



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 19 - Issue 5

September/October 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

It's election time again!

No negative campaigning here though! No phone calls, no T.V. advertisements either!

Just a plain old ballot included in this newsletter and the previous one. You can send it in by mail or bring it to the annual meeting.

If you are interested in participating as a board member, we welcome fresh participation!

This is your organization and we want everyone to have a voice!

Please let one of the current board members know of your interest, and include your name in the "Write-In" section of the ballot. ❖

Our Workplace at Kennedy Space Center

Our workplace at Kennedy Space Center is rich with wildlife. That's part of what we love about working at KSC. We are responsibly, co-existing with each and every element of the wildlife there. It would be great to say that we are responsibly, co-existing with our waterway wildlife partners. There is one simple message that will drive large improvements, "what goes out on the waterway with you, goes home with you."

We talked to a KSC work partner to gather her thoughts as shared here.

Linda Tuten works on the new commercial space program at KSC and she and her family do a lot of fishing in the local intra-coastal waterways for Redfish. She is just beginning to fish offshore and was recently very disappointed to find the huge "trash lines" otherwise known as "weed lines" in the Atlantic Ocean waters.

"What I have seen on the river and the beautiful spoil islands is trash. There is nothing worse than pulling up to an island and stepping around glass beer bottles and someone else's trash they left behind. Weather conditions and tides ultimately push that back into the river and it does affect wildlife. Fishing line is very dangerous to manatees and turtles.

I just recently started offshore fishing and the most surprising thing for me to see was trash 30 to 40 miles offshore! Where there is a temperature break in the water, it forms a rip. Within that rip you will see a weed line and yes, trash! It is not that hard to bring a trash bag with you and put all of your trash into the bag and offload at the dock. These are the same lessons I am teaching my young grandson as he begins to learn about fishing.

The algae bloom that we are experiencing right now is a serious concern for me. More than the fact that you really can't sight fish right now, is the long term affect it will have on the river as a whole. The grass is dying and we have already seen catfish dying. Bull reds will start spawning around August and September in the lagoon and fish behavior depends a lot on weather conditions, water temperature and salinity. Runoff has contributed to this problem. It will affect the redfish, trout and other river animals. There is nothing as special as seeing a school of bull reds tailing on the flats in clear water. That is why they call the Mosquito Lagoon the "Redfish Capital of the World".

Whether you are fishing in the river or the ocean, it really is where "Dreams Come True". To experience pulling in a 40 inch redfish or a Mahi-Mahi with their beautiful colors, it is our responsibility to keep all of Florida's natural resources clean and safe for our future generations."

Please do your part when you enjoy our local intra-coastal waterway and ocean, take home what you brought out on the water with you, and enjoy safe boating. ❖

CFFW Officers

President

Kelly Haugh
321-449-0827

Vice President

Peggy Wehrman
pwehrman@cffw.org

Secretary

Kelly Haugh
321-449-0827

Treasurer

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Board of Directors

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Sandy Reynolds

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Doug Jaren

321-452-8622

Sales Marketing and Membership

Sandy Reynolds
sreynolds@cffw.org

Government Liason

Steven Webster
swebster@cffw.org



Please Mark Your Calendars!

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



- » **Sep. 16th** - CFFW Membership Picnic at Kelly Park Lagoon Pavilion, 11am - 2pm. Hamburgers and Hot Dogs provided along with water and soda. Please bring a covered dish to share. Please contact Kelly Haugh at 321-449-0827 if you would like to help out with cooking, set up, or games, or if you have questions.
- » **Oct. 1st** - CFFW Board of Directors meeting at Kiwanis Island, 6pm. At the Community Building at the boat ramp.
- » **Oct. 24th** - CFFW Annual Meeting with Speakers and Elections at Merritt Island Olive Garden, 6PM Cocktails, 6:30PM Dinner. RSVP to Kelly Haugh by October 21st!
- » **Oct. 29th** - CFFW Board of Directors meeting at Kiwanis Island, 6pm. At the Community Building at the boat ramp.
- » **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 CFFW Membership Picnic

It's time for our annual Membership Picnic, and we need some help!

