

Emergency and Informational Phone Numbers

Radio Channel "MAYDAY" • VHF Channel – 16

Emergency - 911

U.S. Customs

Be Alert (Hotline) – 800-232-5378

U.S. Coast Guard

- Station Miami Beach **305-535-4368**
- Station Fort Lauderdale 954-927-1611
- Station Lake Worth 561-844-4470
- Station Fort Pierce 772-464-6100

Local Law Enforcement and Marine Units

- BSO Marine Patrol-Information only 954-938-0650
- Broward Communication Center 954-764-4357
- Fort Lauderdale Marine Unit (8 a.m.-5 p.m.) 954-828-5440
- Fort Lauderdale Police 954-828-5700
- Hallandale Beach Police 954-457-1400
- Hillsboro Beach Police 954-427-6600
- Hollywood Police 954-967-4357 (HELP)
- Lighthouse Point Police 954-942-8080
- Miami-Dade Marine Patrol 305-667-3820
- Wilton Manors Police 954-390-2150

Florida Fish and Wildlife

- Oil Spills and Emergencies (all Florida) 800-320-0519
- Dial *FWC or *392 from cellular phones to report accidents

Non-Emergency and Informational

Florida Fish and Wildlife Conservation Commission

- Broward County 561-625-5128
- Miami-Dade County 305-956-2500
- Palm Beach County 561-625-5128

Marine Operator

- Florida Keys to North Carolina VHF Channels 25 & 26
- Fort Lauderdale VHF Channels 25 & 26
- Miami-Dade County VHF Channels 25 & 26
- Palm Beach County VHF Channel 28

U.S. Customs and Border Protection

- Customs Communications Center 800-973-2867
- For User Fee Decal 317-298-1245



A Handbook of Boating Laws and Guidelines for Safe Operation



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Welcome and Introduction

Broward County is rightfully known as the Yachting Capital of the World. Nestled in the heart of South Florida, our boaters can access beautiful coastline, miles of inland waterways with rivers and lakes, the Intracoastal Waterway (ICW), and the Everglades. The State of Florida ranks third in the nation for the number of registered pleasure craft. Mega-yachts, kayaks, power boats, sailing vessels, wooden skiffs, and paddleboards are as normal as having a car for some Floridians.

Boating is big business in Broward County. Broward County's marine industry represents a total economic output of \$8.8 billion and provides more than 110,000 jobs.

As a boat operator, you are expected to make sure that your vessel carries the required safety equipment (carriage requirement) and is in compliance with federal and state regulations for such things as numbering and operation.

This publication contains information about federal and state laws as well as equipment carriage requirements for recreational vessels of the United States. It is important to understand that federal and state equipment requirements are minimums and do not guarantee the safety of your vessel or its passengers.

In the following sections, we have also provided recommendations for additional safety equipment you may wish to have on board. A vessel in compliance with the laws of the state of registration may not meet the requirements of another state where the vessel is being operated.

This guide provides boaters with information for more enjoyable boating. Other topics include boating safety, navigation, boat handling, trailering, equipment, and Florida weather.

ANYONE BORN ON OR AFTER JANUARY I, 1988, WHO OPERATES A MOTORIZED BOAT OF 10 hp OR MORE IS REQUIRED TO OBTAIN A FLORIDA BOATING SAFETY EDUCATION I.D. CARD AND MUST POSSESS PHOTO ID.

Boating Safety Courses – Become an Educated Boater

Boating Safety Classes are taught throughout the year by the United States Power Squadrons[®] and the U.S. Coast Guard Auxiliary Flotillas.The list below has contact information for these organizations.

United States Power Squadrons®

Pompano Beach Sail & Power Squadron USPS.org/Pompano/ 3701 N.E. 18th Terrace Pompano Beach 33064 954-782-7277

Hollywood Power Squadron

USPS.org/cgi-bin-nat/Tools/Information. cgi?Hollywood 954-983-6214

Coral Ridge Sail & Power Squadron CoralRidgePowerSquadron.org 954-278-9820

Fort Lauderdale Power Squadron FLPowerSquadron.org 5225B W. Broward Blvd., Plantation 33317 954-533-7854

U.S. Coast Guard Auxiliary

USCGAux.org Flotilla 3-2, Fort Lauderdale – 954-463-0034, uscgaux32@gmail.com Flotilla 3-4, Pompano Beach – 561-350-3395, jackdoyle@marquisrealestatellc.com Flotilla 3-7 Lighthouse Point – 731-907-0307, courses@aux37.org Flotilla 3-8 Plantation – 954-214-5653, fsocs@flsafeboating.org

Boater Education – It's The Law!



Anyone born on or after January 1, 1988, must have a Boating Safety Education ID Card to legally operate a motorized boat of 10 hp or more in Florida. To obtain a card, a person has to successfully complete a National Association of State Boating Law Administrators (NASBLA) -approved boating safety course. For more information contact the Florida Fish and Wildlife Conservation Commission at 850-488-5600 or email bobbercard@myfwc.com.

Boating Safety Tips From the Broward County Sheriff

- Complete a boating education course. One of the primary factors contributing to vessel accidents is operator inexperience.
- Get your boat checked for safety's sake. The Vessel Safety Check (VCS) is a free public service offered by the United States Coast Guard Auxiliary and the United States Power Squadrons[®] volunteer organizations.
- Always wear a United States Coast Guardapproved life jacket and make sure all of your passengers wear one, too.
- Avoid alcoholic beverages while boating. More than one-third of all boating deaths result from collisions involving alcohol use.
- Be aware of weather conditions before heading out on the water and know what to do if the weather suddenly changes.
- Have a working marine radio on board at all times and know how to use it.
- Pack extra gear you may need. A flashlight with fresh batteries, flares, a first-aid kit, sunscreen, and drinking water are a few items that should be packed in a watertight container that floats.
- Tell someone where you are going, who is with you, and how long you plan to be out, then stick to your travel plans.
- Ventilate after fueling. Open hatches, run the blower, and check for fuel fumes before starting the engine.
- Know your boat's capacity and how to properly load it. An overloaded or improperly loaded boat can cause safety problems.

All children under the age of 6 in a vessel under 26 feet long must wear a United States Coast Guard-approved life jacket while boating in Florida waters, and up to three miles from shore.

Registration Information

Method of Registration

All vessels operated on the waters of Florida must be registered and/or numbered in Florida except as follows:

- Vessels used exclusively on private lakes or ponds.
- Vessels owned by the Federal Government.
- Vessels used exclusively as lifeboats.
- Non-motorized vessels.
- Vessels with a current registration number from another state or from another country temporarily using Florida waters (less than 90 consecutive days).

Note: Owner of such vessels **might** be granted the option of remaining in Florida waters for a longer period without the need for reregistration providing their present registration or documentation remains in full force during their stay, they **complete a Sojourner Registration Form and pay appropriate fees as may be acceptable to the Florida Department of Highway Safety** before an initial 90-day stay would expire and would otherwise be allowable under Florida Statute Section 328,58.



In addition, all vessels, except documented vessels and non-motorized boats less than 16 feet in length, must be titled in Florida.

Apply for your title and registration with the Florida Department of Revenue. When submitting the application, you must provide proof of vessel ownership by submitting an executed bill of sale, a builder's contract, a manufacturer's statement of origin, a federal marine document, or other documents acceptable to the Department of Highway Safety and Motor Vehicles.

The registration must be renewed each year on your birthday. The annual fees in Broward County effective since September 1, 2015, are as follows:

Class A-1 (less than 12' and all motor-powe canoes regardless of length)	ered \$13.00
Class A-2 (12' to less than 16')	\$29.13
Class I (16' to less than 26')	\$47.88
Class 2 (26' to less than 40')	\$122.13
Class 3 (40' to less than 65')	\$196.38
Class 4 (65' to less than I 10')	\$233.88
Class 5 (110' and over)	\$289.38
Dealer Classification	\$30.25

Included in the above is a service fee of \$2.25 and a \$.50 FRVIS fee. The fee for titling a vessel is \$5.25. To title a vessel, you must show proof of payment of sales tax for the vessel, motor, and trailer. Properly registered vessels and outboard motors capable of powering such vessels are exempt from personal property tax.

NOTE: The above-listed fees are calculated to include additional registration fees imposed by Broward County, which are retained and used by the County for boating-safety purposes.

Upon receipt and approval of your registration, you will be issued a certificate of number and a validation decal. The certification of number is pocket-sized and must be on board whenever the boat is used. The boat's number must be properly displayed as follows:

- The figures are read from left to right.
- They must be displayed on the forward half of each side of the boat.
- Numbers must be bold, block letters of readable proportion.
- Numbers must not be less than three inches high.
- They must be of contrasting color to the boat hull or background.
- They must be as high above the waterline as practical.
- No number other than the number assigned can be displayed on the forward half of the vessel.
- Letters must be separated from numbers by spaces or hyphens.
- Validation decals must be displayed within six inches of the number display on the **port** side.



Florida law requires titling of most undocumented motorboats and non-motor-powered vessels more than 16 feet in length.

Documented Boats

Owners of larger boats can document their vessels with the U.S. Coast Guard. A marine document is proof of ownership and is recognized internationally. If you have a documented boat for use in Florida, you must still register it in Florida. Documented vessels must display the validation decal on the windshield or port window.



Hull Identification Number

All boats built after 1972 must have a Hull Identification Number (HIN) permanently attached to the transom on the starboard side, above the waterline. If you have a homemade boat, you should contact the Department of Highway Safety and Motor Vehicles for a hull identification number. The number is like a serial number on a car. A new regulation in 1984 requires this HIN to be permanently attached in a second, unexposed location. Record your number, and keep it in a safe place away from the boat; it may assist you in identifying your boat should it be stolen. Also, it will be necessary to have the HIN to number your boat in most states.

Additional Registration Information

- Florida has an antique vessel registration program that allows for special registration for noncommercial vessels at least 30 years old and powered by the vessel's original power plant. Contact the Department of Highway Safety and Motor Vehicles for more information.
- An additional \$50 commercial vessel fee is required of all nonresidents or aliens.
- For the first-time boat registration, if your birthday is less than a year from the time you register your boat, your fee will be prorated. Also for the first-time registration, if your birthday is within three months of your boat registration date a 15-month boat registration is available.
- If you change your address; if your boat is destroyed, lost, or sold; or if you abandon your vessel, you must notify the Department of Highway Safety and Motor Vehicles within 30 days. In that notification, you must provide your new address, the new ownership information, or the location and circumstances concerning the destruction, loss, or abandonment of your vessel.



QUICK REFERENCE CHART

Equipment	: Requirement Vessel Length (<16 16<26 26<4		<mark>igth</mark> (in 26<40	feet) 40<65	
Certificate of Number (State Registration)	All undocumented vessels equipped with propulsion machinery must be state registered. Certificate of Number must be on board when the vessel is in use. Note that some states require all vessels to be registered.	x	x	x	x
State Numbering	 Plain block letters/numbers, not less than three inches in height, must be affixed on each side of the forward half of the vessel, in a contrasting color to the background, and read from left to right. State validation sticker(s) must be affixed within six inches of the registration number. Note: Check with your local boating agency for specific state requirements. 	x	x	x	x
Certificate of Documentation	 Applies only to documented vessels: Original and current certificate must be on board. Vessel name/hailing port must be marked on exterior part of hull in letters not less than four inches in height. Official number must be permanently affixed on interior structure in numbers not less than three inches in height. 		x	x	X
Life Jackets	 One Type I, II, III, or V wearable life jacket for each person on board. Must be U.S. Coast Guard-approved. In addition, must carry one Type IV throwable device. 	x	x x	x x	x x
Visual Distress Signals (VDS)	 One electric distress light, or three combination day/night red flares. Note: Only required to be carried on board when the vessel is operating between sunset and sunrise. Three combination day/night red flaress handheld, meteor, or parachute-type, or one orange distress flag, or one electric distress light, or three handheld or floating orange smoke signals and one electric distress light. 	x	x	x	x
Fire Extinguishers	 One B-I (when enclosed compartment). One B-II or two B-I. One B-II and one B-I, or three B-I. Note: Fixed system equals one B-I. 	х	x	x	x
Ventilation	 All vessels built after April 25, 1940, that are gasoline-fueled with enclosed engine and/or fuel tank compartments must have natural ventilation (at least two ducts fitted with cowls). In addition, a vessel built after July 31, 1980, must have a rated power exhaust blower. 	x	x	x	x

QUICK REFERENCE CHART

Equipment	Requirement	Vessel Length (in feet) <16 16<26 26<40 40<65		feet) 40<65	
Sound- Producing Devices	 A vessel of less than 39.4 feet (12 meters) must, at a minimum, have some means of making an efficient sound signal – i.e., handheld air horn, athletic whistle. A human voice/sound is not acceptable. A vessel of 39.4 feet (12 meters) or greater must have a sound-signaling appliance capable of producing an efficient sound signal, audible for ½ mile, with a four-to-six-second duration. 	X	x	x	x
Backfire Flame Arrestor	Required on gasoline engines installed after April 25, 1940, except outboard motors.	х	x	x	X
Navigational Lights	Required to be displayed from sunset to sunrise and in areas of restricted visibility.		х	х	
Oil-Pollution Placard	 Placard must be at least five by eight inches and made of durable material. Placard must be posted in each machinery space or at the bilge control station. 			×	x
Garbage Placard	 Placard must be at least four by nine inches and made of durable material. Placard must be displayed in a conspicuous place notifying all on board of the discharge restrictions. 			х	x
Marine Sanitation Devices	If there is an installed toilet, the vessel must have an operable MSD Type I, II, or III.	x	x	x	x
Navigation Rules (Inland Only)	The operator of a vessel 39.4 feet (12 meters) or greater, while operating on U.S. inland waters, must have on board a copy of these rules.			x	x





Safety Equipment Requirements

Introduction

A boat is more than a shell with some kind of propulsion to move it around in the water. There are many pieces of marine gear and other items in and on a boat that enhance the pleasure and safety of boating. This section addresses those items usually found aboard small boats, some of which are required by law. The United States Coast Guard sets minimum standards for recreational vessels and associated safety equipment.

