

Wade gives more insight on how Heat's Big 3 came together



Facebook bans Louis Farrakhan and Alex Jones for hate speech



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MIAMI | CLIMATE CHANGE



The Arkup houseboat is a green-energy, luxury, floating home that is docked off Palm Island near Miami Beach. The floating house has solar panels, impact-resistant windows, and can withstand hurricane winds of up to 155 miles per hour.

MATIAS J. OCNER mocner@miamiherald.com

Want to avoid sea-level rise? Pay \$5.5 million for floating home

■ Instead of fighting sea rise, go with the flow aboard Arkup, an innovative, green houseboat made in Miami and designed for our blue future.

BY LINDA ROBERTSON
lrobertson@miamiherald.com

Why let sea rise sink your Miami lifestyle when you can go with the flow aboard the Arkup houseboat?

Arkup is designed with the ingenious engineering feature of four hydraulic pilings that stabilize the vessel on the sea floor or allow it to lift like a house on stilts above floodwaters, king tides, and hurricane-whipped storm surges. South Florida sea levels are projected to rise 6 to 12 inches by 2030, 14 inches to nearly three feet by 2060, and 31 inches to nearly seven feet by 2100, according to the South-

east Florida Climate Change Regional Compact Sea Level Rise Work Group. Miami Beach and the Keys might be inundated first, but the entire region is recognized as one of the most vulnerable on the planet.

In this brave new water-world, Arkup will keep you high and dry on your floating home. Noah, who constructed his ark to withstand 40 days and 40 nights of apocalyptic rain and Biblical flooding, would approve. He probably could not afford the modern version, which has a sticker price of \$5.5 million, but he would like the comfort, spacious



MATIAS J. OCNER mocner@miamiherald.com

The Arkup houseboat has 2,600 square feet of indoor space and 1750 square feet of outdoor space.

SEE HOUSEBOAT, 5A

U.S.-CUBA RELATIONS

Carnival is first U.S. firm sued for using seized property in Cuba

■ Javier Garcia-Bengochea and Michael Behn, whose families' Cuba properties were seized by Fidel Castro, sued Carnival on the first day that President Donald Trump allowed them to seek claims under the Helms-Burton Act.

BY DAVID SMILEY
AND NORA GAMEZ TORRES
dsmiley@miamiherald.com
ngameztorres@enr.com

Carnival Cruise Lines was hit Thursday with unprecedented lawsuits filed by businessmen who for decades have sought justice after their families' properties were seized by Fidel Castro nearly 60 years ago. The Miami-based cruising conglomerate was sued in federal court by Michael Behn and Javier Garcia-Bengochea, both of whom hold claims certified by the federal government for assets confiscated shortly after the Cuban Revolution. The lawsuits — made possible by a historic change in policy under the Trump administration — seek millions in compensation for the use of buildings and docks

where Carnival's cruise liners have anchored following President Barack Obama's efforts to normalize relations with the Castro regime.

"Thanks to the Cuban exile community and the LIBERTAD Act, we can finally get justice after 60 years," Behn, whose grandfather owned buildings and three piers at the entrance to the Port of Havana before they were nationalized in late 1960, said while fighting tears outside the federal courthouse in Miami. "[The Castro regime] just loved my family would die and fade away."

Behn and Garcia-Bengochea filed their claims on the first day possible after President Donald Trump became the first U.S. president to fully enact a provision under the 1996 Helms-Burton Act — or LIBERTAD Act — allowing



PERDIO PORTAL pportal@miamiherald.com

Michael Behn reacts as he stands next to his attorney, Roberto Martinez, on Thursday in Miami.

U.S. nationals and naturalized Cubans to seek damages for property seized by Cuba's communist government.

Trump, like every president before him over the last 23 years, had previously declined to allow the pursuit of Helms-Burton claims in the name of furthering diplomatic relations with the Cuban government. But he pivoted last

month amid a toughening stance on leftist in Latin America.

