

The monthly meeting of the WEST COAST INLAND NAVIGATION DISTRICT COMMISSIONERS was held at the Manatee County Office Building in Bradenton, Florida, October 9, 1961.

Present were:

Ellsworth G. Simmons, Chairman, Hillsborough County  
 H.H. Anger, Vice-chairman, Charlotte County  
 Boyd R. Gernhard, Secretary, Sarasota County  
 L. Elmer Bustle, Treasurer, Manatee County  
 Mack H. Jones, Lee County

George Kumpe, Executive Director  
 J. Hardin Peterson, Sr., Special Counsel  
 Dewey A. Dye, Jr., General Counsel  
 Joe K. Merrin, Engineer

Absent:

A.L. Anderson, Pinellas County

ADMINISTRATION

The Chairman called the meeting to order at 2:05 P.M. Minutes of the 11 September 1961 meeting were amended to indicate that the settlement for Tract 26 in Pinellas County was made by the Clerk of the Circuit Court from deposit he holds. As amended, the minutes were approved. The Treasurer's report was read by Mr. Bustle and approved as presented. Vouchers #2845 through #2867 covering September bills were approved for payment.

HEARING OF INDIVIDUALS

Mrs. Josephine O. Cortes of Englewood appeared and made a plea that the section of work from Charlotte Harbor to Alligator Creek be prosecuted without delay due to the economic effect the Waterway will have on the Englewood area. She asked if WCIND could recommend this to the Corps of Engineers. The Chairman

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stated that the determination of construction schedule and letting of contracts is done by the Corps of Engineers after WCIND has made the routes available by securing spoil areas, rights-of-way and assuring that the bridges will pass the dredge; and that while Mrs. Cortes' pleas had not fallen on deaf ears he could not suggest that the Board tell the Corps of Engineers what contract to let next.

Mr. Simmons stated that with the full \$1,000,000 appropriation it would probably be necessary to work from both ends of the project at once in order to put the money to use this year.

Mr. G. Eugene Berry of Englewood appeared in support of the Waterway as it is now planned and read the attached paper, which was incorporated into the minutes<sup>292</sup>, on the defense aspects of the Waterway.

Mr. A.B. Edwards of Sarasota related his experiences, having started working on the Waterway project at the turn of the century, in 1901 or 02, and pledged his cooperation with the Corps of Engineers, the Navigation District, the County Commissioners and the property owners. Mr. Edwards sympathized with the Englewood people in their need for the completion of the Waterway.

The Chairman welcomed Honorable James A. Haley, U.S. Representative from the 7th District of Florida, to the meeting and told of Mr. Haley's, and other members of the Florida delegation, efforts to make this a going project. Mr. Haley stated that this 151 miles we are trying to

complete will connect with 41,000 miles of waterway in the United States.

#### PROGRESS REPORT

The Director reported that during September 169,608 cu. yds of material were dredged in Section 5, the dredge advanced 10,718 linear feet and the section was 19% complete as of October 1. The dredge has advanced from the south end of the project and is now in the southern portion of Redington Shores.

#### Lands - Charlotte

There are only two matters where action is still to be taken. Spoil area easements for recently purchased submerged lands are being obtained from the new owners without difficulty. Commissioner Anger will get WCIND on agenda in about two weeks for the Board of County Commissioners to grant fill permits.

#### Sarasota

WCIND will file with the County requests for approval of purchase requests and for fill permits, etc. in Lemon Bay.

Mr. Simmons commented that there could be no delay in actions leading to the conveyance of spoil areas to the Corps of Engineers. Since the Corps of Engineers may not advertise a project until all needed lands are available it may be necessary for the Navigation District to obtain island spoil areas. If this should be necessary, however, every effort will continue to be made to develop alternative spoil areas which will eliminate the island spoil areas. Mr. Gernhard said that Sarasota County would not delay any procedures.

Mr. Gernhard commented on the desirability of a channel realignment in the vicinity of the County-owned island north of Albee bridge. He suggested the possibility that a shift of the channel, but not the right-of-way, might permit the County island and particularly its concrete bulkhead to remain unchanged.

