2,276 miles of tidal shoreline
1,197 Statute Miles of Florida Coastline
663 miles of accessible beaches
7,700 Lakes greater than 10 acres
Waterfront is Crucial for Economy
80.9 Million visitors each year
Florida is the #1 Travel Destination in the World

61 Billion Dollars In Tourism Annually
Approx 1 million vessels foreign and domestic
There was a severe recession in the United States which began in July 1981 and ended in November 1982. The primary cause of the recession was a contradictory monetary policy established by the Federal Reserve System to control high inflation.
Measures of Consumer Confidence versus Real Spending

3-Mo Average, SA
Michigan, (1966 = 100); Conference Board, (1985 = 100)

% 3-M/3-M, annual growth

1982  1990-94  2008-12

Source: FRED (St. Louis Fed); Datastream; Angry Bear blog
Coastal Growth

Coastal Counties

Inland Counties

Source: US CENSUS

From Stem To Stern II (May 15-17, 2012)
The 2010 Census shows 18,801,310 permanent residents.

A constant demand for waterfront property use
823.11 Abandoned and derelict vessels; removal; penalty.— (1) “Derelict vessel” means any vessel, as defined in s. 327.02, that is left, stored, or abandoned:
(a) In a wrecked, junked, or substantially dismantled condition upon any public waters of this state.
(b) At any port in this state without the consent of the agency having jurisdiction thereof.
(c) Docked or grounded at or beached upon the property of another without the consent of the owner of the property.
(2) It is unlawful for any person, firm, or corporation to store, leave, or abandon any derelict vessel as defined in this section in this state.
Derelict Vessels

section 823.11 Florida Statutes

Is this vessel derelict?
Derelict Vessels
section 823.11 Florida Statutes

Frightful, Unpleasant, Morally Offensive, Objectionable

But

Ugly is not Derelict
Derelict Vessels

section 823.11 Florida Statutes

Is this vessel derelict?

From Stem To Stern II (May 15-17, 2012)
Derelict Vessels

section 823.11 Florida Statutes

No Motors, No Helm, Open to Elements, Full of Debris and Broken Parts

This Vessel is Derelict

From Stem To Stern II (May 15-17, 2012)
Penalties for Violations of s823.11FS

(3)(a) The Fish and Wildlife Conservation Commission and its officers and all law enforcement officers as specified in s. 327.70 are authorized and empowered to remove or cause to be removed any abandoned or derelict vessel from public waters in any instance when the same obstructs or threatens to obstruct navigation or in any way constitutes a danger to the environment.

1st Degree Misdemeanor

Up to $1,000.00 in fines and Up to 1 year in Jail
Probation, Restitution, Revocation of Registration Privileges, Court Costs, Legal Fees and Community Service Hours.
So Where Did the At-Risk Program Come From?
Community Policing
Different Card

ATTENTION VESSEL OWNER OR CARETAKER

This vessel has been identified by a Law Enforcement Officer as being AT RISK of becoming a derelict vessel under Section 823.11 Florida Statutes.

Your attention to the following is needed immediately:

- Improper, non-working, or no anchor light which is a hazard to navigation (Section 327.33 and 327.44 F.S.)
- Vessel is neglected, improperly maintained, or is not able to be used for navigation as intended
- Vessel does not comply with current registration requirements (Section 329.46 F.S.)
- Vessel is barnacle-laden
- Vessel interior is exposed to the elements (rain, waves, etc.)
- Vessel is listing
- Vessel is aground
- Vessel is in danger of breaking its mooring
- Vessel is sinking
- Other: ________________

If your vessel is not brought into compliance and continues to deteriorate, you may be subject to civil/criminal penalties and/or removal of this vessel at your expense.

Please contact the officer listed below immediately.

Agency’s Name: __________________________
Agency’s Phone: _______________ Date: __________
Officer’s Name: ____________________________ (PLEASE PRINT)

Same Purpose
What are At-Risk Vessels?

An “at-risk vessel” is defined as “a vessel exhibiting conditions known to precede a derelict condition and which cause an officer to have just concern for its welfare.”