Now, Behn and Garcia-Bengochea are demanding millions that, according to the U.S., has been owed them for nearly 50 years. Both men hold claims certified by the U.S. Department of Justice's

SEE CUBA, 2A

WEST MIAMI-DADE

Builder of collapsed FIU bridge will pay victims up to \$42 million

■ A deal that a bankrupt builder has forged with its insurers will pay the families of those killed by the Florida International University bridge collapse as well as injured survivors up to \$42 million.

BY NICHOLAS NEHAMAS
nnehamas@miamiherald.com

The bankrupt construction company that built the doomed Florida International University pedestrian bridge has reached a deal with its insurers to pay up to \$42 million to victims and their families.

The deal between Magnum Construction Management, formerly known as Munilla Construction Management, and the insurance companies is a step forward in resolving complicated litigation involving the families of the six people who died on March 15, 2018, and eight injured survivors.

"I hope this is the first major step in getting closure for these families that desperately

SEE BRIDGE, 3A

THE FLORIDA LEGISLATURE

Ban on 'sanctuary cities' to become law in Florida

■ Under the bill, local police would be required to honor federal requests to hold people who could be 'removable aliens.'

BY SAMANTHA J. GROSS
sgross@miamiherald.com
Herald/Times Tallahassee Bureau

TALLAHASSEE

After a week of legislative back-and-forth and the stress of rapidly diminishing time weighing on both chambers, the bill to ban so-called "sanctuary cities" is headed to the governor's desk.

The controversial bill's passage comes after months and months of heightened emotional discourse, protests and deals made among stakeholders wishing to appease the Republican base. SB 168 passed 22-18 in the Senate and 68-45 in the House.

Under the bill, local law enforcement and other state agencies would be required to honor federal law enforcement's request for an "immigration detainer," meaning a request that another law-enforcement agency detain a person based on probable cause to believe that the person is a "removable alien" under federal immigration law. The bill would essentially make the "request" a requirement.

The path to passing a bill was not a straight one, as the state's two chambers have jockeyed

SEE CITIES, 2A



OPINION PAGE, 1A

PARKLAND STUDENTS MAKE PLEA TO DESANTIS

They urge Florida's governor: Don't let teachers be armed

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FROM PAGE 1A

HOUSEBOAT

bathrooms, and retractable swimming platform.

Arkup, solar-powered and equipped with a rainwater-collecting-and-purifying system, is a self-sustaining home, a green adaptation for our blue future.

"It's more like a house than a boat but you never lose the unmistakable feeling that you're on the water," said Nicolas Derouin, managing director of Arkup.

Arkup was built in Miami by Derouin and Arnaud Luguet, two French engineers who live here and have a passion for the oceans and environmental preservation.

They have witnessed the impact of climate change and sea-level rise in their adopted hometown and around the world. On Monday, Indonesia announced it will move its capital out of Jakarta, a swampy, flood-prone, and drowning metropolis of 30 million people.

"It is happening before our eyes," Derouin said. "Coastal areas are the most desirable but also the most at risk. Miami is implementing resiliency measures. We hope Arkup can be a small part of the solution."

Derouin and Luguet were inspired by the Dutch floating communities of IJburg and Schoonschip.

"In the Netherlands, one third of the country is below sea level," Derouin said. "They want to develop housing alternatives. Instead of fighting the water, live on it."

Lake Union in Seattle has 500 permanently docked houseboats. Paris has restaurants, a hotel, and is building a 2024 Olympic venue on the River Seine. Dubai has floating vacation homes. In San Francisco, where Sausalito has a

houseboat community, the Danish firm BIG has proposed building an archipelago of floating villages connected by ferries on the bay. The Lincoln Harbor Yacht Club in Weehawken, N.J., which was devastated by Superstorm Sandy, might reinvent its marina as a houseboat haven.

"We decided to design a boat that looks and feels like Miami, is compatible with a subtropical climate, and gives the owner the freedom and flexibility to move," Derouin said.

Their ultimate goal is to create an affordable model, develop floating neighborhoods, and partner with island hotels to build eco-bungalows on surrounding waters.

"We want to design small apartments on the water for students, townhouses for families," Derouin said. "We want to create housing solutions for a broader audience. That's the vision behind Arkup."