### Bridges

The Chairman suggested that Mr. Dye prepare an agreement with the State Road Department to act as the agent of the Navigation District in the construction of and in dealing with the bridge problems, making necessary funds available to the road department to permit project advertisement. Mr. Dye was authorized to prepare a resolution making \$750,000 to \$800,000 available to the road department for the bridge program and to make any necessary trips to get this into the hands of the State Road Department and to develop the necessary agreement between this Board and the Road Department.

Commissioner Gernhard stated that Sarasota County ~~was~~ could issue bonds to the maximum of \$750,000 for the reconstruction of ~~prepared to commit the remainder of its bonding authority towards~~ the Manasota and Albee bridges. \$325,000 has been pledged for the ~~the reconstruction of the Manasota Bridge and that the Board of reconstruction of the Albee bridge and the Sarasota Board of County~~ reconstruction of the Albee bridge and the Sarasota Board of County ~~County Commissioners would consider the matter on October 12, 1961.~~ Commissioners will consider application of the remaining bonding ~~He also noted that the engineering costs on the Albee Bridge,~~ authority towards the reconstruction of the Manasota bridge next ~~\$24,000, had been paid by Sarasota County and that the County~~ week. Sarasota County will pay the engineering and right-of-way ~~will take care of right-of-way costs.~~ costs for both bridges; engineering costs for the Albee bridge ~~Administration~~ amounting to \$24,000 have already been budgeted out of Sarasota ~~Mr. Dye read into the record the report of the committee~~ County secondary road funds. ~~which investigated the charge of conflict of interest made~~

Mr. Dye read into the record the report of the committee which investigated the charge of conflict of interest made against Mr. Merrin at the September meeting. The report and recommendations therein were accepted. (pp 293-293c)

The Progress Report was accepted.

NEW BUSINESS

Commissioners were given draft copies of the Annual Report and asked to notify the Director within two weeks of any change they desired. It will be mimeographed and ready for distribution at the November meeting.

Commissioner Bustle, Colonel Kumpe and Mr. Dye were appointed as a committee to make a recommendation for any adjustment in salary of the secretary at the November meeting.

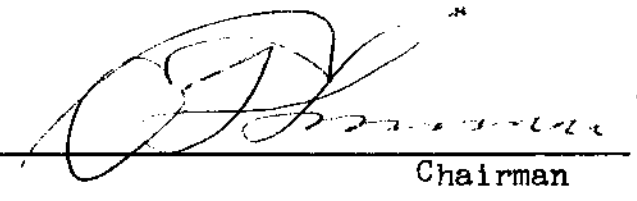
Before adjournment, Mr. Simmons commented that "the meeting today indicated the desire of the Navigation District to get construction contracts underway. We have some very definite obligations to meet. We are going to try to meet those and put the money to contract. - - - We have gone a long way today in pooling our resources with the State, Sarasota County in our efforts to keep this project moving." Mr. Peterson noted that "the commitment of that vast sum of money and the fact you are making the State Road Department your agent to proceed speaks louder than anything you could have done."

Mr. Jones stated that he was in agreement with Mr. Anger and Mrs. Cortes on this southern portion. "We in Lee County definitely want this completed too. We want an airport at Boca Grande."

The meeting adjourned at 3:45 P.M.

AIA486

  
Secretary

  
Chairman

## PROGRESS REPORT

11 September - 9 October 1961

CONSTRUCTION

Core borings in Section 4 originally scheduled for August will be taken in October.

USFY 1962 appropriations were passed on Sept. 26. The House cut of \$400,000 was restored so the full budget item of \$1,000,000 was approved by Congress.

The Corps of Engineers sent a copy of a 1942 policy statement which prescribed that local interests may be required to establish survey control points for the location of spoil areas.

LANDS

General - The Corps of Engineers returned a modified statement on the various procedures whereby fill could be obtained and placed on other than designated spoil areas.

