



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 23 - Issue 3

March/April 2016

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 Message *by Bob Atkins*

Spring is springing right into Summer. Now we're really thinking about getting back on the water. Maybe with the current conditions in the IRL, you feel a need to explore other Florida waterways. For some of us that means a long cruise by boat. For others, it means trailering your boat to another area. Regardless of where or how far you are going, this is the time of year to take a little time out to do those annual maintenance items.

Probably the first item that comes to mind is your boat's engine. It's probably not necessary to remind most of you, but it never hurts. Take a look back and see how long it's been since you changed the lubricants like engine oil, gear oil, how are the levels in your trim and steering hydraulics or how stiff is that old cable making your steering? How old is the water-pump impeller?

After the engine, take a look at ALL of your safety equipment. Is your extinguisher charged? Have your flares expired? Will your life jackets and throwables actually float? As of July 1, the State Marine Patrol will be issuing a sticker to any boat that successfully passes an on-the-water inspection. No word yet on the sticker design or placement – but it is currently defined to be one safety check and done for the long term.

One often over looked item – right up until it fails – is your battery. They rarely last more than three or four years in marine applications. So check the age and capacity before venturing out. Failed batteries and running out of fuel are the most common and avoidable reasons that a great day of boating can come to a less than fun ending.

Hey! What about that trailer? There's no boating on the side of the road. How do those tires look? Three years is a good trailer tire life. How long ago did you pack – or even more importantly – inspect those bearings? Are your brakes still functional? Do they look a little corroded? If they do, they may be setting you up for one of two bad failure modes – not working at all – or – completely locking up. I had this one last week – on the way to my favorite trailer maintenance shop. Fortunately, I was going to replace the tires any way and while I was there – you guessed it – tires, calipers and bearings on all four wheels. Expensive? Not as much as even one lost day of vacation.

And for those of you fortunate enough to live on the water with a lift, take a look at your lift hardware and even the decking to assure yourself you are good for another fun filled season.

Remember, May 21 ushers in this year's National Safe Boating Week. The purpose of the safe boating week is to remind us that safe boating is for a lifetime. ❖

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321-449-0827

Secretary

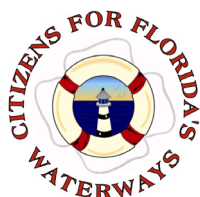
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Please Mark Your Calendars!

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



- » **May 6, 2016 District 2 Dredging Committee Meeting** - 6:00 pm Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **May 15, 2016 Thunder on Cocoa Beach** - Race 1 @12:00 pm, Race 2 @1:15 pm, Race 3 @2:00 pm. Turn 1 @ Lori Wilson Park, Turn 2 @ Cocoa Beach Pier
- » **May 19, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725 Judge Fran Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940
- » **June 6, 2016, CFFW Board of Directors Meeting** - 6:30 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island Open to the public.
- » **June 27, 2016 CFFW Board of Directors Meeting** - 6:30 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt Island Open to the public.
- » **July 9, 2016 21st ANNUAL CFFW POKER RUN** - Registration is between 9:30 am to 10:30 am. at Kelly Park East Boat Ramp. Stops and participating businesses to be announced later.

Newsletter Delivery Mode

E-Newsletters Now Available

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

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

You can view the same exact version online at CFFW.org and click on "newsletters" tab and the issue you would like to view. ❖

USFWS Receives 40,123 Comments to Proposed Manatee Reclassification

There is a lot of emotion on all sides of the issues surrounding the manatee. It should be no surprise that so many have provided the USFWS with their perspective of the decision to reclassify – actually upgrade the status – from endangered to threatened – the equivalent of being moved from the intensive care unit to a highly monitored room. As you may have imagined, more than 90% of the submitted comments were redacted or withheld due to near duplicate examples of a mass-mail campaign. In this case, the USFWS was seeking data and scientific information applicable to the reclassification decision. Accordingly, only 3,813 comments will be reviewed further.