Personal Flotation Devices - PFD (Life Jackets)

All recreational vessels must carry one wearable life jacket for each person on board. Any boat 16 feet and longer (except canoes and kayaks) must also carry one throwable (Type IV) device. Life jackets **should** be worn at all times when the vessel is under way.



A life jacket can save your life, but only if you wear it.

Life jackets must be:

- U.S. Coast Guard-approved (check the label).
- In good and serviceable condition in unlocked and open compartments.
- Suspender/inflatable life jackets must be worn to be counted (during an inspection).
- Appropriate size and type for the intended user.
- Properly stowed out of the original packaging, easily accessible in emergency conditions.
- Throwables must be readily available on the main deck and within arm's reach.

Whistles and emergency lights are not required, but are a good idea to have with your life jacket. Tablets or pills and CO2 cartridges should be inspected and/or replaced every year.

All children under the age of 6, in a vessel under 26 feet, must wear a Coast Guardapproved life jacket while under way in Florida waters, and up to three miles from shore.

The Florida Law **requires** wearing life jackets when in engaged in the following activities:

- Water-skiing and other towed activities (use a type designed for water-skiing).
- Operating a personal watercraft or PWC (use a type designed for water-skiing or PWC use).
- Sailboarding and kiteboarding.

Florida Law requires life jackets and sound devices on board canoes and kayaks, while the U.S. Coast Guard requires this equipment on paddleboards.

Finding the right life jacket is critical for it to be the most effective. Life jackets come in many designs, colors, styles, and materials. Some are made to stand up to rugged water sports, while others protect the wearer for cold-water temperature or special uses. Often boaters wear lighter jackets for inland and near shore, while more substantial ones are used for ocean activities like deep-sea fishing. Be sure to choose one that is appropriate for your body size, planned activities, and the water conditions you expect to encounter.



Fire Suppression – Fire Extinguishers

U.S. Coast Guard-approved, marine-type fire extinguishers are required on boats where a fire hazard could be expected from the engines or fuel system. Extinguishers are classified by a letter and number symbol. The letter indicates the type of fire the unit is designed to extinguish. Type B, for example, is designed to extinguish flaming liquids, such as gasoline, oil, and grease. The number indicates the amount of extinguishing agent contained in the extinguisher; the higher the number, the greater the amount of agent in the extinguisher.



The U.S. Coast Guard-approved extinguishers required for boats are hand-portable, have either B-I or B-II classification, and must be provided with a mounting bracket. While not required, it is recommended that the extinguishers be mounted in a readily accessible location. Consider locations where the extinguisher can be reached easily – for example, at or near the steering station or in the galley or engine room, but away from locations where a fire might likely start.



The three classes of fire extinguishers are A, B, and C, to match the type of fire they extinguish:

- Class A fire: wood, paper, rubber, plastic, textiles.
- Class B fire: flammable liquids (gasoline, oil, and grease).
- Class C fire: electrical equipment.

A fire extinguisher will carry a label showing the class of fire for which it is best suited.

Fire extinguishers are required on boats when any of the following conditions exist:

- There are closed compartments and compartments under seats where portable fuel tanks may be stored.
- There are double bottoms not sealed to the hull or that are not completely filled with flotation materials.
- There are closed living spaces.
- There are closed stowage compartments, in which combustible or flammable materials are stored.
- There are permanently installed fuel tanks. (Fuel tanks secured so they cannot be moved in case of a fire or other emergency are considered permanently installed. Also, if the weight of a fuel tank is such that persons on board cannot move it, the U.S. Coast Guard may consider it permanently installed.)

Fire Extinguisher Maintenance

Inspect extinguishers monthly to make sure that:

- Seals and tamper indicators are not broken or missing.
- Pressure gauges or other indicators, if so equipped, read in the operable range as described on the extinguisher.
- There is no obvious physical damage, rust, corrosion, leakage, or clogged nozzles.

If the minimum weight is stated on the extinguisher label, weigh extinguishers annually to check.

Fire extinguishers that do not satisfy the above requirements or that have been partially emptied must be replaced or taken to a qualified fire extinguisher servicing company for recharge.



Required Number of Fire Extinguishers

The following chart lists the number of fire extinguishers that are required on recreational vessels. If a U.S. Coast Guard-approved fixed fire extinguishing system is installed for the protection of the engine compartment, the required number of extinguishers may be reduced in accordance with the chart.

Tip: Be careful when putting out galley fires. Too much pressure from the extinguisher can cause liquids or grease to spatter and spread the fire. Watch for hot embers and repeat if a flashback occurs.

It is recommended that hand portable extinguishers be mounted in a readily accessible location.

Minimum number of hand-portable fire extinguishers required			
Vessel Length Less than 26' 26' to less than 40' 40' to 65'	No Fixed System One B-I Two B-I or One B-II Three B-I or One B-II and One B-I	With Approved Fixed Systems 0 One B-I Two B-I or One B-II	

You may substitute one B-II extinguisher for two B-I extinguishers. A boat with a fixed extinguishing system in the engine room may carry one less B-I extinguisher.

Mount portable extinguishers in USCG-approved mounting brackets with quick-release catches.

Signals: Visual and Sound

All boaters should be able to signal for help. Boaters must have U.S. Coast Guard-approved day and night signals for vessels when required. Signaling devices are recommended when operating on all open bodies of water.

Visual Distress Signals

Vessels operating on U.S. coastal waters and territorial seas, as well as those waters connected directly, up to a point where the waterway is less than two nautical miles wide, must be equipped with U.S. Coast Guard-approved visual distress signals (VDS.) Vessels owned in the United States



and operating on the high seas (three miles off of the Florida coast) must also be equipped with U.S. Coast Guard-approved visual distress signals.

The following vessels are not required to carry day signals, but must carry night signals when operating from sunset to sunrise:

- Recreational boats less than 16 feet in length.
- Boats participating in organized events, such as races, regattas, or marine parades.
- Open sailboats less than 26 feet in length that are not equipped with propulsion machinery.
- Manually propelled boats.

Pyrotechnic Devices

Pyrotechnic visual distress signals must be U.S. Coast Guard-approved, in serviceable condition, and readily accessible.

Check the expiration date. Expired signals may be carried as extra equipment, but cannot be counted toward meeting the visual distress signal requirement.

Note: Flares are good for only 42 months from the date of manufacturing.

Launchers manufactured before January 1, 1981, and intended for use with approved signals are not required to be U.S. Coast Guard-approved as long as they remain in serviceable condition.

If pyrotechnic devices are selected, a minimum of three signals are required for day use and three signals for night use. Some pyrotechnic signals meet both day- and night-use requirements (combination flares.)

Pyrotechnic devices should be stored in a cool, dry place, if possible. A watertight container painted red or orange and prominently marked "DISTRESS SIGNALS" or "FLARES" is recommended.

U.S. Coast Guard-approved visual distress signals and associated devices include:

- Pyrotechnic red flares, hand-held, or aerial (*day/night use*).
- Pyrotechnic orange smoke, hand-held, or floating (day use).



• Launchers for aerial red meteors or parachute flares.

Each of these devices has a different operating/ burning time. Check the label to see how long each pyrotechnic device will remain illuminated. Choose a device best suited to the conditions in the area where your vessel is typically used.

Non-Pyrotechnic Devices

Non-pyrotechnic visual distress signals must be in a serviceable condition, readily accessible, and certified by the manufacturer as complying to U.S. Coast Guard requirements. These signals include:



- The Orange Distress Flag
 - Used as a day signal only.
 - Must be at least 3 feet x 3 feet with a black square and a ball on an orange background.
 - Must be marked with an indication that it meets U.S. Coast Guard requirements in 46 CFR 160.072.
 - Most visible when attached and waved on a paddle or boat hook, or flown from a mast.
 - May be incorporated into devices designed to attract attention in an emergency, such as balloons, kites, or floating streamers.
- Electronic Distress Light
 - Acceptable for night use only.
 - Automatically flashes the international SOS distress signal (··· – ···).
 - Must be marked with an indicator that it meets U.S. Coast Guard requirements in 46 CFR 161.013.



Regulations prohibit display of visual distress signals on the water under any circumstances, except where assistance is needed because of immediate or potential danger to persons on board a vessel.

All distress signals have distinct advantages and disadvantages. No single device is ideal under all conditions or suitable for all purposes.

Pyrotechnics are universally recognized as excellent distress signals, but there is the possibility for injury and property damage if not handled properly. These devices produce a very hot flame with the potential to cause burns and ignite flammable materials.

Pistol-launched and handheld parachute flares and meteors have many characteristics of a firearm and must be handled with extreme caution. In some states and Canada they may be considered firearms and prohibited from use. It is illegal to fire a flare in a non-distress situation.

The following are just a few of the many combinations of devices that will meet the requirements:











- 3 hand-held red flares that are approved for day/night use.
- I hand-held red flare and 2 parachute flares for day/night use.
- I hand-held orange smoke signal and 2 floating orange smoke signals for day and I electric distress light for night.

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Navigation Lights

Recreational vessels are required to display navigation lights between sunset and sunrise, and during periods of restricted visibility (fog, rain, haze, etc.) The U.S. Coast Guard Navigation Rules, International-Inland, specify lighting requirements for every description of watercraft. The information provided below is for power-driven and sailing vessels less than 65.5 feet (20 meters) in length.

Power-Driven Vessels



If your power-driven vessel is more than 39.4 feet (12 meters) in length, it must display navigation lights as shown in Figure 1.

If your power-driven vessel is less than 39.4 feet (12 meters) in length, then it must display navigation lights as shown in Figure 2.





For power-driven vessels less than 29.4 feet (9 meters) in length, the masthead or all-round white light must be at least 3.3 feet (1 meter) above the sidelights.

In a vessel of less than 65.6 feet (20 meters) in length, sidelight may be displayed in a combination light as shown in Figure 2.



Sailing Vessels

If your sailing vessel is less than 65.6 feet (20 meters) in length, then it must display navigation lights as shown in Figures 3, 4, and 5.









A sailing vessel of less than 23 feet (7 meters) in length shall, if practicable, exhibit lights as shown. in Figure 6. If it does not, it shall have ready at hand an electric torch or lighted lantern (flashlight) showing white light that shall be exhibited in sufficient time to prevent collision.

Vessels Under Oars

A vessel under oars may exhibit the lights for a sailboat. If it does not, it shall have ready at hand an electric torch (flashlight) or lighted lantern showing a white light that shall be exhibited in sufficient time to prevent collision.



Note: Personal watercraft (PWC's) cannot operate 30 minutes after sunset and 30 minutes before sunrise.

Lights and Shapes

To alert other vessels of conditions that may be hazardous, there are requirements to display lights at night and shapes during the day.

Anchored Vessels

At night: All vessels at anchor must display anchor lights. If your vessel is less than 164 feet (50 meters) in length, then its anchor light is an all-round white light visible where it can be best be seen from all directions.

During the day: All vessels at anchor (powerdriven, sail, and sailing vessels under power) must display forward, where it can be best seen, a black ball shape.



