



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 19 - Issue 6

November/December 2012

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.

President's Letter: Focus Group

A few months ago I sent out an email to the CFFW membership about a study that was being done on Recreational Boaters' Experiences and Perceptions of Marine Ecosystems. The specific location is the Mosquito Lagoon. The study is being done by a professor at UCF, and it is being funded by NOAA (National Oceanic and Atmospheric Administration) thru the Florida Sea Grant Program.

Gary and I went to the meeting in Titusville along with 11 other participants. They wanted to keep the group small and were looking for about 12 people. There were a few last minute people that joined in and so there was a full house. The reason for such a small group was to encourage discussion amongst the participants.

The research aims to identify and explore in-depth the barriers and benefits of voluntary environmentally responsible recreational boating in the Mosquito Lagoon from the recreational boaters' perspectives and experience.

A couple of red flags jumped out at me when I was reading the initial information.

The fact that they were doing this research on the Mosquito Lagoon, and booked the discussion to be held in Palm Bay, over an hour away from the topic of the discussion, was my first red flag! Fortunately someone must have pointed this out and that was corrected and the meeting location changed to Titusville.

They were also inviting kayakers and canoeists to a separate meeting on the same topic, Power Boating in the Mosquito Lagoon. I don't see any good coming from that! If you want to know what Power Boaters think, ask them!

My feelings?

It could be a "fishing" expedition to see if there is a need for more regulation, voluntary or otherwise, I'm not sure at this time. The other things that worry me are a few key words like "Sea Grass," "Manatee," and "Oyster Beds" being mentioned. All things that the eco-whackos will be keying in on. We already know that seagrass is on their agenda at this point, since the Manatee seems to be losing steam.

They say that the purpose is to "gain insight into recreational boaters' boating activities, awareness of and beliefs about marine ecosystems, preferred sources of boating and environmental information, and suggestions for outreach campaigns. I can't tell if that is truly the purpose or not. I am proceeding with great caution! It did seem that the moderator was guiding the discussion back to the topic of public education and awareness when we got off topic, so it could be legit.

It all seems benign at this point, but there is something that tells me that this is how some other things have happened over the years. It starts out as an innocent information gathering session for the sake of the Lagoon, and turns into more regulations of the natural resources. Maybe I am just being overly suspicious, but can you blame me after what happened in Brevard County in the early 1990's?

I wanted to be part of the focus group because I want to be on top of what is happening before it happens, and possibly have some say in the management of our natural resources. We must take a pro-active stance or else we will be doing some more major back pedaling to undue over-zealous over-regulation of our waterways.

Practice safe boating! See ya on the water! ❖

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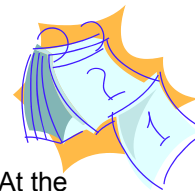
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Please Mark Your Calendars!

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



- » **Dec. 3rd** - CFFW Board of Directors meeting at Kiwanis Island, 6pm. At the Community Building at the boat ramp.
- » **Dec. 5th** - Cocoa Beach Christmas Boat Parade Captain's Meeting at the Cocoa Beach Library, 7pm.
- » **Dec. 15th** - Cocoa Beach Christmas Boat Parade.
- » **Dec. 22nd** - Merritt Island Christmas Boat Parade. ❖

2012 Holiday Boat Parade Schedule

Port Canaveral Christmas Boat Parade - December 1st, 5:30pm

Kick-off the holiday season by attending "A Creative Christmas" Boat Parade in Port Canaveral on Dec. 1st starting at 5:30 p.m. View the parade from any of the Port restaurants. 1st Prize is \$500.00. Port businesses will be collecting canned and non-perishable goods starting Nov. 25th thru Dec. 5th to benefit the Central Brevard Sharing Center. So come join this family event and help those that are less fortunate in our community. For more information go to: www.visitportcanaveral.com or call Shawn 321-403-5769.

CFFW Holiday Social/Port Canaveral Boat Parade - December 1st, 5:30pm

Come watch the Port Boat Parade with other CFFW members at Baja Tavern and Eats. Please call Kelly Haugh for reservations at 321-449-0827.

