



CITIZENS FOR FLORIDA'S WATERWAYS

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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.

Webster's Wrap Up: The Restore Act

by Steven Webster

Over in Brevard and along the East Coast of Florida, many folks may not know that the rest of the State – the entire Gulf Coast from Escambia to Monroe – is spending a lot of time (and some money) chasing after fines being paid by the companies responsible for the Deepwater Horizon disaster.

A spill that big never happened before. If you didn't first-hand see the oil on the beaches or in the water, it's difficult to comprehend how huge it was. There are some who believe there's still a lot of oil out there, waiting for another hurricane to push it ashore.

After an oil spill, a whole slew of Federal laws kick into gear, but none of them were designed for something this big. For example, all fines paid for oil spills would go to the US Treasury – not to the affected area necessarily. States along the Gulf – especially Louisiana – vigorously insisted fines should go to the affected areas.

Here in Florida, then-Gov Crist did next to nothing. (Preparing for his wedding, perhaps.) Panhandle counties, led by Commissioner Grover Robinson in Escambia (Pensacola), banded together in support of Louisiana's effort. Texas, Alabama and Mississippi also joined in – only Florida's then-governor sat it out.

The resulting bill that was passed – called the RESTORE Act – takes 80% of the fines collected and funnels them to the five Gulf States. Florida is the only state where a chunk of that money will go directly to impacted counties, rather than to the state itself.

How much are we talking about? Billions. Many of them.

Here's how it works. For every dollar of fines that is supposed to come to Florida, 35¢ goes directly to the 23 counties.

Eight counties, from Escambia to Wakulla, deployed boom to stop oil from coming ashore or into inlets. Although Escambia was the only county with significant oil on the beaches – and parts of it were literally black – all eight counties are defined as being "disproportionately affected". For every dollar given to the counties, these eight counties get 75¢.

All the other Gulf Coast counties – Jefferson to Monroe – share 25¢ on the dollar. The logic here is that the oil spill, even if oil didn't come ashore, hurt tourism and fishing industries. A lesser impact than the Panhandle, but an impact nonetheless.

Then, there is what's called the "Consortium Pot" – 30¢ of every dollar that will be distributed, according to a plan to be drawn up by the 23 counties working together.

And, there is a third pot, 30¢ of every dollar, called the "Council Pot", run by a Federal Council comprised of various Fed agencies, and a representative from each State. Governor Scott, who is very definitely interested in RESTORE, appointed Mimi Drew of Florida's DEP as his representative to the Council. In early February, DEP, acting as the Florida representative on the Council, put out a call for project applications for inclusion in a state comprehensive plan that Florida will submit to the Federal Council.

Here's where it gets complicated.

No money has been paid in fines yet, although some fines have been negotiated.

The US Treasury, charged with writing rules to distribute and manage money, is months past the deadline in the Act to get the rules released.

The Fed Council missed its own first deadline, but is now trying to finish a three-year comprehensive plan for all five states by July 6. Even though they don't know how much money they will have.

In other Gulf States, protection, recovery, and restoration from oil spills has been addressed before, plans are in place, and projects to improve the system are already prepared. Not Florida, where the now-disproven notion that a ban on drilling in State waters will somehow keep oil off the beaches has – well, gone up in smoke.

... (Continued on Page 2)

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Please Mark Your Calendars!

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



- » **5/18/2013 - 18th Annual Powerboat Poker Run:** Kelly Park (2550 N Banana River Drive, Merritt Island), 10AM.
- » **6/3/2013 - CFFW Board Meeting:** Kiwanis Island Boat Ramp Bldg. 6 pm.
Open to the public. contact Kelly Haugh for more info. 321-449-0827.
- » **7/1/2013 - CFFW Board Meeting:** Kiwanis Island Boat Ramp Bldg. 6 pm.
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Webster's Wrap Up: The Restore Act

(continued from Page 1)

Florida is therefore playing catch-up with the other Gulf States to prepare projects to submit to the Fed Council.

In the meantime, Commissioner Robinson, an exceptional leader who is now Chair of the county "Consortium," is trying to keep the 23 members on the same page.

Let's not forget that there are other "pots" of money, too: NRDA (National Resource Damage Assessment), worth \$100 million to Florida; criminal fines paid to NAS (National Academy of Sciences); NFWF (National Fish & Wildlife Foundation), of which Florida gets \$350 million or so. And small pots for research and education.

