



CITIZENS FOR FLORIDA'S WATERWAYS

Volume 23 - Issue 5

August/September 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*

Just when summer is really starting to heat up, many of us have come to a premature end of our family vacation season. We seem to send our kids off to school earlier every year. I'm just old fashioned enough and over-influenced by the first 15 years of my life in the mid-west to think that summer starts on Memorial Day and ends on Labor Day. That's when the swimming pools and public beaches opened and closed. That's when schools let out and began again. Thank goodness for living in paradise where every week includes a seven night and two day stay at our own private resorts.

Lately it's been just a bit HOT (and too dry). The last few trips across the causeways and under the bridges have revealed miles and miles of mirrored surfaces. In my skiing days we would howl like wolves and scream "Dog Days" in our excited anticipation of carving some turns on slalom or kickin' the skis off all together and blasting across the surface. These are the days when skiing down the middle of the river, even pushing stamina from bridge to bridge, actually has merit. The rivers and creeks here in our area are a central component of our paradise.

But, we all know, the rivers just ain't what they used to be. It took time to get into this condition and it will take time and effort to turn it around. Our Brevard County Commissioners have elected to propose a general referendum to place a temporary half-cent sales tax increase in Brevard to help raise funds specifically for projects to help clean up the lagoon. If you missed Keith Winsten's article in the Florida Today on 8/19, use this link to look it up and read it. (<http://www.floridatoday.com/story/news/2016/08/19/science-proves-lagoon-plan-makes-sense/89004580/>)

The charts included in the article clearly indicate, to no surprise, that muck, ground water and runoff are the three largest contributors, in that order, to the nutrient loading (N, nitrogen and P, phosphorous) and that combined they account for 85% of the N and 95% of the P trapped in the river. These excess nutrients are responsible for creating the conditions supporting the significant algae blooms. Of course the algae blocks the sunlight from reaching normal depths where the seagrass beds flourish and the ultimate problem of all this excess algae is loss of seagrass. But, seagrass is the best nutrient filter. These plants love N and P. Diminished seagrass coverage exacerbates the nutrient loading and the problem just gets compounded. The best measure of the lagoon health is the overall seagrass coverage. (I never even mentioned the impact of the "1000lb gorilla" in the room.)

While local septic tanks get a significant amount of the blame for ground water issues, Florida's interconnected ground water system is far from localized. The local ground watershed stretches back to the central part of the state. Central Florida (Osceola, Orange, Seminole and Brevard) has grown from less than 300,000 in 1960 to well over 2 Million in 2015. That's a rapidly increasing pressure on ground water quantity and quality,

Waterfront residents get the significant amount of blame for fertilizer in lawn runoff, but I would wager that surface water from your street is likely to flow right into the rivers from anywhere here in Brevard, regardless of how close you live to the waterfront. It's years of nutrient rich ground water and runoff together with accumulation of decaying organic matter that have lead to the muck build up. So it makes sense to take measures to remove the muck and drastically reduce the influence of groundwater and runoff for the future.

... (Continued on Page 3)

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Please Mark Your Calendars!

Please call Bonnie Zimmerman at 856-220-2476 for more information.



- » **Sept. 7, 2016 District 2 Canal Dredging Committee Meeting** - 6:00 pm
Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **Sept. 15, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725 Judge
Fran Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940
- » **Oct. 3, 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
- » **Oct. 5, 2016 District 2 Canal Dredging Committee Meeting** - 6:00 pm
Karen Rood Bldg. (near the boat ramp) at Kiwanis Island, Merritt Island.
- » **Oct. 20, 2016 Brevard Marine Advisory Council** - 6:00 pm 2725 Judge Fran
Jamieson Way Building C, 2nd Floor, Florida Rm., Viera, FL 32940
- » **Oct. 26, 2016 CFFW Annual Membership Meeting/Elections of
Officers** - 6:30 pm Karen Rood Bldg (near the boat ramp) at Kiwanis Island, Merritt
Island Open to the public

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. ❖

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

President's Message (Continued from Page 1)

So these are BIG problems that stretch beyond the waterfront – even beyond Brevard and the other coastal counties - that will require BIG investments in dollars, time and hard work – here is the key – FOCUSED on VALUE ADDED efforts. So what should you be looking for from the Brevard government when you make your decision to support and vote FOR or AGAINST the 0.5% sales tax increase in Brevard. Here are some questions you might use to determine your position.