Cocoa Beach Christmas Boat Parade - December 15th, 6:00pm

The date for the Cocoa Beach Christmas boat parade is set for December 15th, beginning at 6 pm., with the captain's meeting to be held on December 5th, at the Cocoa Beach library, at 7 pm.

Merritt Island Christmas Boat Parade - December 22nd, 6:00pm

The Merritt Island Christmas Boat Parade will take place on December 22nd, 2012. The Captain's meeting will be on 12/20 at 6:00pm at Kiwanis Island Community Center. There will be maps for the route and all pertinent information will be available at the meeting. There are prizes for different categories of decorations and you must be registered to be entered in the judging. You do not have to participate in the judging if you do not wish to. For more info contact Kim Johnson at 453-5149 or 720-9147. Or Kenny Buback at 454-9024 or 427-7208. ❖

*When Does Your
Membership Expire?*

(See Back Cover)



**Ask A Friend
To Join CFFW**

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! ❖

Today at the Forum

Bob Atkins

The fall session of the semi-annual meetings of the Manatee Forum was conducted from the Florida Fish and Wildlife Conservation Commission (FWC) facilities on Tampa Bay in St. Petersburg. The session was once again well attended with 25 representatives of the member organizations including boating and marine interests and various environmental organizations and members of the state and federal agencies in the room and another 15 or so tied in from Tallahassee and additional remote locations around the state.

Special Topics:

Algae Blooms in the Northern Indian River – Lori Morris, St. Johns River Water Management Division (SJRWMD)

In case you haven't noticed on your own, we have had some significant water quality issues here in Brevard. SJRWMD has been very active in an analysis of what is the cause of the loss of clarity as well as what affect the event has had on seagrass. In their analysis, summarized for the forum, the Banana River and Mosquito Lagoon were included as "Northern Indian River".

We have experienced two significant events, one in 2011 followed by another in 2012. The 2011 event was a "green algae" bloom, which originated in the northern Banana River and migrated down through the barge canal up the Indian River as far as Mosquito Lagoon. The 2012 event was a "brown algae" bloom, which originated in the Mosquito Lagoon and migrated southward down the Indian River as far as the Power Plants.

The end result of these two events was a significant loss of seagrass in the lagoon system from Mosquito Lagoon to Sebastian Inlet to levels below any observed over the last 30 years. The seagrass loss occurred due to the severe decrease in water clarity, resulting in reduced sunlight reaching the seagrass. The most likely contributing causal events for the blooms were a combination of extended cold in 2011 and the drought-like conditions of early 2012. This brought the level of salinity in the river to multi-decade high levels and this is the factor that seems to have created highly favorable conditions for the algae blooms.

The SJRWMD has been monitoring seagrass vitality in the river for several years and will continue this effort to track the recovery from these two extreme events.

(continued on Page 4)

Today at the Forum

by Bob Atkins (continued from Page 3)

Review Telemetry study for FPL Cape Canaveral Power Plant conversion – Margie Barlas - FWC

The warm water outflow from the FPL power plant near Port St John was eliminated when the old plant was demolished. In the interim construction period, FPL has installed temporary water heaters that are activated whenever the temperature drops below 68°F. Because the location of the temporary heater outflow is different from the previous outflow location, FWC tagged some of the animals using the warm water during the winter of 2010/2011 to determine if they returned to the area last winter and if they rediscovered the warm water in the new location. Not surprisingly, the tagged manatees returned to the area and quickly located the new warm water source and continued to spend cold spells in the vicinity of the outflow.

What was more interesting to me was:

- 1) the range of travel along the east coast that each of the animals exhibited over the extended period that their tags remained active
- 2) the distance the animals would travel from the FPL site in a single outing to reach food and then return to the warm water refuge, and,
- 3) the fact that some of the animals would go for long periods without venturing away from the FPL site for food.