Vessels Restricted in Their Ability to Maneuver

Navigation Rules require vessels restricted in their ability to maneuver to display appropriate day shapes (ball/diamond/ball) or lights. If the size of the vessel engaged in diving activities during the day make it impractical to display the day shapes, then it must exhibit a rigid replica of the international code flag "Alpha" not less than 3.3 feet (I meter) in height to meet this requirement. If the diving activities are at night, then your vessel must display the navigation lights shown in the figure above. This requirement does not affect the use of a red and white Divers Flag. The "A" flag is a navigation signal indicating your vessel's restricted maneuverability and does not pertain to the location of the diver.



Anchors: Types and Techniques



Anchoring is done for two principal reasons:

- To stop for fishing, swimming, lunch, or an overnight stay.
- To keep the boat from running aground in bad weather or as a result of engine failure.

Types of Anchors

Today's anchors are mostly lightweight types. Known by the names of their manufacturers, most have outstanding holding power for their weight when used to anchor to a particular type of bottom. It's a good idea to carry two anchors, of different designs, to handle nearly any condition you might encounter. The typical anchor is designed so that a horizontal pull will cause it to dig itself firmly into the bottom. An upward pull should dislodge it easily. Two basic types of anchors are most commonly used on today's recreational boats.

Lightweight or Danforth[®] Anchors

The Danforth[®] anchor is a twin-fluke anchor that is most popular for small boats because it is versatile and easy to stow. There are many copies of this design available. Advantages and disadvantages:

- Light in weight relative to their holding power.
- Easily stowed flat twin movable flukes.
- Long, narrow twin flukes engage the bottom quickly.
- Tends to bury itself in sand and mud when under heavy horizontal strain.
- Limited penetration in grass, rocks, or clay may be likely to slide.



Plow-Type Anchors

The plow anchor is a traditional design with its fluke already deployed and ready to dig in. Advantages and disadvantages:

- Single fluke, three-dimensional, shaped like a plowshare that digs itself deeper under heavy horizontal strain.
- Stowed on an anchor chock or roller on the bow.
- Excellent digging and holding capability under heavy horizontal strain.
- Will penetrate weeds, sand and grass and hooks itself into rocks.
- · Limited holding power in deep mud.

Anchoring Guidelines

- Make sure you have the proper type of anchor (Danforth[®]/Plow, etc.).
- Select an area that offers maximum protection from wind, current, and boat traffic.
- Determine the water depth and type of bottom (preferably sand or mud).
- Calculate the amount of anchor line (scope) you will need to let out. The general rule is five to seven times as much line as the depth of water plus the distance from the surface of the water to where the anchor will attach to the bow. For example, if the water is eight-feet deep and it is two feet from the surface of the water to your bow cleat, you would multiply 10 feet by five or seven to get the length of anchor line to put out. (see diagram below)



- Secure the anchor line to the bow cleat at the point you want it to stop.
- Bring the bow of the vessel into the wind or current.
- When you get to the spot you want to anchor, place the engine in neutral.

- When the boat comes to a stop, slowly lower the anchor – do not throw the anchor over as throwing tends to foul the anchor line.
- When all of the line has been let out, back down on the anchor with the engine in idle reverse to help set the anchor firmly on the bottom.
- When the anchor is set, take note of reference points (*landmarks*) in relation to the boat. Check these points, frequently, to make sure you are not drifting.

Do not anchor from the stern.

Anchoring from the stern has caused many boats – small boats especially – to capsize and sink. The reason is that the transom is usually squared off and has less freeboard than the bow. In addition, the stern may be carrying the added weight of a motor, fuel tank, or gear brought on board. In a strong current, the force of the water can pull the stern under. Anchoring at the stern also makes the boat vulnerable to swamping by wave action and fouling of the prop.

Communications: VHF Radios and Cell Phones

It is very important that boaters maintain the ability to communicate between themselves and other boaters, the Coast Guard, and other facilities ashore. These communication links provide the means to get help quickly in an emergency, exchange important information, and get the latest weather reports.

Radio Versus Telephone

Several methods are available for communicating on the water. The most widely used today are VHF radio and cell phone.

Cell Phone Advantages and Disadvantages

- Cell phones are designed for land communications.
- They may be useful for contacting local law authorities on lakes and rivers.
- Their value at sea is severely limited, as they don't provide universal direct contact with Coast Guard vessels or aircraft.



- Other boats that may be in a position to help you cannot hear emergency telephone calls.
- The Coast Guard cannot use its radiodirectional-finding equipment to determine your boat's position.
- A cell phone transmits at less than one watt of power compared with a 25-watt VHF marine radio.
- Coverage at sea is spotty and limited in range.

VHF Radio Advantages and Disadvantages (Fixed and Handheld)

- VHF is the best radio-telephone system for recreational boaters operating in coastal areas, rivers, and lakes.
- VHF stands for very high frequency.
- VHF radios have a range of 20 to 30 miles and usually provide clear, static-free messages.
- They are not required equipment but are highly recommended.
- VHF radios provide 24-hour contact with the Coast Guard and communication with other boats and shore facilities.

VHF Channel Allocation			
Communication Purpose	Channel Numbers	Description	
Distress, Safety, and Calling	16	A required channel on all VHF radios. For ship-to-ship and ship-to-coast communications. Used for distress calls and for initial contact with other vessels or shore stations. Channel 16 is imonitored by the Coast Guard as well as harbormasters, marinas, fuel docks, and other shore stations. After contact on this channel, you must switch to a working channel for your communication.	
Coast Guard Liaison and Maritime Safety Information	22A	Used for contact with Coast Guard ship, coast, and air- craft stations after first establishing communications on Channel 16.	
Ship-to-Coast & Ship-to-Ship "Calling Channel"	09	For communications with maninas and public docks and for contacting commercial vessels about matters of com- mon concern. Channel 5 aslos a nationwide alternative calling channel for non-commercial vessels, supplement- ing Channel 16.	
Ship-to-Ship and Ship-to- Coast "Working Channels"	68, 69, 71, 72, 78	For use after initial contact on a calling channel. Channel 72 is a shipto-ship working channel only. (In the Great Lakes area, channels 73 and 80 are also working chan- nels for recreational boats, but share these with com- mercial traffic. In Poget Sound and the Straff of Juan de Fuca, recreational vessels may also use Channel 67 as a working channel, shering this channel with commercial vessels.)	
Inter-ship Safety	06	Required on all VHF radios. Used only for safety-oriented communications such as the avoidance of collision, and for search and rescue.	
Port Operations	12, 14, 20, 66, 73, 74	For use by facilities directing the movement of vessels in or near ports, locks, and waterways	
Bridge-to-Bridge Navigation Safety	13	For contacting other vessels about meeting and passing situations and talking with locks and bridges. You must use low power except in an emergency.	
Distress, Safety, General Purpose	70	For boats equipped with Digital Selective Calling DSC equipment. Voice communications are illegal. (When fully implemented, all WHF radios will be DSC compatible. A DSC transceiver can send information to other DSC receivers with the sendre's ID, position, nature of dis- tress, and contact channel.)	



Digital Selective Calling (DSC)

Digital Selective Calling (DSC) allows boaters to instantly send an automatically formatted distress alert to the Coast Guard or other rescue authority anywhere in the world. Digital Selective Calling also allows boaters to initiate or receive distress, urgency, safety, and routine radiotelephone calls to or from any similarly equipped vessel or shore station, without requiring either party to be near a radio loudspeaker. DSC acts like the dial and bell of a telephone, allowing you to "direct dial" and "ring" other radios or allowing another to "ring" you, without having to listen to a speaker. New VHF and HF radiotelephones have DSC capability.

All DSC-equipped radios, and most GPS receivers, have a data interface connector. The interface allows most models of GPS to be successfully interconnected to DSC-capable radios, regardless of manufacture. The Coast Guard recommends that you interconnect your GPS and DSC-equipped radio. Doing so may save your life in an emergency situation.

Users of a VHF-FM marine radio equipped with Digital Selective Calling will also need to obtain a Maritime Mobile Service Identity (MMSI) number. These are available from BoatUS, Sea Tow, the FCC, and the United States Power Squadrons[®]. More info on Digital Selective Calling is available online at naven.uscg.gov.

When properly registered with an MMSI number and interfaced with GPS, the DSC radio signal transmits vital vessel information in an emergency. With one push of a button, your DSC radio sends an automated digital distress alert containing your MMSI number, position, and the nature of the distress (if entered) to other DSC-equipped vessels and rescue facilities.



Other Communication Methods

VHF-FM marine radio with DSC and AIS (Automatic Identification System) is used for collision prevention. It can be AIS alone or AIS with Transponder.

An EPIRB (Emergency Position Indicating Radio Beacon) is not required by Florida or Federal law or the Coast Guard. If going offshore, however, everybody should have one. When buying either with a boat or as a stand-alone item, make sure the batteries are good and it is a 406 with a GPS.

If you need more information, please consult a marine electronic dealer.

Knots and Lines

The principle of a good marine knot is that it is easy to tie and untie and holds fast under the conditions for which it is intended. Knot typing is part of the practice of marlinspike seamanship, which is the general knowledge of knots and the care of rope. Every skipper needs to know how to tie a few basic knots. Rope is purchased as rope. When aboard a boat (vessel) rope is no longer called rope; it is called a line.

A line, rope, or cable has three parts:

- Bitter end the inboard end made fast to the vessel.
- Working end the outboard end that is fastened to things.
- Standing part the section between the bitter end and the working end.

There are three ways to tie a line:

- Knot a general term for securing a line to an object, to another line, or to itself. Specifically, a knot is tied to a single line.
- Bend a type of knot used to tie one line to another.
- Hitch a type of knot used to secure a line to an object.



Types of Rope

For many years, rope was made from natural fibers such as manila. Natural fiber rope is now obsolete for marine use. Rope made of synthetic fibers has far superior qualities. The three most common types of synthetic rope used today are nylon, polyester, and polypropylene. It is important to buy the correct rope for the use intended.

Nylon

Nylon rope is strong and has good resistance to chafing and rubbing. Advantages and disadvantages:

- It can stretch considerably (up to 20 percent) without damage to its fibers. This shockabsorbing quality makes it ideal for anchor, mooring, and dock lines.
- Nylon rope wears well, resists mildew and rot, but does not float.
- Three-strand nylon line is the preferred line for dock lines since it stretches sufficiently to dampen shock of wave action and wind against cleats.

Polyester

Polyester rope is sold under a number of brand names and is about 10 percent weaker than nylon rope for the same diameter. Advantages and disadvantages:

- It stretches very little and for this reason is commonly used for halyards and other sailboat rigging, towing line, and applications where you do not want stretch to interfere.
- It will chafe easily so check it often and protect as necessary.

Polypropylene

Polypropylene rope is light and is the least costly of the synthetic ropes. Advantages and disadvantages:

- It lacks the strength of nylon or polyester and is slippery, which increases the chance that a knot will not hold.
- Compared to the other types of rope, polypropylene deteriorates more rapidly in sunlight.



- Its fibers tend to fray and break, and the rope will break under high stress.
- A useful characteristic of polypropylene is that it floats. This reduces the risk of getting the line wrapped around a propeller, making it ideal for towing dinghies and water-skiers.
- It is not a good line for dock lines because its hard surface tends to slip from cleats, causing cuts if it runs free through your hands.

Cleat Hitch:







Bowline:



Sanitation (Marine Head) and Garbage (Storage and Disposal)

All recreational boats with installed toilet facilities (head) must have an operable marine sanitation device (MSD) on board.Vessels 65 feet and under may use a Type I, II, or III MSD. Type I and Type II are "flow-through" devices, while a holding tank is a Type III device. Vessels over 65 feet must install a Type II or III MSD. All installed MSDs must be U.S. Coast Guard-certified. U.S. Coast Guard-certified devices are so labeled, except for some holding tanks, which are certified by definition under the regulations.

The discharge of treated sewage is allowed within three nautical miles of shore except in designated "No Discharge Zone" areas. (Untreated sewage may be discharged beyond three nautical miles.)

A "No Discharge Zone" is a body of water where the discharge of treated or untreated sewage is prohibited. When operating a vessel in a No Discharge Zone, the operator must secure the device in a manner that prevents any discharge. Some acceptable methods are padlocking overboard discharge valves in the closed position, using a non-releasable wire tie to hold overboard discharge valves in the closed position, closing overboard discharge valves, and removing the handle and locking the door to the space enclosing the toilets. Note: These methods for preventing the overboard discharge are required only when operating in a No Discharge Zone. These include the entire Intracoastal Waterway as well as all rivers and canals. No oil discharge is permitted at any time in South Florida waters.



Ventilation

Boats that use gasoline for electrical generation, mechanical power, or propulsion are required to be equipped with a ventilation system.