- *Is the cost of the lagoon restoration well understood?*
- *Is the predicted additional revenue enough to accomplish measurable results?*
- *Is the increased revenue added to a general fund or specifically limited to the IRL?*
- *Is the approach fair to those being asked to bear the cost?*
- *Is the burden sufficiently shared among the constituents?*
- *Is there a specific and prioritized spend plan for the added revenue?*
- *Does the spend plan match up with the root causes of the problem?*
- *Is there an independent oversight committee made up of a cross-section of the community and stakeholders to insure the funds area appropriated per plan?*

If over the coming weeks we discover that these questions prove to have positive answers, then my personal response will be to vote FOR the proposed tax and to do everything I can to volunteer to be part of the effort going forward. What once seemed like such a strange name for this organization seems so appropriate now. We remain Citizens for Florida's Waterways. ❖



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Avoiding Boat Electrical Mistakes

By Ed Sherman

Problems in your boats electrical system can destroy your pride and joy. Be especially careful around these common problem areas.

In any given year, I inspect quite a few boats. These range from simple tenders to extremely complicated power and sailing yachts. When it comes to electrical systems and their installations, I keep a watchful eye out for not only compliance with American Boat & Yacht Council (ABYC) and international standards but also simple workmanship and the application of best industry practices. Let's get a look at some of the common issues I encounter and consider the outcomes to which these mistakes can often lead.

Motor Circuits And The "Locked Rotor"

Without question, one of the most common issues I run into is the over-fusing of small DC-motor circuits, which happens when someone installs a fuse with a higher amperage rating than what's recommended. The motors you have on board to run your bilge pump, livewell pump, bilge blower fan, or maybe a macerator pump for your head system all have a fuse rating printed on the label. Motor circuits are different from all of the other electrical circuits on your boat because installers need to worry about protecting the device as well as the wire runs supplying power. Here's why.

In the case of a jammed pump, the motor is trying to turn but can't due to a piece of debris wedged between the impeller and the housing. If the installed fuse is rated higher than the manufacturer's maximum fuse size, it won't trip and open the circuit. If the fuse doesn't blow, power will continue to flow to the motor and it will begin to overheat, ultimately catching fire. The inevitability of a fire is predicted by applying a fundamental electrical law, Ohm's law. This states that as voltage remains constant and electrical resistance increases, the current decreases. In this case, as the motor heats up, its resistance increases, and the current is quite quickly reduced to below the trip threshold for the fuse. Motors provide a maximum fuse size on the label. Make sure each of your fuses matches the motor recommendation exactly.



Many electrical problems can be traced to poor battery installations. Make sure that battery cables are well secure and free of corrosion. (Photo: Mark Corke)

Replacing A Battery Charger

When installing a new battery charger on your boat, there's a lot more to consider than just mounting the unit, connecting positive and negative cables to your batteries, and plugging the unit into an outlet. Modern chargers are actually quite sophisticated and, if set up properly, can enhance battery life. The best chargers, in my opinion, allow the installer to calibrate each phase of charging down to within

a tenth of a volt. With this level of precision available, you'll need to check with your battery manufacturer to see what it recommends, then set up your charger accordingly.

Overcharging can be the kiss of death for the longevity of the battery and may create a very costly situation for the boat owner. The proper calibration of battery chargers helps ensure you don't end up with a fire or explosion.

Understand that sealed AGM or gel batteries are actually more appropriately described as "sealed valve regulated," or SVR. In the event of an overcharging situation, which can be caused by a shore-powered battery charger that isn't calibrated correctly, they will gas excessively and slowly but surely lose electrolyte through the vent system. In the case of flooded-sealed batteries, they will open a vent at about 3 PSI to release excess pressure inside the battery case. If this all goes unnoticed for an extended period of time, it's quite possible for one or more cells to end up with dangerously low electrolyte. Remember that what's left behind in a partially depleted battery cell is hydrogen gas, which is quite explosive. Excessively low electrolyte can cause an electrical arc to occur inside the battery between two or more cell plates, and batteries can explode as a result. In some cases, even an AGM battery can get so hot internally that it melts the plastic case and continues burning — an extremely expensive and dangerous mess.

