



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.

Manatee Forum Update *by Bob Atkins*

Today at the Forum, April 12, 2012 - The Manatee Forum still attracts a large participating membership and general public attendees. The main players are the US and Florida Fish and Wildlife agencies (USFWS and FWC respectively), a plethora of representatives from all walks of environmental related organizations from Save the Manatee Club (\$MC) to the US Humane Society and the Defenders of Wildlife. Then there are a few of us die-hard environmentalist boating enthusiasts who believe man is not the enemy of the environment. CFFW earned a member's seat on the Forum through our long-term persistence that sound science becomes the driving factor in the politics of manatee management rather than public opinion and emotion. Today we had 20 attendees in the FWC conference room in Tallahassee and another 22 tied in by telecom, many of whom were in the secondary location at the FWC Research Institute in St Petersburg.

The planned agenda of presented topics was pleasantly shorter than the last few meetings and this provided a bit more time to share thoughts and ideas between the members. The two main topics were summaries of actions and activities by the two wildlife services, USFWS and FWC. USFWS was on the morning agenda.

USFWS News

Dave Hankla, from the Jacksonville USFWS office presented a summary of the rule and actions USFWS has determined are necessary in King's Bay of the Crystal River in the Gulf Coast. It was clear that this area had become a focal point for tourist viewing of manatees in the wild. (I guess that no one told the tourists that, contrary to popular belief in Michigan, they could see manatees almost every day in almost any of the coastal waters of Florida, making it one of the most, if not most prolific endangered species of all time.) Nevertheless, most levels of interactions between humans and manatees are illegal and these interactions were apparently occurring on a regular basis in this area. The USFWS took action that we believe should have been Florida-led to eliminate these interactions.

The USFWS describes this area as one of the largest NATURAL concentrations of wintering manatees (emphasis on NATURAL since nothing compares to our own and other power plant warm water discharges) and that the popular "swim with" programs were in violation and needed to be regulated. But beyond this motivation the USFWS took additional actions in several other areas of human activity and imposed regulations by Federal Rule that include:

- » Regulating boat operations (you guessed it - more slow, idle and no entry zones and a no-anchorage area)
- » Defining a small remaining area as a seasonal watersports area – 25mph
- » Eliminating sunset to sunrise boat entry into Three Sisters Springs
- » And, regulating swimming interactions and refined the definition of forbidden human interaction behaviors (which is all that was really required)

There was formal correspondence, called a Memorial, passed with a 2-1 majority by the Florida Legislature and sent to the US President and Congress expressing dissatisfaction with the USFWS action and asking for further discussion and negotiation. There were also arguments from local citizens and local government officials against the action but USFWS felt compelled to take unilateral action to address the situation, just days after the Memorial passed.

Stefanie Barrett, also from USFWS in Jacksonville, presented the status of the ongoing Federal activity to down-list the manatee from "endangered" to "threatened". CFFW believes that while this is a step in the right direction, manatee sound science actually supports a lower "species of special concern," or a complete de-listing of the manatee from the Endangered Species Act (ESA). The current assessment underway by USFWS will either support the down-listing recommendation of the 2007 USFWS assessment or not, but should be completed within a year. If the 2007 assessment is supported, down listing will be initiated.

The good news here is that Florida no longer maintains a separate endangered status for the any species, including manatees, that are on the Federal list. The bad news is that there is another federal legislation, called the Marine Mammal Protection Act (MMPA), which will hinder the effort to reduce/remove regulations restricting boating activities.

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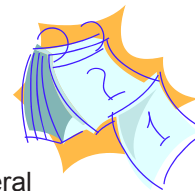
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Please Mark Your Calendars!

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



- » **May 16th-20th** - Super Boat Races at Cocoa Beach and Port Canaveral
- » **May 19th** - Kiwanis Island Waterfest 9-1
- » **May 26th** - CFFW 17th Annual Poker Run starting at Kelly Park
- » **May 29th** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **July 2nd** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **July 20th-22nd** - Sebastian/Hiram's Boat Trip
- » **July 30th** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **August 27th** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **September 16th** - CFFW Picnic at Kelly Park Lagoon Pavilion
- » **October 1st** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **October 24th** - CFFW Annual meeting with elections
- » **October 29th** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp.
- » **December 3rd** - CFFW Board of Directors meeting at Kiwanis Island 6 pm. At the Community Bldg. at the boat ramp. ❖

Rules of the Road: Interpreting Lights Correctly

With winter over and summer upon us, our night time boating will be increasing. Here are the "Rules of the Road" as a reminder.