The Gulf States, except Texas, "formally" presented BP in January with their own demands for Oil Pollution Act (OPA) damages, independent of the RESTORE Act. Lawyers are trolling up and down the Gulf, telling counties, cities, and you-name-it to file suit for loss of income, leisure, hair, whatever. And, there's the big pot o' money for economic damages, where pretty much any Tom Dick or Harriett who lost income in 2010 (and who didn't?) can file a claim.

My guess at this time is that BP will go to trial on the OPA civil fines (which are the fines paid into RESTORE), starting in late February, in New Orleans. Perhaps a settlement will come out at the last moment, but the staggering amount of money BP is being asked to pay – add up all those "pots" and it's a path to bankruptcy. Maybe they deserve it. I personally don't think so, and I can guarantee you BP doesn't want to bankrupt itself, either. If it's a long trial, it could be years and years before RESTORE fines finally filter into the various "pots".

I also guess that the super-high numbers being tossed around as "likely settlements" are – high. \$20 billion in civil penalties that flow to RESTORE is the total top end in my opinion. That's still a lot of greenbacks, however. For some of the smaller counties, the amount they could receive actually exceeds their total annual county budgets.

RESTORE money can be used for almost anything, except paying down debt. I've heard everything proposed from improvements to golf courses and repaving rural roads miles from the Gulf to (more sensible) projects like mapping near-shore resources and restoring oyster beds.

Sometimes I think that, were it not for the terrible loss of life, an oil spill can be a good thing. Then I remember that this is government, with the Feds still sitting atop the pyramid, and I remember the stimulus program all too well. It will take a lot of courage on the part of counties, the governor, and the governors of other states to keep the Federal beast from wrecking RESTORE. ❖

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 or www.savefamilyboating.com for the location of our events and meetings.

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

Enjoy safe boating! ❖

No-Drama Docking With Spring Lines *by Greg Jones*

You don't need a bow thruster to gracefully bring your boat alongside or to leave the dock, you just need to master the use of spring lines.

Most boaters use spring lines when tied up to the dock to limit fore-and-aft movement, but that's not all they're good for. They can also be used to take much of the drama out of docking and to help you get into or out of a tight space with ease. Once you grasp the few principles involved, you'll be able to use the force of the prop to pivot the boat around the spring line. Even in contrary currents or with a wind blowing you onto the dock, it all comes down to balancing opposing forces.

Spring Line Basics

Spring lines run diagonally forward or aft from the boat at a shallow enough angle to limit the boat's fore-and-aft movement. Sounds simple enough, but spring-line terminology can be confusing. A forward spring line is tied to the dock forward of where it is tied to the boat; it stops the boat from moving aft. An aft spring line stops the boat from moving forward, and it's tied to a point on the dock aft of where the line is attached to the boat. Whatever cleat on the boat the spring line is attached to will become the pivot point for your maneuvers. Spring lines can be attached at the bow, at the stern, or in the middle of the boat, at the midship or spring cleats. The force of the prop against the spring line will cause the boat to rotate around that pivot point. Don't expect your first few attempts to go smoothly. Docking well does take practice. But the following tips could help you avoid some of the more common problems people run into when they first try getting on and leaving a dock using spring lines.

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Check your cleats. Your boat's cleats need to be properly sized and securely attached. At a minimum you need four cleats, one on each side of the bow and stern. Midship cleats are very useful, especially on boats over 20 feet in length. If your boat lacks them, installing a pair (backed properly) is a simple upgrade.

Your spring lines should be as long as the boat, plus a few feet. They should be made of nylon, which stretches under tension to reduce shock loads, and large enough to grasp easily. ... *(Continued on Page 4)*

No-Drama Docking With Spring Lines

(continued from Page 3)

When leaving a dock, double the spring line back to the boat. When you're getting ready to cast off, take the spring line off the dock cleat and run it around the base of the cleat before bringing the bitter end back onboard. Cleat off the end or hand it to the crew member who'll be in charge of that line. When the time comes to release the line, no one needs to be on the dock. A crew member need only release the bitter end and pull the line aboard as quickly as possible.