How do you mitigate against this possibility? Make sure you follow your battery-charger manufacturer's recommendations to the letter when it comes to

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Avoiding Boat Electrical Mistakes

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initial calibration for the exact type of battery(s) you intend to charge.

Inverter/Charger Installations Gone Bad

Many boat owners want to have the convenience of household-grade electrical power on board, and for a variety of reasons, a DC to AC inverter or inverter/charger is the solution. In my experience, however, DIY inverter installs are frequently done incorrectly, with dangerous situations resulting. You'd think an inverter installation would be pretty straightforward: Hook it up to the batteries, plug something in, and it's ready to go. Not so. A fault I see often is a missing ground connection to the metal case of battery chargers.

To begin, you can clearly see one of the most common faults. It actually applies to all inverters, inverter/charger combo units, and simple battery chargers with metal cases. This is the connection point where the DC grounding conductor must be attached. No wire there. If a DC short circuit to the metal case occurs, the really small AC grounding conductor, which is also connected to the metal case of the charger or inverter, will be required to carry all the DC fault current that the connected batteries will discharge. Folks, with thousands of amps of available short-circuit current potential here, that little AC grounding conductor will simply burn up because it simply can't handle the amount of current involved. Depending upon how the AC wiring connected to the inverter is routed through the boat, this could create a significant fire on the boat. In the case of this boat, the particular installation also didn't include any ABYC-required overcurrent protection or a master battery switch in the cable run connecting the inverter to four giant-sized batteries located in an adjacent locker. Imagine what can happen when all the power in those batteries shorts out against something with no way to shut it off.

Don't make the same mistakes. If you're planning on adding an inverter to your boat, make sure your inverter is designed for marine use; cheap, big-box-store units aren't. A marine-rated inverter will have the necessary safety features, such as GFCI-



*Poor wiring on a brand new boat!
Those yellow insulating jackets should
be clamped inside the cable glands.
(Photo: Ed Sherman)*

protected outlets, built in. Follow the manufacturer's installation instructions to the letter. If you're not certain, hire an ABYC-certified technician to do it.

The Stacked Terminal Issue

One of the problems I see all too often has to do with stacking too many wiring terminals onto a single lug. This can create a situation in which the business end of the terminal isn't in full contact with the lug. This creates excessive electrical resistance and focuses it at that point. As I've said, the primary by-product of excessive resistance is heat. Too much heat, and things start to burn. And as with the jammed pump, this scenario won't blow a fuse or trip a circuit breaker either because excess resistance lowers amperage flow below the trip threshold of the fuse or circuit breaker protecting the wiring. You can fix this by using a longer terminal strip so that you don't have to stack connections on the battery post.

Protect Those Hot Terminals!

DC-positive terminals should have insulating boots protecting them against a possible short circuit. In the case of starter-motor terminals, there usually won't be any fuse to blow, either. That means that any short circuit to the engine block is going to cause sparks to fly and possibly start a fire. You can imagine for yourself how such an event can end up.

In the case of the bow thruster, gear was stuffed into the same compartment as the thruster wiring, damaging the wire and short circuiting the DC-positive cable lug to the thruster-motor case. The quality of the electrical connection made here will determine if the fuse or circuit breaker will blow. The remains of the bow-thruster lower leg shows the net result of stray current corrosion caused by this event. The damage you see only took about a week to occur. DC stray current emerged from the motor case out through the thruster gear case, turning the lower leg into an anode. This was on a new boat for which the new owner hadn't yet taken delivery. Keep excess gear out of the space immediately surrounding any thruster, and make sure those terminals are insulated!

The System Remains Broken

by Steven Webster

More speed zones are going into effect in Pinellas County, but a court challenge did manage to throw out a few of them. The plain fact about the new Pinellas Rule is that it took lawsuits to try to fix a real mess. The lawsuits were partially successful, but the rule-making process remains a mess that needs fixing.

What happened there is one of the most egregious examples of a broken system you may ever read. The Mess in Pinellas (sounds kinda like a Foreman-Ali fight, doesn't it?), began in 2007, when Federal and State regulatory agencies denied a batch of permits for new docks and marinas, claiming manatees were in decline in the area.

The denials were based on inaccurate and, quite honestly, just plain screwy data.