During daylight hours, when visibility is good, it is fairly easy to recognize a situation that exists between two boats while underway. But at night, with only navigation lights to indicate the relative position of vessels, it is a little more difficult. This article is designed to teach you how to interpret and identify correctly the lights found on motorboats and read them to determine what situation exists.

Before we go into the Lights and their configurations it is first necessary to understand a few simple definitions as they pertain to lights covered in this writing.

NAVIGATION LIGHTS

Navigation Lights are required on most vessels operating upon the high seas and the inland waterways of the United States. The rules for these lights are covered under either the International or the Inland Rules of the Road. The Great Lakes are covered under the Inland Rules, with a few exceptions covered by special rules made by local authorities. Certain rivers and tributaries in the United States abide by rules set by local authorities and deviate slightly from the Inland Rules of the Road.

MASTHEAD LIGHT

The masthead light is a white light placed over the fore and aft centerline of a vessel showing an unbroken light over an arc of the horizon of 225°, and so fixed as to show the light from right ahead to 22.5° abaft the beam on either side of the vessel.

SIDELIGHTS

The sidelights of a power-driven vessel are green on the starboard side and red on the port side, each showing an unbroken light over an arc of the horizon of 112.5° and so fixed as to show the light from right ahead to 22.5° abaft the beam on its respective side. The memory aid: "Port wine is red" can be used to help remember that the red sidelight is

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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! ❖

Save the date!

**Join the City of Palm Bay, Brevard County,
the Bayfront Community Redevelopment Agency
and the Friends of Turkey Creek
in celebrating**

Waterfest

May 5, 2012
from 11 a.m. - 4p.m.

Goode Park
1300 Bianca Drive NE
Palm Bay, FL

and

Castaway Point Park
2990 Bay Blvd. NE
Palm Bay, FL

Details and exhibitor information will follow

For further information, contact:
Kaylene Wheeler at wheelk@palmbayflorida.org

Citizens For Florida's Waterways



Presents



The 17th Annual POWERBOAT POKER RUN

Saturday, May 26, 2012

**Registration - Kelly Park East Boat Ramp
(Merritt Island) 10 to 11 am**

*Capt. Choice launch site - pre-reg avail (call)
(Need space on boats for active duty)*

Ending Location - Sunset Waterfront Grill

**Stops include Ski Island, KARS Park
Marina, Nautical Spirits (Harbortown), The Island Grill
BONUS: Bird Island (optional)**

Cash Prizes 1st 2nd & 3rd best hands -50/50 Drawing

*Cash prizes will be determined by the size of the pot
Prizes for Man with the most Kings
and Woman with the most Queens*



Support Our Military - Let some Active Duty ride on your boat

- \$25 Boat Registration - Includes a Poker Run T-Shirt and a Hand
- Additional hands \$15 (T-shirts for sale...extra) **Active Duty (1 free hand)**

Call Bob Bret @ 321-452-9160 for more details, or email bobbret555@gmail.com



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Webster's Wrap-Up

by Steven Webster

During the recent Manatee Forum meeting, in addition to Bob Atkins, the lead representative for CFFW, I also participated, as well as Peggy Mathews. Between the three of us, we represented recreational boaters, personal watercraft, and marine construction builders.

Bob's article is an excellent accounting of the meeting; this article is more of a "between the lines" – or "between the presentations" review.

During the meeting, all the senior reps from the US Fish & Wildlife Service and Florida Wildlife Commission were flipping through the pages of the analysis we prepared on the changing level of boat-related manatee mortality, which CFFW published in last month's newsletter. During the breaks, they were all coming by to discuss it with me.

Not surprisingly – and to a certain extent, understandably – they were not too supportive of our findings that, in counties without Manatee Protection Plans or speed zones, the proportion of manatees killed by boats has been declining – significantly – while in counties with speed zones and/or MPPs, the proportion has been steady, or declining only slightly.