Charlotte County - Mr. Whitney Fell visited the Director on Sept. 14 to discuss the proposed Marina on Cape Haze. ✓

Submerged lands and composite spoil areas were sold by the Trustees without reference to temporary spoil easement to the Navigation District. Individual spoil easements from the new owners are being obtained.

Sarasota County - Two right-of-way modifications were approved by the Corps of Engineers, one in the vicinity of Sorrento Shores to eliminate encroachment and one in Midnight Pass to conform to actual conditions. Mr. W.J. Mannion, an owner on Sorrento Shores, met with the Director and Attorney to discuss tract description differences. ✓

At the meeting in Jacksonville on Sept. 20 information was obtained and action taken:

a. A spoil area south of Venice Inlet is satisfactory as it would protect the landward end of the south jetty. Studies are underway of recorded federal easements to determine what additional rights must be obtained. Deepening of Venice Inlet as authorized in the Project Documents will be included in the Section 4 contract.

b. The proposed spoil area owned by Eagle Point Inc. at the southern end of Siesta Key is acceptable if diking is performed by local interests. This matter had been discussed with

Mr. Burket, attorney for, and Mr. Williams, official of, Eagle Point at meetings on Sept. 15 and 18, in both cases with Mr. George Higel. Their decision on acceptance of diking requirements has been requested.

c. A new spoil area or pipeline easement between spoil areas 24-C and 24-2 is required. Such an area has been tentatively located.

d. Proposed relocation of spoil area S-31 on uplands at the south end of Siesta Key is satisfactory.

e. The proposed relocation of spoil area S-32 on the mainland appears unsatisfactory due to excessive pumping distance. The suitability of this area if a contribution were made for excessive pumping costs is being investigated.

f. Spoil areas immediately north and south of Point Crisp are required.

g. A spoil area immediately south of the mouth of Phillippi Creek is required. Mr. Teites of Siesta Key visited the Director to discuss his opposition to the proposed bulkhead line change requested by Mr. B.B. Dunn. Mr. Teites was informed that the approval of bulkhead line changes was a prerogative of the Board of County Commissioners.

h. The Gregg property south of the County beach on Siesta Key cannot be considered as a designated spoil area for which a predetermined lump sum contribution will be accepted. Instead, if the owner agrees to specific requirements of diking, drainage and access, the tract will be included in the advertisement as the basis of an alternate bid. This matter has been presented to the owner for consideration.

i. The complete elimination of proposed spoil area S-40 by the filling of uplands immediately north of Grand Canal on Siesta Key is infeasible due to excessive pumping distance.

Manatee County - Mr. Crampton visited the Director on Sept. 13 to discuss obtaining fill near the east abutment of the Cortez bridge. He was advised that there would be no dredging in that area.

Pinellas County - At the request of the Corps of Engineers individual sketches of 9 spoil areas were sent to the Gahagan Dredging Corp.

Mr. Peter Hubert discussed with Commissioner Anderson and the Corps of Engineers the elimination of spoil area P-28 by placing spoil on and near the mainland to the north. He was informed that his proposal would be approved if the contractor so requested and furnished necessary supporting information.

The Director discussed with the Corps of Engineers the proposal to place fill on and around the King islands in St. Joseph's Sound at Dunedin. Mr. Anderson was informed that the Corps of Engineers at present would approve the placing of spoil on the upland portion of the two islands only. Approval to fill the submerged portion behind the recently County-approved bulkhead line would require application for a Department of the Army permit. Such application would receive normal publicity and would not be approved until a fill permit had been granted by the Pinellas Navigation and Water Control Authority.

The Corps of Engineers indicated no apparent progress by Gahagan on the request of the Property Owners Ass'n., of Belleair Beach to eliminate spoil areas within the town boundary.

#### ADMINISTRATION

Draft of the Annual Report was initiated and statistical summary sent to Mr. Merrin and Mr. Van Norman for checking.

Mr. Merrin, Mr. Dye and the Director visited Jacksonville on Sept. 20 and Oct. 3 to discuss land problems.

On Sept. 27 Mr. Merrin, Mr. Dye, Mr. Van Norman and the Director reviewed the status of all local cooperation matters.