If you are interested in cooking, set-up/clean-up or organizing games, please call Kelly Haugh at 321-449-0827.

We will have a 50/50 drawing and door prizes to be given out every 30 minutes!

This year's gathering will be at Kelly Park's Lagoon Pavilion on September 16th, from 11-2. CFFW will provide Hamburgers, Hotdogs with all the fixin's, Soda and Water. Please bring a dish to share!

Come by boat or car, bring the family and enjoy some time with other members and their families.

Hope to see you there! ❖

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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! ❖

MMSI: A Life Saver

Ever wonder just what that red button on your new marine radio is for? Do you know how to use it? Do you know how that little red button can save your life? All modern marine radios now feature Digital Selective Calling (DSC) for automated distress hailing. This feature can only be used if your radio is programmed with a unique code called a MMSI.

What is a MMSI? The Maritime Mobile Service Identity is a unique nine-digit number that identifies transmitted signals. DSC technology makes a VHF radio function more like a telephone. It allows boaters to send a digital call directly to another DSC equipped vessel or shore station.

In an emergency, one push of a button and the DSC radio will send an automated digital distress alert consisting of your identification (MMSI), and position (if the radio is connected to a GPS or Loran unit) to other DSC equipped vessels and rescue facilities.

You can privately hail another DSC equipped vessel, or shore station, if you know their MMSI. It is similar to having a VHF phone number which "rings" the radio called and then automatically switches you to a pre-determined working channel.

MMSIs available through United State Power Squadron are for use by non-compulsory (voluntary) vessels that boat within US domestic waters only. It is illegal for you to self-assign a MMSI. Use of an unauthorized identity can seriously compromise search and rescue efforts, including misdirection of SAR forces and alerting of the wrong emergency contacts.

Let's get your free MMSI – go to <http://www.usps.org/php/mmsi/home.php>

REMEMBER:

Each vessel you own needs to have a discrete MMSI to be properly identified.

The boater needs to keep their MMSI Assignment data current.

Depending on the make and model of the DSC radio, it may limit the number of times you can try to program your MMSI number into the radio. Typically, the radios offer you two (2) chances before locking out future attempts forcing you to send the radio back to the manufacturer. ❖

2012 CFFW Board of Directors Slate

All CFFW Members are eligible and encouraged to vote. Please turn in your ballot at the 2012 CFFW annual meeting in October, or mail in this ballot to:

CFFW
P.O. Box 541712
Merritt Island, FL 32954-1712

Write-ins are encouraged.

Nominations from the floor during the October meeting are encouraged.

YOUR INVOLVEMENT ON THE BOARD IS ENCOURAGED!

2012 BALLOT

The ballot includes 7 Candidates. You may vote for up to 11 Candidates, which means you are encouraged to write-in at least one name. ❖

Standing For Re-Election: Check the ☐ next to the candidates

<input type="checkbox"/>	Mr. Bob Atkins	CFFW Director
<input type="checkbox"/>	Ms. Peggy Wehrman	CFFW Vice President
<input type="checkbox"/>	Ms. Karen Dignan	CFFW Treasurer
<input type="checkbox"/>	Mr Gary Haugh	CFFW Director
<input type="checkbox"/>	Ms Kelly Haugh	CFFW President/Secretary
<input type="checkbox"/>	Mr Doug Jaren	CFFW Director
<input type="checkbox"/>	Ms Sandy Reynolds	CFFW Director

Write-Ins: You may write in as many candidates as you wish. Please include their name and phone number.
If elected, write-ins may decline the honor.

	Name	Phone
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		

Proper Use of Flares: Don't Make Distress a Disaster

US Coast Guard

When do you use a flare?

Use a flare when you are in distress and in a location where someone will likely see it, i.e., off land near a city or homes. If you've called the Coast Guard for help, they may ask you to fire off a flare so they can pin point your location. If they are in the air, or the sea, they may see it.

