



CITY OF FORT LAUDERDALE

**DRAFT**  
**MEETING MINUTES**  
**CITY OF FORT LAUDERDALE**  
**MARINE ADVISORY BOARD**  
**VIRTUAL MEETING**  
**THURSDAY, MAY 6, 2021 – 6:00 P.M.**

**Cumulative Attendance**  
**May 2021 – April 2022**

Grant Henderson, Chair	P	1	0
Ed Strobel, Vice Chair	P	1	0
Cliff Berry II	P	1	0
Deirdre Boling-Lewis	P	1	0
Robyn Chiarelli	P	1	0
Barry Flanigan	A	0	1
Richard Graves	A	0	1
James Harrison	P	1	0
Rose Ann Lovell	P	1	0
Kitty McGowan	P	1	0
Norbert McLaughlin	P	1	0
Ted Morley	P	1	0
Christopher Rotella	P	1	0
Bill Walker	P	1	0
Steve Witten	P	1	0

As of this date, there are 15 appointed members to the Board, which means 8 would constitute a quorum.

**Staff**

Andrew Cuba, Marine Facilities Manager  
Jonathan Luscomb, Marine Facilities Supervisor  
Sergeant Todd Mills, Fort Lauderdale Police Department  
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

**Communications to City Commission**

**Motion** made by Mr. Morley, seconded by Mr. McLaughlin, to send the following letter as a communication to the City Commission:

By Ordinance C-2074, one of the Marine Advisory Board's top responsibilities is that of waterway safety and traffic control on the waterways of Fort Lauderdale. As mitigation for the concerns of this Board, the U.S. Coast Guard, the Marine Industry Association, the DEP added the specific condition prohibiting dockage along this section of Riverwalk. DEP permit issued January 25, 2016 specific conditions operation and maintenance activities No. 15: Within 10 days of completion of dock construction, permit handrails and No Mooring signs shall be

installed along all portions of 3553 sq. ft. irregular shaped concrete boardwalk adjacent to non-mooring areas. Handrails shall be constructed to eliminate access to the pier by boaters and shall be maintained for the life of the facility.

For whatever reason, this was not done by the City and needs to be corrected. Handrails must be installed to eliminate access. This area of New River over the Kinney tunnel twists and turns, has strong currents, and is used as a holding passing area and turning basin by large vessels. The boats docked immediately to the west display evidence of the danger, with many dings, dents, scratches, and broken hardware along their hulls, as well as the extraordinary amount of fenders and bumpers hanging from their sides in anticipation of being hit.

Boats being damaged and, more importantly, people being injured by vessels colliding is the reason for not allowing vessels to dock at this location. The Marine Advisory Board is strongly opposed to allowing dockage at this location and strongly recommends full compliance of the DEP permit specific to Condition 15.

In a voice vote, the **motion** passed unanimously.