



# CITIZENS FOR FLORIDA'S WATERWAYS

Volume 22 - Issue 2

May/June 2015

*Citizens For Florida's Waterways promotes the need for responsible use of Florida's waterways. Our primary objective is to encourage coexistence among recreational and commercial boaters, the marine industry, property owners and the environment. Citizens For Florida's Waterways advocates education in the safe and considerate use of watercraft with respect for our marine environment and conservation.*

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## Enjoying Our Flea Market Success, 2015

What a success our event was this year! We are known for the great variety of marine products and services offered to our shoppers; our tagline There's something for Everyone held true this year. Our weather presented us with a beautiful weekend and the vendors reported extremely good shopping.

Again this year, our traffic count "clicked-in" nearly 4000 shoppers! Our extreme thanks goes out to everyone for helping make it another year of success for our organization and the vendors participating!

First and foremost, a great BIG thanks to our host, HarborTown Marina employees and the efforts of their leader, Mr. Jim Riley! Our event would not be successful if it were not for this great team and venue! The restaurant was busy; they provided a lot of coffee, burgers and sandwiches for the hungry and thirsty shoppers.

Our volunteers this year were: Ron and Donna Pritchard, Sandy Reynolds, Bob and Barb Land, Bill Rouse, Gary and Debra Sawicki, Frank Jones, Marissa Launay, Thumper Volkmer, Bob Bridges, Bob Mittauer, Kim Johnson, Ed French, and Dave Zimmerman. If we missed naming anyone, please forgive us. The CFFW marine flea market team knows that our flea market absolutely could not have been done without you and your limitless

help and support! This year Nautical Spirits Restaurant graciously provided us with \$20 gift certificates for each volunteer, our hats off to them for such an outstanding donation!

Peggy Wehrman, along with Kelly and Gary Haugh provided an enormous amount of support and guidance to all of us alongside Sandy Reynolds whose late husband George started this event all those years ago. Our hats off to all of them for such commitment to our organization!

As in previous years, we signed up many new members and renewed several continuing members, and received several gracious donations to CFFW! Thank you all very much!

We enjoyed 60 vendors this year, more than last year. The selling activity at each of the vendor booths were reported as being very good! We will look forward to our 2016 event and hope to have the same great volunteer support and vendor turnout! As we have done in the past, our 2016 marine flea market will follow the Dania Marine Flea Market dates. Those dates are being developed now and will be published on our website and in the newsletter as soon as we know it! Thank you all, again! ❖

## CFFW Officers

### President

Bob Atkins  
ratkins@cffw.org

### Vice President

Kelly Haugh  
321-449-0827

### Secretary

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pwehrman@cffw.org

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### Newsletter Editor

Kelly Haugh  
321-449-0827



## Board of Directors

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Sandy Reynolds  
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Bob Bridges

David Zimmerman

### Sales Marketing and Membership

Sandy Reynolds  
sreynolds@cffw.org

### Government Liason

Steven Webster  
swebster@cffw.org



# Please Mark Your Calendars!



Please call Kelly Haugh at 321-449-0827 for more information.

- » **5/16/2015: Kiwanis Island Fest:** For more info, contact Matt Culver at matt.culver@brevardcounty.us
- » **5/17/2015: Cocoa Beach Super Boat Races:** CFFW will host a spot at the start/finish line at Sheppard Park. Stay tuned to [CFFW.org](http://CFFW.org) for all the details!
- » **6/1/2015: Board of Directors Meeting:** 6:30pm at the Karen Rood Building (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public.
- » **6/3/2015: District 2 Dredging Committee Meeting:** 6:00pm at the Karen Rood Building (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public.
- » **6/6/2015: 20th Annual CFFW Poker Run:** Starting at Kelly Park, Merritt Island. Stay tuned to [CFFW.org](http://CFFW.org) for all the details!
- » **6/21/2015: Brevard Marine Advisory Council Meeting:** 2725 Judge Fran Jamieson Way, Building C, 2nd Floor, Space Coast Room, Viera, FL 32940.
- » **6/29/2015: Board of Directors Meeting:** 6:30pm at the Karen Rood Building (near the boat ramp) at Kiwanis Island, Merritt Island. Open to the public. ❖

## Newsletter Delivery Mode

### E-Newsletters Now Available

CFFW is offering all members the option to receive all future newsletters by email instead of a hard copy by mail. The Board of Directors have reviewed the expense logs for the past few years to determine where we could save money and this is the biggest expense we have.