The Coast Guard may radio you and request you set off a flare or an orange smoke flare if it is daytime. Flares light up for a relative short time, some 8 to 10 seconds, others 2-3 minutes, this is a relatively short window of time if someone is not looking specifically for the signal.

How to fire a flare:

Shoot two relatively close together, the first one may "catch" someone's attention; the 2nd one confirms the sighting.

Make sure you fire flares "down-wind" so the burning phosphorous, wax, and other materials fall away from your boat, and your body.

If using a flare pistol, be sure to get yourself in a safe position and ready to fire before you load the flare cartridge in the pistol, immediately point the pistol high over your head with your arm fully extended, then cock. Continue to hold overhead pointing skyward.

Fire the pistol – DO NOT LOOK UP AT THE PISTOL, sparks/residual hot material could drop on your face and in your eyes. Lower the pistol, open the barrel (pointing away from you or anyone else) and remove the spent cartridge.

Place expended cartridges into a pail/bucket of water to completely extinguish them. Don't drop them overboard; plastics must be brought ashore for disposal.

For cartridges that fail to fire, continue pointing pistol skyward and wait about 30 seconds and pull trigger again – if it still doesn't fire, wait 30 more seconds and carefully eject/remove cartridge and place in container of water.

Different types of flares:

Pistol with cartridges (small and large pistols)

Sky blazer – these are launched by holding up over head and pulling a chain that ejects the flares skyward just like a pistol. These are small and can be placed in a shirt or coat pocket, very effective.

The "clear/white" cartridge that may come with a packet of flare cartridges is a TEST cartridge and can be shot-off anytime to test your gun.

Hand held flares - those for Day and/or night uses are marked with sun and moon symbols on the end of the flare.

Smoke flares are for daytime use only, and continue burning for quite some time, even in the water. The smell and acrid air from all burning flares is hard on your lungs and causes coughing and eyes to tear, so when possible have them downwind from you.

Even though flares will often "fire" when they are past the expiration date, The Coast Guard recommends that you get rid of and do not attempt to fire any flares that are 5 years past the expiration date.

Disposing of old or outdated flares should be done by turning them over at a US Coast Guard Base, or US Coast Guard Auxiliary and US Power Squadrons Vessel Safety Check Stations. ❖

REAL ESTATE NEEDS?

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Sea Lion Kills Approved to Save Salmon

By Chris Landers

In April, the Washington State Department of Fish and Wildlife euthanized two California sea lions. It's the first since a controversial NOAA ruling under the federal Marine Mammal Protection Act that allows killing some animals in order to protect endangered salmon on the Columbia River.

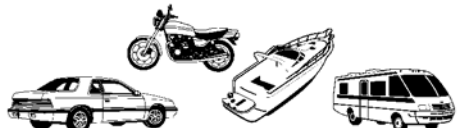
The sea lions eat between 1 ½ and 4 percent of the salmon that swim upriver to spawn beyond Bonneville Dam, according to NOAA. The salmon are protected under the federal Endangered Species Act, and repeated attempts to scare off the poaching sea lions, as they congregate near the dam during spawning season, have failed.

The new rules allow the states of Idaho, Oregon, and Washington to euthanize specific sea lions to protect salmon and steelhead, but only if an aquarium or other facility can't be found to take in the animals first. The West Coast has about 300,000 California sea lions, according to NOAA, which determined that 9,000 animals could be removed without harming the species.

That population, up from 10,000 in the 1950's, has increased steadily since the federal protection in 1972. But population growth has sparked complaints from anglers and boaters as the animals interfere with sport and commercial fishing, block traffic at boat ramps, and trash-even swamp- moored boats by climbing aboard to sleep, reproduce, or relieve themselves.

The new rules on the Columbia authorize removal of 92 animals a year, although the number is expected to be far fewer. In other news, NOAA proposed to remove the West Coast's Steller sea lion from its current "threatened" status under the Endangered Species Act. Agency biologists have found that the species is recovering successfully and the population is deemed self-sustaining. ❖







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Half-Truths, Deceptions and Lies

by Bob Atkins

Here in the final days of the 2012 election, you are probably thinking this is a commentary on the campaigns. It is not.