Specifically, the US Fish & Wildlife Service (FWS) used extremely small numbers (one or two deaths/year) to create percentage rates of change that seemed very dramatic when compared to a larger sample. For example, an increase from 1 to 2 is a 100% increase! An increase from 101 to 102 is less than 1%. This is a common ruse used to imply great change in a small sample (1:2) versus a larger sample (101:102) — and it's also a reason for the saying, "There are lies, damn lies, and statistics." The Law of Large Numbers admonishes against the misuse of small numbers. This law has been around since the 1700s, but it was not heeded by FWS in 2007. The excuse that "this is the info we have to work with" doesn't justify this approach, and it is strongly discouraged in every legitimate scientific field.

FWS, or the Florida Wildlife Commission (FWC), *could* have split that batch of denied permit applications and approved some of the projects, while denying the big(ger) ones. One of the denials was for just six slips!

What's even more infuriating is that in 2008, new data was released showing manatees are in fact rapidly growing in number, a fact confirmed time and again. With this new (and more accurate data), FWS/FWC *could* have revisited the original denial, which specifically states that the denial "*is effective... until conditions within Pinellas County have changed sufficiently to warrant another review.*" Obviously, conditions have significantly changed — from a presumed declining population to a rapidly growing population. And, they could have approved new permits in light of this game-changing new information. They

did not. According to my information, every multi-slip permit application since 2007 has been denied. Even a mooring field in Gulfport was ordered to allow only sailboats. No powerboats.

It was almost a decade — 2015 — before the regulatory agencies began the process to add speed zones and the FWC convened a Local Rule Review Committee (LRRC) in Pinellas to consider more zones.

Concerns About Unnecessary Regulation

FWC's rule-makers are in Tallahassee, while FWC researchers are housed in St Pete at the Fish & Wildlife Research Institute (FFWRI). The regulators use data from FFWRI to write their rules. But, rather than use the original FFWRI data and maps, they created their own versions. The FFWRI maps were *not* given to the Local Rule Review Committee (LRRC), even though these maps are superior to the maps created by FWC regulators. The section of the FFWRI map from around Indian Rocks Beach (IRB) is shown here.

The numbers tell how many manatees were counted — reportedly 52 survey flights. As you can see, one or two, here and there. Yet, FWC proposed to regulate almost all the water you can see in this map. Two basins in particular were the subject of the lawsuits brought by local residents — the larger area smack in the middle of the map, and a smaller basin parallel to the Gulf where no — zero — manatees were seen.

The LRRC recommended removing those two basins from the FWC proposed rule, and that's initially what happened. But — The Indian Rocks Beach city commission, in November, 2014, asked FWC to consider zones in those two basins. That request was not included in the draft proposed rule presented to the FWC Commissioners later in November 2014, nor was it even mentioned during the two public hearings held in 2015. FWC regulators added the basins at the last minute before the June 2015 FWC Commission meeting, with IRB residents unaware these zones were even contemplated, much less up for final approval by FWC Commissioners.

Indian Rocks Beach residents went ballistic. (You can read their flyer on page 10)

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The System Remains Broken

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Faced with the outcry, the IRB city commission convened a meeting to reconsider its action, it voted to rescind its original request, and asked for the removal of a third zone as well. Mayor Johnson sent a new letter to FWC Chair Brian Yablonski, asking for three zones to be removed. FWC's official accounting opines that Indian Rocks Beach "appears to be divided," but the mayor's letter flatly states that the "consensus of the residents of Indian Rocks Beach also support [sic] the basins be exempt from the slow speed zones."

Two lawsuits against the zones were filed by local residents, and FWC's legal eagles agreed to settle by removing the two late-added zones — but not the third. When FWC regulators came back to the Commissioners in November, 2015 with their revised rule removing the two zones, they still claimed *"reasonable arguments can be made in favor of either including or excluding the two basins."*

Seriously? There were three manatee sightings, in 52 flights, in those two historic watersports areas.

But it doesn't end there. How about two other adjoining basins, where a total of 3 manatees were counted in 52 flights? Basins that are STILL in the rule? Or, how about FWC's claim that the speed zones in the June 2015 rule — the one including the two basins — *"would be the minimum necessary to address [FWS] concerns with regard to review of permit requests."*

That opens up a whole new can of worms.