If you wish to save your club money on printing and postage, please reply to [info@cffw.org](mailto:info@cffw.org) and we will add you to the email list for your newsletters! You will receive an email stating your E-Newsletter is ready for viewing. If at any time you wish to receive the hardcopy again, just send us a note at the same email and you will again receive the hardcopy.

You can view the same exact version online at [CFFW.org](http://CFFW.org) and click on "newsletters" tab and the issue you would like to view. ❖

## Citizens For Florida's Waterways Boat Safe Reimbursement Program

CFFW promotes the need for responsible use of Florida waterways. Our primary objective is to encourage coexistence among recreational and commercial boaters, the marine industry, property owners, and the environment. CFFW advocates education in the safe and considerate use of watercraft with respect for our marine environment and conservation.

If you would like to receive reimbursement for the class fees charged by the Coast Guard Auxiliary or the Cocoa Beach Power Squadron, you can attend a CFFW meeting, present your certificate of completion, and receive your reimbursement.

CFFW funds are limited, and we do have a finite amount of money in our scholarship fund, so it is on a first come, first served basis, and as noted above this is for the Basic Safe Boating class only.

You can visit our website at [www.cffw.org](http://www.cffw.org) or [www.savefamilyboating.com](http://www.savefamilyboating.com) for the location of our events and meetings.

You may also contact Kelly Haugh at 321-449-0827 for more information.

Enjoy safe boating! ❖

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## Cocoa Beach Sail and Power Squadron Safe Boating Courses

The Cocoa Beach Sail and Power Squadron Education Officer has graciously invited all of our members to participate in their boating education classes and pay only the member fee!

To enroll, refer to the web site [www.cbspss.org](http://www.cbspss.org) where they post the upcoming classes. Mention that you are a CFFW member and the Education Officer will reply via email and then ask you to confirm you are a CFFW member the first night of classes. You can confirm this with your most current copy of the newsletter, which has your name, address and renewal date on the back page.

This is a great opportunity for education in safe boating if you have not had the chance to participate in any safe boating classes!

Stay safe and see you on the water! ❖

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**Ask A Friend  
To Join CFFW**

*When Does Your  
Membership Expire?*  
(See Back Cover)

# Florida Sport Fishing Association: Kid's Fishing Clinic

Florida Sport Fishing Association/Kid's Fishing Clinic

P.O. Box 1216

Cape Canaveral, FL 32920

On Saturday, June 27th, between the hours of 9:00 am and 1:00 pm we will present the 21st Annual Kid's Fishing Clinic at Port Canaveral. This event is offered by the Florida Sport Fishing Association, The Florida Fish & Wildlife Conservation Commission, the Canaveral Port Authority, Sunrise Marina/Grills Restaurant and other local corporate and individual sponsors. The clinic is designed to teach basic angling skills to children of all ages. This free clinic features casting instruction, rod and reel selection, knot tying, tackle selection, fishing ethics, water and boating safety, and conservation principles. There will be displays of local marine wildlife and aquatic "touch" tanks, along with plenty of volunteers including local charter captains and guides to give the kids plenty of personalized hands on instruction.

The Canaveral Port Authority has joined us again in sponsoring this year's event by providing cruise terminal #3 as our venue. The terminal area will be used for the classroom part of our event with the adjacent docks providing a place for the kids to catch the proverbial "Whopper". Hot dogs and soft drinks will be available on the "dock". The U.S. Coast Guard and the Port Canaveral Fire Department will be on hand to insure a safe and fun day for all.

Last year we had more than 600 kids and their parents attend this free event. Each kid was given a brand new rod and reel, 6000 live shrimp were provided for bait, professional instruction was given to each kid on casting and "on the dock" fishing techniques, Polaroid pictures were taken of all the lucky anglers and their catches, along with free food and drink.

This event requires over 150 volunteers and a sizable financial investment to make our Kid's Clinic a success. Our actual out of pocket expense is approximately \$10.00 per kid. I would like to ask you to help us defray some of the cost of this event. A sponsorship form is enclosed for your consideration. Any excess funds over and above the cost of this event will be used to help fund marine/wildlife educational programs throughout Brevard County.

We would sincerely appreciate your support.