Kurt Vonnegut once introduced a novel with a statement similar to: If you can't understand how a perfectly useful religion can be based on lies, then you probably won't understand this book either. The essence of that proposition has stuck with me for decades. Unfortunately it has always had application. I always think of it when the subject of boating regulations and manatee protection cross my mind – which, unfortunately, is every time I look out my back windows or drive across a causeway or cruise the waterways of Brevard in my boat.

Even more unfortunate is the fact that the gospel according to the Save the Manatee Club (\$MC), although once widely accepted as based in fact, has been proven over time to be based on half-truths, deceptions and lies and is perfectly useless. A few examples of the early false beliefs that are still preached: Manatees are endangered. Manatees need protection. Manatee habitat is shrinking. Boats are the biggest threat to manatees. Manatees are slow. Slow boats are less likely to collide with manatees. Manatees have no natural enemies. Manatees are not harmful to the environment.

Recently, I've had more time to follow through on a little personal reading and research in a variety of media and have come upon some interesting items. One that motivated this writing appeared in a magazine called **Seagrass-Watch**, "*The official magazine of the Seagrass-Watch global assessment and monitoring program*". Issue 46, July 2012 includes an article "*Florida's Endangered Manatee*". With this title, still perpetuating the lie of endangerment even as the environmentally conservative US Fish and Wildlife Service is undertaking the process of down-listing, I suspected before I confirmed it that the authors were principals of \$MC.

Here's the subtitle. Read it closely. "Manatees are an iconic species within the state of Florida, representing an endangered aquatic ecosystem in need of special protections. Measures that conserve manatees also help protect aquatic systems." Do you hear a change in tone?

In a picture depicting a manatee that has obviously been severely injured by a large commercial vessel, the caption reads "**90 percent** of Florida's manatees, bear scars from collisions with one or more motorized vessels." First of all, there is absolutely no way to validate a claim such as this and my abundance of personal observations are in complete contradiction to it. Later in the article we read: we read: "Manatees are herbivorous, consuming 10-15% of their body weight in seagrass and other aquatic plants daily. They graze on blades, leaving the rhizomes (rootstock) intact and allowing for regrowth." ***This is completely inconsistent with the fact that all of us have observed root structure still attached to grass left floating either in excrement or not and with the fact the there isn't a single blade cutting tooth in the collection of molars in a manatee jaw.*** They go on to lament the loss of seagrass due to human activity and have the audacity to state " . . . vessel activities that result in prop scarring of seagrass also place manatees at risk . . . 'No Motor Zones' exist to protect healthy seagrass meadows . . . ". Can you hear the change of tone, yet?

Boating Magazine published an article "*Milking Manatees – There's Money in those Floating Speed Bumps*" in the July/August 2012 issue. They get it. \$MC is all about using the manatee as a collection plate in the pews of the soft hearted to collect money for a veiled anti-boating, anti-growth campaign. I'm not sure that growth should not be a concern, but there are honest and honorable opportunities to go about growth management that do not result in egregious regulations on recreational boating.

(continued on Page 8)

Half-Truths, Deceptions and Lies

by Bob Atkins (Continued from Page 7)

The true purpose of the \$MC was never the protection of manatees. Their financial statements show very little investment in manatee protections, science and research. The true purpose of \$MC is growth management and limiting human enjoyment of the coastal regions through the elimination of recreational boating has been the main focus and tactic to implement how Pat Rose, one of the founding principles of \$MC, refers to manatees as “the best, most effective growth-management tool that exists.”

So what do we see the \$MC doing for self-preservation now that they are faced with the reality that the world will soon know the truth about just how NOT endangered the manatee is and the collection plates are reaching the aisles less full and the pews may soon be empty. In order to “SAVE” the \$MC we see a new tactic emerging. You read it in their most recent published article above. Promote manatee protection by coupling ecosystem protection.

There’s just one problem with that. The manatee is a significant threat to that very ecosystem. It destroys seagrass beds by the acre and as the herd continues to grow so does its appetite. When the seagrass beds are dead, the entire estuary ecosystem dies.