A natural ventilation system is required for each compartment in a boat that fulfills at least one of the following:

- Contains a permanently installed gasoline engine.
- Has openings between it and a compartment that requires ventilation.
- Contains a permanently installed fuel tank and an electrical component that is not ignition protected.
- Contains a fuel tank that vents into that compartment (including a portable tank).
- Contains a nonmetallic fuel tank.

A natural ventilation system consists of one or more of the following:

- A supply opening (duct/cowl) from the outside air (located on the exterior surface of the boat) or from ventilated compartment, or from a compartment that is open to the outside air.
- An exhaust opening into another ventilated compartment or an exhaust duct to the atmosphere.
- Each exhaust opening or exhaust duct must originate in the lower one-third of the compartment. Each supply opening or supply duct and each exhaust opening or duct in a compartment must be above the normal accumulation of bilge water.

A powered ventilation system is required for each compartment in a boat that has a permanently installed gasoline engine with a cranking motor for remote starting.

A powered ventilation system consists of one or more exhaust blowers.

Each intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal accumulation of bilge water.



All boat owners are responsible for keeping their vessel's ventilation systems in operating condition. This means making sure openings are free of obstructions, ducts and ducting are not blocked or torn, blowers operate properly, and worn components are replaced with equivalent marine-type equipment.

Trailering

Since almost all boats used in Florida are trailerable, an understanding of trailering is important. You should know how to select and adjust your trailer to your boat, be familiar with towing, and know how to launch and retrieve your boat.

Be sure your boat trailer has current state registration and license plates, and working lights. Also, if your boat is more than 8-1/2 feet wide, it may require a special permit from your state Department of Transportation before transporting it on the highway.

The length and weight of the boat are major factors in selecting the trailer to be used. The boat should fit snugly on the trailer when it is cranked up to the winch support. The rollers or wooden chocks should be adjusted to support the boat's hull and properly aligned to prevent warping the hull. The stern of the boat normally needs the most support to handle the weight of the engine. Also remember the weight of the boat, motor, and any fuel and gear normally carried on the boat while trailering.

In loading the boat, place heavy items directly over supporting rollers or chocks and secure them so they won't shift positions. Adjust the trailer so the tongue weight is five to seven percent of the total trailer weight. Don't depend on the winch cable to hold your boat on the trailer; always use appropriate tie-down straps. For larger boats, you may also need lashings or chains with turnbuckles.


Safety Tips

To tow a trailer safely, you should reduce your normal speed and increase your following distance. Even on dry roads, a trailer may "fishtail," especially in windy weather, on curves, or when a large vehicle passes. On a wet road, the smaller tires of a trailer may hydroplane or "ski" on a film of water at a lower speed than the larger tires of your towing vehicle. You may not notice this dangerous loss of traction and control until you try to turn or brake. You can avoid these dangers if you tow slowly. Stay at or below the speed limit and adjust your speed for conditions.

Before Towing

Be sure the tow ball and coupler are the same size and that all bolts with washers are tightly secured. The coupler should be completely over the ball and the latching mechanism locked. Balance the load evenly from front to rear and side to side. Too much weight on the hitch will cause the rear wheels of the tow vehicle to drag and may make steering difficult. Too much weight on the rear of the trailer will cause the trailer to "fishtail." Check that safety chains are attached, trailer lights function properly, tires (including the spare) are adequately inflated, brakes are fully functional, and side mirrors are large enough to provide an unobstructed view on both sides of . the vehicle. Secure all equipment inside the boat. Secure the boat cover, if used, so that it will not blow off or tear while towing.

Secure transom or gunwale tie-downs to prevent the boat from shifting or sliding on the trailer during travel.

The trailer hitch should be permanently bolted (with lock washers) or welded to the two vehicles' frames. Never use a light-duty hitch that clamps on the bumper. The trailer hitch ball on the car must match the coupler on the tongue of the trailer. Never use a mismatched coupler and ball. Make sure that your ball and hitch are large enough to pull your trailer (the maximum gross trailer weight is usually stamped on the ball).



Always use safety chains between the car and the trailer. The chains must be long enough for the trailer to turn and should have a minimum breaking strength of 1-1/2 times the maximum gross trailer weight. Any hooks or other hardware should be at least as strong as the chains.

Brakes are necessary on boat and trailer rigs of 1,500 pounds or more gross weight. Hydraulic "surge" brakes are most common on trailers for smaller boats. Larger rigs may require electrically operated brakes. A breakaway device is an excellent feature. This device automatically applies the brakes if the trailer comes loose from the towing car. Always check your brake fluid level and make sure your brakes are in good working order. Try to avoid backing the trailer so far into the water that your brakes get wet. If you get saltwater on your brakes, flush them with freshwater as quickly as you can.

Make sure your vehicle is capable of towing the trailer. Many of the new smaller cars and light-duty trucks have limited towing capabilities. Check with your dealer for a towing package that normally includes heavier springs, larger tires, and a transmission cooler.

Extra caution is necessary when towing any trailer. The heavier the rig, the more time is required to accelerate, pass, and stop. For this reason, the maximum speed for vehicles with trailers in some states is lower. Curbs and obstructions should be given wide clearance. Remember, a trailer will turn inside the track of the tow vehicle, so take corners wider. Most boats on trailers obstruct the rear view of the driver. When this happens, additional rearview mirrors on the towing vehicle may be required. The trailer boatman should be familiar with traffic and highway laws relating to the towing of trailers.

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Practice braking maneuvers in an open area. When backing, do not rush. Remember that the trailer will turn in the opposite direction to the car. Avoid oversteering. It is a good idea to have someone outside of the car to help give guidance. When launching a sailboat, check for overhead power lines. If your mast contacts one, you could damage your boat or get electrocuted. Also, make sure you properly secure your boat after launching. Several people drown each year trying to swim out to retrieve a boat that drifted away because it was not properly secured.

Pre-Launching Preparations

To save time, prepare your boat for launching away from the ramp. Remove engine supports and tie-downs, and make sure the winch is properly attached to the bow eye and locked in position. Disconnect the trailer lights to prevent shorting of the electrical system or burning out a bulb. Install the drain plug. Make ready dock lines, fenders, and boat hooks. Attach a line to the bow and stern of the boat so the boat cannot drift away after launching and can be easily maneuvered to the docking area. Visually inspect the launch ramp for hazards, such as a steep drop off, slippery area, and sharp objects. Proceed slowly to the ramp, remembering that your boat is just resting on the trailer and attached only at the bow. Have one person in the boat and one at the water's edge to help guide the driver of the tow vehicle. Doublecheck that you have installed the drain plug.

Launching

Set the parking brake and place tire chocks behind rear wheels. Check boat systems, blower, bilge, pumps, and lights. Lower the motor. Start the boat engine and make sure water is passing through the engine cooling system. Make sure someone on shore is holding the lines attached to the boat. Release the winch and disconnect the winch line from the bow when the boat operator is ready. Launch with a light shove or by backing off the trailer under power.







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Retrieval

As you approach the takeout ramp, note any changes in the current, tide, wind direction and/ or velocity, and any increases in boating traffic that could make retrieval more difficult. Maneuver the boat carefully to the submerged trailer and raise the lower unit of the engine. Winch the boat onto the trailer and secure it. Drive the trailer with the boat aboard carefully out of the ramp to a designated parking area for cleanup, reloading, and an equipment safety check. Remove the drain plug. Wash the trailer and boat and flush the engine with freshwater. This will help prevent the transfer or spread of invasive species. In some areas special washing stations are provided and must be used. Check with your local marine patrol agencies.

Digest of Local Information

City and County Marine Advisory Boards & Committees

These boards typically meet monthly. They provide information on marine-related matters and work with the local elected commissioners and mayors. All meetings are open to the public.

Broward County

Marine Advisory Committee

Staff Liaison – John R. Fiore • 954-357-8133 JFiore@Broward.org

Dania Beach Marine Advisory Board

Staff Liaison – Mark Felicetty 954-924-6800, ext. 3730 MFelicetty@ci.Dania-Beach.fl.us

Deerfield Beach Marine Advisory Board Liaison – Patrick J. Bardes • 954-480-1426 PBardes@Deerfield-Beach.com

Fort Lauderdale Marine Advisory Board Staff Liaison – Andrew Cuba • 954-828-5236 ACuba@FortLauderdale.gov

Hallandale Beach Marine Advisory Board Staff Liaison – Police Capt. Michel Michel 954-457-1400 MMichel@HallandaleBeachFL.gov



Hillsboro Beach

Marine Advisory Committee Staff Liaison – Robert Kellogg • 954-427-4011 RKellogg@TownOfHillsboroBeach.com

Hollywood Marine Advisory Board Staff Liaison – Renee Richards • 954-921-3404 RRichards@HollywoodFL.org

Lighthouse Point Marine Advisory Board

Staff Liaison – Beth Barnette • 954-943-6500 EBarnette@LighthousePoint.com

Pompano Beach Marine Advisory Board

Staff Liaison – John Sfiropoulos • 954-545-7009 John.Sfiropoulos@copbfl.com





Port Everglades Inlet

Port Everglades is a deep-water port located in the southern area of Broward County. Many of the world's largest passenger and freight vessels transit in and out of this major cruise port every day. Although Port Everglades Inlet is wide and deep, considerable steep wave action can develop during an ebb current. Pleasure craft operators should exercise caution to keep away from commercial traffic. These large vessels may not be able to sight smaller pleasure craft due to limited visibility from their wheelhouse. Commercial vessels move at a fast pace that is hard to gauge due to their size. Pleasure craft operators should keep a keen lookout and stay well away from commercial vessels.



PORT EVERGLADES SECURITY ZONES

Fixed and Moving Security Zones Around Vessels in Port Everglades

Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG), during transits



entering or departing Port Everglades. These moving security zones are activated when the subject vessel passes "Port Everglades" buoy, at approximate position 26°05.5' N, 080°04.8' VV, when entering Port Everglades. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG), while they are docked in Port Everglades.

Fixed Security Zones in Port Everglades

A fixed security zone encompasses all waters west of an imaginary line starting at the northernmost point 26°05.98' N. 080°07.15' W. near the west side of the 17th Street Causeway Bridge, to the southernmost point 26°05.41' N, 080°06.96' W, on the northern tip of Pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41' N, 080°06.97' W, on the northern tip of Berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41' N, 080°06.74' W: and a line drawn from the corner of Port Everglades Berth 29 at point 26°04.72' N, 080°06.92'W, easterly across the Intracoastal Waterway to Von D. Mizell and Eula Johnson State Park (formerly John U. Lloyd), at point 26°04.72' N, 080°06.81'W

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law-enforcement vessels and cruise-ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their positions while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the Captain of the Port or his designated representative, who may be embarked in law-enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).



Submarine Training Area



Hillsboro Inlet

Hillsboro Inlet is in the northern area of the County approximately 12 miles north of Port Everglades. Hillsboro Inlet is marked by a lighthouse that is 136 feet above the water on the beach on the north side of the inlet. The entrance channel is well marked on local marine charts. The prudent mariner should consult the chart, seek local knowledge, and understand the current weather conditions before transiting this inlet.

In 2002, the rock base of Hillsboro Inlet's outer channel was dredged to 20 feet and widened into a fan shape. The northern boundary has two red markers. A reef warning marker and three green markers clearly define the southern boundary of the new channel. South of these markers is a rock reef that is partially exposed at low tide.



The controlling depth for the channel seaward of the jetties is 15 feet and from the jetties to the bridge it is eight feet.

The Hillsboro Inlet District owns a dredge to maintain the channel and bypass sand to the south. Most of the southerly migrating sand is caught in a sand trap in front of the lighthouse and then pumped under the inlet to the beach to the south. Between the north jetty and the lighthouse there is a weir to allow sand to wash into the sand trap during northeast storms.

WARNING: At extreme high tides the rockbased weir can be awash and should not be mistaken as a means of navigating the inlet.





Waterway Drawbridge Guide

(The signal request to open a drawbridge is one long blast followed by one short blast, or by calling the bridge on VHF Channel 9. Bridges also monitor VHF Channel 16.)