Best Regards,

Eric Griggs: 321-986-7596 / [eric11@cfl.rr.com](mailto:eric11@cfl.rr.com)

Bill Kosiba: 321-432-3170 / [kosibwj@bellsouth.net](mailto:kosibwj@bellsouth.net)

Volunteers to meet at 7:00 AM June 27th— Cruise Terminal #3. ❖



# Citizens For Florida's Waterways

## Presents



# Our 20<sup>th</sup> ANNUAL POWERBOAT POKER RUN

**Saturday, June 6, 2015**

**Registration - Kelly Park East Boat Ramp  
(Merritt Island) 9:30 to 10:30 am**

**Participating Businesses**

**Nautical Spirits, Island Waterfront Grill, Lobster Shanty  
Captain Katana's, Sunset Café, Island Oasis,  
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Cards Dealt and Prizes Awarded at Squid Lips**

**Cash Prizes 1<sup>st</sup> 2<sup>nd</sup> & 3<sup>rd</sup> best hands**

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**\$25 Boat Registration - Includes a Poker Run T-Shirt and a Hand  
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**Visit our Website CFFW.ORG for More Information & Updates**

**Or email Bob Atkins     [ratkins@cffw.org](mailto:ratkins@cffw.org)**



# Boaters and Ethanol Gas: New Legislation Would Fix Renewable Fuel Standard

New bipartisan legislation introduced today would help ensure recreational boaters don't put unsafe fuel in their boats. Rep. Bob Goodlatte (R-VA), with 30 co-sponsors introduced the Renewable Fuel Standard Reform Act of 2015. The new bill would recognize the failure of the current Renewable Fuel Standard (RFS) and its out of date ethanol-mandate, and make the necessary changes so there is a safe fuel for all gasoline powered engines.

The RFS Reform Act acknowledges the reality of America's declining fuel consumption, allows for the investment in other more compatible biofuels, and erases the twisted math that forces more ethanol onto a marketplace that neither demands it, nor can physically absorb it at safe levels.

Currently, there are no marine engines in the US warrantied to run on any gasoline blend greater than 10% ethanol (E10). According to AAA, only about 12 million out of the more than 240 million light-duty vehicles on the roads today are approved to use E15 gasoline, based on a survey conducted by AAA of auto manufacturers. Any damage from the use of higher ethanol fuels (E15 or greater) in cars and trucks will void many manufacturers' warranties.

When the RFS was written in 2005, it assumed that Americans' gasoline use would continue to rise and mandated escalating amounts of biofuels to be blended with our fuel. However, since 2005, gasoline usage has actually dropped steadily. The unintended affect is now the law that forces more ethanol into the nation's gasoline supply, and to maintain adherence with the RFS rules, in 2010 the EPA permitted fuel containing up to 15% ethanol (E15) into the marketplace – a fuel many gasoline engines cannot use.

It is illegal to use E15 in boat engines, snowmobiles, motorcycles, small engines such as lawnmowers and leaf blowers as well as any vehicle made before 2001. However, this fuel can now be found at over 100 gas stations in 16 states at the same pumps as E10 and ethanol-free gasoline.



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The potential for misfueling is significant. In the US, nine out of every ten boaters own a trailerable boat that is most often filled up at a roadside gas station. Additionally, these higher blend ethanol fuels are often the cheapest fuels at the pump.

The new bill would cap the ethanol requirements at E10 (10 percent ethanol), would effectively prohibit the use of corn-based ethanol in the RFS, require more advanced biofuels and take into account actual, real-world production of biofuels when setting requirements.

Boaters can ask their Congressman to support and co-sponsor the bill by going to: <http://goo.gl/2H8vI9>. ❖

# It's Always an Adventure

by Kevin Falvey, Editor-in-Chief [editor@boatingmag.com](mailto:editor@boatingmag.com)

Much of boating's appeal stems from leaving one environment and engaging with another. A leaping fish, the way the light changes, the infinite and ever-present motion — all of these are decidedly not like being on land. Our boats are, therefore, not just conveyances that float, but rather portals that transport us to another state of being. No two days on the water are the same, and to our friends and neighbors who might decry the sport as one that takes too much time, we can rally and retort, "That's the point."

Boating is rejuvenation.

Every day on the water is different. The most experienced boaters will back me up on this. And each day, therefore, holds adventure for we who slip the lines, turn the key and crease the waves with vessels great and small. Yes, there are those lucky ones among us who get to take cruises of a lifetime. They cross the oceans, do the Great Loop or simply set out for months, gunkholing their way along the coast. But boaters need not fulfill such grand ambitions in order to enjoy adventure and excitement.