The Director addressed the Sarasota Shrine Club on Sept. 14, the Charlotte County Committee of 100 on Sept. 27 and participated in the Sarasota County Information Forum on Sept. 22 on the subject of Sarasota Bay fills. At this meeting a full graphical presentation was made of the history and progress of acquiring spoil areas in Section 4.



To THE WEST COAST INLAND NAVIGATION DISTRICT,  
Bradenton, Florida.

The Intracoastal Waterway in the Charlotte - Sarasota County segment is a vital link in our country's national defense, and particularly in it's cold war aspects. It is in the cold war that the true efficiencies of our free economy will be tested in the next ten years.

We must meet the time challenges involved, and the so-called Lemon Bay routing of the Intracoastal Waterway was finally decided on by the surveys of the Army Corps of Engineers and only then did Congress make it's appropriations.

To deviate at this late moment in the cold war crises of our national defense efforts would be an extremely serious error of political judgement, in my opinion. There is no room for error there now.

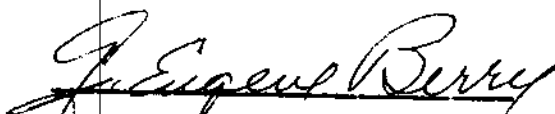
Florida is in the process of great economic changes. Some of these great changes will occur in this general area where the path of the waterway is presently engineered. A giant city is to be born there on a carefully planned basis, and within the next fifteen years.

The point I wish to make here is that Congress appropriated vast sums for the construction of this waterway in it's originally planned location because Congress was convinced that the national defense would be best served by so doing.

I submit, gentlemen, that any change at this late date might well become a serious disservice to our national defense, and I hope that this committee may see fit to incorporate this message to your board in the minutes of this meeting.

Thank you.

October 8, 1961



G. Eugene Berry.  
744 Broadway,  
Englewood, Florida.

# WEST COAST INLAND NAVIGATION DISTRICT

*A Special Tax District of the State of Florida*

P. O. Box 786  
BRADENTON, FLORIDA

Room 218,  
Manatee County Courthouse  
Telephone 6-5815

October 6, 1961

Board of Commissioners  
West Coast Inland Navigation District  
Bradenton, Florida

Re: Conflict of Interest Charge,  
Joe K. Merrin

Gentlemen:

On September 11, 1961, the undersigned were appointed to study and report to the board on charges by attorney A. Bradford Smith of Venice of practices by Joe K. Merrin, engineer for West Coast Inland Navigation District, which Smith considered might be a "conflict of interest".

Mr. Smith's allegations are set forth in his letter of September 7, 1961, copy of which is attached. We have studied this letter and feel that a considerable amount of misunderstanding and perhaps misapprehension is shown by many of his statements. The charges he makes are vague and of a general nature and on the basis of the information alleged by Mr. Smith we do not feel that any improper activity has been engaged in by Mr. Merrin.

Mr. Merrin's company has been engaged by WCIND for over thirteen years as consulting engineer on the basis of a monthly retainer plus payment of invoices for additional services performed in connection with the waterway. There is no stipulation in his employment limiting his representation of private parties in connection with waterway matters and he has over the years in his capacity as a private consulting engineer represented property owners in waterfront surveying, dredge and fill operations and matters of this nature. The two applications of which Mr. Smith complains involving Mr. Dunn and Mr. Casperson involve private clients of Mr. Merrin that he has represented on engineering and survey matters for over ten years.

INTRACOASTAL WATERWAY FROM FORT MYERS TO TARPON SPRINGS  
AS PART OF THE NATIONAL INTRACOASTAL WATERWAY SYSTEM

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*Secretary*  
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MANATEE COUNTY  
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809 ORANGE RIDGE ROAD  
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GULFPORT, FLORIDA