Indicators that a vessel may be considered at risk include, but are not limited to, the following:

(a) Improper, non-working, or no anchor light, which is a hazard to navigation (Section 327.33 and 327.44 F.S.), when combined with an owner/operator who is not tending to the vessel.

(b) Vessel is neglected, improperly maintained, or is not able to be used for navigation as intended.
What are **At-Risk Vessels**?

(c) Vessel does not comply with current registration requirements (S. 328.46 F.S.) when combined with an owner/operator who is not tending to the vessel.

(d) Vessel is barnacle-laden

(e) Vessel interior is exposed to the elements (rain, waves, etc.)

(f) Vessel is listing

(g) Vessel is aground

(h) Vessel is in danger of breaking its mooring

(i) Vessel is sinking
At Risk Vessels

What is an “At Risk Vessel”?
An "At Risk Vessel" is a vessel that has been observed with indicators leading a law enforcement officer to believe it may become a derelict vessel in the near future. A law enforcement officer will record the information from this vessel in a database that tracks vessel’s conditions. This vessel will appear on a Statewide map as being classified as "At Risk." The officer will also TAG the vessel with a notice to the owner of indicators leading to this determination. A letter will also be mailed to the registered owner of the vessel status.

What do you do if your vessel is Tagged?
The officer will list those items that he finds as indicators on the TAG. You as the owner should try to make all necessary changes to bring the vessel back into compliance. If the vessel has the indicators repaired or corrected and the officer is notified by the owner that these corrections have been done, the vessel will have the "At Risk" status removed. If the vessel indicators are not corrected or the owner does not contact the officer as requested, the vessel may be eligible for a Derelict Vessel Investigation. If you don’t understand why your vessel was tagged, call the officer on the TAG at the number provided on the TAG or 1-888-494-3922 for the FWC Office nearest you.

What happens if you don’t do anything?
If you choose to do nothing about your vessel and ignore the need for its upkeep, your vessel may fall into the Derelict Vessel category. If this happens, you may be charged with a crime under Florida law. Should the vessel have to be removed by a Federal, State, County or Local authority, the owner will be liable for the removal costs, fines, fees as well as face criminal charges, Florida registration privilege revocation, and possibly Jail. This is a serious crime and is not tolerated in Florida.

What are some reasons your vessel could be TAGGED by a Law Enforcement Officer?
The main reason a Law Enforcement Officer TAGS a vessel is because he believes that the vessel may be headed toward the classification of Derelict. This can occur for many different reasons. The owner may be in a situation where they can no longer maintain their vessel, or they may not want the vessel anymore. Either way the Officer is requesting contact with the owner to verify their well being and also the future plans for the vessel.
AT RISK PROGRAM

From Stem To Stern II (May 15-17, 2012)
Identification of At-Risk Vessels
## Benefits of Early Detection