I do not know what process FWS uses to evaluate the sufficiency of zones, or even if there is a "process". Bob Atkins and I and many others have tried to pin them down about what they do exactly. In a meeting with FWC when the rule-making began in 2014, they opined their goal was to reduce an increase in mortality in Pinellas. Looking at the mortality totals since 2001, when the statewide population was a minimum 3300 animals, through 2015, when it's 6000, it looks pretty clear to me that the mortality rate has gone down in recent years, without any new zones!

I offer this not so much as a counter-argument, but to showcase the dangers of claiming that changes in small numbers constitute "trends", or are a valid premise on which to base regulatory action.

Mortality Rate by Year

2001	1	2006	1	2011	6
2002	2	2007	3	2012	6
2003	4	2008	7	2013	1
2004	4	2009	6	2014	3
2005	5	2010	2	2015	4

Summary

The original permit review and denial was handled poorly. After the original denials, years passed before rule-making began, and by then, conditions had indeed significantly changed. But, more rules anyway. The LRRC did its best, but you can check the minutes to see what happened when LRRC members asked if there was additional information.

Lawsuits resulted. I can assure readers that the lawsuits would not have been settled were it not for the high cost to those residents to continue to pursue the case.

Whenever citizens — individual residents, not corporations, nor trade associations, nor "stakeholders" nor NGOs — have to sue an agency to fix a mess like this — well, we have a mess that needs fixing.

That's why we proposed a bill that would strengthen the LRRC so a final rule that differs from the LRRC recommendation comes back to the LRRC before it goes to the FWC Commission.

The bill also proposed clear guidance on when new protections should be considered. Of course, the bill recognized that sometimes law and rule cannot anticipate the appropriate course of action, so the supremacy of the Commissioners' decisions was protected,

We also repeat our insistence that the Manatee Forum be involved UP FRONT in the rule-making process — in particular, a review of the data and methods FWC uses to create its rationales (both of the need for more speed zones, and the locations where it believes zones may be warranted).

Bottom line: if we're going to take away rights, liberties and freedom from anyone — it better be for a good reason. These zones in Pinellas do not meet that simple test.



The Tips for Any Boater Facing a Powerful Summer Thunderstorm *Lessons Learned from Rescue of Four Kayak Anglers*

HILLSBORO INLET, Fla., July 27, 2016 – Recreational boaters and paddlers understand that late afternoon thunderstorms are common during the summer boating season. A recent incident involving two TowBoatUS Fort Lauderdale captains and their rescue of four kayakers pre-fishing a local tournament offers some lessons learned on how to survive an afternoon storm.

Just before 2 p.m. on Friday, June 24, under severe thunderstorm watch, Captains Eric Laury and Steve Reuss ran for cover as a large, fast-moving storm approached. Safe in a marina close to Hillsboro Inlet, they began to “wait out Armageddon,” as Reuss described the strong storm. Minutes later the US Coast Guard reported three overturned kayakers in the water about two miles south of the inlet.

With 3-foot chop, 40-knot winds and near constant lightning, both captains immediately headed out to provide Good Samaritan aid. Normally the response boats, which have red hulls and white “TowBoatUS” letters on the side, are used for towing disabled recreational boats. After a short search Captain Reuss quickly located and safely took aboard two kayakers in the near zero-visibility conditions.

Captain Laury, reporting severe wind gusts “trying to lift” the boat beneath his feet, soon found and retrieved two other paddlers with overturned kayaks. It was later learned that these two paddlers had hailed the original mayday with no knowledge of the other

two distressed kayakers, and the slightly erroneous report of three distressed kayakers yielded the safe return of all four.

To share some lessons learned, BoatUS has three safety tips for any mariner or angler facing a powerful, summer thunderstorm:

Don’t let your guard down: “Sometimes during the summer we see boaters lulled into a sense that calm seas always prevail, but these kayakers were prepared,” says TowBoatUS Ft. Lauderdale spokesman Barney Hauf. “They had life jackets on, carried a handheld VHF radio and a Personal Locator Beacon.”

Don’t leave the boat: While caught out on the open water and unable to seek cover, the paddlers stayed with their overturned vessels. “They fastened themselves to each other and to their equipment to stay together,” said Captain Reuss. Staying with an overturned boat gives rescuers a larger target to find.

Watch your weight: Small craft are most prone to overloading. Says BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner, “Kayaks weighted with a lot of gear can lose buoyancy. No matter what kind of boat, know your vessel’s capacity rating.”

For more information on boating safety, go to BoatUS.org ♦.