Derouin and Luguet collaborated with Dutch firm Waterstudio and pioneering aqua-act Koen Olthuis, who has designed a floating mosque, floating prison, floating spa, and floating resort and helped conceptualize a proposed development of 29 private islands with lavish sustainable homes — a villa flotilla — on Maule Lake in North Miami Beach.

"He is an advocate of urban planning on the water," Derouin said.

You might have noticed Arkup — which was unveiled at the Miami Boat Show in February — docked at Star Island and now Palm Island. You can see it from the MacArthur Causeway. With its floor-to-ceiling



MATIAS J. OCNER mocner@miamiherald.com

The Arkup houseboat has two air-conditioned levels. There are three bedrooms upstairs with three full and roomy bathrooms and two balconies.

windows, it looks like a large glass box.

On board, it doesn't look or feel like a boat. No rocking, for one thing. It has two air-conditioned levels, with 9-1/2-foot ceilings on the first floor and 8-1/2-foot ceilings on the second. There are three bedrooms upstairs with three full and roomy bathrooms — no cramped and tilting heads on this boat — and two balconies.

There is 2,600 square feet of indoor space and 1,750 square feet of outdoor space.

Downstairs, there's an inviting living room, kitchen, dining area, two bathrooms, and a small room with a Murphy bed that could be an

office or guest quarters. Interior design is by Brazilian company Artefacto. A sliding outdoor deck adds 500 square feet of floor space when fully extended.

At the stern, the swim platform can be lowered into the water to create a mini pool. There's a boat lift for your kayak or amphibious vehicle.

The bow deck has an outdoor kitchen and console controls for navigation and operating the 136-hp

rotating electric thrusters, which emit no noise and require no diesel fuel, and the anchoring system, which allows adjustments of each piling to level the boat.

Arkup has a maximum speed of 7 knots and a range of 20 nautical miles that can be increased with additional battery banks or a backup generator.

"We can't match the navigational capacity and speed of a yacht," Derouin said. "You couldn't cruise around the world, but you could use Arkup in the Bahamas or British Virgin Islands, for example."

"Our vessel is 75 feet long and 32 feet wide and we have the same livable space as a yacht that is 110 feet long. Arkup is for people who prioritize space and comfort over speed and range."

Arkup's steel hull and superstructure is built to withstand Category 4 hurricane winds (up to 156 mph). The 40-foot-long pilings, or spuds, enable the boat to anchor in up to 25 feet of water and elevate above the waves. The draft is five feet. It's got a 4,000-gallon freshwater tank and an equal-sized tank for waste water. The 2,400-square-foot roof is

covered with 36-kilowatt-capacity solar panels that recharge the battery.

"A motor yacht is the opposite of sustainable," Derouin said, pointing to a gigantic yacht parked behind Arkup and to passing motorboats that pause while curious passengers take a look at Arkup. "Large engines. Massive fuel consumption. Pollution. On Arkup you can live completely off the grid with no bills for energy or water. It is zero emission, carbon-neutral. In this house, you don't need to rebuild your seawalls or move your air conditioner to higher ground. Compared to the costs of a waterfront home, Arkup is competitive."

Plus it's got panoramic views of the downtown skyline and dolphins swimming by the side deck.

So far, the partners have one buyer and a waiting list of potential buyers who want to take the boat for a test drive.

"We've had an amazing

response," Derouin said. "Our clientele includes owners of private Caribbean islands who think Arkup is better than building a beach house. Or people who live full or part-time in Miami and want a toy for the weekends, to take friends out on the bay. We have people who live elsewhere and Arkup would be their second or vacation home. And people who see it as their primary home, docked at a marina. It's a luxury product for a niche market but our dream is to develop affordable versions with the same principles."

Miamians who don't want to flee could take to the sea. As oceans swell and coastlines shrink, they could trade their houses for houseboats.

"We need more entrepreneurs and scientists developing innovative ideas because climate change is not slowing down," Derouin said. "Here's one new way to live in harmony with the water."

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