- Capture ownership information before vessel sinks
- Capture ownership information before evasive action taken
- Open friendly but serious dialogue with vessel owner prior to legal action
- Encourages prevention through proactive law enforcement activity
- Results in greater compliance rates rather than reactive enforcement
ENTERING INFORMATION into the At Risk Database
<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>FWC Case</td>
<td>FWNE-10-OFF-000007</td>
</tr>
<tr>
<td>Vessel Report</td>
<td>At Risk</td>
</tr>
<tr>
<td>Reg/Doc#</td>
<td>FL007AR</td>
</tr>
<tr>
<td>Length</td>
<td>29</td>
</tr>
<tr>
<td>Make</td>
<td>FLAKECRAFT</td>
</tr>
<tr>
<td>HIN</td>
<td>FLC283283882H44</td>
</tr>
<tr>
<td>Vessel Currently Registered</td>
<td>Yes</td>
</tr>
<tr>
<td>Registration Expiration Date</td>
<td>01/01/2007</td>
</tr>
<tr>
<td>Hull Material</td>
<td>Wood</td>
</tr>
<tr>
<td>Color</td>
<td>WHITE</td>
</tr>
<tr>
<td>Motor Attached</td>
<td>Yes</td>
</tr>
<tr>
<td>Vessel Type</td>
<td>--Choose--</td>
</tr>
<tr>
<td>Name on Vessel</td>
<td>SS EYESORE</td>
</tr>
<tr>
<td>Vessel Owner/Custodian - First Name</td>
<td>JIM</td>
</tr>
<tr>
<td>Last Name</td>
<td>JONES</td>
</tr>
<tr>
<td>Date of Birth</td>
<td>10/01/1948</td>
</tr>
<tr>
<td>Drivers License #</td>
<td>J733626486450</td>
</tr>
<tr>
<td>Boat Registration - Address</td>
<td>123 ELM STREET</td>
</tr>
<tr>
<td>City</td>
<td>MELBOURNE</td>
</tr>
<tr>
<td>County</td>
<td>BREVARD</td>
</tr>
<tr>
<td>Physical Location of Vessel</td>
<td>AT ANCHOR OFF OF THE SOUTH SIDE OF EAU GALLIE CAUSEWAY</td>
</tr>
<tr>
<td>Latitude</td>
<td>28.8.214</td>
</tr>
<tr>
<td>Longitude</td>
<td>080.36.192</td>
</tr>
<tr>
<td>Personal Items Onboard</td>
<td>Yes</td>
</tr>
<tr>
<td>Wrecked</td>
<td>No</td>
</tr>
<tr>
<td>Inoperative</td>
<td>Partially Dismantled</td>
</tr>
<tr>
<td>No Apparent Intrinsic Value</td>
<td>No</td>
</tr>
</tbody>
</table>
| Personal Items Onboard                    | If (Yes), enter inventory or explanation of why unknown in narrative
From Stem To Stern II  (May 15-17, 2012)
A T R I S K P R O G R A M

From Stem To Stern II  (May 15-17, 2012)
From Stem To Stern II (May 15-17, 2012)
ATRISK PROGRAM

From Stem To Stern II  (May 15-17, 2012)
• Taking on water
• Hard aground and listing
• No anchor light
Mailing letter to the AT RISK Vessel Owner

From Stem To Stern II          (May 15-17, 2012)
In some areas of the state, we have had over 65% + compliance with those vessel owners noticed.
Vessel Owner does not comply

Vessel becomes derelict

From Stem To Stern II (May 15-17, 2012)
At-Risk Case becomes Derelict Vessel Case

Vessel is Posted and DV Letter Sent

From Stem To Stern II (May 15-17, 2012)
Vessel May be Removed and Destroyed

Charges may be filed on owner

From Stem To Stern II (May 15-17, 2012)
The following agencies are participating:

<table>
<thead>
<tr>
<th>23 Sheriff’s Offices</th>
<th>23 Sheriff’s Offices</th>
<th>31 Police Departments</th>
<th>31 Police Departments</th>
<th>16 Other Users</th>
</tr>
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<tbody>
<tr>
<td>Okaloosa</td>
<td>Collier</td>
<td>City of Miami PD</td>
<td>Ft. Pierce PD</td>
<td>Sarasota County Coastal Resources</td>
</tr>
<tr>
<td>Pasco</td>
<td>Putnam</td>
<td>Port St. Lucie PD</td>
<td>Riveria Beach PD</td>
<td>Lee County DNR</td>
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<td>Hillsborough</td>
<td>Charlotte</td>
<td>Panama City PD</td>
<td>St. Augustine Beach PD</td>
<td>Collier Coastal Management</td>
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<td>Brevard</td>
<td>Escambia</td>
<td>St. Petersburg PD</td>
<td>Port Canaveral PD</td>
<td>USCG Sector Miami</td>
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<tr>
<td>Citrus</td>
<td>Palm Beach</td>
<td>Gulfport PD</td>
<td>Tampa PD</td>
<td>Brevard County B&amp;W</td>
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<tr>
<td>Monroe</td>
<td>Broward</td>
<td>Treasure Island PD</td>
<td>Sarasota PD</td>
<td>St Augustine Port Authority</td>
</tr>
<tr>
<td>Flagler</td>
<td>Pinellas</td>
<td>Key West PD</td>
<td>Venice PD</td>
<td>Charlotte Parks and DNR</td>
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<tr>
<td>Jacksonville</td>
<td>Palm Beach</td>
<td>Miami Dade PD</td>
<td>Sunny Isles PD</td>
<td>Miami DERM</td>
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<tr>
<td>St. Johns</td>
<td>Broward</td>
<td>Clearwater PD</td>
<td>Aventura PD</td>
<td>City of Miami Public Works</td>
</tr>
<tr>
<td>Martin</td>
<td>Pinellas</td>
<td>Stuart PD</td>
<td>Stuart PD</td>
<td>Pinellas State Attorneys Office</td>
</tr>
<tr>
<td></td>
<td>Clay</td>
<td>Hollywood PD</td>
<td>Green Cove Springs PD</td>
<td>St. Lucie State Attorneys Office</td>
</tr>
<tr>
<td></td>
<td>Sarasota</td>
<td>Palm Beach PD</td>
<td>Jupiter PD</td>
<td>Monroe County Marine Projects</td>
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<tr>
<td></td>
<td>Osceola</td>
<td>Key Biscayne PD</td>
<td>Boynton Beach PD</td>
<td>Escambia Marine Resources Div</td>
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<tr>
<td></td>
<td>Manatee</td>
<td>Cape Coral PD</td>
<td>Delray Beach PD</td>
<td>Okaloosa Public Works</td>
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<tr>
<td></td>
<td>Pasco</td>
<td></td>
<td>Melbourne PD</td>
<td>Seminole Water Quality Office</td>
</tr>
</tbody>
</table>

From Stem To Stern II (May 15-17, 2012)
Benefits of program

• Non regulatory community policing effort.
• Outreach to local boaters that law enforcement is involved.
• Gives Law Enforcement more time to investigate each case.
• Offers law enforcement a tactical advantage in information gathering efforts.
• Establishes conversation between law enforcement and the target vessel owners.
• Will help to reduce derelict vessel removal costs to the citizens of Florida
• Assists in educating boaters on their vessel ownership responsibilities

From Stem To Stern II (May 15-17, 2012)
Where are we going
Statewide Brochure Distribution

FLORIDA’S
At-Risk Vessel Program
If It’s Not Floating
Then It’s Not Boating

NOTICE
ATTENTION VESSEL OWNER OR CARETAKER
This vessel has been identified by a Law Enforcement Officer as being at risk of becoming a derelict vessel under Section 627.11 Florida Statutes.
Your attention to the following is needed immediately:

- Improper, non-working, or no navigation lights (Section 333.25 and 333.48 F.S.)
- Vessel is registered, improperly maintained, or is not able to be used for navigation as intended
- Vessel does not comply with current registration requirements (Section 334.48 F.S.)

If your vessel is not brought into compliance and continues to deteriorate, you may be subject to civil/criminal penalties and/or removal of this vessel at your expense.
Please contact the officer listed below immediately.

Agency’s Name:
Agency’s Phone:
Officer’s Name:

FLORIDA DEPARTMENT OF LAW ENFORCEMENT
PARK POLICE

From Stem To Stern II (May 15-17, 2012)
Statewide Media Outreach

- Television Spots
- Radio Spots
- Print Media
- Web Content

From Stem To Stern II (May 15-17, 2012)
Statewide At-Risk Database Application Upgrade
Partnership Building and Mentoring
Public Outreach Events
Compliant Partnership
• It is a preventative law enforcement activity instead of a reactive enforcement action. Inspired by FWC officers through innovative investigative approaches.

• Creative development of the FWC IT Technology team and FWC Staff.

• Per Mr. Dusty McCoy’s presentation yesterday vessel usable age is increasing. This indicates a need for increased prevention activity.

• Also a special thanks to Ms. Janet Luce with Atkins for her innovative input that helped get the wheels turning.
By Working Together

We can make a difference