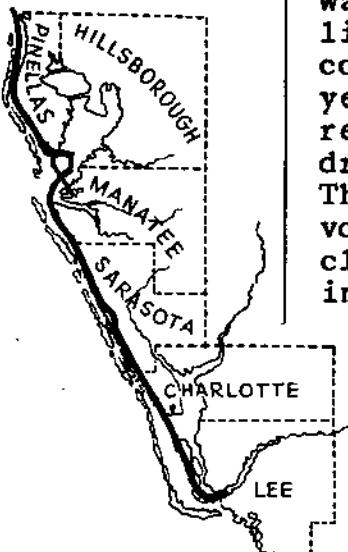
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P. O. Box 10119  
TAMPA 9, FLORIDA



Board of Commissioners  
October 6, 1961  
Page Two

As a legal matter a charge of "conflict of interest" is non-specific and is a phrase that means something different to different people. It is a phrase that has come into common use in recent years because of federal statutes and federal cases involving federal officials. There is no similar definition in Florida statutes, therefore, it is almost impossible to say whether or not some person has done something that amounts to a "conflict of interest".

Mr. Smith's confusion concerning the activities of Mr. Merrin and the function of WCIND is probably a fair sample of the reaction that members of the public might have concerning these activities. It is noted that the Sarasota Herald-Tribune published an editorial on August 26, 1961, to the effect that they do not charge Mr. Merrin with conflict of interest but feel that his activities might cause suspicion of a conflict of interest.

The committee reports and recommends as follows:

1. That Mr. Merrin's activity in connection with the Dunn and Casperson spoil areas was authorized by longstanding practice and the nature of his employment as a consulting engineer, and not a full time employee. This would not exclude him from representing other clients on the same matter as long as there was no adverse interest between the parties.

2. The securing of adequate spoil areas from whatever source is available on either state owned submerged land or on private property is a statutory duty of WCIND.

3. In working as a private engineer for Mr. Dunn and Mr. Casperson to get their property in shape to make it more acceptable and usable as a spoil area was an objective in general desirable to the navigation district and therefore there was no conflict between what Mr. Merrin was doing for his private clients and what he would also be doing for the West Coast Inland Navigation District in securing adequate spoil areas.

4. Regardless of the technicalities involved as to whether or not there was any improper activity it

Board of Commissioners  
October 6, 1961  
Page Three

is the committee's recommendation that the board consider adopting a policy restricting employees or persons on retainers from doing work for or appearing in behalf of private clients on matters directly affecting the location of right of way or spoil areas before a public agency, including cities, counties, county agencies, and state and federal agencies.

This recommendation is not a criticism of any activity of Mr. Merrin or anyone else, but should be adopted to avoid unfounded charges based upon misinformation, lack of information and misunderstanding which would be harmful to the person involved and harmful to the conduct of the board's functions, even though such charges are unfounded. In fairness to Mr. Merrin it should be pointed out that Mr. Smith is an attorney and when he appeared before the Sarasota County Water and Navigation Authority and made his complaint he was appearing as attorney for a property owner who wanted a spoil area designated on his property and was complaining that the Casperson property and not his client's property was being considered. Whether or not this had anything to do with Mr. Smith's charges we do not know, but feel the record should show this.

The board may wish to consider several exceptions to the above policy if adopted. One would be whether or not Mr. Merrin should complete his representation of the Casperson and Dunn properties as most of the work has already been done on these two applications. The second exception that should be noted are those cases where the staff of the navigation district, including attorney, engineer, and other employees assist private property owners to secure necessary bulkhead lines, fill permits, and things of that nature as a matter of expediency in assisting the property owner who usually doesn't know how to proceed. It is desirable to help the owners so that they can get their property into proper condition for WCIND to accept as a spoil area. This is done as a matter of expediency and in meeting our time commitments. An example of one such application now being handled by WCIND personnel is the Upper Lemon Bay spoil areas in Sarasota County. A considerable amount of the work is being and has been done by WCIND personnel. There are approximately 150 private owners involved in these applications and if the

Board of Commissioners  
 October 6, 1961  
 Page Four

applications were not handled by one agency and one office and each owner handled his own application in whatever manner and by whatever employee he chose the result would be chaotic and WCIND would never get the spoil areas needed. In such cases it should be understood, however, that WCIND personnel involved are working for WCIND and are receiving their compensation from WCIND and not from any private property owners involved. It is noted that WCIND legislation specifically authorizes such administrative procedure by WCIND.