US Fish and Wildlife Service Updates

Kings Bay Update – Dave Hankla, USFWS

The federal rule implemented for Kings Bay (Crystal River) is final and has been posted with temporary signage (bouys) and being enforced with good compliance. There were no manatee mortalities this summer in the new protection zones. Removing boats from the former anchorage was accomplished. Clarification of the human interaction rules (swimming and observing limits) has resulted in only a single recent citation for harassment. Permanent markers have not been installed due to limitations on funding.

Although the rule is federal, the enforcement arm of the state's FWC is completing an educational period and plans to enforce the new restricted boat operation zones including writing citations.

Manatee Rescue, Recovery, Rehab and Release

Mr Hankla reported that USFWS will eliminate funding for rescue, recovery and rehab of manatees and will only monitor activities of private organizations that perform these activities. This is clearly an indication of the questionable value of spending federal funds for injured or ailing individual manatees. I suggested that the state FWC should follow the lead of the federal agency and eliminate state funding and turn the entire rescue/recover/rehab/release activity over to private organizations.

Discussion of the recently reported Carrying Capacity Study – Jim Valade, USFWS

The USFWS supported a recently completed study to investigate carrying capacity – i.e. the limit of the number of manatees a location can support due to physical attributes. Interestingly, this is the subject of a question we have been asking the government agencies since the mid-eighties, when the whole issue of endangerment and protection became focused on boating regulations. Just how many manatees can the environment actually support?

This study focused on a set of 11 “natural” warm water sites (not power plants) to be able to bound the effort. One should understand that the reason that the federal agency is interested in this subject is in support of their interest in the elimination of the man-made power plant warm water outflows. Understanding the capacity of the “natural” warm water sources to offset the loss of the power plant outflows supports that interest. Can the natural water sites offset the loss of warm water outflow at the power plants? We have been identifying the significant thermal pollution of the power plant outflows for nearly three decades and arguing that they should be eliminated not celebrated as manatee havens.

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Today at the Forum

by Bob Atkins (continued from Page 4)

The natural attributes that were evaluated in the determination of carrying capacity included the volume of the warm water outflow and the resulting size of the warm water area and the volume of forage in the general vicinity of the site. This report concluded that these 11 warm water outflow sources potentially have the ability to support in excess of 18,000 manatees. Two of the sites, Crystal River and Weeki Wachee River provided more capacity than the other 9 sites combined. One observation of note which is unique to these two sites is that the 15+ mile radius for food source includes large areas of shallow Gulf of Mexico waters and offshore seagrass.

Now that it is clear that there is plenty of alternative natural warm water refuge to replace the loss of warm water volume if the power plant outflows are eliminated, the question becomes whether or not the manatees would find these alternatives in the absence of the power plant sources.

Update on Core Biological Model – Stefanie Barrett & Dave Hankla, USFWS

The core biological model is the current best statistical tool to evaluate and predict future population and survivability of the manatee species. The predictive output of the model is directly related to the effort underway to assess the viability of down-listing the manatee status from endangered to threatened. The last iteration of the model output a couple of years ago, clearly indicated the manatee is indeed not endangered and is probably not even worthy of listing by the criteria of the Endangered Species Act (ESA). It was these results that lead to the commitment to reevaluate the status of the species (formally called a Status Assessment) at this time to validate the those earlier results over time.

Due to unforeseen delays, the updated final population predictive results have not been delivered and these results are required to complete the Status Assessment. One still hopes the conclusion will be de-listing - entirely removing manatees from the Endangered Species Act – but unfortunately, what is probable is downlisting from endangered to threatened.

At this time, the Status Assessment is expected to conclude next year and FWS expects to make a recommendation for down-listing. However, as reported several times in this column, the effort is in work and will complete in the next 6 to 9 months. If you think “in 6 to 9 months” has been reported here before, you are correct.

Florida Fish and Wildlife Conservation Commission (FWC) Update

Manatee Management Plan Update – Carol Knox (FWC)

This statewide Manatee Management Plan is required to be reviewed and revised every 5 years. The current revision process continues in work and on schedule for completion next year. There are no significant changes expected as a result of this review.