One of the big justifications for speed zones has been that they have prevented an increase in the proportion of manatees killed by increasing numbers of boats (how many times have we heard about how many boats there are – well, until the past couple years, anyway).

The reason the "prevention" argument is so important is because (as we all know), the overall proportion of manatees killed by boats has supposedly remained constant over the years – about one in four. In other words, by the regulators' own admission, the death rate from boats hasn't changed.

The regulators also admit they haven't done any studies to show whether slow speed equals prevention, much less any studies on the effect of slow speed zones on boaters.

So, we took a stab analyzing "prevention". We tallied up all mortality since 1976 in all counties reporting boat-related deaths, and broke out the proportion caused by boats. Then, we separated this data into three groups: counties with speed zones, counties with speed zones and MPPs, and counties with neither speed zones or MPPs.

Then, we measured the change in the proportion of watercraft mortality in each group over time. If speed zones prevent an increase in mortality caused by more boats, then counties without speed zones should be faring worse than counties with them.

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EPA Action Brings E15 Closer to a Pump Near You



The announcement came out the day after April Fool's Day so you know it's no joke - the Environmental Protection Agency has moved gasoline blended with 15% ethanol a step closer to your neighborhood gas station.

So, boater beware.

In an April 2nd press release, EPA announced that it had approved the first applications from fuel manufacturers for registration of fuel containing up to 15% ethanol, which is known as E15. According to press reports, 20 companies are now qualified as suppliers of the new "biofuel" to gas stations.

In 2011, EPA approved the use of E15 as motor fuel but only in certain vehicles (2001 and newer automobiles and light trucks.) It specifically prohibited E15 use in boat and other non-road engines. When that happened, BoatUS and other groups demanded the agency to develop safeguards that would prevent misfueling. (EPA's answer to preventing the public from inadvertently using E15 in the wrong engines is a sticker that retailers must affix to their pumps.)

While E15 is not yet at your local gas station, it appears headed that way. CFFW urges boaters to get in the habit now of checking pump labels before filling up, recognizing that the fuel that your tow vehicle uses may not be ok for your boat! ❖

Sebastian/Hiram's Boat Trip 2012

Friday – July 20th thru Sunday – July 22

Please join us this year in our annual Sebastian/Hiram's boat trip.
Stay tuned to the website for more information as it becomes available.

Please call 772-388-8588 with your reservation and mention **Group Code CFFW**. There are 5 poolside rooms available with one upgrade room in the poolside row, the Jacuzzi room. This is the only room 1st floor poolside that will incur the upgrade \$139 rate. There are 15 rooms blocked and more will be available until 06/21/12 at these rates.

CONTRACTED ROOM RATES:

\$109.00 + Tax, Standard King or 2 Queen

\$129.00 + Tax, King or Queen Poolside

\$139.00 - \$149.00+ Tax Riverside Mini Suites

UPGRADES AVAILABLE:

TAX: 11%

Complimentary Hot Continental Breakfast served from 6:00 to 10:00am daily.

- **ROOM BLOCK RELEASE:** Must have reservations by 06/21/12, when the block will release.
- A reservation made after room block release 06/21/12, will be subject to availability and the group rate may not apply.
- **CANCELLATION POLICY:** For individual reservations within a group, there is a **48 hour cancellation policy**. 2 days prior to arrival. After this date will result in a cancellation fee equivalent to one room night charged to the name on the individual reservation.
- A credit card or deposit will be needed at time of check-in for each room for incidentals.
- Check-in time: 4 p.m.
- Check-out time is 11:00 a.m.

For Dockage reservations please call the Dock master, at 772-589-4345, extension 4 with your Length, Beam and Draw.

The rates are \$2 per foot with a 25% group discount. Please mention you are coming in with CFFW.

If you are staying on board, there is a \$10 power hookup fee.

Please make your reservation as soon as possible because they have such limited dockage available. ❖

Rules of the Road

(Continued from Page 2)

found on the port side. If a vessel is less than 20 meters (65.5 ft) in length, the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.