In conclusion we reiterate that we do not feel that Mr. Merrin has engaged in any improper or unauthorized activity, but that as a matter of policy and to avoid confusion in the mind of the public the practice of representing private parties in matters before public agencies where the location of rights of way and spoil areas are involved should be restricted as herein outlined, and except where the attorney and right of way department feel such dual representation will result in a substantial saving of time in completing the responsibilities of WCIND. Respectfully submitted,

H. H. Anger  
Alweyh. Dye Jr.  
Mark H Jones

cc: Mr. Joe K. Merrin

LAW OFFICES  
**BOONE, SMITH, HAZEN & ISPHORDING**  
 FLORIDA POWER & LIGHT BUILDING  
 VENICE, FLORIDA

E. G. DAN BOONE  
 A. BRADFORD SMITH  
 I. LAMAR HAZEN, JR.  
 ROGER O. ISPHORDING

TELEPHONE  
 9-4771  
 Post Office Box  
 1266

September 7, 1961

West Coast Inland Navigation  
 District Board  
 Bradenton  
 Florida

Gentlemen:

On August 23, 1961, I appeared at the County Court House before the Sarasota County Commissioners sitting as the Sarasota County Water and Navigation Control Authority representing Mr. George F. Gibbs, Jr. in connection with the pending application of Mr. O. W. Caspersen for a bulkhead line change lying to the north of Venice Inlet and across the main channel from Tarpon Center.

At this hearing, Mr. Joe K. Merrin was called to the front of the room at the Commissioner's table by Mr. Boyd Gernhard to apprise the Sarasota County Water and Navigation Control Authority of the spoil areas designated in this section of Sarasota County. At that time, Mr. Merrin exhibited to the Board a map which designated the Caspersen property as the only area in this section designated as an official spoil area. It is to be noted that Mr. Joe K. Merrin is a consulting engineer for the West Coast Inland Navigation District, which has to do with the selection and location of spoil areas along the route of the West Coast Inland Waterway.

At this same meeting on August 23, 1961 at 10:30 A.M. and subsequent thereto, a further hearing was held on application of Mr. Ben Dunn for a bulkhead line change, dredge and fill permit, and recommendation to the Trustees of the Internal Improvement Fund for submerged land purchase on a project fronting on Florence subdivision. Many residents of Florence subdivision and adjacent subdivisions were present at this hearing and objected to the Ben Dunn application. During the Dunn hearing, Mr. Joe K. Merrin once again was called to the front of the room by Mr. Boyd Gernhard and asked questions regarding the location of spoil areas in front of Florence subdivision. Mr. Merrin, in

West Coast Inland Navigation  
District Board  
September 7, 1961  
Page 2

his capacity as consulting engineer for the West Coast Inland Navigation District, informed the Sarasota County Water and Navigation Control Authority that if the residents in the area could not agree upon locating the spoils in this section, then an island would have to be created in the middle of the bay. He further informed the Board that the West Coast Inland Navigation District did not care to deal with more than one person in locating a spoil area, and that Mr. Ben Dunn had agreed to the location of spoils on his submerged land.

Now, it is to be noted that in connection with both of these applications for bulkhead line changes and other relief, certain plats, specifications and projections had to be submitted to the Sarasota County Water and Navigation Control Authority, and Mr. Joe K. Merrin was the consulting engineer and project engineer for Mr. Ben F. Dunn and for Mr. O. W. Caspersen. Further, Mr. Joe K. Merrin had prepared the plat and drawings which were submitted to the Sarasota County Water and Navigation Control Authority on both of these projects or applications.