Deerfield Beach – Hillsboro Boulevard Clearance 21' MHW – Opens on the hour and half-hour • 954-428-1090

Pompano Beach – AIA, Hillsboro Inlet Clearance 13' MHW – Opens on signal except from 7 a.m. to 6 p.m., when it opens on the quarter-hour, half-hour, and three-quarter-hour • 954-943-1847

Pompano Beach – N.E. 14th Street Clearance 15' MHW – Opens on the quarter-hour and three-quarter-hour • 954-942-6909

Pompano Beach – Atlantic Boulevard Clearance 15' MHW – Opens on the hour and half-hour • 954-941-7119

Lauderdale-by-the-Sea – Commercial Boulevard – Clearance 15' MHW – Opens on the hour and half-hour • 954-772-3987

Fort Lauderdale – Oakland Park Boulevard Clearance 22' MHW – Opens on the quarter-hour and three-quarter-hour • 954-566-3711

Fort Lauderdale – Sunrise Boulevard Clearance 25' MHW – Opens on the hour and half-hour • 954-564-6986

Fort Lauderdale – Las Olas Boulevard Clearance 31' MHW – Opens on the quarter-hour and three-quarter-hour • 954-463-0842

Fort Lauderdale – New River – S.E. Third Avenue – Clearance 18' MHW – Opens on signal except from 7:30 to 9 a.m. and 4:30 to 6 p.m. Monday through Friday • 954-765-4080.

Fort Lauderdale – New River – Andrews Avenue – Clearance 18' MHW – Opens on signal except from 7:30 to 9 a.m. and 4:30 to 6 p.m. Monday through Friday • 954-765-4033. Fort Lauderdale – New River – S.W Fourth/ Seventh Avenue – Clearance 18' MHW – Opens



on signal except from 7:30 to 9 a.m. and 4:30 to 6 p.m. Monday through Friday • 954-765-4081

Fort Lauderdale – New River – Davie Boulevard – Clearance 21' – Opens on signal except from 7:30 to 9 a.m. and 4:30 to 6 p.m. Monday through Friday • 954-523-6701

Fort Lauderdale – North Fork New River – S.W. 11th Avenue Swing Bridge – Clearance 3' MHW – Opens on signal 954-759-6449

Fort Lauderdale – South Fork New River – State Road 84 – Clearance 21'– Opens with 24-hour notice • 954-776-4300

Fort Lauderdale – S.E. 17th Street Causeway Clearance 55' MHW – Opens on the hour and half-hour • 954-524-7783

Dania Beach – Dania Beach Boulevard Clearance 22' MHW – Opens on the hour and half-hour • 954-922-7833

Hollywood – Sheridan Street Clearance 22' MHW – Opens on the quarter-hour and three-quarter-hour • 954-923-2597

Hollywood – Hollywood Boulevard Clearance 25' MHW – Opens on the hour and half-hour • 954-922-3366

Hallandale Beach – Hallandale Beach Boulevard – Clearance 22' – Opens on the quarter-hour and three-quarter-hour • 954-456-6630

Obey The Law – Avoid Unnecessary Bridge Openings – Lower Antennas And Outriggers

Bridge information provided by U.S. Coast Guard, Florida Inland Navigation District, and Broward County. Bridge clearances are meant only as a guide. Do not rely on them for navigational purposes.



Boating Safety and Manatee Protection Zones

Vessel Speed Restrictions

- Any vessel operating in a speed zone posted as "Idle Speed – No Wake" must operate at the minimum speed that allows the vessel to maintain headway and steerageway.
- Any vessel operating in a speed zone posted as "Slow Down – Minimum Wake" must operate fully off plane and completely settled in the water.
- The vessel's wake must not be excessive nor create a hazard to other vessels.

Protection Zones Speed Zone Signs West Indian Manatee Fact Sheet

Operating Procedures

Aids to Navigation

The waters of the United States and its territories are marked to assist navigation by the U.S. Aids to Navigation System. This system employs a simple arrangement of colors, shapes, numbers, and light characteristics to mark navigable channels, waterways, and obstructions adjacent to these. Aids to Navigation can provide a boater with the same type of information drivers get from street signs, stop signals, road barriers, detours, and traffic lights.

These aids may be anything from lighthouses, to minor lights, daybeacons, range lights, and sound signals, to lighted or unlighted buoys. Each has a purpose and helps in determining location, getting from one place to another, or staying out of danger. The goal of the U.S. Aids to Navigation System is to promote safe navigation on the waterway. The U.S. Aids to Navigation System is intended for use with nautical charts. Charts are one of the most important tools used by boaters for planning trips and safely navigating waterways. Charts show the nature and shape of the coast, buoys and beacons, depths of water, land features, directional information, marine hazards, and other



pertinent information. This valuable information cannot be obtained from other sources, such as a road map or an atlas.



The primary components of the U.S. Aids to Navigation System are beacons and buoys.

Beacons are aids to navigation structures that are permanently fixed to the earth's surface. They range from lighthouses to small, single-pile structures and may be located on land or in the water. Lighted beacons are called lights; unlighted beacons are called day beacons. Beacons exhibit a sea mark to make them readily visible and easily identifiable. Generally, the sea mark conveys to the boater, during daylight hours, the same significance as does the aid's light or reflector at night.

Buoys are floating aids that come in many shapes and sizes. They are moored to the seabed by concrete sinkers with chain or synthetic rope moorings of various lengths connected to the buoy's body. They are intended to convey information to the boater by their shape or color, by the characteristics of a visible or audible signal, or by a combination of two or more such features.

Symbol	Meaning	Examples
\diamond	Danger A diamond shape alerts boaters to hazards.	
0	Restricted Operations Marks with a circle indicate areas with regulated operations.	NO WAYE D.C. SPEED
\Leftrightarrow	Exclusion A diamond shape with a cross means boats are prohibited from the area.	ECTOR FORTS
	Information Marks with a square provide helpful info like directions, distances, and locations.	GRX DATE

Docking and Undocking, Lines, Fenders, Boathooks

Boat-Handling in Wind or Current

Determine direction of wind and current.

Determine which will have the greatest effect on your boat.

Three basic situations:

Wind and/or Current pushing the boat towards the dock.

Wind and/or Current pushing the boat away from the dock.

Wind and/or Current from ahead or astern of the Boat.

Know how to use spring lines.

Docking (undocking) is not as easy as you might think, especially with wind and current in play. Remember, water is heavier than air – current will affect the boat more than wind.

The lines used to secure a boat to a dock are bow lines, stern lines, spring lines, and breast lines. Of these lines, the spring line is the most important.

Remember, a boat steers from the rear – turning the stern to starboard will turn the boat to port.

When leaving the dock, wind and current can help or hinder the maneuvering of the boat.

When docking a boat, be ready before you get there: lines are deployed, fenders are out, boathook is ready. Again, wind and current can help maneuver the boat.



Departing with Wind or Current



A line looped around a piling or cleat, and slowly paid out as the boat is backed increases control.

The skipper can use this method even when alone. Spring lines help offset effects of strong currents,



Leaving with wind or current off the dock.



Leaving with wind from astern.





Leaving with wind on the dock. Position a fender between the bow and the dock to avoid damage to boat.

When docking, the spring line should be deployed first; taking the bow line first will limit the maneuverability of the boat.

The boathook has uses other than docking. Use a boathook rather than falling overboard trying to retrieve something (or someone). Falling overboard is the second most frequent fatal boating accident.



Docking with wind or current ahead (left). Docking with wind or current behind (right).





Docking with wind or current off the pier.



Docking with wind toward the pier.



Skipper's Duties

There are many factors that contribute to the safe operation of a vessel. Among them are the duties of the skipper and knowledge of the navigation rules.

Skipper's Duties

The skipper's duties include:

- Being familiar with the vessel including fuel consumption.
- Proper boat handling.
- Avoiding risks and keeping an eye on the weather.
- Knowing your position and where you are going.
- Knowing and practicing the "rules of the road."
- Using courtesy and common sense.
- Rendering assistance.
- Keeping the boat and crew safe at all times.

Navigation Rules

Boaters call navigation rules – the basic laws governing the operation of a vessel – the "Rules of the Road." These rules define the roles and responsibilities of vessel operators. These Navigation Rules are internationally accepted standards by which all mariners are to comply when operating any vessel on the water. However, since the rules may not cover every possible risk of collision, the General Rule of Responsibility exists.

The General Rule of Responsibility states that

you must comply with the rules, and you must take every precaution required by the ordinary practice of seamen, including departing from the rules to avoid immediate danger.

The rules are divided into two parts, Inland and International. Inland Rules apply to vessels operating inside the line of demarcation, while International Rules apply outside that line. Demarcation lines are printed on most navigational charts and are listed in the navigational rules.



Print copies of the rules can be obtained from: Superintendent of Documents U.S. Government Printing Office

P.O. Box 979050, St. Louis, MO 63197-9000 202-512-1800

(This booklet is commonly called COLREGS, or The International Regulations for Preventing Collisions at Sea.) Copies may also be downloaded from the U.S. Coast Guard, Boating Safety Division Website at NavCen.USCG.gov. **Note:** Electronic copies will not meet the need for vessels required to maintain a copy on board.

The operator of a vessel 39.4 feet (12 meters) or greater in length is responsible for having and maintaining a print copy of the Navigation Rules on board while operating on U.S. inland waters.

The rules vary slightly depending on whether you are boating on inland or on international waters. As an example, when operating on inland waters, sound signals are signals of **intent**; when operating on international waters, they are signals of **action**.

Since the Navigation Rules contain very specific language, it is important to understand the terms. A partial summary is provided below; for further detail, consult the rules. On the water, in most circumstances, there is no inherent Right of Way. Instead a new concept is introduced called the stand-on and the give-way vessels. The stand-on vessel is required to maintain course and speed while the give-way vessel must maneuver around the other vessel.

Navigation Rules Inland Rules – Below are the most common rules applicable to Broward County.

Rule 2 – Responsibility The person in charge must do everything necessary to avoid a collision.

Rule 3 – General Definitions Specifies characteristics of vessels.

Rule 5 – **Look-Out** Every vessel shall, at all times, maintain a proper lookout.

Rule 6 – Safe Speed Maintain a safe speed that will allow you to take proper and effective



action to avoid a collision. Always obey posted slow speed and no-wake zones.

Rule 7 – **Risk of Collision** If there is any doubt as to the risk of collision it shall be deemed to exist.

Rule 8 – Action to Avoid a Collision Action by the give-way vessel shall be early and large enough to assure the stand-on vessel of her intention and action.

Rule 19 – Restricted Visibility Applies to vessels not in sight of one another. Vessels shall proceed at a safe speed. Only one may be in area of restricted visibility for the rule to apply. Rules 20-31 Lights and Shapes Specifies navigational light requirements.

Rules 32-37 Sound Signals Specifies sound signal requirements.

The "Rules of the Road" include the actions to take when encountering another vessel on the water. Some of the most common situations you may encounter are overtaking, meeting head-on, and crossing the bow of another vessel. In each case the boat designated as the give-way vessel must yield to the other, while the boat designated as the stand-on vessel should maintain course and speed.

Additionally, all vessels are required to exchange sound signals when they are in any close quarters or dangerous situations. The only four sound signals permitted are:

- One short blast indicating you are altering course to starboard.
- Two short blasts indicating you are altering course to port.
- Three short blasts indicating engine in reverse.
- Five or more short blasts indicate immediate danger.

The following information describes the whistle signals and actions to be taken by vessels in crossing, meeting, or overtaking situations while operating in inland waters. **These are basic examples**; for additional information, consult the Navigation Rules.



Crossing Situations

I Short Blast (I second)

Give-way vessel should alter course to pass astern (behind). Stand-on vessel should maintain course and speed.



Overtaking Situations

2 Short Blasts (I second each)

Stand-on vessel is being overtaken on their port side. Give-way vessel is overtaking and leaving the stand-on vessel to their starboard.

I Short Blast (I second)

Stand-on vessel is being overtaken on their starboard side; give-way vessel is overtaking and leaving the stand-on vessel to their port.





Restricted Visibility

When operating in reduced visibility such as storms or fog, vessels should take extra precautions to avoid a collision. Always maintain a sharp lookout, travel at a safe speed, turn on your navigation lights, and sound one blast of the horn or whistle every two minutes. When at anchor, in conditions of reduced visibility, vessels must sound an alarm in the form of a ship's bell or whistle for a period of five seconds every two minutes. The rule for anchored vessels does not apply if anchored in an approved anchorage or mooring field.

Responsibilities Between Vessels

Remember:

- Always post a lookout.
- Maintain a safe speed.
- Take whatever action is necessary to avoid a collision.