County Manatee Protection Plans

The 13 coastal counties (Brevard, Broward, Citrus, Collier, Dade, Duval, Lee, Indian River, Martin, Palm Beach, Sarasota, St. Lucie, Volusia) with significant manatee populations that were required to develop manatee protection plans (MPP) completed the process with the last of these plans approved in 2007.

Just as the statewide Manatee Management Plan, these plans are subject to periodic review. Duval County revisions are in work. Indian River and Volusia County MPPs are in the early stages of update/review. No indication was given as to what the extent or the result of these reviews and revisions will be, but all of the county reviews and revisions performed to date have resulted in net increases in regulation of formerly open waterways – not the reduction that we would hope for. We continue to advocate for removal of zones where possible...

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REAL ESTATE NEEDS?

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Today at the Forum

by Bob Atkins (continued from Page 5)

...with a strong focus on keeping the travel corridors unregulated or passable while on plane.

In addition, Clay County submitted and received approval for an MPP and Charlotte County is in the process of creating one, although neither of these counties is among the 13 “key” counties for manatees. Additionally, there has been some indication from FWS that areas of western Pinellas and locations within Hillsborough are under consideration for protective measures (aka boating regulations).

Year to Date 2012 Statewide Manatee Mortality

Total statewide manatee mortality - 293

Mortality attributed to red tide - 16

Mortality Attributed to watercraft - 70

Rescues - 64

Several unexplained deaths of adults in Brevard – under evaluation for relation to the algae blooms

Watercraft mortality remains between 20 and 25% of total mortality – where it has been since mortality statistics were initiated in 1974. This is probably the single best indication that overall, the entire boating regulation effort that has been undertaken over the last 30 years has had so little positive impact on manatee protection. I hate to think how much taxpayer money we have invested/wasted on this basically “feel good” activity which has created significant negative impacts to recreational boating and boating related industry along coastal Florida. No amount of eco-tourism will ever replace the financial loss.

Legislative Update – Forum Membership

Marine Industries Association of Florida

The Marine Industries Association, which represents marina owners, among other constituents, is seeking to push legislative relief from existing permitting process issues to obtain permitting to build and operate a single marina. This time the location is in Monroe County (FL Keys). While the existence of the Marina will certainly be positive, the government extortion for acquiring the permit will result in requiring new regulatory zones in trade. As usual, the recreational boating public and the current residents of the area that use the waterway for access to open water become the victims.

This time it has the potential to forever shut down one of the cross key “river” passages where there is no existing issue with manatee mortality. Unfortunately, the end result will be very similar to the same trade that was required here in the Barge Canal for permitting Harbortown Marina. While we all appreciate the benefit of the marina, it became the initial leverage for the resulting incremental shutdown of the entire Barge Canal.

We would ask Marine Industries do work to decouple the permit process from the manatee protection extortion that creates more negative impact to boating than the marina can offset.

An additional legislative goal of the Association is to re-visit the marina citing criteria that were invoked in the development of the county MPP's. The collection of these criteria results in very few locations that are both desirable for marina sites from a business perspective and that meet the criteria. This is clearly true here in Brevard County per our own MPP.

These two efforts could be combined in such a way to end the extortion of new speed zone requirements. We will work to influence and facilitate this approach and outcome. ❖



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Inspecting Older Boats Runabouts And Center Cockpits

If You're Considering Buying A Used Boat Or Want To Prevent Problems On One You Have, These Tips From The BoatUS Marine Insurance Claim Files And The BoatUS Consumer Protection Bureau Can Help.

Claim #0037465: An older 22-foot boat with a large 200-hp outboard was negotiating an inlet in Florida when the boat slammed into a large wave. The owner heard a sickening bang, then the engine stopped. His first reaction was that it was yet another problem with the *&#@! engine. And it was a problem with the engine—the engine was gone along with the transom. The boat rolled over but remained afloat, leaving the owner clinging to the overturned hull until help arrived. Sometime later, he learned that the transom's plywood core, which gave the transom its strength to support a heavy engine, had rotted. In another claim (#0211546), the owner of a 20-foot center console was out fishing and noticed the boat settling lower into the water. When the bilge pump came on, the owner wisely donned a life jacket and then headed to the launch ramp. Once the boat was safely on its trailer, he found the previous owner had plumbed in a live well using a hardware store PVC valve, which had broken and allowed water to overflow into the bilge.