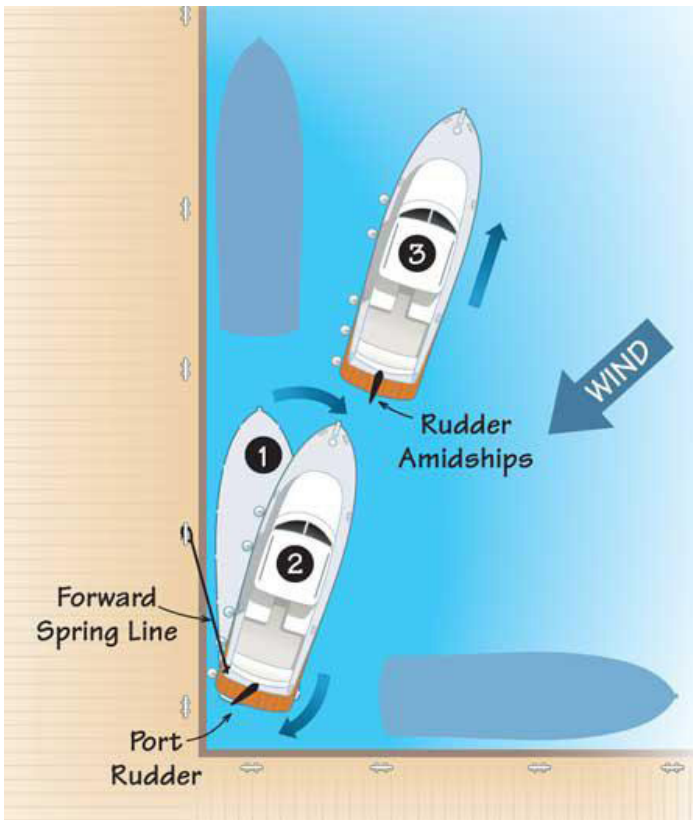
Make prop walk work for you. Most boats have right-handed props (when looking at the propeller from the stern, it spins clockwise in forward, counterclockwise in reverse), which "walk" the stern of the boat to port in reverse. Prop walk can be used to help get off the dock, particularly when springing the stern out first.

When you apply throttle, do it gently. Wait until the spring line is taut before you apply enough throttle to begin the maneuver.

When you're coming alongside the dock, make sure the crew keeps clear and stays on the boat. To avoid serious damage to stray body parts, make sure that fenders are the only things that ever come between your boat and the dock. Heroic leaps, dockline in hand, may provide comic relief if all goes well, but they can also result in serious injury. All crew members should learn to accurately heave a line to someone on the dock and practice this skill until it becomes second nature.

Springing Off A Dock

Leaving the dock bow first.



Let's go through, step by step, how to get off a dock where you're tied up with a boat directly in front of you. The dock is to port, and a breeze is piping up from the starboard-side bow quarter, pushing you aft and onto the dock. You need to swing the bow out while keeping clear of the boat in front of you.

Begin by briefing your crew on the maneuver. Double back the forward spring line (the one running from the stern diagonally forward), and cleat off the bitter end on the stern cleat. Designate one crew member to handle the forward docklines and to be ready to deploy a fender if you get too close to the boat ahead. Designate another crew member to handle the stern docklines and to be ready to deploy a fender between the stern and the dock. Now you're ready to spring off the dock, which you do in three steps as shown in figure to the right.

1. With rudder amidships, start the engine and put the transmission into reverse. When the boat comes up against the forward spring line, all of the other lines should be slack and can be retrieved. The only line left

holding the boat to the dock is the forward spring line.

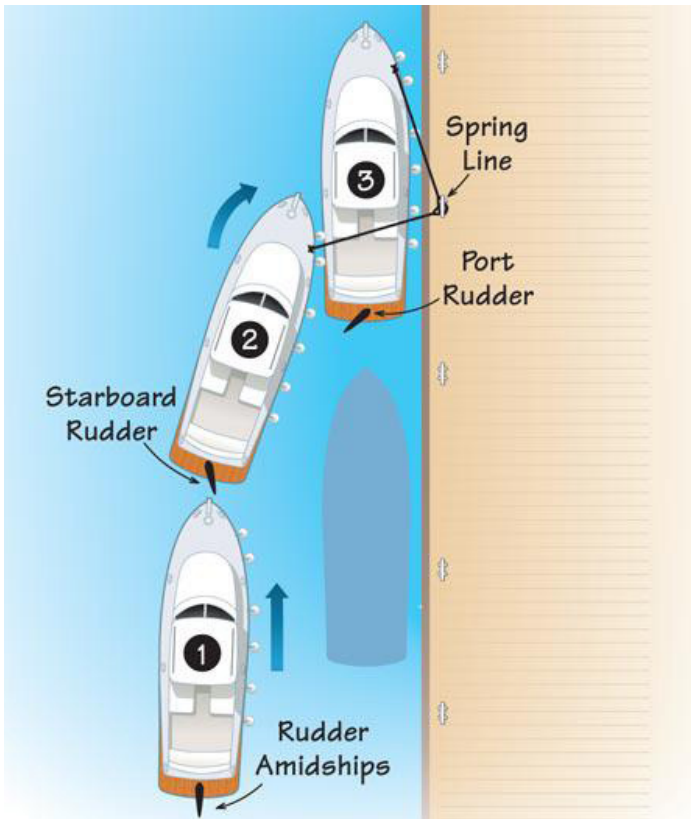
2. Have the stern crew take the fender and place it between the boat and the dock, holding on to the fender's line. With the engine still in reverse, steer as though to back down into the dock. The boat will want to back to port, and prop walk will exacerbate that, but the spring line will prevent the boat from ... **(Continued on Page 5)**