The following order applies to which vessels have right-of-way preference over other vessels:

Vessel Status Not under command	Example No steerage, no power.	
Restricted in ability to maneuver	Underwater operations, surveying, dredging, diving, tugs with barges	
Fishing or trawling	Using lines nets or trawls (not trolling)	
Sailing	Under sail, no power	
Power-driven	Propelled by machinery	
Sea plane	Lowest in order	

Never load your boat with passengers and cargo beyond its safe carrying capacity. Too many people and/or too much gear can cause the boat to become unstable. Always balance the load so that the boat maintains proper trim. When loading your boat:

- Distribute the load evenly fore and aft and from side to side.
- Keep the load low in the boat.
- Keep passengers seated; avoid standing in small boats.
- Secure gear to prevent shifting.
- Do not exceed the load specified in the U.S. Coast Guard Maximum Capacities information label, commonly called the "capacity plate," required by federal law on motorized mono-hull boats less than 20 feet in length.

Weather

Marine Weather in Broward County Climate

The Broward County area typically features a subtropical marine climate that includes a long, warm summer, with abundant rainfall, followed by a mild, dry winter. Near the coast, the winds are typically from the east to southeast and are reinforced in the afternoon by a sea breeze. At night, winds may become more variable, lighter, and sometimes blow off the land. Along the coast, winds are often stronger than inland. From fall through spring, cold fronts, and sometimes low-pressure systems, cause the winds to strengthen. When a frontal system passes through from the north, the winds will veer clockwise from the southeast, to the south, and then to the west. Finally, the winds will freshen and blow out of the north or northeast as the front passes.

The most dangerous navigational weather hazards along our coast are tropical cyclones. Tropical cyclones threaten Broward County once or twice each year on the average. About 50 percent of these develop into hurricanes. The tropical cyclone season runs from June through November, although about 83 percent of all tropical threats have occurred in the months of August, September, and October. Our area has also been affected by tropical systems outside of the normal tropical season. Please see the Hurricane section of this guide for further information on tropical storm and hurricane preparation.



Aside from the tropical cyclone threat, our local climate is very conducive to marine activities. Gales are rare, although they can occur with strong cold fronts or during severe thunderstorms. Winds of 17 knots or more are more likely from September through April. Precipitation occurs about 94 days annually, concentrated mostly during the summer months. Thunderstorms occur 10 to 15 days per month from lune through October, a period that records more than 60 percent of the annual rainfall total. Lightning and strong winds during these thunderstorms can make marine conditions hazardous. Mariners should be alert to building vertical clouds and darkening skies during summer months, particularly in the afternoons.

Thunderstorms

Florida is well known for its thunderstorms and lightning. In the summer months, the intense heat of the sun causes ground water to evaporate and rise, producing skyward-building clouds. A clear summer morning can turn into a stormy summer afternoon. Thunderstorms can also be produced in the winter months and are usually associated with an oncoming cold front. Mariners should be aware of conditions that can produce thunderstorms – check the weather and plan accordingly. If you are out on the water and a thunderstorm develops, return to port and seek shelter.

Tidal Range

The tidal range along the Broward County coast averages about two to three feet from low tide to high tide. In this area there are two high tides and two low tides per day. These diurnal tides advance about one hour each day. The tides generally follow the published tidal tables but can be exaggerated by strong east or west winds or from storm systems out to sea. Higher and lower tides will be experienced during the full moon and new moon.



Waterspouts

This area is susceptible to waterspouts. A waterspout is a rotating vertical column of air between a cloud and the surface of the water. There are two types of waterspouts: fair weather and tornadic. During the early formation of a fair weather waterspout, the surface of the water may be disturbed or darkened before the appearance of a rising vertical column of air. Fair weather waterspouts are the most common type in our area and are often short lived. On the other hand, tornadic waterspouts are formed much like a land tornado with air spiraling downward from storm clouds to the water during severe thunderstorms. Tornadic waterspouts are associated with high winds and seas, lightning, and sometimes hail. Waterspouts have been reported in all months of the year in our area. When a mariner sights either type of waterspout they should pilot the vessel away from the disturbance.

Caution Transiting Inlets

Every year mariners perish in our county while transiting ocean inlets. Caution must be exercised. Conditions worsen in the inlets with increasing seas or winds and on an ebb (outgoing) current. Small boats departing the inlets on a flood (incoming) or slack current can find it difficult or impossible to return on an ebb (outgoing) current. While the inlet conditions are generally worse during the winter, hazardous conditions can also rapidly develop in the summer during squalls or during an ebb current. Conditions in the inlets are at their worst when an easterly wind combines with an ebb current. In the Hillsboro Inlet, near low tide, long ground swells and large wakes from passing vessels can create dangerous waves even in seemingly calm seas. The mariner should be well aware of the local sea, current, and wind conditions and exercise caution before transiting inlets.



NOAA Weather Radio

NOAA marine weather forecasts are available in our area on your marine VHF radio:

- Miami 162.550 MHz (Channel WXI)
- Hialeah (in Spanish) 162.500 MHz (Channel WX6)
- West Palm Beach 162.475 MHz (Channel WX3) Local marine forecasts and advisories are also available online at srh.NOAA.gov/mfl/?n=marine

What to Do in Severe Weather

You should never leave the dock without first checking the local weather forecast. At certain times of the year, weather can change rapidly and you should continually keep a "weather eye" out. Here are some tips if you find yourself in a severe weather situation:

- Reduce speed, keeping just enough power to maintain headway.
- Make sure everyone on board is wearing their life jacket.
- Turn on your running lights.
- If possible, head for the nearest shore that is safe to approach.
- Head the boat into the waves at a 45-degree angle.
- Keep the bilges free of water.
- Seat any passengers on the bottom of the boat, near the center line.
- If the engine fails, trail a sea anchor from the bow of the boat to keep it headed into the waves (a bucket can work as a sea anchor in an emergency).
- Anchor the boat, if necessary.



Hurricanes

Hurricane Watch (48 Hours)

When a Hurricane Watch Advisory is issued by the National Hurricane Center and the National Weather Service, start preparing for flotilla operations.

If an evacuation order for Broward's barrier islands is issued by the Broward Emergency Operations Center for any tropical weather condition affecting bridge operations, the boating community should prepare to begin flotilla operations.

Boat Owners

Boat owners need to plan for a hurricane landfall, or any type of tropical weather system, prior to June I, the beginning of hurricane season. This includes prearranged dockage agreements with marinas and facilities upstream on the New River. Boat owners should stay informed of potential tropical storm activity and move and secure their vessels before a Hurricane Watch Advisory is issued.

Broward County Hurricane Flotilla Plan

Boaters and marine interests must be aware of the Hurricane Evacuation Intracoastal Waterway (ICW) Bridge Closure Guidelines.

When a Hurricane Watch is posted for Broward County by the National Hurricane Center in Miami, the Flotilla Plan will be initiated. The opening of bridges on the New River will be limited to flotillas and only at the request of the Marine Command Post.

Broward County Sheriff's Office (BSO) will be in command of the Flotilla Plan, operating from a Marine Command Post at the Fort Lauderdale Police (FLPD) Marine Unit's headquarters on the S.E. 15th Street Canal (954-828-5440). Flotilla reports will also be communicated by marine law enforcement on VHF Channel 16 or 9.

Phase I of the Flotilla Plan is preparation and observation of potential waterway hazards by



marine police. Phase 2 will restrict bridge openings to flotillas only, and then only on the order of the Marine Command Post. Flotilla operations will end three-and-a-half hours after the Evacuation Order is issued. All bridges will be locked down at that time or when the wind reaches 39 miles per hour, whichever is first.

Flotillas will form in staging areas near Bahia Mar and Pier 66. BSO and FLPD Marine Units will be located on the ICW north and south of the New River to assist with flotilla movements. U.S. Coast Guard auxiliary boats will also assist with the formation of flotillas. There is no specific time when flotillas will get under way. It is at the discretion of the officer in charge. Drawbridges open for flotilla groups on demand from the lead marine law enforcement escort vessel.

Boat owners who have not taken any action prior to the issuance of the Hurricane Watch Advisory and who plan to move their vessels to safe harbor should begin preparation for flotilla operations. Vessels should be fueled and deck equipment stored prior to movement.

Historically, bridges in Broward and Miami-Dade counties have secured operations before the time indicated by their respective disaster management plans. Boaters should be warned not to depend upon published closures but allow a wide margin for safety – another reason to move boats early.

ICW Hurricane Bridge Schedule

Waterway	Bridge Schedule	Distance
	Hourly Openings	Between Bridges, in Miles
Hillsboro Blvd.	On 3/4 Hr.	
N.E. 14th St.	On 3/4 Hr.	5.0
Atlantic Blvd.	On the Hour	1.0
Commercial Blvd.	On 1/2 Hr.	3.0
Oakland Park Blvd.	On 3/4 Hr.	1.5
Sunrise Blvd.	On 1/4 Hr.	2.1
Las Olas Blvd.	On 1/2 Hr.	1.4
S.E. 17th St.	On the Hour	1.9
Dania Beach Blvd.	On 1/4 Hr.	3.5
Sheridan St.	On 1/2 Hr.	1.1
Hollywood Blvd.	On the Hour	1.7
Hallandale Blvd.	On 1/2 Hour	1.8



These ICW drawbridges are scheduled to operate under the above guidelines only during hurricane situations, from the time an Emergency Evacuation Order is given until eight hours before arrival of gale-force winds (39 mph/34 kts), when all bridges are authorized to be locked down.

Vessels proceed to prearranged marinas for dockage.

Any size vessel able to proceed without requiring the opening of bridges need not wait for a flotilla to be formed and are encouraged to transit up the New River as early as possible.

No vessel will be permitted to anchor within the boundaries of the navigation channel of all waterways.

Other actions to secure your vessel are recommended prior to any tropical weather system making landfall in Broward County:

- Remove the vessel from the waterway and trailer it to a secure location.
- Transit your vessel north or south to a prearranged facility.
- Enhance vessel's fender systems and dock lines.




Customs Requirements and Float Plans

All persons traveling outside the U.S. are required to notify U.S. Customs and Border Protection (CBP) in person within 24 hours of their arrival. To locate the office nearest you, visit their Website at CBP.gov.

To expedite this process, CBP has created the Small Vessel Reporting System, which allows for persons traveling between the U.S., Bahamas, and the Caribbean to preregister, obtain a Local Boaters Option (LBO) card, and phone in their arrival. This program is available to all U.S. citizens and legal permanent residents. To obtain registration information, visit the SVRS Website at CBP. gov/Travel, then click on the quick link for Small Vessel Reporting System. Registration requires completing an online application and a face-to-face interview. Detailed instructions are available on the Website. If further assistance is required, you may phone CBP at 1-800-432-1216, option 5.

Once set up with SVRS, the vessel operator (master) will file a float plan on the system andobtain a float plan number. The float plan serves two purposes: to expedite reentry and to inform officials of your projected whereabouts in the event of an emergency. Upon reentry the vessel operator (master) will immediately phone CPB at 1-877-330-7327 to make formal notification of reentry. **Note: The reentry call must be made as soon as the vessel arrives at the dock prior to anyone disembarking.**

Passengers on the vessel who do not have an LBO card must report to their nearest Customs and Border Protection Office for immigration processing within 24 hours of arrival.

The Coast Guard makes Float Plan forms available online at USCGBoating.org. Complete a Float Plan before boating and leave it with a person who can be depended upon to notify the U.S. Coast Guard or other marine rescue organization should you not return as scheduled.



Minimum Federal Required Equipment	Yes	No
State Registration (Certificate of Number)		
State Numbering Display		
Certificate of Documentation		
Life Jackets (one for each person on board)		
Throwable Type IV Device		
Visual Distress Signals		
Fire Extinguisher (Fully Charged)		
Proper Ventilation		
Backfire Flame Control		
Sound-Producing Device		
Navigation Lights		
Oil-Pollution Placard		
Garbage Placard		
Marine Sanitation Device		
Copy of Navigation Rules (Inland Waters)		
Any Additional State Requirements		





Besides meeting the federal requirements, prudent boaters carry additional safety equipment and supplies. The following additional items are suggested depending on the size, location, and use of your boat:

Recommended Equipment and Supplies	Yes	No	N/A
VHF-FM Marine Radio			
EPIRB/PLB			
Anchor and Line			
Chart(s) of the Area and Navigation Tools			
Magnetic Compass			
Fenders and Boat Hook			
Mooring Lines and Heaving Line			
Manual Bilge Pump or Bailing Device			
Tool Kit			
Spare Parts (Fuses, Spark Plugs, Belts, etc.)			
Spare Battery (Fully Charged)			
Spare Propeller/Shear or Cotter Pins			
Extra Fuel and Oil			
Alternate Propulsion (Paddles/Oars)			
Flashlight and Batteries			
Search Light			
First-Aid Kit			
Sunscreen (SPF 30+)			
Mirror			
Food and Water			
Extra Clothing/Foul-Weather Gear			
AM-FM Radio			
Cellular Phone			
Binoculars			



Safety Checks and Tests	Yes	No	N/A
Test VHF Marine Radio (Voice Call)			
Test Navigation and Anchor Lights			
Test Steering (Free Movement)			
Test Tilt/Trim			
Test Bilge Pump			
Check for Excessive Water in Bilges			
Check Fuel System for Leaks			
Check Engine Fluids			
Ensure Boat Plug Is Properly Installed			
Check Electrical System			
Check Galley/Heating Systems			
Check Gauges (i.e., Battery)			
Check Fuel Amount			
Ensure Anchor Is Ready for Use			
Check Load of Vessel and Secure Gear			
Ensure Passengers Know Emergency			
Procedures and Equipment Location			
Check That All Life Jackets Fit Properly			
Check the Weather Forecast			
File a Float Plan With Relative or Friends			





Sample Float Plan

The Coast Guard makes more detailed Float Plan forms available online at USCGBoating.org.