On August 23, 1961 at 10:30 P.M., I appeared once again before the Sarasota County Water and Navigation Control Authority and in connection with the Caspersen project, in particular, stated to the Board that:

"Mr. Joe Merrin is the engineer engaged to handle the Caspersen and Ben Dunn petitions for bulkhead change and dredge and fill engineering work. While I respect Mr. Merrin's engineering abilities - I am shocked and deeply resentful of the fact that Mr. Merrin is also the consulting engineer engaged by the WCIND to survey the canal route and to recommend spoil areas to the U.S. Army Corps of Engineers! Certainly the U.S. Army leans strongly upon Mr. Merrin's suggestions, and I am amazed that the members of the WCIND Board would permit their engineer to simultaneously represent private developers whose interests frequently conflict with the public interest and with the plans of the West Coast Inland Navigation District!"

West Coast Inland Navigation  
District Board  
September 7, 1961  
Page 3

At the hearing at 10:30 P.M. August 23, 1961, Mr. Joe K. Merrin was present and in the room, as was Col. George Kuspe, presumably representing the West Coast Inland Navigation District, and at this same hearing Mr. James Spanos, Chairman of the Sarasota County Water and Navigation Control Authority, carefully pointed out that the West Coast Inland Navigation District and the Sarasota County Water and Navigation Control Authority had previously met many months before and had determined that along with the canal work in Sarasota County, both boards cooperate in the public interest on bulkhead line changes wherever necessary to dispose of spoil and simultaneously protect our bays and inlets.

At this same hearing, the undersigned was invited to appear before the West Coast Inland Navigation District Board meeting to be held in Bradenton, Florida, on September 11, 1961 by Col. George Kuspe, to repeat the statement made above. The exact time of your meeting was not mentioned, and the invitation has not been confirmed in writing. Since it is inconvenient for the undersigned to appear at this meeting, it was thought that the West Coast Inland Navigation District Board would be willing to accept this written resume and statement, inasmuch as considerable public notice has been taken of the suggestion that there could be a possible conflict of interest in connection with the activities of Mr. Joe K. Merrin, as consulting engineer for the West Coast Inland Navigation District and as consulting engineer for many individual developers along the waterway on dredge and fill applications and bulkhead line changes.

Such public notice includes an editorial appearing in the Sarasota Herald-Tribune on Saturday, August 26, 1961 which follows:

## WCINB Fees Can Be Ended

The "conflict of interest" charge leveled against West Coast Inland Navigation District consultant Joe K. Merrin has been thoroughly clarified by professional engineers and legal counsel.

BOONE, SMITH, HAZEN & INGHORRING  
VENICE, FLORIDA



West Coast Inland Navigation  
 District Board  
 September 7, 1961  
 Page 4

These are the...  
 Mr. Morris... part in helping to determine the location of waterway spoil areas.

Mr. Morris, an engineer, has represented and is representing private citizens who stand to gain financially from projects involving waterway spoil areas.

We have not charged Mr. Morris with a conflict-of-interest. We do not do so now. What we do say—and we say it in a position where conflict of interest is possible and where suspicion of conflict of interest is unavoidable.

WCEND is big enough—and important enough—to hire a full-time, professional engineer who would have no outside interests.

Until this is done, the suspicion of conflict of interest will haunt every waterway project in which Joe K. Morris represents both WCEND and private property owners whose pocketbooks may be fattened.

The thinking reflected in this editorial appears to coincide with the statement which I made to the Sarasota County Water and Navigation Control Authority Board at its meeting on August 23, 1961, and definitely places the location of spoil areas along the waterway under a cloud of suspicion.

Some months prior, I had occasion to view a map of spoil areas designated for So. Sarasota County, and there was designated on such a map a spoil area for the No. Venice Beach lying immediately adjacent to and south of the So. Venice Inlet Jetty. On behalf of our client, we respectfully request the Board to review this matter, inasmuch as the nourishment of the No. Venice Beach would seem more important than the O. W. Caspersen project.

West Coast Inland  
 District Board  
 September 7, 1961  
 Page 5

on the north side of the inlet engineered by Mr. Joe K. Merrin. See Plate No. S. Army Corps of Engineers general and detailed No. 41-25, 790 (Intracoastal Waterway.)

Respectfully submitted,

*A. Bradford Smith*

A. Bradford Smith

ABS/hh

cc Sara Water  
 Navigational Authority