A proper inspection of a boat—whether it's one you already own or one you're considering buying—is simply a matter of knowing where to look for the most common problems. Seaworthy, with its warehouse of Marine Insurance claim files, has teamed up with the BoatUS Consumer Protection Bureau, and its 10,000-complaint database, to make it easier to know where to focus. Because many of these issues involve rot, corrosion, or manufacturers' defects and are therefore not covered by insurance, finding them early can avoid expensive headaches later. Keep in mind that an inspection is no substitute for a marine survey; if you're buying a boat, hire a professional after you've conducted your own checkout. In this issue, we'll focus on runabouts, which have their own unique set of problems. Other types of boats will be discussed in future articles.

Hull and Deck

Cores: The most serious structural issues on runabouts and center consoles are soft transom cores. Water that gets into the transom, as noted above, can eventually compromise the hull's structural integrity. Professionals use the handle of a screwdriver or a small plastic hammer to tap on the transom to listen for signs of softness, which is something you can do as well. Start at any fitting below the waterline; a healthy ring means a solid core, while a dull thud often signals a soft spot. Stains around poorly bedded fittings, such as transducers or tie-downs, often indicate water slowly leaking out of the transom, another warning sign. If you suspect a problem, contact a professional. The repair is not a job for the average boat owner because it involves removing the affected core from between the fiberglass sandwich.

Decks and floors can also suffer from water intrusion. Leaking fittings, such as railings and cleats, will cause the deck core, either balsa, wood, or foam, to absorb water and delaminate. A delaminated deck feels soft underfoot. Floors often rot around seat bases, where water has leaked past the fittings. Mushiness and wobbly seats can indicate deteriorated plywood in the floor.

Regular inspections of transoms, decks, and floors can prevent a small fixable core leak from becoming a major repair.

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Hull-to-Deck Joints:

Recently, BoatUS Consumer Protection received a complaint about a leaking hull-to-deck joint on a 2004 center console. Whenever the boat was underway, water leaked in from the hull-to-deck joint. At first, the owner couldn't find the location of the leak, but after peering at the inside of the hull at the hull-to-deck joint, he saw daylight through a crack where several rivets had fallen out. It also appeared that the manufacturer had not used enough—or any—sealant in the joint.

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Inspecting Older Boats Runabouts And Center Cockpits

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Make a thorough inspection of the joint (where accessible), looking for signs of previous leaks as well as loose rivets and screws. Damage to the rubrail often results in damage to the hull-to-deck joint underneath it.

Gelcoat and Paint: Though not the most dire, among the largest shares of complaints received by Consumer Protection involve crazed and cracked gelcoat. Gelcoat is a very thin coating over fiberglass (to make it look glossy) and easily cracks wherever excessive flexing occurs, such as on unsupported decks or cabin roofs, or where the boat structure makes a sharp angle—at cockpit corners, for example. Though usually not serious, it can indicate that a “hard point” from an internal structure like a bulkhead is pushing from within and can reveal places in the hull or on deck that have weak supports. Gelcoat cracking in the hull can indicate minor collisions or trailering mishaps, though on lighter-built boats, they are often unavoidable. Crazing on a relatively new boat might call for a professional investigation. It’s possible to re-gelcoat bad areas, but the cracking will almost certainly return unless the area is reinforced.

Sight along the hull for mismatched paint or gelcoat, which can signal a previous repair. Look for warps and dimples in the hull and topsides, which might indicate a structural problem. Blisters, unfortunately, are a common Consumer Protection complaint, and though unsightly, they rarely rise to the level of being unsafe.

Plastic thru-hulls get brittle and crack, which can sink a boat. They should be replaced with Marelon or bronze.