New Law Helps FWC Manage Florida Waterways

A new Florida law, approved by the Legislature and Governor during the 2016 Session, will enable county and local authorities along with the Florida Fish and Wildlife Conservation Commission (FWC) to more effectively manage the state's waterways. The new law (F.S. 327.4107) allows law enforcement officers to issue non-criminal citations to owners who allow their boats to become "at risk" of becoming derelict.

"This law allows officers to take action before a vessel crosses that line between at-risk and derelict, and hopefully prompts the owner to rectify any issues with the vessel before it reaches a state of disrepair," said Phil Horning, FWC's derelict vessel program administrator. "Prior to this law being enacted, officers had to wait until a vessel met the legal criteria for a derelict vessel before beginning any sort of official interaction with the owner."

Under the new law, a vessel is deemed to be "at-risk" if any of the following conditions is observed:

The vessel is taking on or has taken on water without an effective means to dewater.

Spaces on the vessel that are designed to be enclosed are incapable of being sealed off or remain open to the elements for extended periods of time.

The vessel has broken loose or is in danger of breaking loose from its anchor.

The vessel is left or stored aground unattended in such a state that would prevent the vessel from getting underway, is listing due to water intrusion, or is sunk or partially sunk.

If an officer observes a vessel with one or more of these criteria, a non-criminal citation may be issued that requires the owner to correct the problem or face stronger penalties after 30 days have passed. If problems are not fixed, non-compliant vessel owners can face additional fines issued every 30 days until they are.

Officials expect that this new law will decrease the number of vessels becoming derelict, a problem which continues to burden the state's public waterways.

"Our goal is to keep Florida's waterways safe and protect their environmental stability," said Horning. "We are committed to protecting this valuable resource for the people of Florida and its visitors."

Vessel owners are also reminded to sell their vessels properly.

"Many owners don't realize that not only is the buyer required to get the vessel retitled in their name, but the seller is also required to notify the Department of Highway Safety and Motor Vehicles within 30 days that they have sold their vessel," said Horning.

Failure to do so is a violation and may cause the prior owner of record legal troubles should the vessel become derelict at a later date. The FWC will be assisting state and local governments with derelict vessel removal grants that will be available soon. The grant funding was also approved by the Legislature and Governor during the 2016 Session. Interested applicants may contact the FWC Derelict Vessel Program office at 850-617-9540 or email DVGrant@MyFWC.com for more information. ❖



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Poster Child for Government Overreach

by John Pfanstiehl (Continued from Page 7)



FWC is eliminating watersports in areas where manatees are never hurt and rarely sighted

Background: Manatees are an extremely rare sight in the Indian Rocks Beach cove (basin) between Harbor Drive N and S. In 21 years, my wife and I have seen only one (and our offices overlook the cove). This deep-water cove has no seagrass for them to eat. And no manatee has ever been injured in this cove.

Overreach: The FWC is making this cove a Manatee zone (i.e. no wake) ostensibly to protect manatees. The FWC ignores the law because they must show that “manatees **are frequently sighted** and the best available scientific evidence . . . supports the conclusion that manatees inhabit such waters periodically.”

Unforeseen consequences: Kids use these waters for watersports, away from TV, computers and off their cell phones enjoying the Florida waters and physical activities. We should be encouraging this. Perhaps more importantly, they are boating within view of their parents or grandparents, and are close to home when our thunderstorms pop up. **FWC’s ruling endangers children** by requiring that they go into the intracoastal waterway to seek out the few remaining areas for watersports that will now be very crowded (or go into the Gulf).

FWC again ignores the law because they are only allowed to set manatee zones, without **unduly restricting “the rights of fishers, boaters, and water skiers** using the areas for recreational and commercial purposes” as set forth in Section 379.2431(2)(k), Florida Statutes.



Voters are outraged when they learn of unjustified FWC rulings

When home owners and boat owners see the new restricted manatee zone signs go up, these **voters will be outraged**, as they were in IRB - by far the largest protest to the commission in years. The majority of the people affected by these rulings are unaware of them; FWC has made no mailings to the affected parties. ❖

CFFW Member Recognition

New Members

Satellite Beach

Sharon Noll

Melbourne

William Hills

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Gary and Kelly Haugh

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Cloud and Frances Pawtowski

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Gerd Zeiler

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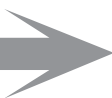
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