, twin 300 HP Cummins in rented condo slip at below market rates. Contact owner at 954-456-3536 or captbob@esayc.com

Ft Laud \$434,900 rare and unique condo, 3/2 on deepwtr canal off ICW. 1 blk to Galt Mile Bch. Free dockage up to 31'. Call 954-940-2501 or 2502. MLS F967305.

Real Estate continues next column

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Real Estate

Real Estate continued

5-SLIP WORKING MARINA PROPERTY on ICW just South of Dania Bch Blvd Brdg, for sale or lease. Zoned multiple dwelling. Was \$1.3M, now \$850K. Personal finance available. Make an offer. Call 954-554-7945.
Over 20,000 copies of the Waterfront News are delivered monthly to ocean-access homes from Delray Beach to Miami Beach. Call to advertise your property: 954-524-9450



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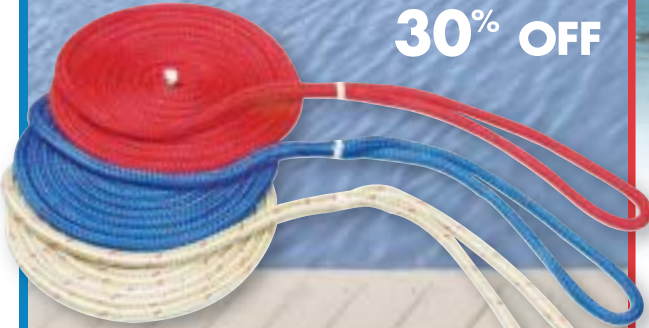
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- Soft neoprene collar enhances comfort; Zippered pocket for storage
- 29lb. buoyancy; Automatic or manual inflation

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