Hull Fittings: A study by Seaworthy a few years ago found that 20 percent of runabout sinkings were caused by failed plastic fittings near the waterline. In one claim (#0105531), a plastic scupper fitting on a 23-foot fiberglass boat became brittle over time and broke; wave action at the dock was enough to fill the bilge, further forcing the fitting underwater until the boat finally sank. Check to make sure that thru-hull fittings are bronze or Marelon, not cheap plastic, which has a limited lifespan and deteriorates in sunlight. Also, look for live-well fittings that might have been improperly installed by a previous owner. They may be hardware store PVC and may not have been installed with a seacock, which is a necessity. Speaking of seacocks, they should operate smoothly. If they’re jammed shut (or worse, jammed open), they need servicing or replacement.

Rusty or broken hose clamps must not be ignored. Hose clamp screws eventually rust, even on stainless steel clamps. Any indication of rust on the screws or clamps means a likely failure in the near future. Old hoses tend to swell, particularly where they attach to fittings. Swollen, cracked, or weeping hoses are past due for replacement.

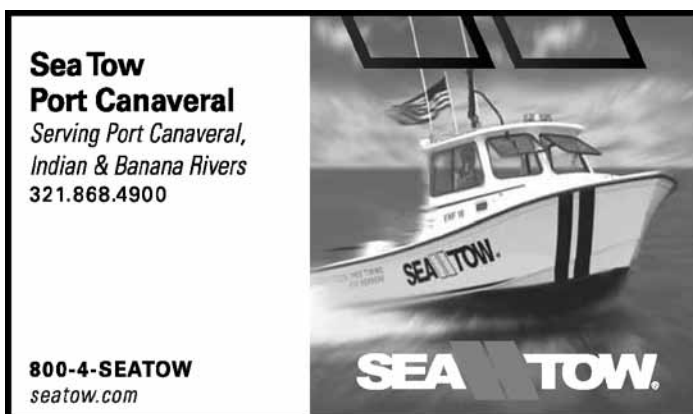
Controls and Electrical System

Cables and Controls: At first glance, runabouts don’t appear to have complicated systems like their larger counterparts. But while they may be simpler, any system that fails can be just as serious. Claim #0202658: A 21-foot ski boat was returning after a day of waterskiing when the operator made a sharp turn. The wheel jammed, causing the boat to narrowly miss a small fishing boat before running aground and damaging its hull and running gear. The investigating surveyor found the steering cable was severely rusted inside. The owner had recently tried to lubricate the cable, but once corrosion sets in, the only solution is to replace the cable. Tip: Take the cable in both hands (this goes for engine cables, too) and twist. If it sounds crunchy, it’s deteriorated inside and needs to be replaced immediately.

Electricals: Breaker panels are another potential trouble spot. The claim files show that sometimes a well-meaning do-it-yourselfer makes sloppy work of installing a new radio or other electronics. In one claim (#02001256), an owner’s friend helped him install a new VHF in a 19-foot center console but didn’t install a fuse in the positive wire. The wire chafed and shorted while the boat was being trailered, starting a fire in a storage compartment that severely damaged the boat. Check the inside of the breaker panel carefully, looking for chafed or melted wires, or wires that are loose or unsupported. Also look for wires that have been connected with anything other than a crimp connector. Twist connectors, typically used in a house, should never be used on a boat because they won’t stand up to vibration, moisture, and pounding.

Don’t forget to check the battery. Every battery needs an on/off switch and must be in a box with a cover on it, or at least have a cover over the positive terminal. An exposed positive lug can start a fire if something metallic,

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Winterizing Worksheet

by Seaworthy

Winterizing your boat requires planning and some effort on your part. Plan ahead. The page below has two purposes: It will jog your memory when you're gathering everything together—fogging fluid, antifreeze, etc.—before winterizing. And it can also be used long after the job is completed, should doubts arise, to reassure yourself that everything that should have been done was done.
Tip: Give yourself enough time to do the job properly.