CFFW submitted comment in support of the reclassification. You can review these by going to the library page of our website (cffw.org/library) and selecting the links listed under “CFFW Comments to USFWS Support Rule Proposal to Upgrade the Manatee to ‘Threatened’ with an IRL Addendum, April 2016”. ❖

21st Annual CFFW POKER RUN set for JULY 9th

Mark you calendars and make plans to attend. This is one of those times where inviting some of your friends to ride along in your boat is most appropriate. Our Poker Runs are family fun and are not designed around going fast, but will take you to several waterfront businesses around Brevard County. Everyone has time to visit enough locations to complete a five card poker hand but we have been playing 7-Card Stud – so more stops give you just that much more chance for one of our several cash winning hands. Many of you have been collecting our Poker Run Event t-shirts over the years and we plan to have another quality full color design again this year. Our entry fees are just a few dollars and our cash payouts, determined by the number of participants have been in the hundreds the last few years. Make it a party on your boat and join the party at the last stop where we play the hands and distribute the cash and prizes. There are always LOTS of winners. ❖

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**Ask A Friend
To Join CFFW**

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

Tasty Apps

by Mark Corke

We spent hours playing with our phones and tablets, looking for the coolest apps for the boater. Here are the most intriguing



GRIBview

Did that wind shift foretell a fun sailing day, or are you about to be caught in a storm? Getting up-to-date and accurate weather information lets you know whether to head out or stay put waiting for a front to pass. Currently only available for iPad, which is a shame, as it's one of the best weather apps we've come across, GRIBview is simple and easy to understand with an intuitive user interface. The app uses NEXRAD Doppler radar, just like major weather forecasting services. Upgrade to the premium service, and you'll get weather and wind information in addition to barometric pressure, air, and sea temperatures down to 1-kilometer resolution, a boon for racing sailors, fishermen, or anyone else who needs accurate, up-to-date information. The basic app is free, but much more detailed information is available for a monthly subscription; £11.99 standard or £23.99 premium. (iPad); www.theyr.com/gribview



First Aid By American Red Cross

Accidents happen, but thankfully many mishaps are minor and require little more than a Band-Aid to patch things up. But would you know what to do if a friend or a loved one had a heart attack, broken bones, or other serious injury? If not, The American Red Cross has an app for that. Called First Aid, the app is simple to navigate and takes you through step-bystep instructions on the correct way to treat stings, bites, shock, and more. The emphasis is most certainly on first aid and what to do until trained medical help arrives, but knowing what to do in the first few moments could prove critical to the eventual outcome. When used on a phone, you have the option of calling 911 at anytime from within the app. (iPhone, iPad, Android). Free;

www.redcross.org/mobile-apps/first-aid-app



Drag Queen Anchor Alarm

The title says it all. You know the scenario: you put into some strange harbor, dog tired after a long day on the water, and set the hook. You do everything you can to ensure the anchor is set properly, but how can you be sure? The Drag Queen Anchor Alarm could be the answer. A GPS-based app, it constantly monitors your position, and if the boat moves outside of a user-set area, a loud alarm sounds to warn you that your anchor may be dragging. The only downside is the app doesn't work in the background. The device has to be awake, which means your batteries take a hit, so you really have to have it plugged into the boat's power overnight. (iPhone, iPad, Android) Free; [itunes](#), [Google Play](#)



Knots 3D

Not sure of the difference between a sheep shank and a surgeon's knot? Then you need Knots 3D. This simple, straightforward app gives easy-tofollow 3D animations of the most common knots for boaters and fishermen. Additionally, there's a section on decorative knots so you could, perhaps, make a nice rope door mat to show off your skills. Animations can be slowed down or paused entirely, enabling you to work at your own pace. (iPhone, iPad, Android) \$1.99; www.knots3d.com ♦

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Boat Fire Extinguishers: Four Myths From the BoatUS Foundation



Look closely – is this fire extinguisher ready to put out a fire and does it meet US Coast Guard requirements?

ANNAPOLIS, MD, April 19, 2016 – Every spring, the BoatUS Foundation for Boating Safety and Clean Water receives questions from boaters about fire extinguishers. To help set the record straight here are four fire extinguisher myths debunked:

Myth #1: Tapping or striking the extinguisher keeps the contents “fresh”.

Reality: Leave the mallet at home. Unlike days of old, today's modern fire extinguishers don't use chemicals that cake, get hard, or need to be broken up. Whacking it with a mallet or hammer could compromise the extinguisher's ability to put out a fire.

Myth #2: All extinguishers must be mounted with a bracket.

Reality: Mounting a fire extinguisher on a bracket keeps the unit in a handy place and may protect it from being banged around the boat, but it is not a legal requirement. You do, however, need to ensure the extinguisher is readily accessible, so leaving it at the bottom of locker or compartment is a big no-no.