No-Drama Docking With Spring Lines (continued from Page 4)

moving backward and pull the stern into the dock. Apply gentle power astern. The bow will slowly pivot out, away from the dock, and the stern crew's job is to keep the fender deployed properly.

3. When the bow has fully cleared the boat ahead, bring the rudder amidships and shift into forward as the stern crew pulls in the spring line. Steer to starboard if necessary to clear the boat in front of you while the bow crew stands by with the fender until you are past.

Leaving the dock stern first.



If it's the stern of your boat you need to move out first, the technique is the same but now you pivot on the aft spring line. Prop walk can make a big difference. If the boat is lying starboard side to (with the dock on the right), the prop walk on most boats will swing the stern away from the dock, accentuating the pivot around the spring line. But if the boat is lying port side to with the dock on the left, the prop walk will pull the stern into the dock, and the spring line may not be able to overcome the prop walk to swing the stern out. So when you're docking, think ahead and try to put the dock to the right of the boat. The figure to the right shows how to leave the dock stern first.

1. When the boat comes up against the aft spring line, the bow crew releases the bow line and mans the fender, keeping it between the boat and the dock. The stern crew retrieves the other lines, leaving the boat held in place by the engine and the forward spring line.

2. Turn into the space with the bow at a 45-degree angle to the dock. Have your bow crew pass the spring line to a person on the dock, who should secure it on a cleat near where your stern will end up. As the line is

secured to the dock, ease back on the throttle and turn away from the dock. Your boat will come up against the dock.

3. When the stern is clear of any obstacles aft, retrieve the aft spring line, bring the rudder amidships, put the engine in reverse, and continue astern until you are clear.

... (Continued on Page 7)



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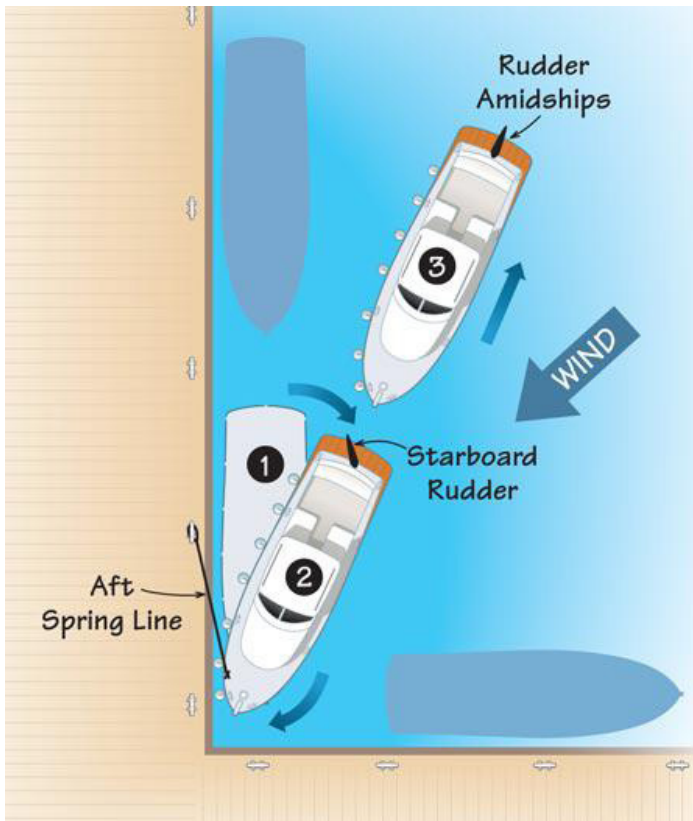
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No-Drama Docking With Spring Lines

(continued from Page 5)

Close-Quarters Docking

Coming into a dock.



space. The bow crew can snub off the spring line to stop the boat when it is perfectly “parked.” To help swing the stern in, apply gentle throttle. Finish tying up at your leisure with the engine and spring line holding the boat in place.