Composing this editorial at my keyboard, recalling the first time I slept aboard my own boat 35 years ago, I can still experience the butterflies of anticipation that fluttered in my stomach as I headed out into the dusk of an early fall evening. My destination? Just across the bay.

Boating adventure can take many forms. The first time heading out to the other end of the lake or through the inlet constitutes adventure. So does the first time you "get up" on a slalom ski, or wakesurf, or even the first time you get to take your family out and tow them on a tube. And who could deny that anglers partake of adventure whether chasing smallmouths or sailfish?

We boaters take our adventures for granted, sometimes, I think. Seeing the wind in ripples before it's felt; viewing the heavens doubled due to starlight reflecting on slick- calm waters; being present, to paraphrase Pamela Hansford Johnson, when the sky breaks like an egg into full sunset and the water catches fire — it's easy to forget after the first few times experiencing these events that we boaters are privileged.

Of course some adventures we might well do without, though on the whole I think many of these improve our state of being. That thunderstorm that rolls in all green and purple and loud and oozing the odor of ozone is way scarier aboard a boat than anywhere on land. But the spectacle of such a storm, the intimacy with it that comes when experienced from aboard a boat, is something that landbound folks can never experience. Nor can they enjoy the satisfaction achieved from having practiced the seamanship that brings crew and boat safely through such events.

Every day on the water is different. Every day is an adventure. ❖

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# Small-Boat Handling

by Tom Neale

When maneuvering your boat, some basic boating skills will keep you safe on the water.

A lot's been said about small-boat handling. Unfortunately, because of the nature of the beast, whatever anyone says is likely to be at least a little bit inappropriate, at least sometimes, depending on the circumstances. I've been handling small boats for well over 50 years. I know that whatever I say about the subject will suffer the same infirmities, but here are a few general comments addressing some of the issues I frequently see. There are many more.

**1. Keep the boat well trimmed.** When under way, the bow shouldn't be down. More and more we're seeing people running boats with the bow down. Not only does running bow down promote waves flooding in over the bow; it also makes the boat less stable as it runs and more difficult to steer. One thing that may be contributing to this is the proliferation of bow riders. These may have a tendency to influence some folks to put too much weight forward. To make matters worse, some bow riders can be like a big spoon, just scooping water in when the waves come. But we can't just blame this on the type of boat. The folks aboard, or at least the skipper, also need to know what they're doing.

Even in calm conditions, seating your crew along the centerline helps you keep the boat running level.

**2. A powerboat should normally not be heeling (unless temporarily and slightly when making a turn).** Small boats react to heavy loading more dramatically than their larger peers. For greater stability, store coolers, anchors, and other heavy items as low as possible and along the centerline of the boat.

Often we see them moving along with the weight of people, coolers, tanks, or other items to one side, causing an artificial list. This increases the likelihood of capsize should something happen unexpectedly that further contributes to destabilization of the boat; and it also makes the boat more difficult to steer.

In following seas, it's easy to get pushed around by waves. Anticipating their motion and counter-steering will keep you on course.

**3. It isn't necessarily best to meet waves bow on.** Often this results in the wave coming aboard suddenly as a large volume of water. This will depend on your boat, the speed you're running (which should normally be relatively slow if you're encountering waves), and the boat's buoyancy and other characteristics. Generally, it's best to take incoming sea to the port or starboard side just aft of the bow rather than dead on. This allows that broader and hopefully more buoyant hull section to meet the rising water, and it's far forward of taking it on the beam, which could flip you. Also, if you take it dead on the bow, you're more likely to have that narrow bow, which is designed to cut through the water, cut through the wave and not rise as much as is needed, allowing ... *(Continued on Page 9)*

An advertisement for a dentist, Joel C. Scalera, D.D.S. The background of the ad is a close-up, artistic photograph of a toothbrush with blue and white bristles, set against a soft, out-of-focus background of green and purple. The text is positioned on the right side of the image.

**Joel C. Scalera, D.D.S.**  
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Melbourne, FL 32940  
(321) 259-3283

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1400 Dixon Blvd.  
Cocoa, FL 32922  
(321) 636-8120



# Small-Boat Handling

*(continued from page 8)*

the wave to board you. Exactly how far aft of the prow you take a wave will depend on all the variables and will even change with such conditions as wave height and boat type and loading. But as you grow accustomed to your boat, you should get a good feel for this.