STERN LIGHT

The stern light is a white light placed as near the stern as possible, showing an unbroken light over an arc of the horizon of 135° and so fixed as to show the light 67.5° from right aft on each side of the vessel.

It would be impractical to try to describe or show every situation that could arise while running your boat at night, or in restricted visibility. However, we can focus on a couple of the typical situations you will encounter while operating on our local waterways. By doing this, you should learn to recognize a situation quickly, estimate the relative course of the other boat and by your knowledge of Rules of the Road, and be able to determine the proper course of action.

For example, suppose you saw lights as shown in view A of Figure 1-1 bearing down on you from dead ahead. The white light is about midway between the sidelights; therefore, the boat is heading straight at you.

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Launch into Spring

Here's your Spring Fitting Out Safety Checklist. Complete safety inspection of the engine, hull, and other systems should take, at most, an hour or two.

Out of the Water

- » Inspect and lubricate seacocks. Hoses and hose clamps (two at each fitting below or near the waterline) should be inspected and replaced as necessary. This is also the best time to replace gate valves, if any, with seacocks. Gate valves are prone to failure and not as reliable as seacocks. You also can't glance at a gate valve to see that it's been closed.
- » Replace deteriorated zincs. They disintegrate and give a good indication of what would happen to vital underwater machinery if the zincs were not there. **Note:** If the zinc has vanished or has been reduced to powder, check the other metal surfaces, especially underwater, to ensure they didn't also suffer from electrolysis. Zincs that disappear after less than a season indicate a serious problem with the boat's bonding and/or electrical system. (Look first for chafed wires or battery cables, which also can cause a fire.)
- » Inspect prop(s) for dings, pitting, and distortion that can create excessive vibration and can loosen everything from screws and bulkheads to dental fillings. Make sure cotter pins are secure. "Tired" props, incidentally, can be rejuvenated by a machine shop. Finally, grip the prop and try moving the shaft. Looseness indicates the cutlass bearing probably needs to be replaced.
- » Check to make sure the rudder stock hasn't been bent. Also try moving the rudder: Any looseness must be corrected (the remedy depends on the type of installation).
- » Inspect the hull for blisters, distortion, and stress cracks. Small "pinhead" blisters can be dried, sanded, and filled. Large blisters may require professional attention. Distortion and/or stress cracks are two other hull problems that should be addressed by a marine surveyor or repairer.
- » Make sure the engine intake sea strainer is free of corrosion and is properly secured. Strainers that weren't drained properly in the fall could've been bent by ice over the winter. Replace questionable parts.

Outdrives and Outboards

- » Inspect rubber outdrive bellows for cracked, dried, and/or deteriorated spots (look in the folds). Replace suspect bellows.
- » Replace deteriorated outdrive zincs.
- » Check power steering and power trim oil levels. Follow the manufacturer's maintenance schedule or use a factory-authorized mechanic.

Control Cables

- » Inspect Outer Jacket. Cracks or swelling indicate corrosion and mean the cable must be replaced. (**Note:** Don't try to remedy the problem by squirting lubricant into the cracks or wrapping duct tape around the outer jacket; most lubricants are incompatible and will only make things worse.)

In the Water

- » Check the engine shaft and rudder stuffing boxes for steady leaks and looseness. Some weeping or even an occasional drip should be evident at the engine-shaft stuffing box (not the rudder). If leaking can't be stopped by tightening the nut, repack the gland. (**Caution:** Over-tightening the nut prevents leaking underway, which will burn out the packing material.)
- » Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as needed. Don't rely on a bilge pump to overcome a multitude of deck leaks.