Myth #3: Fire extinguishers get old and go “bad” every year.

Reality: Unlike flares, fire extinguishers have no expiration date. To meet US Coast Guard carriage requirements however, the extinguisher must be Coast Guard approved and in “good and serviceable” condition. The charge indicator needs to be in the green zone, the nozzle free of obstruction and the cylinder not rusted.

Myth #4: The law says you only need to carry one extinguisher.

Reality: US Coast Guard minimum equipment requirements dictate that larger vessels require more than one fire extinguisher. While a full list of all minimum safety gear requirements for all boat sizes can be found at BoatUS.org/equipment, don't let that stop you from adding additional extinguishers. Having back-ups may help save your boat and won't break your budget.

For more on fire extinguishers, go to BoatUS.org/fire-extinguishers.



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Indian River Lagoon Condition and Recovery

You can't miss it. Even if you haven't been on the water to see it first hand, the press has been chock full of reports of the condition and quick to point a lot of fingers and identify plenty of reasons with not many immediate solutions. We're all floating on the same limestone peninsular formation buoyed by the same groundwater. If you live east of the peninsular ridge (around Clermont), anything that leaches into the ground water becomes part of our groundwater too. Everyone in the region also impacts the surface water that eventually makes its way to the IRL.

It hasn't always been that way. There didn't used to be the perfectly straight deep east-west ditches connecting the St. John's River to the IRL (think C-54 and every other one you drive over on I-95). Prior to those, the St. John's River basin buffered the central Florida surface runoff from reaching the coast – well not until it reached all the way to Jacksonville.

There was a lot less of us around too. I like to use 1960 as a reference because it gives us a 50-year look. Brevard County's population has grown from around 110 thousand to over 550 thousand in 2015. But there has been even more phenomenal growth just west of us where the combined Orange/Osceola/Seminole County population has exploded from 330 thousand to over 2 million. No one is leaving, so we are going to have to take a lot more care about how much water we pull out of the ground, what goes into the ground and impacts the ground water and what floats off our properties.

So who is really to blame? EVERYONE – and I mean EVERYONE. That's not to say that some are worse offenders than others. Building land barrier causeways instead of bridges might also have not have been the best approach. It wasn't that long ago municipalities were dumping treated waste-water directly into the river.

So if we are all to blame, we all need to look at what we can do to change what impact we each make. But this is a BIG problem that is going to require BIG solutions. Not knee-jerk reactions but a clear understanding of value added and a prioritized focus on those approaches with the most bang for the buck.

It's pretty clear that the condition of the river is the result of years of bad practices combined with some more recent changes. It's going to take a while to get the lagoon back to a healthy balance. Clearly the basic ailment in the lagoon is excessively high nutrient levels, both in the water and captured in the sediments that have accumulated on the bottom of the lagoon, tributaries and canals.

... (Continued on Page 7)

Indian River Lagoon Condition and Recovery

(Continued from Page 6)

Now it is time to take a more positive look at the role of dredging to provide near-term progress by removing the bottom sediments, especially in shallow waters (less than 4ft) where sunlight penetration can have an immediate impact of seagrass growth. We need to clean the bottom to provide a healthy bed for seagrass to regenerate.

For years there has been a resistance to dredging from the so-called environmental organizations. There has always some reason to NOT dredge. I sometimes wonder if the anti-dredging sentiment isn't based more on the perception that the sole purpose of dredging is to support boating and so many self-proclaimed environmentalists express anti-boating sentiments. It's time to find the way to permit and accomplish significant dredging and remove the muck.

Seagrass is one of, if not the most important, components of a healthy lagoon system for so many reasons – but none may be more important than the amount of nutrients seagrass filters from the water and the output of oxygen into the water. Our quickest path to recovery and sustainability of the IRL is healthy seagrass coverage. Another event that occurred in 1960 was the construction of the first power plant in Brevard on the IRL at Port St. John. We all know the long-term effect that the warm water outflows have had on the natural migration of the manatee.

In recent years this impact has nurtured a herd approaching 2,000 manatees living in Brevard during the winter months and many remaining year-round. As great as this sounds from a manatee recovery perspective, this is dangerously close to presenting long-term impacts on the ability of the IRL seagrass to recover. So, along with all the other sources of pollution that we need to bring under better control, this source of thermal pollution, which has been encouraged for 55 years, must now be eliminated. (for more on just what impact 2,000 manatees can have on IRL seagrass visit the CFFW Facebook page).