You and your crew need to learn to coordinate the use of the throttle and the tension on the spring line to get the boat to move in the direction you want. Your first few attempts may not be pretty. Airplane pilots spend a lot of time practicing “touch-and-goes” to improve their landings: At the moment the wheels touch the runway, they apply throttle and take off again. You can do the same thing at a quiet dock. As soon as you’ve successfully come alongside the dock, head back out. Once you understand the principles, you’ll find other ways to use spring lines to make docking less stressful.

Greg Jones lives in Massachusetts and is preparing his 1979 Gulfstar 37 for full-time cruising. His plan is to head south in the fall of 2013. ❖

A spring line can also be used to get into a tight space on a fuel dock. When you’re approaching the dock, have the bow crew set up a spring line off the bow cleat on the side nearest the dock. The line should be looped under the bow cleat, not cleated off, so that the bow crew can control it as you pull into the slip. The figure to the right shows how you get into that tight space.

1. Bring the boat almost alongside the boat behind the space where you want to dock with the rudder amidships and at dead slow speed.

2. Turn into the space with the bow at a 45-degree angle to the dock. Have your bow crew pass the spring line to a person on the dock, who should secure it on a cleat near where your stern will end up. As the line is secured to the dock, ease back on the throttle and turn away from the dock. Your boat will come up against the dock.

3. As your crew slowly lets out the spring line, the boat’s momentum should carry it forward into the space. The bow crew can snub off the spring line to stop the boat when it is perfectly “parked.” To help swing the



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Feds are Threatened with Suit Unless Manatee's "Endangered" Listing is Dropped

by Save Crystal River

STUART, FLORIDA; December 14, 2012: The United States Fish and Wildlife Service (FWS) should abide by its own scientific findings, and downlist, from "endangered" to "threatened," the manatee species found in the warm waters of Florida and elsewhere on the Atlantic Coast.

That is the demand of a petition filed today with the FWS by attorneys with Pacific Legal Foundation (PLF).

Donor-supported PLF is a nonprofit watchdog organization that litigates for limited government, property rights and a balanced approach to environmental regulations, in courts nationwide. PLF's Atlantic Center office is located in Stuart, Florida.

PLF attorneys represent Save Crystal River, Inc., a nonprofit organization of citizens from Crystal River in Citrus County, Florida, who advocate for property rights and a quality of life that preserves the proper balance between nature and human activity. As with all its clients, PLF represents Save Crystal River free of charge.

Feds' 2007 review called for downlisting the manatee – but nothing happened

In 2007, the U.S. Fish and Wildlife Service conducted a status review of the West Indian Manatee, the species found in Florida, which includes the subspecies Florida and Antillean manatee. The purpose of the status review, required every five years by the Endangered Species Act, is for the government to ascertain on a regular basis whether a listed species still requires ESA protection, and if so, to what degree.

The 2007 review recommended that the West Indian Manatee should be downlisted from its current endangered status to the status of threatened. The review relied heavily upon information provided by the Florida Fish and Wildlife Conservation Commission. "Despite the finding of its own legally required review, which occurred five long years ago, the U.S. Fish and Wildlife Service has made no effort to initiate the process to downlist the manatee," said Alan DeSerio, managing attorney with Pacific Legal Foundation's office in Stuart, Florida. "Because the federal government has failed to abide by its own scientific review, it is necessary to petition the agency and, if necessary, to file a lawsuit.

"We are bringing this action because honesty and accuracy are essential in environmental regulations," said DeSerio. "If the government's own science says a species shouldn't be classified as 'endangered,' regulations need to reflect that fact, or they lose credibility. As a practical matter, a downlisting to 'threatened' won't immediately lessen the manatee-related restrictions on landowners, businesses and the Florida economy. But integrity in the regulatory process is essential, and we don't have that as long as the federal government insists on ignoring its own findings and labeling species as 'endangered' when they aren't."