Complete a Float Plan before boating and leave it with a person who can be depended upon to notify the U.S. Coast Guard or other marine rescue organization should you not return as scheduled.

Remember: Do not file this plan with the U.S. Coast Guard.

Contact your friend in case of a delay, and always when you return.

1. P	erson Reporting	g Vessel		erdue
Nar	ne			
Pho	one			
Ado	dress			
2. C	Description of Bo	oat		
Nar	ne			
Reg	jistration/Docume	ntation I	No	
Len	gthN	1ake		
Тур	e			
Hul	l Color	Trin	n Col	or
Fue	uel Capacity Engine Type			уре
No.	of Engines			
Dis	tinguishing Feature	s		
3. C	Operator of Boat	t		
Nar	me			Age
Hea	alth	Ph	one	
Add	dress			
Ор	erator's Experienc	e		
				• • • • • • • • • •
4. S		ent (Che	eck a	s Appropriate)
		ets		Paddles
	Smoke Signals			Water
	Flashlight			EPIRB
	Anchor			Mirror
	Others			Raft or Dinghy
	Flares			Food
_		* *		
-		66		

5. Marine Radio 🗆 Yes [
Digital Selective Calling (D	SC) 🛛 Yes 🗆 No
6. Trip Expectations	
Depart From	
Departure Date	Time
Going to	
Arrival Date	Time
If operator has not arrived	/returned by:
Date 1	ime
call the Coast Guard or lo	cal authority at the
following number:	
7. Vehicle Description	
License No.	
Make	_ Model Color
Where is vehicle parked?	
8. Persons on Board	
Name	
Age Phone	
Medical Conditions	
9. Additional Informati	on
	•
6/	*
1	a.

Diving

Boaters of Broward County interact with divers during two scenarios:

- The boater is supporting a dive by providing transportation to the dive site and functioning as the dive platform.
- The boater is transiting an area that is frequented by divers.

The following apply when the boater is providing a dive platform:

- The boater must display a diver-down flag from the highest point of the vessel whenever one or more divers are in the water.
- The diver-down flag must be a minimum 20 inches x 24 inches in size.
- The flag must also be equipped with a wire or other stiffener to hold it fully unfurled and extended in the absence of a wind or breeze.
- All divers not equipped with an individual diver-down flag must stay within 300 feet of the vessel that is displaying a diver-down flag.
- Once all divers are removed from the water and safely back onboard the vessel, the vessel's diver-down flag must be lowered/removed before the vessel can resume normal operation.

The following apply when a vessel is transiting past displayed diver-down flags:

- All vessels will stay a minimum of 300 feet away from any displayed diver-down flag, either from a vessel or an individual diver-down flag when operating under normal conditions.
- When a vessel must come within 300 feet of a displayed diver-down flag, the vessel must throttle down to idle speed and maintain a constant lookout.

Boaters with divers have an inherent responsibility to their divers so that the day excursion is a safe and enjoyable experience. Boaters need to be aware of the laws pertaining to divers so that the laws can be reinforced. With that said, the following apply to divers;

• Divers must stay within 300 feet of the vessel that has a displayed vessel diver-down flag when diving without an individual diver-down flag.



- Divers who do tow an individual diver-down flag during the duration of the dive have free range to explore where they want from the vessel. But the diver must stay within 300 feet of their individual diver-down flag. In addition, if the dive party chooses to tow their own diver-down flag, a diver-down flag does not need to be displayed on the vessel.
- An individual diver-down flag minimum size is 12 inches x 12 inches. An individual diver-down buoy is permissible instead of a flag. The buoy must have three or four sides, of a minimum size of 12 inches x 12 inches.

Other safety tips that are not enforced by law:

- If a vessel stops operating to allow for recreational swimming, it is recommended to display a vessel diver-down flag to warn other boaters of individuals being in the water.
- It is recommended to use mooring buoys when available.

Law Enforcement

Regulations Section

- Boating Under the Influence (BUI) blood alcohol level above 0.08; under 21 years of age, 0.02.
- Define idle speed/no wake lowest speed needed to maintain steerage and forward motion.
- Water-skiing:
 - Water-skiing is prohibited one halfhour after sunset to one half-hour before sunrise.
 - A second person should be on board to observe the skier(s) and relay signals to the operator, or the boat must be equipped with a wide-angle rearview mirror.
- Slow speed minimum wake vessel must be completely settled in the water.
- Manatee season as indicated by local signs November 15 through March 31.
- Dive Flags:
 - Sizes 20 inches x 24 inches on vessel.
 - 12 inches x 12 inches in the water.
 - Vessels must stay at least 300 feet away from flag in open water and 100 feet on rivers, inlets, and navigation channels.

Boating Accidents:

The operator of a vessel involved in a boating accident where there is personal injury beyond immediate first-aid, death, disappearance of any person under circumstances that indicate death or injury, or there is damage to a vessel and or personal property of at least \$2,000, must by the quickest means possible give notice to one of the following: the Florida Fish and Wildlife Conservation Commission, the sheriff of the county in which the accident occurred, or the police department of the municipality in which the accident occurred, if applicable.

It is unlawful for any person operating a vessel involved in a boating accident to leave the scene without giving all possible aid to the involved person(s) and without reporting the accident to the proper authorities.

Refer to the inside front cover for emergency phone numbers.

Safety check information

- Vessel currently registered.
- Vessel registration on board.
- FL numbers and decal properly displayed.
- Personal flotation device (PFD) appropriate amount on board.
- Children under 6 required PFD on vessels under 26 feet.
- Accessible type IV throwable PFD on vessels over 16 feet.
- Sound producing device.
- Visual distress signals.
- Navigation lights operational.
- Fire extinguisher
 - less than 26 feet One B-I
 - 26 to 40 feet Two B-1 or One B-2
 - 40 to 65 feet Three B-1 or One B-1 and One B-2
- Backfire flame arrestor (inboard engines).
- Proper ventilation (inboard engines).
- Safe boating ID (born after January 1, 1988).
- MARPOL trash placard on vessels over 26 feet.
- Pollution placard on vessels over 26 feet.

MANDATORY BOATER'S SAFETY CARDS -BORN ON OR AFTER JANUARY 1, 1988, AND MUST POSSESS PHOTO ID

Expectations During Vessel Stop Boarding

- Put engines in neutral.
- Avoid sudden movements and keep hands in sight.
- Verbally identify any weapons on board.
- · Identify the number of passengers on board.
- Be courteous and cooperative.
- Be aware that a vessel stop does not always result in a citation.

America's Waterway Watch



If you operate a towboat, marina, recreational vessel, or fishing vessel, or otherwise live, work, or engage in recreational activities on or near the nation's waterways, the U.S. Coast Guard would like your help in keeping these areas safe and secure. You can do this by participating in America's Waterway Watch (AWW), a nationwide imitative similar to the well-known and successful Neighborhood Watch program that asks community members to report suspicious activities to local law-enforcement agencies.

- Someone taking pictures or video or making sketches of facilities like bridges, tunnels, ferry transport systems, fuel docks, or power plants.
- Someone asking questions about access to one of these facilities.

- Someone anchoring, fishing, or diving in an area not typically used for that activity.
- Unattended vessels in unusual locations.
- Unusual transfer of personnel or cargo while under way.
- Seeing a hole in a security fence around an industrial facility.

DO NOT take matters into your own hands. Call 877-24WATCH. In cases of immediate danger to life or property, call the Coast Guard on Channel 16VHF-FM or dial 911 for emergencies. See local emergency information on the inside cover of this guide.

America's coasts, rivers, bridges, tunnels, ports, ships, military bases, and waterside industries may be the targets for terrorist activity. Although waterway security is better than ever, with more than 95,000 miles of shoreline and more than 290,000 square miles of water, the U.S. Coast Guard and local first responders cannot do the job alone.

To find you how you can become involved, visit the America's Waterway Watch Website at Americas Waterway Watch.org.

Other Vessels

All vessels need to follow the rules of the road and safety procedures covered in other sections of this guide. For safety, life jackets need to be used at all times. Small boats, kayaks, canoes, and paddleboards are less stable and can easily capsize. These boats account for 70 percent of all boating fatalities.

Personal Watercraft (PWC)

These do not handle like a regular boat. Before use you should have specific training in their use. That can be found in the United States Power Squadrons[®] America's Boating Course and other information from the Personal Watercraft Industry Association.

• In Florida, you must be 18 years of age to rent and 14 years of age to operate.



- Operating PWC's is prohibited one half-hour after sunset to one half-hour before sunrise.
- Life jackets must be worn at all times.
- The owner is responsible for ensuring that a PWC is operated responsibly and safely.
- A PWC is not a toy. Regardless of its size and appearance, a PWC is a full-fledged boat.
- The Coast Guard classifies a PWC as a boat under 16 feet (Class A).

PWC's share some characteristics that make them a bit different from other boats. For example, they are an open, sit-on design. The propulsion is by an internal water jet that sucks in water through a grate under the PWC and expels it under high pressure toward the rear. It's important to remember that PWC's are designed for planning, making them awkward at slow speeds.

Kayaks, Canoes, and Paddleboards

These do not handle like a regular boat. Before use you should have specific training in their use, which can be found in the United States Power Squadrons[®] Paddle Smart Seminar and from the American Canoe Association. They do not need to be registered unless they are motor powered. If used at night, you must have an electric torch (flashlight).

Vessels Under Oars

From sunset to sunrise, they need to exhibit lights of a sailboat. (See Navigation Light section.) If not, an electric torch (flashlight) should be immediately available. These vessels do not need to be registered.

Airboats

Airboats must comply with all requirements and equipment of any other boat of their size. The exhaust of every engine must use an automotivestyle factory muffler, underwater exhaust, or other manufactured device capable of adequately muffling the exhaust sound. They must have a mast or flagpole that is at least 10 feet above the lowest point of the boat. The flag must be 10 inches by 12 inches, be international orange in color, and be displayed so it is visible from all directions.