Boat's Name: _____

Your Name: _____

Marina Telephone: _____

List All Equipment Needed to Lay-up Boat

<u>Product</u>	<u>Quantity</u>
Non-toxic Antifreeze	_____
Engine Antifreeze	_____
Crankcase Oil	_____
Fogging Fluid	_____
Plugs for Exhaust Ports	_____
Fuel Additives	_____
Extra Lines	_____
Chafe Guards	_____
Storage Cover/Supports	_____
Tools (Including an Oil Drain Pump and a Container)	_____

Have Fuel Tanks Been Topped Off? ☐

Boats Stored Ashore

Is boat level to prevent damage from pooling water? ☐

Is the boat adequately supported at bulkheads, engines, and keel? ☐

If boat is on jack stands, are the stands chained together beneath with plywood beneath the base? ☐

Equipment Stored Ashore

<u>Equipment</u>	<u>Storage Location</u>	<u>Equipment</u>	<u>Storage Location</u>
Electronics	_____	Bimini	_____
Dinghy	_____	Battery	_____
Outboard/Fuel	_____	Other	_____
Sails	_____	Other	_____
Galley Fuel	_____	Other	_____
Ship's Papers	_____	Other	_____

Boats Stored in the Water

Indicate Location and Whether Thru-Hull Is Closed and Double-Clamped

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Knotmeter Impeller
Dummy Plug Inserted ☐

Thru-Hull _____ Location _____

Closed ☐

Double-Clamped ☐

Rudder and Stuffing Box Tightened ☐

“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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Tying It All Together (Continued from Page 8)

such as a loose wrench or clamp, shorts it to ground. Batteries also need to be tied down so they don't break loose in a seaway.

Engine and Fuel

Fuel Tanks: Consumer Protection receives many complaints about leaking aluminum fuel tanks. In some cases, owners reported the leaks appeared after only three or four years, which resulted in several manufacturers issuing recalls. In some cases, the tanks had been installed too close to bilge water. Worse, some had been installed on top of absorbent material that kept water in contact with the aluminum. Look for white powder on the aluminum, a sure sign of corrosion. Note that many boats lack even modest access to the tank, and some tanks are foamed into place, making it even more difficult to inspect or replace them. Don't forget to check the fuel hose from the tank to the engine and pay special attention to the primer bulb because it tends to get damaged easily.

Drivetrain and Prop

Engines are beyond the scope of this article, but you can still inspect the drivetrain and prop. Check for corrosion on the drive leg—usually seen as peeling paint and pitting on the aluminum. Missing or wasted anodes can lead to rapid corrosion.

Dings and bent blades in the prop mean lower fuel economy and more vibration with the potential for engine damage. A good prop shop can make the propeller as good as new for a reasonable price. Skegs should be straight and not chipped, though they can usually be repaired fairly inexpensively.

Do Some Research

BoatUS members have access to the Consumer Protection Database, which contains thousands of complaints. Before buying a boat, do a little homework and search the database by make and model: my.BoatUS.com/consumer/database.aspx

It's also a good idea to check the USCG recall database: www.uscgboating.org/recalls/search.aspx. If a boat you're looking at (or your own boat) is listed in the database, call the manufacturer with the Hull Identification Number in hand and see if the recall has been addressed. There's no expiration on recalls, and if the work hasn't been completed yet, the manufacturer is obligated to do it. ❖

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

CFFW Member Recognition

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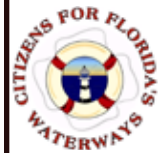
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When Does Your Membership Expire?

Here's a Hint

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Please Mark Your Calendars!

12/1/2012 - Port Canaveral Christmas Boat Parade

12/1/2012 - CFFW Holiday Social

12/3/2012 - CFFW Board of Director's Meeting

12/5/2012 - Cocoa Beach Christmas Boat Parade
(Captain's Meeting)

12/15/2012 - Cocoa Beach Christmas Boat Parade

12/22/2012 - Merritt Island Christmas Boat Parade

(More Coming Events on Page 2)

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