Save Crystal River says: "Government must follow its own rules"

In filing this petition, PLF attorneys represent Save Crystal River, Inc. (a non-profit 501© 3 corporation). Save Crystal River is a coalition and partnership of friends and neighbors, young parents and retirees, career professionals and business owners, residents and community leaders, who became united by their commitment to maintain and protect the unique quality of life for all people in the community of Crystal River and Citrus County, on Florida's West Coast.

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The mission of SCR is to educate the public regarding current environmental, property, and riparian rights, and to represent the interest of the citizens of Crystal River against excessive government regulation of the Crystal River and the resources of the surrounding area.

Recently, the FWS has moved to effectively take over the entire bay that... **(Continued on Page 10)**

16th Annual CFFW Marine Flea Market

by Kelly Haugh

I'd like to offer a big "shout out" to all the members that volunteered this year for our 16th Annual Marine Flea Market at Harbor Town Marina and most of all to the Heffelbower family, (owners of the marina) and Jim Riley, General Manager, for so graciously allowing us the use of the grounds for our event! We could not do this without the help of the members.

We had a very successful event again this year despite the rain we got on Saturday morning. The day started out a little soggy, but cleared and turned out to be absolutely gorgeous!

We had over 5000 people in attendance over the 2 day event and that was a little surprising since we had to pack it up a little early on Sunday when the weather really took a turn for the worse. There were tornadoes in the area and we got things packed up and stored away before the really bad stuff hit.

CFFW has been hosting this event for 16 years and it just keeps getting better! We hope to see you out there next year, volunteering, shopping or as a vendor! ❖



“Catch A Memory” Radio Show

The radio show will again be an hour long on WMEL 1300-AM, Saturday mornings at 8:00AM – 9:00AM. The program will be covering the fishing action on Florida’s East Coast. Anglers can tune in to hear Jim and his cohorts provide you the latest fishing and new product information. ❖

“Chevy Florida Insider Fishing Report” Television Show

Capt. Jim 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. Reporting expert, Capt. Jim will bring you an up-to-date fishing report from our offshore and inshore local waters.

Capt. Jim also provides daily reports Sunday through Wednesday on the TV shows web-site: www.floridainsiderfishingreport.com

If you would like to contact Capt. Jim, his phone number is 321-636-3728 and his web-site is: www.finelinefishingcharters.com. ❖



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Feds are Threatened with Suit... (continued from Page 8)

the City of Crystal River sits on – the 600-acre Kings Bay — because manatees come into the bay for four months of the year, from November through February. The threat of onerous federal regulations endangers the fishing industry and the tourist industry.

“We believe in protecting a sound and healthy environment, and we also believe that the federal government must follow its own rules,” said Steve Lamb, vice president of Save Crystal River. “That’s why we’re petitioning the government to abide by its findings on the manatee.”

PLF’s petition, and a podcast on the issue, may be read at PLF’s Web site:

www.pacificlegal.org

About Pacific Legal Foundation and its Atlantic Center:

Donor-supported Pacific Legal Foundation (www.pacificlegal.org) is a nonprofit public-interest watchdog organization that litigates for limited government, property rights, and a balanced approach to environmental regulation, in courts across the country. PLF’s Atlantic Center is located in Stuart, Florida. Among PLF’s noteworthy victories: The federal court ruling that led to the bald eagle being removed from the ESA list.

PLF attorneys recently won their sixth direct-representation case at the United States Supreme Court, challenging overreaching government regulations: *Sackett v. EPA*.

PLF’s latest direct-representation case at the United States Supreme Court, for property rights and a balanced approach to environmental regulations, comes from Florida: *Koontz v. St. Johns River Water Management District*. Oral argument in *Koontz* will be held at the Supreme Court on January 15, 2013. ❖

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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
million-dollar enviro-businesses.

Please join online at cffw.org
or by mailing the enclosed membership form.

*When Does Your
Membership Expire?*



Please Mark Your Calendars!

- » **5/18/2013 - 18th Annual Powerboat Poker Run:**
Kelly Park (2550 N Banana River Drive, Merritt
Island), 10AM.
- » **6/3/2013 - CFFW Board Meeting:** Kiwanis Island
Boat Ramp Bldg. 6 pm. Open to the public.
contact Kelly Haugh for more info.
- » **7/1/2013 - CFFW Board Meeting:** Kiwanis Island
Boat Ramp Bldg. 6 pm. Open to the public.
contact Kelly Haugh for more info.

(More Coming Events on Page 2)

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