Public Boat Ramps in Broward County

NORTHEAST AREA

I. Alsdorf Park – Intracoastal Waterway – Saltwater 2974 N.E. 14th St. Causeway, Pompano Beach 954-786-4191 Fee: \$10 to park trailer for 24 hours Hours: 24 hours 3 double ramps 80 parking spaces

2. Pioneer Park – Hillsboro Canal – Fixed Bridges – Saltwater 217 N.E. Fifth Ave., Deerfield Beach 954-480-4433 Fees: \$1/hour, \$100 annual pass Hours: 24 hours 1 double ramp, 1 single ramp 22 paved parking spaces, 20 stabilized grass parking spaces

3. Villages of Hillsboro Park – Hillsboro Canal – Freshwater

4111 N.W. Sixth St., Hillsboro Canal, west of Powerline Rd., Deerfield Beach 954-480-4433 Fee: No charge Hours: Dawn to dusk For small boats only 1 single ramp 14 parking spaces

NORTHWEST AREA

4. Donaldson Park – Access to C-14 Canal – Fixed Bridges Freshwater 900 N.W. 43rd Ave., Coconut Creek 954-545-6670 Fee: No charge Hours: Sunrise to sunset I single ramp No trailer parking

Legacy Park – Access to C-14 Canal – Freshwater 1400 W. River Dr., Margate 954-972-6458 Fee: No charge Hours: Dawn to dusk 1 single ramp No trailer parking

Margate Marina – C-14 Canal –

Freshwater 7044 N.W. First St., Margate 954-972-6458 Fee: No charge Hours: 24 hours 2 single ramps 12 parking spaces

Riverside Park – C-14 Canal – Freshwater 205 Coral Ridge Dr., Coral Springs 954-345-2200 Fee: No charge Hours: 8 a.m. to dusk

I double ramp 20 parking spaces

Veterans Park – C-14 Canal – Freshwater 7825 Southgate Blvd., Tamarac 954-597-3620 Fee: No charge Hours: Dawn to dusk (closed Monday) 1 single ramp 24 parking spaces

Winfield Park-Access to C-14

Canal – Freshwater 6400 Winfield Blvd., Margate 954-972-6458 Fee: No charge Hours: Dawn to dusk I single ramp No trailer parking

WEST CENTRAL AREA

Markham Park & **Target Range** - L35A Canal & New River Canal -Freshwater 16001 W. State Rd. 84, Sunrise 954-357-8868 Fee: No charge, but the park's regular weekend/holiday gate fee of \$1.50/person (children 5 and under free) will be in effect. Hours: Dawn to dusk 2 single ramps to access to L35A Canal; I doubleramp access to New River Canal 20 parking spaces -New River Canal Ramp; 16 parking spaces -L35A Ramp

EAST CENTRAL AREA

5. Colohatchee Park – South Fork of Middle River – Fixed Bridges - Saltwater 1975 N.E. 15th Ave., Wilton Manors 954-390-2130 Fee: No charge Hours: 24 hours 1 single ramp 7 parking spaces

6. Cooley's Landing – New River – Saltwater 450 S.W. Seventh Ave. (at New River Bridge),

Fort Lauderdale 954-828-4626 Fee: Parking meters \$1/hour, two-hour minimum, to a maximum of 48 hours. Parking enforced 24 hours. Hours: 24 hours 3 double ramps 22 parking spaces

7. Cox's Landing (Southeast 15th Street Boat Ramp) – Intracoastal Waterway - Saltwater 1784 S.E. 15th St., Fort Lauderdale 954-828-5423 Fee: Parking meters, \$2/hour, two-hour minimum, up to 48 hours. Enforced 24/7. Hours: 24 hours 2 double ramps 55 40-foot spaces 8 50-foot spaces I 40-foot handicap space 5 car spaces 2 handicap car spaces

 J. Dewey Hawkins Landing North Fork of Middle River- Fixed Bridges -Saltwater N.E. 12th Terrace and 30th Ct., Oakland Park 954-630-4508 Fee: No charge Hour: 24 hours 1 single ramp 3 parking spaces

9. George English Park – Middle River – Salt water 1101 Bayview Dr. (Sunrise Blvd. & Bayview Dr.), Fort Lauderdale 954-828-4620 Fee: Parking meters, \$1/hour, two-hour

> minimum, to a maximum of 48 hours. Parking enforced 24 hours. 2 double ramps 67 parking spaces

10. Riverland Woods Park – New River – Saltwater 3950 Riverland Rd., Fort Lauderdale 954-828-7275 Fee: No charge Hours: 8 a.m. to 9 p.m. 1 single ramp 9 parking spaces

11. Snook Creek Boat Ramp – South Fork of Middle River – Fixed Bridges -Saltwater 2249 Powerline Rd., Wilton Manors 954-390-2130 Fee: No charge Hours: 24 hours 1 single ramp 5 parking spaces

SOUTHEAST AREA

12. Griffin Marine Park – Dania Cutoff Canal – Fixed Bridges – Saltwater 2987 S.W 45th St., Dania Beach 954-924-6800, ext. 3626
Fee: No charge Hours: Dawn to dusk I double ramp 10 parking spaces

Harbour Towne Marina – Dania Cutoff Canal – Saltwater 901 N.E.Third St., Dania Beach 954-924-3698 Fee: \$6 launching fee, free parking 4 single ramps 73 parking spaces

14. Holland Park – Intracoastal Waterway – Saltwater 801 Johnson St., Hollywood 954-921-3404 Fee: Parking meters, \$1/hour Hours: 8 a.m. to dusk 3 double ramps 56 parking spaces

15. Hollywood Marina

Intracoastal
Waterway –
Saltwater
700 Polk St.,
Hollywood
954-921-3035
Fee: Parking meters,
\$1/hour
Hours: 5 a.m. to
11 p.m.
37 parking spaces
4 double ramps

16. Rotary Park – C-10 Canal – Fixed Bridges -Saltwater 3150 Taft St., Hollywood 954-921-3404 Fee: No charge Hours: Dawn to dusk 1 single ramp No trailer parking

7. Dr. Von D. Mizell and Eula Johnson State Park (formerly John U. Lloyd) Boat Ramp -Intracoastal Waterway -**Saltwater** 6503 N. Ocean Dr., Dania Beach (Whiskey Creek north end of park) **'**954-923-2833 Fees: \$4-\$6 park entrance fee, \$9 additional fee for boat launching Hours: One hour before dawn to dusk 2 single ramps 74 parking spaces

SOUTHWEST AREA

Everglades Holiday Park - Conservation Area 3 – Freshwater 21940 Griffin Rd., Fort Lauderdale (west of U.S. 27), Broward Municipal Services District 954-434-8111 EvergladesHolidayPark.com Fee: No charge Hours: 24 hours I double ramp 2 single ramps 90+ parking spaces (Facility to be extensively renovated by 2018.) Sawgrass Recreation Park – Conservation Area 2A/B -Freshwater On east side of U.S. 27, two miles north of I 75, Broward Municipal Services District 1006 N. U.S. 27, Weston 888-424-7262 Fee: No charge Hours: Dawn to dusk I double ramp 35 parking spaces

U.S. 27 NORTH OF I-75, EAST SIDE (NORTHBOUND) – FRESHWATER

Conservation Area 2A/B

2.3 miles north of I-75, Broward Municipal Services District 561-625-5122 **Fee:** No charge **Hours:** 24 hours 1 single ramp 4 parking spaces

Conservation Area 2A/B

5.7 miles north of I-75, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 single ramp 16 parking spaces

U.S. 27 NORTH OF I-75, WEST SIDE (SOUTHBOUND) – FRESHWATER

Conservation Area 3 0.8 miles north of I-75, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours *l single ramp* 36 parking spaces

Conservation Area 3 2 miles north of I-75, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 single ramp 80 parking spaces

Conservation Area 3 8.5 miles north of I-75, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 single ramp 10 parking spaces

Conservation Area 3 15 miles north of I-75, Broward Municipal Services District

561-625-5122

Fee: No charge Hours: 24 hours 1 single ramp 20 parking spaces

ALLIGATOR ALLEY, NORTH SIDE (WESTBOUND) – FRESHWATER

I-75, west of U.S. 27 Fee: Road toll required to access ramps along Alligator Alley (I-75)

Conservation Area 3A

Mile Marker 31.8, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 four-lane ramp 25 parking spaces

Conservation Area 3A Mile Marker 35,

Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 four-lane ramp 53 parking spaces

Conservation Area 3A

Mile Marker 38.1, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 four lane ramp 59 parking spaces ALLIGATOR ALLEY, SOUTH SIDE (EASTBOUND) – FRESHWATER

I-75, west of U.S. 27 Fee: Road toll required to access ramps along Alligator Alley (I-75)

Conservation Area 3 Mile Marker 32.1, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 five-lane ramp 25 parking spaces

Conservation Area 3 Mile Marker 35, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 five-lane ramp 14 parking spaces

Conservation Area 3 Mile Marker 35.3, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 2 two-lane ramps 12 parking spaces

Conservation Area 3 Mile Marker 35.7, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 2 one-lane ramps, 2 two-lane ramps 49 parking spaces Conservation Area 3 Mile Marker 41, Broward Municipal Services District 561-625-5122 Fee: No charge Hours: 24 hours 1 five-lane ramp 57 parking spaces

Broward County Pumpout Facilities

(Locations provided by the Florida Department of Environmental Protection)

Atlantic Village Marina 1540 Griffin Rd. Dania Beach 954-921-5595

Bahia Mar Yachting Center 801 Seabreeze Blvd. Fort Lauderdale 954-627-6309

Banyan Bay Marine Center 4491 Anglers Ave. Dania Beach 954-893-0004

Casa Del Sol Resort & Marina 2724 N.E. 14th St.

Fort Lauderdale 954-654-9271

Century East Apartments 100-110 Isle of Venice Dr. Fort Lauderdale 954-523-2156

City of Dania Beach Marina 151 N. Beach Rd. Dania Beach 954-924-3796

ci.Dania-Beach.FL.us

City of Fort Lauderdale Cooley's Landing Marina 450 S.W. Seventh Ave.

Fort Lauderdale 954-828-4626 FortLauderdale.gov

City of Fort Lauderdale Cox's Landing (15th Street Boat Ramp) – Intracoastal Waterway – Saltwater 1784 S.E. 15th St. Fort Lauderdale 954-828-5423 FortLauderdale.gov

City of Fort Lauderdale Las Olas Marina 240 E. Las Olas Circle Fort Lauderdale 954-828-7200 FortLauderdale.gov

City of Fort Lauderdale Marshall's Point Marina 100 N.Andrews Ave. Fort Lauderdale 954-828-5772

City of Fort Lauderdale New River Marina Two S. New River Dr. East Fort Lauderdale 954-828-5423 FortLauderdale.gov City of Fort Lauderdale Riverwalk Southeast Marina 100 N. Andrews Ave. Fort Lauderdale 954-828-6856

City of Hallandale Beach Marina

101 Three Islands Blvd. Hallandale Beach 954-457-1453 COHB.org

City of Hollywood Marina 700 Polk St. Hollywood 954-921-3035 HollywoodFL.org

City of Pompano Beach Alsdorf Park 2974 N.E. 14th St. Causeway Pompano Beach 954-786-4191

Giannone's Complete Marine 800 S. Federal Hwy. Pompano Beach

954-567-2628

Hall of Fame Marina

435 Seabreeze Blvd. Fort Lauderdale 954-764-3975 HallOfFameMarina.com

Harbour Towne

Marina 801 N.E. Third St. Dania Beach 954-924-3698 HarbourTowneMarina. com

Hilton Fort Lauderdale Marina 1881 S.E. 17th St. Fort Lauderdale 954-463-4000 Hilton.com

Hyatt Regency

Pier 66 Marina

2301 S.E. 17th St. Fort Lauderdale 954-525-6666 Pier66.Hyatt.com

Lauderdale Marina

1900 S.E. 15th St. Fort Lauderdale 954-523-8507 LauderdaleMarina.com

Lauderdale

Marine Center 2001 S.W. 20th St. Fort Lauderdale 954-713-0333 LauderdaleMarine Center.com

Lighthouse Point Marina

2831 Marina Circle Lighthouse Point 954-941-0227 LHPMarina.com

Lighthouse Point Yacht & Racquet

Club 2701 N.E. 42nd St. Lighthouse Point 954-942-7244 LPYRC.com

Loggerhead Marina

1400 Marina Dr. Hollywood 954-457-8557 LoggerheadHollywood. com

City of Pompano Beach Alsdorf Park 2974 N.E. 14th St. Causeway Pompano Beach 954-786-4191

Sands Harbor Resort & Marina

125 N. Riverside Dr. Pompano Beach 954-942-9100 SandsHarbor.com

Two Georges at the Cove Marina

1755 S.E. Third Court Deerfield Beach 954-427-0353 TwoGeorgesRestaurant. com

Yacht Management

South Florida Inc. 3001 State Rd. 84 Fort Lauderdale 954-941-6447 MyYachtManagement. com



Broward County Marine Advisory Committee

The Broward County Board of County Commissioners created the Marine Advisory Committee (MAC) in 1974 to assist them in their decisions concerning marine-related matters. The MAC is composed of 18 members appointed by the County Commission and administered by the Broward County Parks and Recreation Division.

The MAC recommends the expenditure of vessel registration funds under two programs, the Broward Boating Improvement Program (BBIP) and the Enhanced Marine Law Enforcement Grant program (EMLEG), to the County Commission. Since 1974 the MAC has recommended a total of \$16.4 million under the BBIP for the renovation of existing and construction of new public boating facilities.

In 1994, the County Commission adopted the State of Florida's Local Option Vessel Registration Fee for Broward County, authorizing the MAC to develop a program to improve boating safety in Broward County. The MAC created the EMLEG program to distribute the funds to local police agencies to enhance the level of marine law enforcement in the County. These funds provide for additional weekend, holiday, and nighttime marine patrols. In addition, EMLEG has provided funds to local nonprofit organizations to assist them in providing boating safety classes to County residents. Since the inception of the EMLEG program, \$13.3 million has been awarded to the participating agencies and organizations.





Started as a club-within-a-club in the early 1900s, United States Power Squadrons® today is a private, selfsupporting, nonprofit, fraternal boating organization with an incomparable record of achievement. No other enterprise can boast of more dedicated or more productive members, people who have given generously of their time and resources to educate one another in all aspects of boating, and to promote the cause of safe boating through public courses and other civic services.