**4. Pay attention to seas astern.** A surprising number of small boats (and also quite a few larger ones) are swamped when a sea comes over the stern. Normally, the top of the stern is lower than the top of the sides in other areas around the boat. This is made more so by a cutout for an outboard. Also, it's often open to the cockpit or interior of the boat, unlike the bow area, which may have at least a small deck or covering to help deflect waves from coming down inside the boat. One common cause of getting swamped, as you might expect, is overloading astern. It's natural to move people and other weight back there because it's wider and seemingly more stable.

Another common cause of getting swamped from the stern is slowing down too quickly, particularly with an outboard. The following wake catches up with your boat and floods over the stern cutout. Normally, the boat should be able to handle this, but if this is coincidentally coupled with a naturally occurring following sea and with too much loading astern, the boat could suddenly take on so much water that it becomes unstable and possibly sinks.

**5. Running with following sea requires a skill set very different from those required with other angles of attack.** When heading into waves, a slight adjustment of speed or heading can prevent pounding. To improve the ride, try backing off the throttle a bit and taking the waves at a slight angle.

And, some might say, even a greater degree of care. You must, while keeping lookout all around as you would normally, also keep a watch astern for the oncoming following sea. Often you'll need to throttle up or down to keep the boat in a safe position relative to the sea and to avoid potentially disastrous consequences as it reaches the trough and encounters the next wave. For example, in high seas you don't want to fall over the crest and drop bow first into the trough. If this happens, the bow may dig into the next wave or the boat may slide down, beginning to turn sideways and flipping. If the bow digs down into the sea as it meets the next wave, this could cause catastrophic flooding or cause the boat to tip either to the side or stern over bow or somewhere in between. Usually these things are more likely to occur when you're running too fast for the conditions, but they can also occur, given the right circumstances, at relatively slow speeds.

In large waves, slowing down can be your best option.

**6. It's commonly understood that we should avoid running or even drifting with seas on the beam.** But unfortunately, there are occasions when we need to do this, at least for a short while. If the seas are breaking or very big for the boat, you should figure some other way to handle the situation and not run with seas on the beam. But if it's critically necessary to run for a while with a beam sea, watch the seas very carefully and be prepared to turn into a wave that looks like it's going to break or be large enough to upset the boat's stability. On some boats, you can dampen the rolling and help with stabilization by the way you steer. Turning slightly into or out of the wave, at just the right time and just the right degree, can help keep the boat on a more even keel. Like so much of boat handling, this requires a lot of practice and familiarity with your boat and its characteristics. Learn, but not at the expense of capsizing.

*... (Continued on Page 10)*

## **“Catch A Memory” Radio Show**

The radio show will again be an hour long on WMEL 1300-AM, Saturday mornings at 7:35AM – 9:30AM. The program will be covering the fishing action on Florida’s East Coast. Anglers can tune in to hear Captain Jim Ross and his cohorts provide the latest fishing and new product information. ❖

## **“Chevy Florida Insider Fishing Report” Television Show**

Captain Jim Ross has joined a host of other top professional guides across the State of Florida on a new television show called the “Chevy Florida Insider Fishing Report.” The TV show is on the SunSports network on Thursday evenings from 5:00PM to 6:30PM (times vary, check your local TV guide). Reporting expert, Captain Jim Ross will bring you an up-to-date fishing report from our offshore and inshore local waters.

Captain Jim Ross also provides daily reports Sunday through Wednesday on the TV shows web-site: [www.floridainsiderfishingreport.com](http://www.floridainsiderfishingreport.com)

If you would like to contact Captain Jim Ross, his phone number is 321-636-3728 and his web-site is: [www.finelinefishingcharters.com](http://www.finelinefishingcharters.com). ❖



CFFW members are entitled to a full Membership in BoatUS for only \$15 - that's 50% off the regular \$30 annual dues!



BoatUS and BoatUS ANGLER Member benefits include Member Rewards at West Marine stores, discounts at marinas nationwide on fuel, repairs, and overnight slips, on-the-water Towing Services, highly-respected Marine Insurance, a subscription to BoatUS Magazine or BoatUS ANGLER.

## **Small-Boat Handling (continued from page 9)**

**7. Don't travel in limited visibility unless you really need to.** Know what you're doing, have appropriate navigational tools for the conditions, have all of your nav and instrument lights working, know the territory well, travel slow, and keep careful watch for others traveling. This could include boats traveling unlit at high speed and possibly with impaired operators.