So to sum up, the prescription for the IRL recovery includes 3 main treatments:

- 1) Cleaner ground and surface water practices throughout East Central Florida.
- 2) Immediate and massive muck removal efforts.
- 3) Sound approaches to restoration and maintenance of healthy seagrass coverage.

Since we are all part of the problem, we need to all be part of the solution.

SAVED BY THE CELL?

by Lenny Rudow

Here's one way to get the most out of your cellphone as a piece of safety gear. Plus, always file a float plan

Thanks to strides in boater education, advances in technology, and the professionalism of search-and-rescue personnel, boating fatalities have dropped dramatically through the years. Still, the loss of any life requires close reflection to see if there are ways to learn from the tragedy. In August, when teenage friends Perry Cohen and Austin Stephano went missing during a fishing trip off the coast of Florida, it dominated the headlines. Their abandoned 19-foot boat was found capsized but still afloat. After a two-week search, the teens couldn't be found. More recently, the death of country-music singer Craig Strickland made the headlines. Strickland was duck hunting with his friend Chase Morland on Oklahoma's Kaw Lake in late December. Their boat was found overturned after high winds, rain, sleet, and snow blew through the area. Morland's body was recovered two days later, and Strickland's a full week after that; he'd succumbed to hypothermia shortly after crawling out of the lake.

Also in late December, a 17-foot center-console with five people on board for a duck-hunting trip overturned near Weeki Wachee, Florida. The crew was carrying a waterproof VHF, but it was lost overboard when the boat rolled. Luckily, one cellphone, protected by a LifeProof case, remained in working order. As a result, Kevin Stipe was able to call his father for help. Fortunately, Stipe's father, Jay, is president of MiraTrex, the maker of the Pro Charts marine-navigation app, which turns your cellphone into chartplotter. Naturally, the younger Stipe had it installed on his phone. The app's Buddies feature, which shows the location of your friends' boats on the chart, allowed the senior Stipe to see his son's exact latitude and longitude. He called the U.S. Coast Guard, gave it the coordinates, and less than two hours later, all five were aboard a Citrus County Fire Rescue boat.

While we strongly advise against ever depending on a cellphone as your only safety device, this case proves that phones can be life-savers – if they continue working after an incident, and if you can get a signal. We know that Morland had an operational cellphone before the Oklahoma accident because he'd used Twitter to tweet, "In case we don't come back, @BackroadCRAIG and I are going through Winter Storm Goliath to kill ducks in Oklahoma." But we don't know if that phone was lost, damaged in the accident, or whether Morland was simply unable to use it due to hypothermia, which could have set in shortly after their troubles began.

In all these cases, having a primary safety device aboard the boat would have been ideal. Having an EPIRB, an inexpensive personal locator beacon (PLB), or a waterproof satellite messenger aboard – especially when leaving the dock in iffy weather or in the cold-water conditions often accompanying waterfowl hunting – could have meant the difference between life and death. Having a cellphone protected by a waterproof case, along with a good nav app, is also an excellent backup. You likely have the smartphone already. You may even have a watertight case. Adding an app that allows you to share your location is both simple and free.

Marine Communication Systems Class

Communication is a key factor in boating. Don't hesitate or you may miss an opportunity to keep up with change, improvements and new technology in Marine Communications. This new course, offered by the Banana River Sail and Power Squadron, offers a much more detailed curriculum than the old Maine Electronics course. Our MCS class covers nine chapters in four sessions (plus exam of course).

WHEN: Starts May 18, 2016, 6:30 - 8:30 PM

WHERE: Four sessions at Keiser University
900 S Babcock St, Melbourne, FL 32901

COST: \$65.00 for USPS members
\$95.00 for non-members
\$172.00 for USPS membership and course.
Additional students of the same household who share a Manual pay only \$15.00 each.

MCS COURSE CONTENT

1. Radio History
2. Radio Frequency Spectrum
3. VHF Radio
4. GMDSS (Global Maritime Distress and Safety System)
5. FCC Rules and Regulations
6. Radio Operations
7. Long Range Radio Communications
8. Other Marine Communications Systems
9. Radio Maintenance

Registration and payment required by May 8 at www.brsp.org or call 321-220-7775

Junior Safe Boating

Keeping kids safe is the primary responsibility of parents and a mission of the Banana River Sail and Power Squadron. What better way to keep children safe than to teach them safe boating? This class is taught by certified, experienced personnel with years of experience, particularly on our Indian River Lagoon.