Here in Brevard the herd has grown in size and now the winter Brevard population alone (**1087 counted in 2010**) **is creeping up on the total** estimated manatee population in Florida of 30 years ago (1800). Those of us who still enjoy the estuary can clearly see the significant decline in seagrasses over this same time frame. The \$MC article misleads, if not deceives or just plain lies about manatee foraging only on blades and leaving the root structure. More interestingly, the preceding issue #45 of **Seagrass-Watch** from June of this year focuses on the dugong, the closest biological relative of the manatee, and discusses, at length, the negative seagrass impacts caused by dugongs. Attempting to tie the preservation of the ecosystem to continued overprotection of the manatee is beyond moral limits. But then again, it was never saving the manatee that was the goal – it was milking it for every dollar to promote a hidden anti-boating, anti-growth agenda.

One of Discovery Channel’s Shark Week programs talked about the tiger shark preying (aka - natural enemy - as are crocodiles) on dugongs in Australia’s Shark Bay and that activity is key to helping to preserve the important seagrass beds from overpressure. If we continue to value and protect the manatee above the total ecosystem instead of within it, and the manatee population continues to grow at its current rate, we may find ourselves wishing for our “tiger shark” to save our estuary. ❖



Tying It All Together

Everyone can use a refresher on how to tie a line, and how to coil a line – so that everything stays secure and neat.

Through most of the age of sail, ships and their spars were made of wood and all rigging, running and standing alike, was made of rope. To connect it all together, riggers and seamen devised hundreds of knots, bends, hitches, and splices. Because dock lines and most of the sail-control lines on sailboats are made of rope, you still need to know a few basic but versatile knots. A common characteristic of the knots we present here is that they are easy to tie and relatively easy to untie (some more so than others) even after they have been under load. Knowing these knots will make life afloat easier and safer.

A Few Simple Boaters' Knots

A whole subset of language has developed around rope and the countless ways in which it can be tied. Knots, bends, and hitches are used to tie rope to itself, to other ropes, and to solid objects; splices involve using the component parts of the rope itself to similar ends. Any serious boater should have a book of knots in his or her library, but here we'll stick with a few common terms that aid in describing how to make the basic boaters' knots.

When you're making a knot, the length of rope you hold in your hand is called the working part. The end of the rope you're working with is called the bitter end. The rest of the rope, between the working part and its other end, is called the standing part.

Bowline

One of the most beautiful and useful boaters' knots is the bowline (pronounced BO'lin). The bowline forms a temporary eye, or loop, in the end of a line.

- Make a small hole with a twist of the line so that the working part lies on top of the standing part. (In a popular method of teaching a bowline, this is the rabbit hole.") How far from the bitter end you make this hole dictates how big the finished knot's loop will be.
- Pass the end up through the loop, under and around the standing part, and back down through the loop. (The rabbit comes up the hole, around the tree, and back down the hole again.)
- When attaching a jib sheet to the clew of a jib, between stage 1 and stage 2, pass the bitter end through the clew ring.

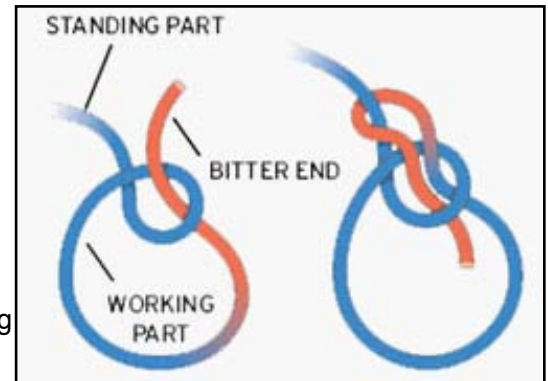
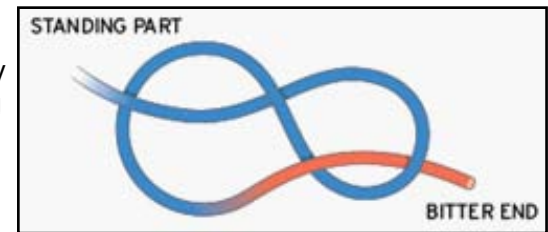


Figure Eight

This knot is fun to tie and can save you a lot of hassle. It's commonly tied at the bitter end of halyards and sheets to prevent them from getting inadvertently pulled out of the blocks, fairleads, and jammers they've been led through. Like its cousin, the common overhand knot, the figure eight is bulky, and serves well as a stopper knot. Unlike its cousin, it is easily untied.