**8. Never run the boat while impaired.** Have at least one other person to help who is also not impaired. While there are many very good general principles and concepts about small-boat handling (and handling of any boat), there are so many variables that it's difficult to cast anything into cement. Variables can include different types of boats, different types of boat conditions, different types of power configurations, different sea conditions, different weather conditions, different degrees of visibility, different sets of operator knowledge and skills, and much more. So don't take anything I've said here as gospel, and realized that I've hardly scratched the surface as to skills that you need to safely handle a small boat. There are many more issues of equal and greater importance. Go to courses and learn the rules but that's just the beginning (for more on boating safety courses, see [www.BoatUS.org](http://www.BoatUS.org)).

You need to learn to handle your boat on the water, practicing safely as you learn. Like learning any skills, it takes time. But it's worth it. ❖

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# CFFW Member Recognition

## New Members

David Falabella, Gary Sroka, Jay Humphreys, John Simmons, Ronald Mardosa, Trey & Rebecca Bowman, and William Moberg of Merritt Island, John Hurdle of Cocoa Beach, Dana & Paul Calabro of Cape Canaveral, Dave Delaney of Melbourne, Calvin Rementer of Cocoa, Phil Holtje and Rosaria Vento of Rockledge, and Richard Rozalsky of Grant.

## Diamond Level (\$100 per year)

Bob & Sherry Atkins	George Legters
Jack & Karn Dignan	Troy & Lisa Lotane
Don & Linda Ewers	Nautical Spirits/Chris & Becky Hamilton
Col. & Mrs. J.C. Farley	Don Nesbitt
Ollie & Sherry Follweiler	Sandy Reynolds
Jeff Haggard & Anita Bromberg	Scorpion's Port Canaveral Marine
Jeff & Anita Haggard	Jamie Seymour/New England Mfg. Co.
Alston & Kelli Hammons	Wayne Stratford
Gary & Kelly Haugh	Thumper & Iva Volkmer
Phil Holtje	Steven Webster
Keith & Tamasine Houston	Willie & Peggy Wehrman
Lonnie & Carla Hughes	Bill & Eileen Wetzel
Doug Jaren	Robert Wille
Frank Jones	Gerd Zeiler
Troy & Genese Launay	

## Gold Level (\$50 per year):

Dr. & Mrs. Barry R. Barnhart	Gus & Bobbie Gostel	Ron & Donna Pritchard
Skip & Ruth Bateman	Charle & Myrl Gunter	Paul & Francesca Ragusa
Gregory & Patricia Bean	Terry Hammond	Chuck Reed
Howard Bernbaum	Bruce & Carol Hess	Sheldon Rutherford
Rick & Merry Cleveland	Scott & Sue Kee	Gary & Debra Sawicki
David DeSouza/D&D Marine at the Port, Inc.	Doug Jaren	Cliff & Diana Schommer
Glenn & Sherry DeJong	John & Diane Kendrick	Anthony Sidor
Don & Annette Doerr	Chyung M. Kim, MD	Richard Sproc
Scott Ellis	Bob & Barbara Land	Sam & Anne Thorpe
Stephen D. Ferguson	Nicholas F. Mancini	Bob & Cookie Tubielewicz
Clark & Becky Fischer	Dentis McDaniel	Steven Webster
Edward French	Charles Moehle	Westland Marina/Titusville
Dan & Terri Friedlander	Cloud & Frances Pawtowski	Jim & Pam Urick
Joe & Rita Fust	John & Elizabeth Picardi	Jess H. Yates, DMD

## Business Recognition Diamond Level

**MarineMax  
of Cocoa**

This business supports  
Citizens For Florida's Waterways  
by donating a CFFW membership with  
each boat purchased from their store.

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## A CFFW Family Membership!

If you own a boat or live by the water,  
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CFFW is a 501(c)4 organization. Donations and  
membership dues are not tax-deductable.



## Citizens For Florida's Waterways

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If you're not a member... please join.  
Your membership dues provide the financial support  
needed to save family boating from the  
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*Please Mark Your Calendars!*

- » **5/16/2015:** Kiwanis Island Fest
- » **5/17/2015:** Cocoa Beach Super Boat Races
- » **6/1/2015:** Board of Directors Meeting
- » **6/3/2015:** District 2 Dredging Committee Meeting
- » **6/6/2015:** 20th Annual CFFW Poker Run
- » **6/21/2015:** Brevard Marine Advisory Council Meeting
- » **SEE PAGE 2 FOR MORE INFO!**

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