Engines and Fuel Systems

- » Inspect fuel lines, including fill and vent hoses, for indications of softness, brittleness, or cracking. Any that are suspect should be replaced with Coast Guard-approved J1527 hose. Check joints for leaks (or use your finger and look for stains under or around the fitting) and make sure all lines are well supported with non-combustible clips or straps without rough edges.
- » Inspect outer jacket. Cracks or swelling indicate corrosion and mean the cable must be replaced. (**Note:** Don't try to remedy the problem by squirting lubricant into the cracks or wrapping duct tape around the outer jacket; most lubricants are incompatible and will only make things worse.)
- » Inspect all fuel-system components for leaks -- fuel tanks, fuel pumps, filters. A dry rag can be used at connections or trust your nose. Clamps should be snug and free of heavy rust.
- » Clean fuel filters
- » Exhaust manifolds should be removed and inspected every few years for corrosion, which could be restricting water flow.
- » Clean and tighten electrical connections, especially both ends of battery cables. Loose connections can "arc," which creates an enormous amount of heat and is a fire hazard. Studs, nuts, and washers should be copper -- not aluminum or steel. Dissimilar metals have the potential to cause galvanic corrosion. Problems ranging from a weak contact to arcing could be the result of poor washer choice. Wire brush batter terminals and fill cells with distilled water.
- » Cooling hoses and fittings should fit snugly and be double-clamped. Hoses showing signs of age -- rot, stiffness, bulges, leaks, and/or cracking -- should be replaced.
- » Inspect bilge blower hose for leaks.

A Few Other Chores

- » Refill or replace fire extinguishers as necessary. (Mount extinguishers where they'll be clearly visible.)
- » Stoves and remote tanks should be examined for loose fittings and leaking hoses.
- » Throw out or take ashore all propane canisters, solvents, and rusted cans. They're a fire hazard and shouldn't be stored aboard.
- » Clean bilge. Inspect bilge pump and float switch to ensure they're working properly.
- » Replace outdated flares. Keep old flares aboard as spares.

Trailers

- » Inspect tire treads and sidewalls. Cracks on sidewalls, or lack of tread, indicates the tire may be replaced. Use a gauge to check pressure. Don't forget the trailer's spare tire.
- » Sand and paint rusted areas.
- » Inspect bearings. Repack as necessary.
- » Test tail and back-up lights. Replace burned-out bulbs and chafed wires. Corroded terminals should be cleaned. Make sure the white ground wire is securely attached to the trailer's frame.
- » Test the winch, manual or electric to ensure it's working properly.

Manatee Forum Update

by Bob Atkins (Continued from Page 1)

CFFW believes the majority of the restricted boat operation zones were never required and have accomplished very little for manatee protection. CFFW also supports removal of the manatee from the MMPA due to the Act's broad definition of take to include incidental harassment and the severe "no take" limitation. From the USFWS viewpoint, the MMPA forces federal rulemaking, regardless of the overall health or endangerment of the species.

Based on a question from the \$MC representative to the Forum, \$MC is still prodding the USFWS to review and re-define manatee "critical" habitat. From an ESA perspective, "critical" habitat is that which is unique or limited and the loss of which would result in a significant increased threat to the survival of the species. So, when habitat is specified as "critical" you can bet there will be increased pressure on the human use of those areas and that \$MC will come right behind any change with further demands in support of their anti-boating agenda. Since we all know that there is very little "critical" manatee habitat per the definition above because there is no apparent limit to where manatees have determined suitable for habitat, CFFW is monitoring this activity very closely.

FWC News

Presentations of FWC activity was the afternoon agenda item. Carol Knox from the Tallahassee FWC presented the activity that is being undertaken to update the Manatee Management Plan. The last revision was approved in late 2007 and the required five-year revision is expected to be published in September 2013, so preliminary work is getting underway. We suggested that the focus of the next revision concern itself less with the survival of the species (which most likely was never a real problem) and more with the real problem of uncontrolled population growth and the pressure that a significantly larger population could place on the estuary systems brought about by significant losses of seagrass. These seagrasses are the life-blood of the entire lagoon ecosystem – so as they go – so goes the health of the lagoon. Surprisingly, the suggestion was not immediately dismissed and there seems to be some common concern that too many manatees could actually be a worse problem than too few. The fact is that we asked the question of carrying capacity of the government agencies early on in the 80's and I personally believed it would not be a real problem in my lifetime – but it now appears it is a very real near-term possibility and the agencies are cognizant of that. As such, seagrass coverage from a historical perspective with a focus on near term changes is one of the subjects to be addressed in the fall session of the Forum.