- Make a small loop near the end of the line. (Once the knot is complete, it's nice to have about six inches between it and the bitter end. This extra line gives you something to grab onto and ensures the knot won't come undone accidentally.)
- Pass the end of the line around the standing part and then back up and through the loop.
- Pull both ends tight to firm up the knot.



This is a very easy knot to tie and once you've done it a few times, you'll figure out your own way of doing it.

Cleat Hitch

Many working lines on a boat are secured on a horn or T cleat with this hitch. You will also use it to tie mooring lines to dock cleats. Sometimes when tying a cleat hitch, there will already be load on the standing part of the line. The job of the hitch is to transfer that load from your hand to the cleat.

- Take a full turn around the base of the cleat so that the working part (in your hand) has passed under both horns. (If you expect a lot of load on the line and the cleat is big enough, add another half-turn on the base for good measure.)

(continued on Page 10)

“Catch A Memory” Radio Show

The radio show will again be an hour long on WMEL 1300-AM, Saturday mornings at 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. ❖

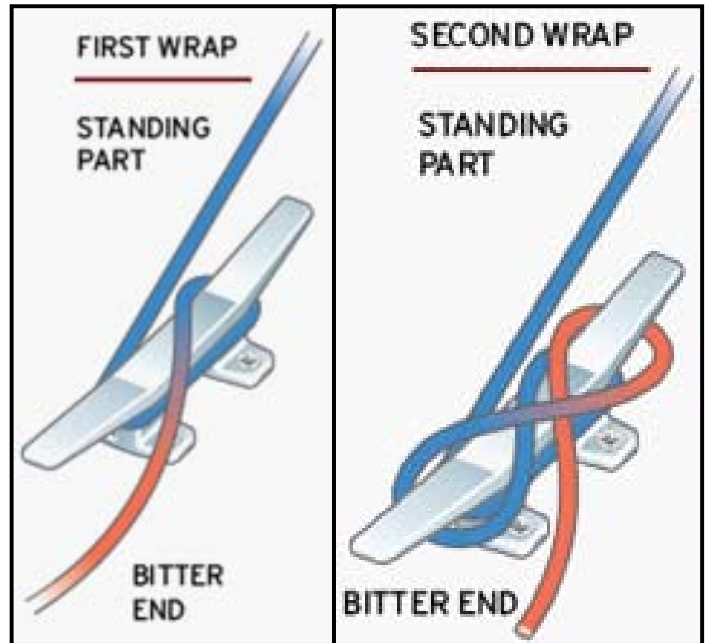


CFFW members are entitled to a full Membership in BoatUS for only \$15 - that's 50% off the regular \$30 annual dues!



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

Tying It All Together (Continued from Page 9)



- Wrap the working end up and diagonally across the top of the cleat and under the opposite horn.
- Bring the end back diagonally across the first wrap (making an “X” over the center of the cleat). You can visualize steps 2 and 3 as making a figure eight around the cleat.
- Repeat 2, but this time, tuck the working part under itself to make the hitch.

When you become adept, you’ll flick the “locking tuck” in with a quick twist. If the line in question is one that will be watched and adjusted frequently (like a jib sheet), you could forgo that final locking tuck and instead simply add another full wrap or two around the base of the cleat.