Students learn the basics of boat handling, safety, navigation rules, government regulations and water sports. Attendance at the 3-day course and passing the test is required to obtain the Boating Safety Education ID card, required by FL State Law to operate a boat with 10 HP or more. The course is designed for 11-17 year olds.

DATE: June 6, 2016 through June 8, 2016

TIME: 9:00 AM daily 11:30 AM daily

WHERE: Satellite Beach Recreation Center
1089 S. Patrick Drive,
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FEE: \$10.00

To register call the Satellite Beach Recreation Department 321-773-6458



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CFFW Launches New Website

After years of continued service to the organization, our original website design has been retired and replaced with a new, more modern and dynamic design. Our address has not changed – so no need to update your favorites and bookmarks, but when you visit cffw.org, we hope you are happy with what you find there. Our on-line membership functionality is up and running with an easy interface with PayPal (no need for you to have a PayPal account) for convenient renewal or initiation of your membership or to simply update your contact information. We look forward to building an extensive reference library of documentation relevant to issues of importance to our membership. We have a convenient “Comment” page, where you can drop off a document that you have found

of interest or just drop us a line and let us know how we are doing and what you think we might do better. Our “Events” page has the calendar for the year and links to upcoming and photographs of previous events. Drop by and check it out.

And don't forget to visit our “Citizens for Florida's Waterways” FaceBook page. ❖





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Flare Up and Vessel Inspections

The Banana River Sail and Power Squadron will be offering both instruction and hands-on practice with the types of flares required by law for use by boaters on the IRL. The Flare Up will be held on May 21, at 10:00 am on the Eau Gallie Causeway Boat Ramp. The Banana River Squadron will be joined by other Squadrons as well as other public safety agencies in the area. Confidential boat inspections will be offered so that boaters can verify their boat's compliance with Florida laws and rules and those that pass will be issued inspection approval stickers. ❖

CFFW Member Recognition

New Members

Cape Canaveral
Angela Zayas

Cocoa
Jim Hudson
Jeffrey King
Frank Manfredi

Melbourne
John Kendrick

Holly Hill
William G. Kinstren

Merritt Island
Theodore Agrillo
Perry Correll
Edward French
John & Marie Hughes
Mike Hughey
Lopez Mike
Alan Russell
Mark Sells
David Wheeler

New Smyrna Beach
Bruce Schoenhofer

Orlando
Andres Alvarez

Palm Coast
Jonathan & Stephanie Lizotte

Rockledge
Ricky D. Forrester

Winter Park
Larry Lokken

Diamond Level (\$100 per year)

Bob and Sherry Atkins
Ben Blythe
Jack and Karen Dignan
Daniel Dvorak
William Eells
Don & Linda Ewers
John C. Farley
Ollie & Sherry Follweiler
Charles and Susan Frazier
Alston & Kelli Hammons
Gary and Kelly Haugh
Phil Holtje
Keith & Tammy Houston
John Kendrick

Troy & Genese Launay
George and Majel Legters
Nautical Spirits/Chris and Becky Hamilton
Sandy Reynolds
Jamie Seymour
Richard Sproc
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Thumper and Iva Volkmer
Waterfront Solutions Don Nesbitt
Willie & Peggy Wehrman
Bill & Eileen Wetzel
Robert Wille
Gerd Zeiler

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Howard Bernbaum
Glenn and Sherry DeJong
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Donald and Annette Doerr
Scott Ellis
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Daniel and Terese Friedlander
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Gus and Bobbie Gostel
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Ted Guy
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Jess H. Yates, D.M.D.
Dave and Bonnie Zimmerman

Business Recognition Diamond Level

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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.

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Is it time to renew your membership?

*Please note, this is your
previous renewal date:*



Space Coast Waterfest at Kiwanis Island Merritt Island

SAVE THE DATE
Saturday, May 21, 2016
8 AM to 1 PM

National Safe Boating Week Event

Youth Fishing Program &
Educational Booths and Displays

For information contact:
Brevard County

Natural Resources Management Department
321-633-2016

Matt Culver: matt.culver@brevardcounty.us
Marie Winkler: marie.winkler@brevardcounty.us

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