Even with the effectiveness of boating regulations in the overall manatee population protection still an unresolved question; FWC continues to pursue additional regulations. The latest is the resurrection of the Flagler County boating zones, previously disapproved by the FWC Commissioners, which includes a portion of the ICW. The now slightly revised proposed rule will be presented for approval to the FWC Commissioners at their next meeting in Crystal River on May 2/3. CFFW plans to attend the meetings, recommend against the approval of the rule and provide literature and encourage membership to interested parties in attendance.

The FWC still is considering future manatee protection actions (which almost always ONLY means new boating regulations) in Pinellas County, due to a moratorium on marine building permits because of a lack of adequate manatee protection (speed zones). Does this seem a bit like boating taking a simultaneous left and right to the face? There is also an area of interest in Hillsborough River around Yulee Springs near Tampa. While these are not large-scale actions, the point is there is no end to the increase in boating regulations in the name of protecting a species that is no longer in threat of decline.

We emphasized that in light of the continuing unresolved debate over the effectiveness and necessity of slow/idle zones in protecting the manatee population from decline, the services should hold navigable channels in a similar regard for boaters as they do the designated sanctuaries for manatees. In other words, any thought of or action to restrict boat operations in navigable channels should be held to a higher standard of potential impact to manatees since it is a significant impact to human activity. And further, as the case with residents in Sykes Creek, where there is no alternative travel to open water, the collective zones in the channel there and the Barge Canal placed these residents hours from open water. This was more than just an inconvenience; it eliminated many types of boating activity for these residents, altogether. There is no way to justify these zones and many others like them in our navigational channels, based on protection of the overall manatee population. CFFW will not stop pressuring for relief from these unnecessary rules.

While it may seem that most of the activity of CFFW is reactionary, there is a significant amount of activity we are perusing which is much more proactive. We have spent significant time and resources over the last year developing and implementing strategies and potential legislative action to bring about changes to the legal foundation of current manatee protection measures. We continue to work to limit or eliminate funding for these activities for the simple reason that in these times of economic pressure, why do we continue to spend money on a non-problem, especially faced with the very real possibility that we may be facing a more drastic problem if this population continues to grow at its current rate. ❖

Rules of the Road (Cont'd. from Page 6)

By understanding their viewable arc you know that both sidelights are not visible across the bow and are not visible from aft. Your conclusion must be that this is a meeting situation, and the rules say that both of you must alter course to starboard and pass port to port.

The boat in view B is showing sidelights in a combination lantern, which is allowed for boats less than 20 meters (65.5 ft) in length, and is also bearing down on you from dead ahead, making this a meeting situation. We know this because the combination light is directly in line with the white light.

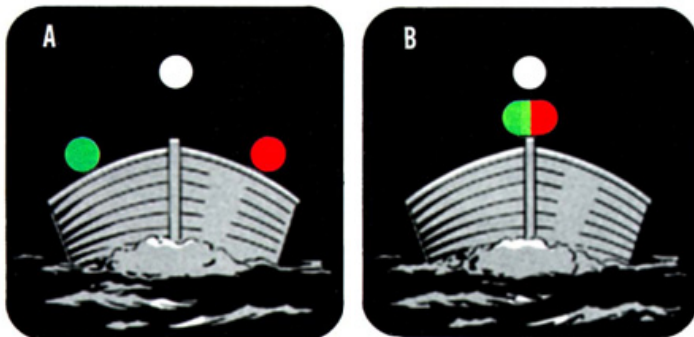


Figure 1-1 – Motorboat lights-meeting situation

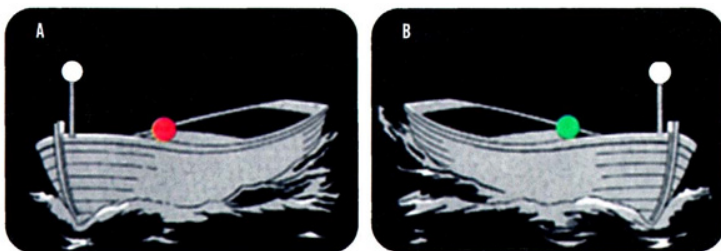


Figure 1-2 Motorboat lights - Crossing situation

Now assume that you saw lights as shown in view A of Figure 1-2 about 20° off your starboard bow. When looking at the sidelights, you can see only the port sidelight that is red in color, so you know the boat is approaching port-side-to.