When the rope is made with materials like natural fibers, a highly loaded cleat hitch could bind so hard the only way to undo it is with a knife. Conversely, some modern synthetic ropes are so slippery that a simple cleat hitch won’t hold. The solution to both problems is the same: Take another turn or two before making the locking turn. ❖

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

CFFW Member Recognition

New Members

Don Meyer of Merritt Island
Cliff & Diana Schommer of Merritt Island

Diamond Level (\$100 per year)

Robert Behm	Tony & Debby Pappas
Don Nesbitt	Ron & Karen Presley
Ron & Lois Dixon	Richard & Patricia Rehm
Don & Linda Ewers	Jim Ross\Fineline Fishing Charters
Col. & Mrs. J.C. Farley	Cliff & Diana Schommer
Oliver & Sherry Follweiler	Scorpion's Port Canaveral Marine
Charles & Susan Frazier	Sea Tow Port Canaveral
Jeff Haggard & Anita Bromberg	Jamie Seymour/New England Mfg. Co.
Jeff & Anita Haggard	Wayne Stratford
Alston & Kelli Hammons	Dalton & Connie Tucker\C.O.D. Outboard Marine
Keith & Tamasine Houston	Robin & Kathy Turner
Doug Jaren	Willie & Peggy Wehrman
Scott & Sue Kee	Bill & Eileen Wetzel
Troy & Genese Launay	Robert Wille
Paul & Tammarra Mycoskie	Gerd Zeiler
David & Irene Nelson	

Gold Level (\$50 per year):

Bob & Sherry Atkins	Bruce & Carol Hess	Rick Rescott
Dr. & Mrs. Barry R. Barnhart	Lonnie & Carla Hughe	Chuck Reed
Skip & Ruth Bateman	Frank Jones	Luis & Jen Rivera
Gregory & Patricia Bean	John & Diane Kendrick	James & Carol Rosasco
Bob Bret	Mike & Bev Kennedy	Sheldon Rutherford
Rick & Merry Cleveland	Chyung M. Kim, MD	Alan & Joanne Russo
David DeSouza\D&D Marine at the Port, Inc.	Joseph & Faith Kroto	Anthony Sidor
Paul Deschenes	Robert & Barbara Land	Christine Smith
Don & Annette Doerr	George Legters	Richard Sproc
David & Nancy Duncan	Troy & Lisa Lotane	Fred Stasio
William Eells	Nicholas F. Mancini	Orson Tarver
Edward French	Peggy Mathews	Sam & Anne Thorpe
Stephen Ferguson	Dentis McDaniel	Ted & Linda Trainor
Florida Sport Fishing Assoc.	Gordon & Anita Millar	Bob & Cookie Tubielewicz
Dan & Terri Friedlander	Dennis Morris	Robert Veschi
Joe & Rita Fust	David & Alicia Musalo	Thumper & Iva Volkmer
Gus & Bobbie Gostel	CDR Albert J. Pappas	Steven Webster
Charle & Myrl Gunter	Dave & Patricia Pasley	David & Anne Wentworth
Terry & Patricia Hammond	John & Elizabeth Picardi	Westland Marina/Titusville
Henry & Dolores Happel	Matthew Prewitt	Jess H. Yates, DMD
Gary & Kelly Haugh	Ron & Donna Pritchard	
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Business Recognition Diamond Level

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This business supports
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☐ \$50 Gold Family ☐ \$500 Platinum Family
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Join by Check OR Credit Card!

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Citizens For Florida's Waterways

PO Box 541712

Merritt Island, FL

32954-1712

info@cffw.org

Or join with your
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CFFW is a 501(c)4 organization. Donations and
membership dues are not tax-deductible.





Citizens For Florida's Waterways

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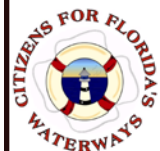
If you're not a member... please join.
Your membership dues provide the financial support
needed to save family boating from the
million-dollar enviro-businesses.

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

*When Does Your
Membership Expire?*

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Please Mark Your Calendars!

CFFW ANNUAL MEETING

Wednesday, October 24th
at Olive Garden in Merritt Island

Cocktails at 6PM, Dinner at 6:30PM
Speakers and Annual Elections!

Please RSVP to Kelly Haugh at
(321) 449-0827 by October 21st!

(More Coming Events on Page 2)


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