(Continued on Page 10)

Webster's Wrap-Up

by Steven Webster (Cont'd. from Page 5)

Even we were surprised by the outcome: the proportion of watercraft-related deaths in counties without zones is dropping, despite increased numbers of boats, strong evidence there is no “prevention” benefit from zones.

The comments I heard were highly skeptical, and I heard several possible reasons why our method was flawed.

I could go through each criticism, but that's not really the point. We accept that our method probably can be improved, or that another, better, method can be developed. The point is this: a reliable method for measuring speed zone effectiveness needs to be developed and, considering the immense cost (both monetary and lifestyle), regulators need to get serious about this serious omission in their science.

After all, updating shaky science is what has happened – thanks to CFFW and some of our friends at the Forum – on other key issues.

FWC used to claim a method couldn't be developed to determine the size of striking vessels – and that large vessel deaths were probably insignificant. FWS used to claim its survival models, which indicated a declining manatee population, were reliable. And both agencies discounted the theory that manatees cannot easily hear vessels traveling at slow speed.

As a result of our insistence – and our sincere pledge we would follow where sound science led, whether it supported our beliefs or not – those previous “standards” have been replaced with much more accurate, reliable, and measurable criteria.

All that's good news for manatees, which we applaud, but until the regulators take up the challenge of determining the effectiveness of their speed zones, we boaters still have nothing to cheer about.

Possible good news is that, because of CFFW's initiative, the agencies are beginning their own analyses. We recognize they probably will come up with data that supports slow speed, but at least the discussion has begun.

Better news is that, as a result of CFFW's assistance to legislators opposed to more speed zones in Citrus County (King's Bay), the State Senate Environmental Protection and Conservation Committee is going to conduct an independent review of the issue this summer. I've already met with staff and given them an earful and an armful of documents. ♦

Sea Tow
Port Canaveral
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"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. ❖



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



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Rules of the Road (Cont'd. from Page 9)

If the bearing does not change appreciably, you are on collision courses. The other boat is on your starboard side and therefore, is the stand-on vessel. You must alter course and/or speed to pass astern of it; consequently, a change of course to starboard is in order. Make the change great enough to bring your course parallel to, or slightly away from, the course of the other boat.

If you saw lights as they are shown in view B of Figure 1-2 and they were on your port side, your boat would be the stand-on vessel, and you would be required to maintain your course and speed. Do not, however, go on your way forgetting about the other boat.

You know the situation; you know your boat is the stand-on vessel; you know the Rules of the Road, and must follow them. But what about the other boat operator? Do they know the rule governing this situation? Will he/she change course if necessary?

According to the Rules of the Road you must take action if you think that a collision is possible and that the person running the other boat is not going to act in time.

In this case, you might be tempted to alter your course to port, reasoning that this would involve the smallest change and, hence, the least loss of time. Resist this impulse. DO NOT swing to port in this circumstance. Why not? First, the Rules of the Road state that in a crossing situation, as the stand-on vessel you are not to alter your course to port if the other vessel is on your own port side, if the circumstances of the case admit. Second, even if you suspect that the other vessel operator does not know the Rules of the Road, you must assume that he/she does know them and that they will act accordingly. Next, consider the situation as seen by the other boat operator. You and your vessel are on their starboard side. They know that makes you the stand on vessel and that he must reduce his speed, stop, reverse, or change course and pass astern of you.

These examples are just the basics with regards to understanding Lights and the Rules of the Road. However, mastering these fundamentals will significantly improve your ability to navigate a vessel safely in restricted visibility or while operating at night. ❖

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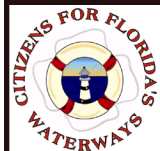
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When Does Your Membership Expire?

Here's a Hint



Please Mark Your Calendars!

May 16-20: Super Boat Races

May 19: Kiwanis Island Waterfest 9-1

May 26: CFFW 17th Annual Poker Run at Kelly Park

Jul. 20-22: Sebastian/Hiram's Boat Trip

Sep. 16: CFFW Picnic at Kelly Park Lagoon Pavilion

Oct. 24: CFFW Annual meeting with elections

(More on Page 2)

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